

By Mr. Newth of Swampscott, petition of the Massachusetts Safety Council and others for legislation to define further the responsibilities of operators of motor vehicles at stop or yield intersections. Highways and Motor Vehicles.

## The Commonwealth of Massachusetts

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

### AN ACT TO FURTHER DEFINE THE RESPONSIBILITIES OF OPERATORS OF MOTOR VEHICLES AT STOP OR YIELD INTERSECTIONS.

*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 9 of chapter 89 of the General Laws is hereby  
2 amended by striking out said section 9 and inserting in place  
3 thereof the following section:—

4 *Section 9. (a)* Preferential right of way at an intersection  
5 may be indicated by stop signs or yield signs authorized by  
6 the Massachusetts department of public works.

7 *(b)* Except, when directed to proceed by a police officer or  
8 traffic-control signal, every driver of a vehicle approaching a  
9 stop intersection indicated by a stop sign shall stop before  
10 entering the cross walk on the near side of the intersection or,  
11 in the event there is no cross walk, shall stop at a clearly  
12 marked stop line, but if none, then at the point nearest the in-  
13 tersecting roadway where the driver has a view of approaching  
14 traffic on the intersecting roadway before entering the inter-  
15 section, and after having stopped shall yield the right of way  
16 to any vehicle which has entered the intersection from another  
17 highway or which is approaching so closely on said highway  
18 as to constitute an immediate hazard during the time when  
19 such driver is moving across or within the intersection.

20 *(c)* The driver of a vehicle approaching a yield sign shall  
21 in obedience to such sign slow down to a speed reasonable for  
22 the existing conditions and shall yield the right of way to any  
23 vehicle in the intersection or approaching on another highway  
24 so closely as to constitute an immediate hazard during the

25 time such driver is moving across or within the intersection.  
26 Provided, however, that if such a driver is involved in a colli-  
27 sion with a vehicle in the intersection, after driving past a  
28 yield sign without stopping, such collision shall be deemed  
29 prima facie evidence of his failure to yield right of way.

30 The driver of a vehicle approaching a yield sign if required  
31 for safety to stop shall stop before entering the cross walk on  
32 the near side of the intersection or, in the event there is no  
33 cross walk, at a clearly marked stop line, but if none, then at  
34 the point nearest the intersecting roadway where the driver  
35 has a view of approaching traffic on the intersecting roadway.