

MOTOR VEHICLES CODE REVISIONS

2004 GENERAL SESSION

STATE OF UTAH

Sponsor: Joseph G. Murray

LONG TITLE

General Description:

This bill modifies the Motor Vehicles Code by amending traffic rules and regulations provisions.

Highlighted Provisions:

This bill:

- ▶ clarifies that a local authority traffic-control device shall conform to the standards on traffic-control devices adopted by the Department of Transportation;
- ▶ provides that a right turn is prohibited at a red arrow signal;
- ▶ requires an operator to yield to other traffic moving through the intersection in accordance with an official traffic-control signal;
- ▶ clarifies the meaning of pedestrian-control signals;
- ▶ provides that a left turn is permitted across a solid double yellow line indicating a two-direction, no-passing zone on a highway;
- ▶ provides that an operator of a vehicle may not:
 - enter into a two-way left turn lane more than 500 feet prior to making a left turn;or
 - travel in a two-way left turn lane more than 500 feet if the operator turned into the two-way left turn lane;
- ▶ prohibits an operator from traveling straight through an intersection in a two-way left turn lane; and
- ▶ makes technical changes.

Monies Appropriated in this Bill:

None

Other Special Clauses:

None

Utah Code Sections Affected:

AMENDS:

- 41-6-20, as last amended by Chapter 38, Laws of Utah 2002
- 41-6-22, as last amended by Chapter 138, Laws of Utah 1987
- 41-6-24, as last amended by Chapter 15, Laws of Utah 1993
- 41-6-25, as last amended by Chapter 138, Laws of Utah 1987
- 41-6-61, as last amended by Chapter 138, Laws of Utah 1987
- 41-6-63.30, as enacted by Chapter 16, Laws of Utah 2000
- 41-6-66, as last amended by Chapter 138, Laws of Utah 1987
- 41-6-67, as last amended by Chapter 138, Laws of Utah 1987

Be it enacted by the Legislature of the state of Utah:

Section 1. Section 41-6-20 is amended to read:

41-6-20. Standards and specifications for uniform system of traffic-control devices and school crossing guards.

(1) ~~[(a)]~~ In accordance with Title 63, Chapter 46a, Utah Administrative Rulemaking Act, the Department of Transportation shall make rules;

~~(a)~~ consistent with this chapter adopting ~~[a manual]~~ standards and establishing specifications for a uniform system of traffic-control devices ~~[for use upon highways within this state.]~~ used on a highway; and

~~(b)~~ adopting standards and establishing specifications for a uniform system of traffic-control devices, school crossing zones, and use of school crossing guards, which shall supplement the standards adopted under Subsection (1)(a).

~~[(b)]~~ (2) The ~~[manual]~~ standards and specifications adopted under Subsection (1)(a) shall correlate with, and where possible conform to, the system set forth in the most recent edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways" and other standards

issued or endorsed by the federal highway administrator.

~~[(2) In accordance with Title 63, Chapter 46a, Utah Administrative Rulemaking Act, the Department of Transportation shall make rules adopting a manual and establishing specifications for a uniform system of traffic-control devices and school crossing guards for school crossing zones, which shall supplement the manual adopted under Subsection (1):]~~

Section 2. Section **41-6-22** is amended to read:

41-6-22. Traffic control devices -- Placing and maintenance upon local highways by local authorities.

(1) ~~[Local authorities, in their respective jurisdictions,]~~ A local authority shall place and maintain official traffic-control devices upon highways under ~~[their]~~ its jurisdiction as ~~[they find]~~ it finds necessary to indicate and to carry out the provisions of this chapter or local traffic ordinances, or to regulate, warn, or guide traffic.

(2) All traffic-control devices erected under this section shall conform to and be maintained in conformance with the ~~[Department of Transportation manual and specifications for a uniform system of traffic-control devices]~~ standards and specifications adopted under Section 41-6-20.

Section 3. Section **41-6-24** is amended to read:

41-6-24. Traffic-control signal -- At intersections -- At place other than intersection -- Color of light signal -- Inoperative traffic-control signals.

(1) (a) Green, red, and yellow are the only colors that may be used in traffic-control signals, except for special:

- (i) pedestrian signals that may use white and orange[-]; and
- (ii) rail vehicles that may use white.

(b) Traffic-control signals indicate and apply to operators of vehicles and pedestrians as provided in this section.

(2) (a) (i) Except as provided in Subsection ~~(2)~~(a)(ii), ~~[vehicular traffic]~~ the operator of a vehicle facing a circular green signal may:

- (A) proceed straight through the intersection;

(B) turn right; or

(C) turn left.

(ii) [~~Vehicular traffic~~] The operator of a vehicle facing a circular green signal, including [~~vehicles~~] an operator turning right or left:

(A) shall yield the right-of-way to other vehicles and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time the signal is exhibited; and

(B) may not turn right or left if a sign at the intersection prohibits the turn.

(b) [~~Vehicular traffic~~] The operator of a vehicle facing a green arrow signal shown alone or in combination with other indication:

(i) may cautiously enter the intersection only to make the movement indicated by the arrow or other indication shown at the same time; and

(ii) shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.

(c) Unless otherwise directed by a pedestrian-control signal under Section 41-6-25, pedestrians facing any green signal other than a green turn arrow may proceed across the roadway within any marked or unmarked crosswalk.

(3) (a) [~~Vehicular traffic~~] The operator of a vehicle facing a steady circular yellow or yellow arrow signal is warned that the allowable movement related to a green signal is being terminated.

(b) Unless otherwise directed by a pedestrian-control signal under Section 41-6-25, [~~pedestrians~~] a pedestrian facing a steady circular yellow or yellow arrow signal [~~are~~] is advised that there is insufficient time to cross the roadway before a red indication is shown, and a pedestrian may not start to cross the roadway.

(4) (a) Except as provided in Subsection (4)(c), [~~vehicular traffic~~] the operator of a vehicle facing a steady circular red or red arrow signal:

(i) may not enter the intersection unless entering the intersection to make a movement permitted by another indication; and

(ii) shall stop at a clearly marked stop line, but if none, before entering the marked or

unmarked crosswalk on the near side of the intersection and shall remain stopped until an indication to proceed is shown.

(b) Unless otherwise directed by a pedestrian-control signal under Section 41-6-25, ~~[pedestrians]~~ a pedestrian facing a steady red signal alone may not enter the roadway.

(c) (i) Except when facing a red arrow signal or when a sign is in place prohibiting a turn, ~~[vehicular traffic]~~ the operator of a vehicle facing any steady circular red signal may cautiously enter the intersection to turn right, or may turn left from a one-way street into a one-way street, after stopping as required by Subsection (4)(a).

(ii) The ~~[vehicular traffic]~~ operator of a vehicle shall yield the right-of-way to:

(A) other vehicles moving through the intersection in accordance with an official traffic-control signal; and

(B) pedestrians lawfully within an adjacent crosswalk ~~[and to other traffic lawfully using the intersection]~~.

(5) (a) This section applies where an official traffic-control signal is erected and maintained at an intersection or at a place other than an intersection.

(b) Any stop required shall be made at a sign or marking on the highway pavement indicating where the stop shall be made, but, in the absence of any sign or marking, the stop shall be made at the signal.

(6) The operator of a vehicle approaching an intersection that has an official traffic-control signal that is inoperative shall stop before entering the intersection and shall yield the right-of-way to any vehicle as required under Section 41-6-72.

Section 4. Section **41-6-25** is amended to read:

41-6-25. Special pedestrian-control signals -- Meaning of signals -- Rights and duties.

When special pedestrian-control signals exhibiting the words "Walk" or "Don't Walk" or symbols of "Walking Person" or "Upraised ~~[Palm]~~ Hand" are in place, the signals indicate:

~~[(a) Flashing or]~~ (1) A steady "Walk" or symbol of "Walking Person" means a pedestrian facing the signal has the right-of-way and may proceed across the roadway in the direction of the

signal [~~and the operators of all vehicles shall yield the right-of-way to him~~].

~~[(b) Flashing or steady]~~ (2) A flashing "Don't Walk" or "Upraised [Palm] Hand" means a pedestrian may not start to cross the roadway in the direction of the signal, but a pedestrian who has partially completed his crossing on the walk signal shall proceed to a sidewalk or safety island while the "Don't Walk" or "Upraised [Palm] Hand" signal is showing.

(3) A steady "Don't Walk" or "Upraised Hand" means a pedestrian may not enter the roadway in the direction of the signal.

Section 5. Section **41-6-61** is amended to read:

41-6-61. Roadway divided into marked lanes -- Provisions -- Traffic-control devices.

On a roadway divided into two or more clearly marked lanes for traffic the following provisions apply:

(1) A person operating a vehicle;

(a) shall [~~be operated~~] keep the vehicle as nearly as practical entirely within a single lane;
and

(b) may not [~~be moved~~] move the vehicle from the lane until the operator has determined the movement can be made safely.

(2) On a roadway divided into three or more lanes and providing for two-way movement of traffic, a person operating a vehicle may not [~~be operated~~] drive in the center lane except:

(a) when overtaking and passing another vehicle traveling in the same direction, and when the center lane is:

(i) clear of traffic within a safe distance; [~~or~~] and

(ii) not a two-way left turn lane;

(b) in preparation of making or completing a left turn in compliance with Section 41-6-66;
or

(c) where the center lane is allocated exclusively to traffic moving in the same direction that the vehicle is proceeding and the allocation is designated by official traffic-control devices.

(3) (a) Official traffic-control devices may be erected directing specified traffic to use a

designated lane or designating those lanes to be used by traffic moving in a particular direction regardless of the center of the roadway. [~~Operators of vehicles~~]

(b) An operator of a vehicle shall obey the directions of [these] official traffic-control devices erected under Subsection (3)(a).

Section 6. Section **41-6-63.30** is amended to read:

41-6-63.30. Definitions -- Gore area -- Island -- Driving over gore or island prohibited -- Exceptions -- Penalties.

(1) As used in this section[;]:

(a) "Gore area" means the area delineated by two solid white lines that is between a continuing lane of a through roadway and a lane used to enter or exit the continuing lane including similar areas between merging or splitting highways.

(b) "Island" means an area between traffic lanes for control of vehicle movements or for pedestrian refuge designated by:

(i) pavement markings, which may include an area designated by two solid yellow lines surrounding the perimeter of the area;

(ii) channelizing devices;

(iii) curbs;

(iv) pavement edges; or

(v) other devices.

(2) (a) A person may not operate a vehicle over, across, or within any part of a gore area or an island.

(b) Subsection (2)(a) does not apply to:

(i) a person operating a vehicle that is disabled; or

(ii) an operator of an authorized emergency vehicle under conditions described under Section 41-6-14.

(3) A person who violates Subsection (2) is guilty of class C misdemeanor.

Section 7. Section **41-6-66** is amended to read:

41-6-66. Turning -- Manner -- Traffic-control devices.

The operator of a vehicle shall make turns as follows:

(1) Right turns: both a right turn and an approach for a right turn shall be made as close as practical to the right-hand curb or edge of the roadway.

(2) Left turns:

(a) the operator of a vehicle intending to turn left shall approach the turn from the extreme left-hand lane for traffic moving in the same direction~~[-Whenever];~~

(b) whenever practicable, [the left turn] shall be made by turning onto the roadway being entered in the extreme left-hand lane for traffic moving in the new direction, unless otherwise directed by an official traffic-control device[-]; and

(c) may be made on a highway across solid double yellow line pavement markings indicating a two-direction, no-passing zone.

(3) Two-way left turn lanes: where a special lane for making left turns by operators proceeding in opposite directions has been indicated by official traffic-control devices:

(a) a left turn may not be made from any other lane; ~~and]~~

(b) a vehicle may not be driven in the lane except when preparing for or making:

(i) a left turn from or into the roadway; or [when preparing for or making]

(ii) a U-turn except when [permitted] prohibited by [law:] an official traffic-control device;

(c) (i) except as provided under Subsection (3)(c)(ii), the operator of a vehicle intending to turn left may not enter a two-way left turn lane more than 500 feet prior to making the turn;

(ii) if traffic in the two-way left turn lane extends beyond 500 feet, the operator of a vehicle intending to turn left may enter the two-way left turn lane immediately upon reaching the last vehicle in the two-way left turn lane;

(d) the operator of a vehicle that has turned left into the two-way left turn lane may not travel in the lane more than 500 feet unless the operator intends to turn left and Subsection (3)(c)(ii) applies; and

(e) the operator of a vehicle may not travel straight through an intersection in a two-way left turn lane.

(4) (a) The Department of Transportation and local authorities in their respective jurisdictions may cause official traffic-control devices to be ~~[placed and require and]~~ erected that direct ~~[that]~~ a different course from that specified in this section be traveled by turning vehicles.

(b) The operator of a vehicle may not turn a vehicle other than as directed by ~~[those]~~ official traffic-control devices erected under Subsection (4)(a).

Section 8. Section **41-6-67** is amended to read:

41-6-67. Turning around -- Where prohibited -- Visibility.

~~[(+)]~~ The operator of ~~[any]~~ a vehicle may not make a U-turn or turn the vehicle to proceed in the opposite direction;

(1) unless the movement can be made safely and without interfering with other traffic[-];
or

(2) ~~[A vehicle may not be turned to proceed in the opposite direction]~~ on any curve, or upon the approach to, or near the crest of a grade, if the vehicle is not visible at a distance of 500 feet by the operator of any other vehicle approaching from either direction.