Extensive research has been done to model and simulate traffic flow in order to answer valuable questions in the implementation of different traffic policies. A major open question is whether or not the stay right rule except to pass is an efficient traffic policy in terms of traffic flow and safety.  We develop a particle-interaction based model which stems from how cars react and make decisions using locally restricted knowledge and observe how snap shots of these processes over a large closed continuous road govern the dynamics of the overall traffic flow.  Through computer simulation we observe the difference between 4 traffic policies or rules which determine how cars react to an impending accident, specifically, passing on the left or right if able (free passing), passing strictly on the left and then returning to most right lane (single driving), passing on left and then returning to any open lane on the right (single passing), and finally not allowing any passing (no passing) in both low and high density traffic.