

By Mr. Olson, petition of the American Automobile Association, by Robert S. Kretchmar, and Charles W. Olson for legislation to modernize the prima facie speed limits by establishing more realistic levels. Highways and Motor Vehicles.

The Commonwealth of Massachusetts

In the Year One Thousand Nine Hundred and Sixty-Three.

AN ACT MODERNIZING THE PRIMA FACIE SPEED LIMITS BY ESTABLISHING MORE REALISTIC LEVELS.

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

1 Section 17 of chapter 90 of the General Laws is hereby
 2 amended by striking out the words: — Unless it is otherwise
 3 posted in accordance with the provisions of section eighteen,
 4 it shall be prima facie evidence of a rate of speed greater than
 5 is reasonable and proper as aforesaid if a motor vehicle is op-
 6 erated on any way outside of a thickly settled or business dis-
 7 trict at a rate of speed exceeding forty miles per hour for the
 8 distance of a quarter of a mile, or inside a thickly settled or
 9 business district at a rate of speed exceeding twenty miles per
 10 hour for the distance of one eighth of a mile, or in any place
 11 where the operator's view of the road traffic is obstructed
 12 either upon approaching an intersecting way or in traversing
 13 a crossing or intersection of ways, or in going around a corner
 14 or a curve in a way, at the rate of speed exceeding fifteen
 15 miles per hour: — and substituting in place thereof the fol-
 16 lowing sentence: —

17 Unless it is otherwise posted in accordance with the provi-
 18 sions of section eighteen, it shall be prima facie evidence of a
 19 rate of speed greater than is reasonable and proper as afore-
 20 said if a motor vehicle is operated on any way outside a
 21 thickly settled or business district at a rate of speed exceeding

22 sixty miles per hour during the daytime (from one half hour
23 before sunrise to one half hour after sunset) and fifty-five
24 miles per hour during the night-time, or inside a thickly
25 settled or business district at a rate of speed exceeding thirty
26 miles per hour, or in any place where the operator's view of
27 the road traffic is obstructed either upon approaching an inter-
28 secting way or in traversing a crossing or intersection of ways,
29 or in going around a corner or a curve in a way, at an appro-
30 priately reduced rate of speed.