

COMMITTEE ON JUDICIARY  
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O R E G O N    V E H I C L E    C O D E

PART I. RULES OF THE ROAD

ARTICLE 1. OBEDIENCE TO AND EFFECT OF TRAFFIC LAWS

General Provisions

Preliminary Draft No. 1; October 1973

Reporter: Marion Embick

Subcommittee on Revision

OREGON VEHICLE CODE

# # #

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Section 1. ORS 483.036 is amended to read:

483.036. (Provisions of chapter to be applicable, uniform and controlling throughout state, including ocean shore.) [(1)] The provisions of this chapter shall be applicable and uniform throughout this state and in all political subdivisions and municipalities therein and [no local authority shall enact or enforce any rule or regulation in conflict with the provisions of this chapter.]

[(2) The laws of this state relative to the rules of the road and the regulation of motor vehicles using the public highways of the state shall apply to] all portions of the shore of the ocean which have been or may hereafter be declared to be a state recreation area. [Law enforcing agencies vested with authority to enforce such laws shall likewise be vested with authority to enforce the provisions of ORS 483.124.]

COMMENTARY

A. Summary

The application and uniformity of the chapter provisions throughout the state is stated so as to include the portions of the ocean shore declared state recreation areas in a single sentence for greater clarity, brevity and simplicity.

The prohibition to local authorities to enact conflicting rules is deleted because this prohibition already is set out in 483.042 (1). The direction that the law enforcing agencies authorized to enforce motor vehicle laws are authorized to enforce ORS 483.124 is deleted for relocation probably in 483.124, which covers vehicle speed limit on ocean shore.

B. Derivation

No substantive change in existing law other than deletion and restatement of deleted portions in other sections.

C. Relationship to Existing Law

No change except in sequence. The first section of General Provisions, ORS chapter 483, in existing law states the motor vehicle laws apply to drivers of vehicles owned or operated by the federal, state or local governments, but do not apply to workers at highway construction sites or to equipment of certain vehicles. This provision on uniformity and applicability is more appropriate as the initial provision for this Article.

Section 2. (Provisions of chapter refer to vehicles upon the highways and ocean shore; exceptions.) The provisions of this chapter relating to the operation of vehicles refer exclusively to the operation of vehicles upon highways and to all portions of the shore of the ocean which have been or may hereafter be declared to be a state recreation area, except:

(1) Where a different place is specifically referred to in a given section.

(2) The provisions of ORS 483.602 through 483.612 and subsections (2) and (3) of ORS 483.992 shall apply upon highways and elsewhere throughout the state.

#### COMMENTARY

##### A. Summary

This section provides that rules of the road (and whatever other parts of existing law are retained in the proposed revision) apply exclusively to vehicles operated on the highway and on the portions of the ocean shore declared state recreation areas, unless another place is specifically referred to in another section of the statutes, and except for those provisions which relate to accidents and accident reports and to driving under the influence of intoxicating liquor or dangerous drugs or narcotic drugs.

##### B. Derivation

The section is based on the UVC s 11-101. Oregon has not had a comparable provision. The excepting of the laws relating to accidents and accident reports and to the serious driving offenses from the restriction that motor vehicle laws relate to operation on a highway or ocean shore is a major departure from existing law. A similar exception is provided in the codes of more than 30 states including Washington. Under California law,

misdemeanor drunk driving, misdemeanor drug driving and reckless driving apply only to vehicles operated on a highway. The laws on felony drunk and drug driving apply everywhere in the state.

C. Relationship to Existing Law

No similar provision has been enacted whereby, with certain exceptions, motor vehicle laws are restricted to operation on a highway. Conviction for driving under the influence of intoxicating liquor, dangerous drugs or narcotic drugs must include as an element of proof the operation of a vehicle on a highway, street or thoroughfare within this state under ORS 483.992 (2). Proof of this element was an issue in State v. Brown, 5 Or App 412 (1971).

A careful definition of "highway" to comport with the intention of this section will be in the General Definitions portion of the revision.

Existing law on accidents and accident reports does not expressly indicate where they apply.

(ORS 483.038 to 483.045 are not affected by this draft.)

**483.038 Effect of chapter on permissive use of private roadway.** Nothing in this chapter shall prevent the owner of real property used by the public for purposes of vehicular travel by permission of the owner and not as a matter of right, from prohibiting such use, or from requiring different or additional conditions than those specified in this chapter, or otherwise regulating such use as may seem best to such owner.

**483.040 Authority of State Highway Commission to mark highways and control traffic.** (1) The commission is authorized to classify, designate and mark both intrastate and interstate highways lying within the boundaries of this state and to provide a uniform system of marking and signing such highways under the jurisdiction of this state. Such system of marking and signing shall correlate with and so far as possible conform to the system adopted in other states.

(2) The commission is authorized to determine the character or type of traffic control signals to be used, and to place or erect them upon state highways, at places where the commission deems necessary for the safe and expeditious control of traffic. So far as practicable, all such traffic control signals shall be uniform as to type and location. No traffic control signals shall be erected or maintained upon any state highway by any authority other than the commission, except with its written approval.

**483.041 Regulating use of freeway by parades, pedestrians; "freeway" defined.** (1) The commission or a local authority, with respect to a freeway or a portion thereof under their respective jurisdictions, may by order, ordinance or resolution prohibit or restrict the use of the freeway:

(a) By parades or nonmotorized traffic; or

(b) By pedestrians except to obtain emergency services for a disabled motor vehicle that is on the freeway.

(2) Such prohibitory regulation shall be effective when appropriate signs giving notice thereof are erected upon any freeway and the approaches thereto, and when such signs have been so erected no person shall disobey the restrictions stated on such signs.

(3) As used in this section, "freeway" means a highway to which all rights of access have been acquired by the public authority having jurisdiction of the highway. [1967 c.319 §2]

**483.042 Powers of local authorities in controlling traffic.** (1) Local authorities, except as specifically authorized in this chapter, shall have no power or authority to alter any of the regulations declared in this chapter, or to enact or enforce any rule or regulation contrary to the provisions of this chapter.

(2) Local authorities shall have power to provide by ordinance for the regulation of traffic by means of traffic officers, semaphores or other signal devices on any portion of the highway where traffic is heavy or continuous, may prohibit other than one-way traffic upon certain highways, and may regulate the use of the highways by processions or assemblages. Where one-way traffic is provided for, such authorities shall erect and maintain suitable signs at reasonable intervals upon the highway informing the public of such fact. All such signs shall be so placed as to be visible to the driver of an approaching vehicle.

(3) Local authorities may regulate the speed of vehicles in public parks and shall erect at all entrances to such parks adequate signs giving notice of any special speed regulations.

(4) It is a valid defense in any prosecution for a violation of this section that the highway was not signed as required in this section.

(ORS 483.038 to 483.045 are not affected by this draft.)

**483.043 Authority of municipalities to designate one-way streets, roads or highways.** The municipal authorities of any incorporated city or town may designate any street, road or highway within the corporate limits of an incorporated city or town under their jurisdiction as a one-way street, road or highway upon which vehicular traffic is permitted to move in one direction only, but shall not designate as a one-way street, road or highway any street, road or highway under the jurisdiction of the State Highway Commission or any county, without the written consent of the highway commission or the county court or board of county commissioners, as the case may be.  
[1953 c.186 §1]

**483.044 Erection of signs by local authorities; control by State Highway Commission.** (1) Subject to the authority vested in the State Highway Commission, local authorities in their respective jurisdictions shall erect and maintain appropriate signs designating business and residence districts, and railway or interurban railway grade crossings; such other signs, markings and traffic control signals as are deemed necessary to direct and regulate traffic and to carry out the provisions of this chapter; and such additional signs as may be appropriate to give notice of local parking and other special regulations.

(2) The erection and maintenance of such signs, markers and signals by the commission or local authorities shall be deemed an administrative act to be performed under general authority by the commission or local authorities. In the case of local authorities, the erection and maintenance of such signs, markers and signals shall be performed by the agency of such authority charged with traffic engineering or traffic law enforcement.

(3) Except in cities of over 50,000 inhabitants, the commission shall have general supervision with respect to the erection by local authorities of official traffic signs and signals, for the purpose of obtaining, so far as practicable, uniformity as to type and location of such signs and signals throughout

the state, and no local authority shall place or erect any traffic signs, signals or markings unless of a type conforming to specifications and at locations approved by the commission.

[Amended by 1959 c.124 §2]

**483.045 Restricting of animal traffic to bridle paths.** Each incorporated community within the State of Oregon shall have power, by law or ordinance, duly enacted, to regulate the use of its streets by horses and other animals to the extent that bridle paths may be designated upon certain streets and such animals be prohibited upon other streets.

[1959 c.350 §1]

Section 3. (Required obedience to traffic laws.) Unless otherwise provided to the contrary in a statute defining a specific traffic offense, it is a violation for any person to do any act forbidden or to fail to perform any act required in this chapter.

COMMENTARY

A. Summary

This section is a simple statement that failure to obey a motor vehicle law is a violation, unless declared otherwise. The term "violation" is defined in the Article on general definitions.

B. Derivation

This section is based on the UVC s 11-102. The laws of 28 states and the District of Columbia regulations contain provisions in verbatim or substantial conformity. Oregon has no provision similar to UVC s 11-102.

C. Relationship to Existing Law

The existing provision, ORS 483.046, which states that no owner, lessor or lessee of a motor vehicle or employer of a driver shall knowingly permit or require the operation of a motor vehicle in violation of equipment or weight limitation or rules of the road is analogous to this provision but applies to the vicarious violation by the principal directing or permitting his agent to violate the motor vehicle laws. There is no general catch-all provision in the existing motor vehicle law giving infractions of the motor vehicle laws a single classification relative to gravity of offense unless other specific classification is made. The penalty provisions of existing law are contained in ORS 483.990 to 483.999 and contain no general provision of this type.



(ORS 483.046 and 483.048 are not affected by this draft.)

**483.046 Permitting vehicle to be unlawfully operated.** No owner, lessor or lessee of a motor vehicle or any person employing or otherwise directing the driver of a motor vehicle shall knowingly permit or require the operation of the motor vehicle upon a public highway when the vehicle is equipped otherwise than as required or permitted by law or is in excess of a weight permitted by law, or the operation of any vehicle in any manner contrary to law.

**483.048 Duty to obey traffic officers; uniform or badge required.** (1) No person shall refuse or fail to comply with any lawful order, signal or direction of any traffic or police officer displaying his star or badge and invested by law with authority to direct, control or regulate traffic.

(2) Every officer seeking to enforce the speed laws of this state shall be in uniform or have conspicuously displayed upon his person a conspicuous badge indicating his official authority.

Section 4. (Persons riding animals or driving animal-drawn vehicles.) 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 vehicle by this chapter, except those provisions of this chapter which by their very nature can have no application.

COMMENTARY

A. Summary

This section provides that persons riding animals or driving animal-drawn vehicles are subject to motor vehicle law insofar as its provisions are applicable.

B. Derivation

This section is based on UVC s 11-104. Existing law, ORS 483.034, is identical with the 1930 version or edition of this UVC section, except that existing law includes persons leading as well as driving animals, whereas the 1930 UVC version did not.

C. Relationship to Existing Law

This section is similar to ORS 483.034 except that it does not include bicyclists and persons driving or leading animals, other than the animal-drawn vehicle. By the enactment of Chapter 580, Oregon Laws 1973, the motor vehicle code of ORS chapter 483 is made applicable to bicycles. A combination provision for bicyclists and animal traffic is now redundant. Special provision for persons leading animals would appear inapplicable as well as obsolete.

Section 5. (Public officers and employes.) The provisions of this chapter applicable to drivers of vehicles upon the highways shall apply to the drivers of all vehicles owned or operated by the United States, this state or any county, city, town, district or any other political subdivision of this state, subject to such specific exceptions as are set forth in this Act.

COMMENTARY

A. Summary

This section makes drivers of government-owned vehicles, whether federal, state or local, subject to ORS chapter 453, motor vehicle law, unless there is a specific exception.

B. Derivation

The section is based on UVC s 16-103. The 1930 edition of the similar UVC code section is identical to existing Oregon law. It made an exception for highway construction workers, vehicles and equipment from motor vehicle law in the same section that specifically included federal, state and local government vehicle drivers.

C. Relationship to Existing Law

This section is a simpler, more concise statement of ORS 483.032(1). The specific statutory sections relating to operation of motor vehicles are deleted and replaced by the general statement "The provisions of this chapter applicable to drivers of vehicles upon the highways".

Section 6. (Persons working on highways; exceptions.)

Unless made specifically applicable, the provisions of this chapter, except those contained in ORS 483.992 and 483.993, 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.

COMMENTARY

A. Summary

Persons, motor vehicles, and equipment working on highways are not subject to motor vehicle law except for the laws relating to serious offenses contained in ORS 483.992 and 483.993 while actually engaged in that work and at the site of the work.

B. Derivation

This section is based on UVC s 11-105. Only five states do not have provisions relating to persons working on highways. Many states do not, however, make a special exception of the laws relating to serious traffic offenses in the general rule.

C. Relationship to Existing Law

This section sets out in a brief concise manner the exception stated in ORS 483.032, "Applicability of chapter to government vehicles and persons, vehicles working on a street or highway, and farm vehicles". This statute was taken verbatim from the 1930 UVC edition which covered both the exception for highway construction workers, and the inclusion of drivers of vehicles owned or operated by the United States or a state or political subdivision under the applicability of motor vehicle law. Under existing law highway construction workers are not subject to the laws concerning reckless driving and driving under the influence. The UVC serious traffic offense law, contained in Article IX, applies to highway construction workers as is here proposed.

Section 7. (Application of speed regulation and traffic signals to emergency vehicles.) (1) As used in this section, "emergency vehicle" means any authorized emergency vehicle except an ambulance as defined in section 8 of this Article.

(2) The driver of an 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 but not upon returning from a fire alarm, is subject to the privileges and conditions set forth in this section.

(3) The driver of the emergency vehicle may:

(a) Park or stand, irrespective of any other provisions of this chapter;

(b) Proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation;

(c) Exceed the [prima facie] speed limits so long as he does not endanger life or property;

(d) Disregard regulations governing direction of movement or turning in specified directions.

(4) The privileges herein granted to an emergency vehicle shall apply only when the vehicle is making use of an audible signal meeting the requirements of subsection (4) of ORS 483.446 and a visual signal meeting the requirements of \_\_\_\_\_, except that:

(a) An emergency vehicle operated as a police vehicle need not be equipped with or display a red light visible in front of the vehicle.

(b) An emergency vehicle is not required to use audible signals while parked or standing.

(5) The provisions of this section shall not relieve the driver of an emergency vehicle from the duty to drive with due regard for the safety of all persons, nor shall they protect the driver from the consequences of any reckless or criminally negligent act or conduct.

#### COMMENTARY

##### A. Summary

Subsection (1) defines "emergency vehicle."

Subsection (2) provides that emergency vehicles have certain privileges when they are responding to an emergency call, in pursuit of an actual or alleged law violator, and when going to a fire.

Subsection (3) states the privileges of emergency vehicles with respect to parking regulations, stop signals, speed and traffic direction regulations and signals and signs.

Subsection (4) requires the emergency vehicle when exercising these privileges to use both an audible and visual signal meeting statutory equipment standards of the applicable type, except that a police car is not required to have a red light on the front and an audible signal is not required to be used while standing.

Subsection (5) states the driver's duty of due care and provides that he is not relieved from this standard nor from the consequences of any reckless or criminally negligent act or conduct.

##### B. Derivation

This section is based on UVC s 11-106 with the additional provision for non-use of audible signal while parked or standing based on Wash. Rev. Code Ann. s 46.61.035 (Supp. 1966).

##### C. Relationship to Existing Law

Subsection (2) is new to Oregon law as there is no general provision limiting the exercise of the privileges

of emergency vehicles to the times at which they are responding and on the way to the emergency or pursuing the actual or alleged violator of the law. The definition in existing law of an emergency vehicle is a fire, police, emergency vehicle and ambulance while being used for emergency purposes and displaying required lights and making an audible signal. The definition is ambiguous in that it could be interpreted to refer either only to ambulances, or to all the enumerated types of emergency vehicles.

The exemption of emergency vehicles from compliance with the rules governing speeds and stops and turns which are enumerated in subsection (3) is not new, nor is the exclusion of ambulances from the class of emergency vehicles exercising these privileges.

The general provision that emergency vehicles may, under the specified conditions, exceed the speed limits differs from existing law in that the speed limits referred to by reference to specific sections of the statute do not include the section which sets a maximum speed limit on the ocean shore.

The limitation that the emergency vehicle may only exercise the enumerated privileges while using an audible and a visual signal is not in existing law other than by implication as a part of the definition of an authorized emergency vehicle.

The provision that an audible signal is not to be used while the vehicle is standing is based on the Washington code.

The provision of existing law stating that the basic rule applies to drivers of authorized emergency vehicles is deleted because the basic rule by its terms applies to the driver of any vehicle which includes an emergency vehicle.

The duty to drive with due regard for the safety to "all persons using the highways" is broadened to include "all persons" in subsection (5). The responsibility of the driver for any reckless or criminally negligent act or conduct is a statement of culpability in the same terms as the Oregon criminal code.

Section 8. (Application of speed regulations and traffic signals to ambulances.) (1) As used in this section, "ambulance" means any privately or publicly owned motor vehicle that is regularly provided or offered to be provided for the emergency transportation of persons suffering from illness, injury or disability. Police, fire, funeral home and other vehicles which serve a dual purpose, one of which meets the definition of "ambulance," are ambulances.

(2) "Emergency medical technician" means a person who attends any ill, injured or disabled person in connection with his transportation by ambulance. Policemen, firemen, funeral home employes and other personnel serving in a dual capacity, one of which meets the definition of "emergency medical technician," are "emergency medical technicians."

(3) The driver of an ambulance when responding to an emergency call, subject to the conditions of this section, may exercise the following privileges:

(a) Park or stand irrespective of the provisions of this chapter.

(b) Except in an intersection for which there is a traffic control sign, exceed the [prima facie] speed limits by not more than 10 miles an hour.

(c) Disregard regulations governing direction of movement or turning in specified directions.

(4) The privileges herein granted to an ambulance shall apply only when:

(a) A person who is an emergency medical technician has reasonable grounds to believe that delay of an ambulance will jeopardize human life; and



(b) Operates or directs the operation of a siren or other audible signal and a warning light as prescribed by the Motor Vehicles Division.

(5) The provisions of this section shall not relieve the driver of an ambulance from the duty to drive with due regard for the safety of all persons, nor shall they protect the driver from the consequences of any reckless or criminally negligent act or conduct.

#### COMMENTARY

##### A. Summary

Subsections (1) and (2) define an ambulance and an emergency medical technician in exact conformity with the definitions of these terms in Chapter 407, Oregon Laws 1973.

Subsection (3) provides that an ambulance driver on the way to an emergency may disregard parking regulations, exceed the designated speed limits by not more than 10 miles an hour, except in intersections governed by traffic control signs, and disregard traffic regulations on directions and turning, under certain conditions.

Subsection (4) states the conditions to be that ambulance personnel believe that delay of the ambulance will jeopardize life and that an audible and a visual signal are both in operation.

Subsection (5) states the driver's duty of due care to all persons, and that the driver is not relieved of the consequences of his reckless or criminally negligent act or conduct.

##### B. Derivation

Subsections (1) and (2) are the definitions stated in subsections (1) and (3) of section 1, Chapter 407, Oregon Laws 1973.

Subsection (3) is derived from UVC s 11-106 (a) and (b) which, however, apply to all authorized emergency vehicles. Subsection (3) also incorporates the special rules for ambulances regarding speed, stops, speed at controlled intersections, and turns of existing law.

Subsection (4) is based on UVC s 11-106 (c) and also incorporates the provisions of existing law.

Subsection (5) is based on UVC s 11-106 (d).

C. Relationship to Existing Law

Existing law combines in one section the privileges of authorized emergency vehicles and the not very closely related special privileges, also far more restricted, of ambulances. The limited privileges of ambulances are continued in this section. The conditioning of the exercise of the privileges on a reasonable belief that life would be jeopardized by delay and use of signals, both audible and visual, is new. ORS 483.120 (3) limits the use of audible and visual signals to the circumstance that delay of the ambulance will jeopardize life, but makes no positive requirement for their use.

The "no person" of ORS 483.120 (3) is changed to the "emergency medical technician" of Chapter 407, Oregon Laws 1973, as being a person who attends those transported in ambulances and is the named person to determine when the enumerated privileges may be exercised.

The existing law requirement that the privileges be exercised only with due regard for the safety of all persons using the highway is broadened to include all persons rather than only persons using the highway. The driver's responsibility for acts or conduct which are reckless or criminally negligent is an expression of culpability in terms of the criminal code standards.

TEXT OF UNIFORM VEHICLE CODE

**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**

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 shall apply upon highways and elsewhere throughout the State.

**§ 11-102—Required obedience to traffic laws**

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

**§ 11-103—Obedience to police officers**

No person shall willfully fail or refuse to comply with any lawful order or direction of any police officer invested by law with authority to direct, control or regulate traffic.

**§ 11-104—Persons riding animals or driving animal-drawn vehicles**

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 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**

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

TEXT OF UNIFORM VEHICLE CODE (Cont'd)

**§ 11-106—Authorized emergency vehicles**

(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 but not upon returning from 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 he does not endanger life or property; (REVISED, 1956.)
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 § 12-218 of this act, except that an authorized emergency vehicle operated as a police vehicle need not be equipped with or display a red light visible from in front of the vehicle. (REVISED, 1968.)

(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 his reckless disregard for the safety of others.

**§ 16-103—Public officers and employees—exceptions**

The provisions of chapters 10, 11, 12, 13 and 14 applicable to drivers of vehicles upon the highways shall apply to the drivers of all vehicles owned or operated by the United States, this State or any county, city, town, district or any other political subdivision of the State, subject to such specific exceptions as are set forth in this act.

TEXT OF MOTOR VEHICLE LAWS OF STATE OF WASHINGTON

**46.61.035 Authorized emergency vehicles.** (1) 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 but not upon returning from a fire alarm, may exercise the privileges set forth in this section, but subject to the conditions herein stated.

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

(a) Park or stand, irrespective of the provisions of this chapter;  
(b) Proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation;

(c) Exceed the maximum speed limits so long as he does not endanger life or property;

(d) Disregard regulations governing direction of movement or turning in specified directions.

(3) The exemptions herein granted to an authorized emergency vehicle shall apply only when such vehicle is making use of visual signals meeting the requirements of RCW 46.37.190, except that: (a) An authorized emergency vehicle operated as a police vehicle need not be equipped with or display a red light visible from in front of the vehicle; (b) authorized emergency vehicles shall use audible signals when necessary to warn others of the emergency nature of the situation but in no case shall they be required to use audible signals while parked or standing.

(4) 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 his reckless disregard for the safety of others. [1969 c 23 § 1; 1965 ex.s. c 155 § 6.]