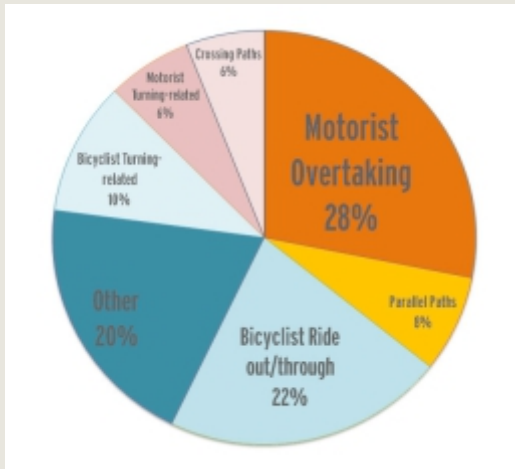




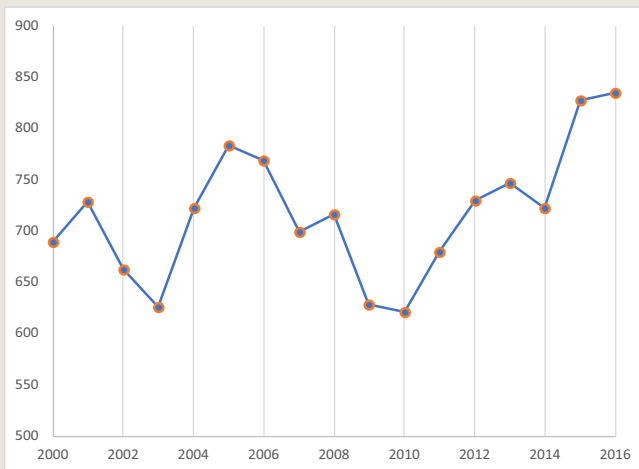
# BICYCLE FRIENDLY STATE ACTION: SAFE PASSING LAW

SAFE PASSING LAWS TARGET THE MOST COMMON BEHAVIOR THAT KILLS PEOPLE WHO BIKE - UNSAFE PASSING



NHTSA Crash Types for Pedalcyclist fatalities 2014-2016

## NUMBER OF ANNUAL BICYCLIST FATALITIES



NHTSA Fatality Analysis Reporting System (FARS)

## THE PROBLEM

Overtaking motorists are consistently the most common cause of death for people who bike. While the specifics of each crash may be different, and overtaking crashes may be a relatively small portion of all bicycle-involved crashes, there is no denying that motorists overtaking bicyclists are a clear threat to bicyclists.

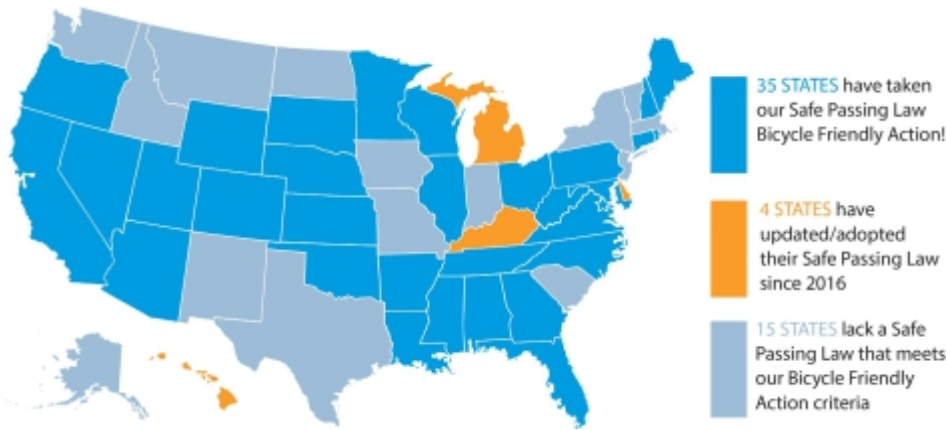
Without clear laws that specifically make it illegal to overtake a bicyclist unsafely there is no basis for law enforcement, judges, and juries to ensure that bicyclists are protected and/or compensated when they are injured due to unsafe passing.

## THE SOLUTION

Safe passing laws that provide a defined distance for motorists overtaking a bicyclist are a clear response to the threat that overtaking motorists pose to bicyclists. To have maximum effect these laws should be:

- 1. CLEAR**– they should define a minimum safe passing distance with an easy to remember standard that can be communicated in public signage and other public messages.
- 2. ENFORCEABLE**– they should provide a consistent basis for enforcement that can be used by law enforcement officers.
- 3. STATEWIDE**– they should be statewide to minimize local signage requirements and to be integrated into statewide licensing and education programs for drivers.

# SAFE PASSING LAW FACTS



See each state's law at [bikeleague.org/bike-law-university](http://bikeleague.org/bike-law-university)

## Safe Passing Laws in Largest 20 Indiana Communities

City	Population	Population Rank	Safe Passing Law?	Year
Indianapolis	872,680	1	YES	2009
Fort Wayne	264,488	2	YES	
South Bend	101,735	4	YES	
Carmel	92,198	5	YES	
Fishers	91,832	6	YES	2018
Bloomington	80,405	7	YES	2017
Lafayette	72,174	10	YES	2014
Anderson	54,986	16	YES	2016
Elkhart	52,662	17	YES	2014
<b>TOTAL</b>	<b>1,683,160</b>		<b>25% of Population</b>	
Evansville	119,806	3	NO	
Hammond	77,827	8	NO	
Gary	88,416	9	NO	
Muncie	69,237	11	NO	
Terre Haute	60,619	12	NO	
Noblesville	59,807	13	NO	
Kokomo	57,941	14	NO	
Greenwood	55,459	15	NO	
Mishawaka	48,582	18	NO	
Lawrence	48,081	19	NO	
Columbus	47,143	20	NO	
<b>TOTAL</b>	<b>732,918</b>		<b>11% of Population</b>	

## QUICK FACTS

A 2014 review of media reports by the League of American Bicyclists found that 40% of deaths with reported crash types were rear-end crashes, likely resulting from unsafe passing.

» Learn more at [https://bikeleague.org/sites/default/files/EBC\\_report\\_final.pdf](https://bikeleague.org/sites/default/files/EBC_report_final.pdf).

Data from the Insurance Institute for Highway Safety suggests that 45% of bicyclist deaths may be due to unsafe passing. Even where no crash occurs, unsafe passing contributes to bicyclist attitudes towards safety and motor vehicles.

» Learn more at <http://www.iihs.org/iihs/sr/status-report/article/50/3/3>.

According to a 2012 survey by NHTSA, 39% of people who reported a fear for their personal safety said it was due to a motorist driving very close to them - the most common reason for fear while riding.

» Learn more at <https://one.nhtsa.gov/Driving-Safety/Research-&Evaluation/2012-National-Survey-of-Bicyclist-and-Pedestrian-Attitudes-and-Behavior>

