

**2021 HOUSE TRANSPORTATION**

**HB 1290**

# 2021 HOUSE STANDING COMMITTEE MINUTES

**Transportation Committee**  
Room JW327E, State Capitol

HB 1290  
1/21/2021

A bill relating to a vehicle overtaking and passing a bicycle on a roadway; and to provide a penalty.

3:18 **Chairman Ruby** opened the hearing.

## Attendance

<b>Representatives</b>	
Representative Dan Ruby	P
Representative Tom Kading	P
Representative Rick Becker	P
Representative Cole Christensen	P
Representative LaurieBeth Hager	P
Representative Jared C. Hagert	P
Representative Karla Rose Hanson	P
Representative Terry B. Jones	P
Representative Emily O'Brien	P
Representative Mark S. Owens	P
Representative Bob Paulson	P
Representative Gary Paur	P
Representative Robin Weisz	P
Representative Greg Westlind	P

## Discussion Topics:

- Adding safety requirements to our laws and adding a penalty.

**Representative Mock** introduced the bill. Testimony #2052 and #1913 map.

**Carma Hanson, Coordinator of Safe Kids in Grand Forks** supports the bill. ZOOM. Testimony # 2063.

**Vincent Wuebker** supports the bill. ZOOM. Testimony # 2062.

**Justin Kristan** supports the bill. Testimony #2158.

3:53 **Chairman Ruby** closed the hearing.

**Representative Hager** moved a Do Pass.

**Representative Hagert** seconded.

Representatives	Vote
Representative Dan Ruby	Y
Representative Tom Kading	A
Representative Rick Becker	N
Representative Cole Christensen	Y
Representative LaurieBeth Hager	Y
Representative Jared C. Hagert	Y
Representative Karla Rose Hanson	Y
Representative Terry B. Jones	Y
Representative Emily O'Brien	Y
Representative Mark S. Owens	Y
Representative Bob Paulson	Y
Representative Gary Paur	N
Representative Robin Weisz	N
Representative Greg Westlind	Y

Motion passed. 10-3-1

**Representative Hagert** carrier.

**Additional written testimony:**

Morgan Lommle, People for Bikes, Boulder, CO, in favor. Testimony #1997

Simon Murphey, Ski and Bike Shop, in favor. Testimony #2149

Kelly Bjerke, Fargo, in favor. Testimony # 1969

Rocky Schneider, Fargo, in favor. Testimony # 1933

Mike Allmendinger, Fargo, in favor. Testimony # 1925

Larry Boulger, Fargo, in favor. Testimony #1902

Keith Battles, Fargo, in favor. Testimony #1785

Ann Wood, Fargo, in favor. Testimony #1606

Jason Gates, Fargo, in favor. Testimony #1560

4:08 Chairman Ruby adjourned.

*Jeanette Cook, Committee Clerk*

**REPORT OF STANDING COMMITTEE**

**HB 1290: Transportation Committee (Rep. D. Ruby, Chairman)** recommends **DO PASS** (10 YEAS, 3 NAYS, 1 ABSENT AND NOT VOTING). HB 1290 was placed on the Eleventh order on the calendar.



# NORTH DAKOTA HOUSE OF REPRESENTATIVES

STATE CAPITOL  
600 EAST BOULEVARD  
BISMARCK, ND 58505-0360

2052



## Representative Corey Mock

District 18  
P.O. Box 12542  
Grand Forks, ND 58208-2542  
C: 701-732-0085  
[crmack@nd.gov](mailto:crmack@nd.gov)

**COMMITTEES:**  
Appropriations

January 21, 2021

### HB 1290 – Safe Passing Distance

Dear Chairman Dan Ruby and members of the House Transportation Committee,

Since our last legislative session I was pleasantly surprised to learn that our neighbors to the south – South Dakota – had recently enhanced their bicycle safety laws to require motor vehicles to leave a “safe distance” when overtaking a bicycle: 3 feet when at-or-below 35 mph; 6 feet when above 35 mph.

I was even more surprised to learn North Dakota remains one of only eight states without any safe passing requirement.

HB 1290 – at the request of constituents, cyclists, and parents – would add a safe distance passing requirement to North Dakota Century Code that would be consistent with most states, including Minnesota.

Attached to my testimony is a map from NCSL illustrating safe passing requirements of all states.

While some states require 4-feet, 6-feet, or even mandate vehicles to change lanes completely, supporters of this bill felt best aligning safe passing laws with Minnesota, avoiding confusion in our border cities of Grand Forks, Fargo, and Wahpeton.

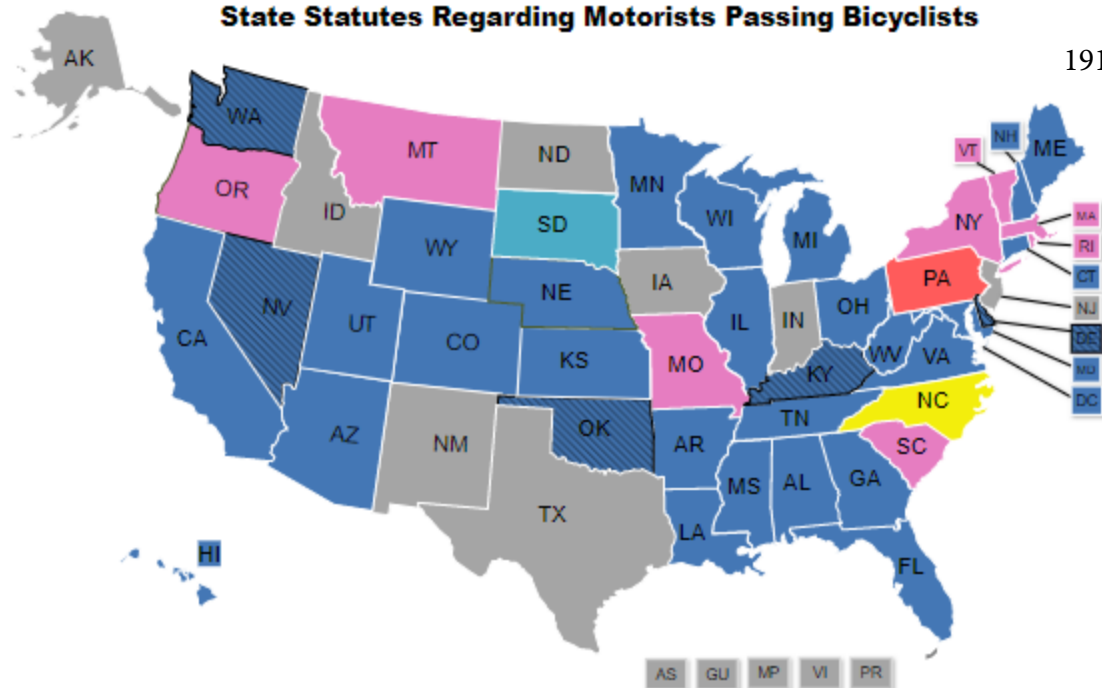
Cycling advocates have also submitted testimony and may speak to highway and insurance data supporting this legislation once I've concluded.








HB 1290 is a very simple addition to our state laws that will add important safety requirements to our laws, become part of our driver's education safety material, and enhance the cycling experience for all in North Dakota. I hope your committee gives HB 1290 favorable consideration.

Thank you again, Chairman Ruby and members of the committee.

# State Statutes Regarding Motorists Passing Bicyclists

1913



LEGEND	
	States with 2-foot passing law/4 feet in a no-pass zone
	States with 3-foot minimum passing distance
	States with 4-foot minimum passing distance
	States with general "safe distance" passing requirements
	States with no specific law for passing a bicyclist
	States with 3-foot when below 35 MPH/6-foot for above 35 MPH
	States that require a motorist to completely change lanes when passing a bicyclist if there is more than one lane proceeding in the same direction.

## House Bill 1290

Testimony: Carma Hanson, Safe Kids Grand Forks

Thursday – January 21, 2021

Chairman Ruby and members of the House Transportation Committee, my name is Carma Hanson and I am the Coordinator of Safe Kids Grand Forks, an injury prevention coalition that is based out of Altru Health System. Our mission is to reduce the number of preventable injuries and deaths to children under the age of 19. Our coalition is heavily involved in injury prevention activities as it relates to biking and other wheeled sports.

As you can imagine part of our education to children and the public is this; “when a car meets a kid/person, the car ‘wins’ every time, even if the cyclist had the right-of-way”. When cars and vehicles navigate on the same roadways, and they both have the right to do so, cars are at a huge safety advantage due to their size, speed and safety features afforded them that bicycles don’t have. For many, cycling is their primary mode of transportation, not just in the summer months but during the winter as well. In recent years, the popularity of cycling has increased and we see more and more people using this mode of transportation to get to school, college classes, work and recreational locations. It is important that we have rules of the road that protects all road users.

House Bill 1290 seeks to do just that. Now, I am not naïve to think that officers will be writing tickets should this potential law be violated, but what this will do is to create a law that would be part of driver’s education, making all vehicle users aware of the need for this safety strategy. As you can see from the map on the next page (taken from the National Conference of State Legislatures – 4.28.2020), most US states have passed a law regarding safe passing distance for vehicles when a cyclist is present. In an effort to protect all road users that equally have the rights to our roadways, I would encourage a DO PASS on this bill.

Submitted by: Carma Hanson, MS, RN

Coordinator – Safe Kids Grand Forks

701.739.1591

[chanson@altru.org](mailto:chanson@altru.org)

**Testimony from Vince Wuebker****House Bill 1290****House Transportation Committee****Thursday – January 21, 2021****39 - 10 - 11.1. Overtaking and passing a bicycle.**

Mr. Chairman, members of the Committee, my name is Vince Wuebker. I am a cyclist from Fargo. In 2020 I rode over 11,000 miles on by cycle. In the past 3 years I have ridden more than 23,000 miles with most of those miles coming on North Dakota roads. I can say riding bicycle along side and among the automobile traffic that I have almost seen it all. Almost, and I would like to keep it that way. I have not witnessed a bicycle-automobile accident. Close calls yes, collisions no. In my opinion the two big issues we cyclists face with the drivers as it pertains to this bill is the lack of education and acknowledgment that we cyclists have the same rights of the roadway as they do. Many drivers don't believe we belong on the road and this is reflected in the automobile getting aggressively and intentionally close as they pass going the same direction. You will also get a few drivers that will tell you to 'get off the road'. The other issue that I see, affects us all is the texting and driving. You notice more when riding a bike, and I can't believe the number of drivers that continue to text and drive.

As I was looking for words for testimony for House Bill 1290 it was difficult in that it sounded like way too much common sense, like what am I supposed to say, "well yes, just do it". But if the bill passes and it becomes part of the driver's training, then it is a step in the right direction to make more people aware of cyclists on the roadways of North Dakota and maybe one more voice to make people aware of the dangers of texting and driving. And that would be good for everyone.

I have been a cyclist since 1989 and I have ridden in many parts of the country and in foreign countries as well. It goes without saying that some areas of the country have more bike awareness than do others. I can, in fact, tell you that I would feel safer riding a bike in LA than parts of certain areas of Fargo. The cycling community is growing every year in North Dakota and it will continue to do so. House bill 1290 would embrace this growth and it is the right thing to do. I urge a DO PASS vote on House Bill 1290.

Vince Wuebker  
701.238.9837  
[vince@fargohotspring.com](mailto:vince@fargohotspring.com)



## Testimony in Support of House Bill 1290

Mr. Chairman and members of the House Transportation Committee, thank you for allowing me to speak in favor of House Bill 1290.

My name is Justin Kristan, I am a resident of West Fargo, North Dakota and have been an avid bicyclist since 1982. I have been a member of the League of American Bicyclists since 2004 and have been a certified League Cycling Instructor (LCI) since 2004. The LCI certification course is a three-day course which prepares an individual to teach adults and children the skills necessary to operate their bicycles on roadways safely and legally. I also hold a Master's Degree in urban and regional planning with a specialization in bicyclist and pedestrian planning and facility design.

I have driven my bicycle for recreational and utilitarian purposes since 1982. I have been fortunate to have not experienced any hit and runs with motorists. I have experienced numerous close passes by motorists at speeds above 25MPH. The experience is shocking and wind conditions in North Dakota can make the impending close pass inaudible.

As bicycling becomes more popular in North Dakota and more bicyclists take to North Dakota's roadways it is imperative that the State make roadways safer for bicyclists. A simple and measured approach is to add a safe passing law for bicyclists.

Safe passing laws specifically related to bicyclists are found in thirty-two (32) states. North Dakota does not have such a law. Bicyclists are vulnerable roadway users and recognition of this fact should be codified into state statute in North Dakota.

A three-foot passing law is good but falls severely short of what is necessary for a bicyclist to avoid serious injury or death when a motorist passes them too closely. It is my feeling that North Dakota should reach for a higher level of recognition and care when it comes to keeping bicyclists safe on North Dakota roadways. All roadway users are not created equal. Roadway user laws need to be equitable not equal.

I am recommending that House Bill 1290 state that a safe passing distance for bicyclists by motorists is “a distance that is sufficient to prevent contact with the person operating the bicycle if the person were to fall into the driver’s lane of traffic.” This is similar to Oregon’s safe passing law for bicyclists.

Crossing a double yellow line or in a no-passing zone can be dealt with by using language that states motorists must only pass when it is safe to do so. Again, Oregon has sufficient language in their safe passing laws to allow for a safe passing law for bicyclists even when the motorist is crossing a double yellow line or in a no-passing zone.

Thank you for the opportunity to testify in favor of House Bill 1290.

Respectfully,

Justin Kristan

Resident of West Fargo, North Dakota

League Cycling Instructor 1147



January 20, 2021

Dear Chairman Ruby and Members of the House Transportation Committee,

On behalf of PeopleForBikes, I am writing in support of HB 1290, relating to a vehicle overtaking and passing a bicycle on a roadway.

PeopleForBikes is the national advocacy group that works for better policies and infrastructure for bike riding. We strive to make bike riding **safer and more inclusive for everyone**, including our 10,000 individual supporters in North Dakota.

The traffic law potentially enacted with this bill is colloquially referred to as a "safe passing" law. This law would define a "safe distance" as three feet or greater and provide significant benefits to the public, including:

- A simple public message about how to safely pass a person on a bicycle.
- A means for enforcing unsafe behavior by drivers of motor vehicles.
- An effective, public policy response to the most common reason for the death of a person on a bicycle.
- A basis for education to drivers about sharing the road with people on bikes.

Forty-two states and the District of Columbia have safe passing laws that explicitly mention bicycles, and 33 states and the District of Columbia have safe passing laws that define a "safe distance" as at least three feet.

While there is no annually reported nationwide data on the types of crashes that cause the serious injury or death of bicyclists, a 2014 review of media reports found that 40% of deaths with reported crash types were rear-end crashes, likely resulting from unsafe passing. Data from the Insurance Institute for Highway Safety suggest 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. According to a 2012 survey by the National Highway Traffic Safety Administration, a motorist driving very close to a person on a bike was the most frequently reported action that made the person on a bike feel threatened, with 39% of people feeling threatened reporting that action as the cause for their fear for personal safety.

PeopleForBikes supports HB 1290 and urges a do pass recommendation on the bill. Thank you for your time.

Sincerely,

Morgan Lommele  
Director of State + Local Policy  
PeopleForBikes  
720-470-2981  
[morgan@peopleforbikes.org](mailto:morgan@peopleforbikes.org)

January 21, 2020

HB 1290

Representatives Mock, Hager, Hagert, Jones, Kading, O'Brien, Owens, Sanford. Senators Bakke, Clemens, and Dwyer. My name is Simon Murphy, and I am an avid cyclist and employee of The Ski & Bike Shop in Grand Forks.

I strongly support HB 1290 as safety is a major concern for me when I ride on our city streets. There have been multiple times where a vehicle did not even give me an arm's length of space. I strongly support this bill to ensure the safety of cyclists in towns across the state and I encourage you to do the same. Thank you for your time and consideration.

I support HB 1290 as an avid bicyclist.

I believe this law, with a defined minimum safe overtake clearance of 3 ft., will make it much safer for bicyclists when having to share the same roadway with motor vehicles.

January 20, 2021

Re: HB1290

Chairman Ruby and members of the House Transportation Committee,

My name is Rocky Schneider and I am testifying on behalf of myself as a private citizen of North Dakota. My testimony is in no way affiliated with my employer or others I may represent.

I write in support of HB1290.

North Dakota is one of the few states that do not have a standard safe passing distance. Cyclists need to obey traffic laws, but they also need to be comforted with a level of safety while riding. My 9 year old daughter has started to bike with me on the road, as many of her classmates do as well. To think that there is not a law on the books requiring passing cars to give them a safe distance makes me scared as a father.

Please give this a DO PASS. Asking drivers to give 3 feet as they pass a child, or anyone, on a bike is reasonable and prudent regulation.

Thank you for your consideration,

Rocky Schneider

I support all these bills:

HB1252 – Stopping and yielding on a bicycle

<https://www.legis.nd.gov/assembly/67-2021/documents/21-0154-01000.pdf>

HB1290 – Overtaking a Bicycle

<https://www.legis.nd.gov/assembly/67-2021/documents/21-0182-01000.pdf>

January 20, 2021

My name is Larry Bolger. I am 69 years old and have lived in North Dakota all my life. I have been a bicyclist for over 50 years and enjoy riding in the Red River Valley and with my children and grandchildren in the Dickinson area. I support HB 1290 because it offers a degree of safety for those of us who enjoy commuting and riding for fitness in and out of urban areas. Please support this bill.



I am in favor of HB 1290. I've ridden many, many road miles on my bicycle and some vehicles (often pickup trucks) think leaving the width of the white fog line is enough clearance when passing but in reality this is very very dangerous for the bike rider. Three feet clearance should be a legal minimum when passing someone on a bicycle.

I support this bill

I am writing in favor of HB 1290. It is dangerous for a vehicle to pass by a bicyclist with less than 3 feet of space so I am in favor. Usually this happens when a motorist overtakes a bicyclist while another vehicle is approaching from the opposite direction. It would be good to have a law in place that helps prevent this.

1560

**2021 SENATE TRANSPORTATION**

**HB 1290**

# 2021 SENATE STANDING COMMITTEE MINUTES

## Transportation Committee Fort Totten Room, State Capitol

HB 1290  
3/5/2021

A BILL for an Act to create and enact section 39-10-11.1 of the North Dakota Century Code, relating to a vehicle overtaking and passing a bicycle on a roadway; and to provide a penalty.

**Chair Clemens** calls the meeting to order. Present are Chair Clemens, Vice Chair Fors, Senators Bakke, Conley, Dwyer, D. Larsen. [9:30]

### Discussion Topics:

- Safe passing distances between bicycles and motor vehicles
- Safety for cyclists
- Right third of the driving lane
- Liability insurance

**Representative Mock [9:30]**, of District 18, presents the bill and submits testimonies #7512 and #7511.

### Additional written testimony:

**Blaine Booher**, of Fargo, submits testimony #7496 in favor.

**Justin Kristan**, Founder and Executive Director of the ND Active Transportation Alliance, submits testimony #7490 in favor.

**Alex Logemann**, Policy Counsel for People for Bikes, submits testimony #7429 in favor.

**Rocky T. Schneider**, of Fargo, submits testimony #7410 in favor.

**Brian Glaeske**, of Fargo, submits neutral testimony #7054 and testimony #7053 in favor.

**Chair Clemens** adjourns the public hearing. [9:43]

**Chair Clemens** opens committee work. [9:47]

**Senator Bakke [9:49]** motions DO PASS.

**Senator Dwyer [9:49]** seconds.

<b>Senators</b>	<b>Vote</b>
Senator David Clemens	Y
Senator Robert Fors	N
Senator Cole Conley	Y
Senator Michael Dwyer	Y
Senator Doug Larsen	Y
Senator JoNell Bakke	Y

Motion passes 5-1-0. [9:53]

**Senator Bakke** will carry.

**Chair Clemens** adjourns the meeting. [9:53]

*Sheldon Wolf, Committee Clerk*

**REPORT OF STANDING COMMITTEE**

**HB 1290: Transportation Committee (Sen. Clemens, Chairman)** recommends **DO PASS**  
(5 YEAS, 1 NAY, 0 ABSENT AND NOT VOTING). HB 1290 was placed on the  
Fourteenth order on the calendar.

**NORTH DAKOTA HOUSE OF REPRESENTATIVES**

STATE CAPITOL  
600 EAST BOULEVARD  
BISMARCK, ND 58505-0360

**Representative Corey Mock**

District 18  
P.O. Box 12542  
Grand Forks, ND 58208-2542  
C: 701-732-0085  
[crmack@nd.gov](mailto:crmack@nd.gov)

**COMMITTEES:**  
Appropriations

March 5, 2021

Chairman David Clemens and Members of the Senate Transportation Committee,

Since our last legislative session I was pleasantly surprised to learn that our neighbors to the south – South Dakota – had recently enhanced their bicycle safety laws to require motor vehicles to leave a “safe distance” when overtaking a bicycle: 3 feet when at-or-below 35 mph; 6 feet when above 35 mph.

I was even more surprised to learn North Dakota remains one of only eight states without any safe passing requirement.

HB 1290 – at the request of constituents, cyclists, and parents – would add a safe distance passing requirement to North Dakota Century Code that would be consistent with most states, including Minnesota.

Attached to my testimony is a map from NCSL illustrating safe passing requirements of all states. While some states require 4-feet, 6-feet, or even mandate vehicles to change lanes completely, supporters of this bill felt best aligning safe passing laws with Minnesota, avoiding confusion in our border cities of Grand Forks, Fargo, and Wahpeton.

Cycling advocates have also submitted testimony and may speak to highway and insurance data supporting this legislation once I’ve concluded.

HB 1290 is a very simple addition to our state laws that will add important safety requirements to our laws, become part of our driver’s education safety material, and enhance the cycling experience for all in North Dakota.








I hope your committee gives HB 1290 favorable consideration.

Thank you again, Chairman Clemens and members of the committee.



# #7511



LEGEND	
	States with 2-foot passing law/4 feet in a no-pass zone
	States with 3-foot minimum passing distance
	States with 4-foot minimum passing distance
	States with general "safe distance" passing requirements
	States with no specific law for passing a bicyclist
	States with 3-feet when below 35 MPH/6-feet for above 35 MPH
	States that require a motorist to completely change lanes when passing a bicyclist if there is more than one lane proceeding in the same direction.

# #7496

March 04 2021

To Whom It May Concern,

I am writing to you today to offer my support of both HB52 and HB1290. North Dakota has an opportunity to continue growing as a destination for bicycle tourism and recreation. I am in favor of all legislation that is in support of bike-friendly culture.

Sincerely,  
Blaine Booher  
Fargo, North Dakota

## Testimony in Support of House Bill 1290

Mr. Chairman and members of the Senate Transportation Committee, thank you for allowing me to speak in favor of House Bill 1290.

My name is Justin Kristan, I am the Founder and Executive Director of the North Dakota Active Transportation Alliance, North Dakota's only statewide active transportation advocacy organization (a registered 501c3 charitable non-profit) and have been an avid bicyclist since 1982. I have been a member of the League of American Bicyclists since 2004 and have been a certified League Cycling Instructor (LCI) since 2004. The LCI certification course is a three-day course which prepares an individual to teach adults and children the skills necessary to operate their bicycles on roadways safely and legally. I also hold a Master's Degree in urban and regional planning with a specialization in bicyclist and pedestrian planning and facility design.

I have driven my bicycle for recreational and utilitarian purposes since 1982. I have been fortunate to have not experienced any hit and runs with motorists. I have experienced numerous close passes by motorists at speeds above 25MPH. The experience is shocking and wind conditions in North Dakota can make the impending close pass inaudible.

As bicycling becomes more popular in North Dakota and more bicyclists take to North Dakota's roadways it is imperative that the State make roadways safer for bicyclists. A simple and measured approach is to add a safe passing law for bicyclists. If codified into state law; a three-foot passing law becomes an effective educational tool for new and experienced motorists.

Safe passing laws specifically related to bicyclists are found in thirty-two (32) states. North Dakota does not have such a law. Bicyclists are vulnerable roadway users and recognition of this fact should be codified into state law in North Dakota. A three-foot passing law is a good place to begin the shift toward a more equitable roadway system in North Dakota.

Thank you for the opportunity to testify in favor of House Bill 1290.

Respectfully,

Justin Kristan

Founder and Executive Director,

North Dakota Active Transportation Alliance

A 501c3 charitable non-profit



March 5, 2021

Dear Chairman Clemens and Members of the Senate Transportation Committee,

On behalf of the PeopleForBikes Coalition, I would like to provide written testimony for the Committee's March 5<sup>th</sup> hearing in support of HB 1290, legislation relating to a vehicle overtaking and passing a bicycle on a roadway.

PeopleForBikes is the national advocacy group that works for better policies and infrastructure for bike riding. We strive to make bike riding **safer and more inclusive for everyone**, including our 10,000 individual supporters in North Dakota.

The traffic law that would be enacted with this bill is colloquially referred to as a "safe passing" law. This law would define a "safe distance" as three feet or greater and provide significant benefits to the public, including:

- A simple public message about how to safely pass a person on a bicycle.
- A means for enforcing unsafe behavior by drivers of motor vehicles.
- An effective, public policy response to the most common reason for the death of a person on a bicycle.
- A basis for education to drivers about sharing the road with people on bikes.

Forty-two states and the District of Columbia have safe passing laws that explicitly mention bicycles, and 33 states and the District of Columbia have safe passing laws that define a "safe distance" as at least three feet.

While there is no annually reported nationwide data on the types of crashes that cause the serious injury or death of bicyclists, a 2014 review of media reports found that 40% of deaths with reported crash types were rear-end crashes, likely resulting from unsafe passing. Data from the Insurance Institute for Highway Safety suggest 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. According to a 2012 survey by the National Highway Traffic Safety Administration, a motorist driving very close to a person on a bike was the most frequently reported action that made the person on a bike feel threatened, with 39% of people feeling threatened reporting that action as the cause for their fear for personal safety.

PeopleForBikes supports HB 1290 and urges a do pass recommendation on the bill. Thank you for your time.

Sincerely,

Alex Logemann  
Policy Counsel

# #7410

Re: HB1290

Chairman Clemens and members of the Senate Transportation Committee,

My name is Rocky Schneider and I am testifying on behalf of myself as a private citizen of North Dakota. My testimony is in no way affiliated with my employer or others I may represent.

I write in support of HB1290.

North Dakota is one of the few states that do not have a standard safe passing distance. Cyclists need to obey traffic laws, but they also need to be comforted with a level of safety while riding. My 9 year old daughter has started to bike with me on the road, as many of her classmates do as well. To think that there is not a law on the books requiring passing cars to give them a safe distance makes me scared as a father.

Please give this a DO PASS. Asking drivers to give 3 feet as they pass a child, or anyone, on a bike is reasonable and prudent regulation.

Thank you for your consideration, Rocky Schneider

#7054

Brian Glaeske  
403 11th AVE S  
Fargo, ND 58103

Dear Members of the Senate Transportation committee,

I just read the testimony provided by Corey Mock to the House Transportation committee. I think that this bill should be amended to have a dual distance requirement like enacted in South Dakota where the safe distance for vehicle speeds under 35 mph is 3 ft and over 35 mph is 6 ft. I think this makes a lot of sense and would make riding a bicycle even safer.

Please consider amending this bill to include this provision.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Glaeske", with a stylized flourish at the end.

Brian Glaeske

#7053

Brian Glaeske  
403 11th AVE S  
Fargo, ND 58103

Dear Members of the Senate Transportation committee,

I am writing to urge a Do Pass recommendation on HB 1290.

This bill is a great step towards making the roads in North Dakota safer for bicycles and motor vehicles. It is never fun when a large truck decides to brush you off the road because they don't want to slow down and move over.

Again, please pass this bill.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Glaeske", with a long horizontal line extending to the right.

Brian Glaeske