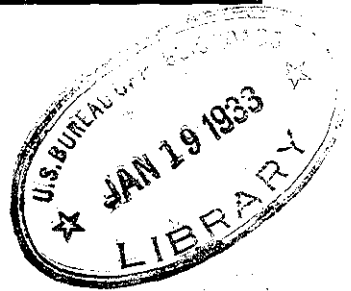

UNIFORM TRAFFIC LAWS



*The Uniform Vehicle Code as the Basis
for Nationwide Uniformity in
Motor Vehicle Regulation*

**NATIONAL CONFERENCE ON STREET
AND HIGHWAY SAFETY
WASHINGTON, D. C.**

**Associations cooperating with the Department of Commerce
in organizing and financing the National Conference
on Street and Highway Safety**

AMERICAN AUTOMOBILE ASSOCIATION
AMERICAN MUTUAL ALLIANCE
AMERICAN RAILWAY ASSOCIATION
AMERICAN TRANSIT ASSOCIATION
CHAMBER OF COMMERCE OF THE UNITED STATES
MOTOR AND EQUIPMENT WHOLESALERS ASSOCIATION
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NATIONAL AUTOMOBILE CHAMBER OF COMMERCE
NATIONAL BUREAU OF CASUALTY AND SURETY UNDERWRITERS
NATIONAL SAFETY COUNCIL
RUBBER MANUFACTURERS ASSOCIATION

FOREWORD

This pamphlet has been prepared in response to a demand for presentation in convenient form of the salient features of the Uniform Vehicle Code recommended by the National Conference on Street and Highway Safety as a standard for the regulation of street and highway traffic.

It is intended to bring out the importance of uniformity in the essential provisions of motor vehicle laws for the convenience of state officials and others and to offer a ready means of checking these provisions against their present state laws and determining what changes may be needed to bring them into harmony with accepted present day standards.

The experiences of the states which have adopted the Uniform Vehicle Code in whole or part, or have revised their existing motor vehicle laws, bringing them into harmony with it, offer convincing evidence of its utility and effectiveness in restricting the toll of traffic. It is on these experiences that the arguments for the essential features of the Code herein advanced are based.

Copies of the complete text of the Uniform Vehicle Code or other publications listed at the end of this pamphlet may be obtained in limited number without cost on request from the National Conference on Street and Highway Safety, 1615 H Street, N. W., Washington, D. C.

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INTRODUCTION

"The increasing demands upon our highways from a growing population, the development of new uses, the imposition of modes of transportation not contemplated when they were created, have brought about congestion, confusion and conflict until the yearly toll of traffic accidents has reached an appalling total. If the death and disaster that now fall upon innocent people, through the year and over our country as a whole, were concentrated into one calamity we would shudder at the tremendous catastrophe. The loss is no less disastrous because diffused in time and space."

Former President Calvin Coolidge made the foregoing statement before the First National Conference on Street and Highway Safety in 1924. It may be appropriately applied to the present day situation despite the fact that much has been done during the intervening years to improve traffic conditions.

Accident Situation

During the year 1931, traffic accidents in the United States were responsible for 33,500 fatalities. The additional number of non-fatal injuries resulting from motor vehicle accidents is indeterminate, since there is at the present time no accurate information available for the country as a whole regarding such accidents. However, the experience of the cities and states which do obtain accurate information on such accidents indicates that there are about 35 nonfatal injuries to each fatality. On this basis there are approximately 1,000,000 nonfatal motor vehicle injuries each year.

Many accidents which result neither fatally nor in personal injury are responsible for very substantial property damage. According to the most reliable estimates presented to the National Conference on Street and Highway Safety, the combined cost of personal injury and property damage resulting from traffic accidents amounts to more than \$1,000,000,000 per year.

During the ten-year period, 1920-1930, motor vehicle accidents increased approximately 140 per cent, and since 1926 they have increased at a more rapid rate than automobile registrations.

While all types of vehicles have been more frequently involved in accidents in recent years, the greater share of the responsibility for the increase belongs to the private passenger car, which was involved in 80 per cent of all fatal and 81 per cent of all nonfatal

accidents reported in 1931, as compared with 67 per cent of the fatal and 71 per cent of the nonfatal accidents in 1927.

Motor vehicle registrations in 1931 numbered 25,814,103 and the number of persons operating these vehicles was approximately 35,000,000. Manifestly there is a potential hazard involved in the operation of the millions of high powered vehicles which are being driven on our highways today at the rates of speed the laws permit.

The automobile industry, conscious of its responsibility in improving the traffic situation, is producing motor vehicles with better brakes, better headlights and better steering mechanism, but also with more speed and power, and there has been a steady increase not only in the total number of deaths, but also in the number per 1,000 cars. All of this emphasizes the pressing need for more careful qualification and control of drivers through the enactment and administration of the best possible laws.

Uniform Regulations Needed

At present there is a chaotic situation due to complex, confusing and conflicting traffic regulations in many jurisdictions together with lack of adequate control of the driving practices of motor vehicle operators.

The licensing of operators after examination by competent examiners under the supervision of the state motor vehicle department, indicating a reasonable knowledge of motor vehicle law and an acceptable degree of ability in the operation of a motor vehicle, is required at the present time by less than half the states, although the experience of the states which have adopted the license law furnish abundant and indisputable evidence of its efficiency as a safety measure.

The importance of standard rules of the road relating to such important features as speed regulation, right of way, overtaking and passing and the need for proper standards regarding equipment, including brakes, lights and warning devices, and of suitable specifications for the weight, height, width, overall length of vehicles and trailers and permissible loads, are obvious, yet there is a wide variation in the provisions of the various state laws with respect to these features.

In many states in the past, motor vehicle administration has been made a routine function added to the duties of an official or department having a main function quite remote from control of vehicle operation. Under such conditions there can hardly be the comprehensive and continuous control, the effective enforcement or the meeting of new problems called for by present day conditions.

The office of commissioner or registrar of motor vehicles has been created in some 19 states; the Department of Public Works, State Board of Public Roads, State Highway Commission or an officer thereof registers vehicles and enforces the motor vehicle laws in nine states; the Secretary of State performs the duties of vehicle registrar in 14 states; and various other state officials or commissions discharge these functions in the six remaining states.

Demands for improvement in the traffic accident and congestion situation brought about by such conditions as have been mentioned in the foregoing pages have come from many sources.

Chambers of commerce, automobile clubs, safety organizations, insurance companies, the press, women's clubs, parent-teacher associations and many other organizations, as well as the automotive industry itself, have been thoroughly aroused by the steadily increasing number of traffic accidents and the rising cost of traffic congestion. Convinced that traffic accidents and congestion can be materially lessened through proper remedial measures and encouraged by the results obtained where such measures have been adopted, many local organizations have individually and cooperatively carried out traffic betterment programs in their respective territories with a view to acquainting the general public with the facts of the problem confronting it and enlisting popular support for effective corrective measures.

Uniform State (Not Federal) Laws Key to Situation

The proposal that a federal law be enacted to regulate street and highway traffic throughout the country has come at different times from various sources. The proponents of traffic regulation through national action contend that only through such a course will there be identical requirements in every jurisdiction. The National Conference on Street and Highway Safety has from the beginning taken the position that centralization of highway traffic control in the Federal Government is undesirable, that such control is primarily for the states and that uniform traffic regulation has its foundation in uniform state laws.

The Conference holds that it is a proper function of the Federal Government to assist in gathering the best experience in each part of the country so that it may be applied elsewhere with a view to establishing rules at once adequate and uniform. Their practical application, however, is held to be the responsibility of the states and municipalities, while their final effectiveness is dependent upon the fullest cooperation and support of the general public.

Advantages of Uniformity

While there are in every state certain conditions which present peculiarly local problems and for which provision must be made in the state motor vehicle law, the essential characteristics of traffic regulation do not vary materially. Among the many advantages of uniformity the following are among the most important:

1. The replacement of diverse and conflicting state motor vehicle laws by uniform standards for motor vehicle operation results in more ready understanding on the part of motorists of the regulations effective in each state.

2. Uniform application and enforcement of traffic regulations is made possible.

3. Motorists are less frequently subject to arrests and convictions for unintentional or inadvertent traffic violations when requirements are identical in every jurisdiction.

4. The danger of accidents is greatly lessened by removing uncertainty as to legal requirements and through the opportunity under uniform regulations to anticipate the actions of other drivers. This has particular reference to such matters as the giving of signals before changing direction of movement, the right of way rule, the effect of stop requirements at arterial highways, pedestrians' rights and duties and provisions relating to meeting, overtaking and passing vehicles.

5. Uniform regulations add further to safety by reason of uniform requirements for efficient standard equipment, including lights, brakes, warning devices, and limitations on the size and weight of individual vehicles or combinations of vehicles.

6. Reduction of accidents involves the actual saving of lives, decrease in personal injuries and lessening of property damage, representing most commendable humanitarian measures, and the saving of a substantial part of economic losses amounting to more than one billion dollars annually.

Manifestly the most convincing arguments in favor of the Uniform Vehicle Code are to be found in the experiences of the states which have adopted it. The impelling reasons for its adoption, together with the benefits which have already accrued and further benefits to be derived from more widespread adoption, are found in the following statements made by the Governors of some of the states which have adopted the greater part of the Code to date:

"Realizing the advantages of a codification of separate statutes regarding the use and operation of motor vehicles, the Pennsylvania General Assembly in 1927 enacted what was then and is now known as the Pennsylvania Vehicle Code, which Code is based in general on the recommended Uniform Vehicle Code as drafted by the National Conference on Street and Highway Safety.

With the exception of a few subsequent amendments necessary for our particular conditions in Pennsylvania, that Code is still in effect and has proven entirely satisfactory.

"Pennsylvania was operating a Certificate of Title Law prior to the enactment of our Vehicle Code of 1927, and the chief advantages of this particular part of the Uniform Code are that the market for stolen automobiles has been greatly reduced and theft insurance rates in Pennsylvania have been materially decreased.

"We likewise had a law requiring the examination of new operators, and of course the advantages of such a provision for regulating the actions of drivers through possible withdrawal of the driving privilege, the weeding out of incompetency and the elimination of reckless or dangerous drivers are self evident.

"The adoption of uniform traffic standards is of importance because of the tremendous increase in interstate traffic by motor vehicles, and it is obvious that much confusion can be avoided if foreign operators coming into Pennsylvania understand that our general traffic laws are similar to those in operation in their home states."—HON. GIFFORD PINCHOT, *Governor of Pennsylvania.*

"With the advent of the motor vehicle and the consequent evolution and development of our highway transportation, the travel by individuals on our highways is no longer confined to the immediate locality of their residence or business, but is now countrywide, without regard to state or for that matter national boundary. Consequently, it is apparent that to facilitate the free movement of this traffic, to make it as free from hazards as possible, and to save the individual traveler from possible embarrassments, it is important that the traffic regulations and customs of enforcement be as nearly uniform as possible.

"With these thoughts in mind, the pertinent portions of Act IV of the Vehicle Code proposed by the National Conference on Street and Highway Safety were embodied in the Highway Traffic Act adopted by the Legislature in 1927, and it has been proposed to further amend the Act at the coming session so as to bring it still further in line with the latest recommendations of the National Conference."—HON. FLOYD B. OLSON, *Governor of Minnesota.*

"The underlying reason for the adoption of the Uniform Vehicle Code by the State of Delaware in 1929 was the public sentiment created by cooperative work on the part of those interested in public safety, those engaged in motor vehicle sales and those responsible for administration of laws relative to registration, licenses and highway control.

"It is the opinion of this group that the benefits arising therefrom have been worthwhile and greater benefits will be derived from its universal adoption.

"To this decision I give my hearty approval."—HON. C. DOUGLASS BUCK, *Governor of Delaware.*

THE UNIFORM VEHICLE CODE—HISTORY

The First National Conference on Street and Highway Safety was called in 1924 by Honorable Herbert Hoover, then Secretary of Commerce, and was participated in by a large number of interested groups from all parts of the country. These groups comprised men and women representing every element of the public having understanding and experience in traffic matters—highway and police authorities of the country, representatives of educational institutions, automobile and insurance industries, construction engineers, groups interested in town planning and in the promotion of national safety, organized labor and chambers of commerce. Special committees had previously been appointed to study and report upon the following important factors in the traffic situation: statistics, traffic control, construction and engineering, city planning and zoning, insurance, education, the motor vehicle and public relations.

An outstanding feature in the committee reports and in the decisions of the Conference itself was the emphasis upon lack of uniformity in the traffic laws and regulations of the various states and the failure of many communities to benefit by the experience of others. A Committee on Uniformity of Laws and Regulations was accordingly appointed in 1925 and requested to prepare for submission to a second general meeting of the National Conference a Uniform Vehicle Code intended as a guide to the different states. This work was done in cooperation with a Committee of the Commissioners on Uniform State Laws, after a thorough study of existing state laws, many desirable provisions of which were incorporated in the Code. Committees were also appointed to report on statistics, public relations, enforcement, causes of accidents and metropolitan traffic facilities.

The Second National Conference on Street and Highway Safety was held in March, 1926, at which the Code was considered in detail and certain revisions made. The Code was subsequently endorsed by the National Conference of Commissioners on Uniform State Laws and the American Bar Association.

During 1929-1930 the Conference Committee on Uniform Traffic regulation reviewed the Code and recommended certain revisions which were regarded as desirable in the light of experience in the states in which the Code had been adopted and in order that it might meet present day conditions more fully.

In May, 1930, the Third National Conference on Street and Highway Safety was held. That Conference, which was participated in

by delegates from nearly every state in the Union, including official representatives appointed by the Governors of forty-two states, considered in detail the proposed revisions and, after making certain further changes, recommended the Uniform Vehicle Code as revised for adoption by all the states. The revised Code was also approved by the National Conference of Commissioners on Uniform State Laws and the American Bar Association.

To date thirty-four states have adopted the Code in whole or substantial part, or have revised their existing laws in harmony with it. It is noteworthy that the states which revised their laws in 1931 followed the language of the text very closely.

To attain nation-wide uniformity it is manifestly of the greatest importance that every state adopt and enforce not merely the same general principles of regulation but uniform rules following in so far as is possible an accepted standard, in order that the application of the general principles shall be the same in all states.

Statements as to the advantages of the various provisions of each of the four Acts will be found on succeeding pages, while a summary of the principal provisions of each Act is given in Appendix A.

UNIFORM MOTOR VEHICLE REGISTRATION ACT

(Act I of the Uniform Vehicle Code)

This Act not only provides for the registration of motor vehicles but also for proper administrative organization to handle motor vehicle matters in each state.

The motor vehicle law of every state now requires motor vehicles to be registered with a designated state department. Many of the present laws, however, are inadequate, lack uniformity and omit some of the essential features embodied in the Uniform Motor Vehicle Registration Act.

Registration of motor vehicles, with issuance of license plates and registration certificates on a standard basis, serves three primary purposes, viz:

1. It gives a safety factor by affording a means of identification of owners and operators of motor vehicles involved in traffic accidents and traffic violations.
2. It affords a means of tracing, identifying and recovering stolen vehicles by particular reference to the engine and/or serial number of such motor vehicle.
3. It is universally employed as a revenue measure through the collection of registration fees.

The Uniform Motor Vehicle Registration Act contains definite provisions to accomplish the above purposes, with details carefully formulated to meet administrative problems. Full reciprocity between the states is provided for.

Experience of the states which have adopted the most progressive measures for traffic control shows clearly the importance of up-to-date effective administrative machinery, with authority for comprehensive control over motor vehicle operation centralized in a responsible state motor vehicle administrator.

Present day conditions in the densely populated states with high concentration of motor vehicles are held by traffic authorities to warrant the creation of a new department (Motor Vehicle Department) for the sole purpose of administering the motor vehicle laws as provided in the Act. In some of the less populous states, with traffic problems of lesser magnitude, the duties of Motor Vehicle Commissioner may be assigned to an existing state official empowered through a division of his department to exercise the same comprehensive control over motor vehicle operation. This is provided for as an alternative.

The duties of the Motor Vehicle Department, and of the Commissioner and officers of the Department, as set forth in detail in the Act, are based on the most modern approved practice in the states having had the most extensive experience in these matters.

The publication and posting of certain classes of records at least once a month is required of the Department as a means of furnishing valuable information to those directly interested in the work of the Department and to the general public.

The interchange of basic traffic information between the states is of immeasurable value in the administration of their motor vehicle laws, as, for example, in tracing, locating and recovering lost and stolen cars. The Act accordingly requires that copies of appropriate records shall be forwarded to the vehicle commissioners of all states.

An important activity of the Motor Vehicle Department is the accurate reporting and analysis of traffic accidents. This affords a basis for effective accident prevention work. A provision of the Act requires the Motor Vehicle Department to prepare suitable forms for accident reports and authorizes supply thereof to police and sheriffs' offices and other suitable agencies.

The interests of the public are safeguarded by a provision which fixes the responsibility of owners of motor vehicles for-rent-without-drivers for the negligence of those renting the same. The penal provisions which the Act contains with respect to receiving or transferring stolen vehicles or the operation of vehicles without the owner's consent are held to be important factors in suppressing "hit and run" drivers and the activities of organized automobile theft "rings." Manufacturers and dealers are recognized as having need for special provisions, incorporated in the Act, with respect to the operation of vehicles for demonstration purposes or while being temporarily operated from points of manufacture or delivery by rail to dealers' premises, warehouses or other particular points.

The Act has been so framed as to permit ready adoption in every state in substitution for any existing registration acts without confusion but rather with resulting standardization of practice and procedure in registration and allied matters throughout the United States.

UNIFORM MOTOR VEHICLE ANTITHEFT ACT

(Act II of the Uniform Vehicle Code)

The causal relation between motor vehicle thefts and accident hazards was recognized by the First National Conference on Street and Highway Safety. The Conference recommended that all states should adopt automobile title certification as one of the most important and effective means for reducing thefts and by virtue of this also a measure for improving the public accident situation.

Automobile theft losses for the calendar year 1931 amounted to \$24,875,000 on insured cars alone, according to the figures of the National Automobile Underwriters Association. Since insured cars constitute about one-third of the total number of cars registered in the United States, the total annual losses are probably in excess of \$75,000,000.

To these losses by theft must be added those suffered by innocent purchasers of stolen cars who on presentation of proof of ownership by the rightful owner lose both car and the amount involved in the fraudulent sale. Another form of fraud reported by the National Association of Finance Companies to be rapidly increasing is the conversion or embezzlement of cars sold on the deferred payment plan.

The ease with which stolen cars may be disposed of where there is lack of a system of adequate information on stolen, unlawfully taken or recovered motor vehicles has been responsible for the increase in thefts and frauds. This deficiency can be remedied by the enactment of certificate of title laws by the states. Only half the states have such laws at the present time. A thief may, therefore, steal a car in a state having a title law and dispose of it quite readily in a state not having such protective legislation. Obviously the maximum benefit of a certificate of title law in any state, therefore, will be realized only when all states have title laws with uniform provisions.

To meet the problem a Uniform Motor Vehicle Antitheft Act has been included as Act II in the Uniform Vehicle Code. This Act has been drafted to aid in preventing or discouraging motor vehicle thefts, based on the best experience in states having title laws. If enacted in its entirety, proper coordination of all provisions will be facilitated.

By providing the necessary information regarding stolen, unlawfully taken or recovered automobiles through the establishment and careful maintenance of motor and serial number indexes, the cer-

tificate of title system materially enhances the chance of recovery. Under the Act reports of stolen, unlawfully taken or recovered automobiles are made by the police to the Motor Vehicle Department, which publishes these records regularly and furnishes them to each local sheriff and police department and to the Motor Vehicle Departments of other states. Records of all cases reported, both by the local police and the Motor Vehicle Departments of other states, are maintained.

The records of motor and serial number of all cars registered are permanent records—not simply annually compiled cross indexes—and they identify registered cars regardless of registration plate number, which changes annually, and regardless of persons claiming title other than the owner of record. The Act requires that all applications other than for annual renewal registration shall be checked against these records.

Penal provisions are included in the Act respecting the altering or changing of motor or serial numbers. The licensing of dealers in used vehicles and the maintenance by such dealers of records of purchase and sales required under the Act works to protect the purchaser of a used motor vehicle against the innocent acquirement of stolen or unlawfully taken property.

The certificate of title issued for each car under the Act is good for the life of the car or until ownership changes. Upon transfer of ownership the certificate is endorsed by the owner and delivered to the transferee, who surrenders it with an application for a certificate in his own name.

The Act has been so framed as to permit of its adoption in a state already having a registration act or simultaneously adopting the Uniform Motor Vehicle Registration Act. In either case the easy administration of the Antitheft Act as supplementary to and in harmony with registration provisions is facilitated. Also, the Act is so designed that it may appropriately take the place of present antitheft acts, thus bringing antitheft and certificate of title legislation into harmony in all of the states. The present act does not conflict with nor is it intended as a substitute for the chattel mortgage laws in the different states.

Direct benefits which can be expected to accrue to the states as a result of the enactment of the Uniform Motor Vehicle Antitheft Act (Act II of the Uniform Vehicle Code) may be summarized as follows:

1. The maintenance of accurate descriptive records and certificates of title reduces the market for stolen cars.

2. The records required under the Act enhance the chance of recovery of stolen and unlawfully taken cars.

3. The danger of discovery and capture in possession of a stolen car created by the system of adequate dissemination of theft information will restrain the thief and will also discourage frauds, since the car ownership is established through the descriptive record in spite of fraudulent statements.

4. A uniform antitheft law will help to stabilize the used car market, which at present is affected by stolen or wrongfully converted cars offered at low prices.

5. Another material benefit which has followed the adoption and efficient administration of certificate of title laws has been the reduction of automobile theft insurance rates.

The experience of the State of Pennsylvania as disclosed by a report of the State Motor Vehicle Department for the first ten months of 1931 may be cited as a specific example of the saving in theft insurance premiums brought about through the operation of Pennsylvania's Certificate of Title Law, which is in conformity with the Uniform Antitheft Act of the Uniform Vehicle Code. The following is taken from the report:

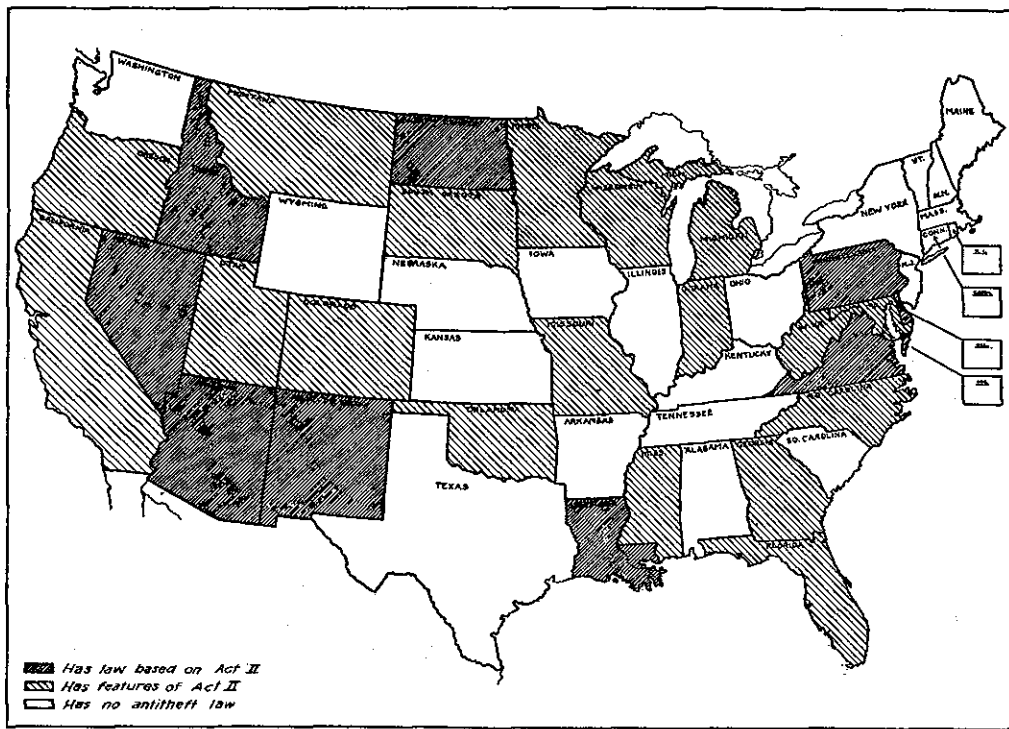
"Since Pennsylvania's motor vehicle title law became effective in 1923, there has been a reduction in motor vehicle theft insurance premiums in the State of from 30 to 35 per cent.

"In the first 10 months of the year 3,757 motor vehicles have been reported stolen in Pennsylvania. To date, 2,791 have been recovered. If an attempt is made to dispose of the balance of these stolen motor vehicles to residents of Pennsylvania, it is practically an assured fact that the Commonwealth's title records will enable recovery of such vehicles.

"However, many of the cars which have not been recovered have been taken to states having no certificate of title law. There a fictitious bill of sale will probably enable the thief to dispose of a vehicle.

"Until the 48 states of the Union are operating under the same system, there will always be a dumping ground for stolen automobiles.

"The results obtained through the establishment of the certificate of title law as an instrument to establish and transfer ownership of motor vehicles are very gratifying."



Status of Adoption of Uniform Motor Vehicle Anti-Theft Law
 (Act II of Uniform Vehicle Code)

UNIFORM MOTOR VEHICLE OPERATORS' AND CHAUFFEURS' LICENSE ACT

(Act III of the Uniform Vehicle Code)

Benefits in the form of a 31 per cent differential in motor vehicle fatalities in the states having standard drivers' license laws as compared with the other states prove the efficacy of a properly administered law requiring the examination and licensing of motor vehicle operators before extending to them the privilege of use of the highways. The growing number of states which have lately enacted such protective legislation may of itself be regarded as evidence of the increased acceptance of the principle that the unlimited use of the highway by motor vehicle operators is not an inherent right but a privilege, the granting of which is contingent upon the presentation of evidence of fitness to operate a motor vehicle safely.

Twenty-one states and the District of Columbia now have a drivers' license law with examination of all new drivers. In 1926 only 10 states had such laws. In six of the present licensing states, however, the examinations are conducted by local officials with little or no supervision by the state motor vehicle authorities.

The enactment by a state of the Uniform Motor Vehicle Operators' and Chauffeurs' License Act provides immediately new measures of control over the motor vehicle driver. First, through the examination feature, drivers manifestly unfit for the privilege of operating a motor vehicle are weeded out. This does not, however, unduly restrict or discourage motor vehicle operation. While experience shows that about 25 per cent of the applicants for a driver's license fail on first examination—about half of them by reason of insufficient knowledge of the traffic laws and the remainder because of inability to operate a car with reasonable safety—only about 3 per cent finally fail. Probably some of the remaining 22 per cent who fail to pass the examination on the first attempt make no further attempt, but most of them pass a subsequent examination after having acquired the needed additional proficiency in operation, and the necessary knowledge of traffic rules, or both. The new driver is thus impressed at the very beginning of his driving experience with the close attention given by the state to the individual driver. This instills in his mind a greater respect for the law than he might otherwise have had without this personal experience. Second, through the suspension or revocation of his license for certain offenses, mandatory for major ones, the indifferent or reck-

less driver is restrained from driving for a period of time. In extreme cases involving gross negligence, recklessness or incapacity the restraint may be permanent.

The drivers' license law, by requiring a record of operators and a violation and accident experience file, provides an accurate source of basic information necessary for the development of effective accident prevention activities.

The Uniform Motor Vehicle Operators' and Chauffeurs' License Act contains many provisions which the cumulative experience of the states having such laws indicates are desirable. Among these are three provisions which are regarded as of prime importance and are embodied in each of the most effective drivers' license laws in force at the present time. The three essential features of the law are:

1. That there should be a strong centralized bureau with a competent man in charge. (Act I of the Uniform Vehicle Code, providing for the establishment of a Department of Motor Vehicles, furnishes a suitable form of organization.)

2. That this bureau should be vested with authority to grant operators' and chauffeurs' licenses as well as to suspend and revoke licenses for proper cause, recognition being given to the right of appeal to the courts except where revocation is made mandatory under the provisions of the law.

3. That all new drivers be given licenses only after examination from which it has been determined that they have a reasonable knowledge of the traffic laws and regulations and are competent to operate a motor vehicle with reasonable safety to themselves and other users of the highway.

Besides these basic features the Act sets up definite requirements before a license will be issued, together with other essential provisions for the administration of the system.

The adoption of standard drivers' license laws to date in twenty-one states and the District of Columbia has been accomplished through the persistent activities of interested organizations and individuals in bringing to the attention of state and municipal officials and the general public the seriousness of the traffic accident situation and the urgent need for effective means of dealing with it. The generous support given to these local promotional activities by the press has been of inestimable value.

Some opposition has been encountered from certain groups who regarded the drivers' license law as inimical to their interests. Such difficulties as have been encountered in the past in promoting adoption of the license law have resulted largely from lack of full under-

standing of some of its basic provisions. These objections have largely been dissipated through the dissemination of supplementary explanatory information on those features to which objections have been made. This information has been assembled by the National Conference on Street and Highway Safety out of the experience of the states with strong drivers' license laws which have dealt most effectively with the traffic problem. Some of the specific objections which have been raised against the license law, statements by motor vehicle commissioners and others in refutation of such contentions, and certain important functions of the law and administrative details are worthy of careful consideration.

It has been contended that the establishment of a State Department of Motor Vehicles as a separate entity would be an undesirable delegation of authority to an individual, likely to result in abuse of power. Experience in the states where a strong centralized bureau has been established contradicts this. The activities of the motor vehicle department are so open to public notice and attention that any miscarriage of the intent or purpose of the motor vehicle act would quickly come to light, when public resentment and condemnation would speedily insure adequate corrective treatment.

Some apprehension has been felt in certain sections that the enactment of a drivers' license law might create sales resistance on the part of potential buyers of motor vehicles. The contrary has proved to be the case, since automobile registrations have shown on the whole a larger increase in the states where the license law is in effect than in the non-license states. The National Automobile Chamber of Commerce supports the view that fear of accident in the mind of the prospective purchaser of a motor vehicle, where there is a prevailing condition of disorderly traffic of unlicensed drivers, is a far greater deterrent to automobile ownership than the necessity for complying with the requirements of the drivers' license law.

The objection is also made that any fee charged for the drivers' license by the Motor Vehicle Department would be an additional burden on the already heavily taxed motorist. The answer to this objection is that the people of the state are paying for a license law whether such a law is on the statute books or not. They are paying dearly for it in those states where the law is not in force—far more dearly than need be—through an excessively heavy toll in lost lives, personal injuries and property damage. Motor vehicle owners and operators who carry automobile liability insurance are compelled to pay more for such insurance. This is owing to the fact that higher loss ratios compel the companies writing such insurance to charge higher rates.

The real question as to the cost of the drivers' license to the motorist is whether he can afford to be without it, since the states where the license law is in effect have automobile fatality rates 31 per cent less on a comparable basis than do the non-licensing states. The objection to the cost of the license also loses force when the fee is not used to produce additional revenue but fixed at the lowest possible level consistent with efficient administration.

From rural sections has come the objection that the minimum age limit of 16 years in the standard law would impose a hardship on children in those sections by depriving them of the right to drive to and from the local school or village. This objection is met by lower age limits or daytime junior licenses good only in limited areas. Applicants for these junior licenses would be required to pass the examination provided for all new drivers, and the standard license law requires that applications of minors must be signed by the parent, guardian or employer.

The value of the examination feature, regarded by the Conference as a distinguishing characteristic of the standard license law, is sometimes questioned, and the contention is made that it is an unnecessary and unwarranted inconvenience to the prospective operator and does not insure subsequent safe operation. The contention is untenable. Knowing that he will be required to pass an examination, the new driver will familiarize himself in advance with the traffic rules and regulations and will acquire reasonable proficiency in driving before making application for his driver's license. Failure to pass the first test requires further study of the traffic rules and additional practice in driving before a license may be had, which may reasonably be expected to raise the standard of operation on the part of new drivers and with it the factor of safety. Experience in the states requiring examination of all new drivers supports this view.

Doubts as to the effectiveness of the licensing system are now answered by overwhelming evidence. The following figures from official statistics are worthy of study:

Northeastern standard licensing states (New Hampshire to Maryland inclusive)—increase from 1920 to 1931 in registrations, 222 per cent; increase in fatalities, 128.5 per cent.

Middle western standard or non-licensing states (Ohio, Indiana, Illinois, Wisconsin, Minnesota, Missouri, Nebraska)—increase from 1920 to 1931 in registrations, 157 per cent; increase in fatalities, 216 per cent.

Southern non-licensing states (North Carolina, Florida, Mississippi, Tennessee, Kentucky, Louisiana)—increase from 1920 to 1931 in registrations, 229 per cent; increase in fatalities, 403 per cent.

These figures are in line with the well known fact, already cited, that the standard licensing states show an average of 31 per cent lower accident rates as compared with the rest of the country. This differential has increased each year and this shows that improvement not only occurs in the years immediately following adoption of the license law but continues progressively.

In the standard licensing states competent state motor vehicle departments are constantly working to weed out the reckless and incompetent drivers. These departments also provide focal points for intelligent consideration of all measures for traffic betterment and serve as great educational influences. In states without licensing laws or with substandard laws the motor vehicle department or bureau generally serves only as a tax licensing office.

Examination Details.—The examination of new operators is not the fearsome ordeal it is sometimes represented to be. The applicant is examined as to his qualifications to operate a vehicle safely, which can usually be determined by a simple test. Ability to read English sufficiently to understand traffic signs and signals, knowledge of the motor vehicle laws of the state pertaining to rules of the road, and reasonable ability to operate a car safely are standard requirements in all examinations. Where a road test is required it usually includes a demonstration of the driver's ability to handle his car safely in traffic, with special attention given to starting and stopping, backing and turning around. The Uniform Act contemplates that where possible the examination be conducted by state traffic officers or inspectors, or other officers under the direct supervision of the Motor Vehicle Department. It is found that this removes the likelihood of local pressure or favoritism influencing approval of the application. It is appreciated, however, that in some states of large area, or where the state department has a limited personnel, it may be necessary as a matter of convenience to applicants to permit the Department to call upon sheriffs, chiefs of police, or other agencies to assist in conducting the examinations; but these local examinations should be under strict control by the state.

Suspensions, Revocations and Court Appeals.—It has been the experience in many states that the withdrawal of the driving privilege is a most successful deterrent against reckless driving. The imposition of fines has been found in general to be ineffective. Although suspensions and revocations of licenses are relatively few, on the basis of cars registered, it must be remembered that a considerable number of potentially unfit and dangerous drivers have been kept off the highways as the result of examination, while other applicant drivers who were on the border line had first to develop

and establish their fitness to operate a car before the privilege was granted to them.

With respect to appeals from the decision of the Vehicle Commissioner, either in the case of refusal to grant a license or the suspension or revocation of a license previously granted, the experience of the states indicates that such appeals have on the whole been so few in number and so generally unsuccessful as to be negligible. This may be regarded as a most favorable commentary on the wisdom and justice of the decisions of the motor vehicle commissioners.

Statements by Motor Vehicle Commissioners

The following statements are typical of expressions from responsible motor vehicle administrators as to the value of the standard drivers' licensing system as embodied in the Uniform Operators' and Chauffeurs' License Act (Act III of the Uniform Vehicle Code).

"Oregon's method of conducting operators' examinations and the provisions of its law, including the regulations on revocations and suspensions of licenses, have been approved by national authorities in motor vehicle administration. A study of the methods of examining operators in other states was largely responsible for the system that was built up and adapted to Oregon, and our State profited to no small extent by the experiences and experiments in other sections of the United States."—HON. HAL E. HOSS, *Secretary of State, Oregon*.

"I think the results obtained in states that have had a drivers' license law for several years had more bearing on the passage of the law in this state than anything else."—WILLIAM A. STEVENS, *Superintendent of Motor Vehicle Department, Iowa*.

"This law has been in effect since the inception of the office of the Commissioner of Motor Vehicles in 1910, and the various rules and regulations requiring the oral, eye and driving tests were adopted twelve years ago. They have been the means of preventing persons who are inexperienced in driving, and who are physically and temperamentally unfit, from operating a motor vehicle.

"We hope more states will enact laws governing the operation of motor vehicles, because it makes for safety not only at home but also when the motorist travels."—COL. E. AUSTIN BAUGHMAN, *Commissioner of Motor Vehicles, Maryland*.

"I most strongly urge the adoption of a drivers' examination law in the States of the Union that do not yet possess the same.

"A motor vehicle in the hands of an incompetent person is, in my opinion, as great a menace to the safety of either the walking or the riding public as a maniac running amuck with a loaded revolver.

"In New Jersey a driver's license has been required for all motor vehicle operators since 1906. In 1913, the Commissioner of Motor Vehicles instituted the system of examinations and the system has been in effect since that year. Our examination consists of a practical road test in which the applicant is required to demonstrate his ability to operate a motor vehicle. He is also required to pass an eye test and a written test. The written test comprises about ten questions dealing with the principal features of the Motor Vehicle

Law. A questionnaire has been printed for the benefit of new drivers which enables them to prepare for the examination in a more satisfactory manner than by studying the pamphlet containing the entire law. The eye test has been required only within the past few years, and, in our opinion, is really necessary. Despite the fact that our visual acuity test requires but 30 per cent of normal vision, we have found it necessary, during the last calendar year, to reject 4,832 applicants who were below this mark. We believe this alone would almost justify the existence of the examination system.

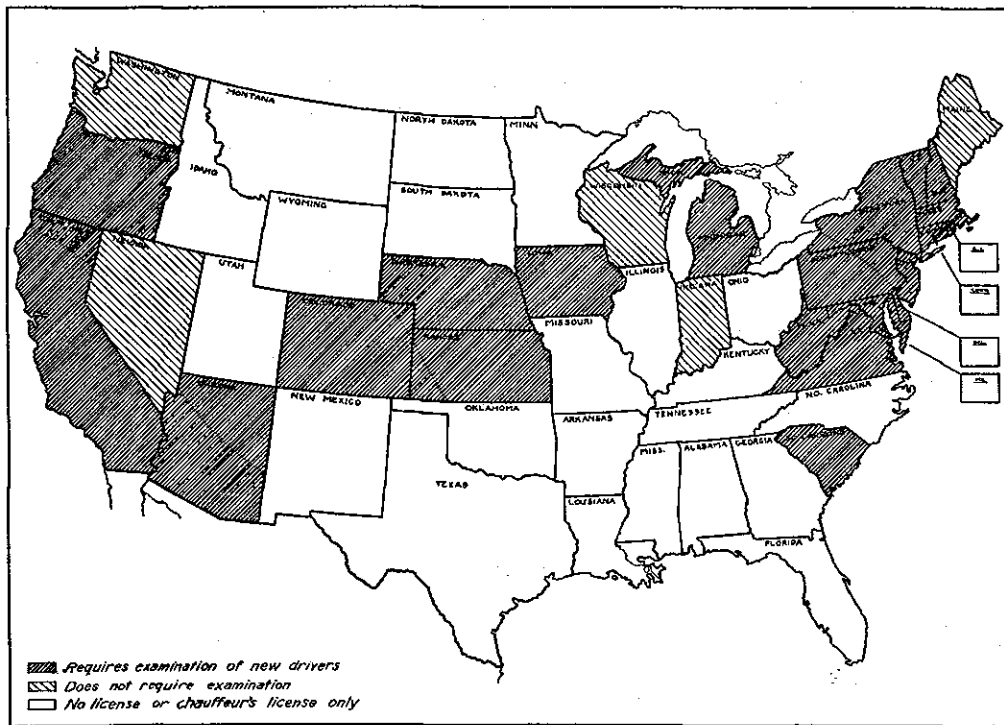
"National statistics show a tremendous balance in favor of the licensed states as against the non-licensed states in the question of fatalities.

"In New Jersey applicants are required to sign their names and read the ordinary road signs. Applicants who are suffering from any physical defect or infirmity are given a very special examination by several of the inspectors. If such an applicant can prove to the satisfaction of the inspector that he can safely operate a motor vehicle, a conditional license is issued.

"It is evident that any person who intends to operate a motor vehicle would naturally spend more time in preparation if he knew that he would be subjected to an examination. Aside from the personal contact with the inspection force and the applicant, the fact that the applicant must have a knowledge of the fundamentals of the Motor Vehicle and Traffic Laws is of tremendous value in equipping the applicant so that ignorance of the law cannot possibly be advanced as an excuse for accidents.

"It can be said in all sincerity that upon the driver rests almost the entire responsibility for the avoidance of accidents. Thorough training, therefore, is of vast importance, and no driver should be allowed to operate a motor vehicle who has not given at least a practical demonstration of his ability to drive with safety.

"The issuance of a driver's license brings the operator into closer relationship with the licensing powers, and it develops the thought that the driver is accountable to the authorities for the proper use of his license privilege. It also enables the Department of Motor Vehicles of this State to exercise better supervision over the motor vehicle operator. If an applicant has been disqualified for any reason, such as a serious violation of the law or a serious physical infirmity, which would incapacitate him, the name of such an applicant is placed on our prohibitory list, and if he should attempt to obtain a license, we can readily refer to our records on file at this office showing that his former application has been rejected. For the purposes of record and identification, therefore, the licensing system is absolutely necessary."—HAROLD G. HOFFMAN, *Commissioner of Motor Vehicles, New Jersey.*



Status of Adoption of Uniform Operators' and Chauffeurs' License Law
 (Act III of Uniform Vehicle Code)

UNIFORM ACT REGULATING TRAFFIC ON HIGHWAYS
(Act IV of the Uniform Vehicle Code)

The Uniform Act Regulating Traffic on Highways (Act IV of the Uniform Vehicle Code) has been incorporated in the Code in recognition of the need for establishing proper present day uniform standards for motor vehicle operation and equipment. There have also been incorporated in the Act important provisions relating to traffic regulation in cities and towns, so that uniformity in urban traffic control can now be established in large measure through state law enactment.

While all of the states have some form of rules of the road and equipment requirement laws, these have in the past been designed largely without reference to any nationwide standard. Many of them have not been revised recently to meet present day conditions, and contain provisions out of harmony with the requirements of adjoining states as to identical matters. This individualistic development of state motor vehicle laws, with contradictory regulations in different jurisdictions, has resulted in confusion, failure to obey regulations, hazard to all concerned and delay in traffic movement. Uniformity of traffic regulations is an obvious need of the times.

To the few simple rules which sufficed for the regulation of traffic when locomotion was by means of slow moving horse-drawn vehicles have been added many others which present day traffic conditions require. The rule of driving on the right hand side of the roadway (except on one-way and certain laned highways) has been retained, as has also the requirement of passing vehicles approaching from the opposite direction on the right, and yielding half the roadway. To these have been added further rules governing right of way, overtaking and passing vehicles proceeding in the same direction, giving of signals on starting, stopping or turning, speed restrictions and other important regulations pertaining to vehicle operation.

The matter of speed regulations is recognized by traffic authorities as being one of the most difficult problems with which they have to deal. After careful review of current practice, the National Conference on Street and Highway Safety concluded that neither fixed limits, prima facie rules nor abolishing of speed limits altogether were satisfactory and that present day conditions and experience in the different states required a more effective method of meeting the situation. The new speed regulations incorporated in Act IV, while retaining the more desirable features of former prac-

tice, eliminate at the same time those which experience has shown to have been useless and ineffective.

Greater flexibility in the speed regulations and more drastic penalties for speed which is unsafe under the conditions are provided in the new Uniform Code regulations. The Code declares as a basic rule that at all times speed shall be reasonable and prudent, having regard to all of the conditions. This means that motorists and enforcement officers in determining what is an appropriate speed must have regard to the width and condition of the highway, the existence of curves or intersections and the traffic then on the highway.

In further emphasis and explanation of the basic rule, it is definitely required that motorists shall drive at such speed as to be able to stop before coming into collision with others observing the rules of the road and ordinary requirements of due care. This represents, in fact, the custom of most drivers and is a fair and sound requirement to be set forth in the law. Further, it is illegal to violate this basic law irrespective of the actual speed in miles per hour. This permits arrests and convictions for speeds either above or below the indicated miles per hour for the different districts.

The Code indicates certain speeds above which certain added responsibilities are placed upon the motorist. These are twenty miles for business districts, twenty-five for residential districts, forty-five in rural territory, fifteen when passing schools and at railway grade crossings where the view is obstructed, twenty-five at ordinary railway grade crossings and twenty at highway intersections where the view is obstructed. These are not to be taken as maximum limits and speeds in excess of them are not to be considered as illegal. It depends entirely on the conditions under which the speed was made.

The importance of these indicated speeds is apparent, however, from the text of the Code in two respects: (1) Speed in excess of that indicated for the particular district or location which violates the basic rule as to safe driving under the conditions is punishable by the penalties prescribed for reckless driving, and (2) speed in excess of that indicated combined with other violations, such as violating the right of way rule, is also recognized as particularly dangerous and for these offenses the Code provides the same punishment as for reckless driving.

The Conference was definitely of the opinion that speed regulations as provided in the Code would permit and facilitate rapid movement of vehicles under proper conditions, while the public would still be safeguarded through the drastic penalties provided for

driving at speeds unsafe for the conditions or coupled with violation of other safety rules.

It is recognized that some training of enforcement officers and education of the public is necessary to the successful application of these regulations, but it was the judgment of all concerned that they offer the most promising solution of the problem of correlating speed and safety.

Another very important traffic provision dealt with in the Uniform Act Regulating Traffic on Highways relates to right of way, frequently the subject of controversy as well as a prolific source of accidents. In accordance with the prevailing provisions of laws and ordinances throughout the country and the decisions of the courts, the Act places a reasonable limitation upon the right of way of through traffic or that coming from the right at intersections. This tends to make both drivers somewhat more cautious. There are three different situations to which an identical principle is applied in thus limiting the right of way, namely, in passing an uncontrolled street intersection without turn, on entering a through highway or in making a left turn. The whole idea is to put both drivers in a position of responsibility for avoidance of accident instead of giving one a complete right of way over the other, which he might assert in a ruthless or even a reckless manner.

The wide variation in the traffic regulations of cities and towns within the same state, as well as in different states, has caused endless confusion, congestion and accidents. It was to meet this situation that there was incorporated in Act IV of the Uniform Vehicle Code, for adoption by states, numerous provisions relating to traffic regulation in cities and towns. This does not abrogate the rights of cities and towns with respect to matters strictly within the province of municipal traffic regulation, such as authority of police, designation of crosswalks, safety zones and traffic lanes, prohibition of left turns, restrictions on loading or unloading in certain places, regulation of stopping and parking of buses and taxicabs, parking prohibitions and restrictions applying to all traffic, designation of one-way streets or limitations on turning around and backing. Such local regulations, provided for in the Model Municipal Traffic Ordinance (see Appendix B), usually need to be covered by ordinance in each municipality and are not generally suitable to be dealt with by state law.

The provisions relating to cities and towns which have been incorporated in the Code deal with traffic signs, signals and markings; pedestrians' rights and duties; street cars and safety zones; prohibition of stopping, standing and parking in specified places, and

other miscellaneous rules for the further protection of the general public which should be on a uniform basis throughout each state and, as far as practicable, throughout the country.

A traffic control signal legend has been included in both the Code and the Model Municipal Traffic Ordinance in recognition of the importance of establishing a uniform meaning to the standard traffic control indications. In the absence of such uniform interpretation as is provided for in the Code and Ordinance, many diverse and contradictory meanings have been given to the various colors and indications employed in traffic control signals. For example, in many states a yellow signal, whether alone or in combination with green, is frequently interpreted as indicating merely "caution," whereas the Code and Ordinance give yellow the definite meaning that traffic approaching the intersection shall stop without entering the intersection if it can so stop with safety. This is recognized by traffic authorities as being most important from the safety standpoint, as many collisions at intersections are due to failure to prescribe and enforce this meaning of the yellow light.

Since pedestrian and vehicular traffic continues for the most part to intermingle, segregation having been accomplished in only a few instances, it is essential that definite provisions be made regarding the respective rights and duties of pedestrian and motorist. The Code gives the right of way to the pedestrian crossing a street or highway at a crosswalk, marked or unmarked. He is required, however, to yield the right of way to vehicles at all other points. The rights and duties of pedestrians at controlled intersections are also prescribed.

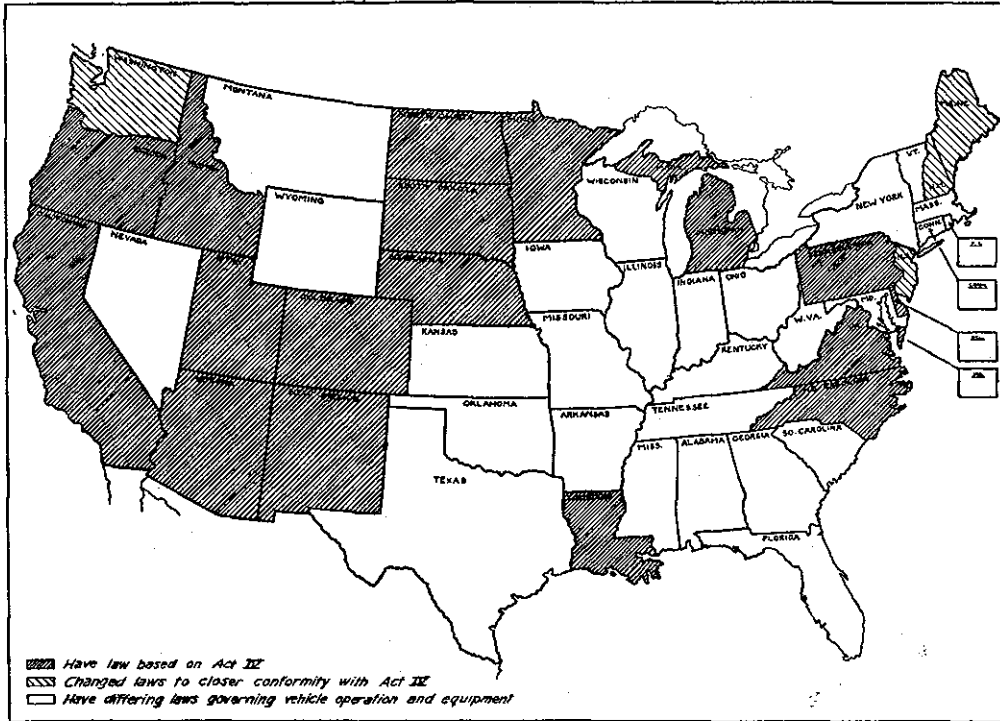
There are in every community certain locations where stopping, standing or parking even for limited periods would create serious accident hazards or congestion. Provisions carefully worked out on the basis of experience are included in the Act to cover this.

Along with uniformity in rules of the road, it is important that equipment requirements of vehicles in all of the states should conform to an accepted standard. The equipment requirements of the Code cover such essential features as lights, brakes, horns and warning devices, mirrors and windshield wipers. Care has been exercised in the development of the Code to avoid imposing rigid specifications that would hamper further improvements in the development of the motor vehicle and what were formerly regarded as accessories but are now included as standard equipment. The Code requirements may be supplemented by additional rules established by the state motor vehicle departments, which are also authorized to inspect vehicles at any time.

The size, weight and construction of motor vehicles are recognized as having an important bearing on safety in the use of highways, and the Code contains provisions relating thereto. In the last two years, however, since the Code was drawn up, there has been a tendency toward the adoption of legislation prescribing size and weight limits different from those indicated in the Code. In recognition of this tendency, manufacturers and operators of motor equipment and representatives of State Highway Departments and the Federal Bureau of Public Roads have recently drawn up recommendations, which have been approved by the American Association of State Highway Officials as to desirable limits. To the extent that these limits differ from those indicated in the Uniform Vehicle Code, the Executive Committee of the National Conference recommends that the Code limits be regarded as suspended pending possible further review by the Conference. Further details regarding these points is given on pages 49 and 50 of Appendix A.

The Code imposes specific duties in the event of accident. Severe penalties are prescribed for failure of a driver involved to stop, identify himself and render aid. The required reporting of accidents and the compilation of accident statistics by the State Department showing the number, cause and location of accidents should furnish a means of reaching the accident problem and minimizing its serious consequences.

It is the opinion of officials, traffic authorities and others that uniformity in motor vehicle regulations upon sound basic principles will have the most far reaching effect in facilitating traffic movement with freedom from conflict between different units of traffic and consequent reductions in the tremendous toll of life and property being exacted each year in traffic accidents throughout the United States.



Status of Adoption of Uniform Law Regulating Traffic on Highways
(Act IV of Uniform Vehicle Code)

PROMOTIONAL PROGRAMS

Responsibility for protection of life, limb and property on the streets and highways and the orderly flow of traffic thereon lies with the state and local authorities. The purpose of the National Conference on Street and Highway Safety and its participating organizations is to aid the responsible public officials in improvement of conditions and to promote the adoption of measures necessary to these ends.

With the conclusion of the Third National Conference in May, 1930, at which the Uniform Vehicle Code, the Model Municipal Traffic Ordinance and reports recommending other important measures for traffic betterment were finally approved, the purposes for which the Conference was originally called in 1924 have been but partly accomplished. The problem remaining before members of the Conference and the public at large is the organization of constructive action for putting the Conference recommendations into effect on a wider scale so that the benefits to be derived from their adoption may be as general as possible.

The following resolution was adopted by the Second National Conference held in 1926:

"Resolved, that the members of this Conference from each state be and are hereby requested to serve as an organization committee for their respective states, to promote the adoption of the Conference recommendations through state, regional and local conferences or other appropriate organizations."

In the succeeding years many such conferences were held and excellent results were generally obtained. A resolution of the Third National Conference in 1930 again emphasized in the following words the importance of putting the Conference program into effect:

"... The Conference has considered and adopted reports covering every phase of this vital and complex problem, and the members thereof, representing nearly every state and important civic or business group in the nation, return to their communities and to their official, professional and business responsibilities inspired with a deep determination to make the recommendations of this Conference effective. . . ."

As is clear from the record of legislation adopted and resultant benefits already cited, there has been substantial progress in the accomplishment of the purpose indicated in this resolution. The record also shows, however, that much still remains to be done.

State highway and motor vehicle departments and associations of state and municipal officials directly responsible for the construction and maintenance in safe condition of the public highways, the ad-

ministration of the motor vehicle laws and other closely related matters will welcome cooperation in the interest of greater safety, comfort and convenience to all users of the highways.

Certain groups by virtue of their organization and experience in traffic betterment matters are in position to take a leading part in such cooperative efforts or to lend support thereto.

Automobile clubs constantly working in the interest of the private automobile owner and fully conversant with motor vehicle laws, traffic regulations and other factors relating to the safety, comfort and convenience of the motorist are in position to emphasize the importance of uniform and effective laws and regulations, standard traffic signs, signals and markings, proper enforcement and education of the motoring public in traffic matters.

Chambers of commerce, representing organized business, have a vital interest in the traffic situation from the standpoints of both safety and relief of traffic congestion.

Safety councils, interested primarily in improvement of the accident situation, have successfully taken a leading part in traffic conferences and can be counted on for active support.

Engineering societies are in position to give valuable technical advice and have made a substantial contribution to the standardization of traffic signs, signals and markings.

The National Conference of Commissioners on Uniform State Laws and the American Bar Association have endorsed the Uniform Vehicle Code recommended by the National Conference on Street and Highway Safety for state enactment, and members of local bar associations will naturally cooperate in furthering adoption of the Uniform Vehicle Code.

Other organizations which have cooperated in efforts for improved safety conditions include women's clubs, parent-teacher associations, labor unions, luncheon clubs, veterans' organizations and other civic and welfare bodies.

The Conference has found that in nearly every locality there is at least one organization that may be counted on to sponsor a street and highway traffic improvement program. There is no fixed rule as to which organization can best do this. Whatever organization the community looks to for leadership in such matters will in general naturally assume the initiative in sponsoring the movement, and other interested organizations can serve best, according to the Conference, by supporting the effort. Coordinated promotional activity insures concerted action with the greatest concentration of effort where it is most needed.

APPENDIX A

SUMMARY OF UNIFORM VEHICLE CODE

In the following pages are given summaries of each of the four Acts of the Uniform Vehicle Code. Copies of the full text of the Code, each act in a separate pamphlet, with explanatory notes, are available on request to National Conference on Street and Highway Safety, 1615 H Street, N.W., Washington, D. C.

UNIFORM MOTOR VEHICLE REGISTRATION ACT

(Act I of the Uniform Vehicle Code)

Vehicle Commissioner.—Registration of motor vehicles and enforcement of the vehicle act are centralized in a separate department or bureau. (See Section 2.)

Note. This provision is regarded as making for the most efficient administration in densely populated states with heavy concentration of motor vehicles. An alternate provision designating the state authority in charge of registration of motor vehicles as the vehicle commissioner, with full power, is offered for less populous states with correspondingly lower vehicle concentration.

Duties of Department and Commissioner.—Duties of the department and the vehicle commissioner are defined. (See Section 3.)

Offices of Department.—The location of the central office of the vehicle commissioner is specified as being in the state capitol. Branch offices may be established in other places in the state if necessary. (See Section 4.)

Records of Department.—All registration and license records are to be public records and open to inspection. (See Section 5.)

Posting of Records.—Records of stolen and recovered motor vehicles and of suspensions and revocations of operators' and chauffeurs' licenses are to be posted at least once each month and copies furnished to police departments and sheriffs' offices throughout the state and to the motor vehicle commissioner of each state. (See Section 6.)

Accident Statistics and Reports.—Accident statistics and reports and the interchange of basic information between states necessary for adequately safeguarding the interests of motor vehicle owners and operators are required of the department. (See Section 7.)

Owner to Secure Registration.—Every owner of a motor vehicle, trailer or semitrailer (each defined in the Act) must register such vehicle before it may be operated on the highways. (See Section 8.)

Exempt from Registration.—Exemption from registration is provided for certain farm and road machinery not intended for regular operation on the highways. (See Section 9.)

Application for Registration.—A standardized procedure is provided for applying for registration of all vehicles, with specific provision for registration of vehicles rented without drivers. (See Section 10.)

Register of Applicants to Be Kept.—A register of applicants for registration is required to be kept by the department. (See Section 11.)

Registration Cards.—A registration card, with proper identification records, is issued by the department upon registering a vehicle. (See Section 12.)

Registration Card to Be Carried.—The registration card must be in possession

of the operator or carried in the vehicle at all times while the vehicle is in operation on a highway. (See Section 13.)

Number Plates Furnished.—Number plates are furnished by the department on registering a vehicle. (See Section 14.)

Display of Plates.—Number plates must be displayed on both front and rear of motor vehicles and trailers. Motorcycles and semitrailers are required to display but one plate attached at the rear. (See Section 15.)

Renewal of Registration.—Registration must be renewed each year. (See Section 16.)

Registration Expires on Transfer.—On transfer of ownership registration expires. (See Section 17.)

Note. An alternate provision permits registration and plates to go with the car. (See Section 17a.)

Registration by Manufacturers and Dealers.—Reasonable latitude is given manufacturers and dealers to move and demonstrate vehicles without the expense of separate registration of each vehicle held for sale. (See Section 18.)

Manufacturer to Give Notice of Sale or Transfer.—Manufacturers or dealers are required to give written notice to the department of the sale or transfer of a vehicle on official forms provided by the department. (See Section 19.)

Registration by Non-Residents—Reciprocity.—The fullest reciprocity practicable as between states is contemplated in the Act. (See Section 20.)

Lost Certificates or Number Plates—Duplicates.—Lost certificates or number plates may be replaced on payment of required fee. (See Section 21.)

Suspension of Registration on Notice of Theft or Embezzlement.—Registration of stolen or embezzled vehicles will be suspended by the department on proper notice from owner. (See Section 22.)

Owners of For-Rent Cars Liable for Negligence of Drivers.—The owner of a vehicle rented without a driver is liable for the negligence of the renter. (See Section 23.)

Owner of For-Rent Cars to Maintain Records.—A record of the identity of the renter of a vehicle and the exact time the vehicle is the subject of such rental must be kept by the owner. (See Section 24.)

When Registration Shall Be Refused.—The department may refuse to register a vehicle under certain conditions. (See Section 25.)

When Registration Shall Be Rescinded.—The department is empowered to rescind and cancel the registration of any vehicle for cause. (See Section 26.)

Violation of Registration Provisions.—Certain acts in violation of registration provisions are made unlawful. (See Section 27.)

Registration Fees. (See Section 28 and note thereto.)

Exempt from Registration Fees. (See Section 29 and note thereto.)

When Fees Delinquent—Penalties.—Left for determination by each state. (See Section 30.)

Disposition of Registration Fees. (See Section 31.)

Unlawful taking, transfer or injury to vehicle and penalties are covered in Sections 32-37.

UNIFORM MOTOR VEHICLE ANTI-THEFT ACT

(Act II of the Uniform Vehicle Code)

Application of Act—Exemptions.—The Act applies to all motor vehicles required to be registered with the exception of those owned by the federal, state or municipal government, traction engines, road rollers, or police motorcycles. (See Section 2.)

Certificates of Title Required.—Owners of all registered motor vehicles, with

the foregoing exceptions, are required to obtain certificates of title before being permitted to operate on the highway. (See Section 3.)

Application for Certificate.—Application for a certificate of title must be made upon appropriate form furnished or approved by the department, and must give a full description of the vehicle, including engine and serial numbers. (See Section 4.)

Note. Every application must be accompanied by an established fee, which shall be in addition to any fee charged for registration. A certificate of title is good as long as the vehicle remains in the same ownership.

Department to Issue Certificate.—The department, before issuing a certificate of title, is required to check the engine and serial numbers in the application against the engine and serial number indexes of registered cars as well as against the stolen and recovered motor vehicle index. These indexes are required to be maintained by the department under the provisions of Sections 5 and 12, respectively, of this Act. (See Section 5.)

Registration Cards.—A registration card with proper identification records is issued by the department upon registering a vehicle. (See Section 5½.)

Note. This section may be omitted from this Act in those states where the Uniform Motor Vehicle Registration Act, which contains an identical provision, is enacted.

Endorsement and Delivery of Certificate upon Sale or Transfer.—The former owner is required to endorse the certificate of title and deliver same to the new owner upon the sale or transfer of his title or interest in or to such vehicle. (See Section 6.)

The Department to Maintain Transfer File.—The department is required to retain and appropriately file every surrendered certificate of title. (See Section 7.)

Refusal to Issue Certificate of Title or Rescission of Registration or Certificate.—The department is authorized to refuse to issue a certificate of title or register a car and to rescind the registration or certificate of title in certain cases. (See Section 8.)

Duplicate Certificates.—On satisfactory evidence of loss of a certificate of title or registration card a duplicate may be issued by the department on payment of the established fee. (See Section 9.)

Making False Statement.—Making a false statement in connection with any requirement of this Act is declared unlawful and penalties are prescribed in a subsequent section. (See Section 10.)

Altering or Forging Certificate a Felony.—The altering with fraudulent intent of any certificate of title or registration card or forging or counterfeiting thereof is made a felony. (See Section 11.)

Report of Stolen, Unlawfully Taken or Recovered Cars.—The department is required to maintain a stolen car record, to post such record, and to interchange information regarding stolen cars with other states. (See Section 12.)

Altered or Changed Engine or Serial Numbers.—On furnishing satisfactory evidence of ownership to the department, the owner of a motor vehicle the engine or serial number of which has been altered, removed or defaced may obtain a special number for such vehicle. (See Section 13.)

Receiving or Transferring Stolen Vehicles.—Knowingly possessing or transferring a stolen vehicle is made a felony under this Act. (See Section 13½.)

Note. Identical provision is contained in the Uniform Motor Vehicle Registration Act (Act I) and need not be repeated if the latter has been incorporated in the state law.

Dealers in Used Vehicles Must Be Licensed.—No person is permitted to deal

in used vehicles unless licensed to do so by the department under the provisions of this Act. Exception is made in the case of the manufacturer or importer of motor vehicles or his subsidiary or selling agent who may buy or take in trade and sell any used vehicle of his own make without such license. (See Section 14.)

Department to Issue License Certificate.—A license entitling the holder to carry on and conduct the business of a dealer in used vehicles may be obtained from the department on proper application and compliance with conditions incident thereto. (See Section 15.)

Records of Purchases and Sales and Possession of Certificates of Title.—Licensees are required to maintain special detailed records of used motor vehicles, trailers or semitrailers bought, sold or exchanged. (See Section 16.)

Auto Theft Fund and Enforcement.—All fees and revenues received under this Act are to be reserved for the creation of an auto theft fund to be used and expended by and under the direction of the department in carrying out the provisions of the Act. (See Section 17.)

Penalties.—Appropriate penalties are provided for violations of any of the provisions of the Act. (See Sections 18-20.)

OPERATORS' AND CHAUFFEURS' LICENSE ACT

(Act III of the Uniform Vehicle Code)

Operators' and Chauffeurs' Licenses.—No person except those exempted as mentioned below under Sections 3, 4, 7 and 13 may drive a motor vehicle on a highway unless licensed by the Vehicle Department. (See Section 2.)

Note. There are two main reasons for licensing motor vehicle drivers:

First, to prevent beginners driving until they have learned the rules of the road and how to handle a car; second, to take dangerous drivers off the highways by suspending or revoking the license. On the first of these items see the reference to Section 10 below; on the second see references to Sections 17, 18 and 19.

What Persons Are Exempt from License.—Persons driving road or farm machinery temporarily on a highway, also persons in the service of the United States Army, Navy, or Marine Corps when furnished with a driver's permit and operating an official vehicle in such service. (See Section 3.)

Non-Residents, When Exempt from License.—Non-residents over sixteen are exempt without time limit when licensed in the home state or country. A non-resident from a state or country not requiring licenses, owning and driving a car registered in the home state or country, and carrying a registration card, is exempt for thirty days only. (See Section 4.)

What Persons Shall Not Be Licensed.—An operator's license shall not be issued:

- (a) To a person under sixteen or a chauffeur's license to a person under eighteen;
- (b) To any person during the period for which such a license has been suspended or to any person within one year after such license was revoked;
- (c) To an habitual drunkard or a narcotic drug addict;
- (d) To any person who has been adjudged insane or an idiot, imbecile, epileptic, or feeble-minded unless restored to competency and not then unless the department of motor vehicles is satisfied that he is competent to operate a motor vehicle with safety;

- (e) To any person whom the department considers to be afflicted with such physical or mental disability or disease as to prevent reasonable and ordinary control over a motor vehicle, or to any person unable to understand traffic signs in English. (See Section 5.)

Age Limits for Drivers of School Buses and Public Passenger-Carrying Motor Vehicles.—Any person under eighteen is prohibited from driving a school bus, and any person under twenty-one from driving a motor vehicle carrying public passengers. (See Section 6.)

Instruction Permits.—The department may issue a temporary instruction permit to an applicant to drive for sixty days when accompanied by a licensed operator or chauffeur. (See Section 7.)

Application for Operator's or Chauffeur's License must be made on a form furnished by the vehicle department and sworn to. Every application shall state the name, age, sex and residence address of the applicant; whether heretofore licensed and, if so, when and by what state, and whether or not such license has been suspended or revoked, giving dates and reasons. (See Section 8.)

Application of Minors.—No license is to be given a minor under eighteen unless the application is signed by the applicant's father, if living, or mother or guardian, or, if none, then by his employer. (See Section 9.)

Examination of Applicants.—The department is required to examine every applicant as to his physical and mental qualifications to operate a motor vehicle with safety to persons or property and as to the existence of any fact which would bar the issuance of the license under Section 5. Such examination shall not include the investigation of any fact other than those directly pertaining to the ability to operate a motor vehicle with safety or those declared to be a prerequisite to the issuance of a license under this Act. The department may waive the examination for renewal of a license.

The department is authorized to issue operators' or chauffeurs' licenses without examination to persons of sufficient age who have valid unrevoked licenses issued under previous laws of the state or in other states. (See Section 10.)

In case the state has had no previous license law, an alternative provision authorizes the department to issue operators' or chauffeurs' licenses without examination to persons applying within three months after the passage of the Act who are of sufficient age and who furnish evidence that they have previously operated motor vehicles in satisfactory manner for one year. (See Section 10c.)

Note. The methods of examination have been well developed by experience in those states where similar laws have been in effect for several years. The examination consists of (a) a brief oral test on the motor vehicle law and rules of the road and (b) a driving test in which the applicant shows his ability to manipulate his car. A group of applicants are tested in about twenty minutes. Sometimes a simple test of vision is added. None of the states give a mental or psychological test. These tests are given to new drivers only, experienced drivers being allowed licenses without examination when the law is first passed.

Designation of Local Officers.—The commissioner may designate sheriffs, chiefs of police, marshals, or other persons to examine applicants for licenses. Such persons must make written reports of findings and recommendations to the department. (See Section 11.)

Register of Operators and Chauffeurs.—The department is required to file and index by name and number the applications for chauffeurs' or operators' licenses and maintain suitable records of licenses issued and applications denied and of all licenses suspended or revoked. (See Section 12.)

Licenses Issued to Operators and Chauffeurs.—The department is required to issue an operator's license to every person licensed as an operator and a chauffeur's license to every person licensed as a chauffeur. Chauffeurs are required to display a metal chauffeur's badge obtained from the department.

Every license must bear its distinguishing number, the name, age, residence, address and a brief description of the licensee for identification, and a space for the signature of the licensee. Every chauffeur's license must have in addition a photograph of the licensee.

The department after examination may issue a temporary driver's permit good for ten days before issuing the regular license. (See Section 13.)

Duplicate License Certificates and Chauffeurs' Badges may be issued by the department in case of loss. (See Section 14.)

License to Be Signed and Carried.—Every person licensed as an operator is required to write his usual signature with pen and ink on the license certificate, and every chauffeur to write it across the face of the photograph on the certificate. No license is valid until the certificate is so signed. The licensee must have his license in his immediate possession at all times when driving, and display it upon demand of a justice of the peace, a peace officer, or a deputy of the department. However, producing in court a license valid at the time of his arrest is made a defense of the requirement. (See Section 15.)

Expiration of Licenses.—The Commissioner may require complete relicensing of operators not more than once every three years. Chauffeurs' licenses must be renewed annually. (See Section 16.)

An alternative would require annual renewal of both operators' and chauffeurs' licenses. (See Alternate Section 16.)

Note. Some license laws require renewal of all licenses annually. On the other hand it has been urged that an operator's license, once issued, should be valid unless revoked. This, however, would give the department no information when drivers die or move away; the records would be clogged with deadwood, and changes of address would make it impossible to trace licensees. The section summarized above is believed to take care of the matter in a reasonable way by permitting the Commissioner to require renewal every three years.

Court to Report Convictions and May Recommend Suspension of License.—Every court having jurisdiction over offenses committed under this Act or any other Act regulating the operation of vehicles is required to forward to the department records of all convictions for violation of such laws and may recommend suspension of licenses. The department must consider and act upon such recommendations in such manner as may seem best. (See Section 17.)

Note. To centralize responsibility and insure uniformity in the revoking or suspending of licenses it is deemed best to place sole power of revocation and suspension in the department of motor vehicles and have judges make their recommendations to the department.

Mandatory Suspension or Revocation of License by the Department.—The department is required to revoke the licenses of persons convicted of:

1. Manslaughter resulting from the operation of a motor vehicle.
2. Driving while under the influence of liquor or drugs.
3. Perjury or making a false affidavit to the department under this act or any other law requiring the registration of motor vehicles or regulating their operation.
4. Any crime punishable as a felony under the motor vehicle laws of this state or any other felony involving a motor vehicle in its commission.
5. Conviction or forfeiture of bail upon three charges of reckless driving within the preceding twelve months.

6. Failure to stop and disclose his identity at the scene of accident causing personal injury.

If a person is convicted of operating at motor vehicle while his license is suspended or revoked the period of suspension or revocation is to be doubled. (See Section 18.)

Department May Suspend or Revoke Licenses.—(a) The department may suspend a license without hearing and without receiving a record of conviction of crime whenever it has reason to believe:

1. That the licensee has committed an offense for which mandatory revocation is provided in Section 18.
2. That a licensee has, by reckless or unlawful operation of a motor vehicle, caused or contributed to an accident resulting in death, personal injury or property damage.
3. That the licensee is incompetent to drive a motor vehicle or is afflicted with mental or physical infirmities or disabilities rendering him an unsafe driver.
4. That the licensee is a habitual reckless or negligent driver or has committed a violation of the motor vehicle laws of the state.

The licensee must then be notified at once and given a hearing before the department in his own county, after which the department either restores, extends suspension of or revokes the license.

(b) The department may suspend or revoke the right of any non-resident to operate a motor vehicle in the state for any of the above causes. If such non-resident then continues to drive he is guilty of a misdemeanor.

(c) The department may suspend or revoke the license of any resident if convicted in another state of any of the above offenses. The department is authorized to send records of conviction of non-resident drivers to their home state officials.

(d) Suspensions of license are limited to one year. Licenses that are suspended or revoked, and the badge of any chauffeur whose license is suspended or revoked, must be surrendered to the department. (See Section 19.)

Right of Appeal to Court.—Any person denied a license or whose license has been revoked, except where such revocation is mandatory, may file a petition within thirty days for a hearing in a court of record in his county, which, after ten days notice to the commissioner, is required to hear the case and determine whether the petitioner is entitled to a license. (See Section 20.)

New License After Revocation is not to be granted within one year. (See Section 21.)

When Parent, Guardian or Employer Liable for Negligence of Minor.—The person that signs the application of a minor under 18 years of age for license, as provided in Section 9, is made jointly liable for any negligence by the minor in driving a motor vehicle. (See Section 22.)

Owner Liable for Negligence of Minor.—The owners of motor vehicles permitting minors under 18 to drive, and persons who furnish motor vehicles to such minors, are made jointly and severally liable for damages caused by negligence in driving. (See Section 23.)

State, Counties and Municipalities, When Liable for Negligence of Their Employees.—These and other public corporations are made liable for damages caused by negligence of operators or chauffeurs in the course of employment. (See Section 24.)

Violation of License Provisions.—The following acts are made unlawful:

1. To display or possess any operator's or chauffeur's license known to be fictitious or to have been cancelled, revoked, suspended or altered;

2. To lend or to knowingly permit the use of any operator's or chauffeur's license, by one not entitled thereto;
3. To display or represent as one's own an operator's or chauffeur's license issued to another person;
4. To fail or refuse to surrender to the department upon demand any operator's or chauffeur's license which has been suspended, cancelled, or revoked, as provided by law;
5. To give a false or fictitious name or address in applying for an operator's or chauffeur's license, renewal or duplicate, or to make a false statement or knowingly conceal a material fact or otherwise commit a fraud in any such application. (See Section 25.)

The remaining sections, 26 to 37, relate to false affidavits, permitting unlicensed minor to drive, employing unlicensed chauffeur, permitting any violation of the Act, and driving while one's license is suspended or revoked; penalty for misdemeanors and special penalty for driving while license is suspended or revoked; and the usual provisions on uniformity of interpretation, short title, constitutionality, repeal of conflicting laws and time of taking effect.

UNIFORM ACT REGULATING TRAFFIC ON HIGHWAYS

(Act IV of the Uniform Vehicle Code)

Obedience to Traffic Regulations.—It is declared unlawful for any person to fail or neglect to comply with any rule or regulation of this Act. (See Section 2.)

Obedience to Traffic and Police Officers.—Failure on the part of any person to comply with any lawful order, signal or direction of any traffic or police officer is likewise declared unlawful. (Section 3.)

Public Employees to Obey Traffic Regulations.—Drivers of vehicles belonging to the federal, state or municipal government, county, town, district, or any other political subdivision of the state are made subject to the provisions of this Act. Specific exceptions are set forth with reference to emergency vehicles. Exception is also made of persons actually engaged in work upon the surface of a highway. (See Section 4.)

Persons Riding Bicycles or Animals to Obey Traffic Regulations.—Every person riding a bicycle or an animal upon a highway and every person driving an animal is made subject to the provisions of this Act insofar as they are applicable. (See Section 5.)

Provisions of Act Uniform Throughout State.—No local authority is permitted to enact or enforce any rule or regulation in conflict with the provisions of the Act unless expressly authorized. (See Section 6.)

Powers of Local Authorities.—Local authorities may not alter any speed limit or enact any regulations contrary to this Act except as authorized by Sections 7 and 21. They may provide for traffic regulation by officers or signals on any portion of the highway where traffic is heavy or continuous, may establish one-way traffic, regulate processions, etc., and regulate speed in parks, erecting proper signs. (See Section 7.)

This Act Not to Interfere with Rights of Owners of Real Property with Reference Thereto.—The owner of real property used for purposes of vehicular travel under sufferance may prohibit such use or impose other or additional conditions than those specified in this Act. (See Section 8.)

Authority of State Highway Commission.—The state highway commission is authorized to classify, designate and mark intrastate and interstate highways

and to provide a uniform system of marking and signing which correlates with and so far as possible conforms to the system adopted in other states. (See Section 9.)

Local Traffic Signs, Signals and Markings.—Signs may, and in some cases must, be erected and maintained by local authorities. (See Section 10.)

Obedience to Traffic Signs and Signals.—Unless otherwise directed by an officer authorized to direct traffic, all traffic signs and signals must be obeyed. (See Section 11.)

Traffic Control Signal Legend.—Definite meanings are provided for the various aspects of traffic control signals at intersections. (See Section 12.)

Display of Unauthorized Signs and Signals.—The erection and maintenance upon any highway of any sign, signal, marker or light in imitation of an official one erected under the provisions of this Act is prohibited. The erection of traffic signs bearing commercial advertising is likewise prohibited. However, the name of any organization may be placed upon any sign, signal or marker erected under authorization of the proper state or local authority. (See Section 13.)

Interference with Signs and Signals Prohibited.—It is made a misdemeanor to deface, injure, knock down or remove any sign or signal erected in accordance with the Act. (See Section 14.)

Duty to Stop in Event of Accident.—A driver involved in an accident causing injury, death or property damage must immediately stop his vehicle; give his name, address, vehicle registration number and operator's license number to the person struck or the driver or occupants of any vehicle collided with, and give reasonable assistance to any injured person including carrying him to a physician or surgeon if necessary or if requested by him. (See Section 15.)

Duty to Report Accidents.—The driver of any vehicle involved in an accident resulting in injury or death or property damage to an apparent extent of \$50 must forward a written report of such accident to the state motor vehicle department, or, in a city of town, to the police department, which must forward a copy to the vehicle department. The latter may also require drivers or police departments to file supplemental reports on forms furnished. Such reports are to be without prejudice, not open to public inspection, and not admissible in evidence in any trial arising out of the accident. (See Section 16.)

Note. The tabulation of these reports is provided for in Section 7 of the Uniform Motor Vehicle Registration Act (Act I of the Uniform Vehicle Code). The state motor vehicle department or bureau is required to prepare suitable forms for accident reports, receive, tabulate and analyze such reports and publish statistical information based thereon.

Garage Keeper to Report Damaged Vehicles.—Garages and repair shops must report to the nearest police station or sheriff's office the engine number; registration number; and name and address of the owner or operator of any vehicle brought in which shows evidence of having been involved in a serious accident or struck by a bullet. (See Section 17.)

Persons under the Influence of Intoxicating Liquor or Narcotic Drugs are forbidden to drive upon any highway under penalty of imprisonment or fine or both, and revocation of driver's license. (See Section 18.)

Reckless Driving is defined and prohibited. (See Section 19.)

Restrictions as to Speed.—The rule set forth in this Act is in two parts. Part one, which is called the basic rule, prohibits (a) driving a vehicle "at a speed which is greater than is reasonable or proper," or (b) which is greater than will permit the operator "to decrease speed or stop as may be necessary to avoid colliding with any person, vehicle, or conveyance." As a practical guide

for obedience of the rule and enforcement a second part is set forth under the title "Application of Indicated Speeds." This part indicates speeds of 15 miles per hour near schools and under similar conditions, 20 miles per hour in business districts and other special locations, 25 miles per hour in residence districts and other specified locations, and 45 miles per hour in the open country. (See Section 20.)

Note. After reviewing current practice the National Conference on Street and Highway Safety concluded that no one of the present rules was satisfactory and that modern highway conditions demanded a new policy. Fixed and prima facie rules were discarded because of their inaccurate and inflexible quality. The abolition of all speed limits was not approved, as it was felt that the practice left no guide for operators or for enforcing officers.

The indicated limits above mentioned are not speed limits. Thus, on an open highway under favorable conditions where there is no violation of the basic rule, a driver may operate at 50 miles per hour or more. In other words, speed per se is not made an offense. By the same token it is an offense to drive even at the lowest of speeds if under the conditions such action is in fact unreasonable or improper.

When Local Authorities May Indicate Higher Speeds.—Local authorities are authorized to increase the speed limits upon through streets or through highways protected by stop signs. Signs showing the permissible speed are then required. (See Section 21.)

Minimum Speed Regulation.—Unnecessarily driving at such a low speed as to impede or block the normal and reasonable movement of traffic, except in special causes requiring unusual caution, is made unlawful. (See Section 22.)

Speed Limit for Vehicles Regulated According to Weight and Tire Equipment. (See Section 23 and note thereto.)

Special Speed Limitation on Bridges.—State authorities are empowered to designate the maximum safe speed on any bridge. (See Section 24.)

When Speed Limit Not Applicable.—The speed limits set forth in the Act do not apply to authorized emergency vehicles when operated in emergencies and audible signals are given by bell, siren or exhaust whistle. (See Section 25.)

Note. It is important that the exemption from speed limits be confined to vehicles actually on emergency business in the public welfare.

Drive on Right Side of Highway.—Vehicles are required to drive on the right-hand side of the highway, and slow moving vehicles must drive as closely as possible to the right-hand edge, except when overtaking and passing another vehicle. In approaching any bridge, viaduct or tunnel, or approaching or crossing a railroad right-of-way or an intersection of highways a vehicle must travel on the right side of the highway unless the right half is out of repair or impassable. Exceptions are made in the case of one-way streets or multiple lane highways. (See Section 26.)

Special Regulations Applicable on Streets and Highways Laned for Traffic.—The State Highway Commission or local authorities, with respect to laned highways under their jurisdiction, may designate right-hand lanes for slow moving traffic and inside lanes for traffic moving at the speed indicated for the district under the Act, and when such lanes are sign-posted or marked to give notice of such designation a vehicle may be driven in any lane allocated to traffic moving in the direction such vehicle is proceeding, but when traveling within such inside lanes vehicles must be driven at approximately the speed authorized in such lanes, and the speed must not unnecessarily be decreased so as to block, hinder or retard traffic. (See Section 27.)

Passing Vehicles Proceeding in Opposite Directions.—Drivers on meeting must pass to the right, each giving to the other at least one-half of the roadway. (See Section 28.)

Overtaking a Vehicle.—The driver of the overtaking vehicle is required to pass at a safe distance to the left and not again drive to the right until safely clear of the other vehicle. If not within a business or residence district as defined, he must give warning, with his horn or otherwise, before overtaking. The driver of the overtaken vehicle must give way to the right and not increase his speed. (See Section 29.)

Limitation on Privilege of Overtaking and Passing.—Driving on the left side of the center line of a highway in overtaking and passing another vehicle is forbidden unless there is sufficient clear distance ahead to avoid impeding the safe operation of any vehicle approaching from the opposite direction or any vehicle overtaken. Overtaking is forbidden on a hill crest or curve in the highway where the driver's view along the highway is obstructed within a distance of 500 feet. (See Section 30.)

Following Too Closely.—One motor vehicle must not follow another too closely. A motor truck outside a business or residential district must not follow another motor truck within 100 feet, but this is not to be construed to prevent one motor truck overtaking and passing another. (See Section 31.)

Turning at Intersections.—Right and left turns must be made from the right or left lane of traffic respectively. A vehicle turning right must keep close to the right-hand curb or edge. One turning left must be in the lane of traffic to the right of and nearest to the center line where it enters the intersection, and upon leaving the intersection must pass to the right of the center line of the highway then entered. (See Section 32.)

Signals on Starting, Stopping or Turning.—A driver before starting, stopping or turning must first see that the movement can be made in safety, warn pedestrians by sounding the horn and signal other vehicles by the hand and arm if practicable, or by an approved mechanical or electrical signal device. The hand signal for any such movement is to be given by extending the hand and arm horizontally to the left. (See Section 33.)

Note. The single signal is less open to misunderstanding, and therefore is considered to be safer for nation-wide use than any three-position system.

Turning Around Prohibited on Curve or Near Crest of Grade.—U-turns on curves or hill crests, where the view is obstructed within a distance of 500 feet, are forbidden. (See Section 34.)

Right of Way.—On approaching an intersection the driver of a vehicle must yield the right of way to a vehicle which has already entered the intersection. When two vehicles enter an intersection at the same time the driver of the vehicle on the left must yield to the driver on the right.

The driver of a vehicle which has stopped at the entrance to a through highway must yield the right of way to vehicles within the intersection or approaching so closely on the through highway as to constitute an immediate hazard, but having so yielded may proceed and other vehicles on the through highway must yield.

A vehicle approaching an intersection must yield the right of way to a vehicle turning left within such intersection which has signaled intention so to turn, except that the vehicle about to make the left turn must yield to any vehicle already in the intersection or so close thereto as to constitute an immediate hazard. (See Section 35.)

Note. The first of the above provisions is now recognized as the general right of way rule. It does not confer an absolute right of way on any

driver, but by its language implies a qualified right of way requiring each driver to share the responsibility for preventing a collision.

The third provision is necessary to prevent indefinite blocking of an intersection by a vehicle desiring to turn left.

Exceptions to Right of Way.—A vehicle entering a public highway from a private road or drive must yield the right of way to vehicles on the highway. The right of way must be given to police and fire department vehicles upon official business and sounding a bell, siren or exhaust whistle, but such vehicles must be operated with due regard for the safety of others. (See Section 36.)

Operation of Vehicles on Approach of Authorized Emergency Vehicles.—Drivers must at such time drive to the right curb and stop until the authorized emergency vehicle has passed, unless otherwise directed by a police officer. (See Section 37.)

Pedestrians' Right of Way.—The driver of any vehicle must yield the right of way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at the end of a block, except at intersections where traffic is controlled by police officers or traffic signals, or at any point where a pedestrian tunnel or overhead crossing has been provided. (See Section 38.)

Pedestrians' Rights and Duties at Controlled Intersections.—At intersections where traffic is controlled by traffic signals or police officers, drivers of vehicles, including those making turns, must yield the right of way to pedestrians crossing or those who have started to cross the roadway on a green or "Go" signal. In all other cases pedestrians must yield the right of way to vehicles lawfully proceeding directly ahead on a green or "Go" signal. (See Section 39.)

Pedestrians to Use Right Half of Crosswalks. (See Section 40.)

Pedestrians Soliciting Rides.—It is made unlawful for pedestrians to solicit a ride from the driver of any private vehicle. (See Section 41.)

Passing Street Cars.—The driver of a vehicle may not overtake and pass upon the left, except on one-way streets, any street car proceeding in the same direction whether in motion or temporarily at rest.

The driver of a vehicle overtaking any street car stopped or about to stop to take on or discharge passengers must stop the vehicle to the rear of the nearest running board or door of the street car and keep it stationary until any such passenger has boarded the car or reached a place of safety, except that where a safety zone has been established, a vehicle need not be stopped before passing any such street car, but may proceed past such car at a speed not greater than is reasonable and proper, and with due caution for the safety of pedestrians. (See Section 42.)

Driving on Street Car Tracks.—The driver of any vehicle proceeding on any street in front of a street car must remove such vehicle promptly on signal from the street car operator. (See Section 43.)

Driving Through Safety Zone Prohibited at All Times. (See Section 44.)

Stop Required in Obedience to Signal Indicating Approach of Train.—Drivers are required to stop at railroad grade crossings if a signal gives warning of the immediate approach of a train or car. (See Section 45.)

Vehicles Must Stop at Certain Railway Grade Crossings.—A specified state authority is empowered to designate particularly dangerous grade crossings and erect stop signs. Drivers must then obey such signs. (See Section 46.)

Certain Vehicles Must Stop at All Railway Grade Crossings.—Public passenger buses, school buses, trucks carrying explosives or inflammable liquids, steam shovels, derricks and certain other vehicles are required to stop not less than 10 feet or more than 50 feet from the nearest rail of any steam or electric railway track before crossing. (See Section 47.)

Vehicles Must Stop at Certain Through Highways.—State and local authorities are authorized to establish through highways by erecting stop signs at entrances from intersecting highways. Drivers must then stop as indicated. The sign must be clearly legible from a distance of at least 100 feet and illuminated at night or be so placed as to be illuminated by headlights or street lights. (See Section 48.)

Note. Through streets and through highways are now recognized as important aids to safe and convenient travel, provided they are established only where traffic justifies and all intersections are clearly marked by signs.

Stop Before Emerging from Alley or Private Driveway.—Within a business or residence district all vehicles on emerging from an alley, driveway or building must stop prior to driving onto a sidewalk. (See Section 49.)

Stopping or Parking on Highways Outside of Business or Residence Districts.—Stopping on a highway is prohibited, outside of business and residence districts, when practicable to park the vehicle off the pavement. In any event, parking is prohibited where it will leave less than 20 feet of the highway clear, or if there is not a clear view each way. Any peace officer finding a vehicle which violates this section may have it moved. This section, however, does not apply to a vehicle which is disabled so that it is impossible to avoid stopping. (See Section 50.)

Stopping or Parking Prohibited in Specified Places.—It is declared unlawful for the driver of a vehicle to stop, stand or park such vehicle, whether attended or unattended, except to avoid conflict with other traffic or in compliance with the directions of a police officer, in certain specified places including, among others, within 15 feet of a fire hydrant, within 15 feet of a fire station, within an intersection, on a crosswalk. (See Section 51.)

Motor Vehicle Left Unattended, Brakes to Be Set and Engine Stopped. (See Section 52.)

Obstruction to Driver's View or Driving Mechanism.—It is made unlawful for a driver to operate a vehicle so loaded or whose front seat is occupied by such a number of persons as to obstruct the view of the driver or to interfere with his control of the driving mechanism. (See Section 53.)

Following Fire Apparatus Prohibited. (See Section 54.)

Crossing Fire Hose is prohibited except on permission of the fire department official in command. (See Section 55.)

Driving on Mountain Highways.—Vehicles must be kept under control and the horn sounded on a curve with less than 200 feet clear view. (See Section 56.)

Coasting Prohibited.—The driver when traveling down hill must not coast with gears in neutral. (See Section 57.)

Required Lighting Equipment.—(a) Front and rear lamps must be lighted from a half hour after sunset to a half hour before sunrise and at any other time when there is not sufficient light to reveal a person 200 feet ahead.

(b) Every motor vehicle, except motorcycles and road or farm machinery, must have two front headlights of a type approved by the commissioner of motor vehicles.

(c) Motorcycles must have either one or two head lamps.

(d) Every motor vehicle or train of vehicles must carry at the rear a lamp of approved type exhibiting a red light visible 500 feet to the rear and throwing white light on the rear license plate that makes it visible for a distance of 50 feet.

(e) Two clearance lights on the left side, front (white or yellow) and rear

(red), are required on vehicles more than 80 inches in width except road or farm machinery.

(f) Every bicycle must have a lighted lamp on the front visible at least 300 feet and a reflecting mirror or lamp on the rear exhibiting a red light visible 200 feet to the rear.

(g) Other vehicles must carry one or more lighted lamps or lanterns displaying a white light visible 500 feet to the front and a red light visible 500 feet to the rear.

(h) Vehicles parked on highways attended or unattended during the times mentioned in paragraph (a) must display one or more lamps on the roadway side displaying a white light visible 500 feet to the front and a red light visible 500 feet to the rear. Local authorities may provide by ordinance that no lights need be displayed when parked where there is sufficient light to reveal a person 200 feet away.

(i) Side marker lights not exceeding four candle power or white reflectors must be carried at 20-foot intervals on both right and left sides of all vehicles and combinations of vehicles exceeding 20 feet in length. (See Section 58.)

Additional Permissible Lights on Vehicles.—(a) Not more than two spot lamps are permitted on a motor vehicle (one only on a motorcycle). Such lamps may only be so aimed and used while approaching another vehicle that no part of the beam will be directed to the left of the center of the highway or more than 100 feet ahead of the vehicle.

(b) Not more than two auxiliary driving lamps may be mounted on the front, not less than 24 inches above the roadway, such lamps to meet the requirements of Section 60(c).

(c) Signal lamps (See Section 33) must give a yellow signal visible 100 feet to the rear, but not glaring. They must be of a type approved by the commissioner.

(d) Any device other than head lamps, spot lamps or auxiliary driving lamps which projects a beam of light greater than 25 candle power must be so directed that no part of the beam will strike the roadway more than 50 feet away. (See Section 59.)

Requirements as to Head Lamps and Auxiliary Driving Lamps.—(a) Head lamps must clearly reveal a person 200 feet ahead but not project a glaring or dazzling light to persons in front of the head lamp.

(b) Lamps are not considered glaring if none of the main bright portion rises above the horizontal or in any case higher than 42 inches 75 feet ahead of the vehicle.

(c) Head lamps may be dimmed, beams tilted downward or light from an auxiliary lamp substituted, if the highway is sufficiently lighted to reveal a person 200 feet ahead. When vehicles meet, beams may be tilted downward, or auxiliary lamps substituted, provided sufficient illumination is given to reveal a person 75 feet ahead, but a glaring or dazzling light must not be projected. At least two lights on the front are required, except on motorcycles. (See Section 60.)

Acetylene Lights.—Motor vehicles may be equipped with two acetylene head lamps with clear plane glass fronts, bright 6-inch spherical mirrors and standard acetylene five-eighths foot burners, not glaring or dazzling. (See Section 61.)

Illegal to Sell or Use Unapproved Device.—The selling, either separately or on a vehicle, or the use of any electric head lamp, auxiliary driving lamp, rear lamp or signal lamp for which a certificate of approval has not been obtained from the commissioner of motor vehicles is prohibited. (See Section 62.)

Commissioner to Adopt Regulations and Approve Lamps.—The commis-

sioner is authorized and required to adopt and enforce standard specifications as to the amount, color and direction of light to be emitted by various types of lamps. He is required to determine whether lamps submitted comply with the requirements of the Act and is authorized and required to approve those which comply, publish lists of them by name and type with the permissible candle power rating of the bulbs and forward such lists to county clerks and other state, county and city officials responsible for enforcing the Act.

Any Person May Submit Lamp Device for Approval.—The procedure in submitting devices for approval is defined. (See Section 64.)

Report of Testing Agency.—The testing agency is to be requested by the commissioner to submit a report of each type of device. For those found to comply with the specifications and requirements the report must include any special adjustments required and the candle power rating of the bulbs for such conformance. (See Section 65.)

Revocation of Certificate of Approval of Lighting Devices.—The certificate of approval may be suspended or revoked if an approved device as being sold commercially does not comply with the requirements of the Act. (See Section 66.)

Note. It is recommended that the motor vehicle commissioner in each state adopt current standard specifications for head lamps, rear lamps and signal lamps as promulgated by the recognized engineering societies.

In view of the fact that the headlighting art is a developing one, these specifications are necessarily of a temporary character and are subject to revision from time to time. It follows, therefore, that while they are applicable to use in connection with regulation by state authorities having administrative power, they are not suitable for inclusion in state laws where the requisite flexibility of revision is absent.

Enforcement of Provisions.—Certificates of adjustment are to be issued to drivers whose vehicles meet the required test. Upon arrest for defective adjustment of approved lamps or improper bulbs a period of 48 hours is allowed within which to bring lamps into conformance with the requirements of the Act. (See Section 67.)

Official Headlight Adjusting Stations.—The commissioner of motor vehicles is authorized to designate, furnish instructions to and supervise stations for adjusting lamps to conform with the provisions of the Act. (See Section 68.)

Red or Green Light Visible from in Front of Vehicle Prohibited, except on police, fire department or fire patrol vehicles. (See Section 69.)

Brakes.—Adequate brakes are required, including two separate means of applying the brakes, each of which means must be effective to apply the brakes to at least two wheels. They must be so constructed that failure of any one part of the operating mechanism will not leave the vehicle without brakes on at least two wheels, except that a motorcycle or motor bicycle must be provided with at least one brake.

All brakes must be maintained in good working order and conform to regulations not inconsistent with this section to be promulgated by the Commissioner. (See Section 70.)

Note. For recommended detail regulations consult the Standard Code for Brakes and Brake Testing formulated under the sponsorship of the U. S. Bureau of Standards and American Automobile Association with the cooperation of other bodies and under the auspices of the American Engineering Standards Committee (now the American Standards Association). Copies are available from either of the sponsors in Washington. These specifications should be promulgated as rules of the motor vehicle depart-

ment rather than written into the statute law, so as to permit changes if necessary to keep pace with the development of brake design.

Horns and Warning Devices.—Horns in good working order capable of being heard, under normal conditions, at least 200 feet away are required. Exhaust sirens and similar devices emitting harsh or unreasonable noises are prohibited.

All authorized emergency vehicles used for emergency calls are to be equipped with a bell, siren or exhaust whistle of a type approved by the Commissioner. (See Section 71.)

Mirrors.—Mirrors are required where drivers cannot see 200 feet to the rear and must be so located as to give a view of the highway 200 feet to the rear of the vehicle. (See Section 72.)

Windshields Must Be Unobstructed and Equipped with Wipers.—Signs, posters and the like are prohibited upon the windshield, wings, side and rear windows. (See Section 73.)

Flag or Light at End of Load.—Any load extending more than 4 feet beyond the rear of a vehicle must carry a red flag 12 inches square or larger by day and a yellow (or red) light by night. (See Section 74.)

Mufflers—Prevention of Noise and Smoke.—Vehicles must be equipped with mufflers and it is unlawful to use a cut-out on any motor vehicle on a highway. (See Section 75.)

Commissioner Authorized to Inspect Vehicles.—The commissioner and his duly authorized assistants are empowered at all times to inspect any vehicle. (See Section 76.)

Scope and Effect of Regulations.—It is made unlawful for any person to drive or move or for the owner to cause or knowingly permit to be driven or moved on any highway unless by special permission any vehicle or vehicles exceeding the size or weight limitations of the Act or which are not so constructed or equipped as required in this article. (See Section 77.)

Size of Vehicles and Loads.—General limit of outside width, — feet,* including load; limit of width for a farm tractor, 9 feet, does not apply to farm machinery temporarily on the highway. Maximum height, including load — feet.* Maximum length of one vehicle — feet,* maximum length of train of vehicles — feet.* Load not to extend more than 3 feet beyond the front of any vehicle. Load on passenger vehicle not to extend beyond fenders on left side or more than 6 inches beyond fenders on right side. (Section 78.)

* *Note.* The Code limits left blank in the foregoing paragraph are regarded as suspended for the reasons set forth on page 30. The corresponding size limits recently recommended by the American Association of State Highway Officials are as follows: General limit of outside width, including load, 8 feet, vehicles now in operation, however, being permitted to exceed this limit where necessary to allow substitution of pneumatic for other types of tires; height, with load, 12 feet 6 inches; length of one vehicle (a truck tractor and semi-trailer being construed as one vehicle), 35 feet over all; length of combination of vehicles (which shall consist of not more than two units), 45 feet.

Trailers and Towed Vehicles.—Draw bar or other connections must not exceed 15 feet in length. A red flag is required on a chain, rope or cable connection. (See Section 79.)

Weight of Vehicles and Loads.—No motor vehicle or combination of vehicles exceeding the allowable weights shall be driven on any highway unless the owner has secured a special permit as elsewhere provided. (See Section 80.)*

* *Note.* In 1930, when the Uniform Vehicle Code was passed on by the National Conference, opinion as to weight limits was not sufficiently

crystallized to justify the inclusion in Section 80 of definite weight limits, but a note was appended to that section suggesting that the states limit the weights on various classes of highways in accordance with a formula presented. In view of the recent discussions involving weight limits, the note is regarded as suspended.

The Highway Officials recommend maximum wheel loads on high pressure pneumatic, solid rubber or cushion tires of 8,000 lbs. for main rural and intercity roads, or maximum axle loads of 16,000 lbs.; 9,000 lbs. maximum wheel loads on low pressure pneumatic tires for such roads; states to authorize higher axle loads in metropolitan areas if they desire. They also recommend that gross weights of loaded vehicles be limited under a formula taking the wheel base into account and providing protection for highways, and particularly for bridges, against excessive loads.

Officers May Weigh Vehicles and Require Removal of Excessive Loads. (See Section 81.)

Permits for Excessive Size and Weight.—The state highway commissioner or other proper authority, and local authorities, may issue special permits. (See Section 82.)

When Local Authorities May Restrict Right to Use Highways.—This is permitted for not more than 90 days per year when needed to protect highways against weather conditions. Appropriate signs are required. (See Section 83.)

Restrictions as to Tire Equipment.—The use of solid tires and projections on tires is limited and regulated. (See Section 84.)

Sifting or Leaking Loads.—Vehicles must not drop or leak loads. (See Section 85.)

Penalties are covered in Sections 86 and 87 with special penalties for driving while under the influence of liquor or drugs, reckless driving and failure to stop after an accident involving injury or death. The remaining sections deal with procedure upon arrest, reports, disposition of fines and forfeitures, interpretation, short title, constitutionality, repeal of conflicting statutes, and time of taking effect.

APPENDIX B

MODEL MUNICIPAL TRAFFIC ORDINANCE MANUAL ON STREET TRAFFIC SIGNS, SIGNALS AND MARKINGS COMMITTEE REPORTS AND SUMMARY OF CONFERENCE RECOMMENDATIONS

Model Municipal Traffic Ordinance

Shortly after the completion of the Uniform Vehicle Code in 1926, there came from the organizations actively participating in the Conference, and many others, a demand for a model traffic ordinance which would provide for cities and towns uniformity in their most essential traffic regulations just as the Uniform Vehicle Code provides for states.

In response to this demand a representative conference committee prepared in 1927-28 a Model Municipal Traffic Ordinance after a study of the traffic ordinances of one hundred representative American cities. The Model Ordinance is sufficiently comprehensive to meet the needs of the largest cities, yet is at the same time elastic enough so that smaller cities and towns in adopting the ordinance may omit certain provisions, such as manifestly are not required in smaller places, without destroying any of the essential elements of uniformity.

A first edition of the Model Municipal Traffic Ordinance was issued in August, 1928. Subsequently, after experience with it in a number of cities and towns, it was revised in certain respects in 1930 by the Third National Conference on Street and Highway Safety. In its revised form the Ordinance has been adopted to date in whole or in substantial part by numerous cities and towns, both large and small, throughout the country.

The essential part of the Model Ordinance consists of the sections dealing with matters strictly within the province of municipal traffic regulation, such as authority of police, designation of crosswalks, safety zones and traffic lanes, prohibition of left turns, restrictions on loading or unloading in certain places, regulation of stopping and parking of buses and taxicabs, parking prohibitions and restrictions applying to all traffic, designation of through and one-way streets, limitations on turning around and backing. All of the above need usually to be covered by ordinance or regulation in each municipality and are not generally suitable to be dealt with by state law. Appropriate sections are drawn up in such a manner as to be adaptable to particular local conditions by the insertion of names of streets or other details according to conditions in the locality.

Cities and towns in states which have adopted Act IV of the Uniform Vehicle Code as revised by the Third National Conference on Street and Highway Safety and approved by the American Bar Association in 1930 will find it very simple to adopt the provisions of the Model Ordinance not already included in the state law together with certain state law provisions regarding vehicle operation which are included in the Model Ordinance for emphasis and for educational purposes.

An appendix to the Model Ordinance contains a number of state law provisions suitable for inclusion in ordinances where necessary for purposes of local enforcement or because of inadequacy of the state law. These provisions are either identical with the Uniform Code or adapted therefrom to meet urban conditions.

In states still having state law provisions not in harmony with the Uniform

Vehicle Code as revised in 1930, it will be necessary to amend the state law to conform with the Code in certain essential features before cities and towns can put into effect the Model Ordinance in its entirety. Even in these states, however, early adoption by the cities and towns of all provisions of the Ordinance consistent with the state law would be a long step toward uniformity.

Street Traffic Signs, Signals and Markings

In harmony with the Model Municipal Traffic Ordinance and supplemental thereto is the Manual on Street Traffic Signs, Signals and Markings prepared originally for the Conference by the American Engineering Council. It provides the technical details as to shape, size, color, location, etc., of devices essential to the safe and orderly conduct of traffic in cities and towns. Uniformity is obviously important as in the case of traffic laws and regulations. These standards, which are already in effect in a large number of cities and towns, are designed for adoption by the traffic authorities without the need for legislation. They are in accord with the provisions of the Uniform Vehicle Code and Model Municipal Traffic Ordinance and taken together these standards provide the basis for nation-wide uniformity in motor laws, ordinances, and traffic control devices.

The Manual on Street Traffic Signs, Signals and Markings is closely in harmony with the Manual of Standard Road Markers and Signs adopted for use on rural highways by the American Association of State Highway Officials and the U. S. Bureau of Public Roads, but each covers matters not found in the other. In some localities there is no sharp dividing line between urban and rural territories. From these sections has come a demand for combination of the urban and rural sign, signal and marking standards in one volume. Such a manual is in course of preparation by a Joint Committee of the American Association of State Highway Officials and the National Conference on Street and Highway Safety. This Manual, expected to be completed early in 1933, will contain the most up-to-date accepted standards for signs, signals and markings and safety zones.

Other Conference Publications

There were presented to the Third National Conference in 1930 reports of committees on Protection of Railway Grade Crossings and Highway Intersections, Maintenance of the Motor Vehicle, Measures for the Relief of Traffic Congestion, and Traffic Accident Statistics. These were also approved by the Conference after certain revisions had been made.

The pamphlet entitled "Ways and Means to Traffic Safety" contains a summary of all recommendations of those Committees together with the findings of previous Conference Committees and of the general meetings of the Conferences held in 1924, 1926 and 1930, as approved by the Third National Conference May 27-28-29, 1930.

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PUBLICATIONS ON STREET AND HIGHWAY SAFETY

**Available on Request to National Conference on Street
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Washington, D. C.**

Ways and Means to Traffic Safety—A summary of all recommendations of the National Conference on Street and Highway Safety, including the final report and resolutions adopted at the Third National Conference, May 27-28-29, 1930.

Committee reports submitted to Third National Conference, 1930:

Traffic Accident Statistics
Protection of Railway Grade Crossings and Highway Intersections *
Maintenance of the Motor Vehicle
Measures for the Relief of Traffic Congestion
Uniform Traffic Regulation, accompanied by Uniform Vehicle Code consisting of:
 Uniform Motor Vehicle Registration Act
 Uniform Motor Vehicle Anti-Theft Act
 Uniform Motor Vehicle Operators' and Chauffeurs' License Act
 Uniform Act Regulating Traffic on Highways
Model Municipal Traffic Ordinance
Manual on Street Traffic Signs, Signals and Markings

Reports of former Committees and Conferences:

1924	1926
Statistics	Statistics *
Traffic Control	Uniformity of Laws and Regulations *
Construction and Engineering	Enforcement
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Education	Public Relations
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Public Relations	
First National Conference	

In addition to the foregoing the National Conference has available for distribution publications relative to these subjects issued by participating organizations.

* Out of print.