



Why Indiana needs a statewide “safe passing” law (SB 89/HB 1439)

- We need state laws that protect all modes of transportation.
- The more we can increase awareness about the need to share the road; that bikes belong in the roadway and vehicle drivers need to be aware of all roadway users, the safer we can make roadways for everyone.
- Safe passing laws that define a “safe distance” as 3 feet or greater
- provide significant benefits to the public, including:
 - A simple public message about how to safely pass a person on a bicycle.
 - A means for punishing unsafe behavior by drivers of motor vehicles.
 - A public policy response to the most common reason for the death of a person on a bicycle that can become effective statewide in a short period of time.
 - A basis for high visibility enforcement and education to drivers about sharing the road with people on bikes.
- Safe passing laws are not a replacement for investments in safe bicycle infrastructure, but they provide safety through education and enforcement where bicycle infrastructure is lacking. (According to available research, 3 foot passing laws are not as effective as bicycle lanes in terms of increasing the distance between a person on a bicycle and a passing motor vehicle.)
- Several communities/cities have some version of this law in effect now.
- Indiana is one of only 15 states without a statewide law.
- Indiana is the center of a donut, meaning that touring cyclists may take their “tourism” dollars to surrounding states, perceived to be safer and more welcoming to people on bikes.
 - Illinois: passed in 2007, "not less than 3 feet".
 - Kentucky: passed in 2018, “If there is more than one lane for traffic proceeding in the same direction vehicles must move to the immediate left lane if the lane is available and it is safe to do so, if there is only one lane of traffic then "not less than 3 feet"”.
 - Michigan: passed in 2018, “at least 3 feet”.
 - Ohio: passed in 2016, "When a motor vehicle or trackless trolley overtakes and passes a bicycle, three feet or greater is considered a safe passing distance."
- In 2016 Indiana had 721 bicycle collisions recorded. Nineteen (19) resulted in death, 282 resulted in incapacitating injuries. In the first nine (9) months of 2017, Indiana has recorded a total of 498 collisions with injury. Eight (8) resulted in death and 222 with incapacitating injuries. There is clearly an increase in the number of people riding bicycles and the need to raise awareness for their safety.

Other bike bills filed this session

- SB361/HB1236 – Electric bicycles
- SB 463 – Bicycle, skateboard, skate, and scooter helmet requirement