

25 HIGH POINTS

OF THE

MODEL MUNICIPAL TRAFFIC ORDINANCE

ADOPTED BY THE

NATIONAL CONFERENCE ON
STREET AND HIGHWAY SAFETY

PUBLISHED BY

NATIONAL AUTOMOBILE CHAMBER OF COMMERCE

366 MADISON AVENUE, NEW YORK, N. Y.

Resolution Endorsing the Model Municipal Traffic Ordinance.

(Adopted by the Board of Directors, National Automobile Chamber of Commerce, September 6, 1928)

Believing that the Model Municipal Traffic Ordinance drafted by the National Conference on Street and Highway Safety (Hoover Conference) represents a forward step in motor transportation, and

Believing that this Ordinance will result in the saving of human life, and

That it is a benefit to the traveling public, and

That it will bring about uniformity and clarity in traffic regulations, and

That it is in accord with sound legal views and principles,

WE, THEREFORE, HEREBY RESOLVE:

That the National Automobile Chamber of Commerce endorse the Model Municipal Traffic Ordinance.

That it urge the adoption of this ordinance in all municipalities in order that laws may be uniform, so that motor transportation may be operated with greater safety and efficiency.

Model Municipal Traffic Ordinance Calls for Changes to Make Travel Safer.

Twenty-five Important Features.

1. Recommends the creation of an official traffic body in each city to co-ordinate all municipal agencies in matters of traffic regulation control and enforcement.

2. Recommends the establishment of a division of traffic engineering and the employment of a city traffic engineer in cities where there is a serious traffic problem.

3. Recommends the adoption of uniform official traffic signs and signals.

4. Recommends the installation of traffic control signals on streets where traffic is heavy in order to speed up the movement of vehicles and safeguard pedestrians.

5. Provides that where traffic signals are used the movement of traffic shall be directed by the words "Stop", "Go" or "Caution or Wait" or by the use of colored lights.

6. Where colored lights are used "Red" shall indicate "Stop", "Green" shall indicate "Go" and "Yellow" shall indicate "Caution or Wait".

7. Provides that pedestrians shall be given the right-of-way over vehicles at all crossings, except where traffic is regulated by an officer or signals.

8. Provides that pedestrians shall yield right-of-way to vehicles at all places other than crossings, but drivers of vehicles must always exercise the care for safety of pedestrians.

9. Provides that where traffic is controlled pedestrians must yield the right-of-way to vehicles proceeding under a "Go" signal, while vehicles must yield to pedestrians who are crossing or have started to cross under a "Go" signal.

10. Provides rules regarding driving past street cars and provides that vehicles must not remain on street car tracks after the street car has signalled.

11. Provides that railway trains and street cars shall not block the streets.

12. Provides that vehicles shall not stop in certain specified places on streets.

13. Provides for the establishment of loading zones for passenger and freight vehicles.

14. Buses and taxi cabs are prohibited from parking in places other than designated stands or zones, except that they may be permitted to stop at other places to take on or let off passengers.

15. Provides that parking shall be entirely prohibited in certain places and that parking time shall be limited in certain designated places.

16. Provides that no vehicle be permitted to park in such a manner that less than 10 feet of the width of the roadway is left available for the free movement of traffic.

17. Provides that all-night parking be prohibited.

18. Provides that the use of a vehicle on the streets for the primary purpose of displaying advertising shall be prohibited.

19. Provides that all vehicles shall keep on the right side of the street, and that slow moving vehicles keep as closely as possible to the right curb, except where conditions make it impracticable.

20. Provides that right turns shall be made from the right hand curb and that left turns shall be from the traffic lane nearest the center of the street. In making left turn vehicle shall pass to the right of the center of the intersection, unless otherwise directed.

21. Provides that all left turns shall be made on the "Go" signal, unless otherwise directed by a police officer.

22. Provides that turning around shall be prohibited unless movement can be made in safe and without backing or interference with other traffic.

23. Provides that vehicles emerging from alleys or private driveways shall stop before proceeding across sidewalk.

24. Provides that all vehicles shall come to a stop before entering a "through street".

25. Provides that vehicles left unattended on street shall have brakes set and engine stopped, and that parked vehicles shall be equipped with proper lights at night.

NOTE: The Model Municipal Traffic Ordinance does not include such basic regulations as those relating to limitations on size, weight and speed of vehicles, restrictions relating to equipment and lighting on vehicles, the licensing of operators and chauffeurs, the registration of vehicles, certificate of title, rules of the road, and others. Such regulations and requirements are set out in the State Motor Vehicle Laws. The Committee felt that these regulations should not be included in a city ordinance except where constitutional provisions require such repetition in order to obtain local enforcement. Such provisions were specifically included in the Uniform Vehicle Code, drafted and approved by the National Conference on Street and Highway Safety in 1926. The Model Ordinance has been prepared as supplemental to and in conformity with the Uniform Vehicle Code.

Copies of the complete Municipal Ordinance may be obtained without charge from Legislative Department, National Automobile Chamber of Commerce, 366 Madison Avenue, New York, N. Y.

