NOTE: The Rules of the Road Committee (RORC) was created by the Executive Committee as an ad hoc committee of the NCUTCD to address changes to the “Rules of the Road” of the Uniform Vehicle Code (UVC). This occurred because the National Committee on Uniform Traffic Laws and Ordinances (NCUTLO), which prepared the UVC, went into hiatus pending a viable funding source in June of 2009. Since no other technical or professional group has come forward to sponsor this activity, copies of the UVC are no longer available to provide guidance on such model laws and rules for States and local governments. This left a void that the NCUTCD believes must be filled in order for its goal of uniformity of traffic control devices to be achieved.

As amendments to the UVC are proposed by the technical committees, they will be 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 States and local jurisdictions wishing to have their Rules of the Road consistent with the national standard recommendation of the NCUTCD. The recommendations, not being a part of the Manual on Uniform Traffic Control Devices, have no status with the FHWA.

The RORC is composed of representatives from each of the Technical Committees of the NCUTCD. Please see the NCUTCD web site for information about them.

COMMITTEE OF ORIGIN:  Rules of the Road Committee (RORC)

STATUS/DATE OF ACTION:  Posted for Sponsor and Public Comment

TOPIC:  Rules of the Road, UVC Ch. 11, Sections – 202, 203, 204, & 403

RORC Approval:  Jan. 2014

Transmitted to Sponsors:  Proposed June 2013

Council Approval:  Jan. 10, 2014

ORIGIN OF REQUEST:

This request is the culmination of work by the Signals Technical Committee to introduce and define the
use and meaning of flashing yellow and red arrows in otherwise steady indication sequences in the 2009 MUTCD. Since then many states have begun using the flashing arrows, and there is no guidance in the previous UVC covering the actions of pedestrians and vehicles facing such indications.

In preparing the new language for flashing arrows in Section 202, it was noted that reformatting of the language governing the stopping point for vehicles approaching a traffic signal required stop and a stop sign was desirable so that each is consistent with the others. It was also noted that pedestrian response should be reformatted and made consistent as well. Sections 203, 204 and 403 are being included for that purpose.
AFFECTED SECTIONS OF UVC: Chapter 11, Section 202, 203 and Section 403.

SUMMARY:

The primary purpose of this document is to set forth language referencing the use of flashing red and yellow arrows in traffic signal sequences that contain steady indications as well.

A consistence of meanings is carried forward in each section, to make it clear to all road users what they are required to do. This is also carried over to their actions at stop and yield signs.

It is noted that the ROR for countdown pedestrian signal and the bicycle signals are not included in this document since neither appears in the current MUTCD. Both will be addressed in due time.

The existing language from the UVC Chapter 11 is included in black, with additions and amendments proposed in underlined red. Appropriate footnotes from the existing UVC have been modified and retained where appropriate.

CHAPTER 11
Rules of the Road

§ 11—202—Traffic — Control Signal legend

In the event an official traffic—control signal is erected and maintained 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 at a sign or marking on the pavement indicating where the stop shall be made, but in the absence of any such sign or marking the stop shall be made at the signal 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 special pedestrian signals carrying a legend 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, unless a sign at such place prohibits such movement.

But vehicular traffic, including vehicles turning right or left, shall yield the right of way to other vehicles and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time such signal is exhibited.

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 indication, 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. Such vehicular traffic shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.

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 display 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 indication

1. Vehicular traffic facing a steady circular yellow or yellow arrow signal indication is thereby warned that the related green movement or the related flashing arrow movement is being modified or terminated, or that a red indication will be exhibited immediately thereafter. 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 advised warned that there is insufficient time to cross the roadway before the next signal indication a red indication is shown is exhibited and no pedestrian shall then start to cross the roadway.

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

(c) Steady red indication

1. Vehicular traffic facing a steady circular red signal indication exhibited alone shall stop at 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.

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 at 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, steady, permitting the movement indicated by such red arrow indication is shown exhibited, except as provided in subsection (c)3.

3. Except when a traffic control device is in place prohibiting a turn on red or a steady red arrow indication is displayed exhibited, vehicular traffic facing any 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 or subsection (c)2. After stopping the driver shall yield the right-of-way to any vehicle or in the intersection or approaching on another roadway so
closely as to constitute an immediate hazard during the time such driver is moving across or within the intersection or junction of roadways. Such driver shall yield the right of way to pedestrians within the intersection or an adjacent crosswalk 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 indications

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.

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 indications

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

Whenever special pedestrian-control signals exhibiting the “Walk” or “Don’t Walk” or
symbols of a “walking person” or “upraised hand” are in place, such signals shall indicate as
follows:

(a) Flushing or steady Walk or Walking Person — Any pedestrian facing the 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) Flushing or Steady Don’t Walk or Upraised Hand — No pedestrian shall start to cross
the roadway in the direction of the 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 safety island a pedestrian
refuge area while the don’t walk or upraised hand signal indication is exhibited
showing.

(c) For the purposes of this section, a WALK indication may replace the Walking Person
indication and a DONT WALK indication may replace the Uprise Hand indication.

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.

11—204—Flashing traffic signals

(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.
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 an illuminated a flashing red or yellow indication light is exhibited used in an official traffic signal, or with a traffic sign it shall require obedience by vehicular traffic drivers and pedestrians as follows:

1. **Flashing red (stop signal)**—When a circular red lens signal indication or a red arrow indication is illuminated with rapid intermittent flashes, drivers of vehicles facing said indications shall stop at 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 it 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 lens signal indication or a yellow arrow indication is illuminated with rapid intermittent flashes, drivers of vehicles facing said indications may proceed through the intersection or past such signal only with caution 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,

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—403—Stop signs and Yield signs
(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 at 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: any vehicle in the intersection or 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 roadways. Such driver shall yield the right of way to pedestrians within an adjacent crosswalk.

(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 at 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: any vehicle in the intersection or 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 roadways. Such driver shall yield the right of way to pedestrians within an adjacent crosswalk.

(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 adjacent 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 at 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.
DISCUSSION: RECOMMENDED CHANGES TO “RULES OF THE ROAD, UVC”

It is important to get this out for comment and/or adoption, as three years have elapsed since the 2009

VOTE ROR Comm. ___7___ For, ___0___ Against, ___0___ Abstentions 1/8/2014

VOTE STC Comm: ___30___ For, ___0___ Against, ___1___ Abstentions 6/20/2013

VOTE NCUTCD: Unanimous For, ___0___ Against, ___O___ Abstentions
Others comments ignored:

AASHTO: #25: Put orig. UVC ON WEB  We agree, will do

VOTES: AASHTO:  25 Affirmative, 4 affirmative with conditions, 1 negative, 1 No Vote
ITE: 17 Affirmative, 4 Concur in part, 1 Object
APBP: Concur in Part
HFR: OBJECT, doesn't want NCUTCD to handle
Individual comments all covered in ITE summary