

THE PEDESTRIAN IN THE TRANSPORTATION SYSTEM:
PROPOSED TRAFFIC SAFETY LEGISLATION

by

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(The opinions, findings, and conclusions expressed in this
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Additional recognition is due several of the authors' co-workers for their aid in this project. These include those co-workers who reviewed and commented upon the report; Toni Thompson, who typed the several drafts; H. T. Craft, who edited the final draft; and Jean Vanderberry, who typed the final manuscript.

ABSTRACT

The purposes of this project were to review and evaluate Virginia's traffic laws related to pedestrians, compare provisions of the Code of Virginia with those of the statutes of other states and the Uniform Vehicle Code, and, if appropriate, propose amendments, additions, or deletions to the Code of Virginia which would enhance safe walking in the Commonwealth.

The study was carried out with the advice and assistance of an advisory panel composed of representatives of federal, state, and local governmental agencies, various organizations concerned with the promotion of safe walking as recreation or mobility, the National Committee on Uniform Traffic Laws and Ordinances, and the Tidewater Automobile Association of Virginia.

Several general problem areas, in both the context of fatalities and injuries and the Code itself, were identified. The research revealed that there are more injuries to pedestrians in urban areas but more fatalities in rural areas, and that most of those killed and injured are over the age of 15. In addition, it was found that the three most dangerous situations for the pedestrian are crossing at locations other than an intersection, crossing at nonsignalized intersections, and walking in the roadway in the direction of traffic. Also, while crashes involving pedestrians with visual handicaps do not constitute a large percentage of the total, they do warrant special attention. Finally, provisions of the state code are not sufficiently protective of the pedestrian's rights nor definitive of the pedestrian's duties to provide for a safe walking environment.

A number of suggestions for revisions to the Code are made to clarify the actions required of pedestrians and motorists at intersections, and pedestrians walking along the highway, crossing roadways at points other than intersections, working in the roadway or upon the highway, playing in the roadway, and responding to emergency, bridge, or railroad signals.

SUMMARY OF FINDINGS

A review, analysis, and interpretation of Virginia accident data from 1977 through 1980 revealed the following:

A. Pedestrian Characteristics

1. Approximately 170 Virginians are killed and over 2,000 injured in pedestrian-motor vehicle crashes each year.
2. Over half of the pedestrians struck by motor vehicles were fatally or seriously injured.
3. Greater than 80% of the pedestrians killed were older than 15 years of age.
4. Of the pedestrians injured, nearly 25% were between 5 and 14 years old and nearly 70% were 15 and older.
5. In general, 10% of the fatalities and injuries involved pedestrians with a physical handicap.
6. Approximately 10% of the deaths and injuries involved drunken or obviously impaired pedestrians.

B. Location of Event

1. Nearly two-thirds of the fatalities were in rural areas and nearly two-thirds of the injuries were in urban areas.
2. Crossing at locations other than intersections accounted for approximately 30% of all pedestrian fatalities and injuries.
3. Nearly 10% of all injuries and 15% of the fatal injuries were incurred by people walking in the roadway.
4. Being in the roadway (working, playing, standing, or lying down) accounted for 19% of the deaths and 13% of the injuries.
5. Crossing at nonsignalized intersections accounted for nearly 10% of the pedestrians killed or injured.
6. Crossing against the signal accounted for almost 4% of the pedestrian fatalities and 5% of the injuries.

CONCLUSIONS

From an analysis of the crash data and a review of the Code of Virginia, the codes of other states, and the Uniform Vehicle Code, the following conclusions were reached.

1. Death and injury to pedestrians are a serious safety problem in the state.
2. Because the involved pedestrians are typically over 15 years of age, they should be amenable to legislative efforts to reduce the pedestrian accident problem through changes to the Code of Virginia.
3. The present seemingly hostile language of the Code regarding pedestrians should be modified to assure their protection.
4. Sections of the Code dealing with traffic control signals, crossing the roadway, pedestrian right-of-way, and persons in the roadway should be modified to improve the safety of the walking environment.
5. Legislative revisions alone cannot accomplish an improved traffic safety environment for pedestrians. Other countermeasures relating to education, engineering, and enforcement must also be implemented.

RECOMMENDATIONS

In order to provide a framework within which pedestrian safety can be improved, modifications to the Code of Virginia should be made in the areas listed below. The text of the report contains the specific language for the proposed statutes.

The Code should define:

1. Key terms such as pedestrian, sidewalk, traffic, and traffic control device.
2. Pedestrian obedience and response to traffic control signals.
3. Correct pedestrian behavior when crossing at places other than crosswalks or intersections.
4. Pedestrian right-of-way at nonsignalized intersections.
5. A due care provision for drivers of motor vehicles.
6. Pedestrian use of the roadway.
7. Solicitation from vehicle occupants.
8. Pedestrian right-of-way on sidewalks.
9. Correct pedestrian response to bridge, railroad, and emergency vehicle signals.

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INTRODUCTION

In recent years, pedestrian use of the highways has become increasingly widespread. Walking is both an inexpensive means of transportation and good exercise. Unfortunately, the rise in pedestrian use of the highway has been accompanied by increased pedestrian involvement in traffic accidents as pedestrians and vehicles compete for use of the roadways. The inherent vulnerability of the pedestrian is illustrated by statistics showing that roughly 50% of all pedestrian-motor vehicle accidents result in serious injury or death to the pedestrian.⁽¹⁾ During 1980, pedestrians accounted for nearly 16% of all highway fatalities in Virginia.

Previous research evaluating the nature, characteristics, and severity of accidents involving pedestrians in Virginia concluded that changes are needed in Virginia's traffic law to reduce the risk to pedestrians.⁽²⁾ Comparisons between the Code of Virginia, the codes of other states, and the Uniform Vehicle Code have revealed a number of areas that the Code of Virginia does not deal with or deals with in an inadequate manner.

Traffic laws must be (1) comprehensive, so that all highway users know what is expected of them and what to expect of others in traffic; (2) understandable, so that motorists and pedestrians can readily know what behavior is required to observe the laws; and (3) reasonable, so that they will induce compliance.⁽³⁾

It should be noted, however, that should the General Assembly enact any of the proposals contained in this report, the projected safety impact could not be achieved without an active and thorough attempt to inform Virginia's citizens of the changes and the consequences thereof. In addition, law enforcement officials would have to familiarize themselves with the new laws and undertake a stringent campaign of enforcement.

PURPOSE AND SCOPE

The purpose of this project was to evaluate the safety impact of revising Virginia's traffic law relating to pedestrians and to draft a package of legislation which would achieve the best results.

Several studies on pedestrian safety have resulted in a number of recommendations for improvements, but, unfortunately, few of these have been acted upon. While the present authors make recommendations, they also seek to have them implemented through the legislative process.

Because the primary objectives of this project are to review, analyze, and suggest revisions to Virginia's pedestrian laws, other important aspects of pedestrian safety such as educational and engineering programs and enforcement activities that complement the regulatory scheme are not emphasized in this report.

METHODOLOGY

Recent reports by the Virginia Highway and Transportation Research Council concerning pedestrian safety in Virginia form the foundation for this project. Relevant reports by both federal and state agencies, as well as those prepared by various research groups and college and university faculties, were also reviewed. Data on crashes, injuries, and fatalities were obtained from "Crash Facts" published by the Virginia Department of State Police.

The Code of Virginia was examined and numerous deficiencies in the sections relating to pedestrian safety were identified. The Uniform Vehicle Code and the codes of Georgia, Maryland, North Carolina, Tennessee, West Virginia, California, and New Jersey were also analyzed to determine the rights and duties conferred upon the pedestrian by these statutes. With these data in hand, a set of provisions were drafted to delineate the rights and duties deemed to best fill Virginia's pedestrian safety needs.

Because of the important implications of this project, input was obtained from an advisory panel representing numerous agencies, organizations, and interests. (See listing on page iv.) This panel met three times over the course of the project. Drafts of the proposed legislation were submitted to the panel members, who reviewed the material and offered advice through discussion and written comments.

DATA ANALYSIS

A study by D. R. Eilenberger entitled "Pedestrian Safety in Virginia: Accident Characteristics and Suggested Revisions to Virginia's Pedestrian Laws" evaluated pedestrian accidents in Virginia.⁽⁴⁾ The data generated by that study enabled Eilenberger to determine that pedestrian safety could be improved through revisions to the Code of Virginia and to identify areas that the Code deals with inadequately or does not treat at all. An update of the most relevant data appears below; earlier data may be found in the aforementioned report.

Eilenberger found that the majority of the reported accidents involving pedestrians resulted in serious injury or death. During 1980 there were 2,072 crashes in which a pedestrian was injured, and in over 50% of these the injury was either fatal or serious (see Table 1). These statistics underscore the vulnerability of the pedestrian in the transportation system and magnify the need for traffic laws that clearly delineate the rights and duties of both motorists and pedestrians.

Data from the earlier research indicated that while Virginia's pedestrian accidents were concentrated in urban areas, most pedestrian fatalities occurred in rural areas. These figures were repeated in 1980 (see Table 2). Such findings point out that pedestrian safety is not simply an urban problem to be dealt with at the municipal level. Safe integration of the pedestrian into the transportation system is important in both urban and rural areas and requires statewide attention.

Table 1

Crashes Involving a Pedestrian Injury — 1980

<u>Injury</u>	<u>No.</u>	<u>Percent</u>
Fatal	171	8.3
Serious	873	42.1
Slight	546	26.4
Other	482	23.3
Total	2,072	100.1

Table 2

Pedestrians Killed or Injured by Location — 1980

<u>Location</u>	<u>Killed</u>		<u>Injured</u>	
	<u>No.</u>	<u>Percent</u>	<u>No.</u>	<u>Percent</u>
Urban	64	37.4	1,340	64.5
Rural	107	62.6	738	35.5
Total	171	100.0	2,078	100.0

Among the factors analyzed in the Eilenberger study were the age of the pedestrian, the pedestrian actions preceding accidents, and whether the crash-involved pedestrian had a disabling handicap. The 1980 data concerning age as a factor in pedestrian accidents are consistent with previous figures (see Table 3). The most striking feature of these data is that nearly 70% of the persons injured and 86% of the persons killed in pedestrian accidents were aged 15 or older. Thus, a substantial portion of the persons involved in pedestrian accidents could understand changes to Virginia's pedestrian laws and thus be expected to comply with all of the changes made to the Code of Virginia.

The previous analysis of state data on pedestrian accidents revealed several commonly occurring pedestrian actions preceding the crash. These actions included crossing the roadway, walking in the roadway, and standing in the roadway. This analysis was supported by figures for 1980 (see Table 4). It was concluded that pedestrian risks could be reduced by revising Virginia's traffic laws that cover the above identified pedestrian actions. Specifically, the Virginia Code should set forth the rights and duties of pedestrians crossing the roadway at places other than within crosswalks or at intersections. Pedestrians should be required to obey traffic control signals, and a provision stating the correct pedestrian response to such signals should be included in the Code. In addition, language in provisions dealing with pedestrian use of the roadway should be clarified and simplified.

Eilenberger's analysis of crashes where the pedestrian was identified as having a handicap indicated that most traffic accidents did not involve a pedestrian with a visual or auditory handicap. While the 1980 data confirm this finding, the figures do suggest that special protection for all handicapped pedestrians may be warranted (see Table 5).

Table 3

Pedestrians Killed or Injured by Age — 1980

<u>Age</u>	<u>Killed</u>		<u>Injured</u>	
	<u>No.</u>	<u>Percent</u>	<u>No.</u>	<u>Percent</u>
0-4	8	4.7	118	5.7
5-14	13	7.6	482	23.2
15-64	112	65.5	1,258	60.5
65 and Over	35	20.5	146	7.0
Not Stated	3	1.8	74	3.6
Total	171	100.1	2,078	100.0

Table 4

Pedestrians Killed or Injured by Pedestrian Action — 1980

<u>Pedestrian Action</u>	<u>Killed</u>		<u>Injured</u>	
	<u>No.</u>	<u>Percent</u>	<u>No.</u>	<u>Percent</u>
Crossing at Intersection				
With Signal	2	1.2	79	3.8
Against Signal	8	4.7	76	3.7
No Signal	15	8.8	210	10.1
Diagonally	1	0.6	21	1.0
Crossing Not at Intersection	48	28.1	510	24.5
Coming From Behind Parked Cars	8	4.7	172	8.3
Getting On-Off Vehicle	2	1.2	49	2.4
Walking in Roadway				
With Traffic	18	10.5	153	7.4
Against Traffic	6	3.5	63	3.0
Working in Roadway	2	1.2	52	2.5
Playing in Roadway	1	0.6	47	2.3
Standing in Roadway	14	8.2	148	7.1
Lying in Roadway	16	9.4	20	1.0
Not in Roadway	11	6.4	124	6.0
Other	19	11.1	354	17.0
Total	171	100.2	2,078	100.1

Table 5

Pedestrians Killed or Injured by Defect — 1980

<u>Defect</u>	<u>Killed</u>		<u>Injured</u>	
	<u>No.</u>	<u>Percent</u>	<u>No.</u>	<u>Percent</u>
Eyesight	1	0.6	28	1.3
Hearing	5	2.9	16	0.8
Other	16	9.4	137	6.6
No Defects	89	52.0	1,587	76.4
Not Stated	60	35.1	310	14.9
Total	171	100.0	2,078	100.0

Of special interest are pedestrians who place themselves in a vulnerable crash situation because of drunkenness or impaired motor or mental functions (see Table 6). Data for 1980 indicate that nearly 17% of those injured had been drinking, and that 9% of all injured pedestrians were either obviously drunk (5.8%) or definitely impaired (3.1%). These figures translate into nearly 200 persons injured during the past year. In addition, approximately 27% of the pedestrians killed had been drinking. In excess of 9% of all pedestrian fatalities involved drunken (8.8%) or definitely impaired (0.6%) persons.

While little can be done to alleviate this problem by changing the Code of Virginia, educational and informational efforts and enforcement activity are warranted.

Table 6

Pedestrians Killed or Injured by Alcohol Involvement — 1980

<u>Alcohol Involvement</u>	<u>Killed</u>		<u>Injured</u>	
	<u>No.</u>	<u>Percent</u>	<u>No.</u>	<u>Percent</u>
Had Been Drinking				
Obviously Drunk	15	8.8	120	5.8
Ability Impaired	1	0.6	65	3.1
Ability Not Impaired	2	1.2	29	1.4
Impairment Not Known	<u>28</u>	<u>16.3</u>	<u>137</u>	<u>6.6</u>
Subtotal	46	26.9	351	16.9
Not Drinking	68	39.8	1,457	70.1
Not Stated	<u>57</u>	<u>33.3</u>	<u>270</u>	<u>13.0</u>
Total	171	100.0	2,078	100.0

To summarize, the 1980 data support the previous conclusion that increased protection for pedestrians can be gained through revision of the Code of Virginia.

ANALYSIS OF THE CODE OF VIRGINIA

This section reviews the revisions to the Code of Virginia proposed in light of demonstrated pedestrian safety needs. For a more detailed analysis of the current Virginia Code, the reader is directed to the Eilenberger report mentioned previously.

Definitions

Words and phrases used in Virginia traffic law are defined in §46.1-1 of the Code of Virginia. While there are numerous definitions in this section, several key terms relating to pedestrian safety are not defined. These include "street", "pedestrian", "right-of-way", "sidewalk," "traffic," "traffic control devices," and "traffic control signal." The inclusion of these terms and their definitions in §46.1-1 will clarify the meaning and application of both the current Code and the proposed revisions.

Pedestrian Obedience to Traffic Control Devices

Crossing the roadway against the signal accounted for nearly 5% of Virginia's pedestrian fatalities and nearly 4% of the injuries over the past 4 years. Under current statutes, pedestrians are not required to obey most traffic control signals. In addition, safe pedestrian responses to such signals are not specified. The proposed revisions correct these deficiencies by amending §§46.1-184 and 46.1-231.1 of the Code. Revised §46.1-184 delineates correct pedestrian responses to traffic signals, while revised §46.1-231.1 subjects pedestrians to the provisions of §46.1-184 and requires pedestrian obedience to all applicable traffic control devices.

Crossing at Locations Other Than Crosswalks

Crossing the roadway at locations other than at intersections or within crosswalks is the most frequent pedestrian action precipitating pedestrian-motor vehicle accidents in Virginia. Such crossings are involved in nearly 30% of all pedestrian fatalities and injuries. Unfortunately, the Code of Virginia fails to describe correct behavior for pedestrians attempting these crossings. The proposed revisions require pedestrians to yield the right-of-way to vehicles when crossing the roadway at locations other than at intersections or within crosswalks, as well as when crossing at a location where a pedestrian tunnel or overhead crossing has been provided. Pedestrians are also required to cross only in a marked mid-block crosswalk when attempting to cross between adjacent intersections located less than 300 feet apart.

Pedestrian Right-of-Way in Crosswalks

Pedestrians killed or injured while crossing at nonsignalized intersections represent a majority of the pedestrian fatalities and injuries occurring at intersections in Virginia. While the Code of Virginia offers substantial protection to pedestrians in crosswalks at such intersections, revisions to applicable sections of the Code may reduce the number of these accidents.

The safety impact of §46.1-231 in the Code of Virginia is lessened due to confusing language and the inclusion of a clause limiting pedestrian right-of-way in crosswalks to roadways where the legal maximum speed does not exceed thirty-five miles per hour. The proposed revisions overcome these deficiencies by clarifying the language of the section and deleting the speed limitation. While the limitation was intended to protect the drivers of vehicles in rural areas who, because of higher rates of speed, may not be able to avoid colliding with crossing pedestrians, the clause has an adverse impact on pedestrian safety. Besides, crossing at nonsignalized intersections poses serious safety risks in urban as well as rural areas. The drivers of vehicles on roadways where the speed limit does exceed thirty-five miles per hour are adequately protected by §46.1-231(b), which forbids pedestrians from moving into the path of a vehicle in such a manner as to constitute an immediate hazard. Pedestrians are given the right-of-way in crosswalks only when crossing in accordance with any applicable traffic control devices. It should be noted, however, that a proposed addition to the Code of Virginia requires drivers to exercise due care to avoid colliding with pedestrians. This provision prevents drivers from carelessly endangering pedestrians regardless of who has the right-of-way.

A revision to §46.1-190 requires drivers of vehicles to determine whether it is safe to proceed before overtaking vehicles stopped at crosswalks in the same or an adjacent lane. This revision offers pedestrians lawfully crossing in front of such stopped vehicles protection from oncoming vehicles which are hidden from view. Section 46.1-147 is amended to require vehicles facing stop signs and yield signs to yield to pedestrians lawfully crossing in adjacent crosswalks. Finally, the language of §46.1-240, which offers legal protection to blind or otherwise incapacitated persons crossing roadways, is clarified by replacing the term "guide dog", the brand name for a particular service, with the generic term "dog guide."

Pedestrians on Highways

Nearly 10% of Virginia's pedestrian injuries and 15% of the fatalities have occurred when the pedestrian was walking in the roadway. While §46.1-234 is intended to promote pedestrian safety by preventing pedestrian use of the roadway except when necessary, the provision fails to adequately describe correct pedestrian behavior in all of the possible situations that may arise when pedestrians use the highway. The proposed revision to §46.1-234 describes in detail the correct behavior for pedestrians using the highway, based upon the availability of sidewalks or shoulders suitable for pedestrian use.

Pedestrian actions of being in the roadway, including working, playing, standing and lying, account for an additional 19% of the fatalities and 13% of the injuries. There are several proposed revisions that address these problems in a variety of ways. The current language of §46.1-233 is replaced by a section forbidding drivers of vehicles from passing to the right of any passenger bus loading or unloading passengers. Pedestrians stepping into the roadway between the bus and the sidewalk would thereby be protected from unexpected interaction with vehicular traffic. The provisions of §46.1-234.2 are replaced by a section prohibiting pedestrian use of the roadway for purposes of distributing material to or soliciting sales, contributions, etc., from the occupants of any vehicle. This section also prohibits pedestrian use of the roadway for purposes of soliciting a ride. Section 46.1-235 regulating playing in the roadway is amended to require localities to close to vehicular traffic any streets designated "play streets." A new section is proposed which would protect pedestrians engaged in highway maintenance or construction work, as well as those engaged in work upon utility facilities. Finally, §46.1-232, which prohibits pedestrians from moving into the roadway where their presence is obscured from the vision of approaching drivers, is revised to clarify its meaning.

Pedestrians on Sidewalks

Sidewalks are intended for use by pedestrians. The Code of Virginia, however, requires drivers to yield the right-of-way to pedestrians on sidewalks only when emerging from private roads, driveways, alleys or buildings (§46.1-223). Drivers should be required to yield to pedestrians on sidewalks at all times, as pedestrians do not expect to conflict with vehicles on sidewalks. The proposed revisions, therefore, include a section requiring the driver of any vehicle, prior to driving over or upon any sidewalk, to yield the right-of-way to pedestrians approaching thereon.

Emergency Vehicles, Bridge and Railroad Signals

The Code of Virginia has no provisions describing correct pedestrian behavior in response to emergency vehicles or to bridge and railroad signals. The inclusion of such provisions would enhance pedestrian safety and provide a more complete set of pedestrian rules. Included in the proposed revisions is a section requiring pedestrians to yield the right-of-way to authorized emergency vehicles, yet leaving intact the duty of care owed by the driver of an emergency vehicle to avoid colliding with pedestrians. Also included is a section prohibiting pedestrians from entering or remaining upon any bridge after a bridge operation signal has been given, or passing through, around, over or under any railroad crossing gate or barrier while such gate or barrier is closed or is being opened or closed.

PROPOSED PEDESTRIAN LEGISLATION

This section of the report contains the suggested changes to the Code of Virginia. In an effort to aid those state officials who have the responsibility for drafting legislation, the format used is one that is readily adaptable. Additions to the Code are in all caps, deletions are lined through, and the present language of the Code is in lower case type. In this way the reader can see both the current language and the proposed change without having to review materials contained in other volumes.

§46.1-1(10) "Highway OR STREET". — The entire width between the boundary lines of every way or place of whatever nature open to the use of the public for purposes of vehicular travel in this state, including the ~~streets~~, alleys and publicly maintained parking lots in counties, cities, and towns. ~~And~~ For law enforcement purposes, "HIGHWAY OR STREET" SHALL INCLUDE the entire width between the boundary lines of all private roads or private streets which have been specifically designated "highway" by an ordinance adopted by the governing body of the county, city or town in which such private roads or streets are located.

§46.1-1(X) "PEDESTRIAN." — ANY PERSON AFOOT, USING A WHEEL-CHAIR, OR USING A MEANS OF CONVEYANCE OTHER THAN A BICYCLE OR MOPED, PROPELLED BY HUMAN POWER.

§46.1-1(X) "RIGHT-OF-WAY." — THE RIGHT OF ONE VEHICLE OR PEDESTRIAN TO PROCEED IN A LAWFUL MANNER IN PREFERENCE TO ANOTHER VEHICLE OR PEDESTRIAN APPROACHING UNDER SUCH CIRCUMSTANCES OF DIRECTION, SPEED, AND PROXIMITY AS TO GIVE RISE TO DANGER OF COLLISION UNLESS ONE GRANTS PRECEDENCE TO THE OTHER.

§46.1-1(X) "SIDEWALK." — THAT PORTION OF A HIGHWAY BETWEEN THE CURB LINES, OR THE LATERAL LINES OF A ROADWAY, AND THE ADJACENT PROPERTY LINES INTENDED FOR USE BY PEDESTRIANS.

§46.1-1(X) "TRAFFIC." — PEDESTRIANS, RIDDEN OR HERDED ANIMALS, VEHICLES AND OTHER CONVEYANCES EITHER SINGLY OR TOGETHER WHILE USING ANY HIGHWAYS.

§46.1-1(X) "TRAFFIC CONTROL DEVICES." — ALL SIGNS, SIGNALS, MARKINGS, AND DEVICES NOT INCONSISTENT WITH THIS TITLE PLACED OR ERECTED BY AUTHORITY OF A PUBLIC BODY OR OFFICIAL HAVING JURISDICTION, FOR THE PURPOSE OF REGULATING, WARNING OR GUIDING TRAFFIC.

§46.1-1(X) "TRAFFIC CONTROL SIGNAL." — ANY DEVICE, WHETHER MANUALLY, ELECTRICALLY, OR MECHANICALLY OPERATED, BY WHICH TRAFFIC IS ALTERNATELY DIRECTED TO STOP AND PERMITTED TO PROCEED.

§46.1-184. ~~Signals by lights or other traffic control devices~~ TRAFFIC CONTROL SIGNAL LEGEND. ~~Signals by lights or other traffic control devices shall be~~ TRAFFIC CONTROL SIGNALS SHALL INDICATE as follows:

(a) STEADY RED — (1) Red indicates that ~~traffic~~ VEHICLES then moving shall stop AT A CLEARLY MARKED STOP LINE, BUT IF NONE, SHALL STOP BEFORE ENTERING THE CROSSWALK ON THE NEAR SIDE OF THE INTERSECTION, OR, IF NONE, SHALL STOP AT THE POINT NEAREST THE INTERSECTING ROADWAY WHERE THE DRIVER HAS A VIEW OF APPROACHING TRAFFIC ON THE INTERSECTING ROADWAY and SHALL remain stopped as long as the red signal is shown, except in the direction indicated by a lighted green arrow; provided, however, that except where a sign is placed prohibiting turns on red, ~~vehicular traffic~~ VEHICLES facing a steady red signal may, after coming to a full stop AS REQUIRED BY THIS SUBSECTION, cautiously enter the intersection to make a right turn, or to make a left turn if such left turn is made from a highway which allows for VEHICULAR traffic in but one direction into another highway which allows for VEHICULAR traffic in but one direction and after making such left turn the turning ~~traffic~~ VEHICLES will be going in that direction. Such turning ~~traffic~~ VEHICLES shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic using the intersection. ~~Green indicates the traffic shall then move in the direction of the signal and remain in motion as long as the green signal is given, except that such traffic shall yield to other vehicles and pedestrians lawfully within the intersection.~~

(2) PEDESTRIANS FACING A STEADY RED SIGNAL ALONE SHALL NOT ENTER THE ROADWAY, UNLESS OTHERWISE DIRECTED BY A PEDESTRIAN CONTROL SIGNAL AS PROVIDED IN §46.1-XXX.

(b) STEADY YELLOW — (1) ~~Amber~~ YELLOW indicates that a change is about to be made in the direction of the moving of traffic. When the ~~amber~~ YELLOW signal is shown, ~~traffic~~ VEHICLES which ~~has~~ HAVE not already entered the intersection, including the MARKED STOP LINES OR crosswalks, shall stop if it is not reasonably safe to continue, but ~~that~~ VEHICLES which ~~has~~ HAVE already entered the intersection shall continue to move until the intersection has been entirely cleared. The ~~amber~~ YELLOW signal is a warning that the red signal is imminent.

(2) PEDESTRIANS FACING A STEADY YELLOW SIGNAL ARE THEREBY ADVISED THAT THERE IS INSUFFICIENT TIME TO CROSS THE ROADWAY BEFORE A RED INDICATION IS SHOWN, AND NO PEDESTRIAN SHALL START TO CROSS THE ROADWAY, UNLESS OTHERWISE DIRECTED BY A PEDESTRIAN CONTROL SIGNAL AS PROVIDED IN §46.1-XXX.

(X) GREEN — (1) GREEN INDICATES THAT VEHICLES FACING THE SIGNAL SHALL MOVE IN THE DIRECTION OF THE SIGNAL AS LONG AS THE GREEN SIGNAL IS GIVEN, EXCEPT THAT SUCH VEHICLES SHALL YIELD THE RIGHT-OF-WAY TO PEDESTRIANS LAWFULLY WITHIN AN ADJACENT CROSSWALK AND TO OTHER TRAFFIC USING THE INTERSECTION.

(2) PEDESTRIANS FACING ANY GREEN SIGNAL MAY PROCEED ACROSS THE ROADWAY WITHIN ANY MARKED OR UNMARKED CROSSWALK, UNLESS OTHERWISE DIRECTED BY A PEDESTRIAN CONTROL SIGNAL AS PROVIDED IN §46.1-XXX.

~~(C) The use of a flashing red indicates that traffic shall stop before entering an intersection and the use of a flashing amber indicates that traffic may proceed through the intersection or past such signal with reasonable care under the circumstances.~~

(X) IN THE EVENT A TRAFFIC CONTROL SIGNAL IS ERECTED AND MAINTAINED AT A PLACE OTHER THAN AN INTERSECTION, THE PROVISIONS OF THIS SECTION SHALL BE APPLICABLE EXCEPT AS TO THOSE PROVISIONS WHICH BY THEIR NATURE CAN HAVE NO APPLICATION. ANY STOP REQUIRED SHALL BE MADE AT A SIGN OR MARKING ON THE PAVEMENT INDICATING WHERE THE STOP SHALL BE MADE, BUT IN THE ABSENCE OF ANY SUCH SIGN OR MARKING THE STOP SHALL BE MADE AT THE SIGNAL.

(d) POLICE Officers ~~of the law~~ and uniformed school crossing guards may assume control of traffic otherwise controlled by ~~lights or other~~ traffic control devices and in such events signals by such officers and uniformed crossing guards shall take precedence over such ~~lights or other~~ traffic control devices.

(e) Members of any fire department or any rescue squad when on duty may activate electric traffic control signals when such control signals are specifically authorized by the State Highway and Transportation Commissioner or appropriate local authority.

§46.1-XXX. FLASHING SIGNALS — FLASHING RED INDICATES THAT VEHICLES SHALL STOP AT A CLEARLY MARKED STOP LINE, BUT IF NONE, SHALL STOP BEFORE ENTERING A MARKED OR UNMARKED CROSSWALK, AND THE RIGHT TO PROCEED SHALL BE SUBJECT TO THE RULES APPLICABLE AFTER MAKING A STOP AT A STOP SIGN. FLASHING YELLOW INDICATES THAT VEHICLES MAY PROCEED THROUGH THE INTERSECTION OR PAST SUCH SIGNAL WITH REASONABLE CARE UNDER THE CIRCUMSTANCES.

§46.1-190. Same; specific instances. — A person shall be guilty of reckless driving who shall:

(a) . . .

(e) Overtake or pass any other vehicle proceeding in the same direction at any steam, diesel or electric railway grade crossing or at any intersection of highways unless such vehicles are being operated on a highway having two or more designated lanes of roadway for each direction of travel or unless such intersection is designated and marked as a passing zone pursuant to the provisions of §§46.1-173 and 46.1-205 or on a designated one-way street or highway, ~~or while pedestrians are passing or about to pass in front of either of such vehicles,~~ unless permitted so to do by a traffic ~~light~~ CONTROL SIGNAL or police officers;

(X) WHEN APPROACHING FROM THE REAR IN THE SAME OR AN ADJACENT LANE, OVERTAKE OR PASS ANY OTHER VEHICLE STOPPED IN A ROADWAY AT A MARKED OR UNMARKED CROSSWALK OR AT ANY STOP LINE IN ADVANCE OF A CROSSWALK WITHOUT HAVING DETERMINED THAT IT IS SAFE TO PROCEED.

§46.1-223. Stop before entering public ~~highway~~ ROADWAY or sidewalk from private road, etc.; yielding right-of-way. — The driver of a vehicle entering a public ~~highway~~ ROADWAY or sidewalk from a private road, driveway, alley or building shall stop immediately before entering such ~~highway~~ ROADWAY or sidewalk and, ~~upon entering such highway or sidewalk,~~ shall yield the right-of-way to all vehicles approaching on such public ~~highway~~ ROADWAY ~~or~~ AND to all pedestrians or vehicles approaching on such public sidewalk.

ARTICLE 5

PROTECTION OF PEDESTRIANS

§46.1-230. How and where pedestrians to cross. — ~~(a) When crossing highways or streets, pedestrians shall not carelessly or maliciously interfere with the orderly passage of vehicles. They shall cross wherever possible only at intersections or marked crosswalks. Where any intersections of highways or streets contain no marked crosswalks pedestrians shall not be guilty of negligence as a matter of law for crossing at any such intersection or between intersections when crossing by the most direct route.~~ EVERY PEDESTRIAN CROSSING A ROADWAY AT ANY POINT OTHER THAN WITHIN A MARKED CROSSWALK OR WITHIN AN UNMARKED CROSSWALK AT AN INTERSECTION SHALL YIELD THE RIGHT-OF-WAY TO ALL VEHICLES UPON THE ROADWAY.

(A₂) ANY PEDESTRIAN CROSSING A ROADWAY AT A POINT WHERE A PEDESTRIAN TUNNEL OR OVERHEAD CROSSING HAS BEEN PROVIDED SHALL YIELD THE RIGHT-OF-WAY TO ALL VEHICLES UPON THE ROADWAY.

(A₃) BETWEEN ADJACENT INTERSECTIONS LESS THAN 300 FEET APART, PEDESTRIANS SHALL CROSS ONLY IN MARKED MIDBLOCK CROSSWALKS.

(b) The governing body of an incorporated town or city or the governing body of a county authorized by law to regulate traffic may by ordinance permit pedestrians to cross an intersection diagonally when all VEHICULAR traffic entering the intersection has been halted by ~~lights, other~~ traffic control devices, or by a ~~peace or~~ police officer.

§46.1-231. Right-of-way of pedestrians. — (a) The driver of any vehicle upon a ~~highway or street~~ ROADWAY shall yield the right-of-way to a pedestrian LAWFULLY crossing such ~~highway or street~~ ROADWAY within any ~~clearly marked crosswalk whether at mid-block or at the end of any block, or any regular pedestrian crossing included in the prolongation of the lateral boundary lines of the adjacent sidewalk at the end of the block~~ MARKED OR UNMARKED CROSSWALK, ~~or at any intersection when the driver is approaching on a highway or street where the legal maximum speed does not exceed thirty five miles per hour except at intersections or crosswalks where the movement of traffic is being regulated by traffic~~ POLICE officers or traffic ~~direction~~ CONTROL ~~devices~~ SIGNALS where the driver shall yield according to the direction of the ~~traffic~~ officer or ~~device~~ SIGNAL.

(b) ~~No pedestrian shall enter or cross an intersection in disregard of approaching traffic.~~ THE PROVISIONS OF THIS SECTION SHALL NOT RELIEVE A PEDESTRIAN FROM THE DUTY OF USING DUE CARE FOR HIS OWN SAFETY AND THAT OF OTHERS. NO PEDESTRIAN SHALL LEAVE A CURB OR OTHER PLACE OF SAFETY AND MOVE INTO THE PATH OF A VEHICLE SO AS TO CONSTITUTE AN IMMEDIATE HAZARD.

(c) The drivers of vehicles entering, crossing or turning at intersections shall change their course, slow down or come to a complete stop if necessary to permit pedestrians ~~to cross such intersections~~ LAWFULLY CROSSING THE ROADWAY IN A MARKED OR UNMARKED CROSSWALK AT SUCH INTERSECTIONS TO DO SO safely and expeditiously.

(d) Pedestrians LAWFULLY crossing ~~highways or streets~~ THE ROADWAY IN MARKED OR UNMARKED CROSSWALKS at intersections shall at all times have the right-of-way over vehicles making turns ~~into~~ ONTO the ~~highways or streets~~ ROADWAY being crossed by the pedestrians.

(E) PARAGRAPH (a) OF THIS SECTION SHALL NOT APPLY UNDER CONDITIONS STATED IN §46.1-230 (A2).

~~§46.1-231.1 Pedestrian control signals.~~ PEDESTRIAN OBEDIENCE TO TRAFFIC CONTROL DEVICES. — (A) A PEDESTRIAN SHALL OBEY THE INSTRUCTIONS OF ANY TRAFFIC CONTROL DEVICE SPECIFICALLY APPLICABLE TO HIM, UNLESS OTHERWISE DIRECTED BY A POLICE OFFICER.

(B) Whenever special pedestrian control signals ~~exhibiting the words~~ INDICATING "Walk" or "Don't Walk" are in place, such signals shall ~~indicate as follows~~ HAVE THE FOLLOWING MEANINGS:

(1) ~~(a)~~ Walk INDICATION, FLASHING OR STEADILY ILLUMINATED. — Pedestrians facing such signal may proceed across the ~~highway~~ ROADWAY in the direction of the signal and shall be given the right-of-way by the drivers of all vehicles.

(2) ~~(b)~~ Don't Walk INDICATION, FLASHING OR STEADILY ILLUMINATED. — No pedestrian shall start to cross the ~~highway~~ ROADWAY in the direction of such signal, but any pedestrian who has partially completed his crossing on ~~the~~ A walk ~~signal~~ INDICATION shall proceed to a sidewalk or safety ~~island~~ ZONE while the Don't Walk ~~signal~~ INDICATION is showing, AND SHALL BE GIVEN THE RIGHT-OF-WAY BY THE DRIVERS OF ALL VEHICLES.

(C) PEDESTRIANS SHALL BE SUBJECT TO TRAFFIC CONTROL SIGNALS AS PROVIDED IN §46.1-184.

§46.1-232. Pedestrians ~~stepping~~ MOVING into ~~street~~ ROADWAY where they cannot be seen. — Pedestrians shall not ~~step~~ MOVE into ~~that portion of a highway or street open to moving vehicular traffic~~ THE ROADWAY at any point between intersections where their presence ~~would be~~ IS obscured from the vision of drivers of approaching vehicles by a vehicle or other obstruction at the curb or side, except to board a passenger bus or to enter a safety zone, in which event they shall ~~cross~~ MOVE INTO the ~~highway or street~~ ROADWAY only at right angles.

~~§46.1-233. Boarding or alighting from buses. When actually boarding or alighting from passenger buses, pedestrians shall have the right of way over vehicles, but shall not, in order to board or alight from passenger buses, step into the highway or street sooner nor remain there longer than is absolutely necessary.~~

§46.1-XXX. LOADING AND UNLOADING PASSENGER BUSES; PASSING TO RIGHT PROHIBITED. — (A) DRIVERS OF VEHICLES SHALL NOT PASS TO THE RIGHT OF ANY PASSENGER BUS LOADING OR UNLOADING PASSENGERS.

(B) FOR THE PURPOSES OF THIS SECTION AND §46.1-232, PASSENGER BUS SHALL MEAN EVERY MOTOR VEHICLE DESIGNED FOR CARRYING MORE THAN 10 PASSENGERS AND USED FOR THE TRANSPORTATION OF PERSONS, AND EVERY MOTOR VEHICLE, OTHER THAN A TAXICAB, DESIGNED AND USED FOR THE TRANSPORTATION OF PERSONS FOR COMPENSATION.

~~§46.1-234. Pedestrians not to use roadway except when necessary; keeping to left; soliciting rides~~ PEDESTRIANS ON HIGHWAYS. — (A) Pedestrians shall not use the roadways ~~or streets, other than the sidewalk thereof,~~ for travel, except when necessary to do so because of the absence of sidewalks, reasonably suitable and passable for their use, ~~in which case, if they walk upon the hard surface, or the main travelled portion of the roadway, they shall keep to the extreme left side or edge thereof, or where the shoulders of the highway are of sufficient width to permit, they may walk on either shoulder thereof.~~

~~Pedestrians shall not stand or stop in any roadway or street for the purpose of soliciting rides.~~

(B) WHERE A SUITABLE AND PASSABLE SIDEWALK IS NOT PROVIDED BUT A SHOULDER OF SUFFICIENT WIDTH AND CONDITION IS AVAILABLE, ANY PEDESTRIAN USING A HIGHWAY SHALL TRAVEL ON EITHER SHOULDER AS FAR AS REASONABLY POSSIBLE FROM THE EDGE OF THE ROADWAY.

(C) WHERE NEITHER A SIDEWALK NOR A SHOULDER IS AVAILABLE, ANY PEDESTRIAN USING A HIGHWAY SHALL TRAVEL AS NEAR AS PRACTICABLE TO THE EDGE OF THE ROADWAY, AND IF ON A ROADWAY WITH TWO-WAY TRAFFIC, SHALL TRAVEL ONLY ON THE EXTREME LEFT SIDE OF THE ROADWAY FACING VEHICULAR TRAFFIC.

(D) EXCEPT AS OTHERWISE PROVIDED IN THIS ARTICLE, ANY PEDESTRIAN UPON A ROADWAY SHALL YIELD THE RIGHT-OF-WAY TO ALL VEHICLES UPON THE ROADWAY.

~~§46.1-234.2. Certain counties may prohibit distribution of handbills, etc., solicitation of contributions and sale of merchandise on highways. — (A) Counties having withdrawn their highways from the secondary system of state highways under the provisions of Chapter 415, Acts of Assembly of 1932, and which have not elected to return their highways to such system are hereby authorized to adopt ordinances prohibiting the distribution of handbills, leaflets, bulletins, literature, advertisements or similar material to the drivers of motor vehicles or passengers therein on secondary highways located within such counties.~~

~~B. Such counties are hereby further authorized to adopt ordinances prohibiting the solicitation of contributions of any nature from the drivers of motor vehicles or passengers therein on secondary highways located within such counties.~~

~~C. Such counties are hereby further authorized to adopt ordinances prohibiting the sale of merchandise or the attempted sale of merchandise to the drivers of motor vehicles or passengers therein on secondary highways located within such counties.~~

~~D. Ordinances adopted pursuant to this section may provide that any person violating the provisions of such ordinances shall be guilty of a traffic infraction.~~

§46.1-XXX. PEDESTRIANS SOLICITING RIDES, BUSINESS, ETC. -
(A) NO PERSON SHALL BE IN ANY ROADWAY FOR THE PURPOSE OF SOLICITING A RIDE.

(B) NO PERSON SHALL BE IN ANY ROADWAY FOR THE PURPOSE OF SOLICITING EMPLOYMENT, BUSINESS OR CONTRIBUTIONS, DISTRIBUTING HANDBILLS, LITERATURE, ADVERTISEMENTS, OR SIMILAR MATERIAL, OR SELLING OR ATTEMPTING TO SELL MERCHANDISE TO THE OCCUPANT OF ANY VEHICLE.

§46.1-235. Playing on streets or highways; roller skates, toys or other devices on wheels or runners; persons riding bicycles, mopeds, etc., not to attach to vehicles. - (a) EXCEPT AS OTHERWISE SPECIFIED IN THIS SECTION, no person shall play on a highway or street, other than upon the sidewalks thereof, ~~within a city or town or on any part of a highway outside the limits of a city or town designated by the State Highway and Transportation Commissioner exclusively for vehicular travel.~~ No person shall use on a highway or street where play is prohibited roller skates, toys, or other devices on wheels or runners, except bicycles, mopeds, and motorcycles. ~~The governing bodies of counties, cities, and towns may designate areas on highways or streets where play is prohibited or may restrict play to the use of roller skates, toys, or other devices on wheels or runners and, if such highways or streets have two traffic lanes, such persons using such devices, except bicycles, mopeds, and motorcycles, shall keep as near as reasonably possible to the extreme left side or edge of the lefthand traffic lane so that they will be facing oncoming traffic at all times.~~

(X₁) The governing bodies of counties, cities, and towns may designate ANY STREET OR PART THEREOF A PLAY STREET AND PLACE APPROPRIATE SIGNS OR DEVICES IN THE ROADWAY INDICATING AND PROTECTING THE SAME.

(X₂) WHENEVER AUTHORIZED SIGNS ARE ERECTED INDICATING A STREET OR PART THEREOF AS A PLAY STREET, NO PERSON SHALL DRIVE A MOTOR VEHICLE UPON SUCH STREET OR PORTION THEREOF EXCEPT DRIVERS OF VEHICLES HAVING BUSINESS OR A RESIDENCE WITHIN SUCH CLOSED AREA, AND THEN ANY SAID DRIVER SHALL EXERCISE THE GREATEST CARE IN DRIVING UPON ANY SUCH STREET OR PORTION THEREOF.

(b) No person riding upon any bicycle, moped, roller skates, toys or other devices on wheels or runners, shall attach the same or himself to any vehicle upon a roadway.

§46.1-236. Penalty for violating §§46.1-230 to ~~46.1-235~~ 46.1-XXX. — Any person convicted of violating any of the provisions of §§46.1-230 through ~~46.1-235~~ 46.1-XXX shall be fined not less than two dollars nor more than twenty-five dollars for each offense.

§46.1-XXX. PEDESTRIANS TO YIELD TO EMERGENCY VEHICLES. — (A) UPON THE IMMEDIATE APPROACH OF AN EMERGENCY VEHICLE AS DESCRIBED IN §46.1-226 MAKING USE OF AUDIBLE AND VISUAL SIGNALS AS REQUIRED BY §46.1-225, EVERY PEDESTRIAN SHALL YIELD THE RIGHT-OF-WAY TO THE EMERGENCY VEHICLE.

(B) THIS SECTION SHALL NOT OPERATE TO RELIEVE THE DRIVER OF AN EMERGENCY VEHICLE FROM THE DUTY TO DRIVE WITH DUE REGARD FOR THE SAFETY OF ALL PERSONS USING THE HIGHWAY, NOR FROM THE DUTY TO EXERCISE DUE CARE TO AVOID COLLIDING WITH ANY PEDESTRIAN.

§46.1-240. Construction of §46.1-237; failure to use cane or ~~guide dog~~ DOG GUIDE not contributory negligence. — Nothing contained in §46.1-237 shall be construed to deprive any totally or partially blind or otherwise incapacitated person, not carrying such a cane or walking stick or not being guided by a dog, of the rights and privileges conferred by law upon pedestrians crossing streets or highways nor shall the failure of such totally or partially blind or otherwise incapacitated person to carry a cane or walking stick, or to be guided by a ~~guide dog~~ DOG GUIDE upon the streets, highways or sidewalks of this Commonwealth, be held to constitute nor be evidence of contributory negligence.

§46.1-XXX. PEDESTRIANS ON BRIDGES AND AT RAILROAD GRADE CROSSINGS. — (A) NO PERSON SHALL ENTER OR REMAIN UPON ANY BRIDGE OR APPROACH THERETO BEYOND THE BRIDGE SIGNAL, GATE OR BARRIER AFTER A BRIDGE OPERATION SIGNAL INDICATION HAS BEEN GIVEN.

(B) NO PEDESTRIAN SHALL PASS THROUGH, AROUND, OVER OR UNDER ANY CROSSING GATE OR BARRIER AT A RAILROAD GRADE CROSSING OR BRIDGE WHILE SUCH GATE OR BARRIER IS CLOSED OR IS BEING OPENED OR CLOSED.

§46.1-XXX. PEDESTRIAN'S RIGHT-OF-WAY ON SIDEWALKS. — THE DRIVER OF ANY VEHICLE, PRIOR TO DRIVING OVER OR UPON ANY SIDEWALK, SHALL YIELD THE RIGHT-OF-WAY TO ANY PEDESTRIAN AND ALL OTHER TRAFFIC APPROACHING THEREON.

§46.1-XXX. DRIVERS TO EXERCISE DUE CARE. — NOTWITHSTANDING ANY OTHER PROVISIONS OF THIS TITLE EVERY DRIVER OF A VEHICLE SHALL EXERCISE DUE CARE TO AVOID COLLIDING WITH ANY PEDESTRIAN, OR APPROACHING SO CLOSE AS TO PRESENT A HAZARD, AND SHALL GIVE WARNING BY SOUNDING THE HORN WHEN NECESSARY.

§46.1-XXX. PERSONS WORKING ON HIGHWAYS. — (A) UNLESS SPECIFICALLY MADE APPLICABLE, THE PROVISIONS OF THIS ARTICLE SHALL NOT APPLY TO PERSONS, MOTOR VEHICLES AND EQUIPMENT WHILE ACTUALLY ENGAGED IN HIGHWAY MAINTENANCE OR CONSTRUCTION WORK, OR WORK UPON UTILITY FACILITIES, BUT SHALL APPLY TO SUCH PERSONS AND VEHICLES WHEN TRAVELLING TO OR FROM SUCH WORK.

(B) THE DRIVER OF A VEHICLE SHALL YIELD THE RIGHT-OF-WAY TO PERSONS ENGAGED IN HIGHWAY MAINTENANCE OR CONSTRUCTION WORK AND TO PERSONS WORKING ON UTILITY FACILITIES WHENEVER HE IS NOTIFIED OF THEIR PRESENCE BY A TRAFFIC CONTROL DEVICE OR FLAGMAN.

§46.1-247. Vehicles entering certain highways shall stop or yield right-of-way. — (a) The driver of a vehicle approaching an intersection on a highway controlled by a stop sign shall, immediately before entering such intersection, stop at a clearly marked stop line, but if none, shall stop before entering the crosswalk on the near side of the intersection, or, if none, shall stop at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway, and before proceeding shall yield the right-of-way TO ANY PEDESTRIAN WITHIN AN ADJACENT CROSSWALK AND to the driver of any vehicle approaching on such other highway from either direction.

(b) Where a "Yield Right-Of-Way" sign is posted, the driver of a vehicle entering such intersection shall slow down to a speed reasonable for the existing conditions and, if required for safety to stop, shall stop at a clearly marked stop line, but if none, shall stop before entering the crosswalk on the near side of the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway, and before proceeding shall yield the right-of-way TO ANY PEDESTRIAN WITHIN AN ADJACENT CROSSWALK AND to the driver of any vehicle approaching on such other highways from either direction.

ADDITIONAL RECOMMENDATIONS

In addition to the proposed modifications to the Code of Virginia, implementation of the following specific recommendations is desirable to enhance pedestrian safety in Virginia.

1. The state should undertake an extensive public information campaign utilizing television, radio and newspaper spots, posters and flyers to educate the public about the proposed changes to the Virginia Code in an effort to maximize the effect of such changes.
2. The Department of Education should develop curriculum guides, suggested lesson plans, and other learning materials which incorporate the proposed changes.
3. The Department of Motor Vehicles should update the Driver's Manual to emphasize the rights and duties of pedestrians.
4. The Department of Highways and Transportation should develop warrants for use by localities to promote the correct use of optional "flashing WALK" pedestrian signal indications as described in the Manual on Uniform Traffic Control Devices. Use of the "flashing WALK" pedestrian signal indication should be initiated at all intersections where "right turn on red" is permitted.
5. In light of local modification of school bus routing due to budgetary constraints and the resulting increase in the number of children walking to school, the state should initiate a program to determine the proper crossing locations and to educate school crossing guards in an effort to minimize potential safety risks.

FOOTNOTES

1. Eilenberger, Dawn R., "Pedestrian Safety in Virginia: Accident Characteristics and Suggested Revisions to Virginia's Pedestrian Laws," Virginia Highway and Transportation Research Council, Charlottesville, Virginia, April 1981.
2. Ibid.
3. Fisher, E. C., "Vehicle Traffic Law," rev. by R. H. Reeder, The Traffic Institute, Northwestern University, Evanston, Illinois, 1974.
4. Eilenberger, op. cit.

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1. Blomberg, Richard D., "Regulations for Pedestrian Safety," Prepared for National Safety Congress, Dunlap and Associates, Inc., Darien, Connecticut, October 22, 1981.
2. Pedestrian and Bicycle Safety Study: Highway Safety Act of 1973 (Sect. 214); NHTSA, Washington, D. C., March 1975.
3. "Rules of the Road Rated," Traffic Laws Commentary, Vol. 9, No. 1, NCUTLO, Washington, D. C., January 1980.
4. Swift, D., "Suggested Revisions to Virginia's Pedestrian, Motorcycle, and Bicycle Laws," Virginia Highway and Transportation Research Council, Charlottesville, Virginia, September 1978.
5. Traffic Laws Annotated. National Committee on Uniform Traffic Laws and Ordinances, U. S. Government Printing Office, Washington, D. C., 1979.

