



September 2, 2026

Barry R. Finegold
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Room 109-D
Boston, MA, 02133

Michael J. Rodrigues
1st Bristol and Plymouth
24 Beacon St.
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Peter J. Durant
Worcester and Hampshire
24 Beacon St.
Room 520
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Aaron Michlewitz
3rd Suffolk
24 Beacon St.
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Carole A. Fiola
6th Bristol
24 Beacon St.
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Michael J. Soter
8th Worcester
24 Beacon St.
Room 551
Boston, MA, 02133

Dear Senators Finegold, Rodrigues, Durant and Representatives Michlewitz, Fiola, Soter,

Thank you for your dedicated leadership on the conference committee reconciling H.5576 and S.3228. On behalf of the Somerville Pedestrian and Transit Advisory Committee, we write to urge you to include the strongest vulnerable road user (VRU) safety protections from both texts in the final economic development package.

As vulnerable road users face growing risks across Massachusetts, adopting these policy tools will directly prevent injuries and save lives:

- **Micromobility Framework & Safety Standards:** We support adopting a **14-year minimum age for powered micromobility devices** (rather than 16). This preserves independent mobility for high school students who rely on e-scooters and e-bikes for school commutes, while establishing basic safety guardrails. Additionally, we firmly support the establishment of a **20 MPH default speed limit on shared use paths** for micromobility devices to protect slower-moving pedestrians, children, and trail users with mobility disabilities who cannot easily dodge high-speed traffic. To further reduce dangerous speed conflicts and maintain a comfortably safe environment for all, we also urge the committee to incorporate an advisory speed limit of 12 MPH when passing on shared use paths.
- **Standardized Crash Report Database (H.5576 Sec. 148 / S.3228 Sec. 331):** We strongly support retaining the working group provisions to create a standardized crash report form and a publicly accessible incident database, providing the critical, transparent data needed to pinpoint dangerous corridors, evaluate micromobility safety trends, and prevent future collisions involving vulnerable road users.
- **Automated Enforcement for Dangerous Speeding (S.3228, Section 163):** We strongly support retaining Section 163. Enabling a limited, targeted speed camera framework provides municipal leaders with a proven tool to curb excessive speed—the single greatest factor in

severe and fatal pedestrian crashes. This is particularly critical near schools, parks, senior centers, and accessible transit hubs, where children and individuals with disabilities need safe, calm streets to cross.

- **Protecting VRUs Around Heavy Commercial Vehicles (S.3228, Section 272):** We strongly support retaining Section 272 to establish a rebuttable presumption of negligence for owners or lessees of large vehicles (GVWR >10,000 lbs) involved in crashes with vulnerable road users, unless the vehicle is fully equipped with vital safety devices. Ensuring trucks are outfitted with lateral protective devices (side guards), convex mirrors, crossover mirrors, and backup cameras will directly prevent devastating blind-spot and side-impact collisions with pedestrians, children, and wheelchair and micromobility users.

Decisions made in this conference committee will dictate street safety across the Commonwealth for decades to come. We respectfully ask that you prioritize these common-sense protections—keeping in mind our most vulnerable and inexperienced users, including children, seniors, and people with disabilities—in the final compromise bill.

Thank you for your time, consideration, and continued service to Massachusetts.

Sincerely,

The Somerville Pedestrian and Transit Advisory Committee (PTAC)

Ted Alexander
Ginny Alverson
Meredith Brown
Rachel Chiquoine
Laura Evans
Christopher Ferry
Susan Foley
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CC: OSPCD Mobility, City of Somerville
Mayor Jake Wilson, City of Somerville
Patricia D. Jehlen, Massachusetts State Senator, Second Middlesex District
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Christine Barber, Massachusetts State Representative, 34th Middlesex District