

COMMITTEE ON JUDICIARY
Room 14, State Capitol
Salem, Oregon

O R E G O N V E H I C L E C O D E

PART I. RULES OF THE ROAD

ARTICLE 2. TRAFFIC SIGNS, SIGNALS AND MARKINGS

Preliminary Draft No. 2; March 1974

Reporter: Marion Embick

Subcommittee on Revision

OREGON VEHICLE CODE

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PART ____ . RULES OF THE ROAD

ARTICLE ____ . TRAFFIC SIGNS, SIGNALS AND MARKINGS

Preliminary Draft No. 2; March 1974

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Section 1. (Obedience to and required traffic control devices.)

(1) A driver commits the offense of failure to obey an official traffic control device if he does not obey the directions of an official traffic control device except when:

(a) He is otherwise directed by a police officer; or

(b) He is driving an authorized emergency vehicle or ambulance and lawfully exercising the related privileges granted by sections ____ and ____ of this chapter.

(2) A person shall not be convicted of violating a provision of this chapter for which an official traffic control device is required if the required traffic control device is not in proper position and legible to the reasonably observant person at the time and place of the alleged violation. A provision of this chapter not requiring an official traffic control device is enforceable when there is no device in place.

(3) An official traffic control device is presumed to have been placed by the official act or direction of lawful authority when it is placed in approximate conformity to the requirements of the traffic regulations or other laws of Oregon.

(4) An official traffic control device shall be presumed to comply with the requirements of this chapter.

(5) A person who fails to obey an official traffic control device commits a _____.

COMMENTARY

A. Summary

Subsection (1) provides that a driver must obey the directions of official traffic control devices, except when otherwise directed by a police officer, or when the driver has the privileges pertaining to an authorized emergency vehicle or ambulance.

Subsection (2) provides that when a person allegedly violates a section of this chapter requiring an official traffic control device and there is no device reasonably visible to an ordinarily observant person, the person will not be convicted. If a particular traffic rule does not expressly require a traffic control device, that rule must be obeyed and is enforceable even though no device is present or visible.

Subsection (3) provides for a presumption that an official traffic control device placed in conformity with the requirements of traffic law has been so placed at the direction of lawful authority.

Subsection (4) provides that an official traffic control device is presumed to comply with the chapter requirements.

Subsection (5) classifies a violation of this section.

B. Derivation

This section is based on UVC s 11-201.

C. Relationship to Existing Law

Subsection (1) contains the provisions of ORS 483.128 and modernizes its language by substituting the term "official traffic control device" for "traffic marker, button, channelizing island, sign or signal," and by deleting the reference to a "motorman of any streetcar." The term "official traffic control device" was adopted by the National Committee

on Uniform Traffic Laws and Ordinances to replace the word "signs" and is used in the 1968 UVC revision. It is defined by UVC § 1-139 as follows:

"All signs, signals, markings and devices not inconsistent with this act placed or erected by authority of a public body or official having jurisdiction, for the purpose of regulating, warning or guiding traffic."

"Official traffic signs and signals," defined by subsection (1) of ORS 483.016, is identical to the UVC official traffic control device definition.

"Traffic control signal is defined by subsection (2) of ORS 483.028 as "any device, whether manually, electrically or mechanically operated, by which traffic is directed."

An official traffic control device will be defined in the Article on definitions in verbatim conformity with the UVC definition but with the additional phrase, "placed in accordance with the provisions of traffic regulations or other laws of Oregon."

ORS 483.128 has been interpreted to mean that a highway sign is not lawfully placed unless it is visible, and when not lawfully placed, violation of the direction of the sign is not negligence per se. Savage, Adm'x v. Palmer et al, 204 Or 257, 280 P2d 982 (1955).

Subsections (2), (3) and (4) have no counterpart in existing Oregon law. The presumption of legality which subsection (3) of this draft section creates in favor of official traffic control devices in place in conformity with this chapter was held to exist in Schoenborn v. Broderick et al, 202 Or 634, 277 P2d 787 (1954), where it appeared a traffic sign had been installed by private parties at the request and under the supervision of public authorities. The presumption is not raised in the absence of evidence showing installation by or under the aegis of public authority. Nichols v. Union Pacific R.R. Co., 196 Or 488, 250 P2d 379 (1952).

A police officer is defined by subsection (3) of ORS 483.018 and subsection (7) of ORS 484.010 as a member of the Oregon State Police, a sheriff or deputy sheriff and a city policeman.

ORS 483.128 would be repealed.

Section 2. (Traffic control signals.) Whenever traffic is controlled by a traffic control signal showing different colored lights or colored lighted arrow lights 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 word legend. The lights indicate and apply to drivers and pedestrians as follows:

(1) A driver facing a circular green light may proceed straight through or turn right or left unless a sign at that place prohibits either turn. A driver shall yield the right of way to other vehicles and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time the green light is shown. A pedestrian facing this light may proceed across the roadway within any marked or unmarked crosswalk, unless prohibited from doing so by other official traffic control devices.

(2) A driver facing a green arrow signal light, shown alone or in combination with another signal, may cautiously enter the intersection only to make the movement indicated by such arrow or such other movement as is permitted by other signals shown at the same time. A driver shall yield the right of way to pedestrians lawfully within an adjacent crosswalk. A pedestrian facing a green arrow signal light may proceed across the roadway within any marked or unmarked crosswalk unless prohibited from doing so by other traffic control devices.

(3) A driver facing a steady yellow signal light is thereby warned that the related right of way is being terminated and that a red or flashing red light will be shown immediately. A driver facing the light 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 before entering the intersection. If a driver cannot stop in safety, he may drive cautiously through the intersection. A pedestrian facing a steady yellow light shall not enter the roadway unless otherwise directed by a pedestrian control signal.

(4) A driver facing a steady red signal light alone 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 before entering the intersection. Except as provided in section 3 of this Article, the driver shall remain standing until a green light is shown alone. A pedestrian facing a steady red light shall not enter the roadway unless otherwise directed by a pedestrian control signal.

(5) If an official traffic control signal is erected and maintained at a place other than an intersection, the provisions of this section shall be applicable. A required stop shall be made at a sign or marking on the roadway indicating where the stop shall be made, but in the absence of such sign or marking the stop shall be made at the signal.

(6) A person failing to obey a traffic control signal commits a _____.

COMMENTARY

A. Summary

Subsections (1), (2), (3) and (4) provide the rules for drivers and pedestrians facing circular green, green arrow, steady yellow and steady red traffic signal lights.

Subsection (5) provides that the rules of the section are applicable when an official traffic control signal is erected and maintained other than at an intersection.

B. Derivation

Subsections (1) and (2) are a restatement of existing law provisions in subsections (1) and (5) of ORS 483.130.

Subsection (3) is based both on subsection (b) of UVC § 11-202 and on subsection (2) of ORS 483.130.

Subsection (4) is based on paragraphs 1 and 3 of subsection (c), UVC § 11-202, and subsection (3) of ORS 483.130.

Subsection (5) is based on subsection (d) of UVC § 11-202.

Subsection (6) classifies a violation of this section.

C. Relationship to Existing Law

The provisions of ORS 483.130 are changed primarily in the terminology used. The word signals "Go," "Caution" and "Stop" are deleted. Word legends on traffic control signals have not been used for several years to convey instructions to drivers. They were eliminated from the UVC in 1962.

The provisions of ORS 483.130 are in large part based on the 1934 edition of the UVC. The UVC subsection "Red with Green Arrow" was deleted by the 1962 code revision and replaced by the provision set out in subsection (2) of this section, so as to cover the circumstances of a green arrow used in combination with a red signal, yellow signal, by itself, or with other green arrows.

There has not been any specific provision on traffic control by traffic control signals placed other than at intersections. The rules of ORS 483.130 are consistently stated with reference to intersections. Subsection (5) would make the rules of the section apply when a traffic control signal is located other than at an intersection.

The provisions of this section use the term "crosswalk." It is defined in ORS 483.006. The UVC definition is similar to the ORS definition except that it does not include "the prolongation of the lateral lines of a sidewalk, to the sidewalk on the opposite side of the street, if the prolongation would meet such sidewalk."

"Sidewalk" is defined by ORS 483.024. The definition in UVC § 1-164 is identical.

The provisions relating to the motorist's duty to stop when a yellow light appears have been held to mean

that when a stop cannot be made where the stop should be made because of the short notice, the driver can, without violating the statute, drive cautiously through the intersection. Miller v. Harder, 240 Or 418, 402 P2d 84 (1965).

This draft section adopts the language used in the UVC to state the line at which a driver confronting a red light or yellow light must stop. The language of ORS 483.130 describing the stopping point does not include any stopping point for the intersection at which there is lacking a pedestrian walk on one or more sides of the intersecting streets.

Section 3. (Vehicle turns at intersections with red traffic control light.) (1) Unless otherwise directed by an official traffic control device or a police officer, a driver intending to turn at an intersection where there is a traffic control signal showing a red light, after stopping as required with care to avoid accident, may:

(a) Make a right turn into a two-way street; or

(b) Make a right or left turn into a one-way street in the direction of traffic upon the one-way street.

(2) The driver making a turn under subsection (1) of this section shall yield the right of way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully within the intersection or approaching so close as to constitute an immediate hazard.

(3) A person violating subsection (1) or (2) of this section commits a _____.

COMMENTARY

A. Summary

This section provides that a driver confronting a red light may turn after stopping. He may turn right if the intersecting street is two-way and may turn in the direction of the traffic if the intersecting street is one-way. He shall yield the right of way to pedestrians lawfully in an adjacent crosswalk and other traffic lawfully within the intersection or approaching so close as to constitute an immediate hazard.

B. Derivation

The provisions of this section on right to turn at a red traffic light are not derived from the law of any other state as Oregon was an initiator of this traffic rule. The provision of subsection (2) on duty to yield right of way is derived from paragraph 2, subsection (c) of UVC s 11-202.

C. Relationship to Existing Law

ORS 483.132 would be repealed. This draft section contains the same substantive rule on turning but eliminates the obsolete reference to motorman of a streetcar or trolley bus, and eliminates the direction to the driver confronting a green traffic light which is already provided in section 2 of this draft. The direction to yield the right of way to pedestrians and vehicles lawfully using the intersection is new.

Section 4. (Pedestrian control signals.) (1) When a pedestrian control signal showing the words "Walk" and "Wait" or "Don't Walk" is in place, the signal indicates and applies as follows:

(a) A pedestrian facing a "Walk" signal may proceed across the roadway in the direction of the signal and shall be given the right of way by drivers.

(b) A pedestrian shall not start to cross the roadway in the direction of a "Wait" or "Don't Walk" signal. A pedestrian who has started his crossing on the "Walk" signal shall proceed with dispatch to a sidewalk or safety island while the "Wait" or "Don't Walk" signal is showing.

(2) A person failing to obey a pedestrian control signal commits a _____.

COMMENTARY

A. Summary

This section states the rules for a pedestrian facing the "Walk," "Wait" and "Don't Walk" signals.

B. Derivation

This section is based on UVC § 11-203.

C. Relationship to Existing Law

The provisions of ORS 483.134 are restated in this section without substantive change. This section retains the word legend "Wait" along with "Don't Walk." The UVC pedestrian control provisions specify only "Walk" and "Don't Walk" in their word legend directions.

ORS 483.134 would be repealed.

Section 5. (Flashing signals.) (1) When a driver approaches a flashing red light used in a traffic signal or with a traffic sign, he 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 right to proceed shall be subject to the rules applicable after making a stop at a stop sign.

(2) When a driver approaches a flashing yellow light used in a traffic signal or with a traffic sign, he may proceed through the intersection or past the signal only with caution.

(3) This section shall not apply at railroad grade crossings. Conduct of a driver approaching a railroad grade crossing is governed by sections ____ to ____ of this chapter.

(4) A driver who fails to obey a flashing red or yellow signal commits a _____.

COMMENTARY

A. Summary

Subsection (1) provides that a driver of a vehicle confronted with a flashing red signal must stop before entering the nearest crosswalk at an intersection or at such other place as is designated by the proper traffic authority, and proceed after making a stop in accordance with rules governing stops at stop signs. A driver confronting a flashing yellow signal may proceed only with caution.

Subsection (3) states that these rules do not apply to railroad grade crossings.

Subsection (4) classifies the violation of this section.

B. Derivation

This section is based on UVC s 11-204.

C. Relationship to Existing Law

ORS 483.136, which would be repealed, is identical to UVC s 11-204 as it appeared in the 1934 Code. The introductory paragraph of the UVC section, through amendments in 1948 and 1971, was changed from a general reference to flashing red and yellow signals, to illuminated signals used in a traffic signal or with a traffic sign. Since these signals are often not within the boundaries of a sign, this draft section uses the UVC wording to cover both types of flashing light traffic signals.

This draft section adopts the UVC language to state the line at which a driver confronting a flashing red light must stop. The language of ORS 483.136 does not state a line or point at which a driver must stop his vehicle in the situation where there is no crosswalk.

The rule of subsection (2) of this draft section that a driver proceed through an intersection where there is a flashing yellow light has been held to mean that a driver must stop at this signal when not to do so might endanger the safety of others. Lehr v. Gresham Berry Growers et al, 231 Or 202, 208, 372 P2d 488 (1962).

Subsection (3) states that these rules do not apply to railroad grade crossings.

Section 6. (Lane direction control signals.) (1) When lane direction control signals are placed over the individual lanes of a street or highway, a person may drive a vehicle in any lane over which a green signal light is shown, but shall not enter or travel in any lane over which a red signal light is shown.

(2) A person failing to obey a lane direction control signal commits a _____.

COMMENTARY

A. Summary

This section makes provision for vehicles proceeding in traffic lanes over which there are lane direction control signals.

B. Derivation

This section is based on UVC § 11-204.1.

C. Relationship to Existing Law

There is no comparable provision in existing law.

Section 7. (Unlawful display of signs, signals or markings.)

(1) A person commits the offense of unlawful highway sign placement, maintenance or display if he places, maintains or displays upon or in view of any street or highway, a sign, signal, marking or device which:

(a) Purports to be an official traffic control device or railroad sign or signal; or

(b) Attempts to direct the movement of traffic; or

(c) Hides from view or interferes with the effectiveness of any official traffic control device or railroad sign or signal.

(2) This section does not prohibit the erection or maintenance of signs, markings or signals, bearing thereon the name of an organization authorized to erect them by the appropriate public authority.

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

(4) Unlawful highway sign placement, maintenance or display is a _____.

COMMENTARY

A. Summary

Subsection (1) describes the offense of unlawful highway sign placement, maintenance or display.

Subsection (2) provides that putting up a sign with the name of an organization which has been authorized to put up the sign by the appropriate public authority is not prohibited.

Subsection (3) declares prohibited signs are a public nuisance and may be removed without notice by the authority having jurisdiction over the highway.

Subsection (4) classifies the offense.

B. Derivation

This section is similar in most respects to UVC § 11-205.

C. Relationship to Existing Law

This section restates the provisions of ORS 483.138 by definition of the offense and classification of the offense. ORS 483.138 would be repealed.

In subsection (1) of this draft section the term "official traffic control device" is substituted for "official traffic sign or signal" of ORS 483.138, and the term "railroad sign or signal" is added. Official traffic control device is defined by UVC § 1-139 in almost identical words as those of subsection (1) of ORS 483.016 defining "official traffic signs and signals" and will be defined in the Article on general definitions of this chapter.

The definition of "traffic" in subsection (1) of ORS 483.028 is "pedestrians, ridden or herded animals, vehicles, streetcars, trolley and motor busses and other conveyances, either singly or together, using any street or highway for purposes of travel." A railroad sign or signal is not included in the traffic control device definition under this definition of traffic. It is added to the provisions of subsection (1) of this draft section so that neither railroad signs and signals nor traffic control devices may be imitated. UVC § 11-205 includes both types of devices in its prohibition against imitation.

The definition of official traffic control device includes the word legends of traffic signs "Stop," "Go Slow," "Caution," "Danger" and "Warning" and similar words the use of which has been specifically prohibited by ORS 483.138.

The word "device" as used in ORS 483.138 (1) was interpreted in the case Ashland v. Pacific P. & L. Co., 239 Or 241, 246, 395 P2d 420, 397 P2d 538 (1964), to mean "any contrivance which would tend to mislead the traveler to believe the contrivance had official status in directing the movement of traffic, whether it resembles an official sign or not."

This draft section concerns signs erected as permanent fixtures and not such signs or signals as are used by persons in an emergency situation on a highway.

A signal which was installed by a private party under the direct supervision of a State Highway Commission official was held presumed to be lawfully installed and not unauthorized and a public nuisance under ORS 483.138. Schoenborn v. Broderick et al, 202 Or 634, 277 P2d 787 (1954).

Authority is given to the State Highway Commission, now the Department of Transportation, by ORS 366.455 to remove from the right of way of any state highway or from private property adjoining the highway any advertising sign or other structure or thing erected or maintained thereon contrary to law.

The Oregon Motorist Information Act of 1971, ORS 377.700 to 377.840 and 377.992, contains a definition of "Traffic control sign or device" in subsection (30) of ORS 377.710. In ORS 377.715 erecting or maintaining a sign visible to the traveling public from a state highway is prohibited except as permitted within the Act. Prohibited signs are defined in ORS 377.720. The Act applies to state highways only as this term is defined by ORS 366.005 and includes the interstate and the federal-aid primary system.

Section 8. (Unlawful interference with official traffic control device or railroad sign or signal.) (1) A person commits the offense of unlawful interference with an official traffic control device or railroad sign or signal if without lawful authority and with criminal negligence he attempts to or does alter, deface, injure, knock down or remove any official traffic control device or any railroad sign or signal or any inscription, shield or insignia thereon, or any other part thereof.

(2) A person who unlawfully interferes with an official traffic control device or railroad sign or signal commits a

COMMENTARY

A. Summary

This section prohibits a person from interfering without lawful authority with an official traffic control device or railroad sign or signal.

B. Derivation

This section is based on UVC § 11-206.

C. Relationship to Existing Law

ORS 483.140 would be repealed. The draft provision relates to railroad signs and signals as well as traffic control devices and, unlike ORS 483.140, limits the application of the prohibition to persons without lawful authority.

It also sets a requirement of culpability by the addition of the words "criminal negligence." There is no requirement relating to culpable mental state in ORS 483.140 which this draft section replaces.

TEXT OF MOTOR VEHICLE LAWS OF ALASKA

13 AAC 02.005. Obedience to and required traffic control device.

(a) A driver of a vehicle shall obey the instructions of an official traffic control device placed in accordance with the provisions of traffic regulations or other laws of Alaska, unless otherwise directed by a police officer, fireman or an authorized flagman.

(b) A provision of the traffic regulations for which a sign is required may not be enforced against an alleged violator if, at the time and place of the alleged violation, an official sign is not in proper position and sufficiently legible to be seen by an ordinarily observant person. When a particular provision does not state that a sign is required, the provision is effective even though no sign is erected or in place.

(c) When an official traffic control device is placed in position approximately conforming to the requirements of the traffic regulations or other laws of Alaska, the device is presumed to have been placed by an official act or at the direction of lawful authority, unless the contrary is established by competent evidence.

(d) An official traffic control device placed pursuant to the provisions of this chapter or other laws of Alaska and purporting to conform to the lawful requirements pertaining to that device is presumed to comply with the requirements of this chapter, unless the contrary is established by competent evidence. (Eff. before 7/28/59; am 12/15/61, reg. 3; am 8/10/66, reg. 22; am 12/31/69, reg. 31)

TEXT OF UNIFORM VEHICLE CODE

ARTICLE II—TRAFFIC SIGNS, SIGNALS AND MARKINGS

§ 11-201—Obedience to and required traffic-control devices

(a) The driver of any vehicle shall obey the instructions of any official traffic-control device applicable thereto placed in accordance with the provisions of this act, unless otherwise directed by a police officer, subject to the exceptions granted the driver of an authorized emergency vehicle in this act. (REVISED, 1968.)

(b) No provision of this act 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. (REVISED, 1968.)

(c) Whenever official traffic-control devices are placed in position approximately conforming to the requirements of this act, such devices shall be presumed to have been so placed by the official act or direction of lawful authority, unless the contrary shall be established by competent evidence. (NEW, 1962.)

(d) Any official traffic-control device placed pursuant to the provisions of this act and purporting to conform to the lawful requirements pertaining to such devices shall be presumed to comply with the requirements of this act, unless the contrary shall be established by competent evidence. (NEW, 1962.)

TEXT OF UNIFORM VEHICLE CODE

§ 11-202—Traffic-control signal legend

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 word legend, and said lights shall indicate and apply to drivers of vehicles and pedestrians as follows:

(a) Green indication

1. Vehicular traffic facing a circular green signal may proceed straight through or turn right or left unless a sign at such place prohibits either such turn. 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.

2. Vehicular traffic facing a green arrow signal, shown alone or in combination with another 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 shown 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.¹

3. Unless otherwise directed by a pedestrian-control signal, as provided in § 11-203, pedestrians facing any green signal, except when the sole green signal is a turn arrow, may proceed across the roadway within any marked or unmarked crosswalk.

(b) Steady yellow indication²

1. Vehicular traffic facing a steady yellow signal is thereby warned that the related green movement is being terminated or that a red indication will be exhibited immediately thereafter when vehicular traffic shall not enter the intersection.

2. Pedestrians facing a steady yellow signal, unless otherwise directed by a pedestrian-control signal as provided in § 11-203, are thereby advised that there is insufficient time to cross the roadway before a red indication is shown and no pedestrian shall then start to cross the roadway.

(c) Steady red indication

1. Vehicular traffic facing a steady red signal alone 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 before entering the intersection and shall remain standing until an indication to proceed is shown except as provided in subsection (c)2. (REVISED, 1968.)

TEXT OF UNIFORM VEHICLE CODE (Cont'd)

2. When a sign is in place permitting a turn, vehicular traffic facing a steady red signal may cautiously enter the intersection to make the turn indicated by such sign after stopping as required by subsection (c)1. Such vehicular traffic shall yield the right of way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection. (NEW, 1968.)

3. Unless otherwise directed by a pedestrian-control signal as provided in § 11-203, pedestrians facing a steady red signal alone shall not enter the roadway. (RENUMBERED, 1968.)

(d) In the event an official traffic-control signal is erected and maintained 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. (SECTION REVISED, 1962.)

§ 11-203—Pedestrian-control signals

Whenever special pedestrian-control signals exhibiting the words "Walk" or "Don't Walk" are in place such signals shall indicate as follows: ³

(a) *Walk*.—Pedestrians facing such signal may proceed across the roadway in the direction of the signal and shall be given the right of way by the drivers of all vehicles.

(b) *Don't Walk*.—No pedestrian shall start to cross the roadway in the direction of such signal, but any pedestrian who has partially completed his crossing on the "Walk" signal shall proceed to a sidewalk or safety island while the "Don't Walk" signal is showing. (SECTION REVISED, 1962.)

TEXT OF UNIFORM VEHICLE CODE (Cont'd.)

§ 11-204—Flashing signals

(a) Whenever an illuminated flashing red or yellow light is used in a traffic signal or with a traffic sign it shall require obedience by vehicular traffic as follows: (REVISED, 1971.)

1. *Flashing red (stop signal)*.—When a red lens is illuminated with rapid intermittent flashes, drivers of vehicles 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, and the right to proceed shall be subject to the rules applicable after making a stop at a stop sign. (REVISED, 1971.)

2. *Flashing yellow (caution signal)*.—When a yellow lens is illuminated with rapid intermittent flashes, drivers of vehicles may proceed through the intersection or past such signal only with caution.

(b) This section shall not apply at railroad grade crossings. Conduct of drivers of vehicles approaching railroad grade crossings shall be governed by the rules as set forth in § 11-701 of this act. (PARAGRAPH (b) ADDED, 1952.)

§ 11-204.1—Lane-direction-control signals

When lane-direction-control signals are placed over the individual lanes of a street or highway, vehicular traffic may travel in any lane over which a green signal is shown, but shall not enter or travel in any lane over which a red signal is shown. (NEW, 1962.)

TEXT OF UNIFORM VEHICLE CODE (Cont'd.)

§ 11-205—Display of unauthorized signs, signals or markings

(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 any traffic sign or signal bearing thereon any commercial advertising.

(c) This section shall not be deemed to prohibit the erection upon private property adjacent to highways of signs 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.

§ 11-206—Interference with official traffic-control devices or railroad signs or signals

No person shall, without lawful authority, attempt to or in fact alter, deface, injure, knock down or remove any official traffic-control device or any railroad sign or signal or any inscription, shield or insignia thereon, or any other part thereof.