

Idaho Walk Smart

—Walk Safe, Walk Smart, Walk Often.

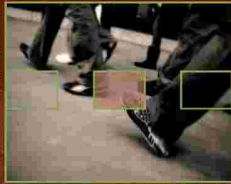


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Idaho Walk Smart

A Message to Idaho Walkers

Walking is one of the most common modes of transportation. It is a simple pleasure that requires little more than putting one foot in front of another. Like children discovering the joy of taking their first steps, many adults are rediscovering the benefits of walking.

When walkers begin mixing with motorized traffic, there is much to be learned by both pedestrians and drivers. This booklet will focus on the knowledge and choices you need to become safe, confident, and comfortable when choosing walking as a form of transportation.

Walking can improve your physical and mental well-being, reconnect you to your neighborhood and community, and positively impact the environment. Parents who walk send a message to their children that walking is an important part of day-to-day well-being, and that there are enjoyable alternatives to traveling everywhere by car.

This booklet contains three chapters addressing general safety guidelines, and two special chapters addressing the unique challenges children and seniors face as pedestrians.



Walk Safe - Walk Smart - Walk Often

Chapter 1. Benefits of Walking

An early-morning walk is a blessing for the whole day. ~Henry David Thoreau

Health Benefits

Walking is an activity that most of us do every day in varying degrees. A few extra steps each day do not require much more exertion and the benefits may be quite noticeable over time. Studies confirm that taking several short walks every day provides the same cumulative health benefits as longer sessions.

Health benefits of walking include:

- Increased endurance
- Weight loss and weight management
- Decreased risk of disease
- Better mental well-being
- Sounder sleep
- Even more benefits!

Please note: If you have any health concerns or medical conditions, be sure to check with your doctor for advice before you begin an increased physical activity routine.



Social Benefits

Walking is a great way to get out of the house, explore your community, and meet new people. Finding a regular walking partner can reinforce the commitment to walk, but more importantly it gives you quality time with a companion.

Social benefits of walking include:

- Reducing isolation and loneliness
- Connecting with family, friends and community
- Expanding networks
- Enhancing self-esteem and raising confidence

Additional Resources can be found in Appendix A.

Chapter 2. Pedestrian Roadway Safety

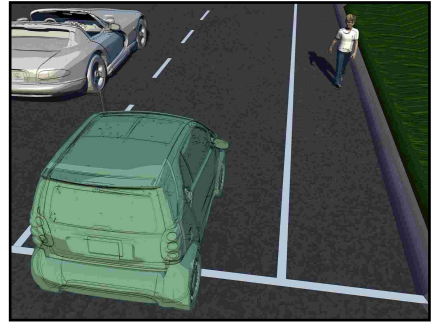
It's important to be aware of your surroundings when walking. Watch and listen for the unexpected. Use sidewalks whenever possible and obey traffic signs and signals. Remember that drivers and bicyclists can surprise you with the choices they make, especially if they do not see you or disobey traffic signs or signals.



It is up to you to keep yourself safe. Walking with headphones reduces your sense of hearing and increases the potential that you will be surprised or struck by an approaching car or bicycle. Talking on a cell phone may distract you from watching the environment around you. Studies show that talking on the phone takes more concentration than most people realize.

Where to Walk

Walk on sidewalks wherever they are provided. If you walk on a road that doesn't have sidewalks, walk on the left side of the road, facing traffic. When you face oncoming traffic you are less likely to be surprised by an oncoming vehicle. Stay away from traffic and keep as far to the side of the roadway as possible. Be aware of your surroundings at all times.



Walk facing traffic whenever possible

Many cities are developing shared-use paths, which are corridors shared by a variety of non-motorized users. Pathways that parallel roadways are generally separated from motorized traffic by an open space or a physical barrier. Pedestrians on these pathways should walk on the right side of the path, allowing cyclists and skaters to pass them on the left. Be cautious and aware when entering traffic areas such as driveways or street crossings.

Parking Lot Safety

Congestion in parking lots creates unpredictable scenarios and requires you to be extra cautious. The following tips will help keep you safe:

- Remember that many vehicles have blind spots preventing drivers from seeing you around their vehicles.
- Watch for vehicles backing up (signs include back-up lights, exhaust smoke, and engine noise).
- Watch for vehicles pulling forward through spaces between parked vehicles.
- Remain as visible as possible.
- Use pedestrian walkways whenever possible.



Parking lot walkways are safer than walking behind vehicles

Visibility When Walking

As a pedestrian be as visible as possible to motorists. At dawn, dusk, and nighttime motorists may not see you, even in lit areas. Even if they do see you, they may not see you soon enough to stop.

Research shows that pedestrians without visibility aids are unlikely to be seen by motorists in time to stop their vehicle and prevent a crash, especially at night.

Reflective aids improve visibility and save lives. Wearing bright or light-colored clothing is not enough to allow drivers time to stop when they see you.

Smart pedestrians wear retro-reflective materials that reflect brightly when headlights shine on them. Retro-reflective material may be placed on clothing, backpacks and shoes. Safety vests and arm bands are inexpensive aids. A pedestrian may also choose to carry a flashlight to increase visibility.

Note: Reflectors with flashing LED lights are seen from a greater distance than simple reflective tape and may give drivers even more stopping time.

Walking and Transit

Most people who use public transportation walk to or from the bus or train stop. Good walking conditions encourage the use of public transportation. When departing a bus, never attempt to cross the street in front of the bus. Wait until the bus departs and go to the nearest crosswalk. Notify the transit authority if you observe unsafe conditions.

Chapter 3. Pedestrian Crossing Safety

Making smart choices when crossing a street keeps pedestrians alive. Be aware of your surroundings. Be observant and alert. Attempt to make eye contact with drivers to be sure they see you, and watch for them to slow or stop. Many pedestrians are injured while “legally” crossing a street in a crosswalk. When using a crosswalk, it is better to be safe than “legally correct.”

Safety tips for crossing a street:

- Use crosswalks if they are available.
- Cross at intersections with traffic signals whenever possible.
- Stop at the curb.
- Look left-right-left for traffic in all directions before and while crossing a street.
- Make eye contact with drivers and watch for indications they have seen you.
- Stop and look around parked cars or other objects that may block your view of traffic.
- Let oncoming traffic pass and look left-right-left again before crossing.
- Watch carefully for turning vehicles.
- Continue to watch for vehicles as you cross the street. Other vehicles may be approaching as you cross.
- Whenever possible, cross with a group. It is easier to see many people than one person.

Be visible and predictable! You should never enter a street suddenly or step into the path of a moving vehicle.



Marked Crosswalks

Crosswalk markings define pedestrian paths across roads and alert drivers to crosswalk locations. Use marked crosswalks whenever possible. Even within a marked crosswalk, do not assume that you are safe or that drivers see you. Stay alert and continue to look both ways as you cross the street. Section 49-703, Idaho Code, states that pedestrians shall move to the right of the crosswalk when others are crossing in the opposite direction at the same time.

Unmarked Crosswalks

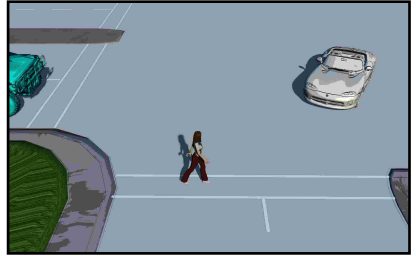
Crosswalks are implied at all intersections, whether or not they are marked.

Right-of-Way

- Pedestrians have the right-of-way at intersections with marked or unmarked crossings.
- Pedestrians DO NOT have the right-of-way at any other locations along a road.
- Do not depend on the right-of-way for your safety. You may end up dead right.

Left Turn and Right-on-Red Conflicts

Make sure the driver of a vehicle that is turning sees you. Drivers turning left are usually looking for other vehicles rather than for pedestrians. Drivers turning right on a red light are likely to look left before turning, but may not look for pedestrians in or entering the roadway. Also be aware that sometimes motorists pull into the pedestrian crossing area to improve their line of sight.



Watch approaching cars closely when you are in a crosswalk

Pedestrian Signals

Pedestrian signals are usually located at intersections with traffic lights. If you see a pedestrian signal button, press it to activate the pedestrian signal. As always, be aware of left-turning lanes with an arrow indicating protected turns for vehicles.

What the pedestrian signal means:



A steady walking person or WALK signal means that you may begin crossing after you check traffic to be sure all drivers at the intersection see you—especially drivers making right or left turns.



A flashing upraised hand or DON'T WALK signal means it is too late to enter the street and cross completely before the traffic signal changes. If you are already in the crosswalk, continue across calmly. Do not enter the crosswalk if you have not begun crossing.



A steady upraised hand or DON'T WALK signal means the traffic light will be changing. Do NOT enter the crosswalk. Remain on the curb and wait for the next cycle. If you are already in the intersection, continue safely across the street.



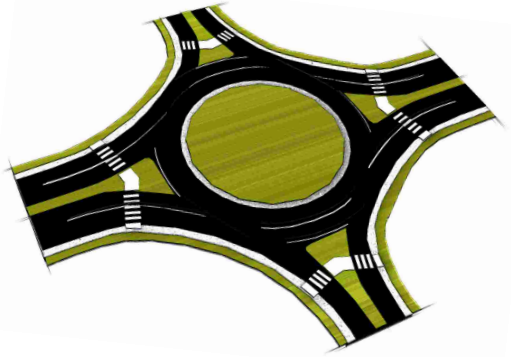


Countdown timers show pedestrians how many seconds they have remaining during the pedestrian crossing phase. They help you decide whether you have enough time to cross before the pedestrian signal changes to a steady DON'T WALK signal. If you are already in the crosswalk when the countdown starts, continue crossing. Only begin crossing during the countdown phase if you are sure you have enough time to finish crossing.

Complex Intersection Geometry

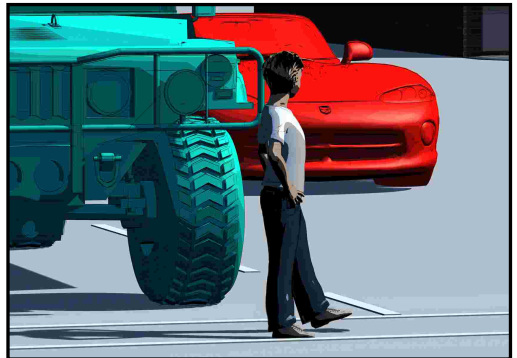
Skewed intersections occur when streets cross at angles other than 90 degrees and create complicated scenarios for both pedestrians and drivers. Crossing distances may be increased, requiring you to stay in the street longer. You may be out of a driver's line of sight and should be extra cautious. Watch for streets with a wider turning radius where vehicles may take the curve at a higher speed.

Roundabouts are intersections with one-way traffic circulating around a central island. Entering traffic must yield the right-of-way to traffic circulating within the roundabout. Roundabouts allow for a continuous flow of traffic. Pedestrian crossings are segmented and may have "splitter islands" which allow you to cross the street one lane at a time. Do not cross over to the center island in a roundabout. Pedestrians should stay on the exterior of the circle.



Mid-block Crossings are locations between intersections that have been marked as a crosswalk. Mid-block crossings are often installed in areas with heavy pedestrian traffic in order to provide more frequent crossing opportunities. They may be more prevalent near schools where people might otherwise cross unsafely. Some crossings near schools have flashing lights in the pavement to alert drivers that pedestrians are entering or crossing the street.

High Volume and Multi-lane Roadways are unsafe to cross without a signal or special pedestrian accommodations. Such as marked crosswalk with program lighting, pedestrian activated flashing lights, or a median refuge island. On a multi-lane road never assume all drivers see you even when one vehicle stops. Often when a vehicle stops for a pedestrian in one lane, other drivers do not stop.

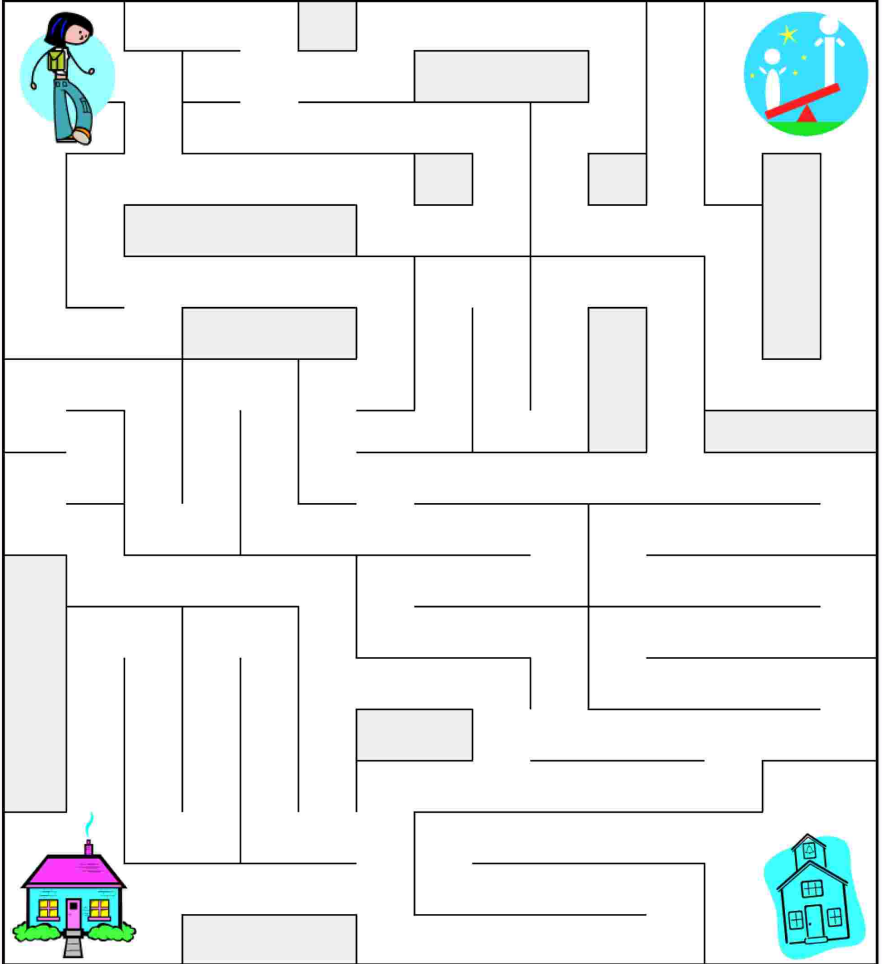


Look around vehicles to see what is in the next lane



Kids WALK SMART!

A Pullout Activity Section



Getting There Safely

Find your way through the maze to school, home and the playground. How many places can you go?



Pedestrian Safety

Word Search

ALERT

CAR

CROSSING

DRIVEWAY

LIGHT

LOOK

OBEY

PEDESTRIAN

REFLECTIVE

SAFE

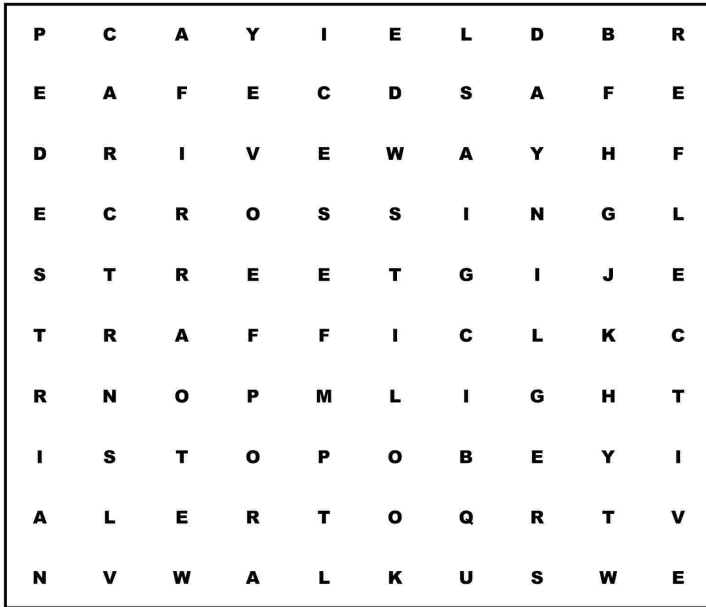
STREET

STOP

TRAFFIC

WALK

YIELD



Safety Tips:

Driveways and alleys can be dangerous because cars may enter or leave at any time.

- LOOK for backup lights
- LISTEN for engine noise
- LOOK for drivers in cars

SMART CHOICES SAVE LIVES



BE SAFE & BE SEEN

Use the secret code to complete the phrase.

A	B	C	D	E	F	G	H	I	J	K	L	M
⇨	⇩	⇨	⇧	⇨	←	→	↑	↓	↖	↗	↙	↘
N	O	P	Q	R	S	T	U	V	W	X	Y	Z
⇔	↕	▲	▼	△	▽	◀	▶	◁	▷	◼	◽	◾

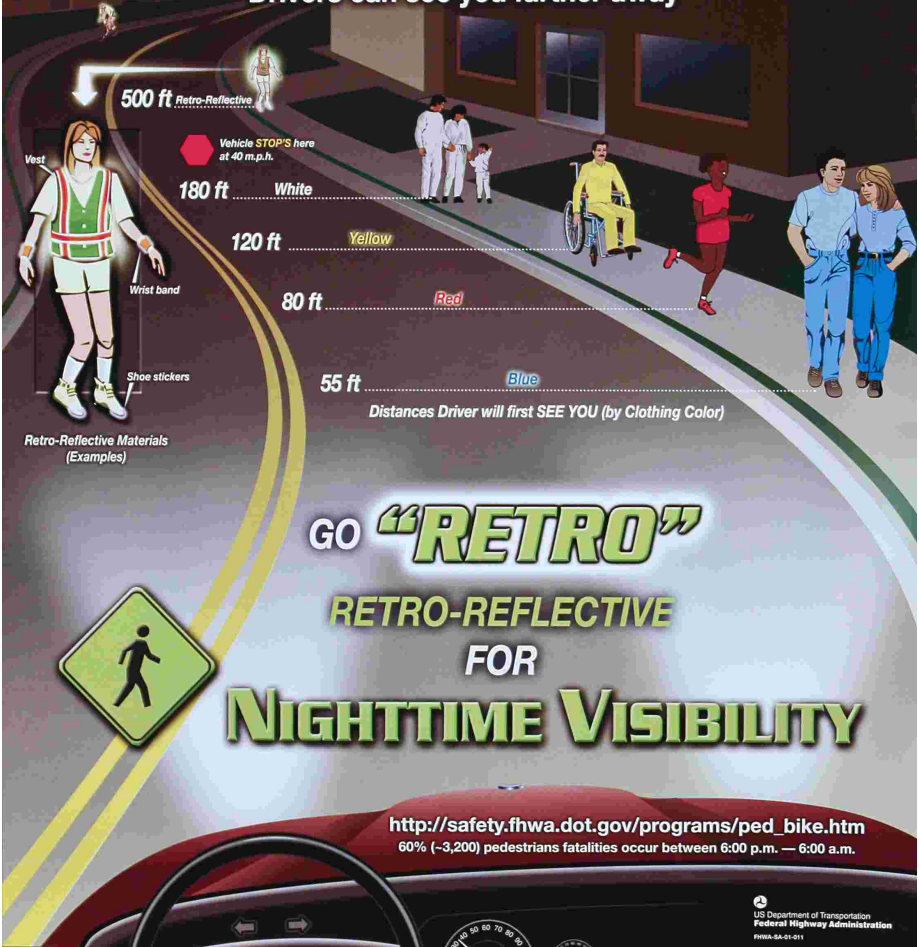
↙↕↕↗	↙⇨←◀	△↓→↑◀
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Be sure drivers SEE you!

Walk on the left side of the road.

Be Safe, Be Bright, Wear Retro-Reflective Materials at Night

Drivers can see you farther away

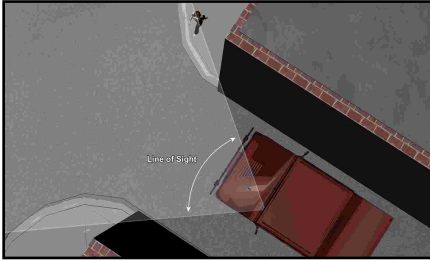
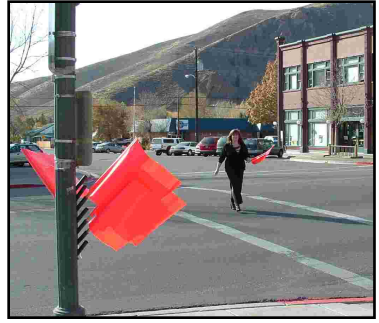


Remember...

You may see the car,
but the driver may NOT see you.

BE SAFE & BE SEEN!

Pedestrian Flag Systems have been installed to increase the visibility of those crossing the streets in many Idaho communities. Before entering the street, pedestrians pick up a flag to carry as they cross, making them more visible to motorists. When they reach the other side of the road, they leave the flag in the holder provided. If you notice most or all of the flags on your side when you begin to cross, consider taking more than one with you to the other side.



Alleys and Driveways can be dangerous locations for pedestrians. Watch carefully for vehicles entering or leaving a road at these points. Even though you are on a sidewalk, the driver of a vehicle turning in or out of a driveway or alley may not see you.

Chapter 4. Pedestrian Safety for Children

As adults, we often take for granted how well we are able to interpret the environment around us. Children need to be taught how to stay safe near roads. Children observe a roadway environment from a different perspective than adults. Note these distinctive differences:

- Young children are not tall enough to see and evaluate the entire traffic situation correctly.
- Children have limited ability to process information outside of their central line of vision until about 10 years of age.
- Children are easily preoccupied or distracted.
- Children have difficulty in correctly perceiving the direction of sound and the speed of vehicles.
- Many children have a poor understanding of the use of traffic-control devices and crosswalks.
- Children have difficulty judging distances of approaching cars and knowing when a safe gap occurs between vehicles.

Height: Children see everything from a much lower viewpoint and their smaller stature makes them harder for motorists to see. It is also harder for children to see oncoming traffic if there are parked cars or landscaping in the way.

Judgment: Children do not have the ability to accurately judge the speed of a vehicle and cannot accurately determine whether the vehicle is slowing or maintaining speed. This makes it difficult for children to know when an approaching vehicle becomes a potential danger.

Hearing: Children cannot accurately determine where sound is coming from in an environment with many distractions. A child may allow approaching vehicles to get much closer before being detected than an adult would.

Vision: The peripheral vision of children is not fully developed, which makes it difficult for them to notice movement from the side.

Learning: The ability to understand the potential results of a bad decision is age related. Children must not walk alone on or near public roads until they are able to understand safety rules and the consequences of poor decisions.

Visibility: Children have a tendency to think that if they can see a person, the person sees them. This may not be the case if a driver is not paying attention. Drivers may also assume that because they see a child, the child sees them. Children who regularly walk or ride their bikes to school should have retro-reflective material and/or lights that are visible to passing motorists. Retro-reflective material can be added to clothing, shoes, or backpacks.

Attention Span: Children have short attention spans and tend to act before thinking of the consequences. They may daydream while walking and not be aware of the traffic and circumstances surrounding them.

Young children are vulnerable near traffic and should always be accompanied by an adult. Allow your children to make practice decisions when you walk together. This will allow you to determine what skills they have acquired and what skills they still need to learn. Remember that a child's ability to learn the many skills necessary to safely interact with traffic is dependent upon the child's age.

Walking is essential to the mobility of young children. Parents and caregivers need to determine at what age a child is able to safely navigate the block, the neighborhood, and the community. Walking is a great way to encounter the world while gaining skills and experiences that help children to learn. Their ability to mentally "map" their outdoor environment begins with experiencing it on foot.

Learning to Cross Roads Safely

In general, children are not ready to cross a busy street alone safely until age 10, according to the Safe Routes to Schools research. Parents and caregivers are a child's first pedestrian safety teachers.

Important pedestrian safety lessons to teach children include:

- Stop at the curb.
- Look and listen before crossing the street.



- Look LEFT-RIGHT-LEFT to be sure the road is clear before stepping into a road and while crossing a street.
- Cross at a corner or crosswalk with a walk signal.
- Do not cross near parked cars and NEVER step out between parked cars.
- Walk directly across a street, not diagonally.
- Never run or play while crossing a street.
- Watch for signs of parked cars getting ready to move (lights, exhaust smoke, motor sounds, wheels turning).
- Take responsibility for your own safety. Don't assume your friends and playmates know how to cross a street safely. You may have to watch out for their safety as well.

Potentials Risks for Children

Driveways are fun play areas for young children, but families are traumatized forever when a parent, sibling, relative, or friend backs a vehicle over a child in a driveway. Children at play are not aware of the world around them and are at risk of being injured. Adults must take precautions every time they get in to drive a vehicle, being certain the area is clear.

Some basic ways to avoid tragedies are:

- Walk around your vehicle before getting in to drive.
- Know the locations of all nearby children when you move a vehicle.
- Do not rely on mirrors for keeping track of a child's movement—mirrors have blind spots.
- Never trust children to stay out of the way just because you told them to do so. It would be better to place children in a vehicle before moving it.

Parking Lots are unpredictable and dangerous for children.

- Do not allow small children to get out of a car until you open their door to help them out.
- If you have a baby in the car, have the older children wait in the car until you have taken the baby out.
- Hold the hand of young children while walking through parking lots.
- If you have more children than hands, have them hold each other's hands in a walking "train" and stay close to you.
- Teach your children the signs of a vehicle backing out (back-up lights, exhaust smoke, or motor sounds.)

Walking to and from School

If you live within walking distance of school, the following guidelines will help to ensure a safe journey for your children:

- Know the route your children will walk to school and teach them to use the same route every day.
- Show children the proper places to cross the street and how to stay safe while crossing.
- The best walking route may not be the same as the best driving route.

- Choose street crossings with signals, low-speed traffic, marked crossings, or crossing guards.
- Ask the school for a recommended walking route.
- Consider a “Walking School Bus” if several children come from the same neighborhood.
- Always obey a crossing guard’s instructions.
- Stand two giant steps back from the curb until it is safe to cross.
- Be aware of school loading and unloading zones. Avoid high-traffic areas when walking.
- Never cross a street or parking lot between vehicles or behind buses.
- Stay away from tempting shortcuts with unseen dangers.

Chapter 5. Pedestrian Safety for Seniors

Senior citizens encounter obstacles that may not hinder younger pedestrians. When older adults are injured, those injuries are more severe due to the increased frailty that accompanies the aging process.

Some things to be aware of when walking are:

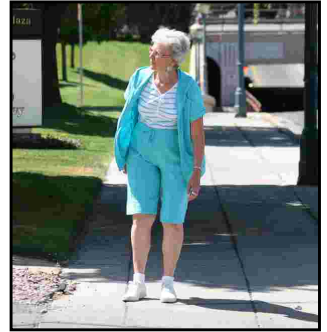
- Seniors may have decreased visual acuity including decreased sharpness and visual range, loss of contrast sensitivity, and slower horizontal eye movement.
- Seniors often have difficulty with balance and postural stability, resulting in slower walking speeds and increased chance of tripping and falling.
- Multi-tasking becomes more difficult for seniors resulting in challenges locating information in a complex environment.
- Selecting safe crossing situations may be difficult for seniors in complex traffic situations, possibly due to deficits in perception and cognitive abilities.
- Seniors may have difficulty estimating the speed of approaching vehicles, thus misjudging when it is safe to cross the road.
- Slower reaction times and reduced decision-making skills mean it will take longer to decide when to cross or when to move out of the way of an approaching vehicle.
- Some medications may impair judgment or cause dizziness or blurred vision.

Safety Tips for Seniors

- Plan your routes to avoid hazardous crossings or high-volume streets.
- Use paths and sidewalks whenever possible.
- Where sidewalks are not available, walk facing traffic and keep as far to the left of the road as possible.
- Cross at intersections and pedestrian crossings.
- Stay alert. Do not rely on signals and signs. Drivers may not stop.



- Look in all directions before crossing a street.
- Allow plenty of time to cross a street.
- Walk with a friend or organize a neighborhood walking group.
- Choose routes that are safe.
- Be extra careful in parking lots.
- In rain or snow, allow extra time and distance for vehicles to stop and for you to walk safely.
- Do not allow hoods or umbrellas to block your view of oncoming traffic.
- Carry a flashlight or visibility aid when walking in low light to allow motorist to see you and to increase your ability to see where you are walking.
- Wear retro-reflective clothing in low light or night time conditions.



APPENDIX A - Additional Resources: Online Links

Chapter 1 - The Walking Site - www.thewalkingsite.com/index.html

Pedestrian and Bicycle Information Center - www.walkinginfo.org

Centers for Disease Control -

www.cdc.gov/nccdphp/dnpa/physical/everyone/recommendations/index.htm

Federal Highway Administration's Pedestrian Safety Roadmap & Resource Catalog - http://safety.fhwa.dot.gov/ped_bike/

Children - Federal Highway Administration - Safer Journey. This website allows access to an interactive cd-rom. It follows the decision-making process that a 14-year old makes to get across his city by walking and bus. <http://safety.fhwa.dot.gov/saferjourney>

Centers for Disease Control. This website has many healthy lifestyle topics centered on children. www.cdc.gov/nccdphp/dnpa/kidswalk/

National Center for Injury Prevention and Control - www.cdc.gov/ncipc/pedestrian/default.htm

Safe Routes to School National Clearinghouse - www.saferoutesinfo.org

Safe Routes to School National Partnership - www.saferoutespartnership.org/home

Seniors - "Stepping Out" Mature Adults: Be Healthy, Walk Safely; U.S. Dept of Transportation; www.nhtsa.dot.gov/people/injury/olddrive/SteppingOut/pdf_version/stepping_out.pdf

Pedestrian and Bicycle Information Center - www.walkinginfo.org

National Links

FHWA – Pedestrian and Bicycle Safety - http://safety.fhwa.dot.gov/ped_bike/

National Highway Traffic Safety Administration - www.nhtsa.dot.gov/portal/site/nhtsa/menuitem.dfedd570f698cabbbf30811060008a0c/

America Walks - www.americawalks.org

Idaho Links - Idaho Safe Routes to School - www.itd.idaho.gov/SR2S/index.html

Idaho Transportation Department Office of Highway Safety - www.itd.idaho.gov/ohs

Idaho Pedestrian Laws - www.legislature.idaho.gov/idstat/Title49/T49CH7.htm

APPENDIX B - Idaho Pedestrian Laws

Pedestrian-related IDAHO CODE Title 49, Chapter 7; 2008

49-701. PEDESTRIAN OBEDIENCE TO TRAFFIC-CONTROL DEVICES AND TRAFFIC REGULATIONS.

(1) A pedestrian shall obey the instructions of any traffic control devices specifically applicable to him, unless otherwise directed by a peace officer.

(2) Pedestrians shall be subject to traffic and pedestrian-control signals as provided in sections 49-802 and 49-803, Idaho Codes.

(3) At all other places, pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this title.

49-702. PEDESTRIANS' RIGHT-OF-WAY IN CROSSWALKS.

(1) When traffic-control signals are not in place or not in operation the driver of a vehicle shall yield the right-of-way, slowing down or stopping, if need be, to yield to a pedestrian crossing the highway within a crosswalk.

(2) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close as to constitute an immediate hazard.

(3) Subsection (1) of this sections shall not apply under conditions stated in section 49-704(2), Idaho Code.

(4) Whenever any vehicle is stopped at a marked crosswalk or at an unmarked crosswalk at an intersection to permit a pedestrian to cross the highway,

the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle. (5) Except where otherwise indicated by a crosswalk or other traffic-control devices a pedestrian shall cross the highway at right angles to the curb or by the shortest route to the opposite curb.

49-703. PEDESTRIANS TO USE RIGHT HALF OF CROSSWALKS.

Pedestrians shall move, whenever practicable, upon the right half of crosswalks.

49-704. CROSSING AT OTHER THAN CROSSWALKS.

(1) Every pedestrian crossing a highway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the highway.

This clearly states that pedestrians have the right-of-way only at marked and unmarked crosswalks. If you choose to cross at other locations, you must yield the right-of-way to vehicles.

(2) Any pedestrian crossing a highway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the highway.

A specially provided pedestrian crossing negates a pedestrian's right-of-way on the roadway.

(3) Between adjacent intersections at which traffic-control signals are in operation, pedestrians shall not cross at any place except in a marked crosswalk.



This applies to downtown areas that have traffic control signals at two or more intersecting streets. It can be viewed as the exception to (1). For two traffic-controlled intersections to be adjacent, there cannot be any public street intersections between them that are not traffic-signal controlled. (Alleyways are defined as highways in Idaho code, but are excluded here.)

(4) No pedestrian shall cross a highway intersection diagonally unless authorized by traffic-control devices. When authorized to cross diagonally, pedestrians shall cross only in accordance with the traffic-control devices pertaining to crossing movements.

Diagonal crossings are rare, but do exist in Idaho. This intersection stops traffic in all directions and allows pedestrian movement in all directions at the same time.

49-705. PEDESTRIANS YIELD TO AUTHORIZED EMERGENCY VEHICLES.

(1) Upon the immediate approach of an authorized emergency vehicle making use of an audible or visual signal meeting the requirements of section 49-623, Idaho Code, or of a police vehicle properly and lawfully making use of an audible signal only, every pedestrian shall yield the right-of-way to the authorized emergency or police vehicle.

(2) This section shall not relieve the driver of an authorized emergency or police vehicle from the duty to drive with due regard for the safety of all persons using the highway or from the duty to exercise due care to avoid colliding with any pedestrian.

49-706. BLIND AND/OR HEARING IMPAIRED PEDESTRIAN HAS RIGHT-OF-WAY.

The driver of a vehicle shall yield to the right-of-way to any blind pedestrian carrying a clearly visible white cane or accompanied by a guide dog or a hearing impaired person accompanied by a hearing aid dog.

49-707. PEDESTRIANS' RIGHT-OF-WAY ON SIDEWALKS. The driver of a vehicle crossing a sidewalk shall yield the right-of-way to any pedestrian and all other traffic on the sidewalk.

49-708. PEDESTRIANS ON HIGHWAYS

(1) Where a sidewalk is provided and its use is practicable, it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway.

(2) Where a sidewalk is not available, any pedestrian walking along and upon a highway shall walk only on a shoulder, as far as practicable from the edge of the roadway.

(3) Where neither a sidewalk nor a shoulder is available, any pedestrian walking along and upon a highway shall walk as near as practicable to any outside edge of the roadway, and, if on a two-way highway, shall walk only on the left side of the highway.

(4) Except as otherwise provided in this title, any pedestrian upon a roadway shall yield the right-of-way to all vehicles upon the roadway.

49-709. PEDESTRIANS SOLICITING RIDES OR BUSINESS.

(1) No person shall stand on a highway or the purpose of soliciting a ride.

(2) No person shall stand on a highway for the purpose of soliciting employment, business, or contributions from the occupant of any vehicle, provided however, that a person may stand on a highway other than a state or federal highway to solicit contributions if authorized to do so in writing by the local authority having jurisdictions over the highway, and provided further, that any such authorizations shall not be valid for more than one (1) year from the date of issuance.

(3) No person shall stand on or in proximity to a highway for the purpose of soliciting the watching or guarding of any vehicle while parked or about to be parked on a highway.

49-710. BRIDGE AND RAILROAD SIGNALS.

(1) No pedestrian shall enter or remain upon any bridge or approach thereto beyond the bridge signal, gate, or barrier after a bridge operation signal indication has been given.

(2) No pedestrian shall pass through, around, over, or under any crossing gate or barrier at a railroad, grade crossing or bridge while the gate or barrier is closed or is being opened or closed.

49-109. DEFINITIONS (5)

"Highway" means the entire width between the boundary lines of every way publicly maintained when any part is open to the use of the public for vehicular travel, with jurisdiction extending to the adjacent property line, including sidewalks, shoulders, berms and rights-of-way not intended for motorized traffic. The term "street" is interchangeable with highway.

49-117. DEFINITIONS -- P. (5)

"Pedestrian" means any person afoot and any person operating a wheelchair or a motorized wheelchair or an electric personal assistive mobility device.