

Chapter 98 – TRAFFIC AND VEHICLES

ARTICLE I IN GENERAL

Secs. 98.1 – 98.24 – Reserved

ARTICLE II UNIFORM TRAFFIC CODE AND VEHICLE CODE

Sec. 98-25 – PEDESTRIAN RIGHT-OF-WAY AT CROSSWALKS

- A. Except as otherwise provided in this Article, where traffic-control signals are not in place or in operation, or traffic is being regulated by a public safety officer, the driver of a vehicle shall stop and yield the right-of-way to a pedestrian or bicyclist stopped at the curb, curblines, or ramp leading to the crosswalk and to every pedestrian and bicyclist crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection where signage is present.
- B. Whenever any vehicle is stopped at either a marked crosswalk or an unmarked crosswalk at an intersection to permit a pedestrian or bicyclist to cross a roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.
- C. A pedestrian or bicyclist shall stop at the curb, curblines, or ramp leading to a crosswalk before entering the roadway. A pedestrian or bicyclist shall not suddenly leave a curb or other place of safety and walk, run, or ride into the path of a vehicle that is so close to the crosswalk that it is difficult for the driver of the vehicle to yield.
- D. Every pedestrian or bicyclist crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all oncoming vehicles upon the roadway.
- E. A pedestrian or bicyclist crossing a roadway shall yield the right-of-way to an authorized emergency vehicle sounding an audible signal, unless engaged in an emergency run in which silence is required and displaying a flashing, oscillating, or rotating red or blue light.

Support:

- 10 Figure 2A-3 shows examples of some typical placements of STOP signs and YIELD signs.
 11 Section 2A.16 contains additional information about separate and combined mounting of other signs with STOP or YIELD signs.

Guidance:

- 12 *Stop lines that are used to supplement a STOP sign should be located as described in Section 3B.16. Yield lines that are used to supplement a YIELD sign should be located as described in Section 3B.16.*
 13 *Where there is a marked crosswalk at the intersection, the STOP sign should be installed in advance of the crosswalk line nearest to the approaching traffic.*
 14 *Except at roundabouts, where there is a marked crosswalk at the intersection, the YIELD sign should be installed in advance of the crosswalk line nearest to the approaching traffic.*
 15 *Where two roads intersect at an acute angle, the STOP or YIELD sign should be positioned at an angle, or shielded, so that the legend is out of view of traffic to which it does not apply.*
 16 *If a raised splitter island is available on the left-hand side of a multi-lane roundabout approach, an additional YIELD sign should be placed on the left-hand side of the approach.*

Option:

- 17 If a raised splitter island is available on the left-hand side of a single lane roundabout approach, an additional YIELD sign may be placed on the left-hand side of the approach.
 18 At wide-throat intersections or where two or more approach lanes of traffic exist on the signed approach, observance of the right-of-way control may be improved by the installation of an additional STOP or YIELD sign on the left-hand side of the road and/or the use of a stop or yield line. At channelized intersections or at divided roadways separated by a median, the additional STOP or YIELD sign may be placed on a channelizing island or in the median. An additional STOP or YIELD sign may also be placed overhead facing the approach at the intersection to improve observance of the right-of-way control.

Standard:

- 19 **More than one STOP sign or more than one YIELD sign shall not be placed on the same support facing in the same direction.**

Option:

- 20 For a yield-controlled channelized right-turn movement onto a roadway without an acceleration lane and for an entrance ramp onto a freeway or expressway without an acceleration lane, a NO MERGE AREA (W4-5P) supplemental plaque (see Section 2C.40) may be mounted below a Yield Ahead (W3-2) sign and/or below a YIELD (R1-2) sign when engineering judgment indicates that road users would expect an acceleration lane to be present.

Section 2B.11 Yield Here To Pedestrians Signs (R1-5 Series)**Standard:**

- 01 **Yield Here To (Stop Here For) Pedestrians (R1-5, R1-5a, R1-5b or R1-5c) signs (see Figure 2B-2) shall be used if yield (stop) lines are used in advance of a marked crosswalk that crosses an uncontrolled multi-lane approach. The Yield Here To (Stop Here For) Pedestrians signs shall only be used where the law (local regulation or ordinance) specifically requires that a driver to yield or stop. The legend LOCAL LAW may be displayed at the top of the R1-5 and R1-5a signs, if applicable.**

Guidance:

- 02 *If yield (stop) lines and Yield Here To (Stop Here For) Pedestrians signs are used in advance of a crosswalk that crosses an uncontrolled multi-lane approach, they should be placed 20 to 50 feet in advance of the nearest crosswalk line (see Section 3B.16 and Figure 3B-17), and parking should be prohibited in the area between the yield line and the crosswalk.*
 03 *Yield (stop) lines and Yield Here To (Stop Here For) Pedestrians signs should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.*

Option:

- 04 Yield Here To (Stop Here For) Pedestrians signs may be used in advance of a crosswalk that crosses an uncontrolled multi-lane approach to indicate to road users where to yield (stop) even if yield (stop) lines are not used.