

H 232

- Enacted 6/2015
- Requires NCDOT to study “bicycle safety laws and make recommendations as to how the laws may be revised to better ensure the safety of bicyclists and motorists on the roadways”
- 8/7/2015- First committee meeting: added members, elected chair and identified key issues
- 9/11/2015- Second committee meeting: discussed priority issues
- October and November – Future meetings
- December – Report due

Traffic Laws and Cycling

- Traffic laws affect operations and safety of all types of cyclists
- Issues in H 232 may relate to a small subset of cycling types
- Cycling events and group rides are growing in popularity
 - State and local agencies regulate events that require closure or repurposing of roadways
 - Informal group rides do not require events and cyclists must follow traffic laws
- Do the issues require a change to traffic laws?
- Do the issues better suit targeted education or enforcement?

Priority Study Issues

- (1) How faster-moving vehicles may safely overtake bicycles on roadways where sight distance may be inhibited.
- (2) Whether bicyclists on a roadway should be required to ride single file or allowed to ride two or more abreast.
- (3) Whether bicyclists should be required to carry a form of identification.

Additional Study Issues

- Visibility/Lights
- Hand signals
- Group rides – informal versus formal
- Operating position in roadway
- Use of headphones/texting while cycling

Cycling Types



Related Crash Information

- **On average, about 960 bicyclists are hit each year with 22 fatalities**
- Crashes occur more frequently in the Piedmont area
- Half of the fatal crashes occur in the Coastal areas
- Most crashes (70%) occur in urban parts of the state
- People aged 30-59 account for more than 40% of all crashes.
- Men account for 85% of crashes.
- Most crashes – nearly 75% – occur during the day

Related Crash Information

- Most crashes happen on two-way, undivided roads
- Crashes are most prevalent on roads with 30-35 mph speed limits
- Crashes occur equally at intersections and non-intersections
- Non-Intersection crashes are more dangerous for bicyclists, accounting for more than half of all fatal and disabling injury crashes

Related Crash Information

- Nearly a quarter of crashes included a bicyclist riding against traffic
- Motorists pulling out into traffic or making turns cause more than a quarter of all bicycle-motor crashes
- Motorists overtaking bicyclists cause more than 16.7 percent of crashes.
- Bicyclists turning cause nearly 10 percent of crashes

www.WatchForMeNC.org

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