

Committee on Judiciary
Reference Paper

By: Marion Embick

Date: March 1974

SUBJECT: Comparison of Uniform Vehicle Code and Oregon Law

UVC ARTICLE VII. SPECIAL STOPS REQUIRED

§ 11-701—Obedience to signal indicating approach of train

(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 he can do so safely. 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 flagman 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 and 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.

OREGON LAW

GRADE CROSSINGS

483.224 Stopping at railroad crossings upon signal of approach of train. Whenever any person driving a vehicle approaches a highway and railway or interurban railway grade crossing and a clearly visible and positive signal gives warning of the immediate approach of a railway train or car, the driver of the vehicle shall stop the vehicle before traversing such grade crossing.
[Amended by 1959 c.124 §4]

Cases:

No cases interpreting this section.

UVC s 11-701; ORS 483.224 (Cont'd.)

Analysis:

ORS 483.224 uses the wording of the analogous section of the 1930 revision of the Uniform Vehicle Code.

The Oregon provision does not state any distances from the rail crossing within which the driver must stop. It does not state the different ways in which a driver becomes aware of an approaching train, whether signal device, lowering of crossing gate, signaling flagman, audible signal from train, and viewing the train itself in hazardous proximity to the crossing. The Oregon provision does not state a requirement that the driver after stopping not proceed until it is safe, and does not prohibit a driver from driving around, through or under any closed crossing gate or barrier.

The laws of 30 jurisdictions are either in verbatim or substantial conformity with subsection (a) of this UVC provision. Fourteen states have provisions analogous to subsection (b).

UVC ARTICLE VII. SPECIAL STOPS REQUIRED

§ 11-702—All vehicles must stop at certain railroad grade crossings

The (State highway commission) and local authorities with the approval of the (State highway commission) are hereby authorized to designate particularly dangerous highway grade crossings of railroads and to erect stop signs thereat. When such stop signs are erected the driver of any vehicle shall stop within 50 feet but not less than 15 feet from the nearest rail of such railroad and shall proceed only upon exercising due care.

OREGON LAW

NO COMPARABLE PROVISION

(ORS 483.226 repealed by Chapter 615, Oregon Laws 1973)

Cases:

ORS 483.226 requiring drivers to stop at grade crossings which have been designated as particularly dangerous grade crossings and where a stop sign has been erected is not relevant to duty to stop at a crossing where a stop sign has been erected on private property with no proof that it was erected by the commission. Nichols v. Union Pac. R.R., 196 Or 488, 250 P2d 379 (1952).

Analysis:

Chapter 615, Oregon Laws 1973, repealed ORS 483.226 and amended ORS 483.040 to vest in the Public Utility Commissioner exclusive jurisdiction over the installation of protective devices at railroad highway grade crossings.

UVC s 11-702 has been criticized on the grounds that it encourages use of stop signs at particularly dangerous highway grade crossings. Forty-three states have comparable provisions.

California Vehicle Code s 21110 (1960, Supp. 1971) requires approval by an order of the Public Utilities Commission as to all grade crossings.

UVC ARTICLE VII. SPECIAL STOPS REQUIRED

§ 11-703—Certain vehicles must stop at all railroad grade crossings

(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 he can do so safely. After stopping as required herein and upon proceeding when it is safe to do so the driver of any said vehicle 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.

(b) This section shall not apply at

1. Any railroad grade crossing at which traffic is controlled by a police officer or human flagman;

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.* (SECTION REVISED 1971.)

* This regulation can be found in 49 Code of Federal Regulations § 392.80. At the present time, it requires the following vehicles to stop: a bus transporting passengers, motor vehicles transporting any chlorine, empty or loaded cargo tank vehicles used to transport dangerous articles or any liquid having a flashpoint below 200° F, cargo tank vehicles transporting a commodity having a temperature above its flashpoint at the time of loading, certain cargo tank vehicles transporting commodities under special permits issued by the Hazardous Materials Regulations Board, and every motor vehicle which must have the following placards, explosives A or B, poison, flammable, oxidizers, compressed gas, corrosives, flammable gas, radioactive or dangerous. Consideration should also be given to requiring school buses carrying any school child to stop and to extending the requirements to types of conveyances that are not covered by the Department of Transportation regulations. (NEW FOOTNOTE, 1971.)

UVC s 11-703; ORS 483.228 (Cont'd.)

OREGON LAW

483.228 Busses, and trucks carrying inflammables or explosives, required to stop at railroad crossings. (1) Except as provided in subsections (2) and (3) of this section, the driver of any school bus, as defined in ORS 485.010, any worker transport bus, as defined in ORS 485.010, any motor bus designated for, or carrying passengers for hire, or any motor truck carrying explosive substances or inflammable liquids as a cargo or part of a cargo, before crossing at grade any tracks of a railway or interurban railway, shall stop such vehicle not less than 10 nor more than 50 feet from the nearest rail of such track, and while so stopped shall look and listen in both directions along such track for approaching trains or cars.

(2) This section does not apply:

(a) At the crossing of a street or highway and street railway tracks;

(b) To interurban electric tracks where traffic control signals are in operation and give indication to approaching vehicular traffic to proceed;

(c) To any railway tracks upon which operation has been abandoned and for which the commission has plainly marked that no stop need be made;

(d) To industry track crossings across which train operations are required by law to be conducted under flag protection;

(e) To industry track crossings within districts in which the indicated speed of vehicles is 20 miles per hour; or

(f) To any crossing where an officer, under ORS 483.048, directs traffic to proceed, or where an operating traffic control signal indicates that other traffic may proceed.

(3) Unless a train is approaching, motor vehicles carrying passengers for hire are not required to stop at crossings where the commission has determined and plainly marked that no stop need be made.
[Amended by 1959 c.124 §6; 1961 c.546 §8; 1971 c.607 §2]

Cases:

No cases interpreting this section.

Analysis:

UVC s 11-703 and ORS 483.228 both provide that drivers of certain types of vehicles must stop the vehicle not more than 50 feet from a railroad crossing and while stopped shall look and listen in both directions. UVC s 11-703 does not specify the types of vehicles required to stop but authorizes the appropriate state official or agency to adopt regulations describing these vehicles, with the regulations conforming to those of the U. S. Department of Transportation. ORS 483.228 lists the types as school bus, worker transport bus, motor bus carrying passengers for hire, and motor trucks carrying explosive substances or inflammable liquids as cargo.

UVC s 11-703; ORS 483.228 (Cont'd.)

UVC s 11-703 requires the stop be made within 50 feet but not less than 15 feet from the nearest rail of the track of the railroad while ORS 483.228 states not less than 10 nor more than 50 feet of such track. ORS 483.228 applies to a railway or interurban railway. UVC applies to railroad.

ORS 483.228 has no provision on when the driver after stopping may again proceed. UVC 11-703 states the driver may proceed when it is safe, and shall cross only in the gear that requires no manual changing of gears, and the driver shall not manually shift gears while crossing.

Under UVC s 11-703 the requirement to stop does not apply when the traffic at the crossing is controlled by a police officer or flagman or traffic control signal, when the crossing is protected by crossing gates or an alternately flashing light signal, or when an official traffic control device gives notice that the stopping requirement does not apply.

Under ORS 483.228 the stopping requirement does not apply at a crossing of a highway and street railway tracks, to interurban electric tracks where traffic control signals operate, to railway tracks on which operation has been abandoned and the commission has marked no stop need be made, to industry track crossings where train operations must be conducted under flag protection or where indicated vehicular speed is 20 miles per hour, or where an officer or operating traffic control signal indicates other traffic may proceed.

Subsection (3), ORS 483.228, provides that a passenger carrying motor bus for hire need not stop where the commission has determined and marked a stop is not required.

ORS 483.228 contains references to the commission which under chapter 249, Oregon Laws 1973, should read "Department of Transportation." Under chapter 615, Oregon Laws 1973, these references may no longer be valid as the Public Utility Commissioner under that law has exclusive jurisdiction over the installation of protective devices at railroad highway grade crossings.

Either the term "official traffic control device" or "railroad sign or signal" should be substituted for traffic control signals. These two terms will be defined in the Article on general definitions. The UVC definitions are as follows:

Official traffic-control devices. UVC s 1-139. All signs, signals, markings and devices not inconsistent with this act placed or erected by authority of a public body or

UVC s 11-703; ORS 483.228 (Cont'd.)

official having jurisdiction, for the purpose of regulating,
warning or guiding traffic.

Railroad sign or signal. UVC s 1-150. 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.

UVC ARTICLE VII. SPECIAL STOPS REQUIRED

§ 11-704—Moving heavy equipment at railroad grade crossings

(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 the same not less than 15 feet nor more than 50 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 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 flagman or otherwise of the immediate approach of a railroad train or car. If a flagman is provided by the railroad, movement over the crossing shall be under his direction.

OREGON LAW

483.230 Moving heavy equipment over railroad tracks. Any person operating any caterpillar tractor, steam shovel, derrick, roller or any equipment or structure having a normal operating speed of four or less miles per hour or a vertical load or body clearance of less than nine inches above the level surface of a roadway shall, before crossing at grade any tracks of a railway or interurban railway, notify a responsible officer of such railway in time for

protection to be afforded before crossing such tracks. In crossing such railway tracks he shall first stop such vehicle or equipment not less than 10 nor more than 50 feet from the nearest rail, and while so stopped shall look and listen in both directions along such track for approaching trains or cars. He shall not in any event traverse such crossing when warned by any means of the immediate approach of a railway train or car.
[Amended by 1959 c.124 §7]

Cases:

No cases interpreting this section.

UVC s 11-704; ORS 483.230 (Cont'd.)

Analysis:

ORS 483.230 is almost verbatim the same as the comparable provision of the UVC 1934 edition. Normal operating speed specified in the 1934 UVC provision was six or less miles per hour. ORS 483.230 specifies four or less miles per hour.

ORS 483.230 stopping distances are 10 and 50 feet as compared to the UVC 15 and 50 feet. ORS 483.230 contains no provision that when a flagman is provided by the railroad, the movement over the crossing shall be under his direction.

Seventeen states have laws in verbatim conformity with UVC s 11-704 and 19 additional states have comparable laws.

UVC ARTICLE VII. SPECIAL STOPS REQUIRED

§ 11-705—Emerging from alley, driveway or building

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, 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. (REVISED AND RENUMBERED, 1968.)

OREGON LAW

483.222 Stopping before driving onto sidewalk from alley, driveway or building. The driver of a vehicle within a business or residence district emerging from an alley, driveway or building shall stop such vehicle immediately prior to driving onto a sidewalk or onto the sidewalk area extending across any alleyway.

Cases:

Although sidewalks are intended for pedestrian use, they are part of the street. ORS 483.222 establishes the duty of care for motorists before they cross a sidewalk. The duty is to stop. There is no superior right of way of one party or the other, the driver or the pedestrian, while crossing a sidewalk. Leite v. Sambo's Restaurants, Inc., 96 Adv Sh 841, ___ Or ___ (1973).

This statute requires a driver of a vehicle emerging from a driveway to stop and by lookout to ascertain whether pedestrians are on the sidewalk before proceeding. Durkoop v. Mishler, 233 Or 243, 378 P2d 267 (1963).

UVC s 11-705; ORS 483.222 (Cont'd.)

Analysis:

ORS 483.222 is verbatim the same as the comparable 1930 UVC provision.

UVC s 11-705 requires the driver to stop prior to driving onto a sidewalk or sidewalk area, or if there is no sidewalk area, at the point nearest the street to be entered when the driver can view approaching traffic. The Oregon provision refers to sidewalk and sidewalk area but not to a stopping point where there is no sidewalk.

UVC ARTICLE VII. SPECIAL STOPS REQUIRED

§ 11-766—Overtaking and passing school bus

(a) The driver of a vehicle meeting or overtaking from either direction any school bus stopped on the highway shall stop before reaching such school bus when there is in operation on said school bus the flashing red lights specified in § 12-228(a) and said driver shall not proceed until such school bus resumes motion or he is signaled by the school bus driver to proceed or the flashing red lights are no longer actuated. (REVISED, 1971.)

(b) Every school bus shall be equipped with red visual signals meeting the requirements of § 12-228(a) of this act, which may be actuated by the driver of said school bus whenever but 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 designated 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. (REVISED, 1971.)

(c) Every school bus shall bear upon the front and rear thereof plainly visible signs containing the words "SCHOOL BUS" in letters not less than 8 inches in height. When a school bus is being operated upon a highway for purposes other than the actual transportation of children either to or from school all markings thereon indicating "school bus" shall be covered or concealed. (REVISED, 1971.)

(d) 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 upon a controlled-access highway and the school bus is stopped in a loading zone which is a part of or adjacent to such highway and where pedestrians are not permitted to cross the roadway. (SECTION REVISED, 1954; RENUMBERED, 1968.)

UVC s 11-706; ORS 485.020 and 483.030
UVC s 1-160; ORS 485 (1), (2), (3) and (4) (Cont'd.)

OREGON LAW

485.020 Duty to stop when bus loading or unloading. (1) (a) Except as provided in subsection (2) of this section, when a driver of a motor vehicle meets or overtakes a bus which is stopped on a public highway or a shoulder thereof and on which is operating a flashing red warning light that is visible to the driver, the driver shall stop the vehicle before reaching the point described in paragraph (b) of this subsection and shall remain stopped so long as the flashing red warning light is operating.

(b) The point mentioned in paragraph (a) of this subsection is, in the case of:

(A) Meeting a bus while proceeding in a direction opposite to that of the bus, the front of the bus, or any point in the highway extended from the front of the bus across and at right angles to the center line of the highway.

(B) Overtaking a bus while proceeding in the same direction as that of the bus, the rear of the bus, or any point in the highway extended from the rear of the bus across and at right angles to the center line of the highway.

(2) The requirements of subsection (1) of this section do not apply to a driver who meets a bus while proceeding in a direction opposite to that of the bus on a highway that has two or more lanes for each direction.

(3) It shall be unlawful for the driver of a bus to operate the flashing red warning lights except when the bus is stopping or stopped for the purpose of loading or unloading either school children or any worker as defined in subsection (7) of ORS 485.310. [1959 c.304 §2; 1961 c.546 §3; 1971 c.607 §6]

485.030. [(1) The driver of any vehicle that is a bus except for being marked as described in ORS 485.010 shall see that there is displayed in a conspicuous place on the front and rear of the bus in letters not less than eight inches in height and of proportionate width if the bus is a school bus, the words "School Bus."]

[(2)] No person shall display the words "School Bus" on a vehicle that is not a school bus as defined in ORS 485.010.

UVC s 11-706; ORS 485.020 and 485.030
UVC s 1-160; ORS 485.010 (1), (2), (3) and (4) (Cont'd.)

§ 1-160—School bus.—Every motor vehicle that complies with the color and identification requirements set forth in the most recent edition of *Minimum Standards for School Buses* ⁵ and 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 of school children. (REVISED, 1962.)

OREGON LAW

ORS 485.010 (1), (2), (3) and (4)

485.010. As used in ORS 485.010 to 485.050:

- (1) "Bus" means a school bus or worker transport bus.
- (2) "Public highway" means every street, alley, road, highway and thoroughfare in this state used by the public and dedicated or appropriated to public use.
- (3) "School children" means any students going to or from any school or authorized school activity or function or activities or functions under the sponsorship of the State Board of Higher Education.
- (4) "School bus" means any motor vehicle that meets all the following provisions:
 - (a) Complies with standards relating to school bus construction and school bus equipment adopted by the Department of Education;
[(a) Has a seating capacity of 12 or more passengers;]
 - (b) Is marked in the front and in the rear, in letters eight inches high or higher and of proportionate width, with the words "School Bus";
 - (c) Is transporting school children, with or without their instructors, to or from school or an authorized school activity or function or activities or functions under the sponsorship of the State Board of Higher Education; and
 - (d) Is not subject to ORS chapter 767 or regulated by a city under ORS 221.420.

Cases:

A school child who crosses a highway for a purpose which is neither to board nor leave a bus is not within the purview of ORS 485.020 and may not claim a right to cross the highway with motor vehicles stopped to allow such crossing.
Burke v. Olson, 206 Or 149, 291 P2d 759 (1956).

UVC s 11-706; ORS 485.020 and 485.030
UVC s 1-160; ORS 485.010 (1), (2), (3) and (4) (Cont'd.)

When a driver following a school bus fails to stop as the bus stops, moves into the oncoming lane and collides with another vehicle which has also failed to stop as required by ORS 485.020, neither driver of the colliding vehicles can claim a right arising out of ORS 485.020. Johnson v. Hansen, 237 Or 1, 389 P2d 330, 390 P2d 611 (1964).

When a driver drives his vehicle into the rear end of an automobile stopped in response to a warning light on a stopped school bus, his failure to stop as required by ORS 485.020 (1) is not a violation of a duty owed to the stopped automobile. Coburn v. Miller, 248 Or 47, 432 P2d 314 (1967).

Under ORS 485.020 a driver of a school bus was held not authorized to stop the bus on the public highway as opposed to the shoulder of the highway, and the limitations on the right to leave a vehicle standing on the highway of ORS 483.362, prior to its amendment by chapter 76, Oregon Laws 1971, were held applicable to school busses. A school bus driver stopped on the public highway at an area where the shoulder was sufficient for parking was therefore a violation of ORS 483.362. McLain v. Lafferty, 257 Or 553, 480 P2d 430 (1971).

An administrative regulation authorizing school bus drivers to stop on the highway contrary to the rule of ORS 483.362, (prior to its amendment by chapter 76, Oregon Laws 1971), although issued pursuant to ORS 485.050, was invalid in so far as it conflicted with ORS 483.362. McLain v. Lafferty, supra.

A school district does not have a duty to deliver each child to his respective home in such a manner that no child would be required to cross the street. When a school bus parks in a private parking lot for the discharge of passengers, and a school child so discharged crosses the street and is struck by a vehicle, the school district is not liable for the child's injuries because the bus stopped in the parking lot instead of in the roadway where it would have activated its flashing red lights. Sanderlin v. Central School Dist. 13J, 6 Or App 429, 487 P2d 1399 (1971).

Analysis:

The special rules relating to school busses, together with those related to worker transport busses, are contained in ORS chapter 485. The rules cover definition of terms, duty to

UVC s 11-706; ORS 485.020 and 485.030
UVC s 1-160; ORS 485.010 (1), (2), (3) and (4) (Cont'd.)

stop when loading, equipment standard, and special license plate issuance. In the Uniform Vehicle Code the definition of a school bus is in the first chapter on general definitions. The rules relating to a special stop are stated in the rules of the road, equipment standards for school busses are in Chapter 12 on equipment, and authority for regulation of school busses is stated in Chapter 15, Respective Powers of State and Local Authorities.

1. Definitions

The UVC definition for school bus is in terms of a publication by the National Commission on Safety Education, Minimum Standards for School Busses. The Oregon code definition relates to compliance with Department of Education school bus construction and equipment standards, markings with words, "School Bus," and use for transporting school children. The UVC definition excludes busses operated by common carriers in urban transportation of school children. The Oregon code definition makes no similar exclusion.

2. Special Stop Required

Under UVC s 11-706 and ORS 485.020 a driver meeting or overtaking a school bus stopped on the highway must stop when flashing red lights are operated on the bus. Under the UVC the driver is to remain stopped until the school bus resumes motion or the bus driver signals the other driver to proceed, or the flashing red lights are no longer activated. Under ORS 485.020 the stopped driver is to remain stopped as long as the flashing red light is operated.

The UVC requirement for place at which a vehicle must stop is simply "before reaching" the school bus. The Oregon provision specifies two places for stopping; for the driver of a vehicle coming from the opposing direction the place is the front of the bus or any point in a line extending from the front of the bus at right angles to the center line of the highway, across the highway; for the vehicle overtaking a bus while proceeding in the same direction, the place is the rear of the bus or any point in the highway in a line therewith, again at a right angle to the center line of the highway.

Subsection (b), UVC s 11-706, requires that every school bus be equipped with red visual signals meeting a standard specified in the chapter on equipment and that these signals be activated by the bus driver only when the bus is stopped

UVC s 11-706; ORS 485.020 and 485.030
UVC s 1-160; ORS 485.010 (1), (2), (3) and (4) (Cont'd.)

on the highway to receive or discharge school children. Under subsection (3), ORS 485.020, a bus driver is prohibited from operating the flashing red lights except when the bus is stopped or stopping to load or unload school children. Thus under the Oregon rule the driver may use the red lights when coming to a stop as well as when stopped.

Under subsection (b), UVC s 11-706, a school bus driver may not operate the flashing red lights in business districts and on urban arterial streets designated by state and local authorities, at intersections or other places where traffic is controlled by traffic control signals or police officers, or in designated school bus loading areas where the bus is entirely off the roadway. The Oregon provisions contain no similar limitation and in fact authorize use of flashing red lights by the school bus stopped on the highway shoulder.

According to Traffic Laws Annotated, of the 42 jurisdictions restricting use of special visual signals on school busses, 20 appear to require the bus be stopped and 22 require or contemplate their use before the bus has stopped.

The requirement of subsection (c), UVC s 11-706, that a school bus be marked with appropriate eight inch letters is stated in subsection (4) of ORS 483.010, as a part of the definition of school bus. UVC s 11-706 (c) also requires that all school bus markings be covered on a school bus being operated on a public highway not for the purpose of transporting children to or from school. The analogous provision of the Oregon code is ORS 485.030.

Subsection (d), UVC s 11-706, states three exceptions to the requirement that vehicles meeting or passing a school bus must stop. These exceptions are, first, highways with separate roadways, when the bus is on a different roadway; second, controlled access highways and the school bus is stopped in a loading zone which is part of the highway; and third, where pedestrians are not permitted to cross the roadway.

Under subsection (2), ORS 485.020, a driver need not stop on meeting a bus traveling in the opposite direction on a highway having two or more lanes in each direction.

Seventeen states are in verbatim conformity with UVC s 11-706 (d).
