



Rules of the Road

The 2006
State of Wyoming
DRIVER LICENSE MANUAL

Above all else, drive safely

Welcome to the latest edition of Wyoming’s Rules of the Road driver’s manual. This book has been revised to include some of the most recent changes enacted by the Wyoming State Legislature effective July 1, 2005.

You will find information on how to obtain a driver’s license or ID card, the penalties for drinking and driving, requirements for insurance, what to do in the case of a crash, rules for driving on streets, highways, and railroad crossings, and other driving related subjects. You will also find information on other driver services offered both by the Wyoming Department of Transportation and other government entities in Wyoming.

Safe driving involves obeying traffic rules and regulations, being courteous on the road, driving defensively and making sure that you and your passengers wear a seat belt.

If you have any questions, don’t hesitate to contact Driver Services at (307) 777-4800 or 4810 or write to us at Wyoming Department of Transportation, Driver Services, 5300 Bishop Boulevard, Cheyenne, WY 82009-3340. Also, visit our website at <http://dot.state.wy.us!>



This manual will help you attain your license and drive safely

While a thorough knowledge of the information in this manual will help you pass the state knowledge and driving tests, this manual covers only the basic requirements. We urge persons who are just learning to drive to also take advantage of local driver education.

The language of the Wyoming Motor Vehicle Law is not used in this manual, which therefore cannot be used as an actual expression of the law. This manual does provide, in simple terms, the basic intent of the law in driving situations. Statutes relating to driver licensing and motor vehicles are found in Wyoming Laws and Related Statutes.

Your future as a driver could be decided by how well you study and become familiar with the information in this manual. Applying it can help you drive crash free and provide enjoyment for you and others.

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RULES OF THE ROAD

Speed and maneuvers

Legal speed limits (All unless otherwise posted)

Interstate Highways.....	75 mph
Secondary Highways.....	65 mph
Residential Areas.....	30 mph
Business Areas	30 mph
School Zones.....	20 mph

Adjust speed for road conditions

The only contact your car has with the road is through its tires, and each only has an area of rubber about the size of a person's hand on the surface of the road. The grip provided by the tires, then, is very dependent on the condition of the road itself. It is imperative, therefore, that motorists drive in accord with road conditions.

On curves

Adjust speed BEFORE entering a curve. Going too fast can break the grip that tires have on the road.

At intersections

Trees, bushes, or buildings at intersections can block the view of vehicles coming from the side. Therefore approach a “blind” intersection at no more than 15 mph.

On slippery roads

If the road is slippery, the grip your tires have is reduced. Therefore, drive slower than you would on a dry road. When driving on:

Wet road	Reduce speed by at least 5-10 mph.
Packed snow	Reduce speed by at least half.
Ice	Reduce speed to a crawl. You may have to slow even more if vehicles are ahead.

Adjust speed for traffic conditions

Crashes tend to happen when one driver is going faster or slower than other vehicles on the road:

- If you are going faster than traffic, you will have to pass other vehicles. You have more chances of having a crash if you pass many vehicles.
- Going slower than other vehicles or stopping all of a sudden can be just as bad as speeding. The pos-

sibility of rear-end collisions is added to the danger of vehicles passing you.

- You should be able to identify slower-moving vehicles. Adjust your speed gradually. Slowing suddenly is a major cause of traffic crashes.
- Remember that you are sharing the road with bicyclists, and that they have as much legal right to be on a public roadway as you. All bicycles should be identified as slow-moving traffic and your speed and driving should be adjusted to accommodate them.

Adjust speed for light conditions

Darkness

Never drive so fast that you cannot stop within the distance you can see ahead with your headlights. Your lights will only let you see clearly about 250 feet. If you then drive faster than 55 mph on a dark road, you are really “driving blind” because you won’t be able to stop within the 250 feet ahead of you that is lit well enough to see.

Rain, fog or snow

In a very heavy rain, snowstorm, or thick fog, you may not be able to see more than 100 feet ahead. When you can’t see any further than that, you cannot drive safely at any speed. Whenever you cannot see well enough, pull off the road and wait until it clears.

Right-of-way

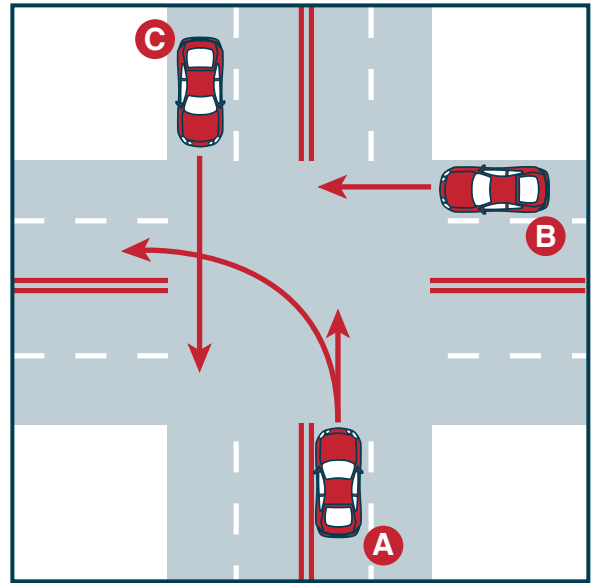
“Right-of-way” laws tell who must yield at intersections or other places where two or more motor vehicles, bicycles, pedestrians, or combinations of these cannot all go at the same time.

Laws do not give anyone the right-of-way. They only indicate who must yield the right of way. Therefore you must always be alert for those who fail to yield and you should do everything possible to avoid a crash. This includes recognizing other vehicles and pedestrians. It is important to remember that bicyclists are classified as vehicles and are granted the same rights and responsibilities that operators of motor vehicles are subject to.

Right-of-way at intersections

Intersections with no signs or signals

Where no signs or signals are in place, you must watch for any driver coming from your right and yield the



right-of-way regardless of who first reaches and enters the intersection.

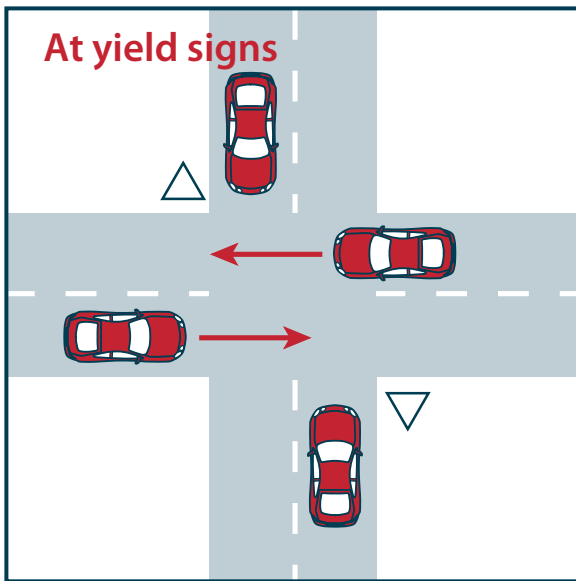
The diagram above illustrates such a right-of-way situation.

- Car “A” yields to Car “B” if Car “A” is going straight ahead.
- If Car “A” turns left, Car “A” yields to both “B” and “C.”
- Car “B” yields to Car “C.”

Anytime you come to a place where others may cross or enter your path, you should check to the sides to make sure no one is coming. Do not depend upon traffic signs or signals to provide a safe path. Check in front of you, and then check to the left first since you will meet vehicles coming from the left first. Check for vehicles coming from the right. Finally, make another check in both directions.

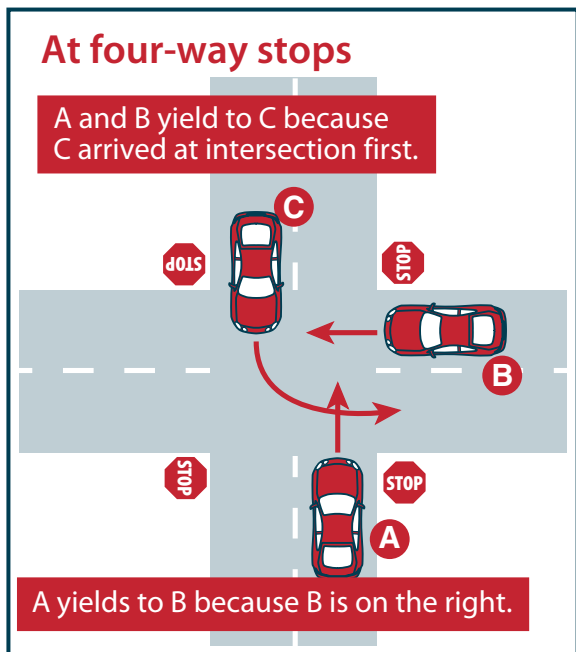
Intersections with “YIELD” signs

- Check for cross traffic before reaching the intersection.
- If a yield sign is in your lane, yield the right-of-way to cross traffic close enough to be dangerous.
- When turning onto a street or highway, yield to any vehicles close enough to be dangerous.
- Check for a gap in traffic, merge, and adjust your speed.



Intersections with four-way stops

At a four-way stop intersection, common courtesy requires that the driver who stops first should be permitted to go first. IF IN DOUBT, YIELD TO THE DRIVER ON YOUR RIGHT. It's important to remember to never insist on the right-of-way at the risk of a crash.



If you enter an intersection while violating the speed law, you forfeit any right-of-way you might have had.

Right-of-way involving emergency vehicles

When you hear the siren or see the flashing lights of a fire truck, police car or ambulance:

- pull as close as possible to the right-hand curb or edge of the roadway and stop;
- do not stop in an intersection;
- remain stopped until the emergency vehicle has passed;
- keep your foot on the brake so the emergency driver knows you are stopped; and
- watch for other emergency vehicles before you begin moving.

Right-of-way to pedestrians

The driver and the pedestrian are both responsible for traffic safety. Statutes require a driver to give the right-of-way or yield to a pedestrian:

- when a pedestrian is in a marked crosswalk on your side of the roadway with or without traffic control signals;
- when making a lawful turn on a red light, after coming to a complete stop; and
- when a blind pedestrian is carrying a clearly visible white cane or is accompanied by a guide dog.

Braking/stopping

You cannot stop on a dime! You must look ahead to **IDENTIFY** dangers. **PREDICT** what could happen, and **DECIDE** what to do. This takes **at least** one second. You must then **EXECUTE** your decision. It takes about 3/4 second to move your foot from the accelerator to the brake. The distance it takes to stop after the brake is applied depends upon your initial speed, your brakes, tires, road surface and weather conditions.

A tractor-trailer rig takes considerably more time and distance to stop than a passenger vehicle traveling at the same speed. A passenger vehicle traveling 55 mph can typically stop in about half the length of a football field (about 130-140 feet). A heavy vehicle with a loaded trailer will usually take over two-thirds the length of a football field (about 190-200 feet) to stop. In heavy

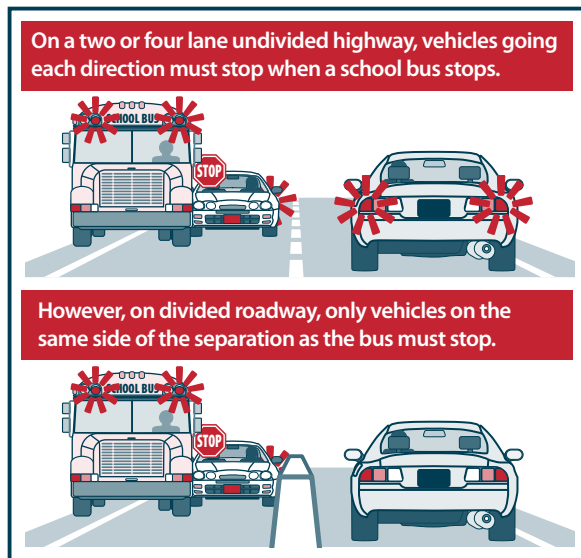
traffic, when a truck's brakes may be hot, the stopping distance may double to 1.5 times the length of a football field (400 feet).

If you are tired, have been drinking, or simply are not paying attention, you may not identify the danger at all. You won't be able to predict what may happen until it is too late to decide what you should do. Finally, you may not be able to execute your decision soon enough because your reaction time may also be slower.

Required stops

You **MUST** always stop your vehicle:

- before the crosswalk at all stop signs, red traffic lights and flashing red lights;
- when entering a street from a driveway, alley, building, or parking lot (W.S. 31-5-506) and when entering a business district from a side road;
- when directed to do so by a police officer (A police officer's directions mean more than traffic lights or signs.);
- for flashing red lights or crossing gates at a railroad crossing;
- when signaled by a flag person at or near railroad crossings or construction sites;
- for blind persons attempting to cross a street who are carrying a white cane or guided by a guide dog;
- if you are in any way involved in a traffic crash; and



- when meeting or overtaking, from either direction, a stopped school bus with flashing red lights. The driver shall not proceed until the school bus resumes motion or the flashing red lights are no longer activated.

When meeting a school bus with activated flashing red lights you may pass, **only if there is a physical barrier or separate roadways between your vehicle and the school bus**. You **MUST** use extreme caution, however, watching for pedestrians.

Changing lanes

Proper lane changing rules

Before changing lanes:

- Check in your rear view and side mirrors.
- Check over your left or right shoulder. Make sure no one is in your blind spots.
- Check for other drivers who may also be moving into the same lane.
- Signal and change lanes.

And do not change lanes before or in an intersection.

Turning

Turn signaling

All drivers must signal:

- when turning or changing lanes; and
- at least 100 feet from an intersection. Signaling at least 4 to 5 seconds BEFORE you wish to turn is better at higher speeds.

Drivers may signal in two ways:

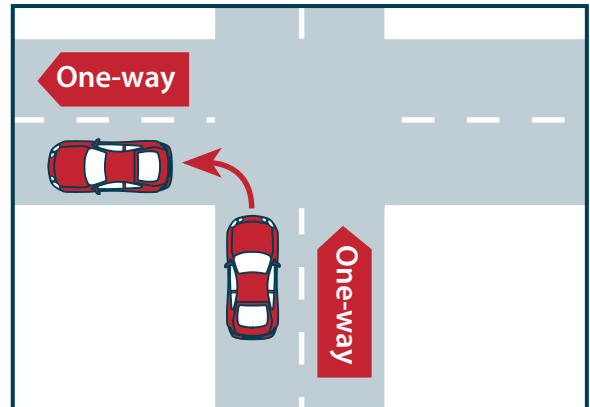
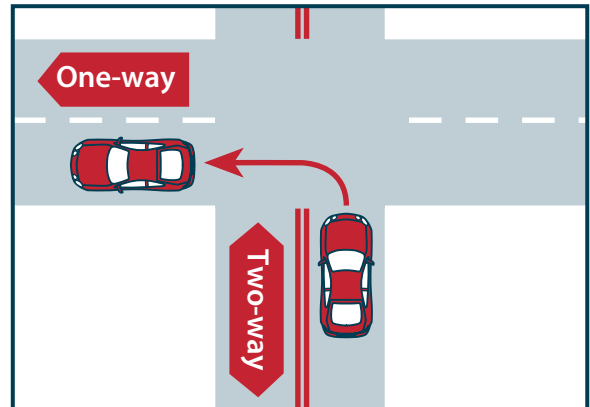
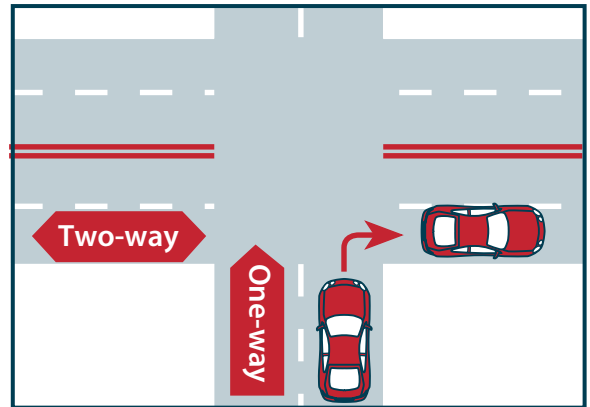
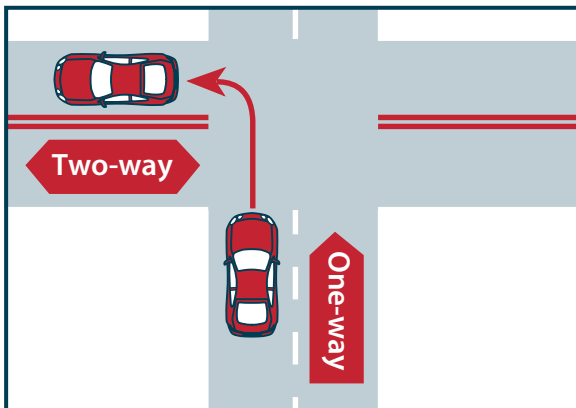
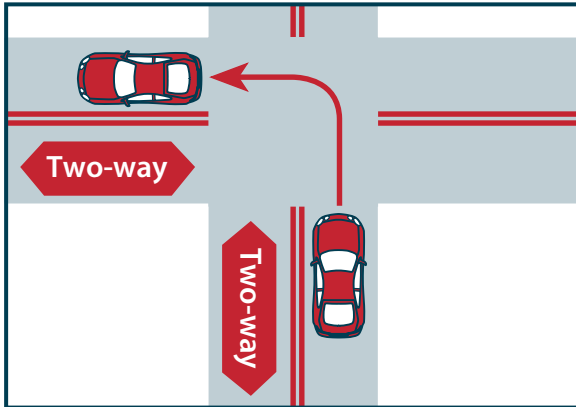
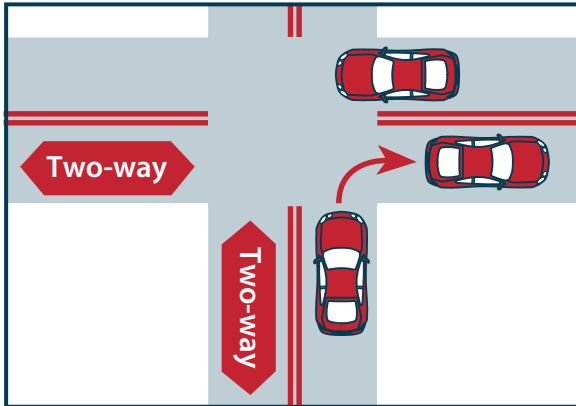
- with **electrical turn signals** (Flash the right turn signal for a right turn and the left turn signal for a left turn.); or
- with **hand and arm signals**. Signals should be given with your left arm. For a right turn, the hand and arm are extended straight up from the elbow. For a left turn, the driver's hand and arm are extended straight out to the left. To slow down or stop, the hand and arm are extended down from the elbow.



Turns

Proper turning rules

- Plan ahead.
- Be in the proper lane well before the turn (follow proper steps to change lanes).



- Signal the direction you plan to turn.
- Slow and check for persons and vehicles in your turning path.
- Turn into the proper lane (see turning diagrams).
- Adjust speed to flow of traffic.

Backing

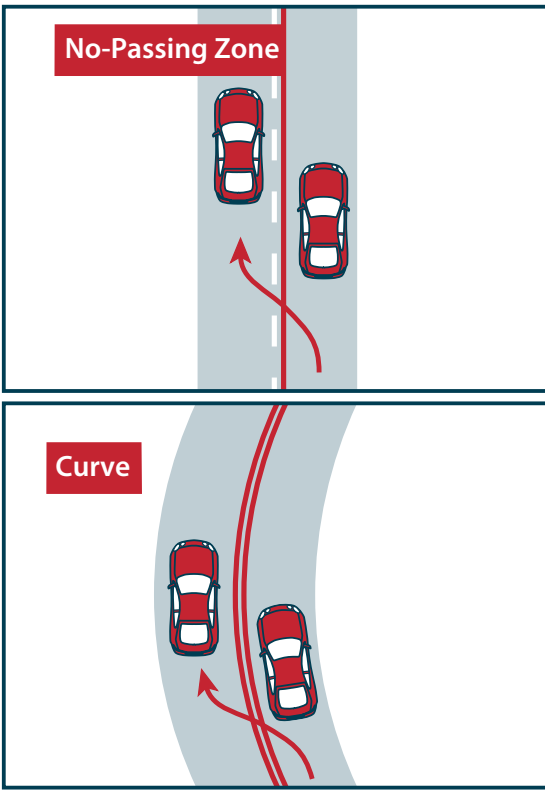
Check behind your vehicle by walking behind it before you back up. When you back up, do not depend upon your mirrors. Turn your head and body so that you can see where you are backing. Place your hand at the top of the steering wheel and back up slowly. Always be prepared to stop.

Passing

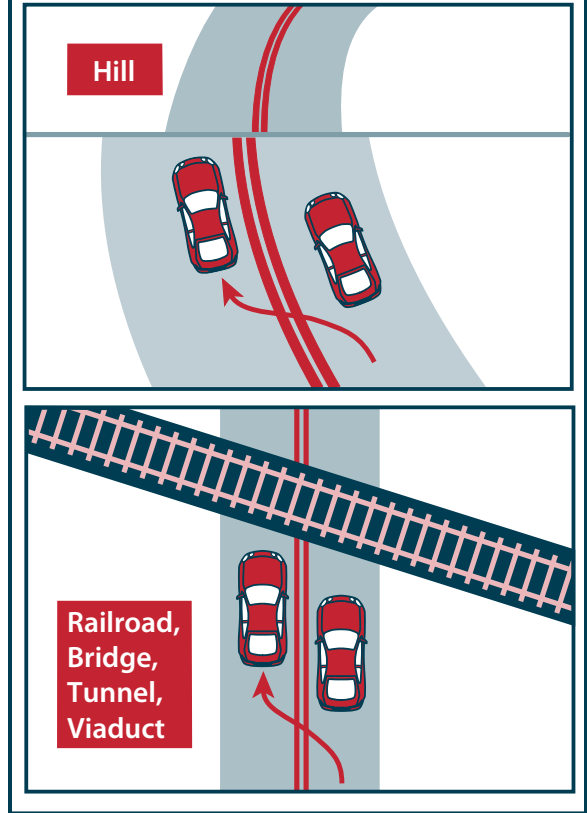
Decide if it is safe to pass

- Do not pass if signs or pavement markings prohibit passing. If you see any vehicles, pedestrians, bridges, curves, hills, intersections, or railroad crossings just ahead, do not pass; WAIT.
- Do not try to pass more than one vehicle at a time on a two-lane road.

Passing vehicle is breaking the law



Passing vehicle is breaking the law



- Do not follow another vehicle that is passing a car in front of you.
- It is not legal to exceed the speed limit when passing.
- DO NOT pass a school bus with flashing red lights.

How to pass

DECIDE if it is necessary to pass, then:

- START at least two seconds behind the vehicle ahead.
- MAKE SURE you have time and space to pass safely.
- SIGNAL AND CHECK all around your vehicle before passing.
- INCREASE SPEED and pull into the passing lane.
- SIGNAL with your horn as you move into the other driver's blind spot.
- MOVE BACK into the right lane when you see the front of the vehicle in your rear view mirror.
- RESUME SPEED.

Passing on the right

Never try to pass on the right unless you are sure you can do it safely.

You may pass on the right:

- when the vehicle you are overtaking is making a left turn (It is not legal to leave the pavement to pass on the right.); or
- when two or more lanes of heavy traffic are moving in the same direction. However this can be very dangerous if the other driver does not see you and decides to change lanes.

Passing bicyclists

It is the responsibility of every driver to avoid crashes whenever possible, this includes accidents with bicyclists. Because bicyclists have the right to access all public roadways, there are some practices that will aid drivers of motor vehicles when sharing the road:

- When approaching a bicyclist, unless you have a clear and empty lane, do not attempt to pass.
- If you do not have adequate space to pass a bicyclist, slow to the speed of the cyclist and follow him or her until you do have the room needed to pass.
- Avoid prolonged driving next to a bicyclist when sharing a single lane of traffic.
- When passing a bicyclist, reduce your speed to reduce the danger of a crash.

Passing parked cars

When driving past parked cars, watch for cars pulling out in front of you. Check for clues such as:

- exhaust coming from the tail pipe;
- brake lights on, a turn signal flashing, or white back-up lights on;
- front wheels turning out; or
- a person sitting behind the wheel.

Also, check for pedestrians or bicyclists trying to cross the road from between parked cars.

Passing heavy vehicles

When a passenger vehicle cuts in too soon after passing a heavy vehicle, then abruptly slows down, truck drivers are forced to compensate with little time or room to spare.

Because it takes longer to pass a large vehicle, you should maintain a consistent speed when passing and be sure you can see both headlights *and* the entire cab of the truck in your rear-view mirror before pulling back into your lane. Take into account the vehicle's total length, particularly rigs with double trailers. Some can be as much as 100 feet long.

Be sure to pass with sufficient speed to avoid loitering in the truck driver's *No-Zone* area and simply taking too long to pass. The passenger vehicle's position while passing makes it *impossible* for the truck driver to take evasive action if an obstacle appears in the road ahead. When your car loiters in the truck's blind spot (*No-Zone*), perhaps because your set cruise-control speed is only slightly faster than the truck's, or when you are passing on the right, the driver cannot take evasive action without striking your car - *which he cannot see*.

Passing emergency vehicles

When approaching emergency vehicles parked by the road, you must move over or slow down. *See page 68.*

Blind spots

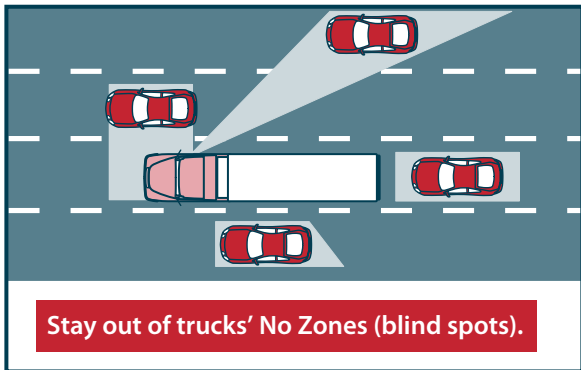
One of the most serious misjudgments made about trucks concerns the truck driver's field of vision. Many motorists believe that because a truck driver sits twice as high as the driver of a passenger vehicle, he can see further ahead and can react sooner.

True, the truck driver has a better view over the top of any cars ahead of him, but heavy vehicles also have sizeable blind spots that passenger vehicles do not have.

Unlike cars, heavy vehicles have large blind spots directly behind them. Avoid tailgating in this *No-Zone* area. The truck driver cannot see your car in this position and your own view of the traffic flow is severely reduced.

Following too closely not only greatly increases your chances of a rear-end collision with the truck (or any other vehicle) in front of you, but creates a hazardous situation if debris, such as ice, rocks or tire recapping material, ends up in your path or strikes your vehicle through no fault of the other driver.

Heavy vehicles also have much larger blind spots on both sides. When you drive in these blind spots (*No-Zones*)



for any length of time, you cannot be seen by the truck driver. If the truck driver needs to change lanes quickly for any reason, a serious crash could occur when a passenger vehicle is located in a *No-Zone*.

A "right-turn squeeze" occurs when the driver of a passenger vehicle finds himself in the blind spot located on the right side of a heavy vehicle that is in the process of turning right. Motorists who are aware of *No-Zone* areas when sharing the road with heavy vehicles are better prepared to avoid such potentially dangerous situations.

Parking

Parking restrictions

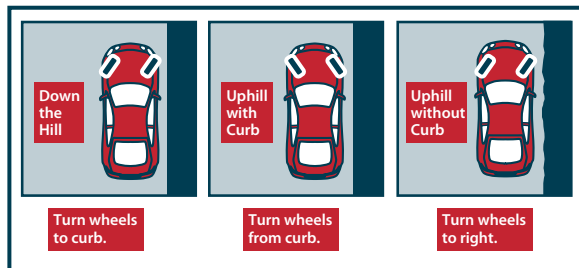
It is not legal to park in the following places:

- on the roadway side of any stopped or parked vehicle;
- on a sidewalk, within an intersection, or on a crosswalk;
- where the curb is painted yellow near intersections or driveways;
- alongside or opposite any street construction sites.
- on any bridge or within a highway tunnel;
- at any place where official signs prohibit standing, stopping or parking;
- in front of a public or private driveway;
- within 15 feet of a fire hydrant; or
- in a parking space designated for the "handicapped," unless your vehicle displays a handicapped parking placard or bears handicapped license plates.

Parking on hills

If you park facing uphill where there is a curb, you should set the parking brake and turn the wheels away from the curb. In any other situation, turn the wheels

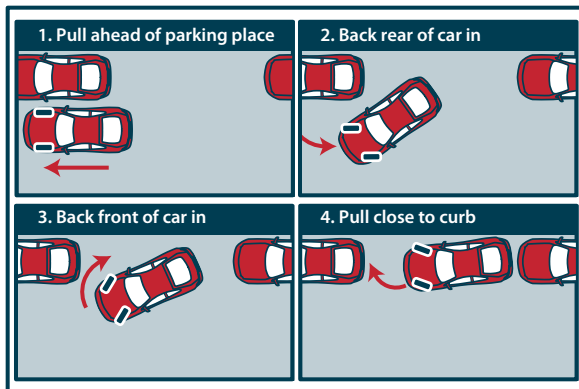
towards the curb or edge of the road. Turn off the engine, take the keys and lock the car.



Emergency parking

When you have to make an emergency stop, park with all four wheels off the pavement, if possible. Do not stop on a hill or curve where your car cannot be easily seen. Turn on your emergency flashers.

Parking between cars



Leaving a parking space

To leave a parking space:

- CHECK to see if anyone is coming (Be especially watchful for bicyclists or motorcyclists.);
- SIGNAL before you start to move;
- YIELD the right-of-way to oncoming vehicles and motorcycles; and
- ENTER traffic. Do not dart out into traffic.

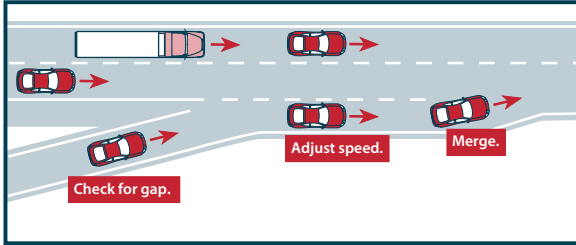
Interstate driving

Entering the Interstate

You get on the Interstate by using an entrance ramp, but be alert for "DO NOT ENTER" and "WRONG WAY"

signs that might indicate that you are about to begin going the wrong way on an exit ramp instead. If you find yourself going the wrong way on a ramp, you should pull onto the shoulder, stop and only turn around when there is no oncoming traffic.

The entrance ramp usually takes you to an acceleration lane. Its purpose is to let you match your speed to that of Interstate traffic.



As you approach the Interstate:

- CHECK over your shoulder for a gap in the traffic on the Interstate;
- ADJUST your speed to meet that gap and signal;
- DO NOT STOP unless there is no gap in traffic; and
- as you MERGE, make sure you are driving about the same speed as other traffic.

If another vehicle is ahead of you on the entrance ramp, be ready in case it slows or stops without warning. Do not forget that traffic on the Interstate has the right-of-way. You cannot always count on other drivers seeing you or moving over to give you room to enter.

Proper driving techniques on Interstates

Once you are on the Interstate, you should:

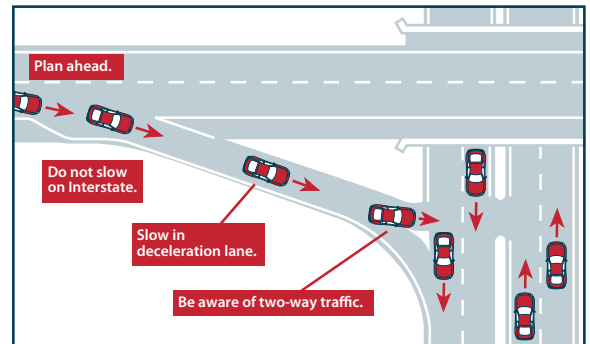
- MAINTAIN steady speed, keeping pace with other traffic.
- OBEY posted speed limits.
- DO NOT follow too closely to the vehicle in front of you. Always leave at least two seconds space cushion between you and the vehicle ahead. When the weather is bad or the pavement is slick, double or triple your following time. Rear-end collisions are the most frequent type of crashes on the Interstate.
- WATCH for vehicles entering the Interstate. If it is safe, move left to allow them a smooth, safe entry.
- AVOID unnecessary lane changing. Stay in the right lane unless overtaking and passing another vehicle.

- SIGNAL lane changes.
- PASS with caution. Check your blind spots when making lane changes. Make sure you can see the vehicle you are passing in your rear view mirror before pulling back in.
- If you MISS your exit, go on to the next exit. Backing up on the Interstate is dangerous.
- DO NOT cross the median of an Interstate highway.
- To AVOID drowsiness, open the windows to get fresh air, sing along with the radio, keep your eyes moving and do not stare in one direction.
- If you become DROWSY, stop, get out, and take a break. Drowsiness is one of the greatest dangers in driving.
- If you are really SLEEPY, pull off the highway, check into a motel, and get some sleep.

Leaving the Interstate

When you wish to leave the Interstate you should:

- PLAN ahead (Look for signs telling you about your exit and the lane you must use. Signal and move into the proper lane a mile or more before the exit.);
- NEVER slow on the Interstate;
- SLOW after turning into the deceleration lane; and
- once off the Interstate, be aware of two-way traffic and check your speed.



Emergency stopping on the Interstate

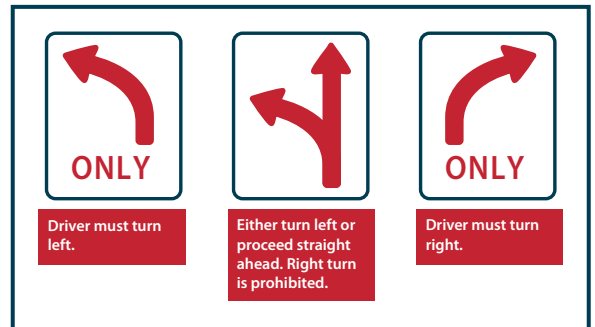
In the event of a breakdown or other emergency, drive the vehicle as far onto the right shoulder as possible. Make certain that all four wheels are well off the road. Even with a flat tire, a vehicle can be driven slowly to reduce the hazard of stopping on a bridge or underpass.

Turn on your four-way emergency warning lights. At night, use flares or reflectors. Do not open the doors or get out on the traffic side of your vehicle. Raise the hood and trunk lid or tie a white cloth to the antenna if you need help.

If you cannot get your vehicle off the road, remove all passengers and get them away from the area in case the vehicle is hit.

Traffic signs, signals and road markings

The different shapes and colors of signs are significant and mean different things. If fading light, fog, rain, snow or darkness makes them difficult to read, their shapes can still tell informed drivers generally what to look for or what to do. For instance, diamond-shaped signs are meant to warn drivers of such things as road hazards, while rectangular signs give regulatory information about lawful speeds and directions.



The different shapes of signs are explained and shown in full color on the inside and outside of the back cover. Be sure and familiarize yourself with them. Pavement markings also provide the driver with important information about the proper position of vehicles on the roadway.

Overhead signs

Overhead lane signs tell you what direction you must go. When the word “ONLY” is used, you must go in the direction the arrow points; there is no option. Arrows painted on the roadway and arrows on the overhead signs have the same meaning.

Use of lanes

On a two-lane roadway (one lane going in each direction) you are required to drive on the right side and to yield the left half of the roadway to oncoming traffic.

On multi-lane roads, drive in the lane that has the smoothest flow of traffic. It helps you keep a safe space cushion and saves gas. When there are three or more

lanes going in one direction, the middle lane or lanes are usually the smoothest. The left lane is for drivers who want to go faster, pass or turn left. Slower drivers and those turning right use the right lane.

If the road has two lanes going in one direction, the right lane usually has the smoothest flow of traffic. On roads that have special left turn lanes, the left lane may have the smoothest flow of traffic.

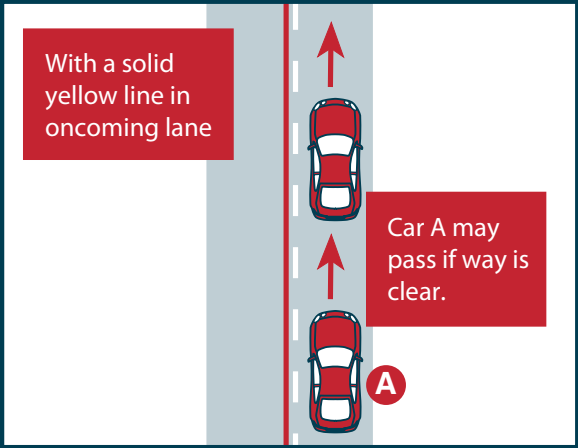
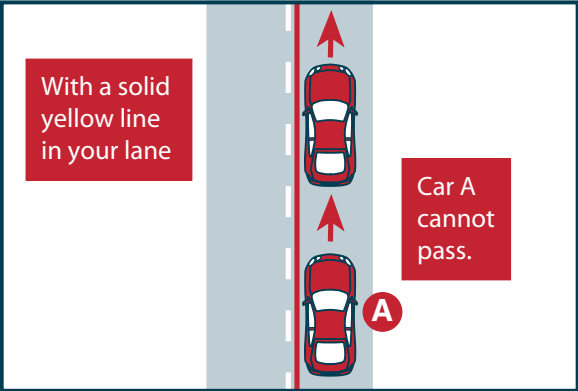
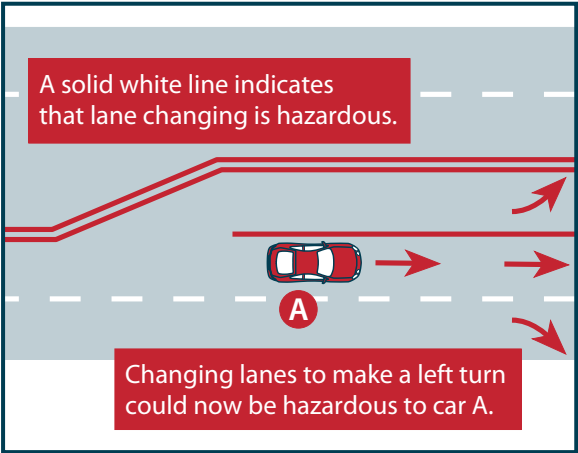
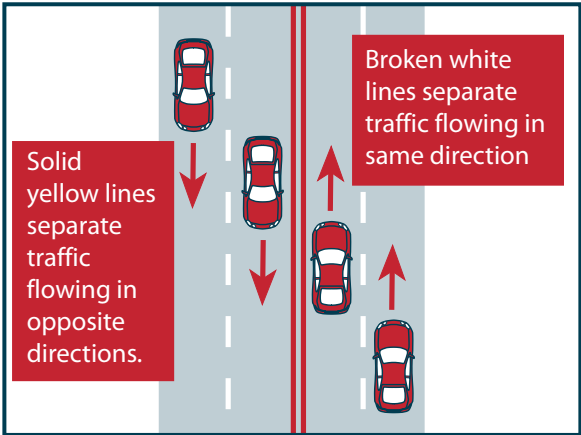
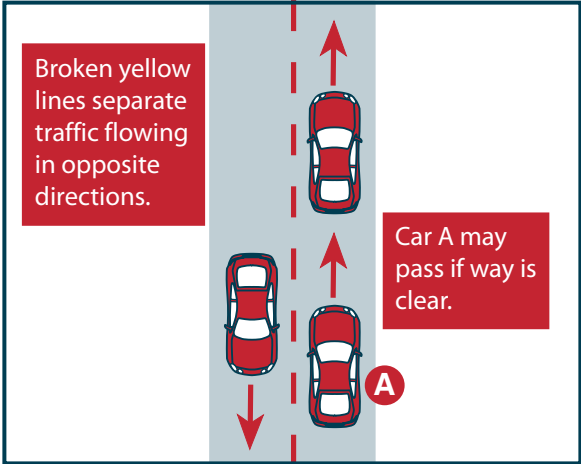
Pavement markings (Yellow shown here as red)

White lines separate traffic going the same direction.

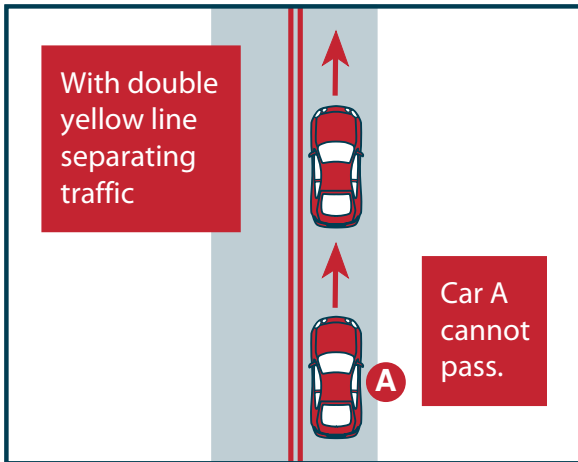
Yellow lines separate traffic flowing in opposite directions.

Broken lines indicate passing or lane changing is permitted if the way is clear.

Solid white lines indicate that passing or lane changing is hazardous.



Solid yellow lines indicate no passing or lane changing — unless making a left turn into or from an alley, private road or driveway.



proaching. You are legally required to yield the right-of-way to the train. If there is more than one track, make sure all tracks are clear before crossing.

Flashing-light signals with gates: Stop when the lights begin to flash and before the area where the gate will lower across your road lane. Remain stopped until the gates go up and the lights have stopped flashing. Proceed when it is safe.

PREVENTING RAILROAD CROSSING CRASHES IS UP TO YOU!

Railroad crossings

Where public highways and railways intersect, one or more of the following warning devices mark the crossing for your safety.

Advance warning signs advise you to slow down, look and listen for the train, and be prepared to stop if a train is approaching.



Advance Warning

Pavement markings consist of an RXR followed by a stop line closer to the tracks. They may be painted on the paved approach to a crossing. Stay behind the stop line while waiting for a train to pass.



Railroad Crossing

Crossbuck signs are yield signs. You are legally required to yield the right-of-way to trains. Slow down, look and listen for the train, and stop if a train approaches. When crossing more than one set of tracks, there will be a sign below the crossbuck indicating how many there are.



Flashing Light

Flashing red light

signals: When the lights are flashing, STOP! A train is ap-



Gate with Flashing Light

Traffic crashes

If you're involved in a crash

If you are involved in a crash you must:

- stop your vehicle at or near the crash scene (Stay there until the police have arrived and questioned everyone involved.);
- give aid to any injured persons and send for an ambulance (DO NOT MOVE AN INJURED PERSON unless there is danger of another crash.);
- warn passing traffic (Have someone warn approaching traffic to prevent further damage.);
- get the names and addresses of all witnesses as well as persons involved in the crash;
- record the other driver's name and address, driver license number, make of vehicle, insurance company name, model and year of vehicle, damage to the vehicle, and license plate number; and
- contact the police if there is an injury, death or property damage amounting to \$1,000.00 or more. The law requires you to give the police information on the crash at the time of the crash. The police will fill out and submit an accident report to the Accident Records Section of the Wyoming Department of Transportation. You must submit a separate written report of the crash to the Accident Records Section of the Wyoming Department of Transportation within 10 days and attach an estimate of repairs or a statement of the total loss from an established repair garage or an insurance adjuster employed by an insurer licensed to transact insurance in this state.

Damaging unattended vehicles

If you damage an unattended vehicle or other property and you cannot locate the owner, leave the following information on a piece of paper where the owner can find it:

- your name, address and telephone number;
- driver license number;
- license plate number;
- date and time of crash; and
- damage to the vehicle.

Then you must also contact the nearest law enforcement agency.

Sharing the road safely

Sharing the road

Drivers of cars and trucks share the road with others. You must know laws that apply to other roadway users.

Your vehicle and its equipment

You can't share the road safely without a safe vehicle. Therefore a police officer has the right to stop you and inspect the equipment on your vehicle. If any equipment is defective, you will be directed to have it repaired immediately and possibly fined \$60.00. If your vehicle is found to be unsafe you could be fined more.



Motorcycles

Motorcyclists have the same rights and responsibilities on public roadways as other highway users. As a defensive driver, you need to be aware of some special situations and conditions so you can share the road safely with cyclists.

Motorcycles are not easily identified in traffic. Even when seen it's difficult for some drivers to judge how far away the cyclists are or how fast they are traveling. Be aware of this problem.

Drivers turning left in front of an oncoming cyclist cause a large percentage of car/cycle crashes. These drivers fail to see the cyclist in traffic or they fail to judge the speed of the cyclist. The correct procedure is to **look and look again**. Make sure you identify the motorcycle as a critical object and know its speed before you make a left turn.

Turn signals do not turn off automatically on most motorcycles. Before pulling into an intersection in front of a motorcycle, *be sure the rider is turning* and not continuing straight ahead.

Motorcycles are entitled to the same full lane width as all other vehicles. A skilled motorcycle operator is constantly changing positions within that lane to increase his ability to see and be seen and because of objects in or near the road. Never move into the same lane alongside a motorcycle, even if the lane is wide and the cyclist is riding far to one side. It is not only illegal, but it boxes both of you in and does not permit you a way out.

No more than two (2) motorcycles may be driven abreast in the same lane and must be by consent of both motorcycle drivers. A motorcycle shall not overtake and pass any vehicle in the same lane, except another motorcycle.

Bad weather, slippery surfaces, crosswinds, road conditions, railroad grade crossings, metal or grated bridges, and grooved pavement can be hazardous to motorcyclists. Be alert for these conditions so you can prepare yourself for the possible quick change in speed or direction of the motorcycle.

Be aware of motorcycles on the road. Regardless of who is legally at fault in car/cycle crashes, the motorcyclist usually is the loser.

Wyoming offers both Novice Rider (RSS) and Experienced Rider (ERC) Motorcycle Safety Education courses for a nominal fee. Applications and information on courses offered in your area are available at your local driver exam office, on the WYDOT Website at www.dot.state.wy.us or by calling 1-888-570-9904.

Pedestrians

Pedestrians account for nearly 20 percent of all traffic deaths. You are required to yield to pedestrians in a crosswalk area whether or not there are pavement markings.

Residential and school areas are especially dangerous. Children are fun loving. All too often they forget the dangers of playing near traffic. They can run in front of your vehicle before you realize it has happened. It's a good idea to slow down and create a larger space cushion when you see pedestrians on or near the school.

If your vehicle is disabled and you must walk where there are no sidewalks, walk on the left side of the road facing traffic. At night, wear light-colored clothing to help others identify you.

Bicycles

Bicyclists have the right to use all public roadways, and share rights and duties applicable to all drivers of any vehicle. But, unlike motor vehicles, bicyclists must share their lane of traffic. They must ride as close to the right side of pavement as is practical and safe.

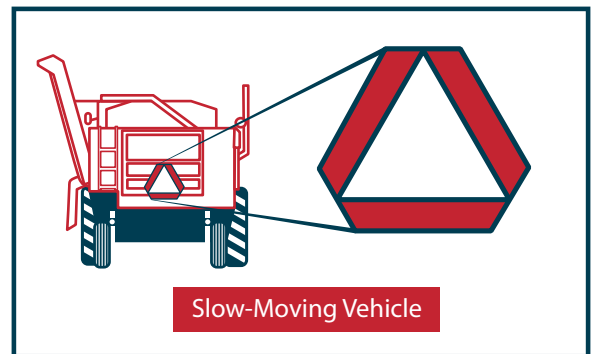
While it is legal to drive beside a bicyclist in the same lane, you are safer if you do not. A bicyclist might turn sharply to avoid a sewer grate, something in the road, or a door being opened from a parked car. When you are following or passing a bicyclist, the best advice is: LEAVE PLENTY OF ROOM.

Any bicycle used after dark must have a front light and rear reflectors, but these may be very hard to see. You must watch the side of the road and be alert for them.

Farm and slow-moving vehicles

When you see this symbol on the back of a vehicle ahead, it is a warning to slow down. It means the vehicle cannot travel faster than 25 miles per hour.

Don't be impatient if you find yourself behind one of these slow vehicles. They have the legal right to be there.



Heavy vehicles (trucks)

Trucks are *not* large cars. Whether accelerating, braking, climbing a hill, switching lanes or turning onto a side street, tractor-trailer rigs must perform certain ma-

neuers that drivers of passenger vehicles are generally not familiar with. The motorist is often unprepared to share the road safely with heavy vehicle traffic. The National Highway and Traffic Safety Administration states that 71 percent of fatal crashes involving two or more vehicles, in which one is a heavy vehicle, are caused by the passenger vehicle.

Emergency vehicles

Emergency vehicles may be parked in the roadway or alongside another vehicle.

When driving on an Interstate highway or other highway with two or more lanes, upon approaching a parked emergency vehicle whose audible or visual signals are in use, you must merge into the lane farthest from the emergency vehicle, except when otherwise directed by a police officer.

When driving on a two-lane roadway, you must slow down to a speed that is (20) twenty miles per hour less than the posted speed limit, except when otherwise directed by a police officer. Remember: Someone you know may be involved in the emergency situation.

Share with animals

Because of Wyoming's abundant wildlife population, collisions with animals, and particularly with deer and other "big-game" animals, are real dangers on Wyoming's rural highways.



Too often they have very negative consequences for both the vehicle and its occupants, as well as the animals themselves. The animals can be killed, and often are, but drivers and occupants can perish too. In addition, vehicles can be damaged beyond repair.

While such crashes can occur at any time of the year, they are most prevalent during the fall and spring,

while animals are migrating between their summer and winter habitats.

Although there is no fool-proof way to avoid a vehicle-animal collision, there are steps you can take to minimize the likelihood of such a crash and lessen the severity of one if it does happen.

Drive cautiously and stay aware and alert by:

- reducing your speed and being particularly cautious in areas where "deer crossing" signs are posted;
- constantly scanning not only the upcoming highway as you drive but the roadside as well;
- using your high-beam lights as often at night as possible in order to better illuminate both the highway and the roadside;
- being very watchful in areas near forests and water;
- staying particularly alert at dusk and dawn, times when animals venture out to feed and also when your visibility is limited; and
- watching for the reflection of your headlights in the eyes of animals ahead.

When you see an animal on or near the roadway, reduce your speed and tap your brakes, to warn other drivers, and sound your horn. Of course, you can brake harder if no one is behind you, but be careful about flashing your headlights because one unintended effect may be to "freeze the deer" or other animal on the roadway directly ahead.

If a collision seems inevitable, don't swerve suddenly to avoid the animal; your risk of personal injury may be greater if you do. Brake as quickly as you safely can, but keep your vehicle under control and on the roadway.

If a crash occurs, report it to local law enforcement, particularly if the carcass of the struck animal is still on the highway and thus a danger to other vehicles.

Safe driving tips (IPDE)

IDENTIFY: Defensive drivers scan for any person, vehicle, animal or anything else that could cause them to slow down, speed up or turn. They identify any of these things as CRITICAL OBJECTS.

PREDICT: When defensive drivers identify a critical object, they predict what could happen. They predict the

worst. For example: if they identify a person entering a parked car 10 to 15 seconds ahead, they predict that the driver will pull out in front of them without looking.

DECIDE: Decisions are based on what can be done to prevent a crash, and not who is right or who is wrong. Defensive driving means that all responses to a critical object are the result of a decision and not a reaction to an unexpected danger.

EXECUTE: The final step in the IPDE Method of defensive driving is to execute the decision in a smooth, predictable manner and in time to avoid a crash.

Driving defensively with IPDE requires that you:

- scan ahead and to the sides;
- communicate with other drivers;
- isolate your vehicle in traffic; and
- separate risks and compromise space when necessary.

Scan ahead

Most of what you do as a driver is in response to what you see. Defensive drivers scan at least 10 to 15 seconds ahead. It is easy to check how far ahead you normally look. Just pick some fixed object beside the road and count “one thousand and one, one thousand and two,” etc., until you reach the object. If you’re watching far enough ahead, you will count past one thousand and ten before passing the object.

You should also check for weather, traffic and road conditions. Check signs, signals and road markings, as well as vehicles and pedestrians. Check for all objects that are critical and could cause you to slow down, speed up or turn. Drivers who have to react to unexpected traffic situations may not be checking far enough ahead to identify critical objects.

Scan the roadsides

Identify as critical objects persons, vehicles, and animals that could move into your path or that could cause you to change your speed or lane position. For example: if you see a school sign, check for children and identify as critical any child who could run into your path.

Communicate

To communicate means letting other drivers know what you plan to do early enough to prevent a collision.

Many collisions happen because a driver fails to identify critical objects or to communicate what he plans to do. You can communicate with other drivers by:

- making eye contact with pedestrians and other drivers at intersections and places where there may be a question of right-of-way;
- using hand motions to give pedestrians and other drivers the right-of-way;
- using lane position to let others know what you intend to do;
- giving hand or electrical signals at least four to five seconds before turning;
- touching your brake to turn on your brake lights and to start slowing well in advance of stopping;
- being in the correct lane well in advance of a turn;
- tapping your horn to alert others that you’re there; and
- by avoiding other drivers’ “blind spots” by placing your vehicle where you can be seen.

Isolate your vehicle in traffic

Space cushion: A proven method of defensive driving is to isolate your vehicle from other vehicles with a space cushion. A cushion of space ahead, behind, and to the sides gives you the distance to avoid the mistakes of others.

Following distance: Rear-end collisions caused by following too close are a very common type of crash. One of the easiest ways to tell if you have a large enough space cushion ahead is to use the two-second following distance rule. All you need to do is count off seconds. It is easier to use and is more accurate than trying to judge vehicle lengths.

To use the two-second following distance rule:

- scan ahead for a fixed point such as a pole, shadow, or pavement marking; and
- when the rear bumper of the vehicle ahead passes the fixed point, start counting the number of seconds it takes you to reach the same point. Count, “one thousand and one, one thousand and two.”

If the front of your vehicle passes the fixed point before you count off two seconds, you are too close to the vehicle ahead.

YOU MUST ALLOW AT LEAST TWO SECONDS FOLLOWING DISTANCE FOR EACH 20 FEET OF VEHICLE LENGTH.

If you are driving a car, stay at least two seconds back from the vehicle ahead. Bus drivers should stay at least four seconds back and tractor-trailer drivers at least six seconds back. Towing boats or trailers adds length and weight to your vehicle and therefore requires more following distance. The two-second following distance rule is simple to use and works at all speeds.

It makes sense to INCREASE your following distance by:

- doubling the number of seconds when the roads are wet, when you are carrying a heavier than normal load, or at night (cars, four seconds).
- tripling the number of seconds when the roads are covered with snow and slush (cars, six seconds); and
- quadrupling the number of seconds when ice covers the road (cars, eight seconds).

Tailgaters

The space cushion behind is as important as the space cushion ahead. A driver that tailgates you limits your ability to slow rapidly in case of an emergency ahead. Although the driver behind has more control over the space than you, there are things you can do. You can:

- communicate with the driver behind by using your turn signals, brake lights, and by placing your vehicle in the proper lane well in advance of turns;
- provide more time and space ahead to react to emergencies (Increase the following distance between you and the vehicle in front of you.);
- move to the right lane of a multi-lane highway; and
- reduce speed to encourage the driver behind to pass.

Space to the sides

You also need a space cushion to the sides. If there are other motor vehicles, bicycles, pedestrians or objects in the space on both sides, you are “boxed in.” Your ability to respond to a situation ahead is limited to speeding up or slowing down. To keep a space cushion to your sides, you can:

- avoid driving next to a bicyclist for prolonged periods of time;
- avoid driving alongside other vehicles on multi-laned streets;
- keep as much space between yourself and oncoming traffic as possible;

- avoid driving in other driver’s blind spots;
- avoid keeping others in your blind spots; and
- keep a space between yourself and parked vehicles.

Separate risks

Another defensive driving technique is to separate risks. Take risks one at a time whenever possible. For example, suppose that you identified some joggers running on the edge of the road and an oncoming truck. You PREDICT that you, the oncoming vehicle and the joggers will all meet at about the same time. To separate risks, make a DECISION to speed up or slow down in order to pass the joggers before or after the truck. Finally, EXECUTE your decision, and pass the truck and the joggers one at a time. You control the space to the sides by separating the risks. This gives you space to move in case of an emergency.

Compromise space

A final defensive driving technique is compromise. When you cannot separate risks and must deal with two or more at the same time, compromise by giving the most room to the worst danger. For example: suppose you are on a two-lane street and there are oncoming cars to your left and a child riding a bike to your right. Since the child is more likely to move suddenly than the oncoming cars, the child is the greatest danger and you need a larger space cushion to the right. Move closer to the center line and oncoming car to create a bigger space cushion to the right.

Special driving conditions

Reduced light

To the defensive driver, darkness requires even greater alertness. Reduced visibility, glare from oncoming headlights, animals crossing the road, and eye strain all combine to make night driving hazardous.

Laws and guidelines for driving in reduced light:

- Headlights must be used from one-half hour after sunset until one-half hour before sunrise and at any other time when, due to insufficient light or unfavorable weather conditions, persons and vehicles on the road are not clearly discernable at a distance of 1,000 feet ahead.

- Turn on low beams whenever the light begins to fade. It helps others identify you and judge what you're doing.
- Never use parking lights while driving. They cannot be seen until after your vehicle is clearly visible. It is not legal to drive with only parking lights when headlights are required.
- If you cannot see clearly, it makes sense to increase your following distance at least three or four seconds.
- At night your headlights give you a clear view for only a very limited distance ahead. If you go faster than 55 mph at night, you cannot stop in the distance that you can see ahead.
- Use high beams on rural highways. Use low beams when following other vehicles, when meeting oncoming vehicles, and when driving in town. You should dim at least 500 feet (about four to five seconds) before meeting an oncoming vehicle.
- If the oncoming driver fails to dim, switch your headlights to high beam and back to low beam while he is still three to four seconds away. If the glare is blinding you, look towards the right edge of the road.
- A clean windshield, inside and out, will help reduce the amount of glare from oncoming vehicles. Clean headlights will naturally give more light and help you to see better.
- Eyestrain, fatigue, and lack of concentration can be the result of staring at the spot created by your headlights. It may be difficult, but keep your eyes moving, especially at night. Scan for animals, pedestrians, and bicycle riders. Check to the sides for lights from other vehicles that might be crossing or entering your roadway ahead. Constantly check the lights of vehicles ahead for any indication that they are changing speed or lane position.

Weather conditions

Fog

- Use low beam headlights. Front fog lights are sometimes helpful.
- Rear fog lights (red) should only be used in heavy fog or in similar hazardous weather conditions resulting in seriously reduced visibility. Switch off your rear fog lights once visibility improves. A rear fog light gives advanced warning of your vehicle in poor visibility conditions.

- Reduce your normal speed, but be careful. The chance of a crash is extremely high whenever the difference between your speed and the speed of other traffic is more than 15 mph. Stop at the nearest safe place whenever there is potential for a great difference in speed.
- When you can't see at least 10 seconds ahead, consider pulling off at the nearest safe spot and stopping.
- Scan ahead for taillights, headlights, pedestrians, and for stopped or slow-moving vehicles. Create as big a space cushion as possible.

Slippery surfaces

You MUST SLOW DOWN when the road is slippery because stopping distances are increased.

Rain

- Increase your space. Double the time between you and the vehicle ahead (cars, four seconds).
- Use your headlights on low beam.
- Wait a short time after the rain starts before you turn your windshield wipers on. This will avoid smearing your windshield. Replace the blades if they smear or streak the windshield.
- Be careful during the first half hour after the rain begins. Dust and oil mix with the water and make the roadway slippery.
- Hydroplaning may occur during rainstorms. This is a condition where the tires ride on a thin film of water instead of the road. To prevent hydroplaning, SLOW DOWN.

Snow or ice

- Equip your car with snow tires or chains to prevent skidding and to reduce stopping distance.
- DO NOT change speed or direction suddenly.
- Watch for ice on bridges and in shady areas.
- Triple your space cushion ahead on snow (cars, six seconds). Quadruple the distance on ice (cars, eight seconds).
- Keep your windows clear so that you can see and communicate with others.
- Slow slowly and smoothly before stopping or turning.
- Never lock your brakes. You have no steering control unless the wheels are turning.
- DO NOT use cruise control.

Before traveling any significant distance in wintertime Wyoming (and especially before driving in rural areas), motorists should make sure they have the following items in their vehicles.

STOP!!

Before you go

- an emergency first-aid kit that's well stocked with medical supplies and bandages;
- a set of tire chains that fit;
- a shovel and small bag of sand, to use if their vehicle gets stuck;
- a snow brush, ice

scraper and can of deicer to use on frozen door locks and wiper blades;

- blankets, dehydrated foods and water in case you get stranded for an extended period;
- some flares and flashlights for nighttime emergencies; and
- booster cables in case of a dead battery.



Traffic can quickly back up when a storm hits.

Get a brochure filled with tips about winter driving from WYDOT at dot.state.wy.us or by writing: WYDOT Public Affairs Office, 5300 Bishop Blvd., Cheyenne, WY 82009-3340.



Wind

- Wind can be a problem for all drivers and is especially hazardous for trucks, recreational vehicles, campers, and drivers towing trailers. Driving at slower speeds is the best defense.
- Watch for open spaces after driving in a protected area. Be ready to make steering corrections because of changes in the wind.
- When meeting large trucks and buses, be prepared to make steering corrections for sudden changes in the wind.
- Be very alert and careful on wet or slippery surfaces.

Blizzards

A blizzard is perhaps the worst of all possible conditions for driving. It combines the limited visibility of fog, the slippery roads found with ice and snow, and unexpected steering corrections. Because of this, a defensive driver simply avoids driving in a blizzard if at all possible. Listen to your local radio station for severe weather information. If you are caught driving in a blizzard and end up in a ditch, or are stranded on the road, use the following rules:

- Do not panic. Stay with the car so you can be found easier.
- Keep a window open for a bit of fresh air. Freezing wet snow can completely seal out oxygen.
- Be aware of carbon monoxide. Run the engine and heater sparingly, and only with a window open for ventilation. Make sure that snow has not blocked the exhaust pipe.
- Do not remain in one position. Clap your hands and move your arms and legs vigorously from time to time.
- Use your emergency flashers to make your car more visible to working crews. Turn on your dome light at night.
- Take turns keeping watch. If more than one person is in the car, do not all sleep at one time.
- Beware of over-exertion and over-exposure.

Emergency situations

When a crash seems imminent

Crash situations do arise. Remember these three things to make an inevitable collision less dangerous. First, slow

as fast as possible and, second, turn away. Third, when appropriate, speed up.

Slow quickly to minimize impact

Pump conventional brakes for better control and steering. Pushing the brake pedal too hard and steadily can cause a skid.

Anti-lock brakes adjust automatically so apply hard, steady brake pressure when using this type of braking system.

Turn away quickly

If it is not possible to avoid a collision, make sure you do not hit the other vehicle head-on. Turn away and run off the road if necessary. The rule of thumb is to turn right. If the other driver does the same, the crash may be entirely avoided. Try not to use the brakes while turning away to lessen the chance of skidding and therefore not being able to turn away.

An alternative: speeding up

Speed up to avoid a collision from the side or from behind if there is room to do so. Push the gas pedal to the floor, but be sure to slow once the danger has passed.

In the last short seconds, remember:

- Do not panic;
- Turn away from oncoming traffic, choosing a glancing blow rather than a head-on crash; and
- If necessary, choose to hit something that will more likely give way.

Gas pedal sticks

If your gas pedal sticks:

- Concentrate on steering (Keep your eyes on the road.);
- Try to free the pedal with your foot (If this does not work, push in the clutch or shift to neutral.);
- Use your brakes, stop at the nearest safe place and turn off the ignition; and
- Find out what caused the problem and have it repaired.

Skids

The main thing to remember in a skid is to keep calm and not overreact.

- Stop doing whatever you did to start the skid:

1. If you slammed on the brakes, ease up on them.
2. If you accelerated too fast, ease up on the gas pedal.

- DO NOT APPLY THE BRAKES!
- Steer to keep going straight down the road.
- Be careful not to over steer. Be ready to steer in the opposite direction as your vehicle begins to come out of the skid.
- Refer to the owner's manual for special instruction about skids when operating front-wheel-drive vehicles.

NOTE: The information above pertains to vehicles with conventional brakes. Procedures for driving vehicles with ABS braking systems are different. In an emergency situation, ABS pumps the brakes for the driver — much faster than the driver can. All drivers need to do is press down hard on the brake pedal, hold it and steer out of danger. Drivers should be aware that removing steady pressure from the brake pedal or pumping the brakes will disengage or turn off the ABS system. Make sure you are aware of the type of braking system your vehicle is equipped with.

Brake failure

If your brakes fail:

- Pump the brake pedal rapidly.
- Use the parking brake, but hold the brake release so you can ease up on the brake if the rear wheels lock and you begin to skid.
- Shift to a lower gear and look for a place to slow and stop off the roadway.
- Do not try to drive the car to a garage.

Blowout

If you have a tire blowout, you should:

- Hold the steering wheel tightly, and keep the car going straight down the road.
- Ease your foot off the gas pedal but do not hit the brakes.
- After the car is under control, brake gently, and pull off the road at the nearest safe spot.
- Use caution when changing the tire.

Oncoming car in your lane

If a driver of another vehicle is coming at you in your lane:

- Slow down and try to warn him by flashing your headlights.
- If he keeps coming, pull as far right as possible.
- If he still keeps coming, and there could be a collision, steer off the road to the right.

If an oncoming or stopped vehicle should suddenly appear in your lane of travel and there is immediate danger of a collision, **STEER OFF THE ROAD TO THE RIGHT.**

Wheels off the road

If you should run off the road, there are certain things you can do which may save your life:

- Do not panic.
- Grip the steering wheel tightly and be prepared to withstand sudden shocks.
- Stay on the shoulder. Ease off the accelerator.
- Brake gently and slow gradually.
- After speed has been reduced, check behind as well as ahead for oncoming traffic.
- Turn sharply onto the pavement.

Wet brakes

Wet brakes may pull your vehicle to one side or the other, or they may not hold as well as usual. You should always test your brakes after driving through deep water. Brake gently several times until your brakes are dry and work properly.

Hazardous situations

Breakdowns

If your vehicle is not working properly and you need to stop, you should stop with all four wheels on the shoulder. Then:

- Turn on your emergency four-way flashers;
- Get out of the side of the vehicle away from the traffic;
- To indicate vehicle problems, tie a white cloth to an antenna or door handle and raise your hood or trunk lid; and
- DO NOT walk for help if you are on the Interstate.

If you are driving and see a disabled vehicle parked on the shoulder, move to the left lane if possible. The driver might not have seen you, and may open the door or pull onto the road.

Carbon monoxide

Carbon monoxide is a colorless, poisonous gas and has no smell. Signs of carbon monoxide poisoning are weariness, yawning, dizziness, nausea, headache, and ringing in the ears. If you feel any of these symptoms, stop your engine and open the windows to get fresh air. To avoid carbon monoxide poisoning:

- Have the exhaust system checked regularly for any leakage;
- Avoid parking for long periods of time with the engine running; and
- DO NOT start your vehicle, or warm up the engine, in a closed garage.

Railroad crossings (highway/rail intersections)

Highway/rail intersections require special caution on the part of the driver. They are marked with advance warning signs and markings. When approaching or entering a highway/rail intersection:

- Always expect a train at every highway/rail intersection;
- Do not get trapped on a highway/rail intersection (NEVER drive onto a highway/rail intersection until you are sure you can clear the tracks on the other side without stopping.);
- When gates are down, realize the road is closed (Stop and wait until the gates go up and the red lights stop flashing before proceeding. NEVER drive around gates.);
- Stay alert, especially when you are at a multiple-track crossing (Before crossing, look and listen carefully for another train coming from either direction.);
- If your vehicle stalls on the highway/rail intersection, get everyone out of the vehicle and far away from the tracks immediately (NEVER try and start your vehicle or push it off the track with passengers inside. Call 911 to report the emergency situation.);
- Never race a train to a highway/rail intersection (To do so is foolish. If you lose, you and your passengers may never have another chance.); and
- NEVER pass another vehicle at a highway/rail intersection.

Road construction

Special care is needed whenever the normal pattern of highway traffic is changed by construction. A flag person may be stationed on the shoulder of the road near the work site to protect the lives of the traveling public and the highway workers. If the flag person directs you to stop, do not proceed until you are directed to do so. Drive slowly and keep alert for workers or equipment that may enter into the traffic stream, causing you to slow or change lanes. Extra care should be maintained through construction work zones even though there is no apparent work activity in the immediate vicinity.

When approaching a construction zone, if you pass a heavy vehicle at a high speed and then cut back in front of the truck so you won't be trapped behind it, the truck driver is forced to use emergency braking. If there is not enough braking distance between the truck and your passenger vehicle, the truck will rear end your vehicle, causing a serious or *fatal* crash.

Pedestrians

Pedestrian is a term referring to people who use and cross public roadways and paths by means other than motor vehicles and bicycles. This includes, but is not limited to, walkers, joggers, skaters, and people using wheelchairs.

- Expect frequent encounters with pedestrians in business districts, residential areas, school zones, park settings, and shopping areas.
- In situations where encounters with pedestrians are likely to occur, slow your motor vehicle to a speed allowing adequate sight distance to respond to possible situations.
- Yield the right-of-way to pedestrians when driving through intersections, changing lanes or passing, turning through intersections, and when entering or leaving a public roadway.

Animals

Animals, both large and small, present a hazard if the motorist takes an action that results in losing control of the vehicle. Regretfully, the safest thing for you and other drivers that may be near you, may be hitting the animal. Concentrate on keeping control of your vehicle before, during, and after the collision. See more in "Sharing the road."

Health

Some persons have severe physical, mental or emotional problems that prevent them from driving safely. Other persons impose physical and mental problems upon themselves through the use of alcohol and other drugs. Although most drivers have some type of limitation, they can compensate and be a safe driver. It is important that all drivers recognize their limitations and compensate or simply not drive when they are impaired.

Emotions

We have degrees of emotions. For example: we can be upset, angry or enraged. A person's ability to control himself and drive safely is affected by the degree of his emotion. However, persons have different degrees of control. Some persons lose control of their emotions for very little reason. Whenever persons lose control of themselves while driving they make more driving errors. These errors greatly increase the possibility of crashes.

IT IS DIFFICULT, IF NOT IMPOSSIBLE, FOR A PERSON TO DRIVE SAFELY WHEN THEY ARE GRIEF STRICKEN, ENRAGED, OR TERRIFIED. These and other deep emotions can overcome a person's power to think clearly. The ability to identify critical objects and make sound decisions is lost. Persons tend to react to a situation rather than respond to it in a reasonable manner. Deep emotions are not turned off and on easily. Whenever anyone is overcome with emotion and not in control of themselves, they should not drive.

Even mild emotional feelings can affect your driving. Driving requires your full-time attention. You simply cannot identify critical objects and make sound decisions when your mind is occupied with something other than driving.

Vision

All drivers use their eyes to search out and identify vehicles, persons, and objects that could cause them to change speed or to turn. How well they do it often depends on how well they can see. Drivers with good vision can identify critical objects sooner. Therefore, they have time to predict what could happen, decide what they need to do, and still have time to execute their decision.

Good vision means:

- seeing clearly so you can identify critical objects ahead and do something about them;
- having good side vision to alert you to objects moving in from the sides;
- being able to judge distances to enable you to make good decisions;
- being able to see clearly at night; and
- recovering your ability to see clearly after being blinded by headlights.

Persons who cannot see clearly can compensate by wearing glasses or contact lenses. Persons with poor side vision, distance judgment, night vision and glare recovery must find ways to adjust or compensate for their poor vision or **STOP DRIVING**.

- Drivers with **POOR SIDE VISION** must look to the sides by moving their head as well as their eyes. They must be especially careful to look back over their shoulder when changing lanes.
- Drivers with **POOR DISTANCE JUDGMENT** must allow more following distance to compensate for their inability to accurately predict what's happening ten (10) to fifteen (15) seconds ahead of them. They also have to allow more distance when deciding to pass.
- **POOR NIGHT VISION** is a major problem. Drivers can compensate by driving at slower speeds. Driving at speeds ten (10) to fifteen (15) mph slower than other traffic can be extremely hazardous, however. These persons should limit their driving to slower speeds on well-lighted streets or to daytime driving only.
- Persons whose eyes do not adjust quickly after passing glaring bright lights have a very serious problem. Looking to the right side of the road, away from the glare, can help. The best solution for drivers who have a severe problem is to limit their driving to daylight hours only.

Hearing

Hearing is more important for driving than many persons realize. We identify many sounds as **CRITICAL**. The sound of screeching tires, trains, a siren, a tap of a horn, the sound of a motor from a car in your blind spot, all could cause you to decide to change speed or to turn.

Just as drivers with poor vision, drivers with poor hearing can learn to compensate. Hearing aids and outside rear-view mirrors are often the best way to compensate for loss of hearing. Being extra alert, looking further to the sides and using side-view mirrors are the other ways to adjust for loss of hearing.

Drivers with normal hearing may not realize they do not hear critical sounds. Many vehicles are built for quiet rides. They keep sound out and provide radios and stereo tape players to fill your car with music. The very things that provide enjoyment prevent you from hearing critical sounds. Drivers should limit the loudness of sounds within their vehicle.

Cell phones

Cell phones are everywhere. In emergencies they can be lifesavers, and, at other times, they can simply be a great communications tool. But using a cell phone while driving is proving to be a very dangerous thing to do.

Federal studies have shown that using cell phones, including the hands-free variety, has precipitated many crashes and near misses. And, in fact, using hands-free cell phones provides little safety benefit over hand-held phones, according to the National Highway Traffic Safety Administration. In addition, the research shows that it is the actual process of conversing that proves to be among the greatest driver distractions.

Wyoming does not have any laws governing the use of cell phones while driving, but WYDOT does recommend that, if using your cell phone is necessary, you follow these safety tips:

- If the roadside area permits, pull well off the highway surface and stop before you talk on your cell. This is the safest thing you can do.
- With others in the car, let one of them take or make a call while you are driving.
- Know your cell phone and particularly its speed dial and redial features, so that getting connected and then ending calls takes a minimum amount of time. You can't watch the road while you are searching for a number or looking at your phone to dial or redial.
- Using a hands-free device can help minimize some of these causes of driver distraction, but remember that it's the conversation itself, and especially if it is

an extended conversation, that provides the greatest driver distraction.

- Keep your phone within easy reach so you can minimize the time your eyes are taken off the highway ahead.
- Don't use your cell phone during hazardous times, in heavy traffic or severe weather.
- If you must dial while driving, dial a few numbers, look back at the highway and in your mirrors for any developing safety problems, and then dial the last numbers.
- Do not engage in extended, emotional or otherwise distracting conversations. Tell the person you will call back when it is safe to do so.

Always remember, your first responsibility when you are driving is to pay attention to the road.

Illness

Some drivers have an illness, disease or a disability that may prevent them from driving safely. It is apparent that when persons are unable to control themselves that they simply should not drive. A doctor's advice is helpful in determining if a person is capable of driving safely. However, physical, mental and emotional conditions change daily. As a driver, you must judge your condition and decide to drive only if you are FULLY able.

Be cautious with vehicles with steering-lock devices

Never turn your ignition key to the lock position while the vehicle is in motion. That will cause the steering to lock and, quite possibly, loss of control of the vehicle.

Steering lock operation

The Transmission Park System

Park. Shift the transmission into the "park" position. Turn key to LOCK and remove.

The Two-Hand Button System

Park. This system requires two hands. Depress button below the steering column. Turn key to LOCK and remove.

The Lever System

Park. Depress lever located near the ignition. Turn key to LOCK and remove.

The One-Hand Button System

Park. Depress button located near the ignition. Turn key to LOCK and remove.

The Push-In System

Park. Turn key to OFF, push in. Turn key to LOCK and remove.

The Turn and Remove System

Park. Turn key to LOCK and remove.

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Definitions

Alien: any person who is not a citizen of the United States of America.

Authorized Emergency Vehicles: fire, police or ambulance vehicles or others approved by statute.

Bicycle: any vehicle powered solely by human power, upon which any person may ride, having two (2) tandem wheels, except scooters and similar devices. Legally classified as vehicles, bicycles can be ridden on all public roadways in Wyoming. While not legally required, a properly fitted and Consumer Product Safety Certified bicycle helmet is highly recommended for protection against serious head injury or death. A Snell Memorial Foundation approval will provide assurance of quality regarding a helmet.

Blind Spot: the area near the right and left rear corners of the vehicle which cannot be seen through the mirrors. The driver must turn his/her head to view these areas.

Blood Alcohol Concentration (BAC): the amount of alcohol in the bloodstream.

Brakes: device used to stop the vehicle.

Critical Object: any person, vehicle, animal or anything else that could cause a driver to slow down, speed up or turn.

Crosswalk: a place where people may legally cross the street or highway. The crosswalk may or may not be marked. If there are no markings, a crosswalk is considered to be where imaginary lines would connect the sidewalks on each side of the street or highway.

Wyoming Department of Transportation (WYDOT): the state agency responsible for the licensing of drivers in Wyoming. WYDOT's address is: 5300 Bishop Blvd., Cheyenne, WY 82009-3340.

Driving While Under the Influence (DWUI): the operation of a vehicle by a person who is under the influence of alcohol or who is under the influence of a controlled substance.

Emancipated Minor: a person at least 17 years of age who is or was married, is in the military service of the

United States, or who has been emancipated by the district court. Emancipated minors may have this status put on their Wyoming licenses by making application to the department and paying the required fee.

Gap in Traffic: an opening or space between vehicles in traffic that is large enough for a vehicle to enter safely.

Helmet: protective headgear.

Hydroplaning: when a vehicle's tires ride on a thin film of water instead of the road.

Intersection: the area where highways or streets join or cross each other.

Lane: a section of roadway for a single line of vehicles.

Median: a barrier of grass, concrete or other material separating two roadways, such as the area between the two roadways on an Interstate highway. It is not legal to ride over, across or on the median.

Merging Traffic: a situation where two moving lanes of traffic come together, such as an entrance ramp on an Interstate.

Moped: a vehicle equipped with two or three wheels, foot pedals to allow propulsion by human power, an automatic transmission and a motor with cylinder capacity not exceeding 50 cubic centimeters, producing no more than two-brake horsepower, whose motor is capable of propelling the vehicle at a maximum speed of no more than 30 miles per hour on a level road surface.

Motorcycle: a motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground but which may have a sidecar to transport a single passenger. For the purpose of registration and titling, "motorcycle" includes motorized bicycles, scooters and recreational vehicles primarily designed for off-road use and designed to be ridden astride upon a seat or saddle and to travel on four wheels, but excludes mopeds and off-road three-wheel recreational vehicles.

Motor Vehicle: every vehicle which is self-propelled by some power source other than muscular power and used on public highways for transporting persons or property or both. This includes motorcycles and mopeds.

Moving Violation: an act of control or lack of control by the driver of a motor vehicle while the vehicle is in motion, that results in a conviction, including a conviction for driving in violation of the restriction for corrective lenses and/or outside mirrors.

No-Zone: an area on either side or directly behind a heavy vehicle in which another vehicle is not visible to the driver.

Off-Road Recreational Vehicle: a recreational vehicle primarily designed for off-road use which is fifty (50) inches or less in width, has an unladen weight of nine hundred (900) pounds or less and is designed to be ridden astride upon a seat or saddle and to travel on at least three (3) low pressure tires. A "low pressure tire" is a pneumatic tire at least six (6) inches in width, designed for use on wheels with a rim diameter of twelve (12) inches or less and having a manufacturer's recommended operating pressure of ten (10) pounds per square inch or less; any unlicensed motorcycle which has an unladen weight of six hundred (600) pounds or less and is designed to be ridden off road with the operator astride upon a seat or saddle and travels on two (2) tires; and any multi-wheeled motorized vehicle not required by law to be licensed and is designed for cross-country travel on or over land, sand, ice or other natural terrain and which has an unladen weight of more than nine hundred (900) pounds.

Wherever practicable, off-road recreational vehicles shall only be operated off the main traveled portion of the roadway. Crossings of main traveled roadways shall be made at right angles to the roadway or as nearly so as practicable, but, in any case, yielding the right-of-way to all traffic in the main traveled roadway. If the operator is a minor, or if a minor is a rider, they shall be operated in accordance with all Wyoming helmet laws and be operated only by a person who possesses a valid driver's license with a motorcycle endorsement.

Pedestrian Vehicle: any self-propelled conveyance designed, manufactured and intended for the exclusive use of persons with a physical disability. In no case shall a pedestrian vehicle exceed 48 inches in width.

Reinstatement Fee: the fee required to reinstate a person's driver license and/or driving privilege before a

suspension or revocation can be lifted and the privilege to drive restored.

Revocation: termination of a person's privilege to drive.

Roadway: that portion of a street or highway ordinarily used for driving.

Shoulder: that portion of the road beside the traveled highway. It may be either hard surfaced or gravel. It is used by stopped vehicles and helps provide proper drainage of the highway.

Space Cushion: the space that isolates your vehicle from other vehicles; a cushion of space ahead, behind and to the side of your vehicle.

Suspension: the TEMPORARY REMOVAL of a person's privilege to drive. The license may be returned after a specified period of time, and/or after certain requirements have been met.

Total Stopping Distance: the distance a vehicle travels before it comes to a complete stop. It includes the complete distance traveled while deciding to stop, then reacting, and finally after brakes are then applied.

Traffic signs

The shapes and color of signs have meaning. If fading light, fog, rain, snow or darkness makes it difficult to see the letters, you should still know what to look for or what to do.

Pavement markings provide the driver with important information about the proper position of vehicles on the roadway.

Regulatory signs

These signs tell you what to do. You must **always** obey them.

Rectangles

Rectangular signs regulate traffic and direct the driver's speed and direction.



Octagon (eight sides)

This shape is reserved for stop signs. You must come to a complete stop.



Triangle pointing down

This shape requires that you yield the right-of-way to cross traffic or to merging traffic.



Warning signs

Warning signs alert you to conditions ahead. They are usually diamond-shaped and warn you about road hazards, construction sites, schools or other situations which require your special attention. While most warning signs are yellow, construction and maintenance warning signs are orange.

Diamond

These signs are yellow with black letters. They warn of a possible danger ahead.



Pentagon

This sign warns of a school zone ahead or marks a school crossing. The absolute speed limit in a school zone is 20 mph.



Pennant

Pennant-shaped signs are located at the beginning of a no-passing zone.



Round

A round sign warns of a railroad crossing ahead. Instead, a stop line or an "X" with the letters "RR" may be painted on the pavement before a crossing. Or any combination of the above may warn of an upcoming railroad crossing.



Construction

Construction signs have black lettering on an orange background. They warn motorists of temporarily dangerous or unusual conditions on construction or maintenance projects.



Guide signs

Guide signs are very helpful. They tell you where you are, what road you are on and how to get where you want to go. Most guide signs are rectangular. However, guide signs for county roads and route markers on freeways are different in shape. The type of information given determines the color of the sign.



Traffic signals

Red light

You must stop behind the crosswalks or stop line. You can turn right at a RED light unless there is a sign that prohibits the turn. You may turn RIGHT only after STOPPING AND YIELDING to persons and other vehicles. You may also, after stopping and yielding, turn left from a one-way street onto a one-way street.



Amber light

Traffic lights transition from green to amber and then to red. When approaching an amber light you may proceed through an intersection with caution while being ready to stop when the light turns red.

Green light

You may enter the intersection when the way is clear. You MUST yield the right-of-way to other vehicles and persons already in the intersection.

Flashing red light

You must come to a complete stop before entering the intersection. This light has the same meaning as a "STOP" sign.



Flashing amber light

You must use caution. This light warns of a dangerous intersection or location.



Turn arrows

1. A RED arrow prohibits turning in the direction of the arrow. It is used to remind drivers that they must turn in the direction the arrow is pointing when the light turns green.
2. An AMBER arrow may appear after a GREEN arrow and warns you to clear the intersection.
3. A GREEN arrow means that you may turn in the direction shown by the arrow without stopping if the way is clear. You MUST yield the right-of-way to persons and other traffic within the intersection.





**Produced by the
Driver Services Program
and Public Affairs Office
of the Wyoming Department of Transportation
February 2006**

Cover photo by Rick Carpenter, Public Affairs Office