

Uniform Vehicle Code Rules of the Road

The Uniform Vehicle Code was initially developed as a recommended National Standard for traffic laws and ordinances for adoption by States and local governments for use in their jurisdictions. It was prepared by the National Committee on Uniform Traffic Laws and Ordinances (NCUTLO) which was a brother organization of the National Committee on Uniform Traffic Control Devices (NCUTCD). The NCUTLO went into hiatus pending a viable funding source in June of 2009.

The two organizations were created and functioned to coordinate the uniformity of demands and responsibilities placed upon the tasks of vehicle operators and pedestrian users of public roadways regardless of the jurisdiction in which road users find themselves at any given time. The NCUTCD is concerned primarily with the design and application (engineering) of traffic control devices; the NCUTLO was concerned primarily with the enforcement and the adjudication of the rules/laws under which road users (vehicles and pedestrians) are allowed to use the public roadways.

Keeping Chapter 11 of the Uniform Vehicle Code, which is entitled "Rules of the Road," and Chapter 1, which is entitled "Words and Phrases Defined" in harmony with the Manual on Uniform Traffic Control Devices is critical to the safety and convenience of all road users.

To address the hiatus of the NCUTLO, the Executive Committee of the NCUTCD appointed a Rules of the Road Committee (RORC) as an ad hoc committee to address needed changes to the subject Chapters of the Uniform Vehicle Code. The RORC is composed of representatives from each of the Technical Committees of the NCUTCD. Please see the NCUTCD web site for information concerning the transportation agencies which sponsor the organization.

The NCUTCD work approval process represents a consensus of traffic control device professionals from across the country.

As recommended amendments to the UVC are proposed by the NCUTCD technical committees, the amendments are presented on the NCUTCD web site for review and comment by the public and NCUTCD sponsors. Final recommended language, as approved at a regular meeting of the NCUTCD, will be posted on the NCUTCD web site as model law for use by jurisdictions wishing to have their Rules of the Road be consistent with the recommendation of the NCUTCD. The recommendations, not being a part of the Manual on Uniform Traffic Control Devices, have not been submitted to or approved by the Federal Highway Administration (FHWA).

Chapter 1

Summary of Revision Status

All Sections of Chapter 1 and Chapter 11, not otherwise dated, are from the Year 2000 Version of the Uniform Vehicle Code as prepared and published by the National Committee on Uniform Laws and Ordinances.

All revisions to Chapter 1 and Chapter 11, beginning in the Year 2015, are prepared and published by the National Committee on Uniform Traffic Control Devices.

Sections Revised Year 2015:

None

Sections Under Review for Revision:

- § 1—109—Bicycle
- § 1—118—Crosswalk
- § 1—146—Intersection
- § 1---156—Motor vehicle
- § 1---157—Motorcycle
- § 1—158—Motor—driven cycle
- § 1---163—Official traffic—control devices
- § 1—167—Passenger car
- § 1—168—Pedestrian
- § 1—177—Private road or driveway
- § 1—178—Railroad
- § 1—179—Railroad sign or signal
- § 1---185---Right of way
- § 1—197---Stand or standing
- § 1—200—Stop or stopping
- § 1---201---Street
- § 1—202---Streetcar
- § 1—207—Traffic
- § 1---208---Traffic control signal
- § 1—215—Vehicle

UNIFORM VEHICLE CODE
REVISED 2000
Annotated for MUTCD 7/26/10

Note: This code or any portion thereof should be prefaced by a descriptive title conforming to the requirements of the constitution or statutes of the state enacting it.

*Be it enacted, * * **

CHAPTER 1

Words and Phrases Defined

§ 1-101-Definition of words and phrases (Year 2000 Version)

The following words and phrases when used in this code shall, for the purpose of this code, have the meanings respectively ascribed to them in this chapter, except when the context otherwise requires and except where another definition set forth in another chapter of this code and applicable to that chapter or a designated part thereof is applicable.

§ 1-105-Alley (Year 2000 Version)- A street or highway intended to provide access to the rear or side of lots or buildings in urban districts and not intended for the purpose of through vehicular traffic.

§ 1-107-Arterial street (Year 2000 Version)- Any U.S. or State numbered route, controlled-access highway, or other major radial or circumferential street or highway designated by local authorities within their respective jurisdictions as part of a major arterial system of streets or highways.

§ 1-108-Authorized emergency vehicle (Year 2000 Version)- Such fire department vehicles, police vehicles and ambulances as are publicly owned, and such other publicly or privately owned vehicles as are designated by the commissioner (or other appropriate state official) under §15-111 of this code.

§ 1-109-Bicycle (Year 2000 Version) - Every vehicle propelled solely by human power upon which any person may ride, having two tandem wheels and except scooters and similar devices.

§ 1-110-Bus (Year 2000 Version) - Every motor vehicle with a manufacturers rated seating capacity of 11 or more passengers, including the driver.

§ 1-111-Business district (Year 2000 Version) - The territory contiguous to and including a highway when within any 600 feet along such highway there are buildings in use for business or industrial purposes, including but not limited to hotels, banks, or Office buildings, railroad stations and public buildings which occupy at least 300 feet of frontage on one side or 300 feet collectively on both sides of the highway.

§ 1-116—Controlled-access highway (Year 2000 Version) — Every highway, street or roadway in respect to which owners or occupants of abutting lands and other persons have no legal right of access to or from the same except at such points only and in such manner as may be determined by the public authority having jurisdiction over such highway, street or roadway.

§ 1-118—Crosswalk (Year 2000 Version)

(a) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway; and in the absence of a sidewalk on one side of the roadway, that part of a roadway included within the extension of the lateral lines of the existing sidewalk at right angles to the centerline.

b) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

§ 1-120—Department² (Year 2000 Version) — The department of motor vehicles of this State.

§ 1-122—Divided highway (Year 2000 Version) — A highway divided into two or more roadways by leaving an intervening space or by a physical barrier or by a clearly indicated dividing section so constructed as to impede vehicular traffic.

§ 1-123—Drive (Year 2000 Version) — to operate or be in physical control of a vehicle.

§ 1-125—Driven (Year 2000 Version) — to have operated or been in physical control of a vehicle.

§ 1-126—Driver (Year 2000 Version) — Every person who drives or is in actual physical control of a vehicle.

§ 1-128—Driving (Year 2000 Version) - operating or being in physical control of a vehicle.

§ 1-133—Farm tractor (Year 2000 Version) — Every motor vehicle designed and used primarily as a farm implement, for drawing plows, mowing machines and other implements of husbandry.

§ 1-136—Gross Weight (Year 2000 Version) — The weight of a vehicle without load plus the weight of any load thereon.

² If the administration of this code is not vested in the department of motor vehicles within a particular state, the above definition should be revised to designate the appropriate department or bureau of the state government to administer this code.

§ 1-138-Highway (Year 2000 Version) – The entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.³

§ 1-139-House trailer (Year 2000 Version)

(a) A trailer or semitrailer which is designed, constructed and equipped as a dwelling place, living abode or sleeping place (either permanently or temporarily) and is equipped for use as a conveyance on streets and highways, or

(b) A trailer or a semitrailer whose chassis and exterior shell is designed and constructed for use as a house trailer, as defined in paragraph (a), but which is used instead permanently or temporarily for the advertising, sales, display or promotion of merchandise or services, or for any other commercial purpose except the transportation of property for hire or the transportation of property for distribution by a private carrier.

§ 1-140-Human-powered vehicle (Year 2000 Version) – Every vehicle designed to be moved solely by human power.

§ 1-142-Implement of husbandry (Year 2000 Version) – Every vehicle designed or adapted and used exclusively for agricultural operations and only incidentally operated or moved upon the highways,

§ 1-146-Intersection (Year 2000 Version) –

(a) The area embraced within the prolongation or connection of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles, or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict.

(b) Where a highway includes two roadways (30) feet or more apart, then every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection. In the event such intersecting highway also includes two roadways (30) feet or more apart, then every crossing of two roadways of such highways shall be regarded as a separate intersection.

(c) The junction of an alley with a street or highway shall not constitute an intersection.

§ 1-147-Laned roadway (Year 2000 Version) – A roadway which is divided into two or more clearly marked lanes for vehicular traffic.

³ By the above definition the terms "street and 'highway" are synonymous and interchangeable.

§ 1-148—License or license to operate a motor vehicle (Year 2000 Version)

— Any driver's license or any other license or permit to operate a motor vehicle issued under, or granted by, the laws of this State including:

- (a) Any temporary license or instruction permit;
- (b) The privilege of any person to drive a motor vehicle whether or not such person holds a valid license;
- (c) Any nonresident's operating privilege as defined herein.

§ 1-150—Local authorities (Year 2000 Version) — Every county, municipal and other local board or body having authority to enact laws relating to traffic under the constitution and laws of this State,

§ 1-153—Metal tire (Year 2000 Version) — Every tire the surface of which in contact with the highway is wholly or partly of metal or other hard, nonresilient material.

§ 1-154—Moped (Year 2000 Version) — A motor-driven cycle with a motor which produces not to exceed two- brake horsepower and which is not capable of propelling the vehicle at a speed in excess of 30 mph on level ground. If an, internal combustion engine is used, the displacement shall not exceed 50 cubic centimeters, and the moped shall have a power drive system that functions directly or automatically without clutching or shifting by the operator after the drive system is engaged.

§ 1-155—Motor home (Year 2000 Version) — A motor vehicle designed to provide temporary living quarters, built into as an integral part of, or permanently attached to, a self-propelled motor vehicle chassis or van. The vehicle must contain permanently installed independent life support systems which meet the ANSI/NFPA 501C Standard, and provide at least four of the following facilities: cooking, refrigeration or ice box, self-contained toilet, heating and/or air conditioning, a potable water supply system including a faucet and sink, separate 110-125 volt electrical power supply and/or an LP-gas supply.

The basic types are specified as follows:

Type A: A raw chassis upon which is built a driver's compartment and an entire body which provides temporary living quarters as defined above; and

Type B: A completed van-type vehicle which has been altered to provide temporary living quarters as defined above; and

Type C: An incomplete vehicle upon which is permanently attached a body designed to provide temporary living quarters as defined above.

§ 1-156—Motor vehicle (Year 2000 Version) — Every vehicle which is self-propelled, and every vehicle which is propelled by electric power obtained from overhead trolley wires but not operated upon rails, except vehicles moved solely by human power and motorized wheelchairs.

§ 1-157—Motorcycle (Year 2000 Version) — Every 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 excluding a tractor.

§ 1-158--Motor-driven cycle (Year 2000 Version) – Every motorcycle, motor scooter or motorized bicycle having an engine with less than 150 cubic centimeters displacement or with five brake horsepower or less.

§ 1-159--Motorized wheelchair (Year 2000 Version) – Any self-propelled vehicle designed for, and used by, a person with disabilities that is incapable of a speed in excess of eight miles per hour.

§ 1-162--Odometer (Year 2000 Version) – An instrument for measuring and recording the actual distance a motor vehicle travels while in operation, other than any auxiliary odometer designed to be reset by the operator of the motor vehicle for the purpose of recording mileage on trips.

§ 1-163--Official traffic-control devices (Year 2000 Version) – All signs, signals, markings and devices not inconsistent with this code placed or erected by authority of a public body or official having jurisdiction, for the purpose of regulating, warning or guiding traffic.

§ 1-165--Park or parking (Year 2000 Version) – The standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading property or passengers.

§ 1-166--Passenger area (Year 2000 Version) – The area designed to seat the driver and passengers while the motor vehicle is in operation and any area that is readily accessible to the driver or passengers while in their seating positions, including but not limited to the glove compartment.

§ 1-167--Passenger car (Year 2000 Version) – Every motor vehicle, except motorcycles and motor-driven cycles, designed for carrying 10 passengers or less and used for the transportation of persons.

§ 1-168--Pedestrian (Year 2000 Version) – Any person afoot.

§ 1-169--Person (Year 2000 Version) – Every natural person, firm, partnership, association or corporation.

§ 1-170--Person with disabilities (Year 2000 Version) – Persons who, as determined by a licensed physician:

- (a) cannot walk two hundred feet without stopping to rest;
- (b) cannot walk without the use of, or assistance from, a brace, cane, crutch, another person, prosthetic device, wheelchair, or other assistance device;
- (c) restricted by lung disease to such an extent that the person's forced (respiratory) expiratory volume for one second, when measured by spirometry, is less than one liter, or the arterial oxygen tension is less than sixty nun of Hg on room air at rest;
- (d) uses portable oxygen;
- (e) has a cardiac condition to the extent that the person's functional limitations are classified in severity as Class III or Class IV according to standards set by the American Heart Association; or
- (f) are severely limited in their ability to walk due to an arthritic, neurological, or orthopedic condition.

§ 1-174-Pole trailer (Year 2000 Version) – Every vehicle without motive power designed to be drawn by another vehicle and attached to the towing vehicle by means of a reach or pole, or by being boomed or otherwise secured to the towing vehicle, and ordinarily used for transporting long or irregularly shaped loads such as poles, pipes or structural members capable, generally, of sustaining themselves as beams between the supporting connections.

§ 1-175-Police officer (Year 2000 Version) – Every officer authorized to direct or regulate traffic or to make arrests or issue citations for violations of traffic laws or ordinances.

§ 1-177-Private road or driveway (Year 2000 Version) – Every way or place in private ownership and used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons.

§ 1-178-Railroad (Year 2000 Version) – A carrier of persons or property upon cars, (other than streetcars), operated upon stationary rails.

§ 1-179-Railroad sign or signal (Year 2000 Version) – Any sign, signal or device erected by authority of a public body or official or by a railroad and intended to give notice of the presence of railroad tracks or the approach of a railroad train.

§ 1-180-Railroad train (Year 2000 Version) – A steam engine, electric or other motor, with or without cars coupled thereto, operated upon rails (except streetcars)

§ 1-183-Residence district (Year 2000 Version) – The territory contiguous to and including a highway not comprising a business district when the property on such highway for a distance of 300 feet or more is in the main improved with residences, or residences and buildings in use for business.

§ 1-185--Right of way (Year 2000 Version) – The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian approaching under such circumstances of direction, speed and proximity as to give rise to danger of collision unless one grants precedence to the other.

§ 1-186-Roadway (Year 2000 Version) – that portion of a highway improved, designed or ordinarily used for vehicular travel, exclusive of the sidewalk, berm or shoulder even though such sidewalk, berm or shoulder is used by persons riding bicycles or other human powered vehicles. In the event a highway includes two or more separate roadways the term "roadway" as used herein shall refer to any such roadway separately but not to all such roadways collectively.

§ 1-188-Safety zone (Year 2000 Version) – The area or space officially set apart within a roadway for the exclusive use of pedestrians and which is protected or is so marked or indicated by official traffic control devices as to be plainly visible at all times as set apart as a safety zone.

§ 1-189-School bus (Year 2000 Version) - Every bus that is used to transport children to or from school or in connection with school activities, but not including buses operated by common carriers in urban transportation who incidentally accept school children as passengers.

§ 1-192-Semitrailer (Year 2000 Version) - Every vehicle with or without motive power, other than a pole trailer, designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that some part of its weight and that of its load rests upon or is carried by another vehicle.

§ 1-193-Sidewalk (Year 2000 Version) -- -That portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for use by pedestrians.

§ 1-194-Solid rubber tire (Year 2000 Version) - Every tire of rubber or other resilient material which does not depend upon compressed air for the support of the load.

§ 1-195-Special mobile equipment (Year 2000 Version) - Every vehicle not designed or used primarily for the transportation of persons or property and only incidentally operated or moved over a highway, including but not limited to: ditch-digging apparatus, well-boring apparatus and road construction and maintenance machinery such as asphalt spreaders, bituminous mixers, bucket loaders, tractors other than truck tractors, ditchers, leveling graders, finishing machines, motor graders, road rollers, scarifiers, earth moving carry-ails and scrapers, power shovels and drag lines, and self-propelled cranes and earth moving equipment. The term does not include house trailers, dump trucks, truck-mounted transit mixers, cranes or shovels, or other vehicles designed for the transportation of persons or property to which machinery has been attached.

§ 1-196-Specially constructed vehicle (Year 2000 Version) - Every vehicle of a type required to be registered hereunder not originally constructed under a distinctive name, make, model, or type by a generally recognized manufacturer of vehicles and not materially altered from its original construction.

§ 1-197-Stand or standing (Year 2000 Version) - The halting of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in receiving or discharging passengers.

§ 1-198-State (Year 2000 Version) - A state, territory or possession of the United States, the District of Columbia, the Commonwealth of Puerto Rico or a province of Canada.

§ 1-199-Stop (Year 2000 Version) - When required means complete cessation from movement.

§ 1-200-Stop or stopping (Year 2000 Version) - When prohibited means any halting even momentarily of a vehicle, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or official traffic-control device.

§ 1-201-Street (Year 2000 Version) - The entire width between boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.⁴

§ 1-202-Streetcar (Year 2000 Version) - A car other than a railroad train for transporting persons or property and operated upon rails principally within a municipality.⁵

§ 1-205-Through highway (Year 2000 Version) - Every highway or portion thereof on which vehicular traffic is given preferential right of way, and at the entrances to which vehicular traffic from intersecting highways is required by law to yield the right of way to vehicles on such through highway in obedience to a stop sign, yield sign, or other official traffic-control device, when such signs or devices are erected as provided in this code.

§ 1-206-Trackless trolley coach (Year 2000 Version) - Every motor vehicle which is propelled by electric power obtained from overhead trolley wires but not operated upon rails.

§ 1-207-Traffic (Year 2000 Version) - Pedestrians, ridden or herded animals, vehicles, streetcars and other conveyances either singly or together while using any highway for purposes of travel.

§ 1-208--Traffic-control signal (Year 2000 Version) - Any device, whether manually, electrically or mechanically operated, by which traffic is alternately directed to stop and permitted to proceed.

§ 1-209-Trailer (Year 2000 Version) - Every vehicle with or without motive power, other than a pole trailer, designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that no part of its weight rests upon the towing vehicle.

§ 1-211-Truck (Year 2000 Version) - Every motor vehicle designed, used or maintained primarily for the transportation of property.

§ 1-213-Truck tractor (Year 2000 Version) - Every motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load other than a part of the weight of the vehicle and load so drawn.

§ 1-214-Urban district (Year 2000 Version) - The territory contiguous to and including any street which is built up with structures devoted to business, industry or dwelling houses situated at intervals of less than 100 feet for a distance of a quarter of a mile or more.

§ 1-215-Vehicle - (Year 2000 Version) Every device in, upon or by which any person or property is or may be transported or drawn upon a highway, excepting devices used exclusively upon stationary rails or tracks.

⁴ By the above definition the terms "street" and "highway" are synonymous and interchangeable.

⁵ This definition should be omitted where streetcars are not in operation.

Chapter 11

Summary of Revision Status

All Sections of Chapter 1 and Chapter 11, not otherwise dated, are from the Year 2000 Version of the Uniform Vehicle Code as prepared and published by the National Committee on Uniform Laws and Ordinances.

All revisions to Chapter 1 and Chapter 11, beginning in the Year 2015, are prepared and published by the National Committee on Uniform Traffic Control Devices.

Sections Revised Year 2015:

- § 11—202—Traffic—control signal legend
- § 11—204—Flashing traffic signals
- § 11—403—Stop signs and Yield signs

Sections Under Review for Revision:

- § 11—202—Traffic—control signal legend (Revision addressing bicycle signals)
- § 11—203—Pedestrian-control signals
- § 11---501—Pedestrian obedience to traffic-control devices and traffic
- § 11—502—Pedestrians' right of way in crosswalks
- § 11—503—Crossing at other than crosswalks
- S 11—504—Drivers to exercise due care
- § 11—508—Driving through safety zone prohibited
- § 11---511—Blind pedestrian right of way
- § 11—512—Pedestrians under influence of alcohol or drugs
- § 11---513—Bridge and railroad signals
- § 11—701—Obedience to signal indicating approach of train
- § 11—702—Certain vehicles must stop at all railroad grade crossings
- § 11—703—Moving heavy equipment at railroad grade crossings pending)
- § 11—1200 –Article XII – Operation of Bicycles, other human-powered vehicles, and mopeds

CHAPTER 11
Rules of the Road

ARTICLE I - OBEDIENCE TO AND EFFECT OF TRAFFIC LAWS

**§ 11-101-Provisions of chapter refer to vehicles upon the highways-
exceptions (Year 2000 Version)**

The provisions of this chapter relating to the operation of vehicles refer exclusively to the operation of vehicles upon highways except:

1. Where a different place is specifically referred to in a given section.
2. The provisions of article IX (and Chapter 10)⁷¹ shall apply upon highways and elsewhere throughout the State.

§ 11-102-Required obedience to traffic laws (Year 2000 Version)

(a) It is unlawful, and unless otherwise declared in this chapter with respect to particular offenses, it is a (misdemeanor) (violation) for any person to do any act forbidden or fail to perform any act required in this chapter.

OPTIONAL (b) Any person who violates section 11-809, 11-901, 11- 902, 11-907, or 11-908 shall be guilty of a misdemeanor.⁷²

OPTIONAL (c) Any person who violates any other section in this chapter shall be guilty of an infraction.⁷²

§ 11-103-Obedience to authorized persons directing traffic (Year 2000 Version)

(a) No person shall willfully fail or refuse to comply with any lawful order or direction of any police officer, firefighter, flagger at highway construction or maintenance site, or uniformed adult school crossing guard invested by law with authority to direct, control or regulate traffic.

⁷¹ States which have adopted §10-101 should not enact the reference to Chapter 10.

⁷² If the enacting state wishes to provide that most rules of the road violations are not misdemeanors, the word 'violation' should be used in subsection (a) in place of the word 'misdemeanor,' and subsections (b) and(e) should be adopted. These states also should adopt OPTIONAL 17-101.1 to provide a penalty for violations that are infractions. If the enacting state prefers that all traffic law violations be misdemeanors, the word 'misdemeanor' should be used in (a) and subsections (b) and (c) should not be adopted.

(b) A police officer at the scene of an accident shall have the authority to control crowds of persons, restore order, open lanes of traffic by causing vehicles to be moved, direct traffic, investigate the cause of the accident, and control the clearing of the scene. All persons at the scene, including but not limited to firefighters, ambulance drivers, paramedics, tow truck operators, and other emergency service personnel, shall obey lawful orders of a police officer.

(c) When flaggers at highway construction or maintenance sites are directing traffic, they shall use devices and procedures conforming to the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways.

§ 11-104—Persons riding animals or driving animal-drawn vehicles (Year 2000 Version)

Every person riding an animal or driving any animal-drawn vehicle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a motor vehicle by this chapter, except those provisions of this chapter which by their very nature can have no application.

§ 11-105—Persons working on highways—exceptions (Year 2000 Version)

Unless specifically made applicable, the provisions of this chapter except those contained in article IX shall not apply to persons, motor vehicles and equipment while actually engaged in work upon a highway but shall apply to such persons and vehicles when traveling to or from such work.

§ 11-106—Authorized emergency vehicles (Year 2000 Version)

(a) The driver of an authorized emergency vehicle, when responding to an emergency call or when in the pursuit of an actual or suspected violator of the law or when responding to a fire alarm, may exercise the privileges set forth in this section, but subject to the conditions herein stated.

(b) The driver of an authorized emergency vehicle may:

1. Park or stand, irrespective of the provisions of this chapter;
2. Proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation;
3. Exceed the maximum speed limits so long as life or property are not thereby endangered;
4. Disregard regulations governing direction of movement or turning in specified directions.

(c) The exemptions herein granted to an authorized emergency vehicle shall apply only when such vehicle is making use of an audible signal meeting the requirements of §12-401 (d) and visual signals meeting the requirements of §12-214 of this code, except that an authorized emergency vehicle operated as a police vehicle need not be equipped with or display a special visual signal visible from in front of the vehicle.

(d) The foregoing provisions shall not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons, nor shall such provisions protect the driver from the consequences of the driver's reckless disregard for the safety of others.

ARTICLE II – TRAFFIC CONTROL DEVICES

§ 11-201—Obedience to and required traffic-control devices (Year 2000 Version)

(a) The driver of any vehicle shall obey the instructions of any official traffic-control device applicable thereto placed or held in accordance with the provisions of this code, unless otherwise directed by a police officer, subject to the exceptions granted the driver of an authorized emergency vehicle in this code.

(b) No provision of this code for which official traffic-control devices are required shall be enforced against an alleged violator if at the time and place of the alleged violation an official device is not in proper position and sufficiently legible to be seen by an ordinarily observant person. Whenever a particular section does not state that official traffic-control devices are required, such section shall be effective even though no devices are erected or in place.

(c) Whenever official traffic-control devices are placed or held in position approximately conforming to the requirements of this code, such devices shall be presumed to have been so placed or held by the official act or direction of lawful authority, unless the contrary shall be established by competent evidence.

(d) Any official traffic-control device placed or held pursuant to the provisions of this code and purporting to conform to the lawful requirements pertaining to such devices shall be presumed to comply with the requirements of this code, unless the contrary shall be established by competent evidence.

§ 11-202—Traffic-control signal legend (Year 2015 Version) (Revision addressing bicycle signals pending)

In the event an official traffic-control signal is operated at a place other than an intersection, the provisions of this section shall be applicable except as to those provisions which by their nature can have no application. Any stop required shall be made before a clearly marked stop line, but if none, before entering the associated crosswalk, or if none, at a location as designated by a traffic control device. In the absence of both pavement markings and other traffic control devices, the required stop shall be made at a point prior to the point of conflict with pedestrian and/or vehicular traffic.

Whenever traffic is controlled by traffic-control signals exhibiting different colored lights, or colored lighted arrows, successively one at a time or in combination, only the colors Green, Red and Yellow shall be used, except for pedestrian signals (see 11-203) and said lights shall indicate and apply to drivers of vehicles and to pedestrians as follows:

(a) Green indication:

1. Vehicular traffic facing a circular green signal indication may cautiously proceed straight through or turn right or left or make a U-turn movement except as such movements are modified or prohibited by other traffic control devices.

At the time such signal indication is exhibited, vehicular traffic, including vehicles turning right or left or making a U-turn movement, shall yield the right-of-way to:

- a. Pedestrians lawfully within the intersection or an associated crosswalk, and
 - b. Other vehicles lawfully within the intersection, or approaching so closely as to constitute an immediate hazard, and
 - c. Other vehicles approaching from the opposite direction so closely as to constitute an immediate hazard during the time when such turning vehicle is moving across or within the intersection.
2. Vehicular traffic facing a green arrow signal indication⁷³, exhibited alone or in combination with another traffic signal indication may cautiously enter the intersection only to make the movement indicated by such arrow, or such other movement as is permitted by other indications exhibited at the same time.

At the time such signal indication is exhibited, vehicular traffic, including vehicles turning right or left or making a U-turn movement, shall yield the right-of-way to:

- a. Pedestrians lawfully within the intersection or an associated crosswalk, and
 - b. Other vehicles lawfully within the intersection, or approaching so closely as to constitute an immediate hazard, and
 - c. Other vehicles approaching from the opposite direction so closely as to constitute an immediate hazard during the time when such turning vehicle is moving across or within the intersection.
3. Unless otherwise directed by a pedestrian-control signal or sign as provided in §11-203, pedestrians facing any circular green signal indication, may proceed across the roadway within any associated marked or unmarked crosswalk. Such pedestrians shall yield the right-of-way to vehicles lawfully within the intersection or so close as to constitute an immediate hazard at the time that the green signal indication is first exhibited.
4. Unless otherwise directed by a pedestrian control signal as provided in §11-203, pedestrians facing only a green arrow signal indication shall not enter or cross the roadway.

⁷³ It is recommended that the exhibition of a turning green arrow indication alone or with another indication should indicate that during this display the turning movement is not interfered with by oncoming traffic, which simultaneously should face a red signal.

(b) Steady yellow indication⁷⁴

1. Vehicular traffic facing a steady circular yellow signal indication is thereby warned that the related green movement or the related flashing arrow movement is being modified or terminated. The rules set forth concerning vehicular and pedestrian operation under the movement(s) being modified or terminated shall continue to apply while the steady circular yellow signal indication is exhibited.

A steady red signal indication may be exhibited immediately thereafter when subsection (c) Steady red indication shall apply. Or a flashing arrow may be exhibited immediately thereafter, whereby the movement being modified may continue under the rules applicable to the flashing arrow being then exhibited.

2. Vehicular traffic facing a steady yellow arrow signal indication is thereby warned that the related green arrow movement or the related flashing arrow movement is being modified or terminated. The rules set forth concerning vehicular and pedestrian operation under the movement(s) being modified or terminated shall continue to apply while the steady yellow arrow signal indication is exhibited.

A steady red signal indication may be exhibited immediately thereafter when subsection (c) Steady red indication shall apply. Or a flashing arrow may be exhibited immediately thereafter whereby the movement being modified may continue under the rules applicable to the flashing arrow being then exhibited.

3. Unless otherwise directed by a pedestrian-control signal as provided in §11-203, pedestrians facing a steady circular yellow or yellow arrow signal indication, are thereby warned that there is insufficient time to cross the roadway before the next signal indication is exhibited and no pedestrian shall then start to cross the roadway.

(c) Steady red indication

1. Vehicular traffic facing a steady circular red signal indication exhibited alone shall stop before a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then before entering the intersection, and shall remain standing until an indication to proceed is shown except as provided in subsection (c)3.

⁷⁴ It is recommended that the color yellow not be used following the circular red. Traffic notified of a pending green or flashing arrow indication has a tendency to start before the green or flashing arrow indication is exhibited, causing interference with cross traffic clearing the intersection.

2. Vehicular traffic facing a steady red arrow signal indication shall not enter the intersection to make the movement indicated by the arrow, and unless entering the intersection to make a movement permitted by another signal, shall stop before a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then before entering the intersection and shall remain standing until an indication, permitting the movement indicated by such red arrow indication is exhibited,
3. Except when a traffic control device is in place prohibiting a turn on red or a steady red arrow indication is exhibited, vehicular traffic facing a steady circular red signal indication may cautiously enter the intersection to turn right, or to turn left from a one-way street into a one-way street, after stopping as required by subsection (c)1. After stopping the right to proceed with the turn shall be subject to the rules applicable after making a stop at a stop sign.
4. Unless otherwise directed by a pedestrian control signal as provided in §11-203,—pedestrians facing a steady circular red or red arrow signal indication exhibited alone shall not enter or cross the roadway.

(d) Flashing yellow arrow signal indications⁷⁵

1. Vehicular traffic facing a flashing yellow arrow signal indication, exhibited alone or in combination with another signal indication, is permitted to cautiously enter the intersection only to make the movement indicated by such arrow, or other such movement as is permitted by other signal indications exhibited at the same time.

At the time such signal indication is exhibited, vehicular traffic, including vehicles turning right or left or making a U-turn movement, shall yield the right-of-way to:

- a. Pedestrians lawfully within the intersection or an associated crosswalk, and
- b. Other vehicles lawfully within the intersection, or approaching so closely as to constitute an immediate hazard, and
- c. Other vehicles approaching from the opposite direction so closely as to constitute an immediate hazard during the time when such turning vehicle is moving across or within the intersection.

75 This section applies only to flashing indications that are a part of an otherwise steady indication sequence. For locations where all exhibited indications flash see § 11--- 204.

2. Unless otherwise directed by a pedestrian control signal as provided in §11-203, pedestrians facing a flashing yellow arrow signal indication may proceed across the roadway within any marked or unmarked associated crosswalk. Pedestrians shall yield the right-of-way to vehicles lawfully within the intersection or so close as to constitute an immediate hazard at the time that the flashing yellow arrow signal indication is first exhibited.

(e) Flashing red arrow signal indications⁷⁵

1. Vehicular traffic facing a flashing red arrow signal indication, exhibited alone or in combination with another signal indication, if intending to turn in the direction indicated by the arrow, shall stop before a clearly marked stop line; but if none, before entering the crosswalk on the near side of the intersection; or if none, at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering the intersection. After stopping the driver shall proceed only in the direction indicated by the arrow indication and the right to proceed shall be subject to the rules applicable after making a stop at a stop sign.
2. Unless otherwise directed by a pedestrian control signal as provided in §11-203, pedestrians facing a flashing red arrow signal indication, may cautiously proceed across the roadway within any marked or unmarked associated crosswalk. Such pedestrians shall yield the right-of-way to vehicles lawfully within the intersection or so close as to constitute an immediate hazard at the time that the flashing red arrow signal indication is first exhibited.

75 This section applies only to flashing indications that are a part of an otherwise steady indication sequence. For locations where all exhibited indications flash see § 11--- 204.

§ 11—203—Pedestrian-control signals⁷⁶ (Year 2000 Version) (Year 2015 revision pending)

Whenever pedestrian-control signals exhibiting the symbols of a "Walking Person" or "Upraised Hand" are in place, such signals shall indicate as follows:

- (a) Walking Person — Any pedestrian facing this signal indication may proceed across the roadway in a marked or unmarked crosswalk in the direction of the pedestrian-control signal and every driver of a vehicle shall yield the right of way to such pedestrian. Such pedestrians shall yield the right-of-way to vehicles lawfully within the intersection or so close as to constitute an immediate hazard at the time that this pedestrian signal indication is first exhibited.
- (b) Flashing or Steady Upraised Hand — No pedestrian shall start to cross the roadway in the direction of this flashing or steady signal indication, but any pedestrian who has partially completed crossing on the walking person signal indication shall proceed to a paved or unpaved sidewalk or a pedestrian refuge area while the upraised hand signal indication is exhibited.
- (c) For the purposes of this section, a WALK indication may replace the Walking Person indication and a DONT WALK indication may replace the Upraise Hand indication.

11—204—Flashing traffic signals (Year 2015 Version)

(a) Application

- 1. This section shall not apply at railroad grade crossings. Conduct of drivers of vehicles and of all other road users approaching railroad grade crossings shall be governed by the rules as set forth in §11-701 of this code.
- 2. This section shall not apply to the flashing arrow indications of official traffic-control signals as set forth in §11-202 of this code except when all illuminated signal indications thereat are illuminated with rapid intermittent flashes.

⁷⁶ In jurisdictions where pedestrian-control signals using the word legends are still in use, subsection (c) should be continued in the law until they are all replaced.

3. In the event an official flashing traffic signal is operated at a place other than an intersection, the provisions of this section shall be applicable except as to those provisions which by their nature can have no application. Any stop required shall be made before a clearly marked stop line, but if none, before entering the associated crosswalk, or if none, at a location as designated by a traffic control device. In the absence of both pavement markings and other traffic control devices, the required stop shall be at a point prior to the point of conflict with pedestrian and/or vehicular traffic.
- (b) Whenever a flashing red or yellow indication is exhibited in an official traffic signal, it shall require obedience by drivers and pedestrians as follows:
1. *Flashing red (stop signal)*—When a circular red signal indication or a red arrow indication is illuminated with rapid intermittent flashes, drivers of vehicles facing said indications shall stop before a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering the intersection. The right to proceed shall be subject to the rules applicable after making a stop at a STOP sign. In addition, when stopped in a lane controlled by a red arrow indication, drivers shall proceed only in the direction indicated by the red arrow.
 2. *Flashing yellow (caution signal)*—When a circular yellow signal indication or a yellow arrow indication is illuminated with rapid intermittent flashes, drivers of vehicles facing said indications may cautiously enter the intersection to proceed straight through or turn right or left or make a U-turn except as such movements are modified or prohibited by other traffic control devices. In addition, when in a lane controlled by a yellow arrow indication, drivers shall proceed only in the direction indicated by the yellow arrow.

At the time such signal indication is exhibited, vehicular traffic, including vehicles turning right or left or making a U-turn movement, shall yield the right-of-way to:
 - a. Pedestrians lawfully within the intersection or an associated crosswalk, and
 - b. Other vehicles lawfully within the intersection, or approaching so closely as to constitute an immediate hazard, and
 - c. Other vehicles approaching from the opposite direction so closely as to constitute an immediate hazard during the time when such turning vehicle is moving across or within the intersection.
 3. Unless otherwise directed by a pedestrian control signal as provided in §11-203, pedestrians facing a flashing signal

indication, may proceed across the roadway within any marked or unmarked associated crosswalk. Such pedestrians shall yield the right-of-way to vehicles lawfully within the intersection or so close as to constitute an immediate hazard.

11-205-Lane use control signals (Year 2000 Version)

When lane use control signals are placed over individual lanes, the signals shall indicate and apply to drivers of vehicles as follows:

- (a) *Green indication* – vehicular traffic may travel in any lane over which a green signal is shown.
- (b) *Steady yellow indication* – vehicular traffic is thereby warned that a lane control change is being made.
- (c) *Steady red indication* – vehicular traffic shall not enter or travel in any lane over which a red signal is shown.
- (d) *Flashing yellow indication* – vehicular traffic may use the lane only for the purpose of approaching and making a left turn.

§ 11-206-Display of unauthorized signs, signals, or markings (Year 2000 Version)

(a) No person shall place, maintain or display upon or in view of any highway any unauthorized sign, signal, marking, or device which purports to be or is an imitation of or resembles an official traffic-control device or railroad sign or signal, or which attempts to direct the movement of traffic, or which hides from view or interferes with the effectiveness of an official traffic-control device or any railroad sign or signal.

(b) No person shall place or maintain nor shall any public authority permit upon any highway commercial advertising on any official traffic control device except for business signs included as a part of official motorist service panels or roadside area information panels approved by the (State highway commission).

(c) This section shall not be deemed to prohibit the erection of signs upon private property adjacent to highways giving useful directional information and of a type that cannot be mistaken for official signs.

(d) Every such prohibited sign, signal or marking is hereby declared to be a public nuisance and the authority having jurisdiction over the highway is hereby empowered to remove the same or cause it to be removed without notice.

§ 11-207-Interference with official traffic control devices (Year 2000 Version)

Without lawful authority, no person shall attempt to or in fact alter, twist, deface, injure, knock down, remove or interfere with the effective operation of any official traffic-control device or any railroad sign or signal or any inscription, shield or insignia thereon, or any other part thereof.

**ARTICLE III – DRIVING ON RIGHT SIDE OF ROADWAY –
OVERTAKING AND PASSING – NO USE OF ROADWAY**

§ 11-301–Drive on right side of roadway—exceptions (Year 2000 Version)

(a) Upon all roadways of sufficient width a vehicle shall be driven upon the right half of the roadway, except as follows:

1. When overtaking and passing another vehicle proceeding in the same direction under the rules governing such movement;
2. When an obstruction exists making it necessary to drive to the left of the center of the highway; provided any person driving to the left of the center of the highway shall yield the right of way to all vehicles traveling in the proper direction upon the unobstructed portion of the highway within such distance as to constitute an immediate hazard;
3. Upon a roadway divided into three marked lanes for traffic under the rules applicable thereon; or
4. Upon a roadway restricted to one-way traffic.

(b) Upon all roadways any vehicle proceeding at less than the normal speed of traffic at the time and place and under the conditions then existing shall be driven in the right-hand lane then available for traffic, or as close as practicable to the right-hand curb or edge of the roadway, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into a private road, alley, or driveway. The intent of this subsection is to facilitate the overtaking of slowly moving vehicles by faster moving vehicles.

(c) Upon any roadway having four or more lanes for moving traffic and providing for two-way movement of traffic, no vehicle shall be driven to the left of the center line of the roadway, except when authorized by official traffic-control devices designating certain lanes to the left side of the center of the roadway for use by traffic not otherwise permitted to use such lanes, or except as permitted under subsection (a)2. This subsection shall not be construed as prohibiting the crossing of the center line in making a left turn into or from an alley, private road or driveway.

§ 11-302–Passing vehicles proceeding in opposite directions (Year 2000 Version)

Drivers of vehicles proceeding in opposite directions shall pass each other to the right, and upon roadways having width for not more than one line of traffic in each direction each driver shall give to the other at least one-half of the main-traveled portion of the roadway as nearly as possible.

§ 11-303–overtaking a vehicle on the left (Year 2000 Version)

The following rules shall govern the overtaking and passing of vehicles proceeding in the same direction, subject to those limitations, exceptions and special rules hereinafter stated:

(a) The driver of a vehicle overtaking another vehicle proceeding in the same direction shall pass at a safe distance to the left of the vehicle being overtaken and shall not again drive to the right side of the roadway until safely clear of the overtaken vehicle.

(b) Except when overtaking and passing on the right is permitted, the driver of an overtaken vehicle shall give way to the right in favor of the overtaking vehicle on audible signal and shall not increase the speed of the vehicle until completely passed by the overtaking vehicle.

§ 11-304--When passing on the right is permitted (Year 2000 Version)

(a) The driver of a vehicle may overtake and pass upon the right of another vehicle only under one or more of the following conditions:

1. When the vehicle overtaken is making or about to make a left turn;
2. Upon a roadway with unobstructed pavement of sufficient width for two or more lines of vehicles moving lawfully in the direction being traveled by the overtaking vehicle.

(b) The driver of a vehicle may overtake and pass another vehicle upon the right only under conditions permitting such movement in safety. Such movement shall not be made by driving off the roadway.

§ 11-305--Limitations on overtaking on the left (Year 2000 Version)

No vehicle shall be driven to the left side of the center of the roadway in overtaking and passing another vehicle proceeding in the same direction unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be completely made without interfering with the operation of any vehicle approaching from the opposite direction or any vehicle overtaken. In every event the overtaking vehicle must return to an authorized lane of travel as soon as practicable, and in the event the passing movement involves the use of a lane authorized for vehicles approaching from the opposite direction, before coming within 200 feet of any approaching vehicle.

§ 11-306--Further limitations on driving on left of center of roadway (Year 2000 Version)

(a) No vehicle shall be driven on the left side of the roadway under the following conditions:

1. When approaching or upon the crest of a grade or a curve in the highway where the driver's view is obstructed within such distance as to create a hazard in the event another vehicle might approach from the opposite direction;
2. When approaching within 100 feet of or traversing any intersection or railroad grade crossing unless otherwise indicated by official traffic control devices;
3. When the view is obstructed upon approaching within 100 feet of any bridge, viaduct or tunnel,

(b) The foregoing limitations shall not apply upon a one-way roadway, nor under the conditions described in S 11-301 (a)2, nor to the driver of a vehicle turning left into or from an alley, private road, or driveway.

§ 11-307--No-passing zones (Year 2000 Version)

(a) The (State highway commission) and local authorities are authorized to determine those portions of any highway under their respective jurisdictions where overtaking and passing or driving on the left side of the roadway would be especially hazardous and may by appropriate signs or markings on the

roadway indicate the beginning and end of such zones; and when such signs or markings are in place and clearly visible to an ordinarily observant person every driver of a vehicle shall obey the directions thereof.

(b) Where signs or markings are in place to define a no-passing zone as set forth in paragraph (a) no driver shall at any time drive on the left side of the roadway within such no-passing zone or on the left side of any pavement striping designed to mark such no-passing zone.

(c) This section does not apply under the conditions described in §11-301(a)2, nor to the driver of a vehicle turning left into or from an alley, private road or driveway.

§ 11-308—One-way roadways and rotary traffic islands (Year 2000 Version)

(a) The (State highway commission) and local authorities with respect to highways under their respective jurisdictions may designate any highway, roadway, part of a roadway, or specific lanes upon which vehicular traffic shall proceed in one direction at all or such times as shall be indicated by official traffic-control devices.

(b) Upon a roadway so designated for one-way traffic, a vehicle shall be driven only in the direction designated at all or such times as shall be indicated by official traffic-control devices.

(c) A vehicle passing around a rotary traffic island shall be driven only to the right of such island.

§ 11-309—Driving on roadways laned for traffic (Year 2000 Version)

Whenever any roadway has been divided into two or more clearly marked lanes for traffic, the following rules, in addition to all others consistent herewith, shall apply.

(a) A vehicle shall be driven as nearly as practicable entirely within a single lane and shall not be moved from such lane until the driver has first ascertained that such movement can be made with safety.

(b) Upon a roadway which is divided into three lanes and provides for two-way movement of traffic, a vehicle shall not be driven in the center lane except when overtaking and passing another vehicle traveling in the same direction when such center lane is clear of traffic within a safe distance, or in preparation for making or completing a left turn; or where such center lane is at the time allocated exclusively to traffic moving in the same direction that the vehicle is proceeding and such allocation is designated by official traffic-control devices.

(c) Official traffic-control devices may be erected directing specified traffic to use a designated lane or designating those lanes to be used by traffic moving in a particular direction regardless of the center of the roadway and drivers of vehicles shall obey the directions of every such device.

(d) Official traffic-control devices may be installed prohibiting the changing of lanes on sections of roadway, and drivers of vehicles shall obey the directions of every such device.

§ 11-310—Following too closely (Year 2000 Version)

(a) The driver of a vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of such vehicles and the traffic upon and the condition of the highway.

(b) Whenever conditions permit, the driver of any truck or motor vehicle drawing another vehicle when traveling upon a roadway outside of a business or residence district and which is following another truck or motor vehicle drawing another vehicle, shall leave sufficient space so that an overtaking vehicle may enter and occupy such space without danger, except that this shall not prevent a truck or motor vehicle drawing another vehicle from overtaking and passing any vehicle or combination of vehicles.

(c) Motor vehicles being driven upon any roadway outside of a business or residence district in a caravan or motorcade whether or not towing other vehicles shall be so operated as to allow sufficient space between each such vehicle or combination of vehicles so as to enable any other vehicle to enter and occupy such space without danger. This provision shall not apply to funeral processions.

§ 11-311-Driving on divided highways (Year 2000 Version)

(a) Whenever any highway has been divided into two or more roadways by leaving an intervening space, a physical barrier, or a clearly indicated dividing section so constructed as to impede vehicular traffic, every vehicle shall be driven only upon the right-hand roadway unless directed or permitted to use another roadway by official traffic-control devices or police officers.

(b) No vehicle shall be driven over, across or within any such dividing space, barrier or section; except a vehicle may be driven through an opening in such physical barrier or dividing section or space or at an established cross-over or intersection unless specifically prohibited by public authority.

(c) The driver of a vehicle may turn left across a paved dividing space unless prohibited by an official traffic-control device.

§ 11-312-Restricted access (Year 2000 Version)

No person shall drive a vehicle onto or from any controlled access highway except at such entrances and exits as are established by public authority.

§ 11-313-Restrictions on use of controlled-access roadway (Year 2000 Version)

(a) The (State highway commission) by resolution or order entered in its minutes, and local authorities by ordinance, may regulate or prohibit the use of any controlled-access roadway (or highway) within their respective jurisdictions by any class or kind of traffic which is found to be incompatible with the normal and safe movement of traffic.

(b) The (State highway commission) or the local authority adopting any such prohibition shall erect and maintain official traffic-control devices on the controlled-access highway on which such prohibitions are applicable and when in place no person shall disobey the restrictions stated on such devices.

ARTICLE IV—RIGHT OF WAY

§ 11-401—Vehicle approaching or entering intersection (Year 2000 Version)

(a) When two vehicles approach or enter an intersection from different highways at approximately the same time, the driver of the vehicle on the left shall yield the right of way to the vehicle on the right.

(b) The right of way rule declared in paragraph (a) is modified at through highways and otherwise as stated in this chapter.

§ 11-402—Vehicle turning left (Year 2000 Version)

The driver of a vehicle intending to turn to the left shall yield the right of way to any vehicle approaching from the opposite direction which is so close as to constitute an immediate hazard.

§ 11-403—Stop signs and Yield signs (Year 2015 Version)

(a) Preferential right of way may be indicated by stop signs or yield signs as authorized in §15-109 of this code.

(b) Except when directed to proceed by a police officer, every driver of a vehicle approaching a stop sign shall stop before a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering the intersection. After having stopped, the driver shall yield the right of way to:

1. Pedestrians lawfully within the intersection or an associated crosswalk, and
2. Any vehicle moving within or across the intersection, and
3. Other vehicles approaching on another roadway so closely as to constitute an immediate hazard during the time when such driver is moving across or within the intersection or junction of highways.

(c) The driver of vehicle approaching a yield sign shall in obedience to such sign slow down to a speed reasonable for the existing conditions, and if required for safety to stop, shall stop before a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering the intersection. After slowing or stopping, the driver shall yield the right of way to:

1. Pedestrians lawfully within the intersection or an associated crosswalk, and
2. Any vehicle moving within or across the intersection, and
3. Other vehicles approaching on another roadway so closely as to constitute an immediate hazard during the time when such driver is moving across or within the intersection or junction of highways.

If such a driver after driving past a yield sign is involved in a collision with a vehicle in the intersection or junction of roadways or with a pedestrian in an associated crosswalk, such collision shall be deemed prima facie evidence of the driver's failure to yield right of way.

- (d) Except when directed to proceed by a police officer, every driver of a vehicle approaching a stop sign located at a railroad crossing shall stop before the clearly marked stop line, but if none, before entering the crosswalk on the near side of the crossing, or if none, then within 50 feet but not less than 15 feet from the nearest rail of such railroad and while so stopped shall listen and look in both directions along such track for signals indicating the approach of a train or other vehicle, and shall not proceed until it is safe to do so. After stopping as required herein and proceeding when it is safe to do so, the driver shall cross only in such gear of the vehicle that there will be no necessity for manually changing gears while traversing such crossing, and the driver shall not manually shift gears while crossing the track or tracks.

§ 11-404—Vehicle entering roadway (Year 2000 Version)

The driver of a vehicle about to enter or cross a roadway from any place other than another roadway shall yield the right of way to all vehicles approaching on such roadway.

§ 11-405—Operation of vehicles (and streetcars) on approach of authorized emergency vehicles (Year 2000 Version)

(a) Upon the immediate approach of an authorized emergency vehicle making use of an audible signal meeting the requirements of §12-401(d) and visual signals meeting the requirements of § 12-214 of this code, or of a police vehicle properly and lawfully making use of an audible signal only:

1. The driver of every other vehicle shall yield the right of way and shall immediately drive to a position parallel to, and as close as possible to, the right-hand edge or curb of the roadway clear of any intersection, and shall stop and remain in such position until the authorized emergency vehicle has passed, except when otherwise directed by a police officer.
2. Upon the approach of an authorized emergency vehicle, the operator of every streetcar shall immediately stop such car clear of any intersection and keep it in such position until the authorized emergency vehicle has passed, except when otherwise directed by a police officer.⁷⁶

(b) This section shall not operate to relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons using the highway,

§ 11-406.—Highway construction and maintenance (Year 2000 Version)

(a) The driver of a vehicle shall yield the right of way to any authorized vehicle or pedestrian actually engaged in work upon a highway within any highway construction or maintenance area indicated by official traffic-control devices.

b) The driver of a vehicle shall yield the right of way to any authorized vehicle obviously and actually engaged in work upon a highway whenever such vehicle displays flashing lights meeting the requirements of §12-223.

⁷⁶ Subparagraph (a)2 should be omitted in states where no streetcars are in operation.

ARTICLE V—PEDESTRIANS' RIGHTS AND DUTIES

§ 11-501—Pedestrian obedience to traffic-control devices and traffic regulations (Year 2000 Version) (Revision pending)

(a) A pedestrian shall obey the instructions of any official traffic-control device specifically applicable to such pedestrian, unless otherwise directed by a police officer.

(b) Pedestrians shall be subject to traffic and pedestrian-control signals as provided in §5 11-202 and 11-203.

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

§ 11-502—Pedestrians' right of way in crosswalks (Year 2000 Version) (Revision pending)

(a) 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 roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.

(b) 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.

(c) Paragraph (a) shall not apply under the conditions stated in §11-503(b).

(d) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

§ 11-503—Crossing at other than crosswalks (Year 2000 Version) (Revision pending)

(a) Every pedestrian 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 vehicles upon the roadway.

(b) Any pedestrian crossing a roadway 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 roadway.

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

(d) No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic-control devices; and when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic-control devices pertaining to such crossing movements.

S 11-504--Drivers to exercise due care (Year 2000 Version) (Revision pending)

Notwithstanding other provisions of this chapter or the provisions of any local ordinance, every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian or any person propelling a human powered vehicle and shall give an audible signal when necessary, and shall exercise proper precaution upon observing any child or any obviously confused, incapacitated or intoxicated person.

S 11-505--Pedestrians to use right half of crosswalks (Year 2000 Version)

Whenever practicable, pedestrians shall move upon the right half of crosswalks.

§ 11-506--Pedestrians on highways (Year 2000 Version)

(a) 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.

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

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

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

§ 11-507--Pedestrians soliciting rides or business (Year 2000 Version)

(a) No person shall stand in a roadway for the purpose of soliciting a ride.

(b) No person shall stand on a highway for the purpose of soliciting employment, business, or contributions from the occupant of any vehicle.

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

§ 11-508--Driving through safety zone prohibited (Year 2000 Version) (revision pending)

No vehicle shall at any time be driven through or within a safety zone.

§ 11-509--Pedestrians' right of way on sidewalks (Year 2000 Version)

The driver of a vehicle crossing a sidewalk shall yield the right of way to any pedestrian and all other traffic on the sidewalk.

§ 11-510—Pedestrians yield to authorized emergency vehicles (Year 2000 Version)

(a) Upon the immediate approach of an authorized emergency vehicle making use of an audible signal meeting the requirements of § 12-401(d) and visual signals meeting the requirements of S 12-214 of this 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 vehicle.

(b) This section shall not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons using the highway nor from the duty to exercise due care to avoid colliding with any pedestrian.

§ 11-511—Blind pedestrian right of way (Year 2000 Version) (Revision pending)

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

§ 11-512—Pedestrians under influence of alcohol or drugs (Year 2000 Version) (revision pending)

A pedestrian who is under the influence of alcohol or any drug to a degree which renders such pedestrian a hazard shall not walk or be upon a highway except on a sidewalk.

§ 11-513—Bridge and railroad signals (Year 2000 Version) (Revision pending)

(a) After a bridge operation signal has been given, no pedestrian shall enter or remain upon the bridge or approach thereto beyond the bridge signal, gate or barrier.

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

**ARTICLE VI—TURNING AND STARTING
AND
SIGNALS ON STOPPING AND TURNING**

§ 11-601—Required position and method of turning (Year 2000 Version)

The driver of a vehicle intending to turn shall do so as follows:

(a) *Right turns* — Both the approach for a right turn and a right turn shall be made as close as practicable to the right-hand curb or edge of the roadway.

(b) *Left turns* — The driver of a vehicle intending to turn left shall approach the turn in the extreme left lane lawfully available to traffic moving in the direction of travel of such vehicle, Whenever practicable, the left turn shall be made to the left of the center of the intersection so as to leave the intersection or other location in the extreme left lane lawfully available to traffic.

(c) The state highway commission and local authorities in their respective jurisdictions may cause official traffic-control devices to be placed and thereby require and direct that a different course from that specified in this section be traveled by turning vehicles, and when such devices are so placed no driver shall turn a vehicle other than as directed and required by such devices.

(d) *Two-way left turn lanes* — Where a special lane for making left turns by drivers proceeding in opposite directions has been indicated by official traffic-control devices:

1. A left turn shall not be made from any other lane,
2. A vehicle shall not be driven in the lane except when preparing for or making a left turn from or into the roadway or when preparing for or making a U turn when otherwise permitted by law.

§ 11-602—Limitations on U-turns (Year 2000 Version)

(a) The driver of any vehicle shall not turn such vehicle so as to proceed in the opposite direction unless such movement can be made in safety and without interfering with other traffic.

(b) No vehicle shall be turned so as to proceed in the opposite direction upon any curve, or upon the approach to or near the crest of a grade, where such vehicle cannot be seen by the driver of any other vehicle approaching from either direction within 500 feet.

§ 11-603—Starting a parked vehicle (Year 2000 Version)

No person shall start a vehicle which is stopped, standing or parked unless and until such movement can be made with reasonable safety.

§ 11-604—Turning movements and required signals (Year 2000 Version)

(a) No person shall turn a vehicle or move right or left upon a roadway unless and until such movement can be made with reasonable safety nor without giving an appropriate signal.

(b) For vehicles equipped with mechanical or electrical turn signals, a signal of intention to turn or move right or left shall be given continuously during not less than the last 100 feet traveled by the vehicle before turning.

(c) No person shall stop or suddenly decrease the speed of a vehicle without first giving an appropriate signal to the driver of any vehicle immediately to the rear when there is opportunity to give such signal.

(d) The signals required on vehicles by §11-605(b) shall not be flashed on one side only of a disabled vehicle, flashed as a courtesy or "do pass" signal to operators of other vehicles approaching from the rear, nor be flashed on one side only of a parked vehicle except as may be necessary for compliance with this section.

§ 11-605—Signals by hand and arm or signal lamps (Year 2000 Version)

(a) Any stop or turn signal when required shall be given either by means of the hand and arm or by signal lamps, except as otherwise provided in paragraph (b).

(b) Any motor vehicle in use on a highway shall be equipped with, and required signal shall be given by, signal lamps when the distance from the center of the top of the steering post to the left outside limit of the body, cab or load of such motor vehicle exceeds 24 inches, or when the distance from the center of the top of the steering post to the rear limit of the body or load thereof exceeds 14 feet. The latter measurement shall apply to any single vehicle and to any combination of vehicles.

(c) The signals required on vehicles by subsection (b) shall not be flashed on one side only on a disabled vehicle, flashed as a courtesy or "do pass" signal to operators of other vehicles approaching from the rear, nor be flashed on one side only of a parked vehicle except as may be necessary for compliance with this section.

§ 11-606—Method of giving hand-and-arm signals (Year 2000 Version)

All hand-and-arm signals shall be given from the left side of the vehicle in the following manner and such signals shall indicate as follows:

1. *Left* turn—Hand and arm extended horizontally.
2. *Right* turn—Hand and arm extended upward.
3. *Stop or decrease speed*—Hand and arm extended downward.

Notwithstanding the foregoing provisions, a person operating a bicycle may give a right turn signal by extending the right hand and arm horizontally and to the right side of the bicycle.

ARTICLE VI I—SPECIAL STOPS REQUIRED

§ 11-701—Obedience to signal indicating approach of train (Year 2000 Version) (Revision pending)

(a) Whenever any person driving a vehicle approaches a railroad grade crossing under any of the circumstances stated in this section, the driver of such vehicle shall stop within 50 feet but not less than 15 feet from the nearest rail of such railroad, and shall not proceed until it is safe to do so. The foregoing requirements shall apply when:

1. A clearly visible electric or mechanical signal device gives warning of the immediate approach of a railroad train;
2. A crossing gate is lowered or when a human flagger gives or continues to give a signal of the approach or passage of a railroad train;
3. A railroad train approaching within approximately 1,500 feet of the highway crossing emits a signal audible from such distance, or such railroad train by reason of its speed or nearness to such crossing is an immediate hazard;
4. An approaching railroad train is plainly visible and is in hazardous proximity to such crossing.

(b) No person shall drive any vehicle through, around or under any crossing gate or barrier at a railroad crossing while such gate or barrier is closed or is being opened or closed.

§ 11-702—Certain vehicles must stop at all railroad grade crossings (Year 2000 Version) (Revision pending)

(a) Except as provided in subsection (b), the driver of any vehicle described in regulations issued pursuant to subsection (c), before crossing at grade any track or tracks of a railroad, shall stop such vehicle within 50 feet but not less than 15 feet from the nearest rail of such railroad and, while so stopped shall listen and look in both directions along such track for any approaching train and for signals indicating the approach of a train and shall not proceed until it is safe to do so. After stopping as required, upon proceeding when it is safe to do so, the driver of the vehicle shall cross only in a gear of the vehicle that will not require manually changing gears while traversing such crossing, and the driver shall not manually shift gears while crossing the track or tracks.

(b) This section shall not apply at:

1. Any railroad grade crossing at which traffic is controlled by a police officer or human flagger;
2. Any railroad grade crossing at which traffic is regulated by a traffic-control signal;
3. Any railroad grade crossing protected by crossing gates or an alternately flashing light signal intended to give warning of the approach of a railroad train;
4. Any railroad grade crossing at which an official traffic control device gives notice that the stopping requirement imposed by this section does not apply.

(c) The (commissioner or other appropriate State official or agency) shall adopt such regulations as may be necessary describing the vehicles which must comply with the stopping requirements of this section. In formulating such

regulations the (commissioner or other appropriate State official or agency) shall give consideration to the number of passengers carried by the vehicle and the hazardous nature of any substance carried by the vehicle in determining whether such vehicle shall be required to stop. Such regulations shall correlate with and so far as possible conform to the most recent regulation of the United States Department of Transportation.⁷⁷

§ 11-703—Moving heavy equipment at railroad grade crossings (Year 2000 Version) (Revision pending)

(a) No person shall operate or move any crawler-type tractor, steam shovel, derrick, roller, or any equipment or structure having a normal operating speed of 10 or less miles per hour or a vertical body or load clearance of less than one-half inch per foot of the distance between any two adjacent axles or in any event of less than nine inches, measured above the level surface of a roadway, upon or across any tracks at a railroad grade crossing without first complying with this section.

(b) Notice of any such intended crossing shall be given to a station agent of such railroad and a reasonable time be given to such railroad to provide proper protection at such crossing.

(c) Before making any such crossing the person operating or moving any such vehicle or equipment shall first stop not less than 15 feet nor more than 50 feet from the nearest rail of the railroad tracks, and while so stopped shall listen and look in both directions along such track for any approaching train and for signals indicating the approach of a train, and shall not proceed until the crossing can be made safely.

(d) No such crossing shall be made when warning is given by automatic signal or crossing gates or a flagger or otherwise of the immediate approach of a railroad train or car. If a flagger is provided by the railroad, movement over the crossing shall be under the flagger's direction.

§ 11-704—Emerging from alley, driveway or building (Year 2000 Version)

The driver of a vehicle emerging from an alley, building, private road, or driveway within a business or residence district shall stop such vehicle immediately prior to driving onto a sidewalk or onto the sidewalk area extending across such alley, building entrance, private road, or driveway, or in the event there is no sidewalk area, shall stop at the point nearest the street to be entered where the driver has a view of approaching traffic thereon.

§ 11-705—Overtaking and passing school bus (Year 2000 Version)

(a) The driver of a vehicle meeting or overtaking from either direction any school bus meeting the color and identification requirements of §12-222(a), (b) and (c) of this code stopped on the highway shall stop before reaching such school bus when there is in operation on that school bus the flashing red lights specified in §12-222(a). The driver shall not proceed until such school bus resumes motion or the flashing red lights are no longer actuated.

⁷⁷ This regulation can be found in 49 Code of Federal Regulations 392.10.

(b) The red visual signals meeting the requirements of S 12-222(a) of this code shall be actuated by the driver of the school bus only whenever such vehicle is stopped on the highway for the purpose of receiving or discharging school children. A school bus driver shall not actuate said special visual signals:

1. In business districts and on urban arterial streets designed by the (State highway commission) or local authorities:

2. At intersections or other places where traffic is controlled by traffic-control signals or police officers; or

3. In designated school bus loading areas where the bus is entirely off the roadway.

(c) The driver of a vehicle upon a highway with separate roadways need not stop upon meeting or passing a school bus which is on a different roadway, or when the school bus is stopped upon a controlled- access highway in a loading zone which is a part of or adjacent to such highway and where pedestrians are not permitted to cross the roadway.

ARTICLE VIII – SPEED RESTRICTIONS

§ 11-801–Basic rule (Year 2000 Version)

No person shall drive a vehicle at a speed greater than is reasonable and prudent under the conditions, including actual and potential hazards then existing. Consistent with the foregoing, every person shall drive at a safe and appropriate speed when approaching and crossing an intersection or railroad grade crossing, when approaching and going around a curve, when approaching the crest of a hill, when traveling upon any narrow or winding roadway, and when special hazards exist with respect to pedestrians or other traffic or by reason of weather or highway conditions.

§ 11-802–Maximum limits (Year 2000 Version) (Revision pending)

Except when a special hazard exists that requires lower speed for compliance with §11-801, the limits hereinafter specified shall be maximum lawful speeds, and no person shall drive a vehicle at a speed in excess of such maximum limits.

1. Thirty miles per hour in any urban district;
2. Fifty-five miles per hour in other locations.

The maximum speed limits set forth in this section may be altered as authorized in §11-803 and §11-804.

§ 11-803–Establishment of State speed zones (Year 2000 Version)

Whenever the (State highway commission) shall determine upon the basis of an engineering and traffic investigation that any maximum speed specified in §11-802 is greater or less than is reasonable or safe under the conditions found to exist at any intersection or other place or upon any part of the State highway system, the (commission) may specify a reasonable and safe maximum limit, which shall be effective when appropriate signs giving notice thereof are erected. Such a maximum speed limit may be effective at all times or at such times as are indicated by appropriate signs; and differing limits may be established for different times of day, different types of vehicles, varying weather conditions, and other factors bearing on safe speeds, which shall be effective when posted upon appropriate fixed or variable signs.

§ 11-804–When local authorities may and shall alter maximum limits (Year 2000 Version)

(a) Whenever local authorities in their respective jurisdictions determine on the basis of an engineering and traffic investigation that the maximum speed permitted under this article is greater or less than is reasonable and safe under the conditions found to exist upon a highway or part of a highway, the local authority may determine and declare a reasonable and safe maximum limit thereon which:

1. Decreases the limit at intersections; or
2. Increases the limit within an urban district but not to more than 55 miles per hour; or
3. Decreases the limit outside an urban district, but not to less than 35 miles per hour.

(b) Local authorities in their respective jurisdictions shall determine by

an engineering and traffic investigation the proper maximum speed for all arterial streets and shall declare a reasonable and safe maximum limit thereon which may be greater or less than the maximum speed permitted under this code for an urban district.

(c) Any altered limit shall be effective at all times, or during hours of darkness or at other times as may be determined when appropriate signs giving notice thereof are erected upon such street or highway.

(d) Any alteration of maximum limits on State highways or extensions thereof in a municipality by local authorities shall not be effective until such alteration has been approved by the (State highway commission).

(e) Not more than six such alterations as hereinabove authorized shall be made per mile along a street or highway, except in the case of reduced limits at intersections, and the difference between adjacent limits shall not be more than 10 miles per hour.

§ 11-805-Minimum speed regulation (Year 2000 Version)

(a) No person shall drive a motor vehicle at such a slow speed as to impede the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with law.

(b) Whenever the (State highway commission) or local authorities within their respective jurisdictions determine on the basis of an engineering and traffic investigation that slow speeds on any highway or part of a highway impede the normal and reasonable movement of traffic, the (commission) or such local authority may establish a minimum speed limit below which no person shall drive a vehicle except when necessary for safe operation or in compliance with law, and that limit shall be effective when posted upon appropriate fixed or variable signs.

§ 11-806-Special speed limitation on motor-driven cycles (Year 2000 Version)

No person shall operate any motor-driven cycle at any time mentioned in §12-201 at a speed greater than 35 miles per hour unless such motor-driven cycle is equipped with a head lamp or lamps which are adequate to reveal a person or vehicle at a distance of 300 feet ahead.

§ 11-807-Special speed limitations (Year 2000 Version)

(a) No person shall drive a vehicle which is towing a house trailer at a speed greater than a maximum of 45 miles per hour.

(b) No person shall drive a vehicle over any bridge or other elevated structure constituting a part of a highway at a speed which is greater than the maximum speed which can be maintained with safety to such bridge or structure, when such structure is signposted as provided in this section.

(c) The (State highway commission) and local authorities on highways under their respective jurisdictions may conduct an investigation of any bridge or other elevated structure constituting a part of a highway, and if it shall thereupon find that such structure cannot with safety to itself withstand vehicles traveling at the speed otherwise permissible under this chapter, the (commission) or local authority shall establish the maximum speed of vehicles which such structure can safely withstand, and shall cause or permit suitable signs stating such maximum speed to be erected and maintained before each end of such structure.

(d) Upon the trial of any person charged with a violation of this section,

proof of the determination of the maximum speed by the (commission) and the existence of the signs shall constitute conclusive evidence of the maximum speed which can be maintained with safety to such bridge or structure.

§ 11-808--Charging violations and rule in civil actions (Year 2000 Version)

(a) In every charge of violation of any speed regulation in this article, the complaint and the summons or notice to appear, shall specify the speed at which the defendant is alleged to have driven and the maximum speed applicable within the district or at the location.

(b) The provision of this article declaring maximum speed limitations shall not be construed to relieve the plaintiff in any civil action from the burden of proving negligence on the part of the defendant as the proximate cause of an accident.

§ 11-809--Racing on highways (Year 2000 Version)

(a) No person shall drive any vehicle in any race, speed competition, drag race or acceleration contest, test of physical endurance, exhibition of speed or acceleration, or for the purpose of making a speed record; and no person shall in any manner participate in any such race, competition, contest, test or exhibition.

(b) Drag race is defined as the operation of two or more vehicles from a point side by side at accelerating speeds in a competitive attempt to outdistance each other, or the operation of one or more vehicles over a common selected course, from the same point to the same point, for the purpose of comparing the relative speeds or power of acceleration of such vehicle or vehicles within a certain distance or time limit.

(c) Racing is defined as the use of one or more vehicles in an attempt to: outgain, outdistance, or prevent another vehicle from passing; to arrive at a given destination ahead of another vehicle or vehicles; or to test the physical stamina or endurance of drivers over long distance driving routes.

(d) Any person convicted of violating this section shall be punished as provided in §17-101(b).

(e) This section does not apply to persons riding bicycles.

ARTICLE IX - DUI AND OTHER SERIOUS TRAFFIC OFFENSES

Note: This article covers serious traffic offenses: sections 11-901 through 11-908 are related to driving under the influence; sections 11-909 through 11-911 relate to reckless driving, homicide by vehicle, and fleeing or attempting to elude a police officer.

The NCUTCD does not currently address DUI issues.

§ 11-909-Reckless driving (Year 2000 Version)

(a) Any person who drives any vehicle in willful or wanton disregard for the safety of persons or property is guilty of reckless driving.

(b) Every person convicted of reckless driving shall be punished upon a first conviction by imprisonment for a period of not less than five days nor more than 90 days, or by a fine of not less than \$25 nor more than (\$500), or by both such fine and imprisonment, and on a second or subsequent conviction shall be punished by imprisonment for not less than 10 days nor more than six months, or by a fine of not less than \$50 nor more than (\$500), or by both such fine and imprisonment.

§ 11-910 - Homicide by vehicle (Year 2000 Version)

(a) Whoever shall unlawfully and unintentionally cause the death of another person, while engaged in a violation of any state law or municipal ordinance applying to the operation or use of a vehicle or to the regulation of traffic, shall be guilty of homicide by vehicle when such violation is the proximate cause of that death.

(b) Any person convicted of homicide by vehicle shall be fined not less than \$500 nor more than \$2,000, or shall be imprisoned in the county jail not less than three months nor more than one year, or may be so fined and so imprisoned, or shall be imprisoned in the penitentiary for a term not less than one year nor more than five years.

§ 11-901 - Fleeing or attempting to elude a police officer (Year 2000 Version)

(a) Any driver of a motor vehicle who willfully fails or refuses to bring his or her vehicle to a stop, or who otherwise flees or attempts to elude a pursuing police vehicle when given a visual or audible signal to bring the, vehicle to a stop, shall be guilty of a misdemeanor. The signal given by the police officer may be by hand, voice, emergency light or siren. The officer giving such signal shall be in uniform, prominently displaying the officer's badge of office, and the officer's vehicle shall be appropriately marked, showing it to be an official police vehicle.

(b) Every person convicted of fleeing or attempting to elude a police officer shall be punished by imprisonment for not less than 30 days nor more than six months, or by a fine of not less than \$100 nor more than \$500, or by both such fine and imprisonment.

ARTICLE X – STOPPING, STANDING AND PARKING

§ 11-1001--Stopping, standing or parking outside business or residence districts (Year 2000 Version)

(a) Outside a business or residence district no person shall stop, park or leave standing any vehicle, whether attended or unattended, upon the roadway when it is practicable to stop, park or so leave such vehicle off the roadway, but in every event an unobstructed width of the highway opposite a standing vehicle shall be left for the free passage of other vehicles and a clear view of such stopped vehicle shall be available from a distance of 200 feet in each direction upon such highway.

(b) This section, § 11-1003 and § 11-1004 shall not apply to the driver of any vehicle which is disabled in such manner and to such extent that it is impossible to avoid stopping and temporarily leaving the vehicle in such position.

§ 11-1002--Officers authorized to remove vehicles (Year 2000 Version)

(a) Whenever any police officer finds a vehicle in violation of any of the provisions of §11-1001 the officer is hereby authorized to move such vehicle, or require the driver or other person in charge of the vehicle to move it off the roadway.

(b) Any police officer is hereby authorized to remove or cause to be removed to a place of safety any unattended vehicle illegally left standing upon any highway, bridge, causeway, or in any tunnel, in such position or under such circumstances as to obstruct the normal movement of traffic.

(c) Any police officer is hereby authorized to remove or cause to be removed to the nearest garage or other place of safety any vehicle found upon a highway when:

1. Report has been made that such vehicle has been stolen or taken without the consent of its owner, or
2. The person or persons in charge of such vehicle are unable to provide for its custody or removal, or
3. When the person driving or in control of such vehicle is arrested for an alleged offense for which the officer is required by law to take the person arrested before a proper magistrate without unnecessary delay.

§ 11-1003--Stopping, standing, or parking prohibited in specified places (Year 2000 Version)

(a) Except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of a police officer or official traffic-control device, no person shall:

1. Stop, stand, or park a vehicle:
 - A. On the roadway side of any vehicle stopped or parked at the edge or curb of a street;
 - B. On a sidewalk;
 - C. Within an intersection;
 - D. On a crosswalk;

- E. Between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless a different length is indicated by signs or markings;
 - F. Alongside or opposite any street excavation or obstruction when stopping, standing, or parking would obstruct traffic;
 - G. Upon any bridge or other elevated structure upon a highway or within a highway tunnel;
 - H. On any railroad tracks;
 - I. On any controlled-access highway;
 - J. In the area between roadways of a divided highway, including crossovers;
 - K. On highways and elsewhere throughout the state in any parking space designated by the International Access Symbol without displaying an authorized disabled parking registration plate, removable windshield placard, or temporary removable windshield placard as defined in §3-901.
 - L. At any place where official traffic-control devices prohibit stopping.
2. Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger or passengers:
- A. In front of a public or private driveway;
 - B. Within 15 feet of a fire hydrant;
 - C. Within 20 feet of a crosswalk at an intersection;
 - D. Within 30 feet of any flashing signal, stop sign, yield sign or traffic-control signal located at the side of a roadway;
 - E. Within 20 feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within 75 feet of the entrance (when properly signposted);
 - F. At any place where official traffic control devices prohibit standing.
3. Park a vehicle, whether occupied or not, except temporarily for the purpose of and while actually engaged in loading or unloading property or passengers:
- A. Within 50 feet of the nearest rail of a railroad crossing;
 - B. At any place where official traffic control devices prohibit parking.
- (b) No person shall move a vehicle not lawfully under such person's control into any such prohibited area or away from a curb such a distance as is unlawful.

§ 11-1004 - Additional parking regulations (Year 2000 Version)

(a) Except as otherwise provided in this section, every vehicle stopped or parked upon a two-way roadway shall be so stopped or parked with the right-hand wheels parallel to and within 12 inches of the right-hand curb or as close as practicable to the right edge of the right-hand shoulder.

(b) Except when otherwise provided by local ordinance, every vehicle stopped or parked upon a one-way roadway shall be so stopped or parked parallel to the curb or edge of the roadway, in the direction of authorized traffic movement, with its right-hand wheels within 12 inches of the right-hand curb or as close as practicable to the right edge of the right-hand shoulder, or with its left-hand wheels within 12 inches of the left-hand curb or as close as practicable to the left edge of the left-hand shoulder.

(c) Local authorities may permit angle parking on any roadway, except that angle parking shall not be permitted on any Federal-aid or State highway unless the (State highway commission or State highway engineer) has determined that the roadway is of sufficient width to permit angle parking without interfering with the free movement of traffic.

(d) The (State highway commission) with respect to highways under its jurisdiction may place official traffic control devices prohibiting, limiting, or restricting the stopping, standing or parking of vehicles on any highway where in its opinion such stopping, standing or parking is dangerous to those using the highway or where the stopping, standing or parking of vehicles would unduly interfere with the free movement of traffic thereon. No person shall stop, stand or park any vehicle in violation of the restrictions indicated by such devices.

§ 11-1005-Disabled Parking with International Symbol of Access (Year 2000 Version)

(a) Disabled parking registration plates, removable windshield placards, or temporary removable windshield placards, in accordance with Section 3-901, et seq. displaying the International Symbol of Access, shall be the only recognized means of identifying vehicles permitted to utilize parking spaces reserved for persons with disabilities.

(b) Removable windshield placards and temporary removable windshield placards shall be displayed in such a manner that they may be viewed from the front and rear of the vehicle by hanging from the front windshield rearview mirror of a vehicle utilizing a parking space reserved for persons with disabilities. When there is no rearview mirror, the placard shall be displayed on the dashboard.

(c) Disabled parking registration plates, removable windshield placards, and temporary removable windshield placards, issued by the authority of other states and countries for the purpose of identifying vehicles permitted to utilize parking spaces reserved for persons with disabilities shall be recognized and accorded all rights and privileges as such identification devices issued under the authority of this state.

ARTICLE XI – MISCELLANEOUS RULES

§ 11-1101-Unattended motor vehicle (Year 2000 Version)

No person driving or in charge of a motor vehicle shall permit it to stand unattended without first stopping the engine, locking the ignition, removing the key from the ignition, effectively setting the brake thereon, and when standing upon any grade, turning the front wheels to the curb or side of the highway.

§ 11-1102-Limitations on backing (Year 2000 Version)

(a) The driver of a vehicle shall not back the vehicle unless such movement can be made with safety and without interfering with other traffic.

(b) The driver of a vehicle shall not back the vehicle upon any shoulder or roadway of any controlled-access highway.

§ 11-1103-Driving upon sidewalk (Year 2000 Version)

No person shall drive any vehicle upon a sidewalk or sidewalk area except upon a permanent or duly authorized temporary driveway. This section shall not apply to any vehicle moved exclusively by human power nor to any motorized wheelchair.

§ 11-1104-Obstruction to driver's view or driving mechanism (Year 2000 Version)

(a) No person shall drive a vehicle when it is so loaded, or when there are in the front seat such a number of persons, as to obstruct the view of the driver to the front or sides of the vehicle or as to interfere with the driver's control over the driving mechanism of the vehicle.

(b) No passenger in a vehicle (or streetcar) shall ride in such position as to interfere with the driver's (or streetcar operator's) view ahead or to the sides, or to interfere with such person's control over the driving mechanism of the vehicle (or streetcar.)

(c) No person shall drive a vehicle while a child or any other person or an animal is so positioned as to be between the body of the driver and the steering wheel.

§ 11-1105-Opening and closing vehicle doors (Year 2000 Version)

No person shall open any door on a motor vehicle unless and until it is reasonably safe to do so and can be done without interfering with the movement of other traffic, nor shall any person leave a door open on a side of a vehicle adjacent to moving traffic for a period of time longer than necessary to load or unload passengers.

§ 11-1106-Riding in house trailers (Year 2000 Version)

No person or persons shall occupy a house trailer while it is being moved upon a highway.

§ **11-1107—Driving on mountain highways (Year 2000 Version)**

The driver of a motor vehicle traveling through defiles or canyons or on mountain highways shall hold such motor vehicle under control and as near the right-hand edge of the roadway as reasonably possible and, except when driving entirely to the right of the center of the roadway, shall give audible warning with the horn of such motor vehicle upon approaching any curve where the view is obstructed within a distance of 200 feet along the highway.

§ **11-1108—Coasting prohibited (Year 2000 Version)**

(a) The driver of any motor vehicle when traveling upon a down grade shall not coast with the gears or transmission of such vehicle in neutral.

(b) The driver of a truck or bus when traveling upon a down grade shall not coast with the clutch disengaged.

§ **11-1109—Following fire apparatus prohibited (Year 2000 Version)**

The driver of any vehicle other than one on official business shall not follow any fire apparatus traveling in response to a fire alarm closer than 500 feet or stop within 500 feet of any fire apparatus stopped in answer to a fire alarm.

§ **11-1110—Crossing fire hose (Year 2000 Version)**

No vehicle shall be driven over any unprotected hose of a fire department when laid down on any street, private road or driveway to be used at any fire or alarm of fire, without the consent of the fire department official in command.

§ **11-1111—Putting glass, etc., on highway prohibited (Year 2000 Version)**

(a) No person shall throw or deposit upon any highway any glass bottle, glass, nails, tacks, wire, cans or any other substance likely to injure any person, animal or vehicle.

(b) Any person who drops, or permits to be dropped or thrown, upon any highway any destructive or injurious material shall immediately remove the same or cause it to be removed.

(c) Any person removing a wrecked or damaged vehicle from a highway shall remove any glass or other injurious substance dropped upon the highway from such vehicle.

§ **11-1112—Stop when traffic obstructed (Year 2000 Version)**

No driver shall enter an intersection or a marked crosswalk or drive onto any railroad grade crossing unless there is sufficient space on the other side of the intersection, crosswalk or railroad grade crossing to accommodate the vehicle such driver is operating without obstructing the passage of other vehicles, pedestrians or railroad trains, notwithstanding any traffic-control signal indication to proceed.

§ 11-1113—Snowmobile operation limited (Year 2000 Version)

(a) No person shall operate a snowmobile on any controlled-access highway.

(b) No person shall operate a snowmobile on any other highway except when crossing the highway at a right angle, when use of the highway by other motor vehicles is impossible because of snow, or when such operation is authorized by the authority having jurisdiction over the highway.

§ 11-1114—Railroad trains not to block crossings (Year 2000 Version)

No person or government agency shall operate any train in such a manner as to prevent vehicular use of any roadway for a period of time in excess of five consecutive minutes except:

1. When necessary to comply with signals affecting the safety of the movement of trains;

2. When necessary to avoid striking any object or person on the track;

3. When the train is disabled;

4. When the train is in motion and engaged in switching operations;

5. When there is no vehicular traffic waiting to use the crossing; or

6. When necessary to comply with a governmental safety regulation.

§ 11-1115—Eye protection devices (Year 2000 Version)

Every person operating a motor vehicle that is not equipped with a windshield in position to deflect objects which would hit such person's face shall wear an eye-protection device of a type approved by the commissioner. This section shall not apply to a person operating a motorcycle.

§ 11-1116—Rights and duties—motorized wheelchairs (Year 2000 Version)

Every person operating a motorized wheelchair shall have all of the rights and all of the duties applicable to a pedestrian contained in Chapter 11 except to those provisions which by their nature can have no application.

§ 11-1117—Funeral and other processions (Year 2000 Version)

(a) No driver of a vehicle (or operator of a streetcar) shall drive between the vehicles comprising a funeral or other authorized procession while they are in motion and when such vehicles are conspicuously designated as required in this section. This provision shall not apply at intersections where traffic is controlled by traffic-control signals or police officers.

(b) Each driver in a funeral or other procession shall drive as near to the right-hand edge of the roadway as practicable and shall follow the vehicle ahead as close as is practicable and safe.

(c) A funeral composed of a procession of vehicles shall be identified as such by the display, visible through the windshield or upon the outside of each vehicle, of a pennant, placard, or other identifying marking, and by turning on the headlights of each vehicle in the procession.

§ 11-1118--Carrying passengers unsecured in rear (Year 2000 Version)

(a) No person, driving a truck with a gross weight of (10,000) pounds or less, commonly known as a pickup truck, or driving a flatbed motortruck of any weight, shall transport any minor under the age of (18) in the back of the truck; and no minor under the age of (18) years shall ride in the back of the truck.

(b) Subdivision (a) does not apply if any of the following conditions are met:

1. The space in the back of the truck is enclosed to a height of 46 inches extending vertically from the floor.

2. The vehicle has installed any means of preventing the minor from being discharged from the back.

3. The minor in the back of the truck is secured to the vehicle in a manner that will prevent the minor from being thrown, falling, or jumping from the vehicle.

(c) This section does not apply to the transportation of employees, as that term is defined in the pertinent labor code of the state; and nothing in this section permits transportation of employees in a manner inconsistent with state or federal laws or regulations.

**ARTICLE XII — OPERATION OF BICYCLES, OTHER HUMAN-POWERED
VEHICLES, AND MOPEDS**

§ 11-1201—Effect of regulations (Year 2000 Version) (Revision pending)

(a) It is a misdemeanor for any person to do any act forbidden or fail to perform any act required in this article.

(b) The parent of any child and the guardian of any ward shall not authorize or knowingly permit any such child or ward to violate any of the provisions of this article.

§ 11-1202—Traffic laws apply to persons on bicycles and other human powered vehicles (Year 2000 Version) (Revision pending)

Every person propelling a vehicle by human power or riding a bicycle shall have all of the rights and all of the duties applicable to the driver of any other vehicle under chapters 10 and 11, except as to special regulations in this article and except as to those provisions which by their nature can have no application.

§ 11-1203—Riding on bicycles (Year 2000 Version) (Revision pending)

No bicycle shall be used to carry more persons at one time than the number for which it is designed or equipped, except that an adult rider may carry a child securely attached to adult rider in a back pack or sling.

§ 11-1204--Clinging to vehicles (Year 2000 Version) (Revision pending)

(a) No person riding upon any bicycle, coaster, roller skates, sled or toy vehicle shall attach the same or himself or herself to any (streetcar or) vehicle upon a roadway.

(b) This section shall not prohibit attaching a bicycle trailer or bicycle semitrailer to a bicycle if that trailer or semitrailer has been designed for such attachment.

§ 11-1205—Position on roadway (Year 2000 Version) (Revision pending)

(a) Any person operating a bicycle or a moped upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:

1. When overtaking and passing another bicycle or vehicle proceeding in the same direction.

2. When preparing for a left turn at an intersection or into a private road or driveway.

3. When reasonably necessary to avoid conditions including but not limited to: fixed or moving objects; parked or moving vehicles; bicycles; pedestrians; animals; surface hazards; or substandard width lanes that make it unsafe to continue along the right-hand curb or edge. For purposes of this section, a "substandard width lane" is a lane that is too narrow for a bicycle and a motor vehicle to travel safely side by side within the lane.

4. When riding in the right-turn-only lane.

(b) Any person operating a bicycle or a moped upon a one-way highway with two or more marked traffic lanes may ride as near the left-hand curb or edge of such roadway as practicable.

§ 11-1206—Riding two abreast (Year 2000 Version) (Revision pending)

Persons riding bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Persons riding two abreast shall not impede the normal and reasonable movement of traffic and, on a laned roadway, shall ride within a single lane.

§ 11-1207--Carrying articles (Year 2000 Version) (Revision pending)

No person operating a bicycle shall carry any package, bundle or article which prevents the use of both hands in the control and operation of the bicycle. A person operating a bicycle shall keep at least one hand on the handlebars at all times.

§ 11-1208--Left turns (Year 2000 Version) (Revision pending)

(a) A person riding a bicycle or a moped intending to turn left shall follow a course described in §11-601 or in subsection (b).

(b) A person riding a bicycle or a moped intending to turn left shall approach the turn as close as practicable to the right curb or edge of the roadway. After proceeding across the intersecting roadway to the far corner of the curb or intersection of the roadway edges, the bicyclist or moped driver shall stop, as much as practicable out of the way of traffic. After stopping the bicyclist or moped driver shall yield to any traffic proceeding in either direction along the roadway the bicyclist had been using. After yielding, and complying with any official traffic control device or police officer regulating traffic on the highway along which he or she intends to proceed, the bicyclist or moped driver may proceed in the new direction.

(c) Notwithstanding the foregoing provisions, the state highway commission and local authorities in their respective jurisdictions may cause official traffic-control devices to be placed and thereby require and direct that a specific course be traveled by turning bicycles or mopeds, and when such devices are so placed, no person shall turn a bicycle or a moped other than as directed and required by such devices.

§ 11-1209—Bicycles and human powered vehicles on sidewalks (Year 2000 Version) (Revision pending)

(a) A person propelling a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall yield the right of way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian.

(b) A person shall not ride a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, where such use of bicycles is prohibited by official traffic-control devices.

(c) A person propelling a vehicle by human power upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall have all the rights and

duties applicable to a pedestrian under the same circumstances.

(d) No person shall drive or operate a vehicle upon or along a sidewalk or shared pedestrian facility, or across a roadway upon or along a crosswalk, unless vehicles of that class are authorized by statute or by a posted traffic control device to be driven or operated upon or along a sidewalk or shared pedestrian facility or across a roadway upon or along a crosswalk.

The driver or operator of any vehicle so authorized when driving or operating said vehicle upon or along a sidewalk, or shared pedestrian facility, or across a roadway upon or along a crosswalk, shall first obey all traffic control devices posted to regulate, warn, or guide drivers or operators of that class of vehicle and second shall obey all traffic control devices posted to regulate, warn or guide pedestrians, except for those provisions which by their very nature can have no application.

§ 11-1210-Bicycle parking (Year 2000 Version) (Revision pending)

(a) A person may park a bicycle on a sidewalk unless prohibited or restricted by an official traffic control device.

(b) A bicycle parked on a sidewalk shall not impede the normal and reasonable movement of pedestrian or other traffic.

(c) A bicycle may be parked on the roadway at any angle to the curb or edge of the roadway at any location where parking is allowed.

(d) A bicycle may be parked on the roadway abreast of another bicycle or bicycles near the side of the roadway at any location where parking is allowed.

(e) A person shall not park a bicycle on a roadway in such a manner as to obstruct the movement of a legally parked motor vehicle.

(f) In all other respects, bicycles parked anywhere on a highway shall conform with the provisions of Article X regulating the parking of vehicles.

§ 11-1211-Bicycle racing (Year 2000 Version) (Revision pending)

(a) By agreement with the approving authority, participants in an approved bicycle highway racing event may be exempted from compliance with any traffic laws otherwise applicable thereto, provided that traffic control is adequate to assure the safety of all highway users.

(b) Bicycle racing on a highway shall not be unlawful when a racing event has been approved by state or local authorities on any highway under their respective jurisdictions. Approval of bicycle highway racing events shall be granted only under conditions which assure reasonable safety for all race participants, spectators and other highway users, and which prevent unreasonable interference with traffic flow which would seriously inconvenience other highway users.

§ 11-1212-Mopeds in bicycle lanes (Year 2000 Version) (Revision pending)

Upon any roadway where motor vehicles are permitted, a person may drive a moped in any lane designated for the use of bicycles.

ARTICLE XIII – SPECIAL RULES FOR MOTORCYCLES

§ 11-1301—Traffic laws apply to persons operating motorcycles (Year 2000 Version)

Every person operating a motorcycle shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of any other vehicle under this code, except as to special regulations in this article and except as to those provisions of this code which by their nature can have no application.

§ 11-1302—Riding on motorcycles (Year 2000 Version)

(a) A person operating a motorcycle shall ride only upon the permanent and regular seat attached thereto, and such operator shall not carry any other person nor shall any other person ride on a motorcycle unless such motorcycle is designed to carry more than one person, in which event a passenger may ride upon the permanent and regular seat if designed for two persons, or upon another seat firmly attached to the motorcycle at the rear or side of the operator.

(b) A person shall ride upon a motorcycle only while sitting astride the seat, facing forward, with one leg on each side of the motorcycle.

(c) No person shall operate a motorcycle while carrying any package, bundle, or other article which prevents such person from keeping both hands on the handlebars.

(d) No operator shall carry any person, nor shall any person ride, in a position that will interfere with the operation or control of the motorcycle or the view of the operator.

§ 11-1303—Operating motorcycles on roadways laned for traffic (Year 2000 Version)

(a) All motorcycles, other than mopeds, are entitled to full use of a lane and no motor vehicle shall be driven in such a manner as to deprive any motorcycle of the full use of a lane. This subsection shall not apply to motorcycles operated two abreast in a single lane.

(b) The operator of a motorcycle shall not overtake and pass in the same lane occupied by the vehicle being overtaken. This subsection shall not apply to a motorcyclist passing a bicycle, to the driver of a moped, nor to a police officer in the performance of the officer's duties.

(c) No person shall operate a motorcycle between lanes of traffic or between adjacent lines or rows of vehicles. This subsection shall not apply to police officers in the performance of their duties.

(d) Motorcycles shall not be operated more than two abreast in a single lane.

§ 11-1304—Clinging to other vehicles (Year 2000 Version)

No person riding upon a motorcycle shall attach himself or herself, or the motorcycle to any other vehicle (or streetcar) on a roadway.

§ 11-1305—Footrests and handlebars (Year 2000 Version)

(a) Any motorcycle carrying a passenger, other than in a sidecar or enclosed cab, shall be equipped with footrests for such passenger.

(b) No person shall operate any motorcycle with handlebars more than 15 inches in height above that portion of the seat occupied by the operator.

§ 11-1306—Equipment for motorcycle riders (Year 2000 Version)

(a) No person shall operate or ride upon a motorcycle unless such person is wearing protective headgear which complies with standards established by the commissioner.

(b) No person shall operate a motorcycle unless such person is wearing an eye-protective device of a type approved by the commissioner, except when the motorcycle is equipped with a windscreen.

(c) This section shall not apply to persons riding within an enclosed cab or on a golf cart.

(d) The commissioner is hereby authorized to approve or disapprove protective headgear and eye-protective devices, and to issue and enforce regulations establishing standards and specifications for the approval thereof. The commissioner shall publish lists of all protective headgear and eye-protective devices by name and type which have been so approved.

§ 11-1307—Headlamps on motorcycles during operation (Year 2000 Version)

(a) No person shall operate a motorcycle unless the headlamps are lighted at all times during operation. Motorcycles may be driven to the nearest repair facility for headlamp repair except during hours of darkness.

(b) Except at times when headlamps are required to be lighted as provided by §12-201, the headlamps of motorcycles may be modulated whenever the motorcycle is in operation during daylight hours.

(c) Subsection (a) shall not apply to motorcycles manufactured prior to ___ (date).

ARTICLE XIV - STREETCARS⁸⁶

§ 11-1401—Traffic laws apply to operators of streetcars (Year 2000 Version)

Every operator of a streetcar upon any roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this chapter and chapter 10, except regulations and provisions which by their nature can have no application.

§ 11-1402—Passing streetcar on left (Year 2000 Version)

(a) The driver of a vehicle shall not overtake and pass upon the left nor drive upon the left side of any streetcar proceeding in the same direction, whether such streetcar is actually in motion or temporarily at rest, except:

1. When so directed by a police officer;
2. When upon a one-way street; or

3. When upon a street where the tracks are so located as to prevent compliance with this section.

(b) The driver of any vehicle when permitted to overtake and pass upon the left of a streetcar which has stopped for the purpose of receiving or discharging any passenger shall reduce speed and may proceed only upon exercising due caution for pedestrians and shall accord pedestrians the right of way when required by other sections of this chapter.

§ 11-1403—Passing streetcar on right (Year 2000 Version)

The driver of a vehicle overtaking upon the right any streetcar stopped or about to stop for the purpose of receiving or discharging any passenger shall stop such vehicle at least five feet to the rear of the nearest running board or door of such streetcar and thereupon remain standing until all passengers have boarded such car or upon alighting have reached a place of safety, except that where a safety zone has been established, a vehicle need not be brought to a stop before passing any such streetcar but may proceed past such car at a speed not greater than is reasonable and proper and with due caution for the safety of pedestrians.

§ 11-1404—Driving on streetcar tracks (Year 2000 Version)

(a) The driver of any vehicle proceeding upon any streetcar track in front of a streetcar upon a street shall remove such vehicle from the track as soon as practical after signal from the operator of the streetcar.

(b) When a streetcar has lawfully entered and is crossing an intersection, no driver of a vehicle shall drive upon or across the car tracks within the intersection in front of the streetcar when there is a possibility of a collision.

(c) Upon overtaking and passing a streetcar, the driver of a vehicle shall not turn in front of such streetcar so as to interfere with or impede its movement.

⁸⁶ This article should be omitted in states where no streetcars are in operation.