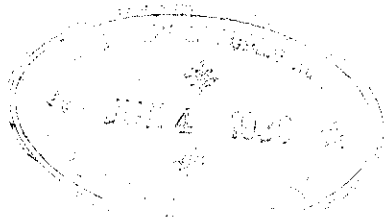


NATIONAL CONFERENCE  
ON STREET AND HIGHWAY SAFETY

REPORT OF THE

**Committee on Uniform  
Traffic Regulation**

APPOINTED BY  
THE SECRETARY OF COMMERCE



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THIS REPORT is one of five issued for consideration in advance of the Third National Conference on Street and Highway Safety. The reports are: I—Protection of Railway Grade Crossings and Highway Intersections; II—Maintenance of the Motor Vehicle; III—Measures for the Relief of Traffic Congestion; IV—Uniform Traffic Regulation (accompanied by Uniform Vehicle Code, Model Municipal Traffic Ordinance and Manual of Standard Street Traffic Signs, Signals and Markings as revised); V—Traffic Accident Statistics. Copies of all of these and of earlier Conference publications can be obtained from the National Conference on Street and Highway Safety, 1615 H Street N.W., Washington, D. C.

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## Committee on Uniform Traffic Regulation

*Hon Robert P. Lamont, Chairman,  
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Washington, D. C.*

SIR: The Committee on Uniform Traffic Regulation appointed by you submits the following report, together with the accompanying Uniform Vehicle Code, Model Municipal Traffic Ordinance and manual of street traffic signs, signals and markings, all of which are recommended for adoption.

The Uniform Vehicle Code, including Acts I—Registration Act, II—Anti-Theft Act, III—Operators' and Chauffeurs' License Act, and IV—Act Regulating Traffic on Highway—was developed in 1926 by the National Conference on Street and Highway Safety in collaboration with the National Conference of Commissioners on Uniform State Laws, endorsed by the American Bar Association and recommended for adoption by states. It has been adopted in whole or substantial part, or has been used as the basis for revision of existing motor vehicle laws, by approximately half of the states.

The Model Municipal Traffic Ordinance was drafted in 1928 by a Committee of the National Conference on Street and Highway Safety to afford municipalities a uniform basis for local traffic regulation in harmony with the Uniform Vehicle Code. It has been adopted, or the principles of regulation laid down therein have been applied, by a substantial number of important cities and towns in different parts of the United States. Most of its provisions have also been incorporated in the laws of two states, New Jersey and Wisconsin, thus obtaining by legislative action complete uniformity of traffic regulation within the state except as to parking and other strictly local matters.

The Committee's study of experience with the Uniform Vehicle Code and the Model Municipal Traffic Ordinance discloses that the Code and Ordinance have proved distinctly successful in application, and with few exceptions are today adequate for the purposes for which they were intended.

There are, however, certain modifications in both the Code and the Ordinance which the Committee believes desirable to take account of recent changes that have come about in the conditions of motor traffic, and to afford to the states the opportunity to expedite uniformity in traffic regulation by incorporating in the state law some of the provisions heretofore carried in the Model Ordinance.

Preparatory to formulating this report the Committee first reviewed the four acts of the Code and the Model Ordinance. Account was taken of all criticisms or suggestions which had been received by Conference headquarters during the period since these documents were originally published. Prior to the first meeting of the Committee a complete digest was made of the laws regulating traffic in all the states and a similar digest of the traffic ordinances of a substantial number of typical cities and smaller municipalities which had adopted the Model Ordinance in whole or in part. As a result of these studies and from the experience of its members the Committee identified a number of features of the Code and Ordinance of which it believed revision to be desirable. At meetings extending over a period of months, and with the aid of experienced legal counsel in drafting the text of such changes and the rearrangement of the Code and Ordinance provisions indicated above, the Committee developed the drafts which it submits herewith.

The important changes recommended are not numerous. Besides the transfer to the Uniform Code for state adoption of numerous provisions heretofore carried in the Model Municipal Ordinance, the changes recommended which are deemed desirable because of changed conditions in motor traffic cover the following principal subjects:

(a) *Speed Regulations*—With the improvements made in the automobile, in highway construction and in traffic control measures, greater highway speeds consistent with safety can be allowed under favorable conditions, but correspondingly greater safeguards must be provided against unfavorable conditions, and responsibility for safe operation must be more definitely placed upon the driver.

(b) *Operating Rules for Wide Roadways*—Large scale development of traffic in multiple lines requires recognition in the operating rules with proper safeguards applicable to such conditions.

(c) *Right of Way and Turns at Intersections*—To safeguard and facilitate traffic movement, rules conforming to the best practices and ruling of the court are required.

A number of other modifications of technical or administrative features are recommended, together with numerous minor changes in language necessary on account of the interrelationship of many sections of the Code and Ordinance.

The Committee has also given careful consideration to the problem of uniformity in traffic control through standardization of traffic signs, signals and markings. It has reviewed the manual prepared for the Conference by the American Engineering Council proposing standards for application within municipalities. In agreement with the Council's Committee it has prepared the attached revised manual, which it submits and recommends for adoption by all municipalities.

The American Engineering Council's manual was completed in 1929 after consideration of reports on existing types of signs, signals and markings in use in more than 100 cities and towns and after consultation with officials of those municipalities. The standards recommended are in harmony with those adopted by the American Association of State Highway Officials and the United States Bureau of Public Roads for application on rural highways. The rural signs code has been adopted by practically all of the state highway departments. The American Engineering Council standards have already been applied in more than 33 municipalities throughout the country. The changes now proposed in the municipal standards are minor in character and mainly for the purpose of clarification or technical correction. Both the rural and municipal standards are in harmony with the Uniform Code and Model Ordinance.

Being convinced that the Uniform Vehicle Code, Model Municipal Traffic Ordinance and the standard traffic signs, signals and markings provided for by the manuals mentioned above will

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afford a uniform system of traffic regulation based on sound principles and conforming to the best existing regulations and practices to insure the safe and expeditious movement of traffic, this Committee recommends them for adoption.

By the Committee:

WILLIAM E. METZGER,

*Chairman.*

Washington, D. C.

April 21, 1930.

**PUBLICATIONS SUBMITTED WITH THIS REPORT:**

Uniform Vehicle Code:

Act I—Uniform Motor Vehicle Registration Act.

Act II—Uniform Motor Vehicle Anti-Theft Act.

Act III—Uniform Motor Vehicle Operators' and Chauffeurs'  
Act

Act IV—Uniform Act Regulating Traffic on Highways.  
Model Municipal Traffic Ordinance.

Report on Street Traffic Signs, Signals and Markings.