

Laws for Interacting on the Road

Pedestrians, Bicyclists, and Motorists



Prepared for the Virginia Department of
Transportation

June 2010

Final Report



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DISCLAIMER

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INTRODUCTION

The Code of Virginia¹ is not laid out by mode but rather by Title, Article, and Chapter. For this report, mainly Title 46.2 (Motor Vehicles) is used. All definitions as stated in the Code of Virginia and use in conjunction with this report are included in [Appendix A](#).

Currently there are limited resources within the State of Virginia that catalogue the rules and regulations as denoted in the Code of Virginia. This project developed an educational resource for users to understand the rules that apply to the interactions between pedestrians, bicyclists, and vehicles. The resulting database of existing laws created in association with this project is shown in [Appendix B](#). This report as well as a stand-alone hand-sized brochure (draft contained in [Appendix C](#)) was completed as part of the educational, research, and public outreach program of the Virginia Department of Transportation (VDOT).

The 2006-2010 Strategic Highway Safety Plan (VDOT) frames transportation safety as a health issue and provides a series of strategies for improving the safety of pedestrians, bicyclists, and motorists² while also serving as the impetus of this report. Currently under development, Virginia's long-range multimodal transportation plan, VTRANS2035 will provide an inventory and strategies for integrating various agencies' single-mode plans. For readers of this report, VTRANS2035 will be another source of related supplemental information.³

This project is directed to three point research (and education) –pedestrian, bicyclist and motorist – as they share “common roadway/right-of-way”.

The project:

- Was funded through companion funds through the State Planning and Research Program (SPR) with the intent to educate the public on Virginia laws and the joint responsibilities of pedestrians, bicyclists, and motorists when sharing public roads, paths, sidewalks, and any ADA facility.
- Was conducted in parallel with other programs such as StreetSmart and BikeWalk Virginia ‘Share the Road’ as well as information contained on the VDOT website.
- Supports implementation efforts under the VDOT’s ‘Policy for Integrating Bicycle and Pedestrian Accommodations’ (2004).
- Developed a draft brochure providing specific law and education for users.

This report details laws regarding the interactions between pedestrians, bicyclists, and motor vehicles. It has been organized by mode of transportation. Where a regulation relates to more than one mode of travel it has been reproduced in both sections.

For this report, when the word “bicycle” is used, it refers to the use of a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, and moped, motorized skateboards or scooter, motor-driven cycles, electric power-assisted bicycle, and/or mopeds (See Section §46.2-800.

¹ Available on the world wide web at: <http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+TOC>

² Available on the world wide web at http://www.vdot.virginia.gov/info/resources/Strat_Hwy_safety_Plan_FREPT.pdf

³ Available on the world wide web at http://www.vtrans.org/multimodal_transportation_plan_vtrans2035.asp

PEDESTRIANS

In the Washington, D.C. metropolitan area, about one in four traffic fatalities are either a pedestrian or bicyclist. While it is imperative that pedestrians are aware of their own responsibility to safely travel by staying alert and assuming they are invisible to drivers, they should also know their rights and be familiar with the laws of other vehicles on the road. For example, a pedestrian who knows the meaning of bicycle hand signals could avoid entering the bicyclist's intended path.

Below is an accounting of the pedestrian laws and regulations that exist within the Virginia Code. Pedestrian codes are predominantly found in Title 46.2, Article 16 comprising of sections §46.2- 923- §46.2-935 inclusive. [Appendix A](#) contains a list of definitions. A matrix of all codes discussed below can be found in [Appendix B](#) verbatim and in numerical order. Any interpretation of code is presented in italics.

A. Virginia Code

1. WHERE TO WALK

A. §46.2-928 – Pedestrians to Avoid Walking in the Roadway

Whenever possible, pedestrians shall walk on a sidewalk. If a sidewalk is not present and it is necessary to walk in the roadway, always face oncoming traffic and walk as far to the left of the roadway as possible; however, if a wide shoulder lane is present on either or both sides of the highway, pedestrians may walk in either shoulder lane.

B. §46.2-1305 – Residential Subdivisions

Counties, cities, and towns that have adopted ordinances under the provisions of §15.2-2200⁴ can post and maintain signs and markings regulating the operation of vehicles and pedestrian traffic on roadways and parking areas not owned by the public. They may also apply these regulations to existing and future residential subdivisions.

C. §46.2-926 – Pedestrians in Highways

Pedestrians cannot step into highways open to moving traffic between intersections when their presence is obscured from the vision of drivers by other vehicles or obstructions at the curb. This provision does not apply to pedestrians boarding a bus or entering a safety zone at a right angle.

D. §46.2-808 – Prohibiting Certain Uses of Controlled Access Highways

When necessary to ensure safety, the Commonwealth Transportation board can prohibit bicyclists and pedestrians from traveling on controlled access highways. At the end of any section of a controlled access highway where use is restricted, there shall be a conspicuous marker. This provision does not apply to VDOT equipment used for construction or maintenance, or to equipment for which a permit has been obtained for operation on a controlled access highway. Anyone violating this section will be found guilty of a traffic infraction.

⁴ §15.2-2200 - This chapter is intended to encourage localities to improve the public health, safety, convenience and welfare of its citizens and to plan for the future development of communities to the end that transportation systems be carefully planned; that new community centers be developed with adequate highway, utility, health, educational, and recreational facilities; that the need for mineral resources and the needs of agriculture, industry and business be recognized in future growth; that residential areas be provided with healthy surroundings for family life; that agricultural and forestal land be preserved; and that the growth of the community be consonant with the efficient and economical use of public funds.

E. §46.2-932 – Playing On Highways and Riding Attached to Vehicles

No one shall play on any highway outside the city or town limits designated by the Commonwealth Transportation Commissioner as exclusive for vehicular travel. On these highways, prohibiting play means that no one shall use roller skates, skateboards, toys, or any other devices on wheels, except for bicycles. Counties, cities, and towns can designate certain areas on highways under their control where playing is allowed; they can also restrict playing on such highways. In spite of this, any county with a population between 170,000 and 200,000 can by ordinance allow the use of devices on wheels or runners on highways under the county's control, but this is subject to limitations and conditions the governing body finds necessary and sensible.

No person riding any vehicle (including roller skates, skateboards, toys, bicycles, etc) shall attach themselves to a vehicle.

F. §46.2-929 – Pedestrians Soliciting Rides

Pedestrians are not to stand or stop in a roadway to solicit rides.

2. HOW TO CROSS

A. §46.2-923 – Crossing Highways

When crossing highways, pedestrians shall not carelessly or purposefully interfere with the orderly flow of traffic. They shall cross at intersections or marked crosswalks wherever possible.

When intersections do not have marked crosswalks, pedestrians cannot be found guilty of negligence when crossing these intersections or when crossing between intersections by the most direct route. Towns, cities, or counties authorized by law to regulate traffic can allow pedestrians to cross an intersection diagonally when all traffic entering the intersection is stopped by traffic control devices or by a law-enforcement officer.

Pedestrians have the right-of-way when crossing, but shall use caution by looking left, then right, and left again to see oncoming traffic. Do not cross if it will interrupt the flow of traffic (see §46.2-924 in [Appendix B](#)).

B. §46.2-925 – Pedestrian Control Signals

When a pedestrian control signal displays “Walk”, pedestrians facing the signal may cross the highway towards the signal. Pedestrians crossing a signalized intersection have the right-of-way, so motorists and bicyclists shall yield to the pedestrians. When the signal displays “Don’t Walk”, pedestrians shall not start to cross the highway; however, if pedestrians have partially completed crossing while the “Walk” signal was displayed, they can continue to walk to the sidewalk or island while the “Don’t Walk” signal is displayed.

3. RIGHT-OF-WAY

A. §15.2-2028 – Regulation of Traffic

All localities can regulate and control the operation of vehicles and bicycles, and the movement of vehicular and pedestrian traffic on streets, highways, roads, alleys, bridges, viaducts, subways, underpasses, and all other public places, as long as it does not conflict with the provisions in §46.2-1300.

4. PEDESTRIANS WITH DISABILITIES

A. §51.5-44 – Persons with Disabilities

Those with a disability have the same rights as people without disabilities to access streets, highways, sidewalks, walkways, public buildings, public facilities, and other public places⁵. There is to be no discrimination against a person with a disability; they are entitled to full and equal accommodations, advantages, facilities, and privileges of all modes of transportation and all establishments open to the general public.

1. Transportation

All towns, cities, and counties are to ensure that people with disabilities have access to public transportation in their jurisdictions by using the same transportation facilities or carriers open to the general public and/or by providing paratransit or special transportation service. The citizens unable to use the service for the general public in their jurisdiction due to their disabilities are eligible to use paratransit or special transportation service. The fee for a person with a disability shall be equal to the fee charged to the general public for carriers available to the general public. Paratransit and special transportation service for those with disabilities shall charge fees comparable to those charged to the general public for similar services; the type of trip, length, and time can be taken into account. The difference between special service fares and regular service fares is justifiable in terms of differences between the two services.

This section shall not be interpreted to mean that retrofitting public transit equipment is required; it also does not require retrofitting, renovating, or altering buildings or places to an extent more strict than what is required by the building code in effect at the time the building permit was issued.

2. Guide Dogs

Every totally or partially blind person can be accompanied by a dog in a harness that has been trained as a guide dog. Every deaf or hearing-impaired person can be accompanied by a dog on a blaze orange leash that has been trained as a hearing dog. A “hearing dog” is defined as a dog that has been trained to alert its owner by touch to sounds of danger and sounds that the owner should respond to. Every mobility-impaired person can be accompanied by a dog in a harness or backpack that has been trained as a service dog. Those who are “mobility-impaired” have completed training to use their dog to help them due to their inability to move without the aid of crutches, a wheelchair, or another form of support due to limited ability to walk, climb, descend, sit, rise, or any other related movements.

A “service dog” is defined as a dog trained to carry items, retrieve objects, pull a wheelchair, and other activities to support their owners. Without paying an additional fee, the hearing-impaired, mobility-impaired, and blind can bring their trained dogs with them on common carriers, airplanes, motor vehicles, railroad trains, motor buses, streetcars, subways, boats, other modes of transportation, restaurants, hotels, lodging, public places, amusements, resorts, and all other areas open to the general public (subject to the limitations established by law for all persons). However, these persons are liable for any damage to the premises or

⁵ Note the contradiction with §46.2-677 which states that self-propelled wheelchairs are not to be operated on a public highway in the Commonwealth except to the extent necessary to cross the highway.

facilities caused by their trained dogs. The provisions in the section also apply to people accompanied by a dog that is in training, at least six months old, and is in a harness (and the person is an experienced trainer of guide dogs), on a blaze orange leash (and the person is an experienced trainer of hearing dogs), in a harness or backpack (and the person is an experienced trainer of service dogs), or wearing a jacket identifying the guide, hearing, or service dog organization (and the person is an experienced trainer at the organization identified on the dog's jacket).

BICYCLISTS

Below is an accounting of the bicycle⁶ laws and regulations that exist within the Virginia Code. Bicycle-related codes are found in Article 12 comprising of predominantly sections §46.2- 903-§46.2-908.1 inclusive. [Appendix A](#) contains a list of definitions. A matrix of all codes discussed below can be found in [Appendix B](#) verbatim and in numerical order. Any interpretation of code is presented in italics.

A. Virginia Code

1. CORE RULE

A. §46.2-800 – Bicyclists Must Follow the Same Rules as Motorists

Bicyclists are required to follow the provisions of this chapter in addition to the laws outlined for motorists. They have the same rights and duties as motorists, except if the language of the provision clearly states otherwise. The provisions in §46.2-920 (see [Appendix B](#)) regarding emergency vehicles also applies to bicycles operated by law enforcement in similar emergency situations. *All bicyclists should familiarize themselves with the laws and regulations as outlined in the Motorists section below.*

2. AFTER PURCHASING

A. §15.2-1720 – Bicycle Licenses

Currently there is not a statewide law requiring the issuance of bicycle licenses. Localities can require all resident bicycle owners to obtain a license and attach a license plate, tag, and/or other identifiers to the bicycle. The locality may also prescribe a license fee and application forms. The locality may also prescribe penalties for operating a bicycle on public roads or streets without a license plate, tags, etc.

B. §46.2-908 – Registering a Bicycle

Currently, there is not a statewide law requiring the registration of a bicycle. Once a bicycle purchase has been made, the owner can register the bike's serial number with the local law enforcement agency where the owner resides. *By registering the bicycle, if stolen and recovered, registration facilitates the return of the bicycle to the owner.*

3. BEFORE RIDING

A. §46.2-906.1 – Bicycle Helmets

Currently, there is not a statewide law requiring the use of helmets while riding. Local ordinances can require bicyclists to wear helmets. Any county, city, or town can require children 14 years old and younger to wear a helmet that meets at least the Consumer Product Safety Commission (CPSC) standard when riding on highways, sidewalks, or bicycle paths. Violating an ordinance regarding helmets is punishable by a fine. This fine will be suspended for first-time violators and for violators who have purchased a helmet that meets the ordinance's requirements after the violation, but before the imposition of the fine. Violating an ordinance regarding helmets is not considered negligent or assuming risk; it cannot excuse damages, be admitted as evidence, or be discussed by counsel in the recovery of damages while operating the bicycle. Items discussed in this section shall not change any existing laws, rules, or procedures pertaining to civil action.

⁶ For this report, when the word "bicycle" is used, it refers to the use of a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, and moped, motorized skateboards or scooter, motor-driven cycles, electric power-assisted bicycle, and/or a moped.

B. §46.2-1066 – Bicycle Brakes

All bicycles shall be equipped with a brake that an operator can use to make the braked wheels skid on dry, level, clean pavement.

C. §46.2-1015 – Bicycle Lights

Bicyclists riding between sunset and sunrise must have a functioning white headlight on the front of their bicycle that is visible in clear weather from at least 500 feet away. They must also have a red reflector on the back of their bike so that vehicles approaching from behind can see the reflector from at least 600 feet away. The light and reflector brands must be approved by the Superintendent [of the Department of State Police of the Commonwealth]. All bicycles, or their riders, shall be equipped with a taillight in the back emitting a red light visible in clear weather from at least 500 feet away when it is between sunset and sunrise and when riding on a highway with a speed limit of 35 mph or more. The taillight product must also be approved by the Superintendent.

In addition to these requirements, bicyclists are allowed, but not required, to wear lights or reflectors on their person or equip their bicycles with reflectors or lights, which can be steady burning or blinking.



4. HOW TO RIDE

A. §46.2-846–Required Position and Method of Turning

While traveling on roadways, it is the bicyclist’s responsibility to read signs and be aware of local regulations and conditions. In some areas of Virginia, it is commonplace to encounter one-way streets where turning is prohibited; a bicyclist who is inattentive and ignores vehicular turn prohibition signs could create an extremely dangerous situation for themselves and others.

When turning right, motorists are to stay as close to the right curb or edge of the roadway as possible to avoid entering another traffic lane. And when turning left on a two-way roadway, motorists shall approach the center of the intersection towards the right side and make a gradual left turn while they are approaching the center of the intersection so that they never meet with those traveling in the opposite direction turning left. When one-way roads meet at an intersection, the driver intending to turn left shall turn from the leftmost lane and proceed to the adjacent roadway’s leftmost lane, as long as the driver is following the correct direction of traffic. However, if there are signs or pavement markings, drivers are to obey these signs and markers, not the instructions mentioned above.

B. §46.2-847 – Bicyclists Turning Left

When bicyclists turn left, they shall either follow instructions described in §46.2-846 (above) or make the turn as suggested in this section.

- ◆ Approach the turn as close as possible to the right curb or edge of the roadway.
- ◆ After proceeding across the intersecting roadway, the bicyclist shall obey traffic signs or signals and continue the turn as close as possible to the right curb or edge of the roadway being entered.
- ◆ The Commonwealth Transportation Board and local authorities can have official traffic control devices placed at intersections to direct turning bicyclists to take a specific course. If this device is present, bicyclists must only follow the directed course.

C. §46.2-848 – Making a Change in Movement

When backing, stopping, turning, or veering, bicyclists (and motorists) are required to signal their intentions to others on the road that could be affected by the change in movement. Before signaling, the bicyclist must first check to verify that such a movement can be safely made. If it cannot, the cyclist must wait until it is safe to move and signal. *By signaling, bicyclists (and motorists) are able to communicate their intentions to others, so they are prepared to slow down or make adjustments on the road to account for the expected movement.*

D. §46.2-849 – Signaling a Movement

Signals discussed in §46.2-848 shall be given by the left hand and arm or by a mechanical device approved by the Superintendent. When giving a signal by means of the hand and arm to indicate the intention to start, stop, turn, or partly turn, bicyclists shall extend their left arm beyond the left side of the vehicle.



To turn left or pull left, the arm shall extend straight out to the left so it is at shoulder level. To turn right or move right, the arm shall be level to the shoulder and the hand shall be pointed upwards. To slow down or stop, the arm shall be extended downward.



In spite of these provisions, a bicyclist may also signal a right turn and a partial right turn by extending the right arm horizontally so it is level with the shoulder. To slow down or stop, the bicyclist may also signal with their right hand by extending it downward.



Signals shall be given continuously for a minimum of 50-feet before making a movement on the road. For roadways with speed limits 35 mph or higher, signals shall be given continuously for at least 100 feet. If both hands are needed to control the bike, signals are not required to be given continuously.

E. §46.2-907 – Passing Vehicles

Bicyclists can pass another vehicle on either the left or the right side by staying in the same lane as the passed vehicle, changing to a different lane, or riding off the roadway in order to pass safely. Passing vehicles shall only be done when it is safe to do so.

The only instance when a bicyclist can ride between two lanes of traffic moving in the same direction is when one lane is a separate turn lane or a mandatory turn lane.

Except for what is mentioned in this section, bicyclists shall follow the same laws as motorists when passing vehicles.

F. §46.2-906 – Carrying Belongings or Passengers on a Bicycle

Bicyclists carrying an article or package must still be able to keep at least one hand on the handlebars.

If a bicycle was built for one person, it shall be ridden by only one person. Doing otherwise could interfere with line of sight and the ability to control the bike. However, seats or trailers designed to carry children under the age of six are acceptable to attach to the bike when an adult is riding.

G. §46.2-1078 - Earphones

It is against the law to operate a bicycle (as well as a motor vehicle) while using earphones on or in both ears. Exceptions to this rule include: (1) any prosthetic device that aids the hard of hearing, (2) earphones installed in helmets worn by motorcycle operators and riders and used as part of a

communications system, or (3) non-prosthetic closed-ear, open-back, electronic noise-cancellation devices designed and used to enhance the hearing ability of persons who operate vehicles in high-noise environments, provided such device is being worn by the operator of a vehicle with a gross vehicle weight rate of 26,000 pounds or more. Emergency vehicle drivers are exempt from this law.

5. WHERE TO RIDE

A. §46.2-808 – Prohibiting Certain Uses of Controlled Access Highways

When necessary to ensure safety, the Commonwealth Transportation board can prohibit bicyclists and pedestrians from traveling on controlled access highways. At the end of any section of a controlled access highway where use is restricted, there shall be a conspicuous marker/sign. This provision does not apply to VDOT equipment used for construction or maintenance, or to equipment for which a permit has been obtained for operation on a controlled access highway. Anyone violating this section will be found guilty of a traffic infraction.

B. §46.2-904 – Bicycles on Sidewalks, Crosswalks, and Shared-Use Paths

Local ordinances can prohibit bicyclists from riding on designated sidewalks and crosswalks in areas such as churches, schools, recreational facilities, and business properties. Signs indicating this restriction shall be clearly posted in general areas where bicyclists are prohibited. Bicyclists must also obey traffic control devices indicating that bicyclists are prohibited from using a sidewalk or crossing a roadway.

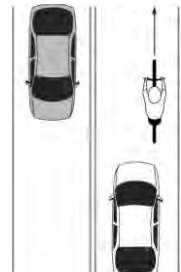
Bicyclists riding on sidewalks, crosswalks, and shared-use paths shall yield to pedestrians' right-of-way, and when passing a pedestrian, bicyclists must give an audible signal, such as "On your left," to warn pedestrians of their approach. When a bicyclist is riding on a sidewalk, crosswalk, or shared-use path, they have the rights and responsibilities of a pedestrian.

A violation to any of the above could result in a civil penalty of no more than \$50.

C. §46.2-905 – Bicycles on Roadways and Bike Paths

If a bicyclist is traveling slower than the rest of traffic, they shall ride as close to the right curb or edge of the roadway as possible, except when:

- ◆ Passing another vehicle going in the same direction
- ◆ Taking a left turn at an intersection or into a private road or driveway
- ◆ Avoiding obstacles including, but not limited to, fixed or moving objects or vehicles, pedestrians, animals, surface hazards (i.e., potholes), or substandard width lanes that make it difficult to ride along the right edge or curb. *A substandard width lane is a lane that is too narrow for a bicycle to safely pass side by side within the lane.*
- ◆ Riding in a lane that must turn right when the bicyclist intends to go straight
- ◆ Riding on a one-way road. In this case, bicyclists can ride on the left edge of the roadway as well, but always with the flow of traffic.



A maximum of two bicyclists can ride side-by-side in a lane; riding side-by-side is only acceptable when it does not interfere with the flow of traffic; if the two bicyclists are being passed by a faster-moving vehicle, they shall change formation to ride single-file as soon as possible to avoid interrupting traffic. On lane roadways, bicyclists shall ride in a single lane.

D. §46.2-908.1 – Miscellaneous Vehicles

Electric personal assistive mobility devices, motorized skateboard or scooters, and electric bicycles shall never be ridden faster than 25 miles per hour and shall be equipped with spill-proof, sealed, or gel batteries. The equipment listed above shall only be operated by someone who is at least 14 years old; if someone is younger than 14 years old, they must be closely supervised by an adult (someone at least 18 years old). These vehicles shall only be used on sidewalks, but can be operated on highways when a sidewalk is not present or when sidewalk use is clearly prohibited as indicated on a sign. These vehicles may also use crosswalks.

E. §46.2-932 – Playing On Highways and Riding Attached to Vehicles

No one shall play on any highway outside the city or town limits designated by the Commonwealth Transportation Commissioner as exclusive for vehicular travel. On these highways, prohibiting play means that no one shall use roller skates, skateboards, toys, or any other devices on wheels, except for bicycles. Counties, cities, and towns can designate certain areas on highways under their control where playing is allowed; they can also restrict playing on such highways. Notwithstanding the above, any county with a population between 170,000 and 200,000 can by ordinance allow the use of devices on wheels or runners on highways under the county's control, but this is subject to limitations and conditions the governing body finds necessary and sensible.

Bicyclists (and skateboarders, roller bladders, etc.) are prohibited from hitching a ride by attaching their bicycles or themselves to another vehicle on the road.

B. Local Laws

Some laws of the road are determined by local jurisdictions. These local laws include:

- ◆ Helmet laws – Helmet usage by those less than 14 years of age differs by locality. Violation of this ordinance is punishable by a \$25 fine if the local regulation exists (§46.2-906.1)
- ◆ Riding on sidewalks (§46.2-903). Some localities restrict riding on sidewalks. Signage designating no riding on sidewalks shall be present.
- ◆ Registering bicycles (§46.2-908). Some localities require registering bicycles. This is a good habit to get into whether required or not.
- ◆ Licensing bicycles (§15.2-1720). Some localities license bicycles like any other vehicle.
- ◆ Bicycle parking (§46.2-1305). Some localities restrict where bicycles can park.

Check with your local jurisdictions for these items and other laws and regulations.

MOTORISTS

This section provides an accounting of the vehicle laws and regulations that exist within the Virginia Code. [Appendix A](#) contains a list of definitions. A matrix of all codes discussed below can be found in [Appendix B](#) verbatim and in numerical order. Any interpretation of code is presented in italics. Following the laws and regulations related to Vehicles, a section specific to laws for young drivers as reported in the Virginia Department of Motor Vehicles Driver’s Manual is presented along with additional safety tips.

C. Virginia Code

1. WHERE TO DRIVE

A. §46.2-903 – Keep off the Sidewalk

The only vehicles (besides bicycles) allowed on sidewalks are emergency vehicles, vehicles meant to remove snow and ice, wheelchairs (both electric and self-propelled), power-assisted bicycles, and electric personal mobility devices (*i.e., the tourist-friendly Segway*).

B. §46.2-857 – One Lane Means One Vehicle

If drivers ride side-by-side in one lane, they will be found guilty of reckless driving. This rule, however, does not apply to vehicles traveling in the same lane as bicycles; it also does not apply to authorized vehicles in parades, motorcades, and motorcycle escorts.

C. §46.2-1219.1 – Cruising

Counties, cities, and towns can prohibit, by local ordinance, the stopping or parking of vehicles in parking areas or driveways of shopping centers, apartment complexes, and office complexes. In order to establish and enforce this regulation, the owner or manager of the area must apply in writing to the chief law enforcement officer or other designated official.

- ◆ Cruising ordinance: Motorists are not permitted to drive past a traffic control point three or more times within a two-hour period from 6:00 PM to 4:00 AM in a no cruising area

This no-cruising ordinance does not apply to in-service emergency vehicles, taxicabs, buses, and other vehicles being used for business purposes.

Every entranceway to a no-cruising area shall have a sign posted indicating that it is a no-cruising area and listing times it is in effect. “Traffic control points” are established by the local law-enforcement agency as a means to monitor cruising. After a vehicle has passed this point for the third time in a two-hour period, a law-enforcement officer can charge the violation on the traffic ticket (See [Appendix D](#) for example of fines) and may, if the motorist is convicted of violating the ordinance, be subject to fine. Any violations after the first are punishable by *an escalation of the fine*, but the violator will not receive demerit points.

2. CROSSING INTERSECTIONS

A. §46.2-821 – Intersections

As motorists approach an intersection with stop signs, they must stop at the marked stop line; if there is no stop line, they shall stop before entering a crosswalk, and if there is no marked crosswalk, they shall stop at the closest point of the intersection where the driver can see traffic

approaching the intersection. At such intersections, the motorist must yield to the right-of-way to other drivers approaching from either direction. If there is a “Yield” sign posted, the motorist shall reduce their speed and yield the right-of-way; the driver shall also stop at a marked stop line or crosswalk if required for safety.

3. TURNING AND MAKING A MOVEMENT

A. §46.2-846 - Turning

While traveling on roadways, it is the motorist’s responsibility to read signs and be aware of local regulations and conditions. In some areas of Virginia, it is commonplace to encounter one-way streets where turning is prohibited: a motorist who is inattentive and ignores vehicular turn prohibition signs could create an extremely dangerous situation for themselves and others.

When turning right, motorists are to stay as close to the right curb or edge of the roadway as possible to avoid entering another traffic lane. And when turning left on a two-way roadway, motorists shall approach the center of the intersection towards the right side and make a gradual left turn while they are approaching the center of the intersection so that they never meet with those traveling in the opposite direction turning left. When one-way roads meet at an intersection, the driver intending to turn left shall turn from the leftmost lane and proceed to the adjacent roadway’s leftmost lane, as long as the driver is following the correct direction of traffic. However, if there are signs or pavement markings, drivers are to obey these signs and markers, not the instructions mentioned above.

B. §46.2-848 – Signaling a Movement

When preparing to reverse, stop, turn, or partly turn, motorists must make sure it is safe to do; once they verify that it is safe to make a movement, they must signal their intention to other vehicles that could be affected by the movement. *In other words, a driver should look before signaling.*

C. §46.2-1066 – Brakes

All motor vehicles driven on a highway must be equipped with brakes that can slow down and stop the vehicle. *The brakes shall be checked regularly to verify that they are in good working order.*

4. TRAFFIC LIGHTS, SIGNS, AND SIGNALS

A. §15.2-2028 – Regulation of Traffic

All localities can regulate and control the operation of vehicles and bicycles, and the movement of vehicular and pedestrian traffic on streets, highways, roads, alleys, bridges, viaducts, subways, underpasses, and all other public places, as long as it does not conflict with the provisions in §46.2-1300 – *Local Signs as described below.*

B. §46.2-835 – Turning Right on a Red Light

Virginia allows right turns on red lights, but only when turning will not disrupt the natural flow of traffic. To ensure that there will be no disruption, motorists must treat the red light as if it were a stop sign, pausing to survey approaching traffic and then proceeding when safe to do so. However, if there is a sign posted at the intersection prohibiting right turns on red, this must be obeyed. Motorists shall also yield to the right-of-way of pedestrians crossing the intersection. Oftentimes there are conditions to turning on red lights posted at the intersection; be aware of signs prohibiting right-turns during certain times of day or when pedestrians are present at the crosswalk.

C. §46.2-1300 – Local Signs

Counties, cities, and towns may repeal, amend, or modify the ordinances mentioned in this section, but may not conflict with them. Local authorities may place signs or markers displaying general regulations on highways; for example, localities may reduce the speed limit for no more than 60 days while construction or work is being done on the highway. These localities may also increase or decrease the speed limit within their boundaries based on engineering or traffic investigation data as long as the speed limit is clearly displayed on signs or markers. If an intersection is located in a town that has a population of less than 3,500, the town may require coming to a full stop and yielding to the right-of-way. When the county, city, or town provision is violated, the penalty must be equal or less than the penalty for committing a similar offense.

If a sign or marker indicating the local regulations is missing, considerably defaced, or obscured to the point where a typically observant driver would not notice it, the person who has violated the sign regulation cannot be held responsible. Counties whose roads fall under the Department of Transportation's jurisdiction may not call for, in terms of distance from a school, the installation of flashing warning lights unless the Department of Transportation has authorized it.

D. §46.2-833 – Traffic Lights (Steady and Flashing)

When a traffic light is red, motorists shall stop and remain stopped as long as the red signal is shown facing their direction (except if there is a green arrow or if it is allowable to make a legal right turn on red after coming to a complete stop). When a green light is displayed, it communicates that it is safe to drive straight through the light without pausing, except if a pedestrian or other vehicle with right-of-way is present. Yellow lights indicate that the signal is about to change to red and any vehicles that have not already entered the intersection, including a crosswalk, shall stop if it is safe to do so; those who have already entered the intersection when the light turns yellow can continue driving through the intersection.

When traffic lights are flashing, there is new meaning to the colors. A flashing red light shall be treated as a stop sign; and a flashing yellow light instructs motorists to use caution when proceeding through the intersection. If there is a power outage or if traffic lights are not working, motorists shall treat the out of service traffic lights as stop signs in all directions.

Violating any provisions in this section could result in a fine of no more than \$350. However, the instructions in this section do not apply when intersections are controlled by portable stop signs or law-enforcement officers or other authorized persons directing traffic. If a motorist violates this section and it is witnessed by an officer in uniform who displays his badge or if it has been communicated to another officer by the officer who witnessed it, the motorist can be detained or arrested. For the latter, the officer who has witnessed the violation must communicate a radio message immediately after the violation is observed and must identify the motorist by providing the license plate number or other vehicle identification to the detaining officer.

E. §46.2-836 – Turning Left on a Red Light

Notwithstanding the provisions as denoted in §46.2-833 above, and except where signs prohibit turns on steady red, if a vehicle is traveling on a one-way street and intersecting another one-way street, the driver, after completing a full stop, may cautiously enter the intersection and make a left turn onto another one-way street. Such turning vehicles shall yield the right-of-way to pedestrians and other traffic using the intersection.

5. YIELDING

A. §46.2-924 – Stop for Pedestrians

Motorists shall always yield to pedestrians when they are walking in a marked crosswalk, at an unmarked crosswalk (at an intersection), and at any intersection where the speed limit is 35 mph or less. While pedestrians shall not ignore approaching traffic while crossing, motorists shall slow down, change their course, or stop to allow pedestrians to cross safely. When law enforcement is directing traffic or when traffic control lights signal right-of-way, the driver shall obey the enforcement officer or device. *Motorists shall be aware of shared use path crossings and marked crosswalks whether they are mid-block or at intersections. If a stop sign is located on the shared use path and a marked crosswalk is shown on the roadway, the path user must stop and proceed to the marked crosswalk. The vehicle shall then yield the right-of-way to the path user. At all times, the path user shall proceed across the roadway with caution and only when vehicles have stopped or it is clear for the bicyclist/pedestrian to cross.*

Counties, cities and towns that meet the legislation requirements may install and maintain highway signs at marked crosswalks requiring motorists to yield to pedestrians attempting to cross a highway. Failure to yield may result in a traffic infraction with a fine of at least \$100 to a maximum of \$500. This provision does not apply to limited access highways.

B. §46.2-933 – Allow those with Impaired Vision to Cross

When a totally or partially blind person is guided by a dog or using a cane (metallic or white in color and with or without a red tip) and is crossing a highway, approaching vehicles must come to a complete stop. Failure to do so could result in a Class 3 misdemeanor. The only exception to this rule is when a law-enforcement office is directing traffic or when a traffic light is present.

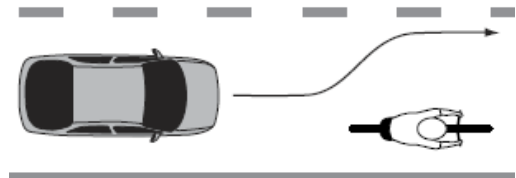
C. §46.2-826 – Exiting/Entering a Driveway

As motorists exit/enter driveways or private roads onto/from highways, they must stop and yield the right-of-way to those utilizing on the sidewalk (pedestrian or bicyclist), or other vehicles utilization the highway. This provision does not apply to intersections controlled by a traffic light (*if the traffic light shows green, the vehicle can proceed without yielding the right-of-way*). *Motorists should also be aware of a bicycle paths when turning onto side streets and driveways, and when parking to avoid abruptly entering a cyclist's path. Exception – for those locations where stop signs or stop bars are located on the sidewalk or shared-use path, users must obey these signs/pavement markings. Once the path user has stopped and proceeded to the marked crosswalk, the vehicles should yield the right-of-way. At all times, the path user should proceed across the roadway with caution and only when vehicles have stopped or it is clear for the bicyclist/pedestrian to cross (see §46.2-924).*

6. PASSING

A. §46.2-839 – Passing a Bicyclist

To safely pass a bicycle riding on the far right side of the roadway, motorists shall reduce speed as necessary and maintain at least two feet of distance between their vehicle and the bicyclist; *however, three feet should be provided when possible*. Bicyclists are to be treated as motorists, so the same guidelines for passing vehicles shall be followed. For example, those overtaking and passing a bicyclist (and a motor vehicle) shall not proceed back to the right side of the highway until safely clear of the bicycle (or motor vehicle).



B. §46.2-856.1 - Passing Two Vehicles Abreast

If two vehicles are riding side-by-side, it is illegal to pass or attempt to pass them. This rule does not apply if the highway has separate roadways of three or more lanes for each travel direction or if the highway or street is one-way. It also does not apply if the vehicles riding side-by-side are bicycles, or if a bicyclist is passing two other vehicles riding abreast.

7. DISTRACTED DRIVING

Distracted driving is a common trap for motorists, and it is a major contributor to crashes. It can be prevented by focusing on the road at all times, making seat and mirror adjustments before turning on the ignition, and preselecting music before getting on the road.

A. §18.2-266 – Driving Under the Influence

It is illegal to operate a motor vehicle when:

- ◆ Blood alcohol concentration is 0.08 percent or more
- ◆ Under the influence of alcohol
- ◆ Under the influence of narcotics or any other drug/s that impairs the motorist’s ability to drive safely
- ◆ Under the influence of both drugs and alcohol
- ◆ Blood concentration measures at least: 0.02 milligrams of cocaine per liter of blood, 0.1 milligrams of methamphetamine, 0.01 milligrams of phencyclidine, or 0.1 milligrams of 3,4-methylenedioxymethamphetamine.

B. §46.2-1078 - Earphones

Due to the inability to hear (for example, a car horn) when wearing earphones, motorists are prohibited from driving with earphones in or on both ears. This rule applies to bicyclists as well. Exceptions (such as hearing aids, etc) to this rule are listed in [Appendix B](#).

C. §46.2-1078.1 – Messaging on Communication Devices

Text messaging and emailing on handheld personal communication devices has recently been banned in Virginia due to accidents and “close-calls” resulting from distracted driving. This law does not apply to emergency vehicle operators, motorists who are parked or legally stopped, motorists inputting data into a GPS or digital dispatch system, and motorists reporting an emergency.

Motorists failing to obey this section can receive a citation if the law-enforcement officer has stopped the motorist for another violation of the Virginia Code or a local regulation. Those found guilty of messaging while driving are required to pay a fine. *Fines increase from violation to violation.*

8. MISCELLANEOUS VEHICLES

A. §46.2-908.1 – Miscellaneous Vehicles

Electric personal assistive mobility devices, motorized skateboard or scooters, and electric bicycles shall never be ridden faster than 25 miles per hour and shall be equipped with spill-proof, sealed, or gel batteries. The equipment listed above shall only be operated by someone who is at least 14 years old; if someone is younger than 14 years old, they must be closely supervised by an adult (someone at least 18 years old). These vehicles shall only be used on sidewalks, but can be

operated on highways when a sidewalk is not present or when sidewalk use is clearly prohibited as indicated on a sign. These vehicles always have permission to use crosswalks.

B. §46.2-915.1 – All Terrain Vehicles

All-terrain vehicles shall not be operated:

- ◆ On public highways and public property (except when it is appropriately authorized, when it is necessary to cross a highway by the most direct route, and when emergency response teams are responding to a call).
- ◆ By anyone younger than 16 years old (except for children 12 to 16 years old operating vehicles powered by engines of no more than 90 cubic centimeters displacement and children less than 12 years old operating vehicles with engines of no more than 70 cubic centimeters displacement).
- ◆ By anyone not wearing a helmet brand that has been approved by the Superintendent of State Police for motorcycle operation.
- ◆ On another person's property unless they have written consent from the property owner or it is authorized by law.
- ◆ With a passenger onboard, unless the vehicle is designed to seat more than one rider.
- ◆ Exceptions for those vehicles operated in Buchanan County, VA are designated in [Appendix B](#).

Nothing noted above can be interpreted to mean that all-terrain vehicles must comply with lighting requirements in this title. Retailers selling all-terrain vehicles must affix decals or stickers stating all-terrain prohibitions and must be approved by the Superintendent of Virginia State Police.

Violating this section is not considered negligence and cannot be used as evidence for the recovery of damages. However, violations could result in a civil penalty of no more than \$500. All-terrain vehicles being used for agricultural activities or being operated on private property are exempt from the laws in this section.

9. LOCAL ORDINANCES

A. §46.2-1305 – Residential Subdivisions

Counties, cities, and towns that have adopted ordinances under the provisions of §15.2-2200⁷ can post and maintain signs and markings regulating the operation of vehicles and pedestrian traffic on roadways and parking areas not owned by the public. They may also apply these regulations to existing and future residential subdivisions.

B. §46.2-1051 – Miscellaneous Vehicles Near Residential Areas

Governing bodies in any county, city, or town located in the Northern Virginia Planning District can provide by ordinance that no person shall operate a moped, motorcycle, trail-bike, go-cart,

⁷ §15.2-2200 - This chapter is intended to encourage localities to improve the public health, safety, convenience and welfare of its citizens and to plan for the future development of communities to the end that transportation systems be carefully planned; that new community centers be developed with adequate highway, utility, health, educational, and recreational facilities; that the need for mineral resources and the needs of agriculture, industry and business be recognized in future growth; that residential areas be provided with healthy surroundings for family life; that agricultural and forestal land be preserved; and that the growth of the community be consonant with the efficient and economical use of public funds.

electric bicycle, or all-terrain vehicle on a highway or on public or private property within 500 feet of a residential district unless it is equipped with a standard exhaust system, in good working condition, and in constant operation to prevent loud noise.

C. §33.1-13.1 – Protecting Motorcyclists’ Rights

The Commonwealth Transportation Board, the Commonwealth Transportation Commissioner, and the Virginia Department of Transportation are prohibited from discriminating against motorcycles when formulating policy and regulations, as well as when planning, designing, maintaining, and allocating funds. These political subdivisions may not restrict motorcycle access (*but allow other vehicles*) on any highways, bridges, tunnels, or any other transportation facilities.

D. Virginia Department of Motor Vehicles Driver’s Manual - Specific Rules for Young Drivers

Due to crash data recorded over the years, the Virginia Department of Motor Vehicles has several restrictions specifically for teenage drivers (meaning under 18 years of age) to reduce their chances of being involved in a crash. It has been recorded that more fatal crashes involving young drivers occur during the summer months than any other time of year, and it has been estimated that teens drive 44% more during their summer vacations. Fifty young adults (aged 15-19 years old) died in car accidents in Virginia between May 2007 and August 2007. By educating teens about these restrictions through the Driver’s Manual when they study and apply for their learner’s permit or driver’s license, the DMV hopes to reduce the chance that young drivers will find themselves in situations that commonly lead to fatalities. Below are the restrictions as shown in the DMV Drivers Manual and denoted in Virginia Code §46.2- 334:

- ◆ Curfew: Drivers under 18 years old are not permitted to drive between midnight and 4 AM, except when there is an emergency, when on-duty as a firefighter or rescue team volunteer, when traveling to/from work or school-sponsored events, and when accompanied by a parent or an adult in place of a parent.
- ◆ Passengers: Drivers who are under 18 and have held their license for less than a year are only permitted to have one passenger in their car at a time. No more than three passengers are permitted in a car being operated by a driver who has held their license for at least one year and is under 18. Family members are not included in these passenger restrictions.
- ◆ Cell Phone Use: If a driver is under 18 years old, they are prohibited from using cellular phones and wireless communications devices. Text messaging is prohibited, as well as talking on a phone, regardless of whether the device is hand-held or hands-free. This restriction does not apply when a vehicle is stopped or pulled over in an emergency situation.
- ◆ Zero Tolerance for Alcohol: Since the legal drinking age nationwide is 21 years old, drinking as a minor is not tolerated whatsoever. If convicted for driving while having a BAC between 0.02 and 0.08 percent, the ramifications include: loss of driving privileges, a minimum fine of \$500, and at least 50 hours of community service.

Failure to obey the passenger or curfew restrictions could result in the suspension of a young driver’s license.

CONFLICT AREAS/RECOMMENDATIONS

As with any set of laws and regulations there are areas of conflict or discontinuity that can be seen. This section attempts to provide a list of them.

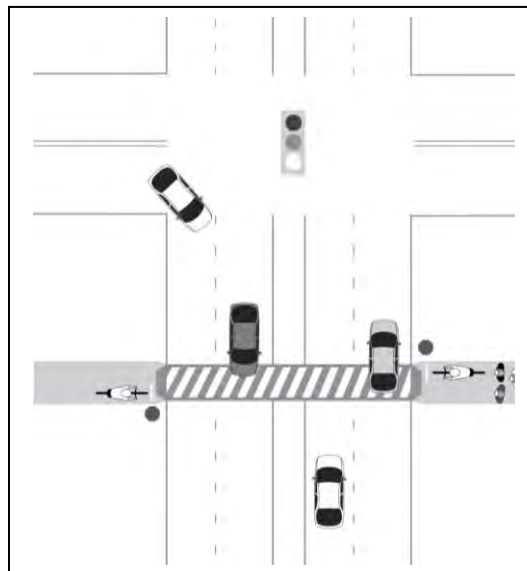
A. Right of way at shared use paths with marked crosswalks.

§46.2-924 – DRIVERS TO STOP FOR PEDESTRIANS; INSTALLATION OF CERTAIN SIGNS; PENALTY

Section §46.2-924 states that a driver shall yield the right-of-way to any pedestrian (and/or bicycle) crossing such highway at any clearly marked crosswalk, whether at mid-block or at the end of any block. Further in the section it states that notwithstanding the provisions of subsection A, at intersections or crosswalks where the movement of traffic is being regulated by law-enforcement officers or traffic control devices, the driver shall yield according to the direction of the device. (See figure to the right)

Therefore, it can be interpreted that pedestrians/bicycles utilizing the shared use path shall stop and wait for sufficient gaps in the traffic to cross. It can also be interpreted that motorists shall yield to path users once the user has stopped and proceeded to the marked crosswalk.

One recommendation for this type of conflict would be to place pressure plates along the path between the stop sign and the crosswalk. “Yield to pedestrians when flashing” signs would also be placed on the roadway in either direction. This would provide for safety of the path users (stopping prior to crossing a roadway) while also providing for the yielding of vehicles when path users are present at the crosswalk.



B. Must Vehicles Stop or Yield to Pedestrians at Crosswalks?

§46.2-924 – DRIVERS TO STOP FOR PEDESTRIANS; INSTALLATION OF CERTAIN SIGNS; PENALTY

Section §46.2-924 states in the title that the driver is to “stop” for pedestrians. In the first line of the code it states, “the driver of any vehicles on a highway shall yield the right-of-way to any pedestrian...” Either the title of the code or the text of the code should be changed for consistency.

C. What to Do when Pedestrian Head Blinks “Don’t Walk”?

§46.2-925 – PEDESTRIAN CONTROL SIGNALS

Section §46.2-925 provides the direction for pedestrians when the pedestrian head is in the “walk” or the “don’t walk” phase but not when it is in the flashing “don’t walk” phase. Other states and cities (Indiana, Oregon, Seattle, Denver, San Francisco, Montgomery County, etc) have added additional text to denote that a flashing or steady walk means a pedestrian facing the sign may proceed across

the roadway in the direction of the signal and vehicles shall yield the right-of-way. Flashing or steady “don’t walk” is meant to imply a pedestrian may not start to cross the roadway in the direction of the signal. A pedestrian who has partially completed crossing on the “walk” signal shall proceed to the sidewalk or safety island while the “don’t walk” signal is showing.

Currently, Northern Virginia is in the process of replacing pedestrian head signals with countdown signals providing a visual clue as to the amount of green time left for the pedestrian to cross.

D. Cell phone usage for bicycles

§46.2-1078.1 – USE OF HANDHELD PERSONAL COMMUNICATIONS DEVICES IN CERTAIN MOTOR VEHICLES; EXCEPTIONS; PENALTY

Section §46.2-1078.1 does not specifically state that the use of cell phones by bicyclists is illegal. It does state that it is unlawful for any person operating a moving motor vehicle on the highway to:

- ◆ Manually enter multiple letters or text as a means of communicating with another person.
- ◆ Read any email or text message – does not include reading a name or number stored in the device.
- ◆ A citation can only be issued if the enforcement officer stops the driver for another violation.

Therefore, if the bicyclist is using the highway, he must adhere to the code as written, but if a bicyclist is using the sidewalk or a shared use path, it is not unlawful to utilize a cell phone and all its capabilities. Additionally, using a cell phone, without the aid of a hands-free device, results in the removal of one hand from the handlebars as well as a split in focus.

E. Segway usage

No specific designation of Segway usage within the Code of Virginia exists. Many of the Code articles refer to a personal assistive mobility device but Segways do not fit into this category given the “driver” of a Segway does not meet the requirement of an individual in need of assistance with mobility. An addition to the Code should reflect the categorization of Segway use and their laws and regulations.

ENFORCEMENT

Enforcing legislation can be difficult since many traffic violations are not witnessed by law enforcement and many are not reported by other motorists who have witnessed a violation. Red light cameras are more common than in past years, but they are not universally used due to privacy concerns and the expense of installation and maintenance. Speeding can also be enforced by aircraft, but this is expensive as well. When officers are not available to patrol troublesome areas where traffic violations are frequently committed, they often park empty police cars to deter drivers from speeding, failing to yield, etc. However, a parked police car is merely a deterrent and travelers who frequent certain roads often realize the strategy.

However, when traffic violators are cited, they can face more than just fines. Virginia's Department of Motor Vehicles has a point system to evaluate and monitor drivers to discourage repeated traffic offenses. Most points stay on a driver's record for two years, but some convictions can remain on an individual's record for a longer amount of time. Court outcomes are sent to the DMV, which then posts demerit points and the conviction to the violator's driving record that can be accessed by enforcement in the event of future violations. Some convictions do not earn demerit points, but do show up on driving records. A high number of points can result in license suspension, higher car insurance, and mandatory driver improvement clinic. See [Appendix E](#) for Virginia's Moving Violations and Point Assessment.

While the point system is more known for its demerit points, it does, however, also offer safe driving points, which are awarded for every calendar year without receiving violations or suspensions; you receive one every year and can earn up to five safety points to offset any demerit points. It is possible to order a driving record report to check current points, accident record, and license status (see link below).

http://www.dmv.virginia.gov/webdoc/citizen/records/drive_record.asp

It should be noted that bicycles are considered motor vehicles and are subject to the same laws and fines as motor vehicles. Additionally, a pedestrian not following the laws as outlined in the Code of Virginia may also receive a ticket and/or fine.

APPENDIX A - DEFINITIONS

Below is a list of Definitions as defined by the Code of Virginia in § 46.2-100. **Definitions.**

The following words and phrases when used in this title shall, for the purpose of this title, have the meanings respectively ascribed to them in this section except in those instances where the context clearly indicates a different meaning:

"All-terrain vehicle" means a three-wheeled or four-wheeled motor vehicle powered by a gasoline or diesel engine and generally characterized by large, low-pressure tires, a seat designed to be straddled by the operator, and handlebars for steering that is intended for off-road use by an individual rider on various types of unpaved terrain. The term does not include four-wheeled vehicles, commonly known as "go-carts," that have low centers of gravity and are typically used in racing on relatively level surfaces, nor does the term include any "utility vehicle" as defined in this section or any "farm utility vehicle" as defined in this section.

"Antique motor vehicle" means every motor vehicle, as defined in this section, which was actually manufactured or designated by the manufacturer as a model manufactured in a calendar year not less than 25 years prior to January 1 of each calendar year and is owned solely as a collector's item.

"Antique trailer" means every trailer or semitrailer, as defined in this section, that was actually manufactured or designated by the manufacturer as a model manufactured in a calendar year not less than 25 years prior to January 1 of each calendar year and is owned solely as a collector's item.

"Automobile or watercraft transporters" means any tractor truck, lowboy, vehicle, or combination, including vehicles or combinations that transport motor vehicles or watercraft on their power unit, designed and used exclusively for the transportation of motor vehicles or watercraft.

"Bicycle" means a device propelled solely by human power, upon which a person may ride either on or astride a regular seat attached thereto, having two or more wheels in tandem, including children's bicycles, except a toy vehicle intended for use by young children. For purposes of Chapter 8 (§ 46.2-800 et seq.) of this title, a bicycle shall be a vehicle while operated on the highway.

"Bicycle lane" means that portion of a roadway designated by signs and/or pavement markings for the preferential use of bicycles, electric power-assisted bicycles, and mopeds.

"Business district" means the territory contiguous to a highway where 75 percent or more of the property contiguous to a highway, on either side of the highway, for a distance of 300 feet or more along the highway, is occupied by land and buildings actually in use for business purposes.

"Camping trailer" means every vehicle that has collapsible sides and contains sleeping quarters but may or may not contain bathing and cooking facilities and is designed to be drawn by a motor vehicle.

"Cancel" or "cancellation" means that the document or privilege cancelled has been annulled or terminated because of some error, defect, or ineligibility, but the cancellation is without prejudice and reapplication may be made at any time after cancellation.

"Chauffeur" means every person employed for the principal purpose of driving a motor vehicle and every person who drives a motor vehicle while in use as a public or common carrier of persons or property.

"Commission" means the State Corporation Commission.

"Commissioner" means the Commissioner of the Department of Motor Vehicles of the Commonwealth.

"Crosswalk" means that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway; or any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

"Decal" means a device to be attached to a license plate that validates the license plate for a predetermined registration period.

"Department" means the Department of Motor Vehicles of the Commonwealth.

"Disabled parking license plate" means a license plate that displays the international symbol of access in the same size as the numbers and letters on the plate and in a color that contrasts with the background.

Appendix A – Definitions (continued)

"**Disabled veteran**" means a veteran who (i) has either lost, or lost the use of, a leg, arm, or hand; (ii) is blind; or (iii) is permanently and totally disabled as certified by the U.S. Veterans Administration. A veteran shall be considered blind if he has a permanent impairment of both eyes to the following extent: (i) central visual acuity of 20/200 or less in the better eye, with corrective lenses, or central visual acuity of more than 20/200, if there is a field defect in which the peripheral field has contracted to such an extent that the widest diameter of visual field subtends an angular distance no greater than 20 degrees in the better eye.

"**Driver's license**" means any license, including a commercial driver's license as defined in the Virginia Commercial Driver's License Act (§ 46.2-341.1 et seq.), issued under the laws of the Commonwealth authorizing the operation of a motor vehicle.

"**Electric personal assistive mobility device**" means a self-balancing two-nontandem-wheeled device that is designed to transport only one person and powered by an electric propulsion system that limits the device's maximum speed to 15 miles per hour or less. For purposes of Chapter 8 of this title, an electric personal assistive mobility device shall be a vehicle when operated on a highway.

"**Electric power-assisted bicycle**" means a vehicle that travels on not more than three wheels in contact with the ground and is equipped with (i) pedals that allow propulsion by human power and (ii) an electric motor with an input of no more than 1,000 watts that reduces the pedal effort required of the rider. For the purposes of Chapter 8 of this title, an electric power-assisted bicycle shall be a vehicle when operated on a highway.

"**Essential parts**" means all integral parts and body parts, the removal, alteration, or substitution of which will tend to conceal the identity of a vehicle.

"**Farm tractor**" means every motor vehicle designed and used as a farm, agricultural, or horticultural implement for drawing plows, mowing machines, and other farm, agricultural, or horticultural machinery and implements including self-propelled mowers designed and used for mowing lawns.

"**Farm utility vehicle**" means a vehicle that is designed for off-road use and is used as a farm, agricultural, or horticultural service vehicle, generally having a gasoline or diesel engine, four or more wheels, bench seating for the operator and a passenger, a steering wheel for control, and a cargo bed. "Farm utility vehicle" does not include pickup or panel trucks, golf carts, low-speed vehicles, riding lawn mowers, or all-terrain vehicles.

"**Federal safety requirements**" means applicable provisions of 49 U.S.C. § 30101 et seq. and all administrative regulations and policies adopted pursuant thereto.

"**Financial responsibility**" means the ability to respond in damages for liability thereafter incurred arising out of the ownership, maintenance, use, or operation of a motor vehicle, in the amounts provided for in § 46.2-472.

"**Foreign market vehicle**" means any motor vehicle originally manufactured outside the United States, which was not manufactured in accordance with 49 U.S.C. § 30101 et seq. and the policies and regulations adopted pursuant to that Act, and for which a Virginia title or registration is sought.

"**Foreign vehicle**" means every motor vehicle, trailer, or semitrailer that is brought into the Commonwealth otherwise than in the ordinary course of business by or through a manufacturer or dealer and that has not been registered in the Commonwealth.

"**Golf cart**" means a self-propelled vehicle that is designed to transport persons playing golf and their equipment on a golf course.

"**Governing body**" means the board of supervisors of a county, council of a city, or council of a town, as context may require.

"**Gross weight**" means the aggregate weight of a vehicle or combination of vehicles and the load thereon.

"**Highway**" means the entire width between the boundary lines of every way or place open to the use of the public for purposes of vehicular travel in the Commonwealth, including the streets and alleys, and, for law-enforcement purposes, (i) the entire width between the boundary lines of all private roads or private streets that have been specifically designated "highways" by an ordinance adopted by the governing body of the county, city, or town in which such private roads or streets are located and (ii) the entire width between the boundary lines of every way or place used for purposes of vehicular travel on any property owned, leased, or controlled by the United States government and located in the Commonwealth.

Appendix A – Definitions (continued)

"Intersection" means (i) the area embraced within the prolongation or connection of the lateral curblines or, if none, then the lateral boundary lines of the roadways of two highways that join one another at, or approximately at, right angles, or the area within which vehicles traveling on different highways joining at any other angle may come in conflict; (ii) where a highway includes two roadways 30 feet or more apart, then every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection, in the event such intersecting highway also includes two roadways 30 feet or more apart, then every crossing of two roadways of such highways shall be regarded as a separate intersection; or (iii) for purposes only of authorizing installation of traffic-control devices, every crossing of a highway or street at grade by a pedestrian crosswalk.

"Law-enforcement officer" means any officer authorized to direct or regulate traffic or to make arrests for violations of this title or local ordinances authorized by law. For the purposes of access to law-enforcement databases regarding motor vehicle registration and ownership only, this term shall also include city and county commissioners of the revenue and treasurers, together with their duly designated deputies and employees, when such officials are actually engaged in the enforcement of §§ 46.2-752, 46.2-753 and 46.2-754 and local ordinances enacted thereunder.

"License plate" means a device containing letters, numerals, or a combination of both, attached to a motor vehicle, trailer, or semitrailer to indicate that the vehicle is properly registered with the Department.

"Light" means a device for producing illumination or the illumination produced by the device.

"Low-speed vehicle" means any four-wheeled electrically-powered vehicle, except a motor vehicle or low-speed vehicle that is used exclusively for agricultural or horticultural purposes or a golf cart, whose maximum speed is greater than 20 miles per hour but not greater than 25 miles per hour and is manufactured to comply with safety standards contained in Title 49 of the Code of Federal Regulations, § 571.500.

"Manufactured home" means a structure subject to federal regulation, transportable in one or more sections, which in the traveling mode is eight body feet or more in width or 40 body feet or more in length, or, when erected on site, is 320 or more square feet, and which is built on a permanent chassis and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air conditioning, and electrical systems contained therein.

"Moped" means every vehicle that travels on not more than three wheels in contact with the ground that has (i) a seat that is no less than 24 inches in height, measured from the middle of the seat perpendicular to the ground and (ii) a gasoline, electric, or hybrid motor that displaces less than 50 cubic centimeters. For purposes of Chapter 8 (§ 46.2-800 et seq.) of this title, a moped shall be a vehicle while operated on a highway.

"Motor-driven cycle" means every motorcycle that has a gasoline engine that (i) displaces less than 150 cubic centimeters; (ii) has a seat less than 24 inches in height, measured from the middle of the seat perpendicular to the ground; and (iii) has no manufacturer-issued vehicle identification number.

"Motor home" means every private motor vehicle with a normal seating capacity of not more than 10 persons, including the driver, designed primarily for use as living quarters for human beings.

"Motor vehicle" means every vehicle as defined in this section that is self-propelled or designed for self-propulsion except as otherwise provided in this title. Any structure designed, used, or maintained primarily to be loaded on or affixed to a motor vehicle to provide a mobile dwelling, sleeping place, office, or commercial space shall be considered a part of a motor vehicle. For the purposes of this title, any device herein defined as a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped shall be deemed not to be a motor vehicle.

"Motorcycle" means every motor vehicle designed to travel on not more than three wheels in contact with the ground and is capable of traveling at speeds in excess of 35 miles per hour. The term "motorcycle" does not include any "electric personal assistive mobility device," "electric power-assisted bicycle," "farm tractor," "golf cart," "moped," "motorized skateboard or scooter," "utility vehicle" or "wheelchair or wheelchair conveyance" as defined in this section.

"Motorized skateboard or scooter" means every vehicle, regardless of the number of its wheels in contact with the ground, that (i) has no seat, but is designed to be stood upon by the operator, (ii) has no manufacturer-issued vehicle identification number, and (iii) is powered by an electric motor having an input of no more than 1,000 watts or a gasoline engine that displaces less than 36 cubic centimeters. The term "motorized skateboard or scooter" includes vehicles with or without handlebars, but does not include "electric personal assistive mobility devices."

Appendix A – Definitions (continued)

"Nonresident" means every person who is not domiciled in the Commonwealth, except: (i) any foreign corporation that is authorized to do business in the Commonwealth by the State Corporation Commission shall be a resident of the Commonwealth for the purpose of this title; in the case of corporations incorporated in the Commonwealth but doing business outside the Commonwealth, only such principal place of business or branches located within the Commonwealth shall be dealt with as residents of the Commonwealth; (ii) a person who becomes engaged in a gainful occupation in the Commonwealth for a period exceeding 60 days shall be a resident for the purposes of this title except for the purposes of Chapter 3 (§ 46.2-300 et seq.) of this title; (iii) a person, other than a nonresident student as defined in this section, who has actually resided in the Commonwealth for a period of six months, whether employed or not, or who has registered a motor vehicle, listing an address in the Commonwealth in the application for registration shall be deemed a resident for the purposes of this title, except for the purposes of the Virginia Commercial Driver's License Act (§ 46.2-341.1 et seq.).

"Nonresident student" means every nonresident person who is enrolled as a full-time student in an accredited institution of learning in the Commonwealth and who is not gainfully employed.

"Off-road motorcycle" means every motorcycle designed exclusively for off-road use by an individual rider with not more than two wheels in contact with the ground. Except as otherwise provided in this chapter, for the purposes of this chapter off-road motorcycles shall be deemed to be "motorcycles."

"Operation or use for rent or for hire, for the transportation of passengers, or as a property carrier for compensation," and **"business of transporting persons or property"** mean any owner or operator of any motor vehicle, trailer, or semitrailer operating over the highways in the Commonwealth who accepts or receives compensation for the service, directly or indirectly; but these terms do not mean a "truck lessor" as defined in this section and do not include persons or businesses that receive compensation for delivering a product that they themselves sell or produce, where a separate charge is made for delivery of the product or the cost of delivery is included in the sale price of the product, but where the person or business does not derive all or a substantial portion of its income from the transportation of persons or property except as part of a sales transaction.

"Operator" or **"driver"** means every person who either (i) drives or is in actual physical control of a motor vehicle on a highway or (ii) is exercising control over or steering a vehicle being towed by a motor vehicle.

"Owner" means a person who holds the legal title to a vehicle; however, if a vehicle is the subject of an agreement for its conditional sale or lease with the right of purchase on performance of the conditions stated in the agreement and with an immediate right of possession vested in the conditional vendee or lessee or if a mortgagor of a vehicle is entitled to possession, then the conditional vendee or lessee or mortgagor shall be the owner for the purpose of this title. In all such instances when the rent paid by the lessee includes charges for services of any nature or when the lease does not provide that title shall pass to the lessee on payment of the rent stipulated, the lessor shall be regarded as the owner of the vehicle, and the vehicle shall be subject to such requirements of this title as are applicable to vehicles operated for compensation. A "truck lessor" as defined in this section shall be regarded as the owner, and his vehicles shall be subject to such requirements of this title as are applicable to vehicles of private carriers.

"Passenger car" means every motor vehicle other than a motorcycle designed and used primarily for the transportation of no more than 10 persons including the driver.

"Payment device" means any credit card as defined in 15 U.S.C. § 1602(k) or any "accepted card or other means of access" set forth in 15 U.S.C. § 1693a(1). For the purposes of this title, this definition shall also include a card that enables a person to pay for transactions through the use of value stored on the card itself.

"Pickup or panel truck" means every motor vehicle designed for the transportation of property and having a registered gross weight of 7,500 pounds or less.

"Private road or driveway" means every way in private ownership and used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons.

"Reconstructed vehicle" means every vehicle of a type required to be registered under this title materially altered from its original construction by the removal, addition, or substitution of new or used essential parts. Such vehicles, at the discretion of the Department, shall retain their original vehicle identification number, line-make, and model year.

Appendix A – Definitions (continued)

"Replica vehicle" means every vehicle of a type required to be registered under this title not fully constructed by a licensed manufacturer but either constructed or assembled from components. Such components may be from a single vehicle, multiple vehicles, a kit, parts, or fabricated components. The kit may be made up of "major components" as defined in § 46.2-1600, a full body, or a full chassis, or a combination of these parts. The vehicle shall resemble a vehicle of distinctive name, line-make, model, or type as produced by a licensed manufacturer or manufacturer no longer in business and is not a reconstructed or specially constructed vehicle as herein defined.

"Residence district" means the territory contiguous to a highway, not comprising a business district, where 75 percent or more of the property abutting such highway, on either side of the highway, for a distance of 300 feet or more along the highway consists of land improved for dwelling purposes, or is occupied by dwellings, or consists of land or buildings in use for business purposes, or consists of territory zoned residential or territory in residential subdivisions created under Chapter 22 (§ 15.2-2200 et seq.) of Title 15.2.

"Revoke" or "revocation" means that the document or privilege revoked is not subject to renewal or restoration except through reapplication after the expiration of the period of revocation.

"Roadway" means that portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the shoulder. A highway may include two or more roadways if divided by a physical barrier or barriers or an unpaved area.

"Safety zone" means the area officially set apart within a roadway for the exclusive use of pedestrians and that is protected or is so marked or indicated by plainly visible signs.

"School bus" means any motor vehicle, other than a station wagon, automobile, truck, or commercial bus, which is: (i) designed and used primarily for the transportation of pupils to and from public, private or religious schools, or used for the transportation of the mentally or physically handicapped to and from a sheltered workshop; (ii) painted yellow and bears the words "School Bus" in black letters of a specified size on front and rear; and (iii) is equipped with warning devices prescribed in § 46.2-1090. A yellow school bus may have a white roof provided such vehicle is painted in accordance with regulations promulgated by the Department of Education.

"Semitrailer" means every vehicle of the trailer type so designed and used in conjunction with a motor vehicle that some part of its own weight and that of its own load rests on or is carried by another vehicle.

"Shared-use path" means a bikeway that is physically separated from motorized vehicular traffic by an open space or barrier and is located either within the highway right-of-way or within a separate right-of-way. Shared-use paths may also be used by pedestrians, skaters, users of wheel chairs or wheel chair conveyances, joggers, and other nonmotorized users.

"Shoulder" means that part of a highway between the portion regularly traveled by vehicular traffic and the lateral curblines or ditch.

"Sidewalk" means the portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for use by pedestrians.

"Snowmobile" means a self-propelled vehicle designed to travel on snow or ice, steered by skis or runners, and supported in whole or in part by one or more skis, belts, or cleats.

"Specially constructed vehicle" means any vehicle that was not originally constructed under a distinctive name, make, model, or type by a generally recognized manufacturer of vehicles and not a reconstructed vehicle as herein defined.

"Stinger-steered automobile or watercraft transporter" means an automobile or watercraft transporter configured as a semitrailer combination wherein the fifth wheel is located on a drop frame behind and below the rearmost axle of the power unit.

"Superintendent" means the Superintendent of the Department of State Police of the Commonwealth.

"Suspend" or "suspension" means that the document or privilege suspended has been temporarily withdrawn, but may be reinstated following the period of suspension unless it has expired prior to the end of the period of suspension.

"Tow truck" means a motor vehicle for hire (i) designed to lift, pull, or carry another vehicle by means of a hoist or other mechanical apparatus and (ii) having a manufacturer's gross vehicle weight rating of at least 10,000 pounds. "Tow truck" also includes vehicles designed with a ramp on wheels and a hydraulic lift with a capacity to haul or tow another vehicle, commonly referred to as "rollbacks." "Tow truck" does not include any "automobile or watercraft transporter," "stinger-steered automobile or watercraft transporter," or "tractor truck" as those terms are defined in this section.

Appendix A – Definitions (continued)

"Towing and recovery operator" means a person engaged in the business of (i) removing disabled vehicles, parts of vehicles, their cargoes, and other objects to facilities for repair or safekeeping and (ii) restoring to the highway or other location where they either can be operated or removed to other locations for repair or safekeeping vehicles that have come to rest in places where they cannot be operated.

"Toy vehicle" means any motorized or propellant-driven device that has no manufacturer-issued vehicle identification number, that is designed or used to carry any person or persons, on any number of wheels, bearings, glides, blades, runners, or a cushion of air. The term does not include electric personal assistive mobility devices, electric power-assisted bicycles, mopeds, or motorcycles, nor does it include any nonmotorized or nonpropellant-driven devices such as bicycles, roller skates, or skateboards.

"Tractor truck" means every motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load other than a part of the load and weight of the vehicle attached thereto.

"Traffic infraction" means a violation of law punishable as provided in § 46.2-113, which is neither a felony nor a misdemeanor.

"Traffic lane" or "lane" means that portion of a roadway designed or designated to accommodate the forward movement of a single line of vehicles.

"Trailer" means every vehicle without motive power designed for carrying property or passengers wholly on its own structure and for being drawn by a motor vehicle, including manufactured homes.

"Truck" means every motor vehicle designed to transport property on its own structure independent of any other vehicle and having a registered gross weight in excess of 7,500 pounds.

"Truck lessor" means a person who holds the legal title to any motor vehicle, trailer, or semitrailer that is the subject of a bona fide written lease for a term of one year or more to another person, provided that: (i) neither the lessor nor the lessee is a common carrier by motor vehicle or restricted common carrier by motor vehicle or contract carrier by motor vehicle as defined in § 46.2-2000; (ii) the leased motor vehicle, trailer, or semitrailer is used exclusively for the transportation of property of the lessee; (iii) the lessor is not employed in any capacity by the lessee; (iv) the operator of the leased motor vehicle is a bona fide employee of the lessee and is not employed in any capacity by the lessor; and (v) a true copy of the lease, verified by affidavit of the lessor, is filed with the Commissioner.

"Utility vehicle" means a motor vehicle that is (i) designed for off-road use, (ii) powered by an engine of no more than 25 horsepower, and (iii) used for general maintenance, security, agricultural, or horticultural purposes. "Utility vehicle" does not include all-terrain vehicles as defined in this section, riding lawn mowers, or any other vehicle whose definition is included in this section.

"Vehicle" means every device in, on or by which any person or property is or may be transported or drawn on a highway, except devices moved by human power or used exclusively on stationary rails or tracks. For the purposes of Chapter 8 (§ 46.2-800 et seq.) of this title, bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, and mopeds shall be vehicles while operated on a highway.

"Wheel chair or wheel chair conveyance" means a chair or seat equipped with wheels, typically used to provide mobility for persons who, by reason of physical disability, are otherwise unable to move about as pedestrians. The term includes both three-wheeled and four-wheeled devices. So long as it is operated only as provided in § 46.2-677, a self-propelled wheel chair or self-propelled wheel chair conveyance shall not be considered a motor vehicle.

APPENDIX B - VIRGINIA LEGISLATION

Statute	Code Verbatim
§ 15.2-1720	<p>Localities authorized to license bicycles, etc.</p> <p>Localities can require every resident owner of a bicycle to obtain a license and a license plate, tag, etc to be attached to the bicycle prescribe a license fee and application forms prescribe penalties for operating on public roads or streets without a license plate, tags, etc.</p>
§ 15.2-2028	<p>Regulation of traffic</p> <p>Every locality may regulate and control the operation of motor and other vehicles and the movement of vehicular and pedestrian travel and traffic on streets, highways, roads, alleys, bridges, viaducts, subways, underpasses and other public rights-of-way and places, provided such regulations shall not be inconsistent with the provisions of Chapter 13 (§ 46.2-1300 et seq.) of Title 46.2.</p>
§ 18.2-266	<p>Driving motor vehicle, engine, etc., while intoxicated, etc.</p> <p>It shall be unlawful for any person to drive or operate any motor vehicle, engine or train (i) while such person has a blood alcohol concentration of 0.08 percent or more by weight by volume or 0.08 grams or more per 210 liters of breath as indicated by a chemical test administered as provided in this article, (ii) while such person is under the influence of alcohol, (iii) while such person is under the influence of any narcotic drug or any other self-administered intoxicant or drug of whatsoever nature, or any combination of such drugs, to a degree which impairs his ability to drive or operate any motor vehicle, engine or train safely, (iv) while such person is under the combined influence of alcohol and any drug or drugs to a degree which impairs his ability to drive or operate any motor vehicle, engine or train safely, or (v) while such person has a blood concentration of any of the following substances at a level that is equal to or greater than: (a) 0.02 milligrams of cocaine per liter of blood, (b) 0.1 milligrams of methamphetamine per liter of blood, (c) 0.01 milligrams of phencyclidine per liter of blood, or (d) 0.1 milligrams of 3,4-methylenedioxymethamphetamine per liter of blood. A charge alleging a violation of this section shall support a conviction under clauses (i), (ii), (iii), (iv), or (v).</p> <p>For the purposes of this article, the term "motor vehicle" includes mopeds, while operated on the public highways of this Commonwealth.</p>
§ 33.1-13.1	<p>Policy of the Commonwealth regarding use of highways by motorcycles; discrimination by political subdivisions prohibited.</p> <p>In formulating transportation policy; promulgating regulations; allocating funds; and planning, designing, constructing, equipping, operating and maintaining transportation facilities, no action of the Commonwealth Transportation Board, the Commonwealth Transportation Commissioner, or the Virginia Department of Transportation shall in any way have the effect of discriminating against motorcycles, motorcycle operators, or motorcycle passengers. No regulation or action of the Board, Commissioner or Department shall have the effect of enacting a prohibition or imposing a requirement that applies only to motorcycles or motorcyclists, and the principal purpose of which is to restrict or inhibit access of motorcycles and motorcyclists to any highway, bridge, tunnel, or other transportation facility.</p>
§ 46.2-100.	<p>Definitions (only definitions as needed for this report are included here – for complete list of definitions for the Code of Virginia please see the code)</p> <p>See APPENDIX A of this report for a complete listing of Definitions as outlined in the Code of Virginia</p>
§ 46.2-334.01.	<p>Licenses issued to persons less than 19 years old subject to certain restrictions.</p> <p>A. Any learner's permit or driver's license issued to any person less than 18 years old shall be subject to the following:</p> <ol style="list-style-type: none"> 1. Notwithstanding the provisions of § 46.2-498, whenever the driving record of a person less than 19 years old shows that he has been convicted of committing, when he was less than 18 years old, (i) an offense for which demerit points have been assessed or are assessable under Article 19 (§ 46.2-489 et seq.) of this chapter or (ii) a violation of any provision of Article 12 (§ 46.2-1091 et seq.) or Article 13 (§ 46.2-1095 et seq.) of Chapter 10 of this title, the Commissioner shall direct such person to attend a driver improvement clinic. No safe driving points shall be awarded for such clinic attendance, nor shall any safe driving points be awarded for voluntary or court-assigned clinic attendance. Such person's parent, guardian, legal custodian, or other person standing in loco parentis may attend such clinic and receive a reduction in demerit points and/or an award of safe driving points pursuant to § 46.2-498. The provisions of this subdivision shall not be construed to prohibit awarding of safe driving points to a person less than 18 years old who attends and successfully completes a driver improvement clinic without having been directed to do so by the Commissioner or required to do so by a court. 2. If any person less than 19 years old is convicted a second time of committing, when he was less than 18 years old, (i) an offense for which demerit points have been assessed or are assessable under Article 19 (§ 46.2-489 et seq.) of this chapter or (ii) a violation of any provision of Article 12 (§ 46.2-1091 et seq.) or Article 13 (§ 46.2-1095 et seq.) of Chapter 10 of this title, the Commissioner shall suspend such person's driver's license or privilege to operate a motor vehicle for 90 days. Such suspension shall be consecutive to, and not concurrent with, any other period of license suspension, revocation or denial. Any person who has had his driver's license or privilege to operate a motor vehicle suspended in accordance with this subdivision may petition the juvenile and domestic relations district court of his residence for a restricted license to authorize such person to drive a motor vehicle in the Commonwealth to and from his home, his place of employment, or an institution of higher learning where he is enrolled, provided there is no other means of transportation by which such person may travel between his home and his place of employment or the institution of higher learning where he is enrolled. On such petition the court

Appendix B – Virginia Legislation (continued)

Statute	Code Verbatim
<p>§ 46.2-334.01. (Cont.)</p>	<p>may, in its discretion, authorize the issuance of a restricted license for a period not to exceed the term of the suspension of the person's license or privilege to operate a motor vehicle in the Commonwealth. Such restricted license shall be valid solely for operation of a motor vehicle between such person's home and his place of employment or the institution of higher learning where he is enrolled.</p> <p>3. If any person is convicted a third time of committing, when he was less than 18 years old, (i) an offense for which demerit points have been assessed or are assessable under Article 19 (§ 46.2-489 et seq.) of this chapter or (ii) a violation of any provision of Article 12 (§ 46.2-1091 et seq.) or Article 13 (§ 46.2-1095 et seq.) of Chapter 10 of this title, the Commissioner shall revoke such person's driver's license or privilege to operate a motor vehicle for one year or until such person reaches the age of 18 years, whichever is longer. Such revocation shall be consecutive to, and not concurrent with, any other period of license suspension, revocation or denial.</p> <p>4. In no event shall any person subject to the provisions of this section, be subject to the suspension or revocation provisions of subdivision 2 or 3 of this section for multiple convictions arising out of the same transaction or occurrence.</p> <p>B. The initial license issued to any person younger than 18 years of age shall be deemed a provisional driver's license. Until the holder is 18 years old, a provisional driver's license shall not authorize its holder to operate a motor vehicle with more than one passenger who is less than 18 years old for the first year after the license is issued nor more than three passengers who are less than 18 years old thereafter until the holder's eighteenth birthday. This passenger limitation, however, shall not apply to members of the driver's family or household. For the purposes of this subsection, "members of the driver's family or household" means (i) the driver's spouse, children, stepchildren, brothers, sisters, half brothers, half sisters, and any individual who has a child in common with the driver, whether or not they reside in the same home with the driver; (ii) the driver's brothers-in-law and sisters-in-law who reside in the same home with the driver; and (iii) any individual who cohabits with the driver, and any children of such individual residing in the same home with the driver.</p> <p>C. The holder of a provisional driver's license shall not operate a motor vehicle on the highways of the Commonwealth between the hours of midnight and 4:00 a.m. except when driving (i) to or from a place of business where he is employed; (ii) to or from a school-sponsored activity; (iii) accompanied by a parent, a person acting in loco parentis, or by a spouse who is 18 years old or older, provided that such person accompanying the driver is actually occupying a seat beside the driver and is lawfully permitted to operate a motor vehicle at the time; or (iv) in cases of emergency, including response by volunteer firefighters and volunteer rescue squad personnel to emergency calls. C1. Except in a driver emergency or when the vehicle is lawfully parked or stopped, the holder of a provisional driver's license shall not operate a motor vehicle on the highways of the Commonwealth while using any cellular telephone or any other wireless telecommunications device, regardless of whether such device is or is not hand-held.</p> <p>D. The provisional driver's license restrictions in subsections B, C, and C 1 of this section shall expire on the holder's eighteenth birthday. A violation of the provisional driver's license restrictions in either subsection B, C, or C 1 of this section shall constitute a traffic infraction. For a second or subsequent violation of the provisional driver's license restrictions in either subsection B, C, or C 1, in addition to any other penalties which may be imposed pursuant to § 16.1-278.10, the court may suspend the juvenile's privilege to drive for a period not to exceed six months.</p> <p>E. A violation of subsection B, C, or C 1 of this section shall not constitute negligence, be considered in mitigation of damages of whatever nature, be admissible in evidence or be the subject of comment by counsel in any action for the recovery of damages arising out of the operation, ownership, or maintenance of a motor vehicle, nor shall anything in this subsection change any existing law, rule, or procedure pertaining to any such civil action.</p> <p>F. No citation for a violation of this section shall be issued unless the officer issuing such citation has cause to stop or arrest the driver of such motor vehicle for the violation of some other provision of this Code or local ordinance relating to the operation, ownership, or maintenance of a motor vehicle or any criminal statute.</p>
<p>§ 46.2-677</p>	<p>Self-propelled wheelchairs. No person shall be required to obtain the registration certificate, license plates and decals, or pay any registration fee for any self-propelled wheelchair or self-propelled wheelchair conveyance provided it is:</p> <ol style="list-style-type: none"> 1. Operated by a person who is capable of operating it properly and safely but who, by reason of physical disability, is otherwise unable to move about as a pedestrian; and 2. Not operated on a public highway in this Commonwealth except to the extent necessary to cross the highway.
<p>§ 46.2-800</p>	<p>Riding bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, or mopeds; riding or driving animals. Every person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, or an animal or driving an animal on a highway shall be subject to the provisions of this chapter and shall have all of the rights and duties applicable to the driver of a vehicle, unless the context of the provision clearly indicates otherwise. The provisions of subsections A and C of § 46.2-920 applicable to operation of emergency vehicles under emergency conditions shall also apply, mutatis mutandis, to bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, and mopeds operated under similar emergency conditions by law-enforcement officers.</p>

Appendix B – Virginia Legislation (continued)

Statute	Code Verbatim
§ 46.2-808	<p>Commonwealth Transportation Board <i>may</i> prohibit certain uses of controlled access highways; penalty. (italics and underline added)</p> <p>A. The Commonwealth Transportation Board may, when necessary to promote safety, prohibit the use of controlled access highways or any part thereof by any or all of the following:</p> <ol style="list-style-type: none"> 1. Pedestrians, 2. Persons riding bicycles, electric power-assisted bicycles, motorized skateboards or scooters, electric personal assistive mobility devices, or mopeds, 3. Animal-drawn vehicles, 4. Self-propelled machinery or equipment, and 5. Animals led, ridden or driven on the hoof. <p>B. The termini of any section of controlled access highways, use of which is restricted under the provisions of this section, shall be clearly indicated by a conspicuous marker.</p> <p>C. This section shall not apply to any vehicle or equipment owned or controlled by the Virginia Department of Transportation, while actually engaged in the construction, reconstruction, or maintenance of highways or to any vehicle or equipment for which a permit has been obtained for operation on such highway.</p> <p>Any person violating a restriction or prohibition imposed pursuant to this section shall be guilty of a traffic infraction.</p>
§ 46.2-821	<p>Vehicles before entering certain highways shall stop or yield right-of-way.</p> <p>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, or, in the absence of a stop line, stop before entering the crosswalk on the near side of the intersection, or, in the absence of a marked crosswalk, stop at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway. Before proceeding, he shall yield the right-of-way to the driver of any vehicle approaching on such other highway from either direction. Where a "Yield Right-of-Way" sign is posted, the driver of a vehicle approaching or entering such intersection shall slow down to a speed reasonable for the existing conditions, yield the right-of-way to the driver of another vehicle approaching or entering such intersection from another direction, and, if required for safety, shall stop at a clearly marked stop line, or, in the absence of a stop line, 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 shall yield the right-of-way to the driver of any vehicle approaching on such other highway from either direction.</p>
§ 46.2-826	<p>Stop before entering public highway or sidewalk from private road, etc.; yielding right-of-way. The driver of a vehicle entering a public highway or sidewalk from a private road, driveway, alley, or building shall stop immediately before entering such highway or sidewalk and yield the right-of-way to vehicles approaching on such public highway and to pedestrians or vehicles approaching on such public sidewalk. The provisions of this section shall not apply at an intersection of public and private roads controlled by a traffic signal. At any such intersection, all movement of traffic into and through the intersection shall be controlled by the traffic signal.</p>
§ 46.2-833	<p>Traffic lights; penalty.</p> <p>A. Signals by traffic lights shall be as follows:</p> <p>Steady red indicates that moving traffic shall stop and remain stopped as long as the red signal is shown, except in the direction indicated by a lighted green arrow.</p> <p>Green indicates the traffic shall 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.</p> <p>Steady amber indicates that a change is about to be made in the direction of the moving of traffic. When the amber signal is shown, traffic which has not already entered the intersection, including the crosswalks, shall stop if it is not reasonably safe to continue, but traffic which has already entered the intersection shall continue to move until the intersection has been cleared. The amber signal is a warning that the steady red signal is imminent.</p> <p>Flashing red indicates that traffic shall stop before entering an intersection.</p> <p>Flashing amber indicates that traffic may proceed through the intersection or past such signal with reasonable care under the circumstances.</p> <p>B. If the traffic lights controlling an intersection are out of service because of a power failure or other event that prevents the giving of signals by the traffic lights, the drivers of vehicles approaching such an intersection shall proceed as though such intersection were controlled by a stop sign on all approaches. The provisions of this subsection shall not apply to: intersections controlled by portable stop signs, intersections with law-enforcement officers or other authorized persons directing traffic, or intersections controlled by traffic lights displaying flashing red or flashing amber lights as provided in subsection A.</p> <p>C. The driver of any motor vehicle may be detained or arrested for a violation of this section if the detaining law-enforcement officer is in uniform, displays his badge of authority, and (i) has observed the violation or (ii) has received a message by radio or other wireless telecommunication device from another law-enforcement officer who observed the violation. In the case of a person being detained or arrested based on a radio message, the message shall be sent immediately after the violation is observed, and the observing officer shall furnish the license number or other positive identification of the vehicle to the detaining officer.</p> <p>Violation of any provision of this section shall constitute a traffic infraction punishable by a fine of no more than \$350.</p>

Appendix B – Virginia Legislation (continued)

Statute	Code Verbatim
§ 46.2-835	<p>Right turn on steady red light after stopping. Notwithstanding the provisions of § 46.2-833, except where signs are placed prohibiting turns on steady red, vehicular traffic facing a steady red signal, after coming to a full stop, may cautiously enter the intersection and make a right turn. Such turning traffic shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic using the intersection.</p>
§ 46.2-836	<p>Left turn on steady red after stopping. Notwithstanding the provisions of § 46.2-833, except where signs are placed prohibiting turns on steady red, vehicular traffic facing a steady red signal on a one-way highway, after coming to a full stop, may cautiously enter the intersection and make a left turn onto another one-way highway. Such turning traffic shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic using the intersection.</p>
§ 46.2-839	<p>Passing bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, animal or animal-drawn vehicle Any driver of any vehicle overtaking a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, animal, or animal-drawn vehicle proceeding in the same direction shall pass at a reasonable speed at least two feet to the left of the overtaken bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, animal, or animal-drawn vehicle and shall not again proceed to the right side of the highway until safely clear of such overtaken bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, animal, or animal-drawn vehicle.</p>
§ 46.2-846	<p>Required position and method of turning at intersections; local regulations.</p> <p>A. Except where turning is prohibited, a driver intending to turn at an intersection or other location on any highway shall execute the turn as provided in this section.</p> <ol style="list-style-type: none"> 1. Right turns: Both the approach for a right turn and a right turn shall be made as close as practicable to the right curb or edge of the roadway. 2. Left turns on two-way roadways: At any intersection where traffic is permitted to move in both directions on each roadway entering the intersection, an approach for a left turn shall be made from the right half of the roadway and as close as possible to the roadway's center line, passing to the right of the center line where it enters the intersection. After entering the intersection, the left turn shall be made so as to leave the intersection to the right of the center line of the roadway being entered. Whenever practicable, the left turn shall be made to the left of the center of the intersection. 3. Left turns on other than two-way roadways: At any intersection where traffic is restricted to one direction on one or more of the roadways, and at any crossover from one roadway of a divided highway to another roadway thereof on which traffic moves in the opposite direction, the driver intending to turn left at any such intersection or crossover shall approach the intersection or crossover in the extreme left lane lawfully available to traffic moving in the direction of travel of such vehicle and after entering the intersection or crossover the left turn shall be made so as to leave the intersection or crossover, as nearly as practicable, in the left lane lawfully available to traffic moving in such direction upon the roadway being entered. <p>B. Local authorities having the power to regulate traffic in their respective jurisdictions may cause markers or signs to be placed within or adjacent to intersections and thereby direct that a different course from that specified in this section be traveled by vehicles turning at any intersection. When markers or signs are so placed, no driver shall turn a vehicle at an intersection other than as directed by such markers or signs.</p>
§ 46.2-847	<p>Left turns by bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, and mopeds a person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped and intending to turn left shall either follow a course described in 46.2-846 or make the turn as provided in this section.</p> <p>A person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped and intending to turn left shall approach the turn as close as practicable to the right curb or edge of the roadway. After proceeding across the intersecting roadway, the rider shall comply with traffic signs or signals and continue his turn as close as practicable to the right curb or edge of the roadway being entered.</p> <p>Notwithstanding the foregoing provisions of this section, the Commonwealth Transportation Board and local authorities, in their respective jurisdictions, may cause official traffic control devices to be placed at intersections to direct that a specific course be traveled by turning bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, and mopeds. When such devices are so placed, no person shall turn a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped other than as directed by such devices.</p>
§ 46.2-848	<p>Signals required on backing, stopping, or turning. Every driver who intends to back, stop, turn, or partly turn from a direct line shall first see that such movement can be made safely and, whenever the operation of any other vehicle may be affected by such movement, shall give the signals required in this article, plainly visible to the driver of such other vehicle, of his intention to make such movement.</p>

Appendix B – Virginia Legislation (continued)

Statute	Code Verbatim
§ 46.2-849	<p>How signals given.</p> <p>A. Signals required by § 46.2-848 shall be given by means of the hand and arm or by some mechanical or electrical device approved by the Superintendent, in the manner specified in this section. Whenever the signal is given by means of the hand and arm, the driver shall indicate his intention to start, stop, turn, or partly turn by extending the hand and arm beyond the left side of the vehicle in the manner following:</p> <ol style="list-style-type: none"> 1. For left turn or to pull to the left, the arm shall be extended in a horizontal position straight from and level with the shoulder; 2. For right turn or to pull to the right, the arm shall be extended upward; 3. For slowing down or stopping, the arm shall be extended downward. <p>B. Wherever the lawful speed is more than 35 miles per hour, such signals shall be given continuously for a distance of at least 100 feet, and in all other cases at least 50 feet, before slowing down, stopping, turning, or partly turning.</p> <p>C. A person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped shall signal his intention to stop or turn. Such signals, however, need not be given continuously if both hands are needed in the control or operation of the bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped.</p> <p>D. Notwithstanding the foregoing provisions of this section, a person operating a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped may signal a right turn or pull to the right by extending the right hand and arm in a horizontal position straight from and level with the shoulder beyond the right side of the bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped, and may signal slowing down or stopping by extending the right arm downward.</p>
§ 46.2-856.1	<p>Passing two vehicles abreast.</p> <p>A person shall be guilty of reckless driving who passes or attempts to pass two other vehicles abreast, moving in the same direction, except on highways having separate roadways of three or more lanes for each direction of travel, or on designated one-way streets or highways. This section shall not apply, however, to a motor vehicle passing two other vehicles when one or both of such other vehicles is a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped; nor shall this section apply to a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped passing two other vehicles.</p>
§ 46.2-857	<p>Driving two abreast in a single lane</p> <p>A person shall be guilty of reckless driving who drives any motor vehicle, including any motorcycle, so as to be abreast of another vehicle in a lane designed for one vehicle, or drives any motor vehicle, including any motorcycle, so as to travel abreast of any other vehicle traveling in a lane designed for one vehicle. However, this section <u>shall not apply</u> to any validly authorized parade, motorcade, or motorcycle escort, <u>nor shall it apply to a motor vehicle traveling in the same lane of traffic as a bicycle</u>, electric personal assistive mobility device, electric power-assisted bicycle, or moped</p>
§ 46.2-894	<p>Duty of driver to stop, etc., in event of accident involving injury or death or damage to attended property; penalty.</p> <p>The driver of any vehicle involved in an accident in which a person is killed or injured or in which an attended vehicle or other attended property is damaged shall immediately stop as close to the scene of the accident as possible without obstructing traffic, as provided in § 46.2-888, and report his name, address, driver's license number, and vehicle registration number forthwith to the State Police or local law-enforcement agency, to the person struck and injured if such person appears to be capable of understanding and retaining the information, or to the driver or some other occupant of the vehicle collided with or to the custodian of other damaged property. The driver shall also render reasonable assistance to any person injured in such accident, including taking such injured person to a physician, surgeon, or hospital if it is apparent that medical treatment is necessary or is requested by the injured person.</p> <p>Where, because of injuries sustained in the accident, the driver is prevented from complying with the foregoing provisions of this section, the driver shall, as soon as reasonably possible, make the required report to the State Police or local law-enforcement agency and make a reasonable effort to locate the person struck, or the driver or some other occupant of the vehicle collided with, or the custodian of the damaged property, and report to such person or persons his name, address, driver's license number, and vehicle registration number.</p> <p>Any person convicted of a violation of this section is guilty of (i) a Class 5 felony if the accident results in injury to or the death of any person, or if the accident results in more than \$1000 of damage to property or (ii) a Class 1 misdemeanor if the accident results in damage of \$1000 or less to property.</p>
§ 46.2-903	<p>Riding or driving vehicles other than bicycles, electric power-assisted bicycles, or electric personal assistive mobility devices on sidewalks</p> <p>No person shall ride or drive any vehicle other than (i) an emergency vehicle, as defined in § 46-2-920 (ii) a vehicle engaged in snow or ice removal and control operations, (iii) a wheel chair or wheel chair conveyance, whether self-propelled or otherwise, (iv) a bicycle, (v) an electric personal assistive mobility device, or (vi) an electric power-assisted bicycle on the sidewalks of any county, city, or town of the Commonwealth.</p>

Appendix B – Virginia Legislation (continued)

Statute	Code Verbatim
§ 46.2-904	<p>Use of roller skates and skateboards on sidewalks and shared-use paths; operation of bicycles, motorized skateboards or scooters, motor-driven cycles, electric power-assisted bicycles, and electric personal assistive mobility devices on sidewalks and crosswalks and shared-use paths; local ordinances.</p> <p>The governing body of any county, city, or town may by ordinance prohibit the use of roller skates and skateboards and/or the riding of bicycles, electric personal assistive mobility devices, motorized skateboards or scooters, motor-driven cycles, or electric power-assisted bicycles on designated sidewalks or crosswalks, including those of any church, school, recreational facility, or any business property open to the public where such activity is prohibited. Signs indicating such prohibition shall be conspicuously posted in general areas where use of roller skates and skateboards, and/or bicycle, electric personal assistive mobility devices, motorized skateboards or scooters, motor-driven cycles, or electric power-assisted bicycle riding is prohibited.</p> <p>A person riding a bicycle, electric personal assistive mobility device, motorized skateboard or scooter, motor-driven cycle, or an electric power-assisted bicycle on a sidewalk, shared-use path, or across a roadway on a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing any pedestrian.</p> <p>No person shall ride a bicycle, electric personal assistive mobility device, motorized skateboard or scooter, motor-driven cycle, or an electric power-assisted bicycle on a sidewalk, or across a roadway on a crosswalk, where such use of bicycles, electric personal assistive mobility devices, motorized skateboards or scooters, motor-driven cycles, or electric power-assisted bicycles is prohibited by official traffic control devices.</p> <p>A person riding a bicycle, electric personal assistive mobility device, motorized skateboard or scooter, motor-driven cycle, or an electric power-assisted bicycle on a sidewalk, shared-use path, or across a roadway on a crosswalk, shall have all the rights and duties of a pedestrian under the same circumstances.</p> <p>A violation of any ordinance adopted pursuant to this section shall be punishable by a civil penalty of not more than \$50.</p>
§ 46.2-905	<p>Riding bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, motorized skateboards or scooters, motor-driven cycles, and mopeds on roadways and bicycle paths.</p> <p>Any person operating a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, motorized skateboard or scooter, or moped on a roadway at less than the normal speed of traffic at the time and place under conditions then existing shall ride as close as safely practicable to the right curb or edge of the roadway, except under any of the following circumstances:</p> <ol style="list-style-type: none"> 1. When overtaking and passing another vehicle proceeding in the same direction; 2. When preparing for a left turn at an intersection or into a private road or driveway; 3. When reasonably necessary to avoid conditions including, but not limited to, fixed or moving objects, parked or moving vehicles, pedestrians, animals, surface hazards, or substandard width lanes that make it unsafe to continue along the right curb or edge; 4. When avoiding riding in a lane that must turn or diverge to the right; and 5. When riding upon a one-way road or highway, a person may also ride as near the left-hand curb or edge of such roadway as safely practicable. <p>For purposes of this section, a "substandard width lane" is a lane too narrow for a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, motorized skateboard or scooter, or moped and another vehicle to pass safely side by side within the lane.</p> <p>Persons riding bicycles, electric personal assistive mobility devices, motorized skateboards or scooters, or electric power-assisted bicycles on a highway shall not ride more than two abreast. Persons riding two abreast shall not impede the normal and reasonable movement of traffic, shall move into a single file formation as quickly as is practicable when being overtaken from the rear by a faster moving vehicle, and, on a laned roadway, shall ride in a single lane.</p> <p>Notwithstanding any other provision of law to the contrary, the Department of Conservation and Recreation shall permit the operation of electric personal assistive mobility devices on any bicycle path or trail designated by the Department for such use.</p>
§ 46.2-906	<p>Carrying articles or passengers on bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, motorized skateboards or scooters, and mopeds.</p> <p>No person operating a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, motorized skateboard or scooter, or moped on a highway shall carry any package, bundle, or article that prevents the driver from keeping at least one hand on the handlebars.</p> <p>No bicycle, moped, or motorized skateboard or scooter shall be used to carry more persons at one time than the number of persons for which it was designed or is equipped, except that an adult bicycle rider may carry a child less than six years old if such child is securely attached to the bicycle in a seat or trailer designed for carrying children.</p>

Appendix B – Virginia Legislation (continued)

Statute	Code Verbatim
§ 46.2-906.1	<p>Local ordinances may require riders of bicycles, electric personal assistive mobility devices, and electric power-assisted bicycles to wear helmets.</p> <p>The governing body of any county, city or town may, by ordinance, provide that every person 14 years of age or younger shall wear a protective helmet that at least meets the Consumer Product Safety Commission standard whenever riding or being carried on a bicycle, an electric personal assistive mobility device, a toy vehicle, or an electric power-assisted bicycle on any highway as defined in 46.2-100 sidewalk, or public bicycle path</p> <p>Violation of any such ordinance shall be punishable by a fine of \$25. However, such fine shall be suspended (i) for first-time violators and (ii) for violators who, subsequent to the violation but prior to imposition of the fine, purchase helmets of the type required by the ordinance.</p> <p>Violation of any such ordinance shall not constitute negligence, or assumption of risk, be considered in mitigation of damages of whatever nature, be admissible in evidence, or be the subject of comment by counsel in any action for the recovery of damages arising out of the operation of any bicycle, electric personal assistive mobility device, toy vehicle, or electric power-assisted bicycle, nor shall anything in this section change any existing law, rule, or procedure pertaining to any civil action</p>
§ 46.2-907	<p>Overtaking and passing vehicles.</p> <p>A person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, motorized skateboard or scooter, or moped may overtake and pass another vehicle on either the left or right side, staying in the same lane as the overtaken vehicle, or changing to a different lane, or riding off the roadway as necessary to pass with safety.</p> <p>A person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, motorized skateboard or scooter, or moped may overtake and pass another vehicle only under conditions that permit the movement to be made with safety.</p> <p>A person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, motorized skateboard or scooter, or moped shall not travel between two lanes of traffic moving in the same direction, except where one lane is a separate turn lane or a mandatory turn lane.</p> <p>Except as otherwise provided in this section, a person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, motorized skateboard or scooter, or moped shall comply with all rules applicable to the driver of a motor vehicle when overtaking and passing.</p>
§ 46.2-908	<p>Registration of bicycle, electric personal assistive mobility device, and electric power-assisted bicycle serial numbers</p> <p>Any person who owns a bicycle, electric personal assistive mobility device, or electric power-assisted bicycle may register its serial number with the local law-enforcement agency of the political subdivision in which such person resides</p>
§ 46.2-908.1	<p>Electric personal assistive mobility devices, motorized skateboards or scooters, and electric power-assisted bicycles.</p> <p>All electric personal assistive mobility devices, motorized skateboards or scooters, and electric power-assisted bicycles shall be equipped with spill-proof, sealed, or gel batteries. No person shall at any time or at any location drive an electric personal assistive mobility device, a motorized skateboard or scooter, or an electric power-assisted bicycle faster than twenty-five miles per hour. No person less than fourteen years old shall drive any electric personal assistive mobility device, motorized skateboard or scooter, or electric power-assisted bicycle unless under the immediate supervision of a person who is at least eighteen years old.</p> <p>An electric personal assistive mobility device or motorized skateboard or scooter may be operated on any highway with a maximum speed limit of twenty-five miles per hour or less. An electric personal assistive mobility device or motorized skateboard or scooter shall only operate on any highway authorized by this section if a sidewalk is not provided along such highway or if operation of the electric personal assistive mobility device or motorized skateboard or scooter on such sidewalk is prohibited pursuant to § 46.2-904. Nothing in this section shall prohibit the operation of an electric personal assistive mobility device or motorized skateboard or scooter in the crosswalk of any highway where the use of such crosswalk is authorized for pedestrians, bicycles, or electric power-assisted bicycles.</p>
§ 46.2-915.1	<p>All-terrain vehicles and off-road motorcycles; penalty.</p> <p>A. No all-terrain vehicle shall be operated:</p> <ol style="list-style-type: none"> 1. On any public highway, or other public property, except (i) as authorized by proper authorities (ii) to the extent necessary to cross a public highway by the most direct route, or (iii) by law-enforcement officers, firefighters, or rescue squad personnel responding to emergencies; 2. By any person under the age of 16, except that (i) children between the ages of 12 and 16 may operate all-terrain vehicles powered by engines of no more than 90 cubic centimeters displacement and (ii) children less than 12 years old may operate all-terrain vehicles powered by engines of no more than 70 cubic centimeters displacement; 3. By any person unless he is wearing a protective helmet of a type approved by the Superintendent of State Police for use by motorcycle operators; 4. On another person's property without the written consent of the owner of the property or as explicitly authorized by law; or 5. With a passenger at any time, unless such all-terrain vehicle is designed and equipped to be operated with more than one rider. <p>B. Notwithstanding subsection A, all-terrain vehicles may be operated on the highways in Buchanan County if the following conditions are met:</p> <ol style="list-style-type: none"> 1. Such operation is approved by action of the Buchanan County Board of Supervisors for operation along the Pocahontas Trail on Bill Young Mountain and across Virginia Route 635 in Buchanan County;

Appendix B – Virginia Legislation (continued)

Statute	Code Verbatim
§ 46.2-915.1 (Cont)	<p>2. Signs, whose design, number, and location are approved by the Virginia Department of Transportation, have been posted warning motorists that all-terrain vehicles may be operating on the highway;</p> <p>3. Such all-terrain vehicles are operated during daylight hours on the highway for no more than one mile between one off-road trail and another;</p> <p>4. Signs required by this subsection are purchased and installed by the person or club requesting the Board of Supervisors' approval for such over-the-road operation of all-terrain vehicles;</p> <p>5. All-terrain vehicles operators shall, when operating on the highway, obey all rules of the road applicable to other motor vehicles;</p> <p>6. Riders of such all-terrain vehicles shall wear approved helmets; and</p> <p>7. Such all-terrain vehicles shall operate at speeds of no more than 25 miles per hour.</p> <p>No provision of this subsection shall be construed to require all-terrain vehicles operated on a highway as provided in this subsection to comply with lighting requirements contained in this title.</p> <p>C. Any retailer selling any all-terrain vehicle shall affix thereto, or verify that there is affixed thereto, a decal or sticker, approved by the Superintendent of State Police, which clearly and completely states the prohibition contained in subsection A of this section.</p> <p>D. A violation of this section shall not constitute negligence, be considered in mitigation of damages of whatever nature, be admissible in evidence or be the subject of comment by counsel in any action for the recovery of damages arising out of the operation, ownership, or maintenance of an all-terrain vehicle or off-road motorcycle, nor shall anything in this section change any existing law, rule, or procedure pertaining to any such civil action, nor shall this section bar any claim which otherwise exists.</p> <p>E. Violation of any provision of this section shall be punishable by a civil penalty of not more than \$500.</p> <p>F. The provisions of this section shall not apply:</p> <ol style="list-style-type: none"> 1. To any all-terrain vehicle being used in conjunction with farming activities; or 2. To members of the household or employees of the owner or lessee of private property on which the all-terrain vehicle is operated. <p>G. For the purposes of this section, "all-terrain vehicle" shall have the meaning ascribed in § 46.2-100.</p>
§ 46.2-923	<p>How and where pedestrians to cross highways.</p> <p>When crossing highways, 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 intersections 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. The governing body of any 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 traffic entering the intersection has been halted by lights, other traffic control devices, or by a law-enforcement officer.</p>
§ 46.2-924	<p>Drivers to stop for pedestrians; installation of certain signs; penalty.</p> <p>A. The driver of any vehicle on a highway shall yield the right-of-way to any pedestrian crossing such highway:</p> <ol style="list-style-type: none"> 1. At any clearly marked crosswalk, whether at mid-block or at the end of any block; 2. At any regular pedestrian crossing included in the prolongation of the lateral boundary lines of the adjacent sidewalk at the end of a block; 3. At any intersection when the driver is approaching on a highway or street where the legal maximum speed does not exceed 35 miles per hour. <p>B. Notwithstanding the provisions of subsection A of this section, at intersections or crosswalks where the movement of traffic is being regulated by law-enforcement officers or traffic control devices, the driver shall yield according to the direction of the law-enforcement officer or device.</p> <p>No pedestrian shall enter or cross an intersection in disregard of approaching traffic.</p> <p>The drivers of vehicles entering, crossing, or turning at intersections shall change their course, slow down, or stop if necessary to permit pedestrians to cross such intersections safely and expeditiously.</p> <p>Pedestrians crossing highways at intersections shall at all times have the right-of-way over vehicles making turns into the highways being crossed by the pedestrians.</p> <p>C. The governing body of any county having the urban county executive form of government, any county having the county manager plan of government, the City of Fairfax, the County of Loudoun and any town therein, and any city with a population between 110,000 and 115,000, may by ordinance provide for the installation and maintenance of highway signs at marked crosswalks specifically requiring operators of motor vehicles, at the locations where such signs are installed, to yield the right-of-way to pedestrians crossing or attempting to cross the highway. Any operator of a motor vehicle who fails at such locations to yield the right-of-way to pedestrians as required by such signs shall be guilty of a traffic infraction punishable by a fine of no less than \$100 or more than \$500. The Commonwealth Transportation Board shall develop criteria for the design, location, and installation of such signs.</p> <p>The provisions of this section shall not apply to any limited access highway.</p>

Appendix B – Virginia Legislation (continued)

Statute	Code Verbatim
§ 46.2-925	<p>Pedestrian control signals. Whenever special pedestrian control signals exhibiting the words "Walk" or "Don't Walk" are in place such signals shall indicate as follows: Walk. - Pedestrians facing such signal may proceed across the highway in the direction of the signal and shall be given the right-of-way by the drivers of all vehicles. Don't Walk. - No pedestrian shall start to cross the highway in the direction of such signal, but any pedestrian who has partially completed his crossing on the Walk signal shall proceed to a sidewalk or safety island and remain there while the Don't Walk signal is showing.</p>
§ 46.2-926	<p>Pedestrians stepping into highway where they cannot be seen. No pedestrian shall step into a highway open to moving vehicular traffic at any point between intersections where his presence would be obscured from the vision of drivers of approaching vehicles by a vehicle or other obstruction at the curb or side. The foregoing prohibition shall not apply to a pedestrian stepping into a highway to board a bus or to enter a safety zone, in which event he shall cross the highway only at right angles.</p>
§ 46.2-928	<p>Pedestrians not to use roadway except when necessary, keeping to left Pedestrians shall not use the roadways for travel, except when necessary to do so because of the absence of sidewalks which are reasonably suitable and passable for their use. If they walk on 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</p>
§ 46.2-929	<p>Pedestrians soliciting rides. Pedestrians shall not stand or stop in any roadway for the purpose of soliciting rides.</p>
§ 46.2-932	<p>Playing on highways; roller skates, skateboards, motorized skateboards or scooters, toys, or other devices on wheels or runners; persons riding bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, mopeds, etc., not to attach to vehicles; exception. A. No person shall play on a highway, other than on 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 Commonwealth Transportation Commissioner exclusively for vehicular travel. No person shall use roller skates, skateboards, toys, or other devices on wheels or runners, except bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, motorized skateboards or scooters, mopeds, and motorcycles, on highways where play is prohibited. The governing bodies of counties, cities, and towns may designate areas on highways under their control where play is permitted and may impose reasonable restrictions on play on such highways. If the highways have only two traffic lanes, persons using such devices, except bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, mopeds, and motorcycles, shall keep as near as safely practicable to the far right side or edge of the right traffic lane so that they will be proceeding in the same direction as other traffic. No person riding on any bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, roller skates, skateboards, motorized skateboards or scooters, toys, or other devices on wheels or runners, shall attach the same or himself to any vehicle on a roadway. B. Notwithstanding the provisions of subsection A of this section, the governing body of any county having a population of at least 170,000 but less than 200,000 may by ordinance permit the use of devices on wheels or runners on highways under such county's control, subject to such limitations and conditions as the governing body may deem necessary and reasonable.</p>
§ 46.2-933	<p>When vehicles to stop for pedestrian guided by dog or carrying white, red-tipped white, or metallic cane. Whenever a totally or partially blind pedestrian crossing or attempting to cross a highway in accordance with the provisions of § 46.2-923 is guided by a dog guide or carrying a cane which is predominantly metallic or white in color, with or without a red tip, the driver of every vehicle approaching the intersection or place of crossing shall bring his vehicle to a full stop before arriving at such intersection or place of crossing, unless such intersection or place of crossing is controlled by a law-enforcement officer or traffic light. Any person violating any provision of this section shall be guilty of a Class 3 misdemeanor.</p>
§ 46.2-1015	<p>Lights on bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, and mopeds. A. Every bicycle, electric personal assistive mobility device, electric power-assisted bicycle, and moped when in use between sunset and sunrise shall be equipped with a headlight on the front emitting a white light visible in clear weather from a distance of at least 500 feet to the front and a red reflector visible from a distance of at least 600 feet to the rear when directly in front of lawful lower beams of headlights on a motor vehicle. Such lights and reflector shall be of types approved by the Superintendent In addition to the foregoing provisions of this section, a bicycle or its rider may be equipped with lights or reflectors. These lights may be steady burning or blinking B. Every bicycle, or its rider, shall be equipped with a taillight on the rear emitting a red light plainly visible in clear weather from a distance of at least 500 feet to the rear when in use between sunset and sunrise and operating on any highway with a speed limit of 35 mph or greater. Any such taillight shall be of a type approved by the Superintendent</p>

Appendix B – Virginia Legislation (continued)

Statute	Code Verbatim
§ 46.2-1051	<p>Certain local governments may impose restrictions on operations of certain vehicles. The governing body of any county, city, or town which is located within the Northern Virginia Planning District may provide by ordinance that no person shall operate and no owner shall permit the operation of, either on a highway or on public or private property within 500 feet of any residential district, any motorcycle, moped, all-terrain vehicle as defined in § 46.2-100, not being used for agriculture or silviculture production as defined in § 3.1-22.28, electric power-assisted bicycle, motorcycle-like device commonly known as a trail-bike or mini-bike, off-road motorcycle, or motorized cart commonly known as a go-cart unless it is equipped with an exhaust system of a type installed as standard equipment, or comparable to that designed for use on that particular vehicle or device as standard factory equipment, in good working order and in constant operation to prevent excessive noise.</p>
§ 46.2-1066	<p>Brakes. Every motor vehicle when driven on a highway shall be equipped with brakes adequate to control the movements of and to stop and hold such vehicle. The brakes shall be maintained in good working order and shall conform to the provisions of this article. Every bicycle, electric power-assisted bicycle, and moped, when operated on a highway, shall be equipped with a brake that will enable the operator to make the braked wheels skid on dry, level, clean pavement. Every electric personal assistive mobility device, when operated on a highway, shall be equipped with a system that, when activated or engaged, will enable the operator to bring the device to a controlled stop.</p>
§ 46.2-1078	<p>Unlawful to operate motor vehicle, bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped while using earphones. It shall be unlawful for any person to operate a motor vehicle, bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped on the highways in the Commonwealth while using earphones on or in both ears For the purpose of this section, "earphones" shall mean any device worn on or in both ears that converts electrical energy to sound waves or which impairs or hinders the person's ability to hear, but shall not include (i) any prosthetic device that aids the hard of hearing, (ii) earphones installed in helmets worn by motorcycle operators and riders and used as part of a communications system, or (iii) nonprosthetic, closed-ear, open-back, electronic noise-cancellation devices designed and used to enhance the hearing ability of persons who operate vehicles in high-noise environments, provided any such device is being worn by the operator of a vehicle with a gross vehicle weight rating of 26,000 pounds or more. The provisions of this section shall not apply to the driver of any emergency vehicle as defined in 46-2-920</p>
§ 46.2-1078.1	<p>Use of handheld personal communications devices in certain motor vehicles; exceptions; penalty. A. It shall be unlawful for any person to operate a moving motor vehicle on the highways in the Commonwealth while using any handheld personal communications device to: 1. Manually enter multiple letters or text in the device as a means of communicating with another person; or 2. Read any email or text message transmitted to the device or stored within the device, provided that this prohibition shall not apply to any name or number stored in the device nor to any caller identification information. B. The provisions of this section shall not apply to: 1. The operator of any emergency vehicle; 2. An operator who is lawfully parked or stopped; 3. The use of factory-installed or aftermarket global positioning systems (GPS) or wireless communications devices used to transmit or receive data as part of a digital dispatch system; or 4. Any person using a handheld personal communications device to report an emergency. C. No citation for a violation of this section shall be issued unless the officer issuing such citation has cause to stop or arrest the driver of such motor vehicle for the violation of some other provision of this Code or local ordinance relating to the operation, ownership, or maintenance of a motor vehicle or any criminal statute. D. A violation of any provision of this section shall constitute a traffic infraction punishable, for a first offense, by a fine of \$20 and, for a second or subsequent offense, by a fine of \$50. For the purposes of this section, "emergency vehicle" means: 1. Any law-enforcement vehicle operated by or under the direction of a federal, state, or local law-enforcement officer while engaged in the performance of official duties; 2. Any regional detention center vehicle operated by or under the direction of a correctional officer responding to an emergency call or operating in an emergency situation; 3. Any vehicle used to fight fire, including publicly owned state forest warden vehicles, when traveling in response to a fire alarm or emergency call; 4. Any ambulance, rescue, or life-saving vehicle designed or used for the principal purpose of supplying resuscitation or emergency relief where human life is endangered; 5. Any Department of Emergency Management vehicle or Office of Emergency Medical Services vehicle, when responding to an emergency call or operating in an emergency situation; 6. Any Department of Corrections vehicle designated by the Director of the Department of Corrections, when (i) responding to an emergency call at a correctional facility, (ii) participating in a drug-related investigation, (iii) pursuing escapees from a correctional facility, or (iv) responding to a request for assistance from a law-enforcement officer; and 7. Any vehicle authorized to be equipped with alternating, blinking, or flashing red or red and white secondary warning lights pursuant to § 46.2-1029.2.</p>

Appendix B – Virginia Legislation (continued)

Statute	Code Verbatim
§ 46.2-1219.1	<p>Regulation or prohibition of vehicular traffic on certain privately owned public parking areas and driveways; penalties</p> <p>The governing body of any county, city, or town may adopt an ordinance not in conflict with state law regulating or prohibiting the stopping, standing, parking, or flow of vehicles in parking areas or driveways of shopping centers and commercial office and apartment complexes. The ordinance shall be applied to and enforced in a specific center or commercial area upon application in writing by the owner or person in general charge of the operation of such area to the chief law-enforcement officer or other official designated by the ordinance for that purpose.</p> <p>The provisions of any such ordinance shall be substantially as follows:</p> <p>Cruising Ordinance.</p> <p>No person shall drive or permit a motor vehicle under his care, custody, or control to be driven past a traffic control point three or more times within a two-hour period from 6:00 p.m. to 4:00 a.m. Monday through Sunday, in or around a posted no cruising area so as to contribute to traffic congestion; obstruction of streets, sidewalks, parking lots, or public vehicular areas; impediment of access to shopping centers or other buildings open to the public; or interference with the use of property or conduct of business in the area adjacent thereto.</p> <p>At every point where a public street or alley becomes or provides ingress to a no-cruising area, there shall be posted a sign which designates "No-Cruising" areas and times. "Traffic control point," as used in this section, means any point or points within the no-cruising area established by the local law-enforcement agency for the purpose of monitoring cruising.</p> <p>No violations shall occur except upon the third passage past the same traffic control point within a two-hour period.</p> <p>No area shall be designated or posted as a no-cruising area except upon the passage of a resolution by the local governing body specifically requiring such designation and posting for a particular area.</p> <p>This ordinance shall not apply to in-service emergency vehicles, taxicabs for hire, buses, and other vehicles being used for business purposes.</p> <p>Where there is a violation of any provision of this ordinance, a law-enforcement officer shall charge such violation on the uniform traffic summons form. The ordinance may further provide that any person violating the ordinance shall, upon conviction, be subject to a fine of twenty-five dollars.</p> <p>Any person convicted of a second or subsequent violation of the ordinance may be punished by a fine of not less than \$50 nor more than \$100 for each succeeding violation. No assignment of demerit points shall be made under Article 19 (§ 46.2-489 et seq.) of this title for any violation of the ordinance.</p>
§ 46.2-1300	<p>Powers of local authorities generally; erection of signs and markers; maximum penalties.</p> <p>A. The governing bodies of counties, cities, and towns may adopt ordinances not in conflict with the provisions of this title to regulate the operation of vehicles on the highways in such counties, cities, and towns. They may also repeal, amend, or modify such ordinances and may erect appropriate signs or markers on the highway showing the general regulations applicable to the operation of vehicles on such highways. The governing body of any county, city, or town may by ordinance, or may by ordinance authorize its chief administrative officer to:</p> <ol style="list-style-type: none"> 1. Increase or decrease the speed limit within its boundaries, provided such increase or decrease in speed shall be based upon an engineering and traffic investigation by such county, city or town and provided such speed area or zone is clearly indicated by markers or signs; 2. Authorize the city or town manager or such officer thereof as it may designate, to reduce for a temporary period not to exceed sixty days, without such engineering and traffic investigation, the speed limit on any portion of any highway of the city or town on which work is being done or where the highway is under construction or repair; 3. Require vehicles to come to a full stop or yield the right-of-way at a street intersection if one or more of the intersecting streets has been designated as a part of the state highway system in a town which has a population of less than 3,500. <p>B. No such ordinance shall be violated if at the time of the alleged violation the sign or marker placed in conformity with this section is missing, substantially defaced, or obscured so that an ordinarily observant person under the same circumstances would not be aware of the existence of the ordinance.</p> <p>C. No governing body of a county, city, or town may provide penalties for violating a provision of an ordinance adopted pursuant to this section which is greater than the penalty imposed for a similar offense under the provisions of this title.</p> <p>D. No county whose roads are under the jurisdiction of the Department of Transportation shall designate, in terms of distance from a school, the placement of flashing warning lights unless the authority to do so has been expressly delegated to such county by the Department of Transportation, in its discretion.</p>
§ 46.2-1305	<p>Regulation of vehicular and pedestrian traffic on roadways and parking areas in residential subdivisions</p> <p>The governing body of any county, city, or town which has adopted ordinances under the provisions of Chapter 22 (§ 15.2-2200 et seq.) of Title 15.2, may require as a part of such land use regulations for residential subdivisions employing roadways and parking areas not in public ownership, the posting and maintenance of signs or other appropriate markings regulating the operation and parking of motor vehicles and pedestrian traffic, and may adopt ordinances applying the regulations to existing and future residential subdivisions</p>

Appendix B – Virginia Legislation (continued)

Statute	Code Verbatim
§ 51.5-44	<p>Rights of persons with disabilities in public places and places of public accommodation.</p> <p>A. A person with a disability has the same rights as other persons to the full and free use of the streets, highways, sidewalks, walkways, public buildings, public facilities, and other public places.</p> <p>B. A person with a disability is entitled to full and equal accommodations, advantages, facilities, and privileges of all common carriers, airplanes, motor vehicles, railroad trains, motor buses, streetcars, subways, boats or any other public conveyances or modes of transportation, restaurants, hotels, lodging places, places of public accommodation, amusement or resort, and other places to which the general public is invited subject only to the conditions and limitations established by law and applicable alike to all persons.</p> <p>C. Each town, city or county, individually or through transportation district commissions, shall ensure that persons with disabilities have access to the public transportation within its jurisdiction by either (i) use of the same transportation facilities or carriers available to the general public or (ii) provision of paratransit or special transportation services for persons with disabilities or (iii) both. All persons with disabilities in the jurisdiction's service area who, by reason of their disabilities, are unable to use the service for the general public shall be eligible to use such paratransit or special transportation service. No fee that exceeds the fee charged to the general public shall be charged a person with a disability for the use of the same transportation facilities or carriers available to the general public. Paratransit or special transportation service for persons with disabilities may charge fees to such persons comparable to the fees charged to the general public for similar service in the jurisdiction service area, taking into account especially the type, length and time of trip. Any variance between special service and regular service fares shall be justifiable in terms of actual differences between the two kinds of service provided.</p> <p>D. Nothing in this title shall be construed to require retrofitting of any public transit equipment or to require the retrofitting, renovation, or alteration of buildings or places to a degree more stringent than that required by the applicable building code in effect at the time the building permit for such building or place is issued.</p> <p>E. Every totally or partially blind person shall have the right to be accompanied by a dog, in harness, trained as a guide dog, every deaf or hearing-impaired person shall have the right to be accompanied by a dog trained as a hearing dog on a blaze orange leash, and every mobility-impaired person shall have the right to be accompanied by a dog, in a harness or backpack, trained as a service dog in any of the places listed in subsection B without being required to pay an extra charge for the dog; provided that he shall be liable for any damage done to the premises or facilities by such dog. The provisions of this section shall apply to persons accompanied by a dog that is in training, at least six months of age, and is (i) in harness, provided such person is an experienced trainer of guide dogs; (ii) on a blaze orange leash, provided such person is an experienced trainer of hearing dogs; (iii) in a harness or backpack, provided such person is an experienced trainer of service dogs; or (iv) wearing a jacket identifying the recognized guide, hearing or service dog organization, provided such person is an experienced trainer of the organization identified on the jacket.</p> <p>As used in this chapter, "hearing dog" means a dog trained to alert its owner by touch to sounds of danger and sounds to which the owner should respond.</p> <p>As used in this chapter, "service dog" means a dog trained to accompany its owner for the purpose of carrying items, retrieving objects, pulling a wheelchair or other such activities of service or support.</p> <p>As used in this chapter, "mobility-impaired person" means any person who has completed training to use a dog for service or support because he is unable to move about without the aid of crutches, a wheelchair or any other form of support or because of limited functional ability to ambulate, climb, descend, sit, rise or perform any related function.</p>
<p>http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+TOC</p>	

APPENDIX C - DRAFT BROCHURE

DRAFT

**LAWS FOR INTERACTING
ON THE ROAD**


*A Guide for Virginia Pedestrians,
Bicyclists, and Motorists*

INTRODUCTION

This guide provides guidance and specific Code of Virginia references on interactions bicyclists, pedestrians, and motorists and provides additional information for bicyclists regarding safety.

Although this brochure summarizes many current Virginia traffic laws, it is not a legal document and it is not meant to be a substitute for the Code of Virginia or local ordinances. The pamphlet does, however, provide information on relevant traffic laws put in place to improve the interactions between bicyclists, pedestrians, and motorists. Where appropriate, the actual Virginia code reference is provided in parenthesis (e.g., §46.2-924).

This pamphlet was produced for the NoVA District of the Virginia Department of Transportation.



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Appendix C – Draft Brochure (continued)

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DRAFT

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Appendix C – Draft Brochure (continued)

RULES OF THE ROAD – MOTORISTS: RIGHTS AND RESPONSIBILITIES

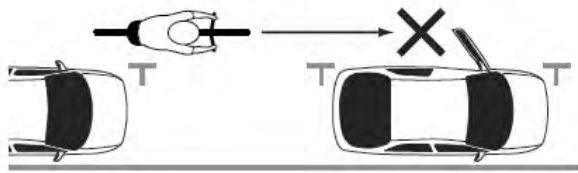
MOTORISTS YIELD TO PEDESTRIANS

Always yield to pedestrians. A motorist must yield whether the pedestrian is in a marked or unmarked crosswalk, when turning right on red, as instructed by traffic control devices, or at any intersection where the speed limit is 35 mph or less (§46.2-924).

If you fail to yield, you will be guilty of a traffic infraction with a fine of at least \$100 to a maximum of \$500. Motorists should also yield to bicyclists using the crosswalk.

DRIVERS: PAY ATTENTION TO BICYCLISTS AND PEDESTRIANS

While driving, always be aware of your surroundings; if you do not notice a bicycle path in an adjacent lane, an accident could occur. Pay particular attention while turning onto side streets, private roads, and driveways and yield to pedestrians and bicycles in the vicinity (§46.2-826). If you are parking your vehicle on the side of a road, make sure to look before opening your door to avoid abruptly entering a cyclist's path.

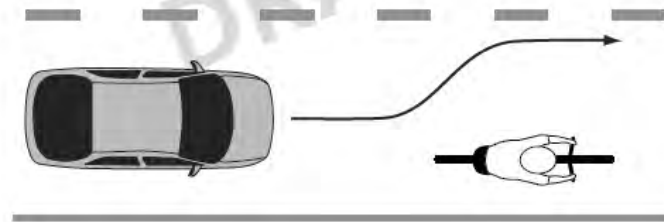


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HOW TO PASS A BICYCLE IF YOU ARE IN A VEHICLE

HOW TO PASS A BICYCLIST

- Slow down
- Always maintain at least two feet of distance between your vehicle and the bicyclist (§46.2-839): three feet of clearance when possible.
- After passing, check to determine that there is enough distance before merging back in front of the bicycle (§46.2-839).
- Remember bicycles are considered vehicles on the roadway also.



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Appendix C – Draft Brochure (continued)

RULES OF THE ROAD – PEDESTRIANS: RIGHTS AND RESPONSIBILITIES

RULES FOR PEDESTRIANS CROSSING THE STREET

Pedestrians should use marked crosswalks when crossing intersections whenever possible (§46.2-923). Do not step into a roadway with moving traffic between intersections where you may not be seen by on-coming traffic unless you are actively boarding a bus (§46.2-926).

When intersections do not have marked crosswalks, pedestrians have the right-of-way when crossing, but use caution by looking left, then right, and left again to see oncoming traffic. (§46.2-924).

WHERE TO WALK

Whenever possible, pedestrians should walk on a sidewalk. If a sidewalk is not present and it is necessary to walk in the roadway, always face oncoming traffic and walk as far to the left of the roadway as possible; however, if a wide shoulder lane is present on either or both sides of the roadway, pedestrians may walk in either shoulder lane (§46.2-928).

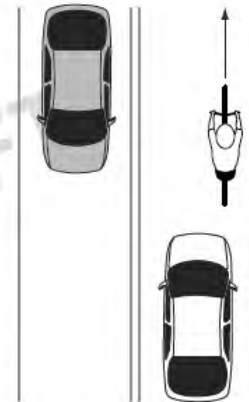
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RULES OF THE ROAD – BICYCLISTS: RIGHTS AND RESPONSIBILITIES

Bicyclists must obey the same traffic rules as motorists (unless the provision indicates otherwise). When using a roadway, bicyclists can be ticketed for violating traffic laws such as not obeying stop signs or not yielding the right-of-way (§46.2-800 and §46.2-821).

RIDE TO THE RIGHT

Always ride predictably and consistently. Stay to the right of the roadway, but do not ride too close to the curb so you can avoid obstacles. Cyclists can ride in the center of the lane when traveling at the same speed as other vehicles or when it is unsafe to ride to the right (§46.2-907).



The only instance when a bicyclist can ride between two lanes of traffic moving in the same direction is when one lane is a separate or mandatory turn lane (§46.2-907).

Unlike pedestrians, bicyclists should ride with the flow of traffic, not against it. Riding against traffic is a liability for bicyclists. However, on one-way roads, bicyclists can ride on either side of the roadway edge but in the one-way direction of travel (§46.2-905).

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Appendix C – Draft Brochure (continued)

RULES FOR RIDING SIDE-BY-SIDE

A maximum of two bicyclists can ride side-by-side in a lane and only if they do not interfere with the flow of traffic. If the two bicyclists are being passed by a faster-moving vehicle, they should change positions to ride single-file as soon as possible to avoid interrupting traffic (§46.2-905).

USE OF HEADPHONES OR EARPHONES

Bicyclists, as well as motorists, are prohibited from using headphones or earphones that hinder the ability to hear in both ears (§46.2-1078). As a bicyclist it is important to hear what is around you.

BICYCLES ON CONTROLLED ACCESS HIGHWAYS

The Commonwealth Transportation Board has the right to prohibit use of bicycles on controlled access highways due to safety concerns. Locations where bicycles are prohibited should be clearly marked (§46.2-808).

HOW TO RIDE WHILE CARRYING A PACKAGE

If you are carrying an article or package, you must still be able to keep at least one hand on the handlebars (§46.2-906).

BICYCLES ARE NOT ALLOWED TO HITCH A RIDE

It is dangerous and against the law to hitch a ride by attaching yourself to another vehicle on the road (§46.2-932).

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HOW MANY PEOPLE CAN RIDE YOUR BIKE?

If your bicycle was built for one person, it should be ridden by only one person (§46.2-906).

Doing otherwise could interfere with your line of sight and your ability to control the bike.

However, seats or trailers designed to carry children under the age of six are acceptable to attach to the bike when an adult is riding.

NIGHT BICYCLE RIDING

If you ride a bicycle between sunset and sunrise, you must have a functioning white headlight that is visible in clear weather at a distance of 500 feet. You must also have a red reflector on the back of the bike so that approaching vehicles can see you from at least 600 feet away (§46.2-1015).



RIDING BICYCLES ON SIDEWALKS

Bicyclists can ride on the sidewalk unless specifically prohibited, but they must still yield to pedestrians (§46.2-903 and §46.2-904). Check with your local jurisdiction.

When passing a pedestrian on a sidewalk, crosswalk, or shared-use path, bicyclists must give an audible signal, such as “On your left” to warn pedestrians of their approach (§46.2-904).

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Appendix C – Draft Brochure (continued)

SIGNS AND SIGNALS FOR BICYCLISTS

Signals are required for bicyclists stopping and turning. By signaling, you communicate your intentions to others, so they are prepared to slow down or make adjustments on the road to account for your movement (§46.2-848). It is safest to be predictable while on the road.

Signals should be given continuously for a minimum of 50 feet before making a movement on the road. For roadways with speed limits 35 mph or higher, signals should be given continuously for at least 100 feet (§46.2-848). If both hands are needed to control the bike, signals are not required to be given continuously.

TURNING LEFT ON A BICYCLE

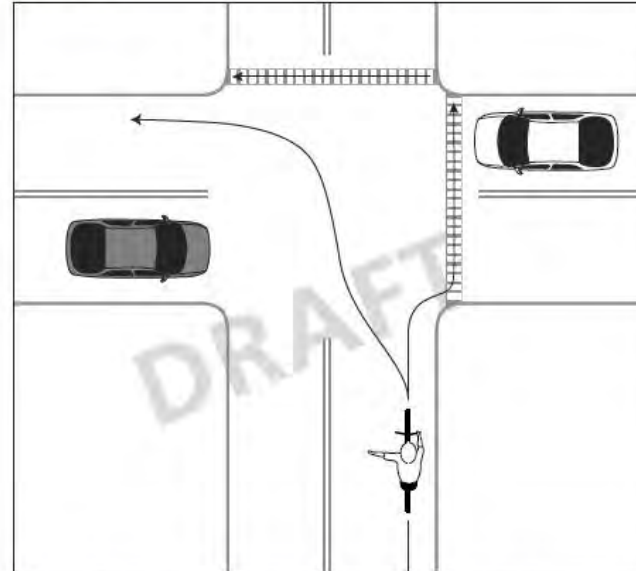
There are two ways to make a left turn while on a bicycle.

As a vehicle:

- While approaching the intersection, look over your left shoulder for traffic.
- Make eye-contact with approaching motor vehicle drivers.
- When clear, signal a turn.
- Move over to the left side of the lane or into the turn lane.
- Be positioned so cars going straight through can't pass you on the left.

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- Yield to on-coming cars before turning.
- If riding in a bike lane or on a road with several lanes, look and signal at each lane change.
- Never make a left turn from the right side of the road.



As a pedestrian (using the crosswalks)

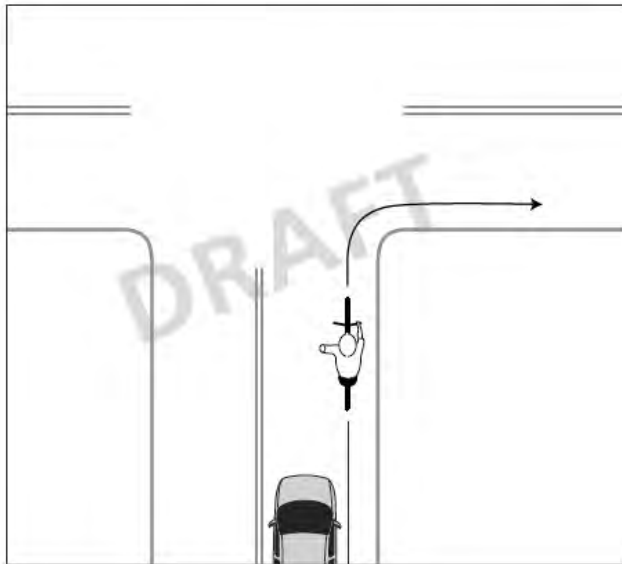
- Cross as a pedestrian in the crosswalk. If there is a signal, wait for the green (WALK) signal before crossing.

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Appendix C – Draft Brochure (continued)

TURNING RIGHT ON A BICYCLE

- Always scan ahead for cars that may be turning right. If a car ahead is signaling a right turn, do not pass on the right.
- Do not pass stopped cars at a crosswalk or intersection: they may be preparing to turn right.



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HOW TO SIGNAL

Below are the signals to be used when turning or slowing down ((§46.2-849)



To turn or move left:

Extend your left arm straight out to the left so that it is level with your shoulder.



To turn or move right:

Raise your left arm and point your hand up.



To slow down or stop:

Point your hand down.

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Appendix C – Draft Brochure (continued)

LOCAL RULES

Some rules of the road related to bicycling are determined by local jurisdictions. These local rules include:

- **Helmet laws** – Required helmet usage differs by locality. Violation of this ordinance is punishable by a \$25 fine if the local regulation exists (46.2-906.1)
- **Riding on sidewalks** (§46.2-903). Some localities restrict riding on sidewalks. Signage designating no riding on sidewalks should be present.
- **Registering bicycles** (§46.2-908). Some localities require registering bicycles. This is a good habit to get into whether required or not.
- **Licensing bicycles** (§15.2-1720). Some localities license bicycles like any other vehicle.
- **Bicycle parking** (§46.2-1305). Some localities restrict where bicycles can park.

Check with your local jurisdictions for these items and other rules and regulations.

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WHAT TO DO IF A BICYCLIST IS INVOLVED IN AN ACCIDENT

For all accidents involving death, injury or property damage:

- Immediately stop as close to the incident as possible without blocking traffic.
- If you are not hurt, call 911 for medical help for all parties.
- Apply immediate first aid (§46.2-894).
- If you are hurt, don't move unless you are sure you won't hurt yourself more. **Don't get mad.** Keep a level head so you can answer questions.
- Get the following information:
 - **Drivers:** Names, addresses, phone numbers, license numbers, and vehicle registration numbers
 - **Insurance information:** company and policy number
 - **Witnesses:** Names and phone numbers
 - **Officers:** Names and badge numbers
 - **Police report:** Number

If unattended property is damaged, the bicyclist must make a reasonable effort to find the owner-or leave a note. The accident must also be reported to the police within 24 hours (§46.2-894).

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Appendix C – Draft Brochure (continued)

FOR BICYCLE ENTHUSIASTS

For those who want to enjoy the benefits of bicycling with others, please visit the websites below.

www.virginiadot.org/bikeped

This website offers a list of VDOT-sponsored programs, such as Bike to Work Day and Safe Routes to School.

www.vdot.virginia.gov/programs/bk-trails.asp

This website provides a list of bike trails in the area.

www.vdot.virginia.gov/programs/bk-calendar.asp

This website provides a list of bike events in the area.

APPENDIX D - PREPAYABLE OFFENSES

INFORMATION ON PREPAYABLE OFFENSES AND REQUESTING TRIALS IN ACCIDENT CASES

FALLS CHURCH GENERAL DISTRICT COURTS-COMBINED

Mailing address:

Falls Church District Courts-Combined 703-248-5095 (Prepayment Recording-24 Hours)
 300 Park Avenue Office Hours: 8:00 a.m.-4:00 p.m.
 Falls Church, VA 22046 703-248-5096

PREPAYMENT INSTRUCTIONS

A summons has been issued citing you for violating state or local traffic laws. **You may plead guilty and waive your right to a trial by prepaying, or appear in court for a trial.**

To waive your right to trial and prepay the summons, follow the instructions below:

1. First, read the entire summons (front and back)
2. If your **law section** is listed in the section to the right:
 - Compute the TOTAL fine(s) and fee(s) owed.
 - Please make check payable to the “Falls Church General District Court”. Payments by credit card may be mailed using the form on the reverse side, paying by phone, or by Internet at www.courts.state.va.us.
 - **If you pay more than one violation arising out of the same incident: total all applicable fines, add only one \$61 processing fee, and \$10 for any additional summons (except seat belt and child restraint charges).**
 - You may NOT PREPAY if the charge is for reckless driving.
 - If mailing, please **send payment & summons** to the address below:
 Falls Church General District Courts-Combined
 300 Park Avenue, Room 107E
 Falls Church, VA 22046
3. If you wish to pay by phone with **your** credit card, you may call (703) 248-5157 between the hours of 8 a.m.- 4 p.m., Monday Through Friday. Prepayments will be accepted up to **two business days before the court date**. Credit card payments **by phone** will only be accepted using a credit card in the name of the person listed on the summons.
4. If you don't find your violation described in the section to the right, please call the Clerk's Office at (703) 248-5096 between 8:00 a.m. and 4:00 p.m., Monday through Friday. Fines and fees are established by the Supreme Court of Virginia.

TO REQUEST A TRIAL IN ACCIDENT CASES:

If you have been charged with a violation **involving an accident** and you wish to plead “not guilty”, you must notify the court **within seven calendar days** of receiving the summons. Use the form on the reverse side to notify the court. If this form is not received by the court, and the officer needs witnesses for the trial, the case may have to be continued from the original date. If you wish to plead “guilty”, you may appear on the trial date listed on your summons. If you fail to notify the court and do not prepay or appear on your scheduled date, you may be tried in your absence.

Law Section/Prepayable Violations/Fine Amounts (add fees below)

✓	Law sections/Violations	FINES
—	46.2-613-Expired Registration	\$25.00 plus fees below
—	46.2-613-Possess, lend or permit use of reg card	\$25.00 plus fees below
—	46.2-646-No/Expired Registration	\$25.00 plus fees below
—	46.2-715-Fail to display license plates	\$25.00 plus fees below
—	46.2-802-Fail to drive on right side of highway	\$30.00 plus fees below
—	46.2-804-Improper lane change	\$30.00 plus fees below
—	46.2-816-Following too closely	\$30.00 plus fees below
—	46.2-820-Failure to yield right of way	\$30.00 plus fees below
—	46.2-821-Violation of/Fail to stop at stop sign	\$30.00 plus fees below
—	46.2-830-Fail to obey highway sign	\$30.00 plus fees below
—	46.2-833-Fail to obey traffic signal (red/yellow light)	\$100.00 plus fees below
—	46.2-833.1-Evasion of traffic control device	\$50.00 plus fees below
—	46.2-835-Fail to stop before turning right on red	\$50.00 plus fees below
—	46.2-846-Improper Turn	\$30.00 plus fees below
—	46.2-888-Improper Stopping	\$20.00 plus fees below
—	46.2-1003-Defective equipment violation	\$30.00 plus fees below
—	46.2-1014/1014.1-High Mount Stop Light Violation	\$30.00 plus fees below
—	46.2-1030-Driving W/O Headlights at Night	\$30.00 plus fees below
—	46.2-1052-Improper Window Tint Violation	\$30.00 plus fees below
—	46.2-1094-Seat Belt-16 yoa & over-pay fine only	\$25.00
—	46.2-1095-Seat Belt 8-15 yoa-pay fine only	\$50.00
—	46.2-1095-Child restraint under 8 yoa -pay fine only	\$50.00
—	46.2-1157-No/expired inspection	\$30.00 plus fees below
—	46.2-1157-Fail to correct defects after inspection	\$50.00 plus fees below
—	46.2-1158-Expired Rejection Sticker	\$50.00 plus fees below
—	46.2-874, 46.2-878 -Speeding: other than residential zone, highway work zone and school crossing as listed below	\$5.00 per MPH over speed limit- plus fees below
—	46.2-873-Speeding: in school or work zone	\$6.00 per MPH over speed limit- plus fees below
—	46.2-878.2-Speeding: in designated residential zone	\$200.00 plus \$7.00 per MPH over speed limit- plus fees below

FINES ARE DETERMINED BY THE LAW SECTION

++Place total of all applicable fines listed above in the “Total Fines” area and add Processing Fees for total due++

++Total Fines: → \$ _____

Add Processing Fee: (1st charge only) → \$ **++61.00**

Add ONLY for additional summons (see below) → \$ **{**10.00}**

(If you have received only one summons during the same incident, you do not need to add the additional \$10.00)

Total Prepayment: → \$ _____

****Please Note:** If you received more than one summons, you are charged the \$61 fee only once but must add an additional \$10 fee for each additional summons plus the fines, except for those charges that say, “pay fine only”. If “pay fine only” is noted next to the charge description, do not add any fees

APPENDIX E - VIRGINIA MOVING VIOLATION AND POINT ASSESSMENT

Railroad Crossings

(Commercial Motor Vehicle Drivers)

- ▶ Failure to slow down/stop at a railroad crossing (*)
- ▶ Failure to have sufficient space to drive through a railroad crossing (*)
- ▶ Failure to obey traffic control device or enforcement official at a railroad crossing (*)
- ▶ Failure to have sufficient undercarriage clearance at a railroad crossing (*)

Other Violations

- ▶ Operating a motor vehicle while suspended/revoked/restricted with a blood alcohol content of .02% or more (11 years)
- ▶ Failure to stop at the scene of a crash, unattended property, damage in excess of \$500 (11 years)
- ▶ Failure to stop at the scene of a crash, property damage (3 years)
- ▶ Emergency vehicle violation—property damage (5 years)
- ▶ Emergency vehicle violation—injury (5 years)
- ▶ Aggressive driving (5 years)
- ▶ Failure to obey traffic signal (3 years)
- ▶ Failure to obey lane directional signal (3 years)
- ▶ Failure to obey highway lane markings (3 years)
- ▶ Improper backing, stopping or turning (3 years)
- ▶ Driving the wrong way on one-way highway or street (3 years)
- ▶ Impeding/disrupting funeral procession (3 years)
- ▶ Disregarding police officer's signal to stop (3 years)
- ▶ Disregarding crossing guard/officer's signal (3 years)

THREE POINT VIOLATIONS

Speeding

- ▶ Speeding 1–9 mph above the posted speed limit (5 years)
- ▶ Impeding traffic, slow speed (5 years)

Passing/Driving

- ▶ Improper passing (3 years)
- ▶ Improper passing on the right (3 years)
- ▶ Improper driving (3 years)
- ▶ Improper stopping on highway (3 years)
- ▶ Changing course after signaling (3 years)
- ▶ Coasting with gears in neutral (3 years)
- ▶ Failure to give way in favor of overtaking vehicle (3 years)
- ▶ Failure to give way when abreast of another car (3 years)
- ▶ Driving through safety zone (3 years)
- ▶ Driving over fire hose (3 years)

- ▶ Driving an electric mobility device, toy vehicle or bicycle on highway (3 years)
- ▶ Driving a moped on interstate highway (3 years)
- ▶ Failure to exercise due care—collision with pedestrian (3 years)
- ▶ Unauthorized use of crossover on controlled highway (3 years)
- ▶ Driving/riding on sidewalk (3 years)

Turning/Backing

- ▶ Improper turn (3 years)
- ▶ Improper U-turn (3 years)
- ▶ Violation of right turn on red (3 years)
- ▶ Violation of left turn on red (3 years)

Signs/Signals

- ▶ Failure to obey highway sign (3 years)
- ▶ Evading traffic control device (3 years)

Lights

- ▶ Driving without lights/excessive lights (3 years)
- ▶ Failure to dim headlights (3 years)
- ▶ Parking without proper lights displayed (3 years)
- ▶ Inadequate hazard lights (3 years)

Licenses/Permits

- ▶ No Virginia driver's license (3 years)
- ▶ No Virginia license plate (3 years)
- ▶ Failure to obtain a driver's license (3 years)
- ▶ No driver's license—vehicle/motorcycle (3 years)
- ▶ Failure to have license revalidated (3 years)
- ▶ Learner's permit violation (3 years)
- ▶ Permitting unlicensed person to drive (3 years)
- ▶ Driving in violation of restricted license (restrictions related to physical limitation, such as mechanical control device) (3 years)

Commercial Motor Vehicles

- ▶ Driving commercial motor vehicle with alcohol in blood (*)
- ▶ Driving commercial motor vehicle without license (3 years)
- ▶ Driving commercial motor vehicle with more than one driver's license (3 years)
- ▶ Driving commercial motor vehicle without endorsement(s) (3 years)
- ▶ Driving commercial motor vehicle without license in possession (3 years)
- ▶ Commercial driver's license/instruction permit violation (3 years)
- ▶ Driving commercial motor vehicle in left lane of interstate (3 years)
- ▶ Driving in excess of 13 hours in a 24-hour period (3 years)
- ▶ Driving public passenger-carrying vehicle under age (3 years)

- ▶ Driving bus transporting school children without a safety belt (3 years)
- ▶ Driving school bus without license (3 years)
- ▶ Driving school bus under age (3 years)
- ▶ Vehicle height exceeds limit for tunnels (3 years)

Other Violations

- ▶ Failure to stop at the scene of a crash, unattended property (3 years)
- ▶ Failure to leave the scene of a crash at the direction of officer (3 years)
- ▶ Failure to report a crash, unattended property, less than \$250 damage (3 years)
- ▶ Following/parking within 500 feet of fire apparatus (3 years)
- ▶ Emergency vehicle violation (3 years)
- ▶ Drinking while driving (3 years)
- ▶ Improper driving/riding motorcycle (3 years)
- ▶ Driving with TV screen visible to driver (3 years)
- ▶ Driving while using earphones (3 years)
- ▶ Texting, emailing while driving (3 years)
- ▶ HOV violation, second or subsequent offense—Northern Virginia planning district 8 (3 years)

DMV is not liable for damages that may result from errors in this publication. For a full description of violations and penalties, call DMV at 1-866-DMV-LINE (368-5463). Information in this brochure may change without prior notice.



Be sure to read *A Different Kind of Crash Course* (DMV 114) for more information about how DMV's Driver Improvement Program works.

DMV
www.dmvnow.com
Virginia Department of Motor Vehicles
P. O. Box 27412
Richmond, Virginia 23269-0001
1-866-DMV-LINE (368-5463)

DMV 115 (July 6, 2009)
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Virginia Department of Motor Vehicles

The Virginia Driver Improvement Program

Moving Violations and Point Assessments

Appendix E – Virginia Moving Violation and Point Assessment (continued)



When you are convicted of a traffic violation, the court notifies the Department of Motor Vehicles (DMV). DMV does the following:

- ▶ Posts the conviction to your driving record
- ▶ Assigns demerit points to you according to the severity of the offense
- ▶ Issues an order of suspension, if applicable
- ▶ Issues an order requiring the successful completion of a driver improvement clinic, if applicable
- ▶ Notifies your insurance company upon request

This brochure lists the traffic violations that have demerit points assigned to them. These violations are grouped according to the number of DMV demerit points assigned to each violation. The number of years that the conviction stays on your DMV record is in parentheses beside each violation. An asterisk (*) indicates that the conviction remains on your record permanently.

DMV also posts to your record traffic violations that do not carry demerit points. These, however, are not listed in this brochure. Demerit points will also be assigned to your record for traffic convictions incurred in other states.

The length of time that a conviction stays on your record depends on the severity of the violation. If you receive an order or notice of revocation, suspension, disqualification or cancellation, your convictions could remain on your record even longer than specified in this brochure.

DMV demerit points remain on your record for two years from the date that you commit the offense. The dates that demerit points are removed from your driving record are not related to the dates that convictions are removed from your record.

Your insurance company may also assign points on your insurance record; however, DMV demerit points are not related to insurance company points. Insurance company points are developed by individual companies.

Demerit points are assigned when you commit a traffic violation and will remain valid for two years from the date you commit the offense. Different violations carry different demerit point values, depending on the seriousness of the offense.

SIX POINT VIOLATIONS

Reckless Driving (Felony or Misdemeanor)

- ▶ Reckless driving—speeding in excess of 80 mph (11 years)
- ▶ Reckless driving—speeding 20 mph or more above the posted speed limit (11 years)
- ▶ Reckless driving—racing (11 years)
- ▶ Reckless driving—passing or overtaking an emergency vehicle (11 years)
- ▶ Reckless driving—passing a school bus (11 years)
- ▶ Reckless driving—passing on the crest of a hill (11 years)
- ▶ Reckless driving—passing at a railroad crossing (11 years)
- ▶ Reckless driving—passing two vehicles abreast (11 years)
- ▶ Reckless driving—driving two vehicles abreast (11 years)
- ▶ Reckless driving—driving too fast for conditions (11 years)
- ▶ Reckless driving—failing to give a proper signal (11 years)
- ▶ Reckless driving—faulty brakes/improper control (11 years)
- ▶ Reckless driving—on parking lots, etc. (11 years)
- ▶ Reckless driving—with an obstructed view (11 years)
- ▶ Reckless driving—generally (11 years)

Driving Under the Influence

- ▶ Driving while intoxicated (11 years)
- ▶ Driving under the influence of alcohol or drugs (11 years)
- ▶ Driving under the influence of drugs (11 years)
- ▶ Driving after illegally consuming alcohol (persons under age 21) (3 years)
- ▶ Driving while intoxicated—maiming (11 years)
- ▶ Involuntary manslaughter/alcohol (11 years)
- ▶ Refusing blood/breath test (11 years)
- ▶ Driving while your license is suspended or revoked for driving while intoxicated (11 years)
- ▶ Driving while your license is revoked for driving while intoxicated—maiming (11 years)

- ▶ Driving while your license is revoked for driving while intoxicated—involuntary manslaughter (11 years)
- ▶ Operating without ignition interlock—DMV requirement (11 years)

Manslaughter

- ▶ Manslaughter (11 years)
- ▶ Involuntary manslaughter (11 years)
- ▶ Involuntary manslaughter/aggravated (11 years)

Habitual Offenders

- ▶ Driving after being declared a habitual offender (11 years)
- ▶ Allowing a person to drive when suspended for habitual offender and/or driving while intoxicated (3 years)

Licenses/Permits

- ▶ Driving on suspended license (11 years)
 - ▶ Driving while your license is suspended or revoked (11 years)
 - ▶ Driving while your license is suspended or revoked for non-payment of court fines and costs (11 years)
 - ▶ Driving under suspension or revocation before giving proof of financial responsibility (11 years)
- ### Commercial Motor Vehicles
- ▶ Driving commercial motor vehicle while disqualified (*)
 - ▶ Driving commercial motor vehicle with blood alcohol .04 percent or more (*)
 - ▶ Driving commercial motor vehicle with blood alcohol .08 percent or more (*)
 - ▶ Driving commercial motor vehicle under influence of drugs (*)
 - ▶ Driving commercial motor vehicle under influence of drugs/alcohol (*)
 - ▶ Refusing blood/breath test while operating commercial motor vehicle (*)
 - ▶ Violating out of service order (11 years)

Other Violations

- ▶ Speeding 20 mph or more above the posted speed limit (5 years)
- ▶ Injuring person while racing—felony (11 years)
- ▶ Causing death of a person while racing (11 years)
- ▶ Failure to stop at the scene of a crash—injury (11 years)
- ▶ Failure to stop at the scene of a crash—death (11 years)
- ▶ Failure to stop at the scene of a crash—property damage of \$1,000 or more (11 years)
- ▶ Emergency vehicle violation—death (11 years)
- ▶ Vehicular assault or willful stopping, impeding or damaging vehicle (11 years)
- ▶ Blocking access to service facility (11 years)

- ▶ Attempting to elude police—felony (11 years)
- ▶ Attempting to elude police—misdemeanor (3 years)
- ▶ Passing stopped school bus (non-reckless) (3 years)
- ▶ Operating unsafe vehicle (3 years)

FOUR POINT VIOLATIONS

Reckless Driving/Speeding

- ▶ Reckless driving—failure to stop before entering a highway (11 years)
- ▶ Speeding (5 years)
- ▶ Speeding 10-14 mph above the posted speed limit (5 years)
- ▶ Speeding 15-19 mph above the posted speed limit (5 years)
- ▶ Speeding 10-19 mph above the posted speed limit (5 years)

Passing

- ▶ Passing when unsafe (3 years)
- ▶ Passing to the left of approaching vehicle (3 years)

Stopping/Yielding

- ▶ Failure to drive to the right and stop for police/fire/emergency vehicle (3 years)
- ▶ Failure to stop for pedestrian with white cane (3 years)
- ▶ Failure to stop and yield right-of-way (3 years)
- ▶ Failure to yield right-of-way (3 years)
- ▶ Failure to yield when turning left (3 years)
- ▶ Failure to yield to funeral procession (3 years)

Keeping to the Right

- ▶ Failure to drive on right half of highway or street (3 years)
- ▶ Failure to keep to the right when crossing an intersection (3 years)
- ▶ Driving to the left of rotary traffic island (3 years)

Following/Signaling

- ▶ Following too closely (3 years)
- ▶ Failure to signal before moving from curb (3 years)
- ▶ Improper signal (3 years)

Railroad Crossings

- ▶ Failure to obey railroad crossing signal (3 years)
- ▶ Failure to stop at railroad grade crossing (3 years)
- ▶ Failure to keep to the right at a railroad crossing (3 years)
- ▶ Failure to stop passenger-carrying vehicle at railroad grade crossing (3 years)
- ▶ Railroad crossing/stopping (3 years)
- ▶ Improper operation of crawler-type tractor over railroad crossing (3 years)

APPENDIX F - VIRGINIA POLICE CRASH REPORT

Commonwealth of Virginia • Department of Motor Vehicles



FR300P (Rev 7/07)

Revised Report

Police Crash Report

Page _____ of _____

CRASH				GPS Lat. _____				GPS Long. _____							
Crash Date		MM DD YYYY		Day of Week		MILITARY Time (24 hr clock)		County of Crash				Official DMV Use			
City or Town Name						Landmarks at Scene									
City of _____ Town of _____						Location of Crash (route/street)						Railroad Crossing ID no. (if within 150 ft.)		Local Case Number	
Location of Crash (route/street)						Location of Crash (route/street)						Mile Marker Number		Number of Vehicles	
At Intersection With or _____						Miles _____ Feet _____						N S E W		of _____	

VEHICLE # _____													
DRIVER										Driver Fled Scene <input type="checkbox"/>			
Driver's Name (Last, First, Middle)										Gender <input type="checkbox"/> M <input type="checkbox"/> F			
Address (Street and Number)													
City				State				ZIP					
Birth Date		MM DD YYYY		Drivers License Number		State		DL <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> R <input type="checkbox"/> CDL <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> R <input type="checkbox"/>		CDL <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> R <input type="checkbox"/>			
Safety Equip. Used		Air Bag		Ejected		Date of Death		MM DD YYYY		Injury Type		EMS Transport	
Summons Issued As Result of Crash		Offenses Charged to Driver											

VEHICLE # _____													
DRIVER										Driver Fled Scene <input type="checkbox"/>			
Driver's Name (Last, First, Middle)										Gender <input type="checkbox"/> M <input type="checkbox"/> F			
Address (Street and Number)													
City				State				ZIP					
Birth Date		MM DD YYYY		Drivers License Number		State		DL <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> R <input type="checkbox"/> CDL <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> R <input type="checkbox"/>		CDL <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> R <input type="checkbox"/>			
Safety Equip. Used		Air Bag		Ejected		Date of Death		MM DD YYYY		Injury Type		EMS Transport	
Summons Issued As Result of Crash		Offenses Charged to Driver											

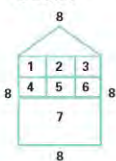
VEHICLE													
Vehicle Owner's Name (Last, First, Middle)										Same as Driver <input type="checkbox"/>			
Address (Street and Number)													
City				State				ZIP					
Vehicle Year		Vehicle Make		Vehicle Model		Disabled <input type="checkbox"/>		CMV <input type="checkbox"/>		Towed <input type="checkbox"/>			
Vehicle Plate Number				State		Approximate Repair Cost							
VIN										Oversize <input type="checkbox"/>		Cargo Spill <input type="checkbox"/>	
Name of Insurance Company (not agent)										Override <input type="checkbox"/>		Underwrite <input type="checkbox"/>	
Speed Before Crash		Speed Limit		Maximum Safe Speed		Under 8		ALL Passengers Age Count		Over 21			

VEHICLE													
Vehicle Owner's Name (Last, First, Middle)										Same as Driver <input type="checkbox"/>			
Address (Street and Number)													
City				State				ZIP					
Vehicle Year		Vehicle Make		Vehicle Model		Disabled <input type="checkbox"/>		CMV <input type="checkbox"/>		Towed <input type="checkbox"/>			
Vehicle Plate Number				State		Approximate Repair Cost							
VIN										Oversize <input type="checkbox"/>		Cargo Spill <input type="checkbox"/>	
Name of Insurance Company (not agent)										Override <input type="checkbox"/>		Underwrite <input type="checkbox"/>	
Speed Before Crash		Speed Limit		Maximum Safe Speed		Under 8		ALL Passengers Age Count		Over 21			

PASSENGER (only if injured or killed)													
Name of Injured (Last, First, Middle)										EMS Transport <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> R <input type="checkbox"/>		Date of Death	
Position In/On Vehicle		Safety Equip Used		Airbag		Ejected		Injury Type		Birthdate		Gender	
MM DD YYYY		MM DD YYYY		MM DD YYYY		MM DD YYYY		MM DD YYYY		MM DD YYYY		M <input type="checkbox"/> F <input type="checkbox"/>	
Name of Injured (Last, First, Middle)										EMS Transport <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> R <input type="checkbox"/>		Date of Death	
Position In/On Vehicle		Safety Equip Used		Airbag		Ejected		Injury Type		Birthdate		Gender	
MM DD YYYY		MM DD YYYY		MM DD YYYY		MM DD YYYY		MM DD YYYY		MM DD YYYY		M <input type="checkbox"/> F <input type="checkbox"/>	
Name of Injured (Last, First, Middle)										EMS Transport <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> R <input type="checkbox"/>		Date of Death	
Position In/On Vehicle		Safety Equip Used		Airbag		Ejected		Injury Type		Birthdate		Gender	
MM DD YYYY		MM DD YYYY		MM DD YYYY		MM DD YYYY		MM DD YYYY		MM DD YYYY		M <input type="checkbox"/> F <input type="checkbox"/>	

PASSENGER (only if injured or killed)													
Name of Injured (Last, First, Middle)										EMS Transport <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> R <input type="checkbox"/>		Date of Death	
Position In/On Vehicle		Safety Equip Used		Airbag		Ejected		Injury Type		Birthdate		Gender	
MM DD YYYY		MM DD YYYY		MM DD YYYY		MM DD YYYY		MM DD YYYY		MM DD YYYY		M <input type="checkbox"/> F <input type="checkbox"/>	
Name of Injured (Last, First, Middle)										EMS Transport <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> R <input type="checkbox"/>		Date of Death	
Position In/On Vehicle		Safety Equip Used		Airbag		Ejected		Injury Type		Birthdate		Gender	
MM DD YYYY		MM DD YYYY		MM DD YYYY		MM DD YYYY		MM DD YYYY		MM DD YYYY		M <input type="checkbox"/> F <input type="checkbox"/>	

Codes



- POSITION IN/ON VEHICLE**
1. Driver
 - 2-6. Passengers
 7. Cargo Area
 8. Riding/Hanging On Outside
 - 9-98. All Other Passengers

- SAFETY EQUIPMENT USED**
1. Lap Belt Only
 2. Shoulder Belt Only
 3. Lap and Shoulder Belt
 4. Child Restraint
 5. Helmet
 6. Other
 7. Booster Seat
 8. No Restraint Used
 9. Not Applicable

- AIRBAG**
1. Deployed - Front
 2. Not Deployed
 3. Unavailable/Not Applicable
 4. Keyed Off
 5. Unknown
 6. Deployed - Side
 7. Deployed - Other (Knee, Air Belt, etc.)
 8. Deployed - Combination

- EJECTED FROM VEHICLE**
1. Not Ejected
 2. Partially Ejected
 3. Totally Ejected
- SUMMONS ISSUED AS A RESULT OF CRASH**
1. Yes
 2. No
 3. Pending

- INJURY TYPE**
1. Dead Before Report Made
 2. Visible Signs of Injury, as Bleeding Wound or Distorted Member or Had to be Carried From Scene.
 3. Other Visible Injury, as Bruises, Abrasions, Swelling, Limping, etc.
 4. No Visible Injury, But Complaint of Pain, or Momentary Unconsciousness.
 6. No Injury (driver only)

Investigating Officer		Badge/Code Number		Agency/Department Name and Code		Reviewing Officer		Report File Date	
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Appendix F – Virginia Police Crash Report (continued)

Officer Initials _____ Badge # _____

Commonwealth of Virginia • Department of Motor Vehicles



FR300P (Rev 7/07)

Police Crash Report

Page _____ of _____

Revised Report

CRASH

Crash Date MM DD YYYY	MILITARY Time (24 hr clock)	County of Crash	City of Town of	Local Case Number
--------------------------	-----------------------------	-----------------	--------------------	-------------------

CRASH INFORMATION

Location of First Harmful Event In Relation to Roadway C1 <input type="radio"/> 1. On Roadway <input type="radio"/> 2. Shoulder <input type="radio"/> 3. Median <input type="radio"/> 4. Roadside <input type="radio"/> 5. Gore <input type="radio"/> 6. Separator <input type="radio"/> 7. In Parking Lane or Zone <input type="radio"/> 8. Off Roadway, Location Unknown <input type="radio"/> 9. Outside Right-of-Way	Traffic Control Type C5 <input type="radio"/> 1. No Traffic Control <input type="radio"/> 2. Officer or Flagger <input type="radio"/> 3. Traffic Signal <input type="radio"/> 4. Stop Sign <input type="radio"/> 5. Slow or Warning Sign <input type="radio"/> 6. Traffic Lanes Marked <input type="radio"/> 7. No Passing Lines <input type="radio"/> 8. Yield Sign <input type="radio"/> 9. One Way Road or Street <input type="radio"/> 10. Railroad Crossing With Markings and Signs <input type="radio"/> 11. Railroad Crossing With Signals <input type="radio"/> 12. Railroad Crossing With Gate and Signals <input type="radio"/> 13. Other <input type="radio"/> 14. Pedestrian Crosswalk <input type="radio"/> 15. Reduced Speed – School Zone <input type="radio"/> 16. Reduced Speed – Work Zone <input type="radio"/> 17. Highway Safety Corridor	Roadway Description C9 <input type="radio"/> 1. Two-Way, Not Divided <input type="radio"/> 2. Two-Way, Divided, Unprotected Median <input type="radio"/> 3. Two-Way, Divided, Positive Median Barrier <input type="radio"/> 4. One-Way, Not Divided <input type="radio"/> 5. Unknown	Intersection Type C12 <input type="radio"/> 1. Not at Intersection <input type="radio"/> 2. Two Approaches <input type="radio"/> 3. Three Approaches <input type="radio"/> 4. Four Approaches <input type="radio"/> 5. Five-Point, or more <input type="radio"/> 6. Roundabout
Weather Condition C2 <input type="radio"/> 1. No Adverse Condition (Clear/Cloudy) <input type="radio"/> 3. Fog <input type="radio"/> 4. Mist <input type="radio"/> 5. Rain <input type="radio"/> 6. Snow <input type="radio"/> 7. Sleet/Hail <input type="radio"/> 8. Smoke/Dust <input type="radio"/> 9. Other <input type="radio"/> 10. Blowing Sand, Soil, Dirt, or Snow <input type="radio"/> 11. Severe Crosswinds	Roadway Alignment C6 <input type="radio"/> 1. Straight – Level <input type="radio"/> 2. Curve – Level <input type="radio"/> 3. Grade – Straight <input type="radio"/> 4. Grade – Curve <input type="radio"/> 5. Hillcrest – Straight <input type="radio"/> 6. Hillcrest – Curve <input type="radio"/> 7. Dip – Straight <input type="radio"/> 8. Dip – Curve <input type="radio"/> 9. Other <input type="radio"/> 10. On/Off Ramp	Roadway Defects C10 <input type="radio"/> 1. No Defects <input type="radio"/> 2. Holes, Ruts, Bumps <input type="radio"/> 3. Soft or Low Shoulder <input type="radio"/> 4. Under Repair <input type="radio"/> 5. Loose Material <input type="radio"/> 6. Restricted Width <input type="radio"/> 7. Slick Pavement <input type="radio"/> 8. Roadway Obstructed <input type="radio"/> 9. Other <input type="radio"/> 10. Edge Pavement Drop Off	Work Zone C13 <input type="radio"/> 1. Yes <input type="radio"/> 2. No
Light Conditions C3 <input type="radio"/> 1. Dawn <input type="radio"/> 2. Daylight <input type="radio"/> 3. Dusk <input type="radio"/> 4. Darkness – Road Lighted <input type="radio"/> 5. Darkness – Road Not Lighted <input type="radio"/> 6. Darkness – Unknown Road Lighting <input type="radio"/> 7. Unknown	Roadway Surface Condition C7 <input type="radio"/> 1. Dry <input type="radio"/> 2. Wet <input type="radio"/> 3. Snowy <input type="radio"/> 4. Icy <input type="radio"/> 5. Muddy <input type="radio"/> 6. Oil/Other Fluids <input type="radio"/> 7. Other <input type="radio"/> 8. Natural Debris <input type="radio"/> 9. Water (Standing, Moving) <input type="radio"/> 10. Slush <input type="radio"/> 11. Sand, Dirt, Gravel	Relation to Roadway C11 Interchange Area: <input type="radio"/> 1. Main-Line Roadway <input type="radio"/> 2. Acceleration/Deceleration Lanes <input type="radio"/> 3. Gore Area (Between Ramp and Highway Edgelines) <input type="radio"/> 4. Collector/Distributor Road <input type="radio"/> 5. On Entrance/Exit Ramp <input type="radio"/> 6. Intersection at end of Ramp <input type="radio"/> 7. Other location not listed above within an interchange area (median, shoulder and roadside) Intersection Area: <input type="radio"/> 8. Non-Intersection <input type="radio"/> 9. Within Intersection <input type="radio"/> 10. Intersection-Related - Within 150' <input type="radio"/> 11. Intersection-Related - Outside 150' Other Location: <input type="radio"/> 12. Crossover Related <input type="radio"/> 13. Driveway, Alley-Access - Related <input type="radio"/> 14. Railway Grade Crossing <input type="radio"/> 15. Other Crossing (Crossings for Bikes, School, etc.)	Work Zone Workers Present C14 <input type="radio"/> 1. With Law Enforcement <input type="radio"/> 2. With No Law Enforcement <input type="radio"/> 3. No Workers Present
Traffic Control Device C4 <input type="radio"/> 1. Yes – Working <input type="radio"/> 2. Yes – Working and Obscured <input type="radio"/> 3. Yes – Not Working <input type="radio"/> 4. Yes – Not Working and Obscured <input type="radio"/> 5. Yes – Missing <input type="radio"/> 6. No Traffic Control Device Present	Roadway Surface Type C8 <input type="radio"/> 1. Concrete <input type="radio"/> 2. Blacktop, Asphalt, Bituminous <input type="radio"/> 3. Brick or Block <input type="radio"/> 4. Slag, Gravel, Stone <input type="radio"/> 5. Dirt <input type="radio"/> 6. Other	Work Zone Location C15 <input type="radio"/> 1. Advance Warning Area <input type="radio"/> 2. Transition Area <input type="radio"/> 3. Activity Area <input type="radio"/> 4. Termination Area	Work Zone Type C16 <input type="radio"/> 1. Lane Closure <input type="radio"/> 2. Lane Shift/Crossover <input type="radio"/> 3. Work on Shoulder or Median <input type="radio"/> 4. Intermittent or Moving Work <input type="radio"/> 5. Other
			School Zone C17 <input type="radio"/> 1. Yes <input type="radio"/> 2. Yes - With School Activity <input type="radio"/> 3. No
			Type of Collision C18 <input type="radio"/> 1. Rear End <input type="radio"/> 2. Angle <input type="radio"/> 3. Head On <input type="radio"/> 4. Sideswipe – Same Direction <input type="radio"/> 5. Sideswipe – Opposite Direction <input type="radio"/> 6. Fixed Object in Road <input type="radio"/> 7. Train <input type="radio"/> 8. Non-Collision <input type="radio"/> 9. Fixed Object – Off Road <input type="radio"/> 10. Deer <input type="radio"/> 11. Other Animal <input type="radio"/> 12. Pedestrian <input type="radio"/> 13. Bicyclist <input type="radio"/> 14. Motorcyclist <input type="radio"/> 15. Backed Into <input type="radio"/> 16. Other

Appendix F – Virginia Police Crash Report (continued)

Officer Initials _____ Badge # _____

Commonwealth of Virginia • Department of Motor Vehicles



FR300P (Rev 7/07)

Revised Report

Police Crash Report

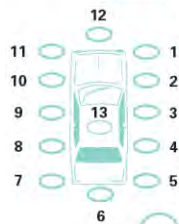
Page _____ of _____

CRASH

Crash Date MM DD YYYY	MILITARY Time (24 hr clock)	County of Crash	City of Town of	Local Case Number
--------------------------	-----------------------------	-----------------	--------------------	-------------------

VEHICLE

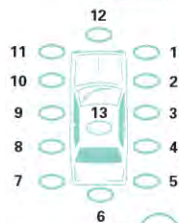
Fill In Impact Area(s).
Initial Impact.



Veh Dir of Travel–N/S/E/W

VEHICLE

Fill In Impact Area(s).
Initial Impact.

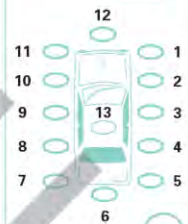


Veh Dir of Travel–N/S/E/W

CRASH DIAGRAM

VEHICLE

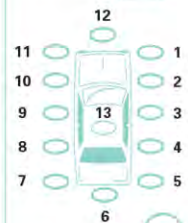
Fill In Impact Area(s).
Initial Impact.



Veh Dir of Travel–N/S/E/W

VEHICLE

Fill In Impact Area(s).
Initial Impact.



Veh Dir of Travel–N/S/E/W

Indicate North
by Arrow

DAMAGE TO PROPERTY OTHER THAN VEHICLES

Approx. Repair Cost	Object Struck (Tree, Fence, etc.)	Property Owners Name (Last, First, Middle)	Address (Street and Number)	VDOT Property <input type="checkbox"/> Yes <input type="checkbox"/> No
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CRASH DESCRIPTION

CRASH EVENTS

Vehicle #	First Event	Second Event	Third Event	Fourth Event	Most Harmful Event

First Harmful Event of Entire Crash that Results in First Injury or Damage.

COLLISION WITH FIXED OBJECT

- | | |
|---|---------------------------|
| 1. Bank Or Ledge | 10. Other |
| 2. Trees | 11. Jersey Wall |
| 3. Utility Pole | 12. Building/Structure |
| 4. Fence Or Post | 13. Curb |
| 5. Guard Rail | 14. Ditch |
| 6. Parked Vehicle | 15. Other Fixed Object |
| 7. Tunnel, Bridge, Underpass, Culvert, etc. | 16. Other Traffic Barrier |
| 8. Sign, Traffic Signal | 17. Traffic Sign Support |
| 9. Impact Cushioning Device | 18. Mailbox |

COLLISION WITH PERSON, MOTOR VEHICLE OR NON-FIXED OBJECT

- | | |
|--------------------------------|----------------------------|
| 19. Pedestrian | 24. Work Zone |
| 20. Motor Vehicle In Transport | Maintenance Equipment |
| 21. Train | 25. Other Movable Object |
| 22. Bicycle | 26. Unknown Movable Object |
| 23. Animal | 27. Other |

NON-COLLISION

- | | |
|-------------------------|-----------------------------------|
| 28. Ran Off Road | 35. Cross Median |
| 29. Jack Knife | 36. Cross Centerline |
| 30. Overturn (Rollover) | 37. Equipment Failure (Tire, etc) |
| 31. Downhill Runaway | 38. Immersion |
| 32. Cargo Loss or Shift | 39. Fell/Jumped From Vehicle |
| 33. Explosion or Fire | 40. Thrown or Falling Object |
| 34. Separation of Units | 41. Non-Collision Unknown |
| | 42. Other Non-Collision |

Appendix F – Virginia Police Crash Report (continued)

Officer Initials _____ Badge # _____

Commonwealth of Virginia • Department of Motor Vehicles



FR300P (Rev 7/07)

Police Crash Report

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Revised Report

CRASH				
Crash Date	MM DD YYYY	MILITARY Time (24 hr clock)	County of Crash	Local Case Number
			City of	
			Town of	

COMMERCIAL MOTOR VEHICLE SECTION

This form is being completed because the vehicle is:

- A Truck or Truck Combination Rating Greater Than 10,000 lbs. (GVWR/GCWR)
 Any Motor Vehicle That Seats 9 or More People, Including the Driver
 A Vehicle of Any Type with a Hazardous Materials Placard Regardless of Weight

AND The crash resulted in:

- A fatality:** any person(s) killed in or outside of any vehicle (truck, bus, car, etc.) involved in the crash or who dies within 30 days of the crash as a result of an injury sustained in the crash
 OR
An injury: any person(s) injured as a result of the crash who immediately receives medical treatment away from the crash scene
 OR
A tow-away: any motor vehicle (truck, bus, car, etc.) disabled as a result of the crash and transported away from the scene by a tow truck or other vehicle

VEHICLE # _____

Vehicle Configuration	V10	Cargo Body Type	V11	License Class	P8	Commercial Endorsement	P9
<input type="checkbox"/> 1. Passenger Car (Only if Vehicle Has Hazardous Materials Placard) <input type="checkbox"/> 2. Light Truck (Only if Vehicle Has Hazardous Materials Placard) <input type="checkbox"/> 3. Bus (Seats 9-15 People, Including Driver) <input type="checkbox"/> 4. Bus (Seats for 16 People or More, Including Driver) <input type="checkbox"/> 5. Single Unit Truck (2 Axles, 6 Tires) <input type="checkbox"/> 6. Single Unit Truck (3 or More Axles) <input type="checkbox"/> 7. Truck Trailer(s) [Single-Unit Truck Pulling Trailer(s)] <input type="checkbox"/> 8. Truck Tractor (Bobtail) <input type="checkbox"/> 9. Tractor/Semi-trailer (One Trailer) <input type="checkbox"/> 10. Tractor/Doubles (Two Trailers) <input type="checkbox"/> 11. Other Truck Greater Than 10,000 lbs. (Not Listed Above)		<input type="checkbox"/> 1. Bus (Seats 9-15 People, Including Driver) <input type="checkbox"/> 2. Bus (Seats For 16 People or More, Including Driver) <input type="checkbox"/> 3. Van/Enclosed Box <input type="checkbox"/> 4. Cargo Tank <input type="checkbox"/> 5. Flatbed <input type="checkbox"/> 6. Dump <input type="checkbox"/> 7. Concrete Mixer <input type="checkbox"/> 8. Auto Transporter <input type="checkbox"/> 9. Garbage/Refuse	<input type="checkbox"/> 10. Grain/Chips/Gravel <input type="checkbox"/> 11. Pole-Trailer <input type="checkbox"/> 12. Vehicle Towing Another Motor Vehicle <input type="checkbox"/> 13. Intermodel Container Chassis <input type="checkbox"/> 14. Logging <input type="checkbox"/> 15. Other Cargo Body (Not Listed Above) <input type="checkbox"/> 16. Not Applicable/No Cargo Body	<input type="checkbox"/> Class A <input type="checkbox"/> Class B <input type="checkbox"/> Class C <input type="checkbox"/> Class DRL (regular drivers license) <input type="checkbox"/> Class M		<input type="checkbox"/> T-Double Trailer <input type="checkbox"/> P-Passenger Vehicle <input type="checkbox"/> N-Tank Vehicle <input type="checkbox"/> H-Required To Be Placarded for Hazardous Materials <input type="checkbox"/> X-Combined Tank/HAZMAT <input type="checkbox"/> O-Other	GVWR/ V12 GCWR <input type="checkbox"/> 1. 10,000 lbs. or Less <input type="checkbox"/> 2. 10,001-26,000 lbs. <input type="checkbox"/> 3. Greater Than 26,000 lbs.

Hazardous Material

Hazardous Material Placard: Y N

HM 4-Digit	HM Placard Name	HM Class	HM Cargo Present	HM Cargo Released
			<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Y <input type="checkbox"/> N

Carrier Identification

Commercial Motor Carrier Name	Address (P.O. Box if No Street Address)			
Carrier's ID Number	State (Intrastate Only)	City	State	Zip
US DOT#				

Commercial/Non-Commercial **V13**

1. Interstate Carrier
 2. Intrastate Carrier
 3. Not in Commerce-Government (Trucks and Buses)
 4. Not in Commerce-Other Truck (Over 10,000 lbs.)

VEHICLE # _____

Vehicle Configuration	V10	Cargo Body Type	V11	License Class	P8	Commercial Endorsement	P9
<input type="checkbox"/> 1. Passenger Car (Only if Vehicle Has Hazardous Materials Placard) <input type="checkbox"/> 2. Light Truck (Only if Vehicle Has Hazardous Materials Placard) <input type="checkbox"/> 3. Bus (Seats 9-15 People, Including Driver) <input type="checkbox"/> 4. Bus (Seats for 16 People or More, Including Driver) <input type="checkbox"/> 5. Single Unit Truck (2 Axles, 6 Tires) <input type="checkbox"/> 6. Single Unit Truck (3 or More Axles) <input type="checkbox"/> 7. Truck Trailer(s) [Single-Unit Truck Pulling Trailer(s)] <input type="checkbox"/> 8. Truck Tractor (Bobtail) <input type="checkbox"/> 9. Tractor/Semi-trailer (One Trailer) <input type="checkbox"/> 10. Tractor/Doubles (Two Trailers) <input type="checkbox"/> 11. Other Truck Greater Than 10,000 lbs. (Not Listed Above)		<input type="checkbox"/> 1. Bus (Seats 9-15 People, Including Driver) <input type="checkbox"/> 2. Bus (Seats For 16 People or More, Including Driver) <input type="checkbox"/> 3. Van/Enclosed Box <input type="checkbox"/> 4. Cargo Tank <input type="checkbox"/> 5. Flatbed <input type="checkbox"/> 6. Dump <input type="checkbox"/> 7. Concrete Mixer <input type="checkbox"/> 8. Auto Transporter <input type="checkbox"/> 9. Garbage/Refuse	<input type="checkbox"/> 10. Grain/Chips/Gravel <input type="checkbox"/> 11. Pole-Trailer <input type="checkbox"/> 12. Vehicle Towing Another Motor Vehicle <input type="checkbox"/> 13. Intermodel Container Chassis <input type="checkbox"/> 14. Logging <input type="checkbox"/> 15. Other Cargo Body (Not Listed Above) <input type="checkbox"/> 16. Not Applicable/No Cargo Body	<input type="checkbox"/> Class A <input type="checkbox"/> Class B <input type="checkbox"/> Class C <input type="checkbox"/> Class DRL (regular drivers license) <input type="checkbox"/> Class M		<input type="checkbox"/> T-Double Trailer <input type="checkbox"/> P-Passenger Vehicle <input type="checkbox"/> N-Tank Vehicle <input type="checkbox"/> H-Required To Be Placarded for Hazardous Materials <input type="checkbox"/> X-Combined Tank/HAZMAT <input type="checkbox"/> O-Other	GVWR/ V12 GCWR <input type="checkbox"/> 1. 10,000 lbs. or Less <input type="checkbox"/> 2. 10,001-26,000 lbs. <input type="checkbox"/> 3. Greater Than 26,000 lbs.

Hazardous Material

Hazardous Material Placard: Y N

HM 4-Digit	HM Placard Name	HM Class	HM Cargo Present	HM Cargo Released
			<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Y <input type="checkbox"/> N

Carrier Identification

Commercial Motor Carrier Name	Address (P.O. Box if No Street Address)			
Carrier's ID Number	State (Intrastate Only)	City	State	Zip
US DOT#				

Commercial/Non-Commercial **V13**

1. Interstate Carrier
 2. Intrastate Carrier
 3. Not in Commerce-Government (Trucks and Buses)
 4. Not in Commerce-Other Truck (Over 10,000 lbs.)

Appendix F – Virginia Police Crash Report (continued)

Officer Initials _____ Badge # _____

Commonwealth of Virginia • Department of Motor Vehicles



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Revised Report

Police Crash Report

Page _____ of _____

CRASH

Crash Date	MM DD YYYY	MILITARY Time (24 hr clock)	County of Crash	City of	Local Case Number
				Town of	

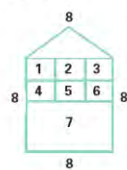
PEDESTRIAN #						PEDESTRIAN #					
Name of Injured (Last, First, Middle)						Name of Injured (Last, First, Middle)					
Address (Street and Number)						Address (Street and Number)					
City		State		ZIP		City		State		ZIP	
Driver's License #				State		Driver's License #				State	
Gender	EMS Transport	Injury Type	Birthdate	Date of Death		Gender	EMS Transport	Injury Type	Birthdate	Date of Death	
(M) (F)	(Y) (N)		MM DD YYYY	MM DD YYYY		(M) (F)	(Y) (N)		MM DD YYYY	MM DD YYYY	

Ped #		Ped #		Ped #		Ped #					
Pedestrian Actions P10 <input type="checkbox"/> 1. Crossing At Intersection With Signal <input type="checkbox"/> 2. Crossing At Intersection Against Signal <input type="checkbox"/> 3. Crossing At Intersection No Signal <input type="checkbox"/> 4. Crossing At Intersection Diagonally <input type="checkbox"/> 5. Crossing Not At Intersection – Rural <input type="checkbox"/> 6. Crossing Not At Intersection – Urban <input type="checkbox"/> 7. Coming From Behind Parked Cars <input type="checkbox"/> 8. Getting Off Or On School Bus <input type="checkbox"/> 9. Playing In Roadway <input type="checkbox"/> 10. Getting Off Or On Another Vehicle <input type="checkbox"/> 11. Hitching On Vehicle <input type="checkbox"/> 12. Walking In Roadway With Traffic – Sidewalks Available <input type="checkbox"/> 13. Walking In Roadway With Traffic – Sidewalks Not Available <input type="checkbox"/> 14. Walking In Roadway Against Traffic – Sidewalks Available <input type="checkbox"/> 15. Walking In Roadway Against Traffic – Side Walks Not Available <input type="checkbox"/> 16. Working In Roadway <input type="checkbox"/> 17. Standing In Roadway <input type="checkbox"/> 18. Lying In Roadway <input type="checkbox"/> 19. Not In Roadway <input type="checkbox"/> 20. Other				Pedestrian Drinking P11 <input type="checkbox"/> 1. Had Not Been Drinking <input type="checkbox"/> 2. Drinking-Obviously Drunk <input type="checkbox"/> 3. Drinking-Ability Impaired <input type="checkbox"/> 4. Drinking-Ability Not Impaired <input type="checkbox"/> 5. Drinking-Not Known Whether Impaired				Method of Alcohol Determination by Police P13 <input type="checkbox"/> 1. Blood <input type="checkbox"/> 2. Breath <input type="checkbox"/> 3. Refused <input type="checkbox"/> 4. No Test			
Condition of Pedestrian Contributing to the Crash P12 <input type="checkbox"/> 1. No Defects <input type="checkbox"/> 2. Eyesight Defective <input type="checkbox"/> 3. Hearing Defective <input type="checkbox"/> 4. Other Body Defects <input type="checkbox"/> 5. Illness <input type="checkbox"/> 6. Fatigued <input type="checkbox"/> 7. Apparently Asleep <input type="checkbox"/> 8. Other				Pedestrian Drug Use P14 <input type="checkbox"/> 1. Yes <input type="checkbox"/> 2. No <input type="checkbox"/> 3. Unknown				Pedestrian Wear Reflective Clothing P15 <input type="checkbox"/> 1. Yes <input type="checkbox"/> 2. No			

Use sections below for additional passengers.

VEHICLE #										VEHICLE #										
PASSENGER (only if injured or killed)										PASSENGER (only if injured or killed)										
Name of Injured (Last, First, Middle)					EMS Transport	Date of Death				Name of Injured (Last, First, Middle)					EMS Transport	Date of Death				
					(Y) (N)	MM DD YY						(Y) (N)	MM DD YY							
Position In/On Vehicle	Safety Equip Used	Airbag	Ejected	Injury Type	Birthdate	Gender	Position In/On Vehicle	Safety Equip Used	Airbag	Ejected	Injury Type	Birthdate	Gender	Position In/On Vehicle	Safety Equip Used	Airbag	Ejected	Injury Type	Birthdate	Gender
					MM DD YYYY	(M) (F)						MM DD YYYY	(M) (F)						MM DD YYYY	(M) (F)

Codes



POSITION IN/ON VEHICLE

1. Driver
- 2-6. Passengers
7. Cargo Area
8. Riding/Hanging On Outside
- 9-98. All Other Passengers

SAFETY EQUIPMENT USED

1. Lap Belt Only
2. Shoulder Belt Only
3. Lap and Shoulder Belt
4. Child Restraint
5. Helmet
6. Other
7. Booster Seat
8. No Restraint Used
9. Not Applicable

AIRBAG

1. Deployed – Front
2. Not Deployed
3. Unavailable/Not Applicable
4. Keyed Off
5. Unknown
6. Deployed – Side
7. Deployed – Other (Knee, Air Belt, etc.)
8. Deployed – Combination

EJECTED FROM VEHICLE

1. Not Ejected
2. Partially Ejected
3. Totally Ejected

SUMMONS ISSUED AS A RESULT OF CRASH

1. Yes
2. No
3. Pending

INJURY TYPE

1. Dead Before Report Made
2. Visible Signs of Injury, as Bleeding Wound or Distorted Member or Had to be Carried From Scene.
3. Other Visible Injury, as Bruises, Abrasions, Swelling, Limping, etc.
4. No Visible Injury, But Complaint of Pain, or Momentary Unconsciousness.

APPENDIX G - MOTOR VEHICLE ACCIDENTS INVOLVING PEDESTRIANS AND BICYCLISTS

To fully grasp the importance of safely interacting with other vehicles and travelers on the road, a review of accident statistics is provided below. When crash data is recorded and released to the public, agencies, as well as individuals, have a better idea of which areas need improvement, and by identifying these problematic areas, the possibility of decreasing traffic fatalities is more likely, especially when accompanied by public awareness and tighter enforcement.

According to the National Highway Traffic Safety Administration (NHTSA), records released on October 9, 2009 showed that traffic fatalities drastically decreased in the first half of 2009. Between January and June 2009, they estimated that 16,626 people died in traffic collisions (a 7% decline compared to the same time period in 2008). In 2008, the U.S. had the lowest number of annual traffic fatalities since 1961. This trend seems to be continuing to drop and is in part due to increased awareness.

A. Accident Data

1. VIRGINIA STATISTICS INVOLVING BICYCLISTS AND PEDESTRIANS

According to the Virginia Department of Motor Vehicles' crash data for 2008:

- ◆ There were 770 bicycle crashes (0.6% of all crashes).
- ◆ 14 bicycle riders were killed (1.8% of all traffic fatalities).
- ◆ 716 bicycle riders were injured (1.0% of all traffic injuries).
- ◆ 76 pedestrians were killed (9.3% of all traffic fatalities).
- ◆ 1,696 pedestrians were injured (2.5% of all traffic injuries).

2. VIRGINIA STATISTICS INVOLVING ALL MODES OF TRANSPORTATION

Overall in 2008, the Virginia Department of Motor Vehicles reported that:

- ◆ Crashes decreased by 6.96% from 2007 to 2008.
- ◆ Injuries increased by 45% from 2007 to 2008.
- ◆ Fatalities decreased by almost 20% from 2007 to 2008. Virginia had the lowest number of fatalities (821) in a year since 1966.
- ◆ 1,142 drivers were speeding over 70 mph at the time of the crash.
- ◆ 25,758 people were tested with a blood alcohol content of .08 or higher (an increase of 2% between 2007 and 2008)
- ◆ Most of 2008's crashes (31,554) occurred between 3 PM and 6 PM.

For 2008, the DMV reported an average of one crash every 3.9 minutes. As a result of crashes, approximately 22 lives are lost every day.

Appendix G – Motor Vehicle Accidents Involving Pedestrians and Bicyclists (continued)

B. Proper Protocol for Parties Involved in a Crash

If there is an accident involving death, injury or property damage, those involved (including witnesses) should immediately stop as close to the incident as possible without blocking traffic. Those involved should provide their name, address, driver's license number, and vehicle registration number to the State Police or local law enforcement agency. This information should also be exchanged with the person struck if they are capable of remembering the information, or to the driver or passenger of the vehicle.

If no other parties are present at the time of the crash, such as a police officer or an EMT, and it is obvious that someone is injured due to the crash, it is expected that they provide reasonable assistance to the injured person; this includes calling 911 and taking the victim to the hospital if medical treatment is obviously necessary or if the injured person requests this (§46.2-894). If unattended property is damaged, the bicyclist or motorist must make a reasonable effort to find the owner or leave a note. The accident must also be reported to the police within 24 hours (§46.2-894).

When police are called to an accident, they should file a crash report whenever there is an injury, death, or major property damage (See [Appendix E](#) – Police Crash Report?).

C. Accident Prevention

In 2008, VAHSO awarded over \$13.5 million in federal grant funds to support Virginia's traffic safety programs. These programs concentrate on increasing safety belt and child safety seat use, deterring aggressive driving, warning about impaired driving, and publicizing the risks for teen and senior drivers. Some local programs include Checkpoint Strikeforce, the Road Shark Program, and "Orange Cones. No Phones."

1. OBEYING TRAFFIC LAWS

Traffic laws are in place for the safety of those on the road. While obeying some laws, like the speed limit, may increase travel time, they decrease the chance of significantly worse outcomes. Even being pulled over by enforcement for breaking a traffic law adds more time to a commute than had the driver been obeying the law. Laws are enforced as precautionary measures and as deterrents. For example, safety belt use affects the person who decides whether they wear it or not; their choice does not physically harm any other parties involved in the crash. It is in place to prevent one more traffic fatality and increase the chance for parties involved to survive an otherwise fatal crash.

2. THE DANGERS OF AGGRESSIVE DRIVING

Aggressive driving can be witnessed on every major highway in the U.S. It tends to appear most during morning commutes as people are rushing to arrive at work on time and become impatient and frustrated as traffic becomes congested. The most common aggressive driving offenses include weaving between lanes, running red lights, tailgating, honking, not signaling, and high beaming. When encountering an aggressive driver, it is best not to make eye contact and avoid aggravating the situation. If the aggressive driver pursues the vehicle, it is best to drive to a police station, not a final destination like a residence. To report an aggressive driver, call local law enforcement's non-emergency number or dial #77 to report it to Virginia Police. Only dial 911 if the situation has escalated to the point where the victim's life and/or property are being threatened. It is essential to be observant and provide details to enforcement such as the license plate number, make, model, and color of the driver's vehicle, as well as the direction of travel. If a

Appendix G – Motor Vehicle Accidents Involving Pedestrians and Bicyclists (continued)

driver encounters another motorist exhibiting aggressive behavior and later witnesses them cause an accident, pull over at a safe distance and wait for police to arrive to report the driving behavior.

3. IMPAIRED DRIVING

A. Drinking and Driving

Virginia’s legal limit is 0.08% blood alcohol content (BAC), but it should be noted that any amount of alcohol consumed can impair the ability to drive. BAC is measured by the weight of alcohol in a certain volume of blood. As alcohol is quickly absorbed into the bloodstream through the walls of the stomach and intestine, BAC can be measured within 30 to 70 minutes after consuming an alcoholic beverage.

Driving under the influence can have dire repercussions, including jail, fines, traffic points, attorney fees, loss of driving privileges, higher vehicle insurance rates, and a lifetime of regret for being responsible for another’s injury or death. Those who have been convicted of a DUI at least twice in the course of 10 years are required to have an ignition interlock device in their vehicle at all times. The driver must blow into a breathalyzer each time they prepare to start the car; if the driver’s BAC is not in the average range of 0.02 to 0.04 percent, the car will not start. Driving without the device is a Class 1 misdemeanor.

In an attempt to discourage drinking and driving, the HERO program promotes having a sober designated driver when other parties will be drinking. Some retailers have joined this program by providing free non-alcoholic beverages to HEROs. For more details, visit:

<http://www.herocampaign.org/>.

B. Distracted Driving

Many drivers attempt to “multi-task” while on the road, and this common mistake can lead to “close-calls” as well as major accidents. Anything that takes away attention from the road (text messaging, searching for music, applying makeup, eating, etc.) puts the driver and others on the road at risk. It only takes moments of looking away from the road for an accident to occur.

C. Medication Side Effects

When taking medications, drivers should check with their doctor or pharmacist about whether the medication (or a combination of medications) causes drowsiness, dizziness, or any other side effects that could impair driving. While taking medications that impair driving, there is usually a warning label on the prescription stating that the patient should not operate heavy machinery. However, it is safest to read through the medication side effects or to discuss with a doctor or pharmacist.

D. Sleep Deprivation

Studies show that teenagers require nine hours of sleep every night to function at their best. Everyone requires different amounts of sleep, and it is imperative to be alert while driving. Driving while deprived of sleep can be just as dangerous as driving under the influence.

4. SENIOR DRIVERS

As people age, driving skills can deteriorate due to physical restrictions, such as eyesight and mobility, and slower reaction times. However, age alone does not determine whether a person is

Appendix G – Motor Vehicle Accidents Involving Pedestrians and Bicyclists (continued)

able to safely drive, and retesting older drivers is discriminatory, as well as expensive. It is important for medical professionals and family members to intervene when a senior driver's driving skills are declining, whether due to medical conditions or simply the natural effects of aging. For example, several sources estimate that those who are 60 years old and above require about 10 times more light than teenagers, so driving at night can be particularly dangerous. A Medical Advisory Board can review an individual's ability to drive and determine the action based on their assessment. While walking is one alternative to driving, elderly pedestrians can also be at risk for being involved in a crash.

Crash prevention courses are offered online to drivers 55 and up. Insurance companies can choose to reduce premium charges to those who successfully complete the course approved by the DMV that are offered online.

5. HOLIDAYS

Many accidents occur around the holidays due to distracted driving and driving under the influence. Since it is a time to celebrate, drivers should be particularly cautious while on the road to avoid making their holidays far less enjoyable. Each year the Virginia Department of Motor Vehicles urges drivers to be wary on the road during certain holidays and events that are notorious for crashes (for example, St. Patrick's Day, New Year's Eve, and Super Bowl Sunday). By reaching out to Virginians, the DMV hopes to encourage travelers to designate a sober driver before going out, to wear seat belts, to allow additional commuting time, and to arrive at their destination early to avoid nighttime driving.

The DMV emphasizes Thanksgiving as being one of the most dangerous holiday seasons for motorists. However, for pedestrians, Halloween is the most dangerous. According to NHTSA, Halloween is one of the top three days of the year in the U.S. for pedestrian injuries and fatalities. In 2007, there were two deaths and 65 injuries in 155 traffic crashes on Halloween night in Virginia. Twelve crashes, 10 injuries, and one fatality were attributed to alcohol. It was estimated by NHTSA that 44 percent of all highway fatalities in the U.S. on Halloween night involved a driver with a Blood Alcohol Concentration of .08 or higher.

Motorists must be wary of trick-or-treaters. The Virginia DMV encourages driving below the speed limit, especially in residential areas, so drivers are prepared to stop if children enter the roadway between parked cars. Motorists should also watch for children walking on roadways, medians, and curbs and try to anticipate whether they will be moving into the road. When entering or exiting a driveway or side street, motorists should be alert and scan the road for any pedestrians. They should always assume that children cannot see them; in addition, costumes can often interfere with a child's vision.

It is also important for parents to talk with their children before trick-or-treating to warn them about the risks when crossing streets and driveways. They should be aware that it is safest to walk, not run. They should also walk facing traffic, not with traffic.

APPENDIX H: ADDITIONAL SAFETY ITEMS BY MODE

A. Motorists

- ◆ Always wear a seat belt. This decreases the chance of being killed in a crash by 40 percent. Failure to wear a seatbelt in Virginia while driving or sitting in the front passenger seat could result in a fine. Children under 16 years old must also wear a seat belt at all times (or be in a child seat depending on age).
- ◆ Drive defensively.
- ◆ Follow the speed limit. Anyone could be pulled over for a traffic violation for driving any speed above what is posted.
- ◆ Use headlights when windshield wipers are on, at night, and when visibility is less than 500 feet in inclement weather. It is not mandatory, but studies have shown keeping your headlights on at all times minimizes crashes. At all times see and be seen.
- ◆ In severe weather conditions, reduce speed and provide more distance between the vehicle in front to allow for more stopping time.
- ◆ In addition to keeping some distance between the vehicle in front, there should also be a reasonable amount of space between cars in adjacent lanes.
- ◆ In the winter months, motorists must clear snow off their vehicles before getting on the road. Debris and ice could hit another car and startle the driver, causing an accident.
- ◆ In work zones, slow down, stay alert, and let other vehicles merge.

B. Pedestrians

- ◆ Parents and teachers should advise children about safety topics regarding walking and riding the bus to school.
- ◆ Wear light colors to be more visible to motorists.
- ◆ After sunset and before sunrise, wear reflective clothing and/or bring a flashlight.
- ◆ It may not be as obvious as drinking and driving, but drinking and walking can be equally as dangerous for pedestrians who have lost a sense of their surroundings.
- ◆ Note that different vehicle sizes brake at different speeds; take this into consideration when crossing crosswalks that are not regulated by a traffic light where vehicles might fail to yield.
- ◆ Be aware that trucks and buses could potentially encroach on the sidewalk when making wide turns; pedestrians should be alert and move back if this occurs. When waiting to cross a street, it is best for pedestrians to stand on the sidewalk corner, not in the street or on the lip of the curb.

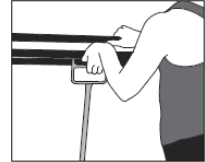
Appendix H – Additional Safety Items by Mode (continued)

C. Bicyclists

1. LOADING A BIKE ON A BUS

It is free to load your bike on the Metrobus, Art, Fairfax Connector, and Ride-on, which all have two bike racks for standard length bicycles.

1. Remove any loose or valuable items from the bicycle before the bus arrives
2. Make user the bus has stopped and the drive sees you before you step in front of the bus
3. Squeeze the top handle and swing the rack down. Life your bicycle onto the rack, placing the wheels in the trough with the front wheel toward the spring-loaded bar. The first bike should be in the front carrier position. The second bike is placed in the rear trough facing the opposite direction.
4. Raise the spring-loaded bar up and over the front tire and place it on the top of the tire near the bicycle frame. The bar should be raised so it is at the highest point on the front wheel.
5. Board the bus.
6. When you near your stop, remind the driver that you will be removing a bicycle
7. Lower the spring-loaded bar from the tire and lift your bike.
8. Swing the bar up if it is empty.
9. Go to the nearest curb. Wave to let the driver know you and your bike are clear of the bus.



2. LOADING A BIKE ON THE METRO

You can load your bike on the Metro during off-peak hours on weekdays and anytime on weekends. Bikes must be walked whenever inside the station. Use the elevators to access the station. Do not take bikes on stairs or escalators.

Enter the train at either end of a car and avoid the central doors; the end doors open to sufficient standing space to allow for bicycles. While in motion you must keep one hand on the bike at all times.

No more than 2 bikes (4 bikes on the weekend) are allowed in any car. If the car is “full” you must board a different car. If all cars are full, then you must wait for the next train.

Bicycles are not permitted on metro during “special” events (like the Fourth of July)



WMATA photo by Larry Levine

3. ADDITIONAL BICYCLE SAFETY ITEMS

- ◆ When stopping to take a rest, or in the event of an emergency, move completely off the road.
- ◆ Bicyclists should make eye contact with motorists to confirm they see each other; this decreases the likelihood of an accident.
- ◆ Ride defensively and be aware of motorists’ blind spots.
- ◆ Assume that drivers do not see your hand signals.

Appendix H – Additional Safety Items by Mode (continued)

- ◆ Observe all local ordinances pertaining to bicycles.
- ◆ Do not follow another vehicle too closely; if there is enough space between yourself and others, you are more likely to safely dodge obstacles like potholes, debris, and unexpected disturbances like stalled vehicles.
- ◆ Avoid riding bicycles that are too large or too small. This is especially dangerous for children. They should be able to sit on the seat with their hands on the handlebars and still be able to touch the balls of both feet to the ground.
- ◆ Regularly inspect bicycles and keep them in good condition.
- ◆ When crossing railroad tracks, cross perpendicular to the rails.
- ◆ It is up to parents to consider their child’s maturity level and knowledge of bicycle laws and safety before deciding whether or not they can ride in the street.
- ◆ It is recommended that children only ride their bicycles during the daytime.

4. HELMET SAFETY: WHY IS WEARING A HELMET THAT FITS SO IMPORTANT?

Bicycle crashes kill approximately 900 people each year and injure more than 500,000. Head injuries are the most frequent cause of death in bike accidents. Studies show that properly wearing a bicycle helmet can reduce the risk of head injuries by 85%. Well-fitted helmets worn as directed offer twice as much protection against head injuries than helmets with a poor fit. Never ride a bicycle wearing a helmet made for any other purpose (i.e., a football or sports helmet); these are made to absorb different impacts than a bicycle helmet.

Parents should always buy their children bicycle helmets that fit them now, not ones that they will need to grow into. Studies have shown that universal bicycle helmet use by children between four and 15 years old would prevent 39,000 to 45,000 head injuries annually.

After a helmet has been impacted during a collision it is strongly recommended to completely replace the helmet, even if there does not appear to be any damage. The foam part of the helmet is for one-time use, so it will not be as effective in the case of a future impact. Any cracks in the foam could cause the helmet to break apart in the event of a second accident.

When purchasing a bicycle helmet, make sure it has U.S. Consumer Product Safety Commission (CPSS) or Snell certification.

5. FITTING A HELMET

A helmet should sit evenly and level on the head. It should rest one or two finger widths above your eyebrows. If it is higher than that, it is too small, and if it rests lower, it is too large.

Place the foam pads inside the helmet so it feels comfortable but slightly tight. Typically helmets include different sizes of pads that can be placed for a customized and snug fit.

Adjust where the front and back helmet straps meet so that the clips fit just below the ears, forming a “Y” shape. The straps should rest firmly against the head. Tighten the chin strap enough so that it is snug but does not choke the wearer. Readjust straps as necessary.



Appendix H – Additional Safety Items by Mode (continued)

6. THEFT PREVENTION

Upon purchasing a bike, insure it and register it with local police. In addition, it can be registered with the National Bike Registry (see website below).

<http://www.nationalbikeregistry.com/>

Keep a record of the bike's make, model, and serial number. Bicycle owners can also have a personal code engraved in several places for further identification. Personalizing your bike makes it more recognizable. It is a good idea to take a photograph of your bike and keep it in your files.

Most U-locks come with a guarantee that if your bike is locked properly but gets stolen, the lock company will pay for the loss of your bike. U-locks are recommended because they tend to be more effective than the most expensive chain lock, which can easily be cut.

When securing your bike to a fixed object, put the lock through the frame and front wheel. By positioning the keyhole towards the ground, it is less likely that the lock can be manipulated. Studies show that a bicycle that is unlocked (no matter the value) is more likely to get stolen than a locked expensive bike. However, it is not a bad idea to paint over or scratch off expensive brand names.

Do not leave an unlocked bike unattended for even short amounts of time. If there is nothing to lock your bike to, lock the frame to a wheel so no one can ride off on it, although they can ride away with it.

It is best to lock your bicycle to a bike rack as long as the top and bottom are solid without breaks. Avoid locking your bike to the end of a bike rack since some bike rack ends can be disassembled with a wrench.

Also don't lock your bike to a traffic sign. It is illegal. If possible, avoid parking your bike in public overnight. If you must, park it in a populated and well-lit area.

Add police section – how many get stolen statistics.

7. WHAT TO DO IF YOUR BIKE GETS STOLEN

File an incident report with the police, or campus police if applicable. Filing a report is required in order to collect from a U-lock manufacturer's guarantee. You can also go to local pawn shops and provide them with a photo of your bike and the registration number. You can also report the theft to the Stolen Bike Registry (see link below).

<http://www.stolenbicycleregistry.com/>