

# *Sharing the Road in Virginia*



*LAWS AND SAFETY TIPS FOR BICYCLISTS,  
PEDESTRIANS, & MOTORISTS*



[WWW.SHAREVAROADS.ORG](http://WWW.SHAREVAROADS.ORG)

4th Edition—April 2015

*Sharing the Road in Virginia* offers safety procedures and traffic regulations for all users of Virginia's roads and paths. This guide will help bicyclists, pedestrians, and motorists safely use Virginia's transportation network.

Like motorists, bicyclists and pedestrians are subject to the Code of Virginia section on motor vehicles (Title 46.2). See <http://www.virginiadot.org/programs/bk-laws.asp> for a summary of Virginia's pedestrian and bicycling laws.

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# SHARING THE ROAD

This booklet is a good place to start learning the rules and the most common safety practices for all travelers sharing Virginia's roads, trails and paths.

*No matter why they drive, bike or walk,  
everyone should be able to safely travel in Virginia.*

Some people drive because it is convenient. Other people don't own a car or can't drive a car so they must bike, walk, or use public transportation. Others choose to bike or walk to keep our air clean and neighborhoods quiet, save fuel, and improve their health. Concerns about the economy, the environment, and health make bicycling and walking healthy, inexpensive and efficient options for short commutes to neighborhoods, parks, schools, stores, places of worship, and businesses.

## Everyone Uses the Roads

Everyone should recognize that motorists, bicyclists, and pedestrians have mutual rights and responsibilities.

### Know the Law and Put Safety first

When all travelers know the law and respect their mutual rights and responsibilities, sharing the road is safe and predictable.

*"Every person riding a bicycle on a highway shall be subject to the provisions of the Code of Virginia section on motor vehicles and shall have the rights and duties applicable to the driver of a vehicle unless a provision clearly indicates otherwise."*

*Code of Virginia §46.2-800*

# KNOW THE LAW

Title 46.2 Chapter 8 of the Code of Virginia contains laws covering motorists, bicycles, and pedestrians in Virginia. All road users should read the Virginia Driver's Manual ([www.dmv.virginia.gov/drivers/#manual.asp](http://www.dmv.virginia.gov/drivers/#manual.asp)).

Rights and Duties	§46.2-800, 904, 924
Definitions	§46.2-100, 903, 908.1, 914, 915.2, 1051
Traffic Controls	§46.2-830, 833
Where to Walk	§46.2-928
Where to Ride	§46.2-802,808,826,903,904,905,907
Turning and Changing Directions	§46.2-846,847,848,849
Passing a Bicyclist	§46.2-839
Passing on a Bicycle	§46.2-839,907
Bicycle Safety and Helmets	§46.2-906, 932, 1078, 906.1
Bicycle Lights and Equipment	§ 46.2-1015, 1066
Bicycle Registration	§46.2-908, 15.2-1720
Crashes	§46.2-894, 46.2-895, 896
Mopeds, Electric bicycles	§46.2-100, 903, 908.1, 914, 915.2, 1051

*“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. 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.*”



# KNOWLEDGE TO LIVE BY

**Bicycles are vehicles when ridden on roads and streets:**

Follow rules that apply to drivers of vehicles:

- Obey all traffic signs, signals, lights, and markings
- Ride on the right side, with traffic
- When turning, use motor vehicle turn lanes
- When significantly slower than other traffic, travel in the rightmost lane or any designated bike lane or paved shoulder
- Ride no more than two side by side
- Ride single file when moving slower than traffic
- Obey signs that restrict riding on interstate highways and limited access roads
- When riding on the sidewalk or paths, call to pedestrians when approaching from behind and to pass, and give right of way to pedestrians

*Always:*

- Use hand signals for turns and stops
- When turning or crossing, look **LEFT-RIGHT-LEFT**
- Carry children securely in special seats or trailers
- Use white head lamps visible 500 feet, rear reflectors, and a red taillight when bicycling between sunset and sunrise

*Don't:*

- Carry passengers on bicycles built for one rider
- Wear earphones in both ears

### **Pedestrians have rights and responsibilities:**

- Always watch for motorists, other pedestrians and bicyclists, and make sure they can see you
- Be alert: don't walk and use mobile devices
- Use sidewalks if available
- Use crosswalks wherever possible
- Look **LEFT-RIGHT-LEFT** when crossing
- If walking on roads, walk facing traffic and travel on extreme edge/shoulders
- Obey Walk/Don't Walk control signals or countdown timers
- Use caution when crossing highways

### **Motorists must respect bicyclist and pedestrian rights:**

- Approach and pass bicyclists at a reasonable speed and with a safe gap of at least 3 feet
- Always yield to pedestrians and bicyclists who are crossing the road in a crosswalk, especially when turning
- Allow pedestrians time to cross safely
- Don't drive and use mobile devices
- Come to a full stop for a blind pedestrian with a cane or guide dog (Class 3 misdemeanor)

### **If involved in a crash:**

- Stop and determine injury or damage
- Report personal information to police or others involved
- Report property damaged from a crash to police within 24 hours

# BEFORE YOU HIT THE ROAD

## Get a bike that fits

Local bike shops can help you choose a bike that fits you and your bicycling needs. They will explain features and help you learn to use gears and brakes. They can also help with safety equipment.

**Size:** A bike that fits is important for safety and comfort. A rider should reach the pedals and handlebars easily when a bike fits. This reduces complications controlling the bike.

**Style:** Road bikes have narrow tires, dropped handlebars, and are designed for faster riding. Mountain bikes have wide tires and are designed for off-road use. A hybrid or city bike combines features for comfort and efficiency.



## Bike Check

Inspect your bike regularly or take it to a bike shop for inspection.

- **Air** – Are tires at recommended pressure and in good condition?
- **Brakes** – Can you reach brake levers? Do brakes stop the wheels?
- **Chain** – Does the chain spin and change as gears are engaged?
- **Lights** – Do you have a white front light that is visible from at least 500 feet and a red reflector and a light that are visible at least 600 feet to the rear? More light means more visibility!

## Bicycle Helmets

Everyone should wear a helmet while bicycling. Bicycle helmets greatly reduce the risk of serious brain injury from a bicycle crash.

There is no statewide helmet law, but the Code of Virginia § 46.2-906.1 gives a county, city, or town the authority to require anyone 14 years old or younger to wear a helmet that meets the Consumer Product Safety Commission (CPSC) standard when riding or being carried on a bicycle. VDOT maintains a list of localities with helmet laws [www.vdot.virginia.gov/programs/bk-laws.asp#Helmet](http://www.vdot.virginia.gov/programs/bk-laws.asp#Helmet) Use.

When buying a helmet, look for the CPSC label.

- Helmet should sit level and not shift easily.
- V-straps should fit beneath the ear lobes.
- Chin strap should be snug, about two fingers-width under the chin.

The National Highway Traffic Safety Administration offers illustrated instructions at [www.nhtsa.gov/people/injury/pedbimot/bike/EasyStepsWeb/](http://www.nhtsa.gov/people/injury/pedbimot/bike/EasyStepsWeb/).

When the helmet hits a hard surface, replace it. Even when dents aren't visible, the foam may be damaged and unable to absorb a shock in the future. Find other recommendations for replacement at [www.helmets.org/replace.htm](http://www.helmets.org/replace.htm).



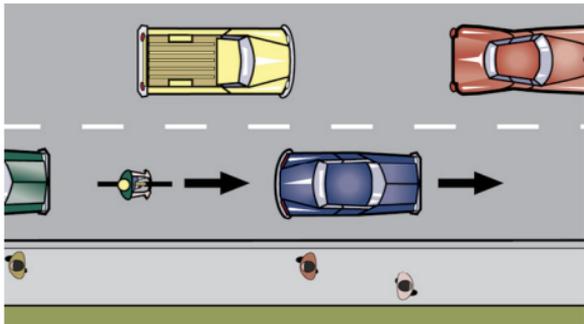
# STREETS

## Ride in a straight line

Be predictable; don't weave in and out between parked cars – bicyclists may disappear from motorists' sight and get squeezed when they need to merge back into traffic. Likewise, motorists should stay in their lanes and not swerve into bike lanes.

## Take the lane

It is generally safest for bicyclists to “take the lane.” They should ride near the center of any travel lane of ordinary width (10-12 feet), when traveling close to the speed of other traffic, and when approaching intersections, driveways, and alleys. Such lane control improves bicyclist visibility and vantage at intersections, keeps bicyclists out of motorist blind spots, prevents motorists from trying to squeeze by within the same lane, and reduces conflicts with turning traffic.



## Bicycling side by side

Two bicyclists may ride side by side, but only if they don't impede other traffic. Ride single file if traffic doesn't have enough room to pass. It is illegal for bicyclists to travel between two lanes of traffic moving in the same direction.

## Bike lanes

Bike lanes separate bicyclists from other traffic. They may be marked by signs as well as white lines and icons applied to the pavement.

Motorists should not drive in a bike lane except when turning. Before crossing a bike lane to turn, scan for bicyclists to the right and rear. Use a turn signal, scan again for bicyclists, and then merge into the bike lane for the turn.

Bicyclists and motorists must share the road, whether or not bike lanes are provided.



## Sharrows

Shared Lane Marking [Sharrows] are road markings used to indicate where a bicyclist should be riding in the lane. They are used next to parked cars to help a bicyclist avoid being hit suddenly by opened car doors and on lanes that are too narrow for cars and bicycles to comfortably travel side by side in the same lane. Occasionally they are used on steep downhill slopes to allow the bicyclist more maneuvering space to react when traveling at a high speeds.



## Keep a safe distance

Bicyclists should avoid traveling too close to parked cars to avoid the risk of having a door open in front of them!



The bicyclist in the photo below is correct. He has taken the lane and is traveling at least five feet from parked cars to stay out of their door-opening zone.



# PATHS AND TRAILS



## **Shared use paths and recreational trails**

Shared use paths and recreational trails are facilities physically separated from motorized vehicular traffic by an open space or barrier. They are located either within the highway right-of-way or within a separate right-of way. Shared use paths may be used by bicyclists, pedestrians, skaters, users of wheelchair conveyances, joggers, and other users. Users are moving at different speeds and yield to slower users. Watch for unpredictable users, such as dogs on leashes, children learning to bike, skaters, or in some cases, horses. When approaching animals, avoid scaring them by slowing down. Gently saying “hello there,” or “is it safe to pass?” can calm a horse and rider. In tight places, you should dismount and walk past.

## **Pedestrians stay to the right on shared use paths; except to pass on the left**

At midblock crossings with the road, users need to watch for oncoming traffic. Look LEFT-RIGHT-LEFT. All path users must obey signals.

## **Bicyclists have the rights and responsibilities of pedestrians when on a shared use path**

# SIDEWALKS

## Walk the line

Pedestrians are not allowed to walk on roadways when usable sidewalks are available. If there is no sidewalk or shoulder, pedestrians must walk on the left side of the roadway, facing traffic, and as near as practicable to the outside edge of the roadway.

It is safest to walk facing traffic. When walking in the roadway, pedestrians should also yield right of way to vehicles in the roadway.

## A teachable moment

Parents: When walking, talk to children about the safest way to interact with the motorists, bicyclists, and pedestrians you observe.



The **Safe Routes to School** program assists localities, schools and non-profit groups with developing plans, activities, and infrastructure improvements that encourage and enable children to walk or bike to school. Walking and biking to school increases physical activity, reduces traffic congestion, improves the air, and enhances neighborhood safety.

## Right of way

**Pedestrians have the right of way on sidewalks.** Sidewalks are constructed to keep pedestrians safe.

**Even though they have the right of way** on sidewalks, pedestrians can avoid crashes by paying attention to motor vehicle and bicycle traffic! Use eye contact and gestures to alert drivers when crossing roads from sidewalks, crosswalks, paths, and driveways.

**Bicyclists must yield the right of way to pedestrians.**

Bicyclists can ride on sidewalks unless prohibited by local ordinance or traffic control devices. Bicyclists should avoid using sidewalks. Bicyclists should slow down when approaching a pedestrian; ring a bell or give an audible warning such as “bike passing” and wait for the pedestrian to move over.

Bicyclists on sidewalks should slow down to watch for motorists preparing to turn onto a road or across a sidewalk into a driveway. Motorist views are often obstructed by parked cars or other objects.

**Motorists should yield right of way to pedestrians and bicyclists** and look for them when turning across sidewalks, into driveways, or across crosswalks. By law, motorists must approach and pass a bicyclist at a reasonable speed at least three feet to the left of the bicyclist.



# CROSSWALKS

## What is a crosswalk?

Crosswalks might not be marked or painted on the highway, but occur wherever sidewalks meet the street and where streets intersect.



*Code of Virginia §46.2-924*



## Pedestrians: scan and cross

Pedestrians are required by law to cross at crosswalks whenever possible. Crossing at crosswalks and intersections is where drivers expect to see pedestrians.

Many pedestrians are struck by cars when they cross mid-block, between intersections. So be alert!

Before crossing, stop, look **LEFT-RIGHT-LEFT**, and over the shoulder for turning traffic.

Crossing the street mid-block is not a good idea. Especially in urban areas, pedestrians expect motorists and bicyclists to watch out for them.

## Pedestrians: don't disregard traffic!

Though pedestrians have the right of way, it is important for them to be aware and protect themselves from bicyclists and motorists.

*"No pedestrian shall enter or cross an intersection in disregard of approaching traffic."*



*Code of Virginia §46.2-924*



### **Motorists and bicyclists: yield to pedestrians**

Motorists and bicyclists must yield to pedestrians in crosswalks, both marked and unmarked.

### **Bicyclists: stay on the road**

Experienced bicyclists should ride as vehicles, not riding in crosswalks or alternating between the sidewalk and road by hopping the curb or using driveway cuts. Be consistent and predictable. Newer or less steady bicyclists who feel more comfortable riding on sidewalks must follow pedestrian rules at crosswalks.

### **Motorists: slow down!**

Motorist speeding is a major factor in crashes with pedestrians.

#### **Be aware!**

Many pedestrian-motorist crashes occur when crossing, either mid-block or at intersections.

# YOUR SIDE

## Walk LEFT

When there is no sidewalk or shoulder, PEDESTRIANS may walk as near as practicable to an outside edge of the roadway. It is safest to walk facing traffic.

## Ride RIGHT

MOTORISTS and BICYCLISTS use the right side of a two way road.



## How far to the right?

Bicyclists should not hug the curb or road edge since this position makes bicyclists less visible to motorists, promotes unsafe motorist passing, and exposes bicyclists to various hazards. While bicyclist are required to

stay “as far right as safely practicable,” it is clearly not practicable to share travel lanes less than 14 feet wide with autos. Bicyclists should position themselves to maximize visibility and vantage and to discourage motorists from turning right into them. Bicyclists may use the shoulders or take the lane.

## Choose a lane

When approaching an intersection, bicyclists should select the rightmost lane that serves their destination. They should not ride in a turn lane unless planning to turn. Bicyclists should not travel between lanes of traffic moving in the same direction, except where one lane is a separate or mandatory turn lane.

## Never bicycle facing traffic

Riding a bike the wrong way through traffic is against the law and is a leading cause of crashes. Bicyclists may think they are safe if looking at oncoming traffic, but it is more dangerous. If hit head on, the impact would be greater than if hit from behind. When wrong-way riding, bicyclists can't see signs and traffic signals. Motorists are not expecting bicyclists approaching from that direction.

## Take a class

Bicycle education courses are offered by League of American Bicyclists-certified instructors. Search classes at [www.bikeleague.org/programs/education](http://www.bikeleague.org/programs/education). Local bike shops and recreation departments may offer bicycling courses.

Health and P.E. teachers may be Bike Smart certified to teach bike skills and safety in schools.

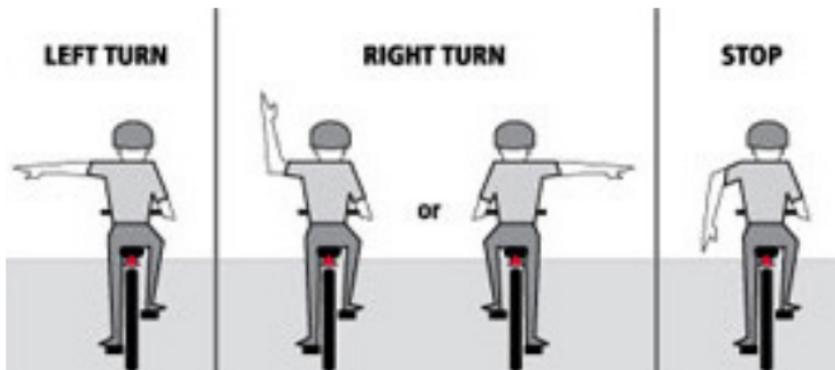
## Bicycle-friendly communities

The League of American Bicyclists offers awards to communities and states that strive to make bicycling a part of their transportation system at [www.bicyclefriendlycommunity.org](http://www.bicyclefriendlycommunity.org).

## Walkable neighborhoods

Walkable neighborhoods are becoming more desirable as our understanding of the connection between the built environment and public health increases. Websites that rank walkability or related factors include [www.walkscore.com](http://www.walkscore.com) and [www.countyhealthrankings.org](http://www.countyhealthrankings.org).

# SIGNALS



## Hand signals

Before turning or moving laterally, always look behind for, and yield to, any closely approaching traffic in your new line of travel. To signal a left turn, look behind and then hold out the left arm. To signal a right turn, look behind and then either hold out the right arm or hold the left arm up, with a bent elbow up. Return both hands to the handlebar before turning to maximize control while turning. To signal a stop, hold either arm down at an angle, but use both hands for braking when necessary. Beware that squeezing the front brake too hard may cause you to be thrown from the bike.



## Traffic signals

Some traffic signals are triggered by electrically charged wires buried under the pavement. When a vehicle goes over them, the metal disrupts the current, which trips the signal. Most bicycles contain enough metal to trigger the light when stopped over it. In some cases there is camera detection. To trigger a camera, “white line get behind” is common practice. If a light is not triggered, a bicyclist can move forward to let a car trigger the signal, go to the sidewalk and cross with pedestrians, or proceed with caution after waiting two minutes or through two cycles if all traffic is clear.

### Bicycling with traffic

According to the National Highway Traffic Safety Administration, speeding and inattention are the most common unsafe driving behaviors that result in fatal crashes. Driver unpredictability and a bicyclist’s lack of confidence can make bicyclists timid when riding with traffic.



In Virginia bicycles are vehicles. Bicyclists and motor vehicle drivers share mutual rights and responsibilities as users of public roads. When bicyclists are in command of their vehicles and when motorists see bicyclists acting predictably, the highways are safer for everyone.

# TURNS

When approaching an intersection with several lanes, bicyclists should choose the rightmost lane appropriate for their intended direction, using turn lanes if available.

## Bicycles turning left

1. To make a left turn as a vehicle.

- While approaching the intersection, look over your left shoulder for traffic. This should be practiced until performed without swerving!
- Watch for approaching motor vehicles.
- Signal a left turn.
- When clear, move over to the left side of the lane (on a two-lane road), left lane, or left turn lane, whichever is appropriate.
- Be positioned so vehicles going straight through can't pass on the left.
- Yield to oncoming vehicles before turning.



- If riding in a bike lane or on a road with several lanes, look and signal before each lane change.
  - Never make a left turn from the right side of the road.
2. If less comfortable in traffic, use the crosswalks.
- Cross as a pedestrian in the crosswalk.
  - If there is a signal, wait for the green or WALK signal before crossing.

## Bicycles and pedestrians turning right

Bicyclists and pedestrians should always scan for vehicles that may be turning right. Bicycles should signal ahead of the intersection. Bicyclists should turn right from the right side of a straight lane or right turn lane if available. Bicycles must stop at red lights before turning right. Motorists must watch for bicyclists and pedestrians as well.

### Stay alert!

*Bicyclists should use mirrors and/or turn their head and look back to scan, just as if they were driving a motor vehicle.*

*In Virginia, it's against the law for bicyclists to wear earphones in both ears while riding.*



*Code of Virginia § 46.2-1078*



# PASSING

## Bicyclists

Passing requires special caution. Bicyclists should watch ahead for vehicles planning to turn right at an intersection or driveway. They should not pass to the right of motorists at intersections, as motorists might plan to turn right and will not see the bicyclist. Bicyclists should never try to pass a truck, bus, or van on their right. Don't get into the motorist's blind spot or other position where visibility is limited. Bicyclists should stay in front of or behind vehicles to always remain visible.

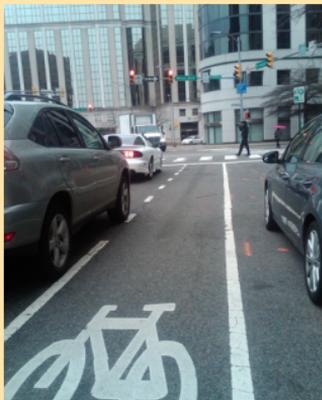
On a shared use path, call out and pass on the left.

## Motorists

To warn bicyclists not to pass on their right, motorists turning right should use their turn signal before merging into a bike lane marked with a dashed line. Before making right turns, motorists should always check mirrors and not overtake cyclists to avoid hitting the cyclists (a "right hook" crash).

### Passing with bike lanes

Motorists should not drive in a bike lane. However, when turning across a bike lane, motorists should signal, scan to their right and rear, and then merge into the lane carefully. Bicyclists and motorists must share the road, whether or not bike lanes are provided.



## What to do if in a crash

First, check for injuries. If someone is injured, call 911 for help right away. If trained, administer first aid and remove the injured from harm's way. Severely injured persons should not be moved.

Virginia law requires that bicyclists and motorists stop when they are in a crash involving death, injury, or property damage.

If you are involved in a crash, give your name and address. Ask witnesses, including passengers, for their names and addresses.

If you are involved in an accident with a motor vehicle, ask for the driver's:

- Name and address
- Vehicle registration number
- Driver's license number
- Insurance company and policy number

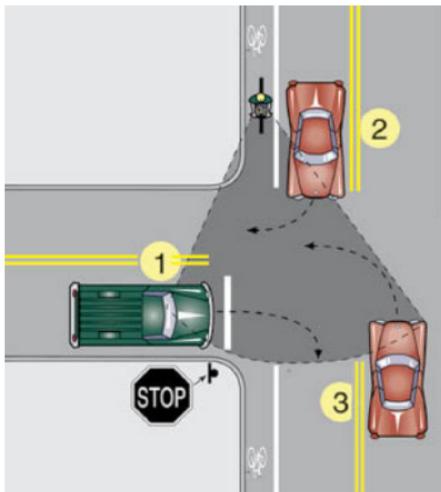
As soon as possible, write down what you think happened. Document injuries and property damage with photographs. Save all receipts and repair estimates.

Contact your insurance company if you have coverage on your bicycle. You may want to contact an attorney. When bicycling or walking, always carry your identification and medical insurance information, especially when traveling alone.

# BE ALERT

## Be visible and be aware

Even if you are obeying all traffic laws, there is a risk of being involved in a crash if another bicyclist, pedestrian, or motorist isn't obeying the law or isn't able to see a dangerous situation ahead. Ride or walk cautiously!



1. Watch others who are waiting at stop signs or in driveways, or who are in parking spaces. They may be preparing to pull out.
2. Look out for others who may not see you when they are preparing to turn.
3. Watch for oncoming traffic that may be preparing to turn left.

Always be prepared to stop suddenly or to take other evasive action.

## Riding and walking at night, in rainy, or snowy conditions



Be visible—use lights and reflectors. Wear reflective or bright colored clothes to increase visibility. Bicyclists and pedestrians should wear white, yellow, or lime green clothing. Red is NOT a good color since it looks black in the fading light.

Every bicycle ridden between sunset and sunrise must (by law) have:

- At least one white head lamp on the front of the bike with a light that is visible at least 500 feet (10-watt halogen, 1-watt LED minimum.)
- A rear red reflector. On roads with speed limits of 35 mph or greater, one red taillight visible from 600 feet\* to the rear is required. Rear lights are safer than reflectors!

Taillights may be steady or blinking and may be attached to the bicycle or rider. Additional lights and reflectors will improve visibility. Lights may also improve your visibility during the day.

Take extra care when daylight savings changes, as it stays dark later, or gets dark earlier.

### Crash facts

Most vehicle and bicycle collisions occur when turning at intersections. Watch for vehicles turning both left and right at intersections and driveways.

Fatal crashes peak in the evening, often with alcohol as a contributing factor. (National Highway Traffic Safety Administration)

# COMMUTING

Commuting by bicycle or walking helps reduce pollution and is a great way to keep fit and increase stamina. When bicycling, always carry identification and medical insurance



information, especially when alone. Before deciding to commute by bicycle or on foot, consider the length of the trip, how much motor vehicle traffic will be traveling on the roads at the same time, and the terrain. Choose a route or streets that have less traffic or better accommodations for bicyclists — such as bike lanes, wider lanes, or shared use paths — to make the ride or walk more pleasant. Carry a map or plan an alternate route for when there is need for a detour.

**Shared use paths** are often used for recreation. Bicycle commuters and fast-moving road bicyclists are not required to use these paths unless a sign is posted prohibiting them from the road. If they do, use care when passing slower bicyclists, walkers, and other users.

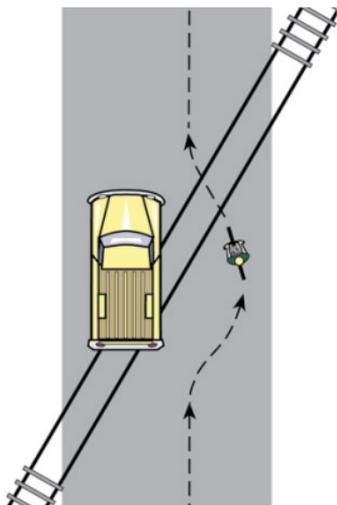
## Tips for commuting by bicycle

- Dress safely - wear a helmet, wear bright colored clothing, and secure loose pant legs and shoe laces. Commuting can be done without special “bicycling” clothing.
- Carry gear in a manner to not obstruct vision or bike control.
- Ride defensively - anticipate the actions of other road users and watch for road hazards.
- Pass with care - turning vehicles may not see bicyclists.
- Maximize visibility at twilight, at night, and in rainy conditions - wear reflective clothing, and use lights, and apply reflective tape to your bicycle.
- Walk bicycles when in traffic situations beyond cycling abilities. Walk to the right of the bike for safety.
- Use caution around buses and large trucks. Watch for buses pulling to and from curbs and passengers getting on and off. Stay out of blind spots and give large vehicles plenty of room to maneuver.
- Park the bicycle so you do not block sidewalks, handicap and building accesses, or emergency drives.
- Lock the bicycle - secure both wheels and the frame to a stationary object using a sturdy lock.

## Bicycling across railroad tracks

Cross railroad tracks carefully. Watch for uneven pavement and grooves that could catch a wheel. Stay in control of the bicycle. Rise up from the bicycle seat and bend arms and legs so the body acts like a shock absorber.

If the tracks cross the road at a sharp angle, signal and scan for approaching traffic, then angle the bicycle to cross perpendicular to the tracks.



## Tips for commuting on foot

Walking, instead of driving a motor vehicle, improves the environment and personal health, and reduces traffic congestion. Consider walking, especially when the distance is less than a mile.

Wear comfortable shoes. Use a backpack or messenger bag so that your arms can swing free, allowing you to maintain better balance and increase the length of your stride.

If just beginning, start slowly and don't test your limits. You will want to feel energized and exhilarated, not exhausted, when you arrive at your destination.

## Bike and walk for longterm benefits!

The longterm benefits of bicycling and walking include:

- Lower blood pressure
- Lower cholesterol
- Strengthened heart and cardiovascular system
- Increased bone density
- Increased hormone production that counteracts the effects of aging
- Increased endorphins that decrease stress, depression, and anxiety while increasing relaxation
- Loss or maintenance of weight
- Strengthened nervous system and reflexes
- Increased flexibility
- Reduced diabetes complications

### International Walk to School Day

Walk a child to school or participate in a Walk to School Day event in October. Walking benefits the physical and emotional health of children when they get more exercise, notice their environment, and socialize with parents and other children.

[www.walkbiketoschool.org](http://www.walkbiketoschool.org)

[www.chrichmond.org/services/safe-kids](http://www.chrichmond.org/services/safe-kids)



**America Walks**

Advocacy for local, state, and national pedestrian issues  
[www.americawalks.org](http://www.americawalks.org)

**Bicycle Helmet Safety Institute**

A clearinghouse of bicycle helmet information serving consumers, parents, teachers, the media, and more  
[www.bhsi.org](http://www.bhsi.org)

**Bike Arlington**

[www.bikearlington.com](http://www.bikearlington.com)

**Bike Virginia**

Resources for bicyclists, runs statewide bicycle trips.  
[www.bikevirginia.org](http://www.bikevirginia.org)

**City of Alexandria Local Motion**

Active transportation resource in Northern Virginia  
<http://alexandriava.gov/localmotion/>

**Crash Facts**

Virginia Crash data at the Virginia Department of Motor Vehicles  
[https://www.dmv.virginia.gov/safety/#crash\\_data/crash\\_facts/index.asp](https://www.dmv.virginia.gov/safety/#crash_data/crash_facts/index.asp)

**Federal Highway Administration**

Resident's Guide for Creating Safe and Walkable Communities  
[http://safety.fhwa.dot.gov/PED\\_BIKE/ped\\_cmunity/ped\\_walkguide/index.cfm](http://safety.fhwa.dot.gov/PED_BIKE/ped_cmunity/ped_walkguide/index.cfm)

**Laws and Safety Tips**

Laws and tips to make bicycling and walking safe and enjoyable on Virginia's highways  
<http://www.virginiadot.org/programs/bk-laws.asp>  
<http://www.dmv.virginia.gov/safety/#programs/bicycle/index.html> for bikes  
<http://www.dmv.virginia.gov/safety/#programs/pedestrian/index.html> for pedestrians

## **League of American Bicyclists**

Promotes bicycling for fun, fitness, and transportation; certifies bicycling instructors; and advocates for bicycle-friendly communities, regions, and states

[www.bikeleague.org](http://www.bikeleague.org)

## **National Highway Traffic Safety Administration**

Pedestrian safety program with publications, activities, information about National Safe Routes to School program and more

<http://www.nhtsa.gov/Pedestrians>

## **Pedestrian and Bicycle Information Center**

Resources to increase viability of walking and bicycling as a means of transportation and physical activity

[www.pedbikeinfo.org](http://www.pedbikeinfo.org)

## **Safe Routes to School**

Program that assists interested localities, schools, and non-profit groups in making bicycling and walking to school safer and more appealing to children

[http://www.virginiadot.org/programs/ted\\_Rt2\\_school\\_pro.asp](http://www.virginiadot.org/programs/ted_Rt2_school_pro.asp)

## **Street Smart**

Public safety program of the District of Columbia, Maryland, and Virginia

[www.mwcog.org/streetsmart](http://www.mwcog.org/streetsmart)

## **U.S. Department of Federal Highway Administration**

Pedestrian Safety Resources

[http://safety.fhwa.dot.gov/ped\\_bike/](http://safety.fhwa.dot.gov/ped_bike/)

## **Virginia Bicycling Federation**

Volunteer organization working to promote bicycling; change public policy and community attitudes; and improve the safety, convenience, and acceptance of bicycling throughout Virginia

[www.vabike.org](http://www.vabike.org)

## **Virginia Department of Health**

Injury and Violence Prevention site with bicycle safety information and resources

[www.vahealth.org/injury/TBI/index.htm](http://www.vahealth.org/injury/TBI/index.htm)

## Virginia Department of Transportation

Bicycle and Pedestrian Program, including VDOT Safe Routes to School Program

<http://www.vdot.virginia.gov/programs/bk-proginfo.asp>

## Virginia Department of Motor Vehicles

- Virginia Driver's Manual  
<http://www.dmv.virginia.gov/webdoc/citizen/drivers/manual.asp>
- Virginia Highway Safety  
[www.dmvnow.com/webdoc/safety/index.asp](http://www.dmvnow.com/webdoc/safety/index.asp)

## Virginia Maps

- Bicycling in Virginia  
[www.virginiadot.org/bikeped](http://www.virginiadot.org/bikeped)
- Birding and Wildlife Trails  
<http://www.virginia.org/birdingandwildlifetrail/>

## Washington Area Bicyclist Association

The Commonwealth of Virginia's largest metropolitan area bicycling group's Web site offers many resources

[www.waba.org](http://www.waba.org)

## For more Copies:

[www.sharevaroads.org](http://www.sharevaroads.org), or  
Northern Virginia Regional Commission  
[www.novaregion.org](http://www.novaregion.org)  
[email: [dspilio@novaregion.org](mailto:dspilio@novaregion.org)]

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# SHARING THE ROAD IN VIRGINIA LAWS AND SAFETY TIPS FOR BICYCLISTS, PEDESTRIANS, AND MOTORISTS



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