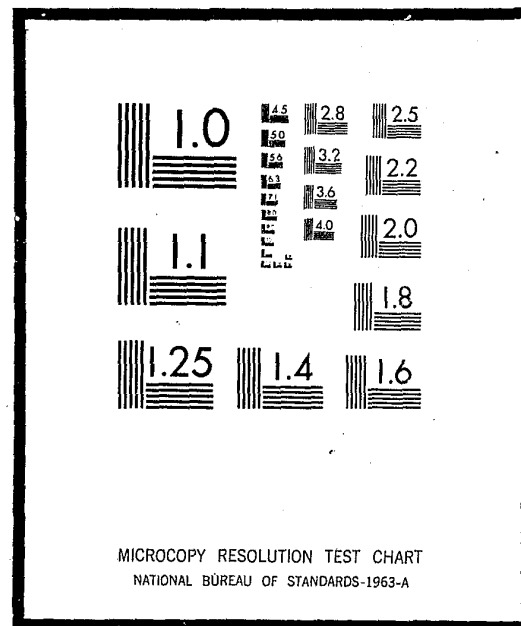


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NHTSA Technical Report

A CONTEMPORARY OVERVIEW OF TRAFFIC LAW UNIFORMITY IN THE UNITED STATES



Prepared by:

TRAFFIC SAFETY PROGRAMS
OFFICE OF STANDARDS DEVELOPMENT
AND IMPLEMENTATION

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16. Abstract The purpose of the paper is to present an overview of the degree and nature of uniformity from State to State in those traffic laws commonly referred to as "Rules of the Road." The Uniform Vehicle Code (UVC) and the Rules of the Road Rated studies prepared by the National Committee on Uniform Traffic Laws and Ordinances (NCUTLO) provide the bases for this overview. Congressional concern as to nonuniformity in State traffic laws is noted and the requirements of the current Codes and Laws highway safety program standard are stressed. The 1968 and 1971 Rules of the Road Rated Commentary tables, including the rankings of the States and their total scores of conformance with the UVC, are presented. Comparisons are made in the form of charts which illustrate State and regional progress during the three-year period in the context of 13 statutory areas covered in Chapter 11 of the latest edition of the UVC. The paper concludes with a summary and comments on the need for statutory evaluations and a grading scheme for identifying traffic law deficiencies so that a sound basis obtains for making timely improvements in each State's body of traffic law.					
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A CONTEMPORARY OVERVIEW OF TRAFFIC LAW UNIFORMITY IN THE UNITED STATES

Introduction

The problems associated with the intermingling of vehicles on this nation's roads are essentially the same in every State. Consequently, the same conduct should be required of each driver or pedestrian on a given problem situation, regardless of the State involved. Yet, the regulations governing the use of the highway frequently vary from State to State. Such variation confuses the residents and non-residents alike and leads to traffic congestion and violations. The unfortunate result of the violations is sometimes accidents and even fatalities. Accordingly, the only logical foundation for traffic regulation throughout the nation rests on the development and implementation of uniform traffic laws within and among the several States.

There are several indicators which point to persisting and notable variances in laws governing the behavior of drivers and pedestrians who use the highway system. As early as 1937, the Secretary of Agriculture prepared a report to Congress entitled "Nonuniformity of State Motor-Vehicle Traffic Laws" which concluded in part that "chaotic nonuniformity prevails not only in matters that are minor or relatively unimportant but fundamental in all major problems relating to traffic safety." 1/

The purpose of this paper is to examine several contemporary analyses published by an independent organization which describe the degree and nature of uniformity from State to State in those traffic laws commonly referred to as "Rules of the Road." The instant inquiry will also provide an overview of the progress achieved by the several States in the implementation of the national Codes and Laws Highway Safety Program Standard, particularly from the standpoint that all States are required to conduct comparative traffic laws studies designed to eventually eliminate all major statutory variations in juxtaposition to the specimen provisions in the Rules of the Road chapter of the Uniform Vehicle Code. 2/

1/ See U.S. House of Representatives, Committee on Roads, House Document No. 462, Part 1, 75th Congress, 3d Session, January 3, 1938, p. 10. The Bureau of Public Roads was part of the Department of Agriculture in the late 1930's.

2/ See Appendix A for the text of the Codes and Laws Highway Safety Program Standard issued pursuant to the Highway Safety Act of 1966 and effective with June 27, 1967.

Conflicting Traffic Laws

In the legislative deliberations prior to the passage of the Highway Safety Act of 1966, the Committee on Public Works of the U. S. House of Representatives deplored the "jungle of confusion" and the "vast array of changing and conflicting traffic laws and control systems" as Americans drive from State to State. The House Committee recognized that some States enacted the Uniform Vehicle Code published 20 or 30 years ago but failed to amend their laws on a systematic basis concomitant with latter-day changes adopted in the Code. Moreover, some States enacted parts of the early editions of the Code but with so many variations and defeating loopholes that have the effect of making the Code virtually unworkable. In a closing admonition on nonuniform State traffic laws, the Committee in July, 1966 said "the situation must be corrected." 3/

The Uniform Vehicle Code

Although the word "Code" in the title "Uniform Vehicle Code" (UVC) suggests a binding set of laws, it should be pointed out that the Code has no legal force. Rather, it contains 19 chapters of specimen laws that a majority of the membership of the National Committee on Uniform Traffic Laws and Ordinances (NCUTLO) agrees represent the best of existing legislation and which should be reflected in the traffic laws of all of the States. 4/

As noted by the Committee on Public Works, the Code has long served as a major source and reference for State legislatures in drafting motor vehicle and traffic laws for their jurisdictions. 5/ The Code has been revised eleven times since its initial compilation and adoption by the original sponsoring organization, the National Conference of Commissioners on Uniform State laws in 1926. The National Committee

on Uniform Traffic Laws and Ordinances (NCUTLO) last adopted major changes to the Code and to the Model Traffic Ordinance in 1968. Additional revisions were approved in November, 1971, and these are compiled in a current supplement published by the National Committee in early 1972. 6/

Standards for Determining Traffic Law Uniformity

With the enactment of the Highway Safety Act of 1966, a new partnership was created whereby all levels of American government could join in a common effort to standardize traffic laws and ordinances throughout the United States. Accordingly, on June 27, 1967, the Secretary of Transportation, pursuant to Section 402 of the Act, promulgated the "Codes and Laws" standard along with 12 other safety program standards. These standards are designed to strengthen implementation of the various functional components that form the basis for a comprehensive program.

The current Codes and Laws program standard requires each State to have a plan in conjunction with its overall safety program which will eventually achieve uniform Rules of the Road laws in all of its political subdivisions and among the several States. The Rules of the Road represent those operating rules embodied in the law which are deemed critical to the driving task. Toward this end, each State is required to undertake and maintain continuing comparisons of State and local laws, statutes and ordinances with the comparable provisions of Chapter 11 (Rules of the Road) of the Uniform Vehicle Code. Thus, the conduct of comparative traffic law studies represents the first stage in developing a sound basis for documenting the need for and desirability of modernizing and strengthening each State's body of traffic law.

State Codes and Laws Plans

The first Codes and Laws plans submitted by the individual States in 1968 and 1969 as one component of their comprehensive highway safety program generally indicated that in the opinion of program authorities their respective State laws were wholly or largely consonant with counterpart provisions of the UVC. A few States held that their traffic laws surpassed the substantive language of the specimen laws published in the UVC. Accordingly, the Codes and Laws plans were evaluated by the National Highway Traffic Safety Administration (NHTSA) on the basis of each State's preliminary assessment of uniformity alongside the appropriate sections of the Code.

Those States that recognized and reported program deficiencies in terms of obsolete and ambiguous traffic rules were expected to improve their status by participating in the cost-sharing project grants under

6/ See UVC 1968, Suppl. I 1972.

3/ See Report No. 1700, House of Representatives, 89th Congress, 2d Session, July 15, 1966, p. 19.

4/ The custodian of the Uniform Vehicle Code and its counterpart for municipalities, the Model Traffic Ordinance, is the National Committee on Uniform Traffic Laws and Ordinances. The Committee is an independent, voluntary, non-profit association created in May, 1947, as a result of certain recommendations adopted by the President's Highway Safety Conference in 1947.

5/ The Federal Role in Highway Safety (1959), a report from the Secretary of Commerce to the Speaker of the House of Representatives, described the UVC as "the yardstick against which the legislative achievement of a State is commonly measured." See House Document No. 93, 86th Congress, 1st Session, March 3, 1959.

Section 402 of the Act or through self-supportive activities which would encompass traffic law studies, followed by the preparation of legislative agendas and priority schedules for upgrading existing traffic laws and joining in legislative deliberations in support of proposed law improvements.

As noted above, several States reported in their original Codes and Laws program plans that their traffic laws equalled or surpassed the language and intent of counterpart provisions in Chapter 11 of the Uniform Vehicle Code. In the absence of a reasonable yardstick for ascertaining the extent of conformity, each State's self-analysis was accepted in 1969 as a valid expression of its status of uniformity in contrast to the laws of other contiguous and more distant States and the specimen laws contained in the Uniform Vehicle Code.

Development of Traffic Law Comparative Studies

While mathematics is considered the ultimate language for expressing precise quantities and positions in all of the sciences, such a tool for making analytical delineations of traffic law variances in and among the several States is not yet available. The problem stems in part from the nature of the subject matter. Traffic laws, or any other body of law, can seldom be reduced to numbers or mathematical symbols. Nevertheless, this shortcoming should not preclude attempts, rudimentary though they may be, to analyze traffic laws and to identify those that are in substantial conformity with specimen provisions in the UVC in contrast to other laws where comparability may be markedly poor on a nationwide basis.

The National Committee on Uniform Traffic Laws and Ordinances (NCUTLO) took the initial steps to establish a systematic basis for facilitating traffic law comparisons through its development and publication of the Uniform Vehicle Code Annotated: Rules of the Road (UVCA) in early 1968. The UVCA shows the status of State traffic laws in comparison with each section, subsection or principle in the Rules of the Road chapter of the Code. ^{7/} With more than 150 individual "Statutory Annotations," this volume of 654 pages and its 1970 Annual Supplement contain detailed information about the traffic laws of all States and the rules and regulations of the District of Columbia on each point covered by the Code.

^{7/} The UVCA also contains statutory annotations of State traffic laws vis-à-vis Chapter 1 (Definitions) and Chapter 10 (Accidents and Accident Reports) of the UVC. UVCA (1967, Supp. 1970) was updated and replaced by a new volume published by the NCUTLO in November, 1972. The new work entitled Traffic Laws Annotated (TLA) includes all State traffic laws adopted or amended before January 1, 1972 and all pertinent changes in the UVC that were approved by the NCUTLO in November 1971.

These Annotations also provide a general picture of the status of traffic laws in any other State in comparison with the Code and the laws prevailing in other jurisdictions.

State Traffic Laws Rated on Uniformity

Further steps by the NCUTLO were fostered by two research contracts financed by the NHTSA in 1969 and 1971 which provided for the preparation of the first and second "Rules of the Road Rated" Traffic Laws Commentaries. These Commentaries assess the extent of conformity of State traffic laws alongside specimen laws in the UVC which relate to the rights and duties of all highway users, including drivers and pedestrians. ^{8/}

These two Commentaries rank the traffic laws of the several States and the District of Columbia based on a numerical rating system devised by their author, namely, Mr. Edward F. Kearney, Executive Director of the National Committee on Uniform Traffic Laws and Ordinances. ^{9/} These Commentaries attempt to furnish a clearer picture of the general comparability of State traffic laws as at December 31, 1968 and December 31, 1971 respectively. Moreover, they facilitate rapid identification of particular areas of a State's laws which may not be in substantial conformity with other State traffic laws and with equivalent principles and provisions of the UVC. Areas of statutory law where uniformity may be markedly poor on a nationwide basis are highlighted as deserving of early legislative attention.

The core of both Commentaries consists of 13 tables containing from 9 to 37 columns, each of which represents evaluations of one or more provisions in the UVC's Rules of the Road chapter. The first Commentary embodies 205 columns for which a maximum score of 1,025 points is awarded for verbatim conformity with the Code while the second Commentary involves 213 columns evaluated with a maximum score of 1,065 points. In both studies, the range of points per column extends from a maximum of 5 for "verbatim conformity" to -3 for a provision deemed "substantially different" from the UVC.

The difference in the number of columns and total score between the first and second Commentaries arises from several changes adopted in the UVC and approved by the NCUTLO in November, 1971. The following table identifies the 13 UVC Articles by short titles and the number of columns and provisions thereunder evaluated and rated in the 1968 and 1971 studies.

^{8/} See Traffic Laws Commentary No. 70-6, July 1, 1970 - Rules of the Road Rated; Contract No. FH-11-6869 and Traffic Laws Commentary, Vol. 1, No. 3, August, 1972 - Rules of the Road Rated; Contract No. DOT-HS-107-1-153.

^{9/} The first Commentary represents an assessment of the traffic laws of 49 States and the District of Columbia. The State of Hawaii was not included in the initial study but its laws are evaluated in the 1971 study.

Table I

Number of Substantive Provisions Evaluated by Article Number in Chapter 11, Uniform Vehicle Code Against Comparable State Laws and Maximum Points Awarded for Comparability with the UVC, 1968 vs. 1971 State Laws

UVC Article	Short Title	Number of Provisions Evaluated			
		1968	Score	1971	Score
I	Obedience to Effect of Traffic Laws	10	50	10	50
II	Traffic Signs, Signals and Markings	23	115	23	115
III	Driving on Right Side of Roadway, Overtaking and Passing, Use of Roadway	37	185	36	180
IV	Right of Way	12	60	13	65
V	Pedestrians' Rights and Duties	19	95	25	125
VI	Turning and Starting; Signals on Stopping and Turning	12	60	13	65
VII	Special Stops Required	15	75	14	70
VIII	Speed Restrictions	15	75	15	75
IX	Serious Traffic Offenses	10	50	9	45
X	Stopping, Standing and Parking	9	45	9	45
XI	Miscellaneous Rules	15	75	18	90
XII	Operation of Bicycles and Play Vehicles	14	70	14	70
XIII	Special Rules for Motorcycles	14	70	14	70
	Total.....	205	1025	213	1065

The Scoring Scheme and Criteria

As reported earlier, each "Statutory Annotation" in the UVCA is reviewed and State traffic laws are rated in both Commentaries as to their comparability with equivalent sections in the 1968 edition of the Code and the amendments adopted thereto in November, 1971. The Table that follows next provides the scores, applied on a descending scale,

ranging from a maximum of 5 points for each provision that is in verbatim conformity with the language of the pertinent UVC rule to a low score of minus 3 points for a State law deemed to be substantially different from the Code provision. The criterion established by the author and applicable to each score in the rating scheme is also shown.

The degree of conformity established by the Commentaries' author in Table II is a matter of judgment, since opinions can reasonably differ about the meaning of statutory terms and the validity of their application to a particular law. In making these judgments, however, primary consideration is given to the substance of the rule in preference to relatively minor differences that might obscure the significant point. In all of the various categories examined, however, reference should be made to the laws themselves, their context, and interpretations by the courts for a complete assessment.

Table II. Traffic Law Comparability Scoring Scheme

Score	Comparability Criteria
5	Law is in verbatim conformity with the UVC
4	Law is virtually identical to the UVC
3	Law is clearly in substantial conformity with the UVC
2	Law is probably in substantial conformity with the UVC
1	Law could be in substantial conformity with the UVC but such conformity is questionable.
0	State has no comparable law
-1	Substantial conformity of law is not probable, but is possible
-2	Law is probably not in substantial conformity with the UVC
-3	Law is substantially different from the UVC

Caveat Viator

The author concedes that the above rating scheme is not without certain limitations. As recognized earlier, the law can seldom be reduced to numbers and perhaps the numerical scores and totals reflecting the extent of conformity with the UVC are not perfect measurements of traffic law uniformity. Moreover, the rating scheme neglects to make distinctions based on any relative importance among the various Rules of the Road. For example, a law duplicating the Code's rule which prohibits drivers

Table III. Ranking of the States Rated for Conformity with Chapter 11, UVC

from coasting on down grades with the gears of their vehicles in neutral position receives equal treatment and scoring as a law that conforms with the Code requiring drivers making a left turn to yield for oncoming vehicles.

Caution should be exercised in drawing conclusions from the total points awarded to each State since a low overall score might obscure statutory areas where there may be maximum uniformity. On the other hand, a high overall score should not be construed as an indication that significant differences do not prevail in one or more critical driving rules.

Ranking of the States - 1968 versus 1971

Table III ranks the States according to the total points scored by each jurisdiction in the first and second Rules of the Road Rated studies prepared by the NCUTLO for the NHTSA. The ranking of the States is based on the numerical data provided in the Summary Tables in Appendix B and Appendix C.

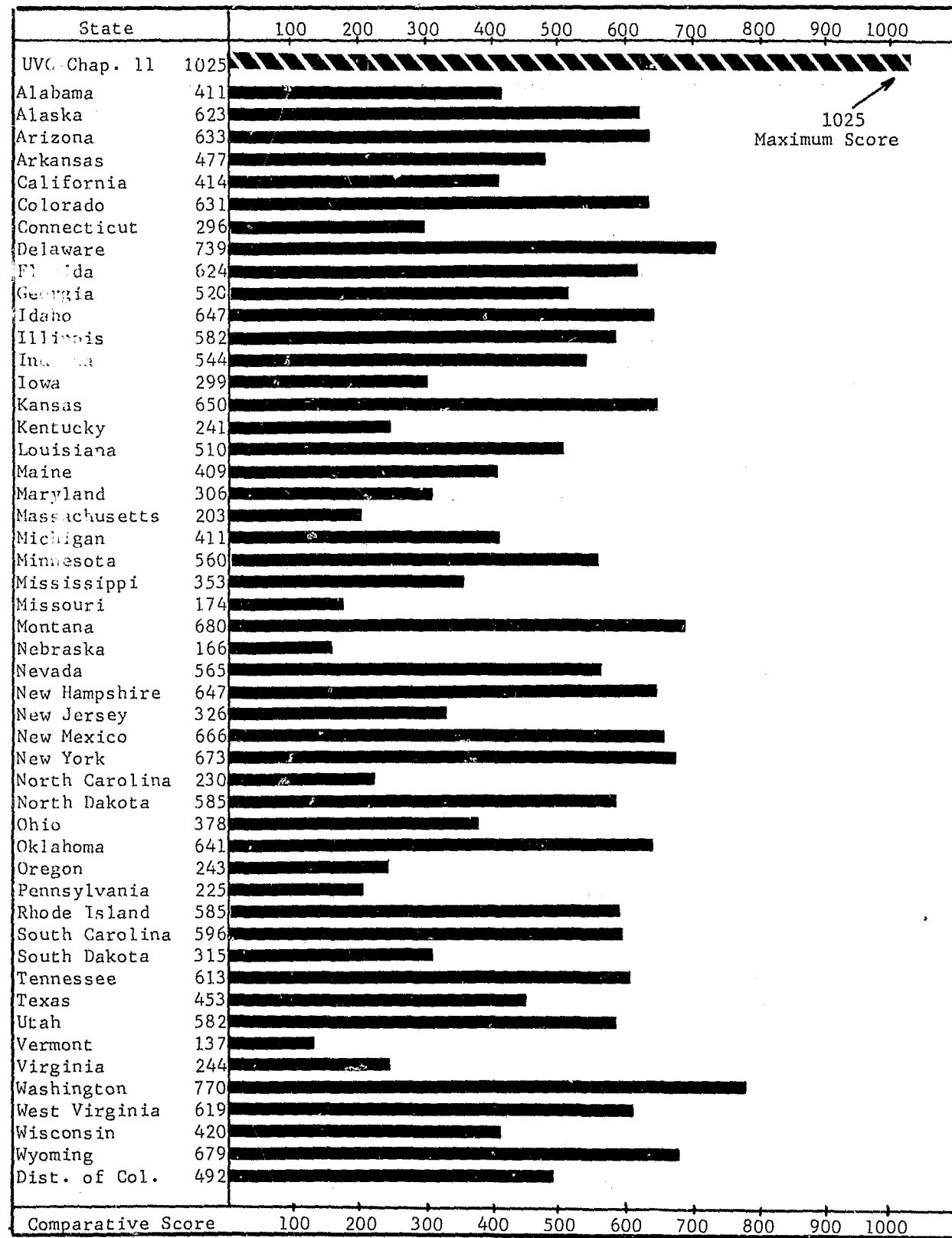
As at December 31, 1968, there were 303 separate instances where a traffic law probably differs in some substantial way from a provision in the UVC. After all side by side comparisons were completed, the State of Washington ranked first with 770 points or 75.1 percent of the maximum score of 1,025 awarded for "verbatim conformity." Delaware traffic laws ranked second in conformity with the UVC; it was the only other State to score more than 700 points. Fourteen States trailed the leaders with scores ranging from 613 (Tennessee) to 680 (Montana). Ten States followed with scores between 510 and 596, eight States accumulated points ranging between 409 and 492, five States achieved scores beyond 300, and eight States were rated between 203 (Massachusetts) and 299 (Iowa).

At the lower extreme, the traffic laws of three States, namely, Missouri, Nebraska, and Vermont, were judged to be substantially different from the UVC. The scores of these latter States, ranging from 137 to 174, represent less than 20 percent conformity. Hence, the range of conformity with the UVC as at December 31, 1968 reached from a low of 137 points (13.3 percent) to a high of 770 points (75.1 percent). Figure 1 depicts the overall conformity of all State traffic laws evaluated in the first comparative study conducted by the National Committee on Uniform Traffic Laws and Ordinances.

The second comparative study reveals that there were 275 instances where a State traffic rules of the road law differs in some substantial way from an equivalent UVC provision. On the basis of 1,065 overall points for "verbatim conformity," the State of Kansas accumulated 781 points and replaced the State of Washington as the leader in the new ranking of States as at December 31, 1971. Delaware relinquished its second position to the State of Hawaii which scored 763 points following the adoption of its first statewide traffic code in 1971. The State of Maryland took

Status as at December 31, 1968			Status as at December 31, 1971	
Score	State	Rank	State	Score
770	Washington	1	Kansas	781
739	Delaware	2	Hawaii	763
680	Montana	3	Maryland	759
679	Wyoming	4	Washington	737
673	New York	5	Florida	734
666	New Mexico	6	Texas	726
650	Kansas	7	Delaware	709
647	Idaho	8	New York	679
647	New Hampshire	9	Colorado	669
641	Oklahoma	10	New Mexico	663
633	Arizona	11	Alaska	646
631	Colorado	12	Montana	645
624	Florida	13	Arizona	638
623	Alaska	14	Idaho	625
619	West Virginia	15	Illinois	621
613	Tennessee	16	New Hampshire	618
596	South Carolina	17	Utah	617
585	North Dakota	18	Wyoming	617
584	Rhode Island	19	South Carolina	598
582	Illinois	20	Oklahoma	590
582	Utah	21	West Virginia	582
565	Nevada	22	Rhode Island	578
560	Minnesota	23	Tennessee	576
544	Indiana	24	Minnesota	560
520	Georgia	25	North Dakota	549
510	Louisiana	26	Nevada	546
492	Dist. of Columbia	27	Louisiana	529
477	Arkansas	28	Indiana	528
453	Texas	29	Georgia	517
420	Wisconsin	30	South Dakota	494
414	California	31	Dist. of Columbia	470
411	Alabama	32	Arkansas	444
411	Michigan	33	California	439
409	Maine	34	Wisconsin	426
378	Ohio	35	Michigan	411
353	Mississippi	36	Maine	410
326	New Jersey	37	Ohio	389
315	South Dakota	38	Alabama	387
306	Maryland	39	Connecticut	345
299	Iowa	40	Iowa	345
296	Connecticut	41	New Jersey	321
244	Virginia	42	Mississippi	319
243	Oregon	43	Missouri	279
241	Kentucky	44	Nebraska	278
230	North Carolina	45	Virginia	252
225	Pennsylvania	46	Kentucky	247
203	Massachusetts	47	Oregon	238
174	Missouri	48	North Carolina	230
166	Nebraska	49	Pennsylvania	226
137	Vermont	50	Massachusetts	204
-	-	51	Vermont	140

Figure 1
Overall Conformity of State Traffic Laws With Chapter 11 (Rules of the Road),
of the Uniform Vehicle Code (UVC): Comparative Status of Laws as at December 31, 1968 *



*These data are derived from the Traffic Laws Commentary, Rules of the Road Rated, prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the NHTSA; see No. 70-6, July 1, 1970.

positive steps in revising its traffic laws during the three-year period and rose to third from the 39th position it held in the 1968 rankings. Other shifts are noted in the triennium as several other States, including Alaska, Colorado, Florida, Illinois, South Dakota, Texas, and Utah moved upward in the latest ranking.

It should be pointed out, however, that several States amended their traffic laws in 1972 which would perhaps improve their comparability with the UVC and their rank in a current rating of the States. ^{10/} The difference in total scores possible in the 1968 versus the 1971 evaluations stems from the fact that the UVC, including the Rules of the Road chapter, was revised by the National Committee in November, 1971. ^{11/} Hence, few States were able to integrate these new changes in their traffic laws during legislative sessions convened in 1971. Moreover, the several States that did enact traffic law amendments in 1971 in line with the 1968 edition of the Code adopted legislation that might not conform with the UVC. Hence, these nonconforming amendments contributed to a decrease in their total scores as compared with the 1968 study as well as the scores of conformity within one or more of the 13 Articles of the UVC.

Figure 2 depicts the comparative scores in the December 31, 1971 ranking of the 50 States and District of Columbia. In reviewing the first and second profiles of overall conformity of State traffic laws with the UVC, there is little change or improvement noted with respect to the status of several States ranked at the lower range of uniformity. For example, the Commonwealth of Virginia accumulated a total of 244 points in 1968 and 252 points in 1971. Likewise, the Commonwealth of Massachusetts received 203 points in 1968 as contrasted with 204 points in 1971 while the Commonwealth of Pennsylvania achieved 225 points in the first traffic law review and only 226 points in the second review. On the other hand, these latter States effected improvements in certain laws compatible with the provisions in Articles I, III, IV, V, and XI of Chapter 11, UVC.

It would be helpful to examine each State's profile over the three-year period and each State's status of overall conformity with the UVC and in juxtaposition to the laws of contiguous States located in each of the 10 NHTSA Regions. We turn next to an examination of the extent of uniformity on a national basis with respect to each of the 13 Articles of Chapter 11, UVC.

Traffic Law Uniformity on a National Basis

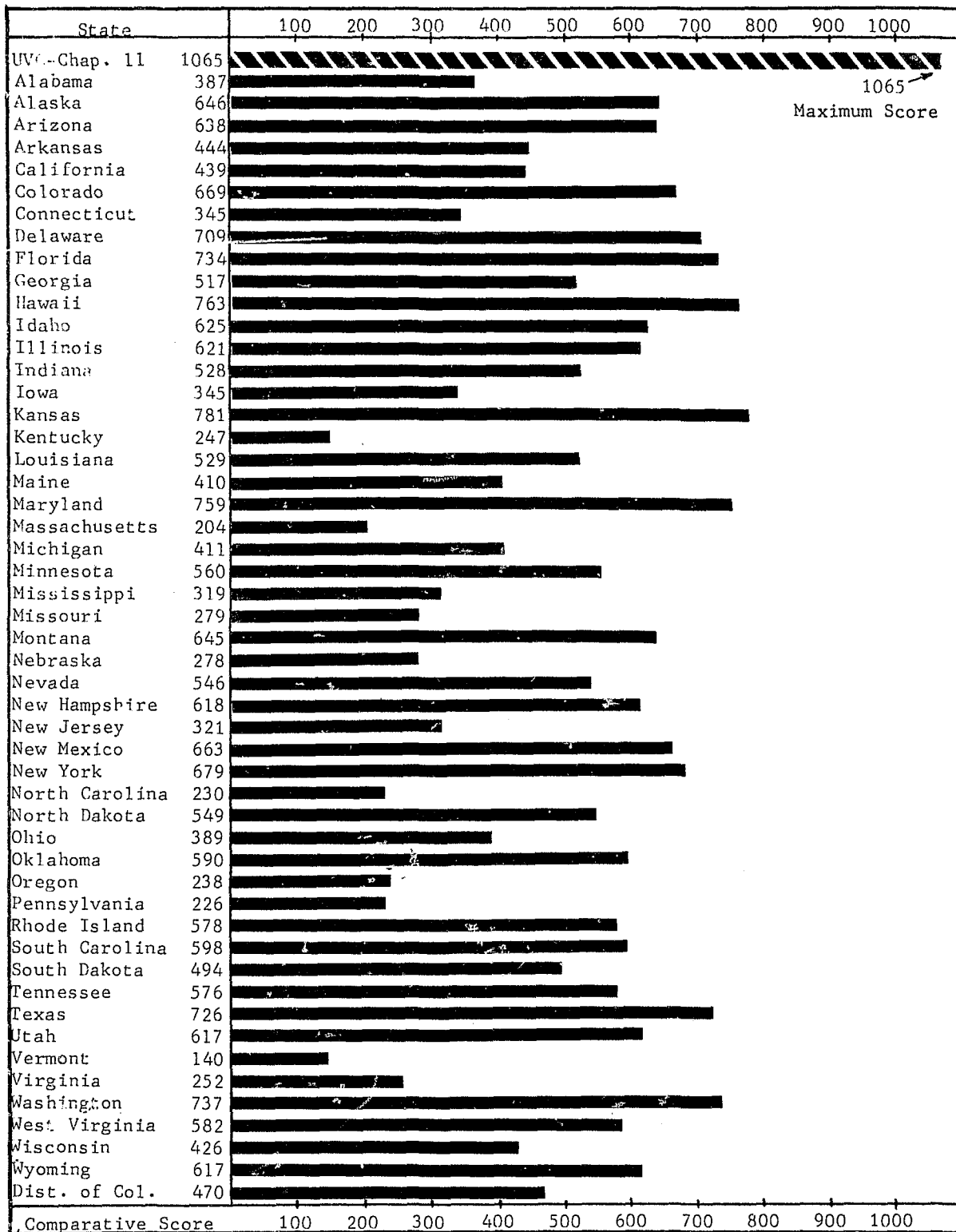
Figure 3 illustrates the extent of uniformity among the traffic laws of the several States in 1968 in contrast to their comparative status in 1971.

^{10/} For example, the State of Vermont overhauled its traffic code in early 1972 and it is expected that the State would no longer be the last but rather among the new leaders in traffic law uniformity.

^{11/} See page 20 of the Traffic Digest & Review for February, 1972, for a summarization of the "Latest Revisions in the Uniform Vehicle Code."

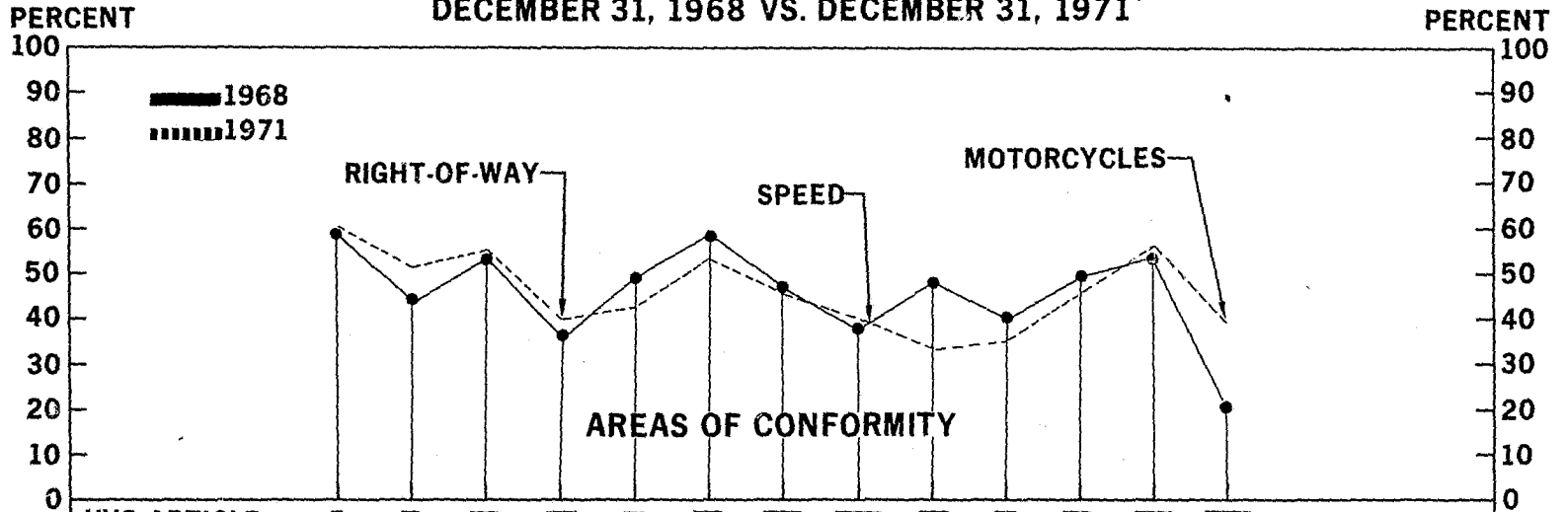
Figure 2

Overall Conformity of State Traffic Laws With Chapter 11 (Rules of the Road), of the Uniform Vehicle Code (UVC): Comparative Status of Laws as at December 31, 1971*



*These data are derived from the Traffic Laws Commentary, Rules of the Road Rated, prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the NHTSA; see Vol. 1, No. 3, August, 1972.

EXTENT OF CONFORMITY IN THE TRAFFIC LAWS OF THE SEVERAL STATES AS COMPARED WITH THE "RULES OF THE ROAD" CHAPTER OF UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 VS. DECEMBER 31, 1971*



UVC ARTICLE	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII
% (1968)	58.9	42.4	53.6	36.8	49.3	57.4	46.9	37.6	48.4	40.7	49.3	53.0	20.8
% (1971)	60.6	50.9	55.5	38.6	42.2	54.2	46.4	39.3	34.2	35.7	45.7	56.1	39.8

Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

- | | | |
|-----------------------------------------------------------------------------------|--------------------------------------------------------------------|----------------------------------------------------|
| I Obedience to and Effect of Traffic Laws | VI Turning and Starting and Signals on Stopping and Turning | X Stopping, Standing and Parking |
| II Traffic Signs, Signals and Markings | VII Special Stops Required | XI Miscellaneous Rules |
| III Driving on Right Side of Roadway-Overtaking and Passing-Use of Roadway | VIII Speed Restrictions | XII Operation of Bicycles and Play Vehicles |
| IV Right of Way | IX Serious Traffic Offenses | XIII Special Rules for Motorcycles |
| V Pedestrians' Rights and Duties | | |

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract with the National Highway Traffic Safety Administration by the National Committee on Uniform Traffic Laws and Ordinances, No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 3

The percentages for the two periods were computed by adding all State scores recorded under each UVC Article and dividing the sum by the maximum points possible for total conformance with the Code. Hence, the sum of all State points under Article I (Obedience to and Effect of Traffic Laws) in the 1968 Summary Table in Appendix B is 1,474. This sum divided by the maximum score of 2,500 produces a conformance level of 58.9 percent. Accordingly, the proportion of conformity for 1971 under Article I is 60.6 percent as computed on the basis that the States scored 1,546 out of a possible 2,550 points. The 1971 Summary Table is provided in Appendix C.

Over the three-year period, there is marked improvement in traffic law uniformity in 7 of the 13 statutory areas evaluated alongside the provisions of the UVC. The widest gains occurred in traffic rules applicable to the operation of motorcycles. In 1968, the level of conformance was only 20.8 percent. This was the low mark for any one of the 13 statutory areas evaluated. In 1971, 29 States and the District of Columbia scored varying gains which raised the national level of conformance to 39.8 percent in rules governing the use of motorcycles.

Greater compatibility with the Code was also enhanced by statutory improvements enacted by various States in the following areas:

- . Obedience to and Effect of Traffic Laws (Article I: +1.7%)
- . Traffic Signs, Signals and Markings (Article II: +8.5%)
- . Use of Roadway, Passing and Overtaking (Article III: +1.9%)
- . Right of Way (Article IV: +1.8%)
- . Speed Restrictions (Article VIII: +1.7%)
- . Operation of Bicycles and Play Vehicles (Article XII: +3.1%)

In six remaining statutory areas, the States in 1971 lagged behind conformance levels reached in 1968. Slippages occurred in Rules of the Road laws affecting pedestrians' rights and duties, turning and starting and use of stopping and turning signals, special stops, reckless and drunk driving provisions, stopping, standing, parking and other miscellaneous driving rules and prohibitions.

It is conceivable that the downturns reflected in several of the latter categories cited above stem from the fact that the States could not act on the revisions adopted by the NCUTLO in November, 1971 since many State Legislatures had adjourned sine die by that time. Moreover, it is likely that a few jurisdictions adopted amendments to their traffic laws in 1971 that do not conform with the Code. This retrogressive action, to some extent, is reflected in the wider gaps in conformance levels for Articles V, IX, X, and XI of the Code.

The 1971 Rules of the Road Rated Commentary indicates that 275 substantial differences yet remain to be resolved by the States. Over 140 of these differences involve traffic control devices and right of

way. Undoubtedly, some of these variances would be out of step with certain provisions of the Manual on Uniform Traffic Control Devices (MUTCD) issued by the Federal Highway Administration in 1971 and applicable to all streets and highways regardless of type or class or the governmental agency having jurisdiction.

Traffic Law Uniformity Among Contiguous States

The Codes and Laws standard program involves assisting the States to adopt traffic laws consistent with those of their neighbor jurisdictions. We turn next to an examination of traffic law consistency among the several States in each of NHTSA's geographic regions. Each State's overall average is computed on the basis of its aggregate score for all 13 UVC Articles divided by the maximum points possible if the State were rated in verbatim conformity with the Code. For example, in 1968 the State of Alabama scored 411 points out of a possible 1,025 for an average conformance of 40 percent. In 1971, Alabama's score was 387 out of a possible 1,065 points, representing 36 percent conformity.

In Region I (Figure 4), the States of New Hampshire and Rhode Island rank considerably above their neighbor States, including Connecticut, Maine, Massachusetts, and Vermont. Clearly, the Commonwealth of Massachusetts and the State of Vermont should act promptly to improve their low status. As reported earlier, however, Vermont enacted comprehensive revisions to its traffic code in 1972 and its range of conformity would rise appreciably in a more contemporary rating of the States.

In Region II (Figure 5), the State of New Jersey ranks far behind in uniformity alongside neighboring New York State. Wholesale revisions to the New Jersey traffic laws appear to be in order in view of the 34 percent gap between these two jurisdictions. No conformance levels are indicated for the Commonwealth of Puerto Rico traffic laws since the Commonwealth has not been included in the statutory annotations in the UVCA. Moreover, there is no current translation of the Commonwealth's traffic laws for the purpose of gauging their consistency with the Code.

In Region III (Figure 6), the District of Columbia and the Commonwealths of Pennsylvania and Virginia pull down the regional average with individual percentages ranging below 44 percent. Between 1968 and 1971, Maryland made extraordinary progress in updating its traffic laws whereby its status climbed from 29 percent to 71 percent conformity with the Code. Delaware ranks second in this region with 67 percent and West Virginia follows with 55 percent in the 1971 ratings.

The overall conformance levels evident in Figure 7 are fairly even with respect to the laws of Florida, South Carolina, and Tennessee which are three of the eight States located in NHTSA's Region IV. Florida enacted substantial revisions to its traffic code in 1971 and advanced in the national ranking from 13th to 5th position. Considerable effort will be necessary in the

Figure 4.

Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11, (Rules of the Road), Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs. December 31, 1971. States located in Region I, National Highway Traffic Safety Administration.

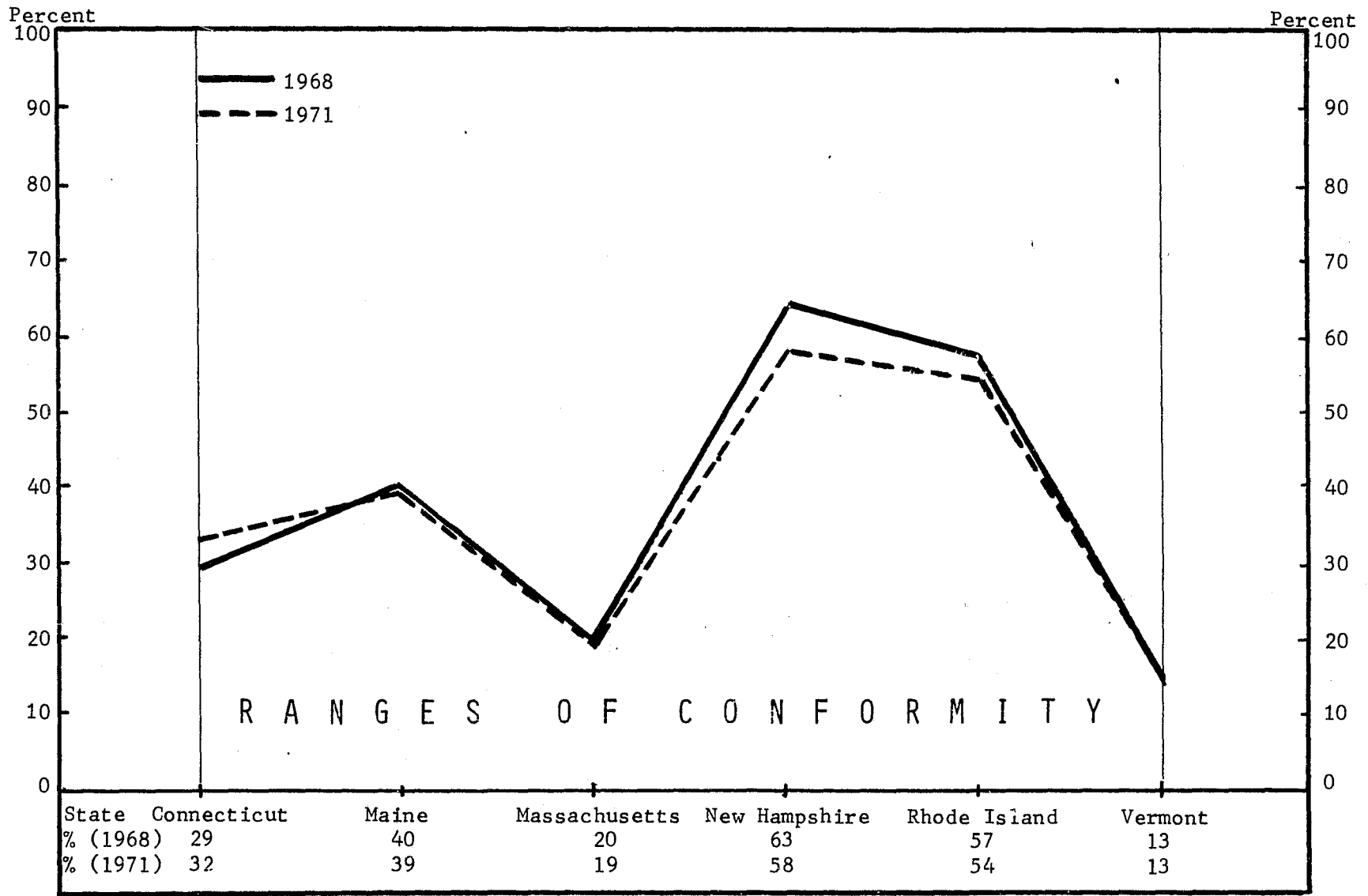
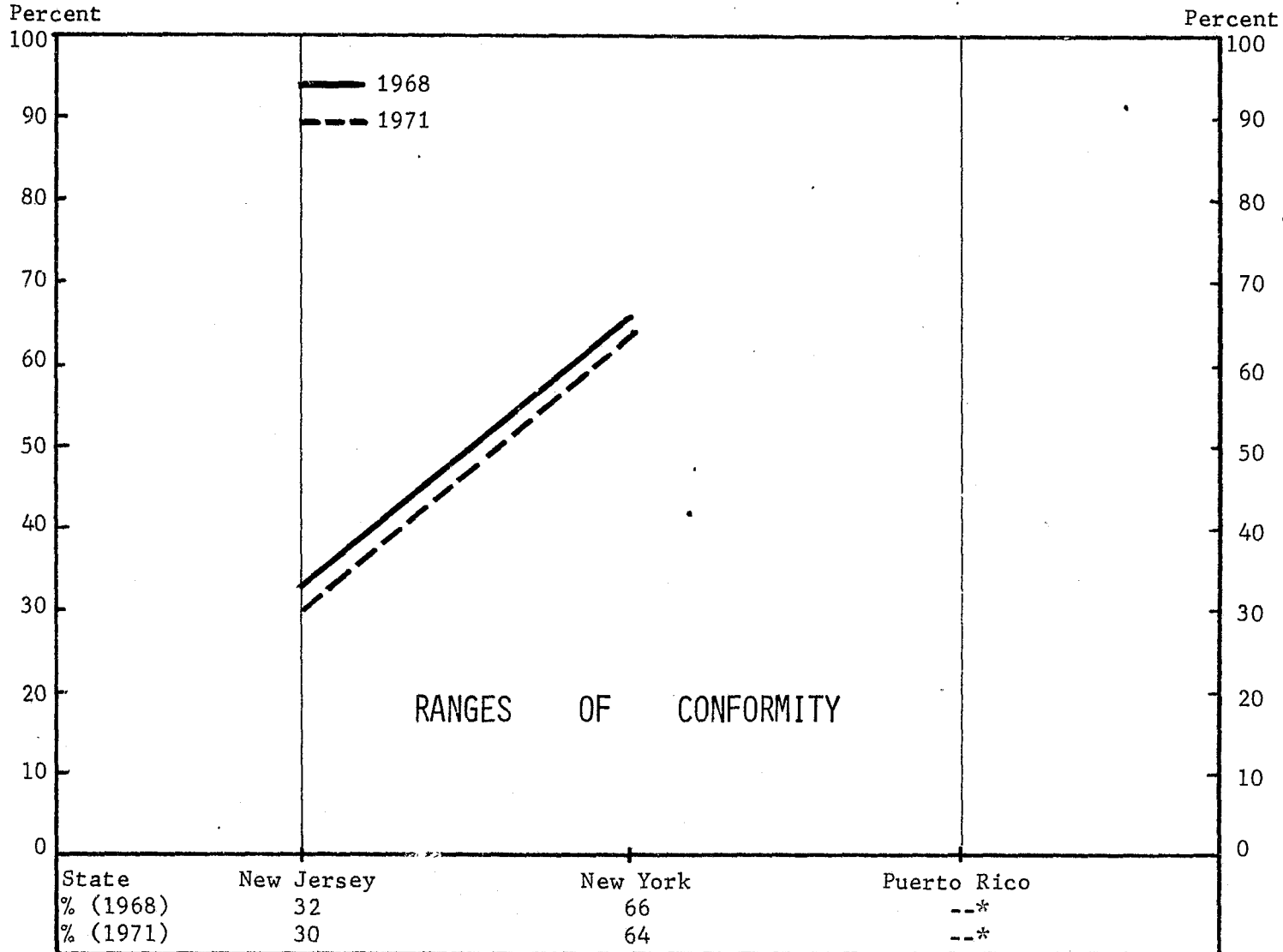


Figure 5.
 Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11,
 (Rules of the Road), Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs.
 December 31, 1971. States located in Region II, National Highway Traffic Safety Administration.



* Not included in the two "Rules of the Road Rated" studies which are the bases for this and other charts.

Figure 6.

Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11, (Rules of the Road), Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs. December 31, 1971. States located in Region III, National Highway Traffic Safety Administration.

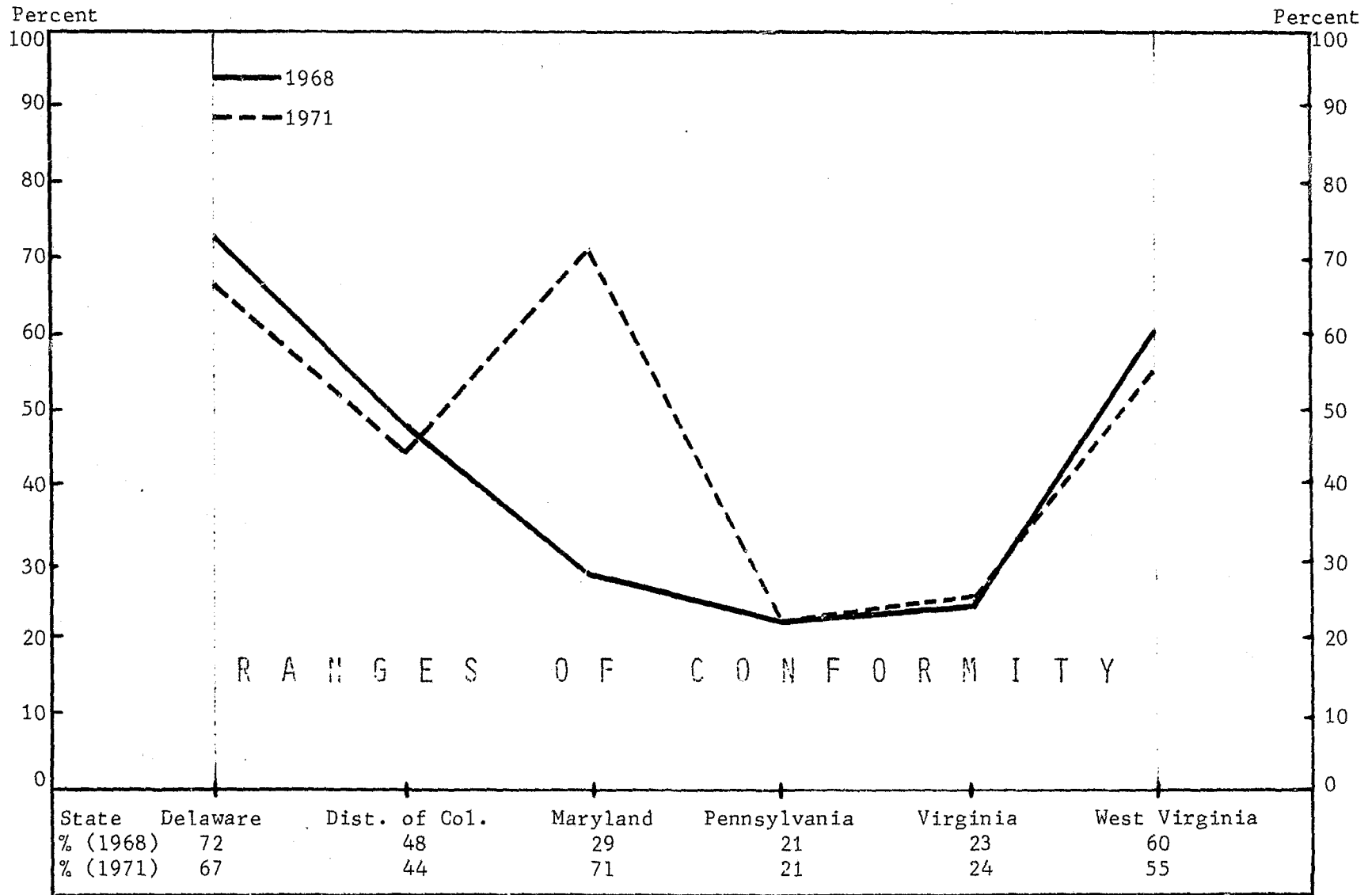
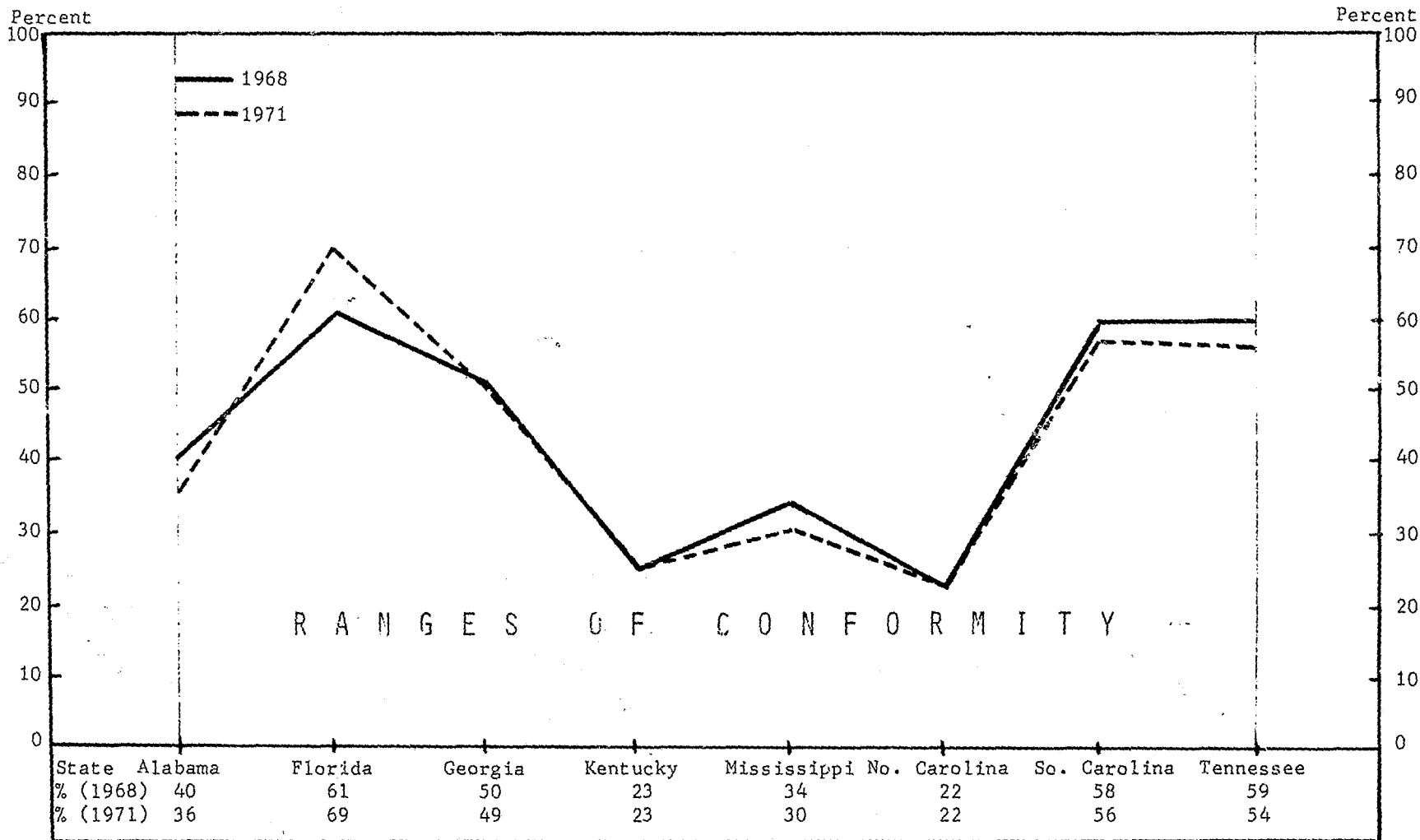


Figure 7.
 Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11, (Rules of the Road),
 Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs. December 31, 1971. States located in
 Region IV, National Highway Traffic Safety Administration.

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short term in the States of Alabama, Georgia, Kentucky, Mississippi, and North Carolina to match Florida's level of near 70 percent conformity with the Code. The 6 latter States are among the 15 States that failed to score at least 400 overall points in the 1971 comparative study.

The traffic laws of the 6 midwestern States located in Region V (Figure 8), range from a low level of 40 percent conformance (Wisconsin) to a high of 58 percent (Illinois). No advancements were achieved by Minnesota, Ohio, and Wisconsin in 1971 while Indiana and Michigan laws fell one or more percentage points since the 1968 evaluation. Illinois moved forward, rising from 20th in 1968 to the 15th position in 1971 as a result of new revisions adopted in its State traffic code.

Of the 5 States which comprise Region VI (Figure 9), Texas scored the largest gains since 1968, having improved its conformance level from 44 percent to 68 percent. Texas jumped from 29th to 6th position in the 1971 State ratings. New Mexico and Oklahoma were the leaders in this region in 1968 but each State fell behind in 1971. Arkansas also slipped from 46 percent to 42 percent conformity while Louisiana gained a notch from 49 percent in 1968 to 50 percent in 1971.

Region VII can boast of a new national leader in the latest ranking of the States. Various conforming amendments adopted by the Kansas Legislature lifted this State from 7th position in 1968 to the top position in 1971. It is clear from Figure 10 that the comparatively low levels of uniformity in Iowa (32%), Missouri (26%), and Nebraska (26%) traffic laws point to an urgent obligation for closing wide gaps and improving interstate uniformity in this region.

There is near equilibrium in the conformance levels in the traffic laws of the 6 States comprising Region VIII as depicted in Figure 11. However, the lower scores achieved by North Dakota (51%) and South Dakota (46%) tend to distort the fairly even range of conformity prevailing in the neighboring States of Colorado (63%), Montana (61%), Utah (58%) and Wyoming (58%). Slight improvements in 1971 were recorded for Colorado and Utah while overall conformity in South Dakota advanced from 30 percent to 46 percent over the three-year period. Downturns are noted in Montana (66% vs. 61%), in North Dakota (57% vs. 51%), and in Wyoming (66% vs. 58%).

In Region IX (Figure 12), Hawaii is the leader among the four Western States with 72 percent conformity. The first traffic laws review covering 1968 State laws did not include Hawaii since virtually all of its rules of the road were contained in the ordinances of Hawaii's four counties. In the "Explanatory Notes on Organization and Use of the UVCA," it is noted that large portions of the Honolulu Traffic Code

Figure 8.
 Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11, (Rules of the Road),
 Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs. December 31, 1971. States located in
 Region V, National Highway Traffic Safety Administration.

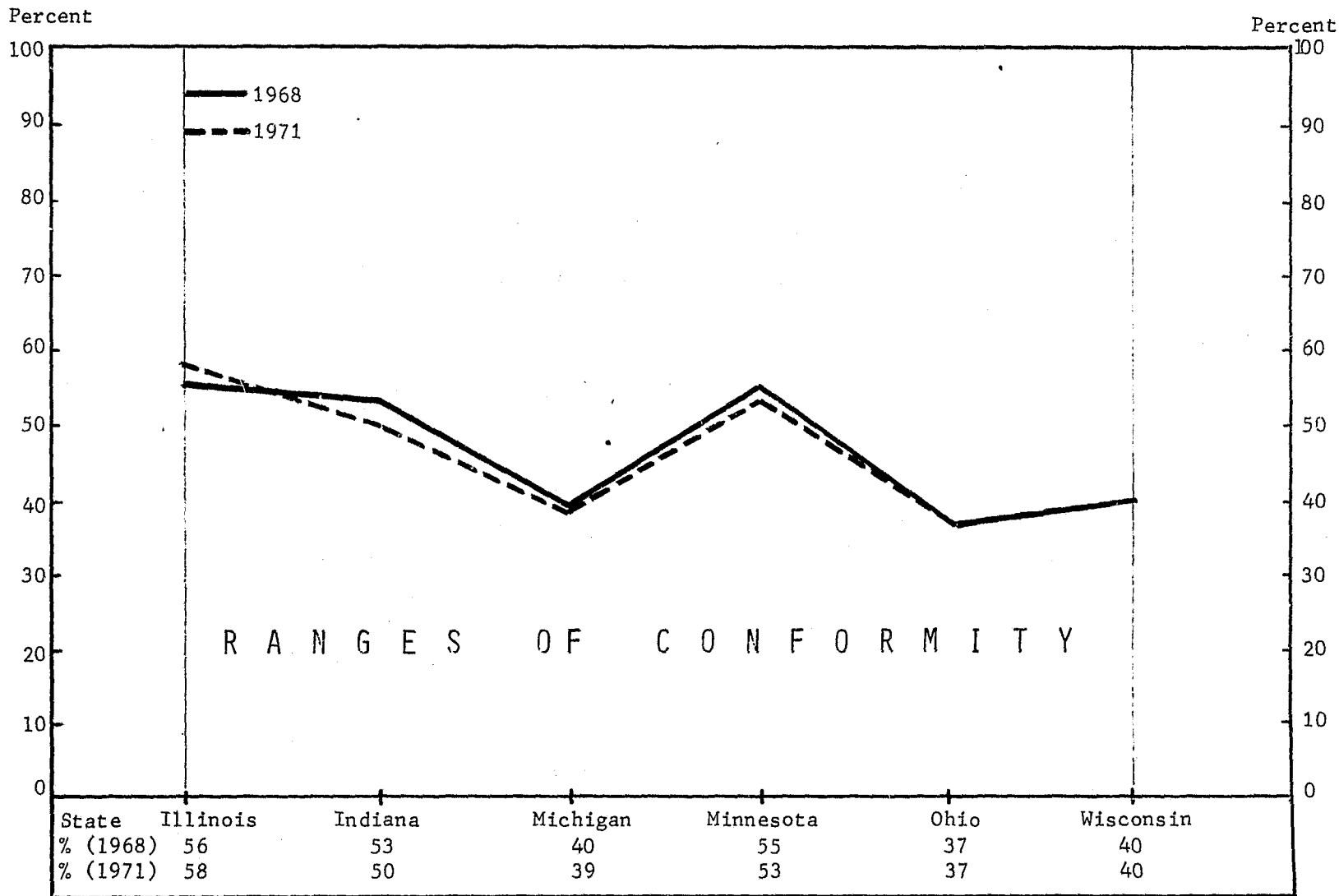


Figure 9.
 Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11, (Rules of the Road),
 Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs. December 31, 1971. States located in
 Region VI, National Highway Traffic Safety Administration.

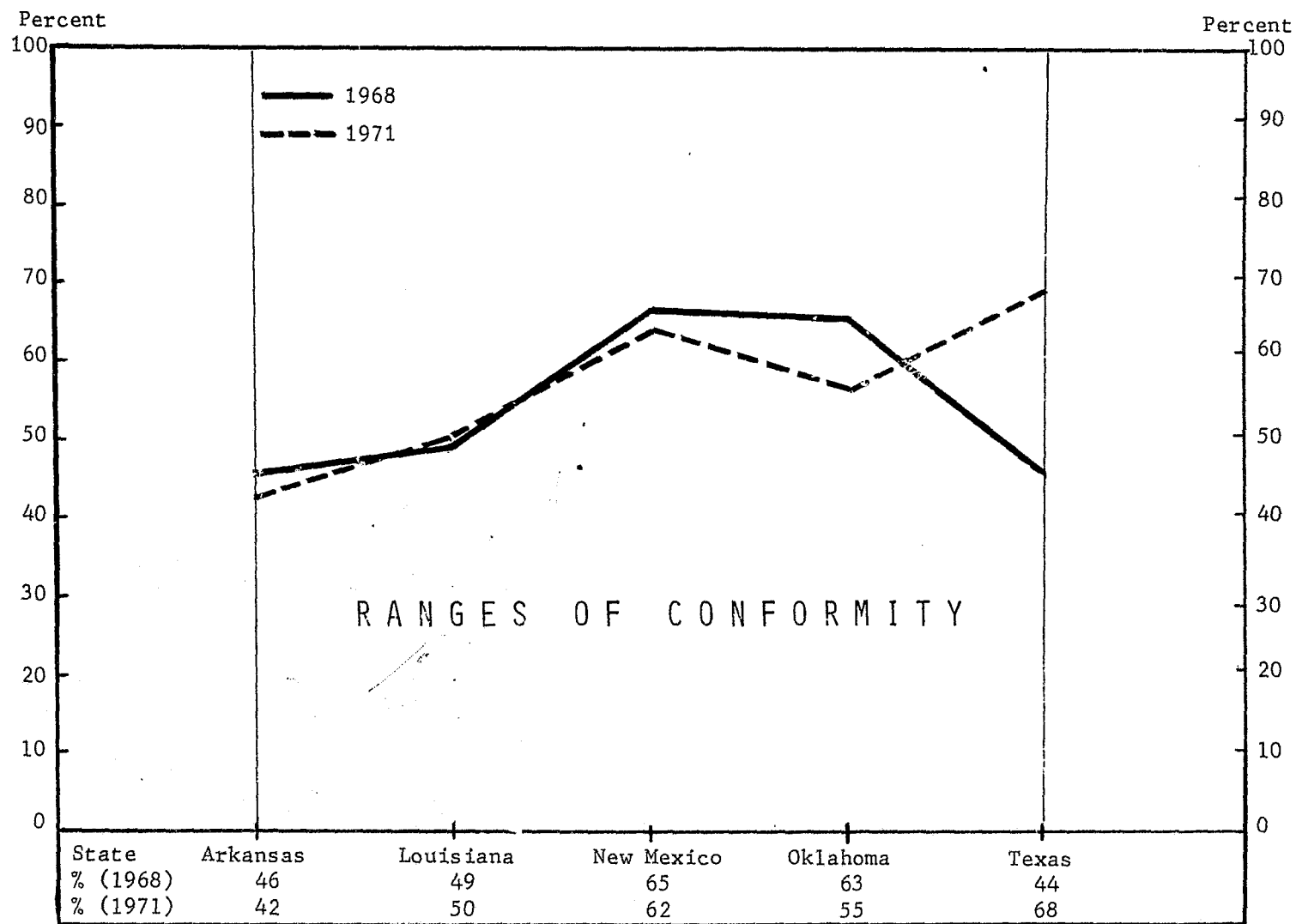


Figure 10.

Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11, (Rules of the Road), Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs. December 31, 1971. States located in Region VII, National Highway Traffic Safety Administration.

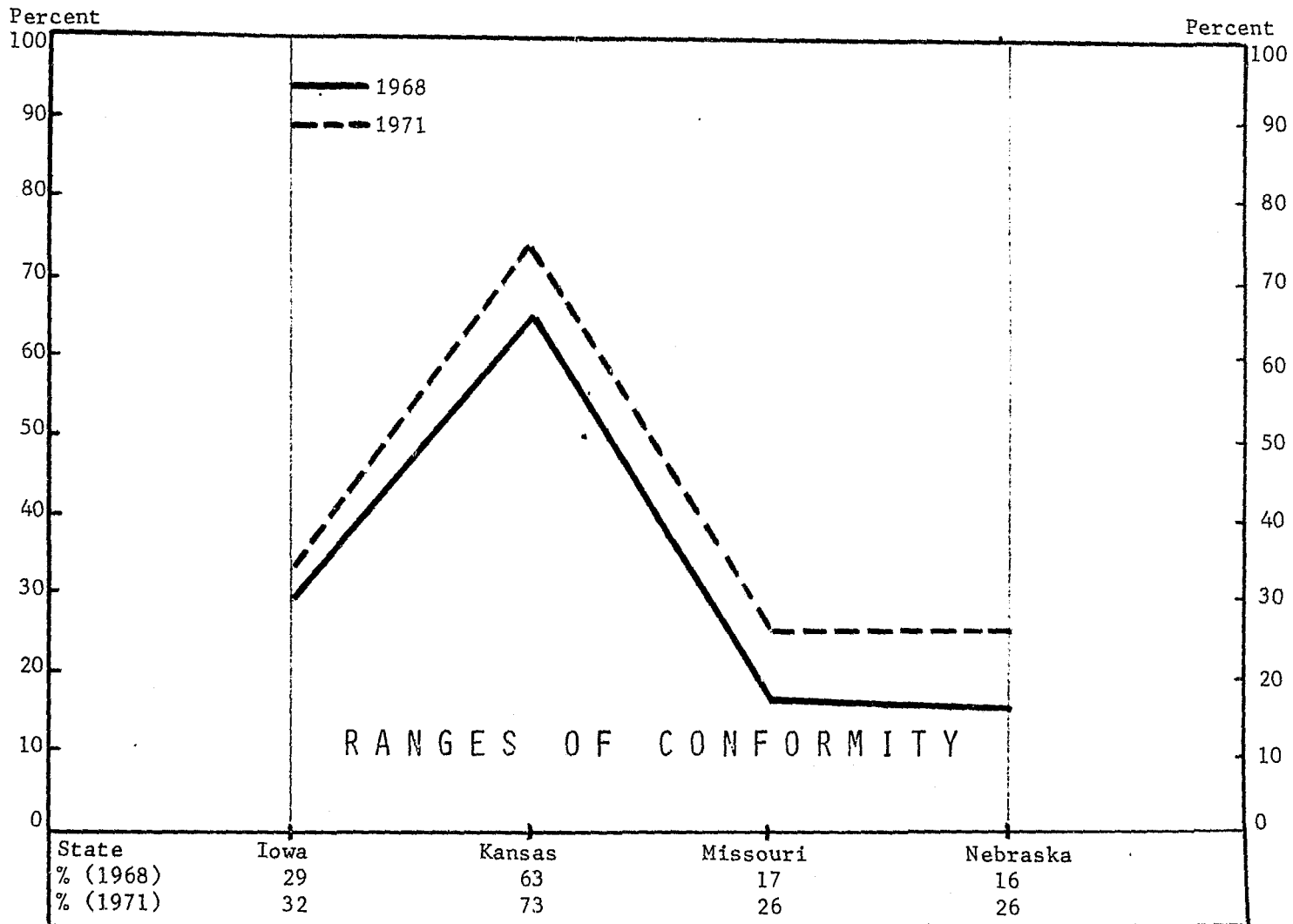


Figure 11.
 Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11, (Rules of the Road),
 Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs. December 31, 1971. States located in
 Region VIII, National Highway Traffic Safety Administration.

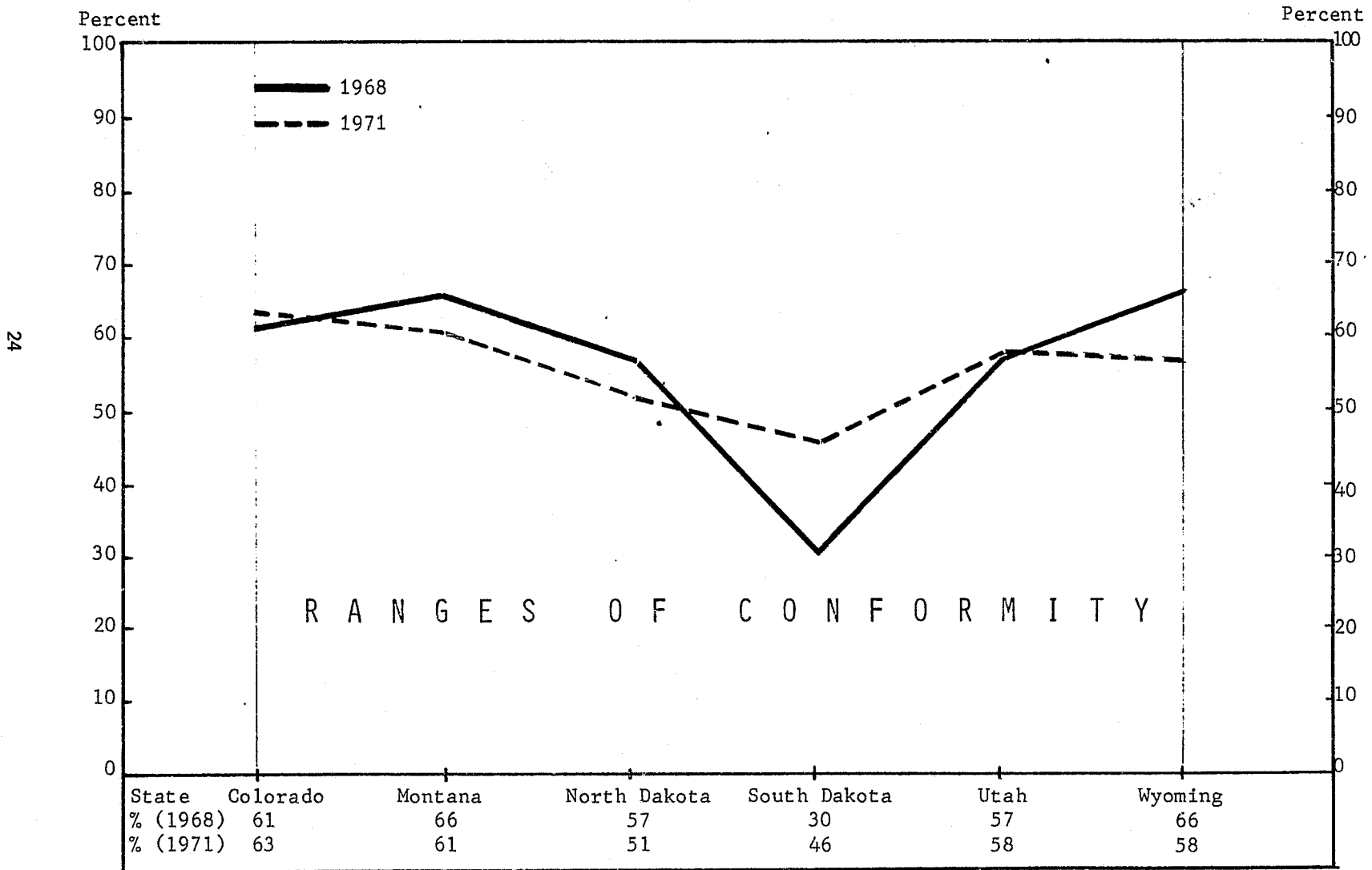
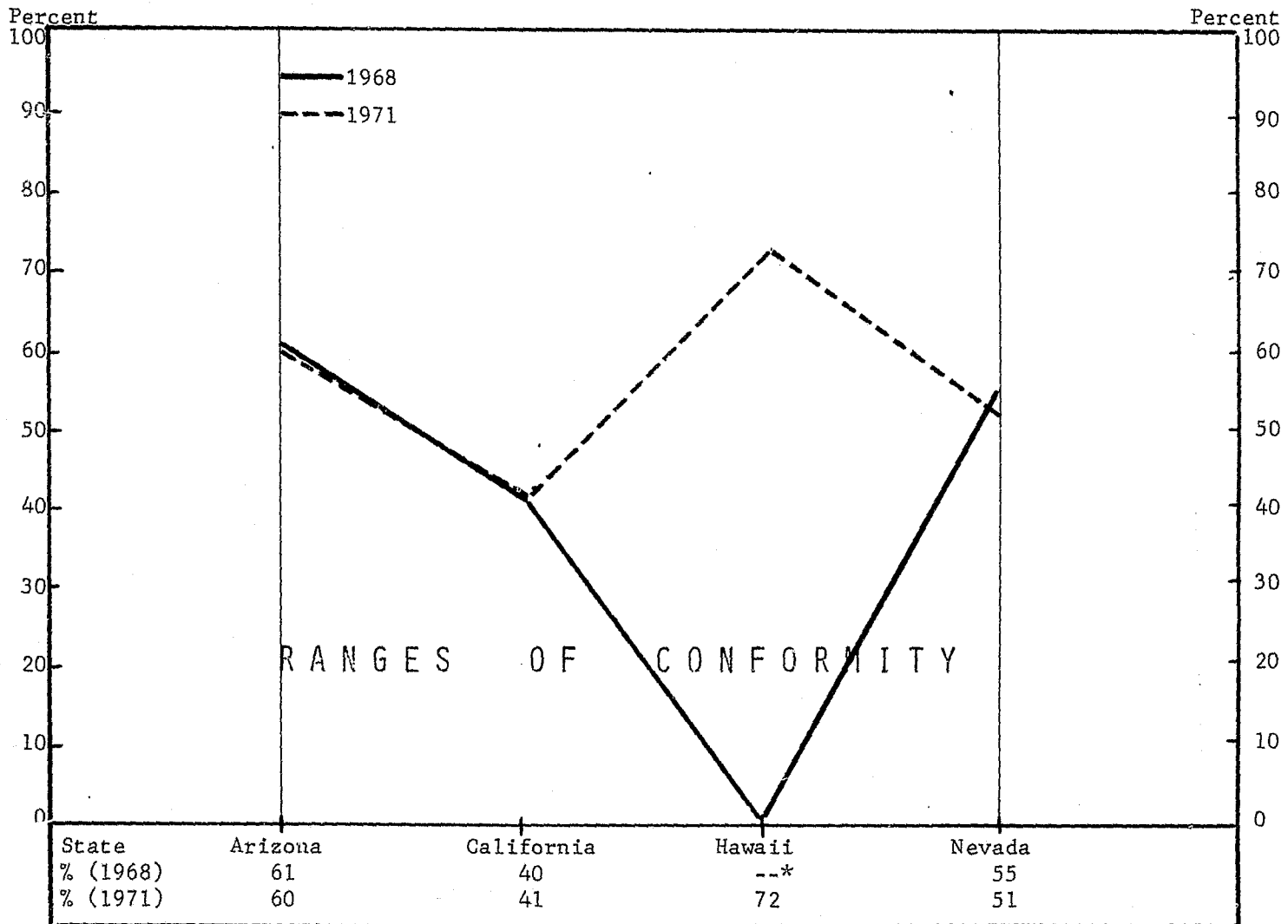


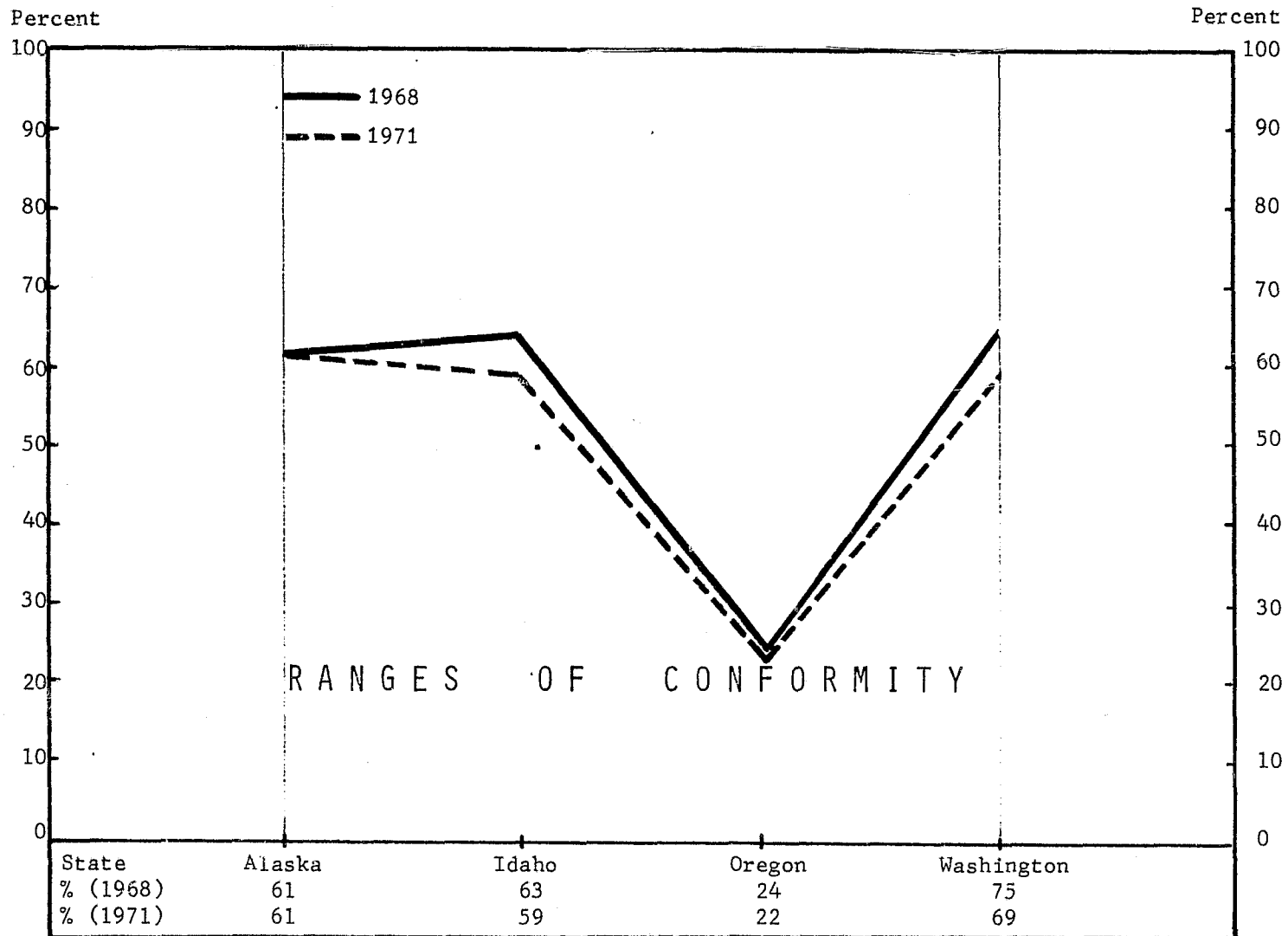
Figure 12.

Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11, (Rules of the Road), Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs. December 31, 1971. States located in Region IX, National Highway Traffic Safety Administration.



* The Hawaii Legislature first adopted a statewide traffic code in 1971 which became effective on January 1, 1972. Hence, no analyses were available in 1968.

Figure 13.
 Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11, (Rules of the Road),
 Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs. December 31, 1971. States located in
 Region X, National Highway Traffic Safety Administration.



appeared to be in substantial conformance with the UVC. ^{12/} Hawaii has since adopted a statewide traffic code and the laws therein were patterned after the provisions published in the later editions of the UVC. This accounts for its comparatively high initial rating of 72 percent conformity in the 1971 study. The laws of Arizona and Nevada rank considerably below the Hawaiian statutes and alongside specimen provisions in the Code. California, the fourth State located in this region, trailed with only 41 percent conformity with the UVC.

The traffic laws of Alaska, Idaho, and Washington State, three of the four jurisdictions in Region X, are more nearly compatible on an intra-regional basis than the laws of various contiguous States in any other NHTSA region. Figure 13 reveals that nonconforming provisions in Oregon traffic laws contribute to the only dip in the regional picture. The mean conformance of the Alaska (61%), Idaho (59%), and Washington (69%) scores for 1971 is 63 percent. The low level of Oregon's consistency with the UVC (22%) drops the high 3-State conformance average from 63 percent to 52 percent. Since no improvements are detected in the Oregon rankings between 1968 and 1971, the traffic laws in this particular jurisdiction would be candidates for early, large-scale revisions if a more reasonable level of consistency with her sister States is to be achieved.

The panorama of regional profiles reveals that the leading States in terms of overall conformity with the UVC as at December 31, 1971 in each of the NHTSA's ten regions are as follows:

Region I	-	New Hampshire (58%)
Region II	-	New York (64%)
Region III	-	Maryland (71%)
Region IV	-	Florida (69%)
Region V	-	Illinois (58%)
Region VI	-	Texas (68%)
Region VII	-	Kansas (73%)
Region VIII	-	Colorado (63%)
Region IX	-	Hawaii (72%)
Region X	-	Washington (69%)

In all regions, a jaggy pattern of conformity exists whereby the relatively high benchmarks achieved by the regional leaders cited above are offset by lower and alternating levels of conformance scored by one or more jurisdictions contiguous to the leader States. For example, it is noted that the scores accumulated by four of the six States in Region I contribute to an extraordinary disequilibrium in intra-regional uniformity. Similar distortions are evident in Regions III, IV, V, and VII. In Region VII, the national leader's score is

12/ See Uniform Vehicle Code: Rules of the Road with Statutory Annotations, 1967, p. xi.

somewhat overshadowed by Kansas' three sister States where levels of conformance with the UVC range from 26 to 32 percent.

Conformance Profiles of the Individual States

The closing series of illustrations provides a clearer picture as to the status of traffic law uniformity in each State when compared with the 13 constituent Articles of the Code's Rules of the Road chapter. The total points awarded to a State for conformance with each UVC Article and recorded in the statistical tables in Appendixes B and C respectively, are transformed into conformance indices that are plotted on Figures 14 through 64.

A brief explanation as to the steps followed in computing the indices of conformance is warranted. For example, the ratio of conformance computed for Alabama's statutes vis-a-vis UVC Article I in 1968 is obtained by dividing the State's score of 14 points by 50, the maximum score possible, with a resultant of 28 percent. Similarly, the total points achieved in 1971 (13) divided by 50, the maximum score, results in a conformance index of 26 percent.

One common characteristic easily recognized in the profiles from State to State is the erratic pattern of conformity among the several categories of traffic laws evaluated in the two studies. While a majority of the States, for example, are in substantial conformance with Article I (provisions relating to the operation of vehicles upon the highway), more than 30 States, on the other hand, slip considerably in their conformity with the Code's specimen provisions in Article II (traffic signal legends and the driver's duties at a traffic light). Seventy-six variances exist in State laws alongside provisions in Article II. Only 9 States escaped minus scores, including Georgia, Kansas, Kentucky, Maine, Maryland, New Hampshire, New York, Texas, and Vermont. Less encouraging from the data presented is the fact that Kentucky, Nebraska, North Carolina, Virginia, and Vermont have very few statutes comparable to the 23 separate provisions evaluated under Article II which explains the largesse of zeros for these States in Table II of Appendixes B and C.

The second highest number of variances is recorded in traffic right of way rules. In 1971, 40 States received scores ranging from -1 to -3 points in several of the 13 columnar evaluations listed in Table IV, Appendix C which all deal with right of way provisions. New Jersey and the Commonwealth of Massachusetts were the only States that scored negative totals reflecting substantial differences from the Code provisions in Article IV. In this connection, it is interesting to note that a New Jersey statute (NJSA § 39:4-145) excuses the second and third vehicles in a line from stopping again before entering an intersection. And, as the three vehicles proceed across the intersection, drivers on the intersecting street must yield. These unusual provisions have counterparts only in Massachusetts and they do not accord with the meaning

of stop signs which has been accepted for many years in virtually all other States. 13/

Other statutory areas where substantial variances occur include the rules involving overtaking and passing, special stops required (such as stopping for school buses), and speed laws.

The 51 State charts also trace the extent of advancement toward greater statutory uniformity in traffic laws between 1968 and 1971. On balance, most States enacted some laws which helped to improve their conformance levels in at least one statutory area. Only Maryland surpassed its overall conformance posture between 1968 and 1971 with advances in all 13 categories evaluated alongside the Code. Figure 33 depicts the spectacular across-the-board progress achieved by the State of Maryland.

Texas also scored impressive gains in 11 of the 13 categories evaluated, followed by South Dakota (+10 in 13) and Florida (+9 in 13). The 1971 national leader, the State of Kansas, scored gains in 7 categories which strengthened its initially high showing in the 1968 ratings.

Several States deserve to be singled out as making outstanding progress in achieving greater uniformity in one or more statutory areas. The list below identifies the various States and the extent of improvement of conformance over 1968 in 5 statutory areas as compared with the Code:

- | | | |
|------------------|---|-------------------------------------|
| UVC Article II | - | Traffic Signs, Signals and Markings |
| | | . Kansas - 40% improvement |
| | | . Maryland - 71% improvement |
| | | . Missouri - 87% improvement |
| | | . Texas - 46% improvement |
| UVC Article IV | - | Right of Way |
| | | . Missouri - 30% improvement |
| | | . Nebraska - 51% improvement |
| | | . Texas - 39% improvement |
| UVC Article V | - | Pedestrians' Rights and Duties |
| | | . Nebraska - 58% improvement |
| UVC Article VIII | - | Speed Restrictions |
| | | . South Dakota - 37% improvement |

13/ At stop signs, every driver must stop at specified points and then must yield the right of way to approaching traffic. See UVC § 11-403 (Supp. I 1972).

- UVC Article XIII - Motorcycle Rules
- . Alaska - 43% improvement
 - . Colorado - 71% improvement
 - . Florida - 80% improvement
 - . Iowa - 61% improvement
 - . Kansas - 70% improvement
 - . Louisiana - 68% improvement
 - . Nevada - 50% improvement
 - . South Carolina - 69% improvement
 - . South Dakota - 56% improvement
 - . Utah - 67% improvement

Five States, including Arkansas, New Jersey, Oklahoma, Tennessee, and Wyoming failed in 1971 to move ahead of their conformance indices in all 13 Articles of the Code's Rules of the Road chapter.

As in 1968, no state traffic code duplicates every rule of the road in the Code as revised in 1971. All but 10 jurisdictions have the same or fewer substantial variances than they did in the first rating study. Token progress was made in some 17 States in the bottom third of the 1971 rankings. Not only are the total scores of conformance low in these latter States, but the inconsistencies of the traffic laws in these same jurisdictions contribute to 52 percent of the total substantial differences recorded in 1971.

It seems clear from the two studies in 1968 and 1971 that the traffic laws of the following States are likely candidates for early modernization:

Alabama	Nebraska
Connecticut	New Jersey
Iowa	North Carolina
Kentucky	Ohio
Massachusetts	Oregon
Mississippi	Pennsylvania
Missouri	Virginia

Summary and Comments

The national highway transportation system functions within a framework of laws, regulations, and numerous varieties of legal arrangements. Traditionally, the responsibility for adopting and enforcing traffic laws that standardize the duties and obligations of motorists and pedestrians rests with the State governments. Any substantial variations and inconsistencies in these laws contribute to confusion, to street and highway congestion, and to violations which often result in collisions, personal injuries, and sometimes fatalities.

The Congress and other organizations have noted at times the existence

of obsolete and conflicting traffic laws administered by the several States. In a national inquiry, the House Committee on Roads in 1938 concluded that a driver with his driving habits formed in one community, operating his motor vehicle legally and prudently as fixed by the habits acquired under the laws of his home State is often transformed into a lawbreaker and an unsafe driver by crossing the State line.

A long-standing source and reference for State legislatures in drafting uniform traffic laws is the Uniform Vehicle Code. The custodian of the Code is the National Committee on Uniform Traffic Laws and Ordinances, a non-profit organization established pursuant to recommendations of the President's Highway Safety Conference in 1947.

In some quarters the Code is regarded as the yardstick against which legislative achievements of a State in traffic law are commonly measured. Prior to the passage of the Highway Safety Act of 1966, Congress once again recognized the "chaotic nonuniformity" in traffic laws and decried the fact that some States enacted the Code as published 20 or 30 years ago but failed to amend their laws to keep up with latter-day revisions incorporated in the Code.

There is little dispute with the congressional sentiment expressed in 1966 as to the backward status of some State traffic codes. Until very recently, the Commonwealth of Massachusetts was the only State that had never duplicated or adopted a provision from any edition of the Rules of the Road chapter of the Code. Other States have adopted statutory provisions compatible with specimen laws in the 1968 and pre-1968 editions. Some State Rules of the Road laws are yet identical to Code sections that appeared in the 1934 edition, such as the provisions referring to flashing lights used in a traffic sign or signal.

Although a general consensus prevails as to nonuniformity in State traffic laws, there is a paucity of studies which pinpoint the nature and extent of inconsistencies among the laws of the several States as compared with the most recent edition of the Code. The instant inquiry turned to two contemporary traffic laws commentaries prepared by the National Committee's staff and delivered under contract to the National Highway Traffic Safety Administration in the U.S. Department of Transportation. These commentaries entitled "Rules of the Road Rated" contain assessments of State traffic laws as at 1968 and 1971 when compared with counterpart provisions of the Rules of the Road chapter in the Code. The laws of each State were evaluated in accordance with certain criteria which formed the basis for a point system in ranking the several States for overall conformity with more than 200 separate Code provisions.

Although no State yet duplicates every provision in the 1972 edition, the record indicates that over the three-year period there was measurable progress in 7 of the 13 statutory areas at issue. Improvements over 1968 are detected in laws relating to traffic signs, signals and markings,

overtaking and passing rules, right of way, speed restrictions, and bicycle and motorcycle laws. The greatest single overall gain occurred in the adoption of new and amended motorcycle laws. Twenty-nine States and the District of Columbia amended their laws which conformed with pertinent provisions in the Code and thereby raised the national level of conformance from 20.8 percent in 1968 to almost 40 percent in 1971.

There have been shifts in the ratings of the States in terms of overall conformity with the Code with the 1968 leaders, including the States of Washington and Delaware, replaced by Kansas and Hawaii in 1971. Other States which scored middling ratings in 1968 achieved higher levels of conformity in 1971 as a result of comprehensive changes in their traffic codes. Spectacular across-the-board gains were recorded by the State of Maryland which leaped from 39th position in 1968 to 3rd in the 1971 ranking of the States. Other notable gains were evident in the States of Kansas, Florida, and Texas.

Less encouraging is the experience of more than a score of States whose traffic laws still rank in the bottom third of the 1971 ratings. Although selective improvements were achieved in one or two statutory areas among the States in this latter group, the advances did not have an appreciable effect upon their total scores. The inconsistencies of the traffic laws in these same jurisdictions further contribute to a majority of the total substantial differences recorded in 1971.

It seems clear from the two studies in 1968 and 1971 that the traffic laws of at least a dozen States deserve immediate study and modernization when their State legislature next convene in 1973.

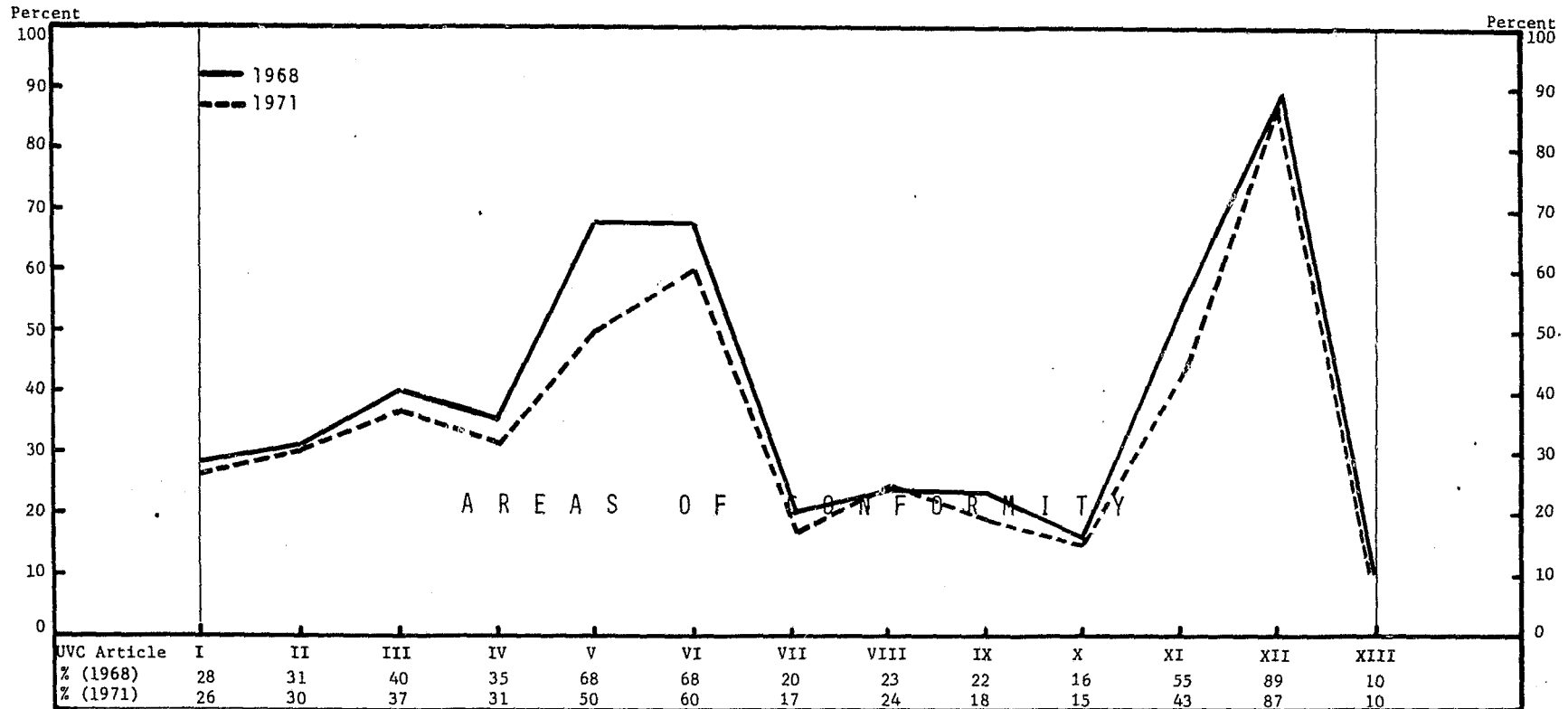
In a concluding observation, it is recognized that the two commentaries reckon with certain limitations in making statutory evaluations and devising a grading scheme for identifying the comparative status of State traffic laws. The law can seldom be reduced to numbers and perhaps the numerical scores and totals reflecting the extent of conformity with the Uniform Vehicle Code are not perfect measurements of traffic law uniformity. However, it cannot be gainsaid that these commentaries stand as timely evaluative documents and offer the prospect of developing a more satisfactory framework for future analytical studies that will help the States to detect statutory weaknesses and provide a sound basis for making timely improvements in each State's body of traffic law.

* * *

December, 1972
Washington, D.C.

Figure 14.

EXTENT OF CONFORMITY BETWEEN ALABAMA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 15.

EXTENT OF CONFORMITY BETWEEN ALASKA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

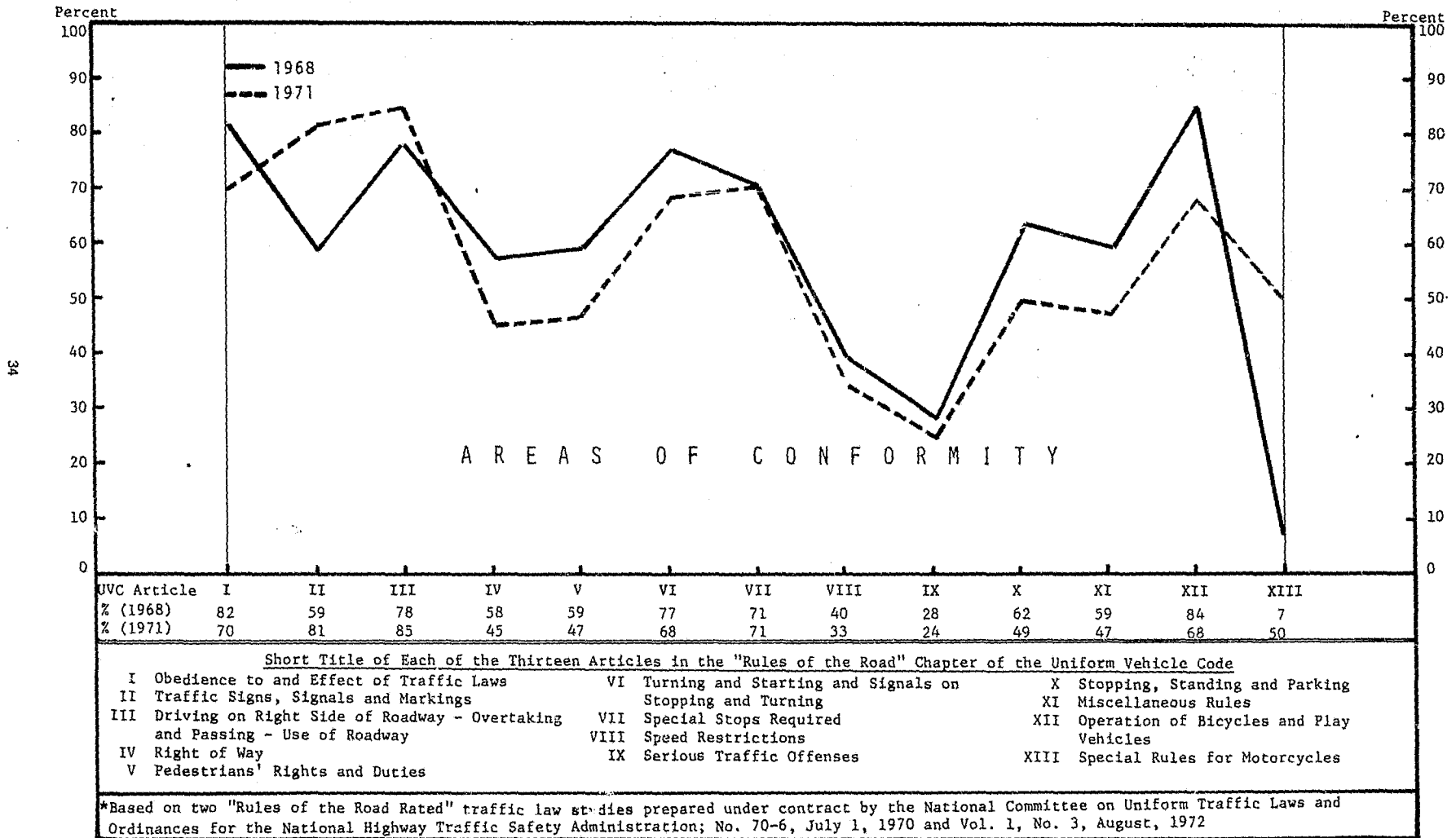
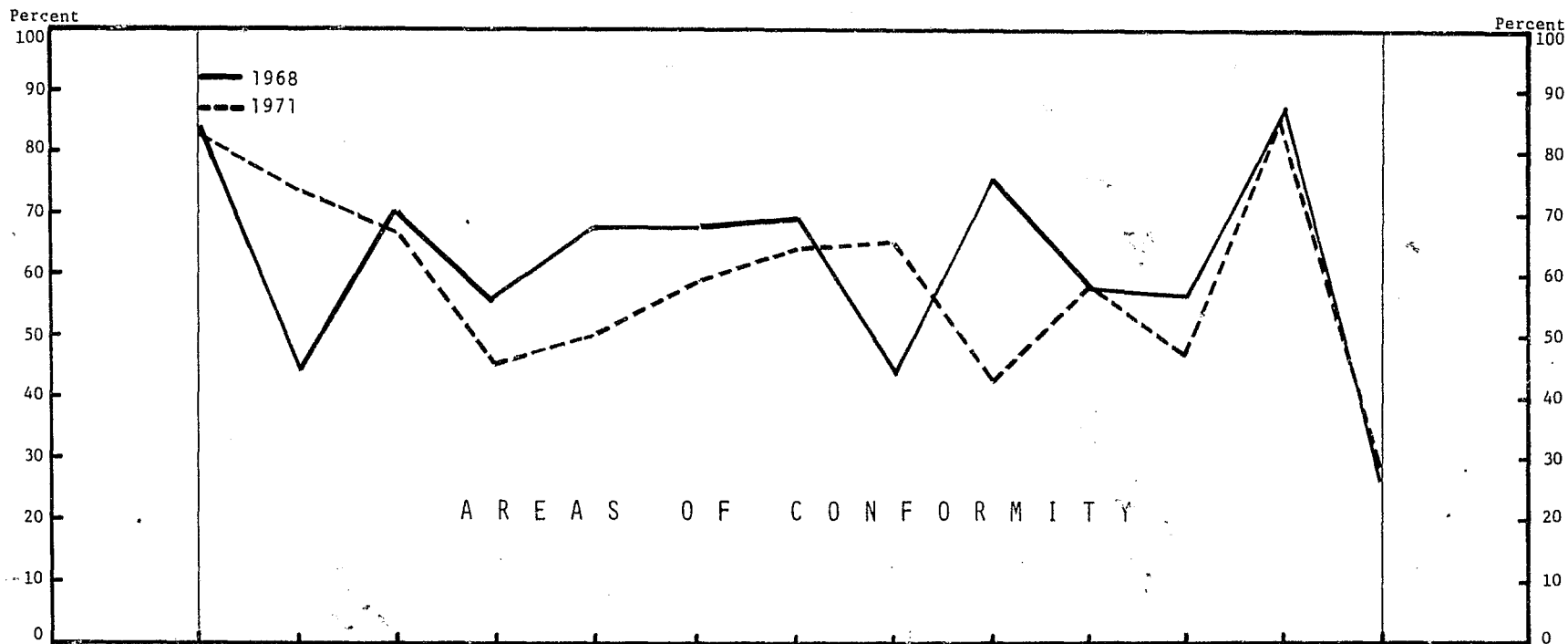


Figure 16.

EXTENT OF CONFORMITY BETWEEN ARIZONA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



UVC Article	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII
% (1968)	84	44	70	55	68	68	69	44	76	58	57	87	27
% (1971)	82	73	67	46	50	60	64	65	42	58	47	86	29

Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
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*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 17.

EXTENT OF CONFORMITY BETWEEN ARKANSAS TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

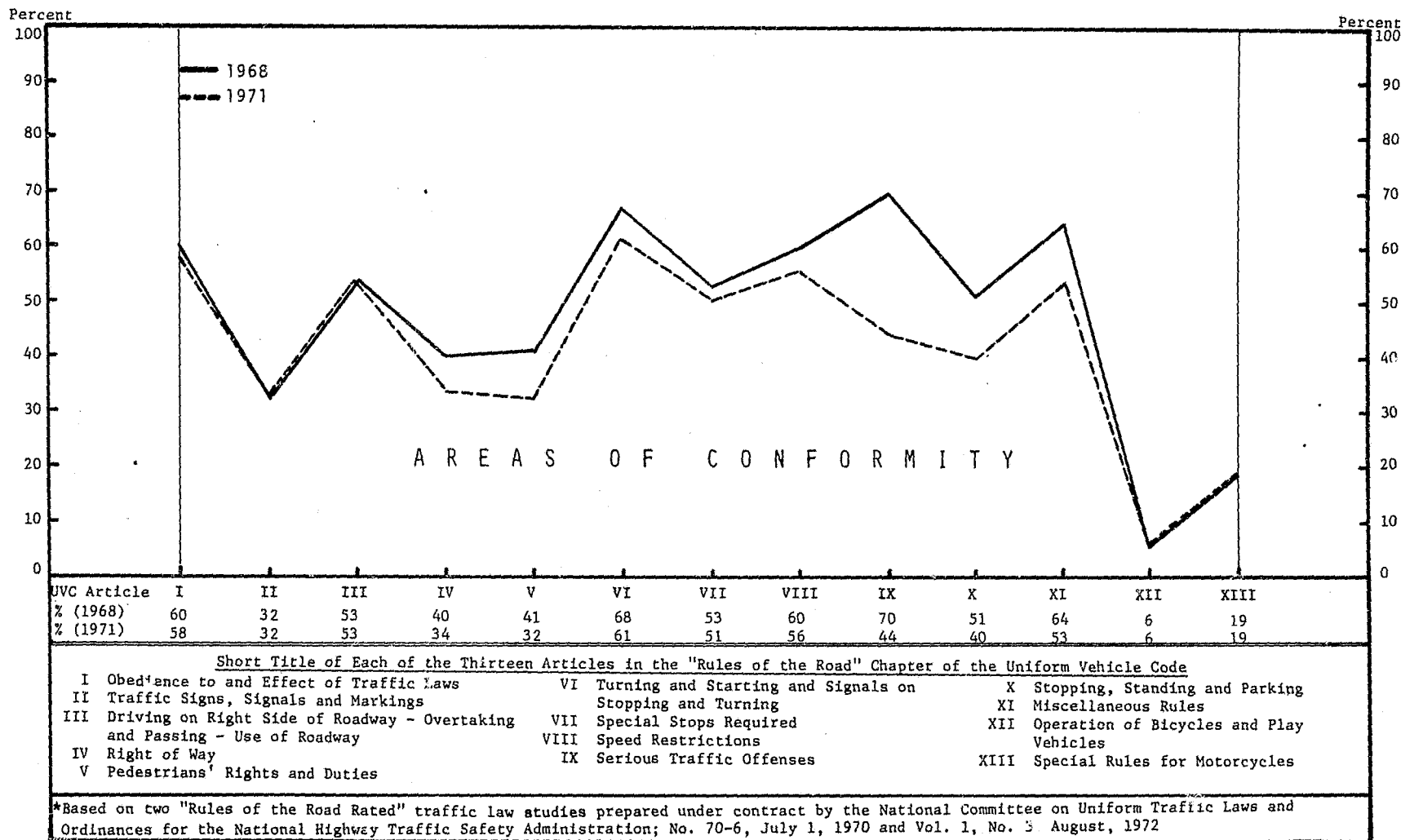


Figure 18.

EXTENT OF CONFORMITY BETWEEN CALIFORNIA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

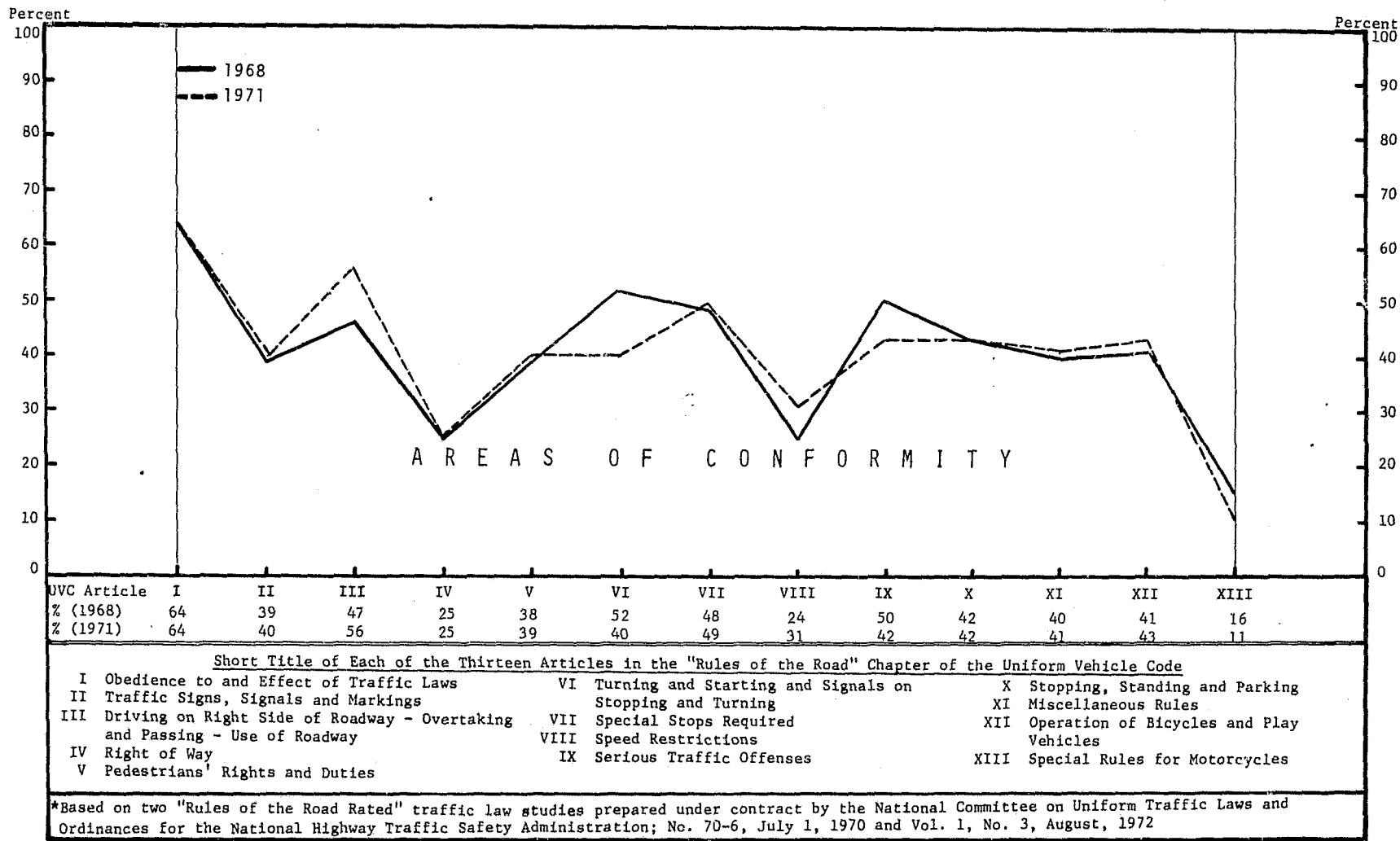


Figure 19.

EXTENT OF CONFORMITY BETWEEN COLORADO TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

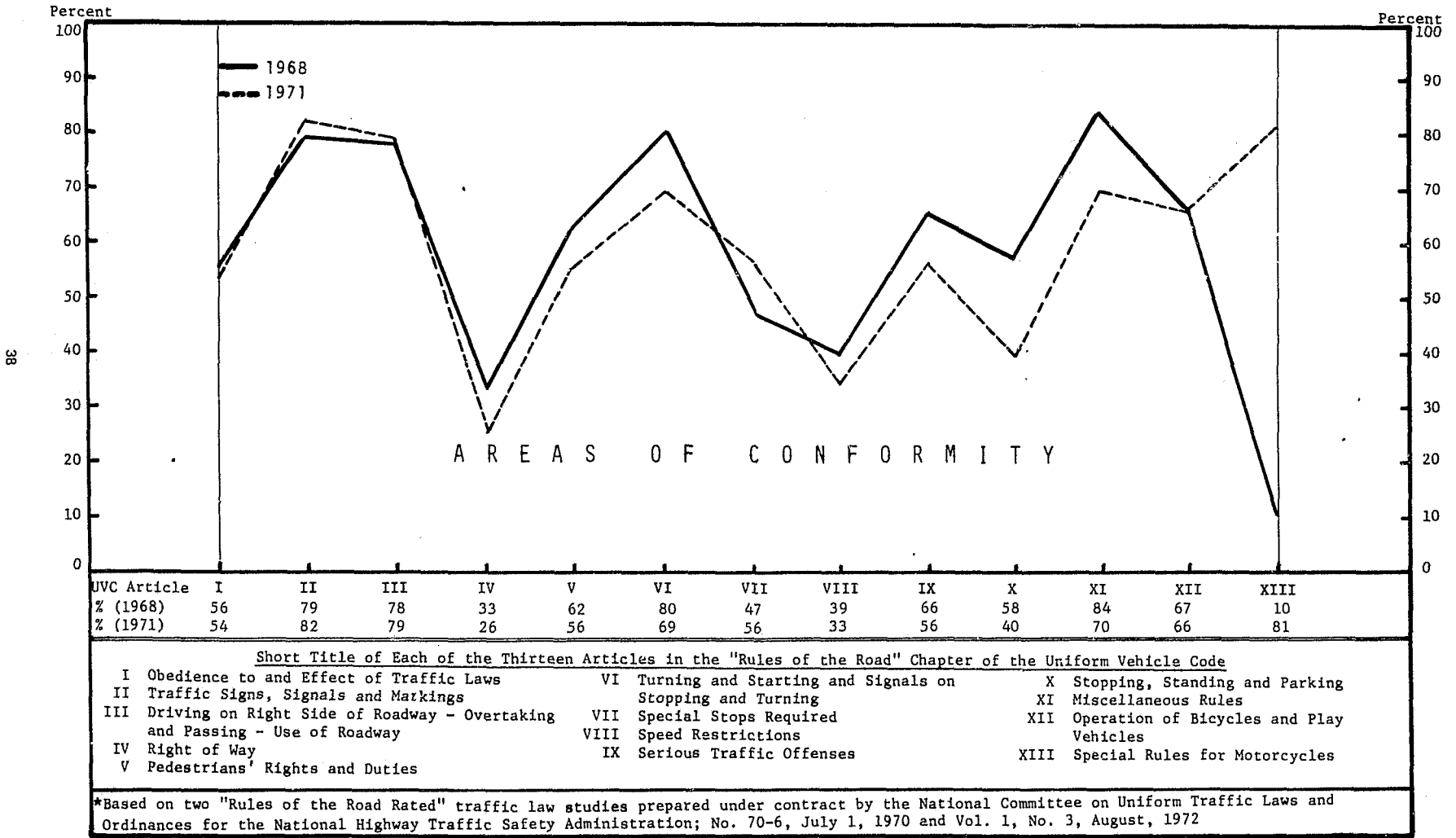


Figure 20.

EXTENT OF CONFORMITY BETWEEN CONNECTICUT TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

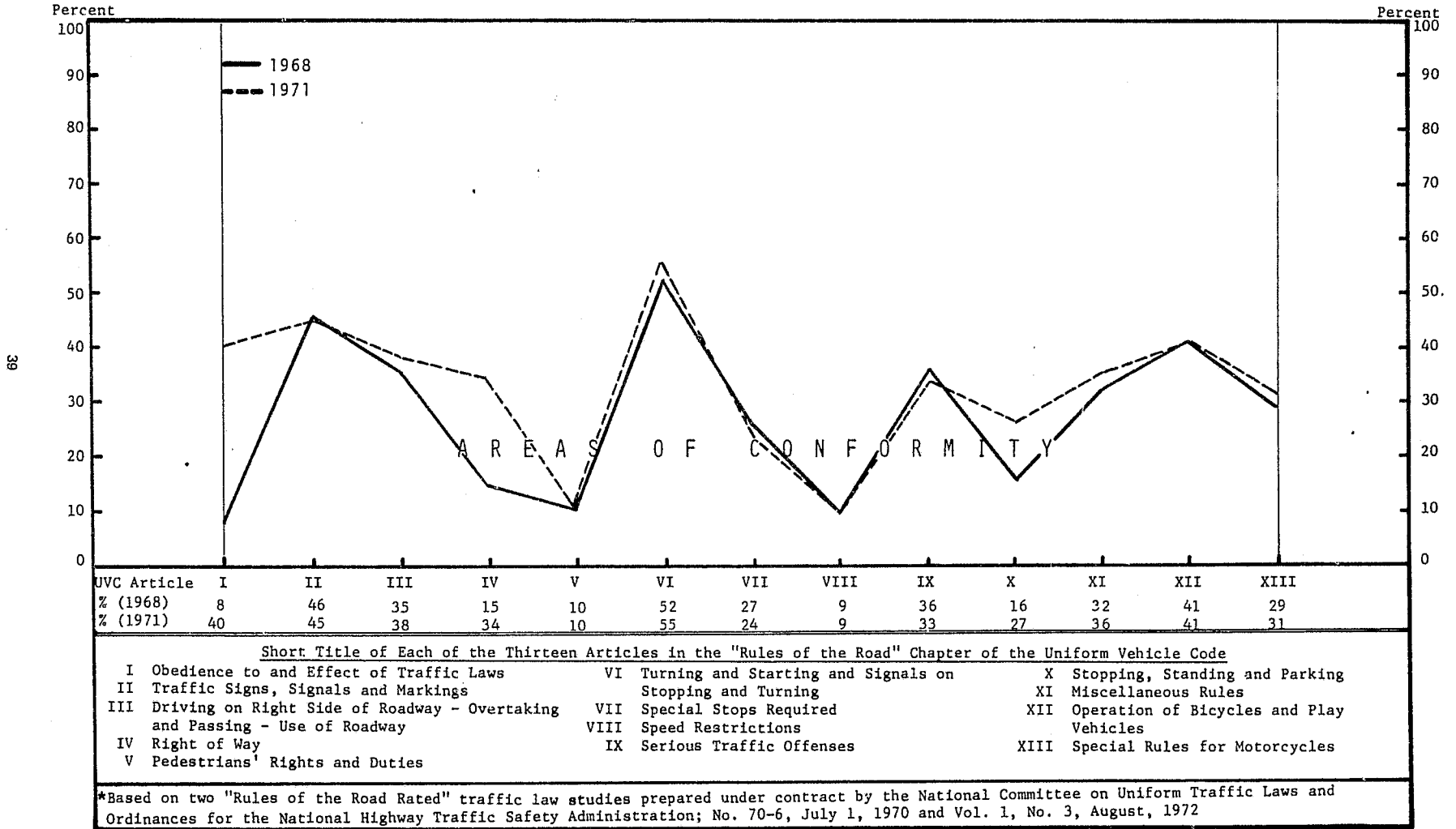


Figure 21.

EXTENT OF CONFORMITY BETWEEN DELAWARE TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

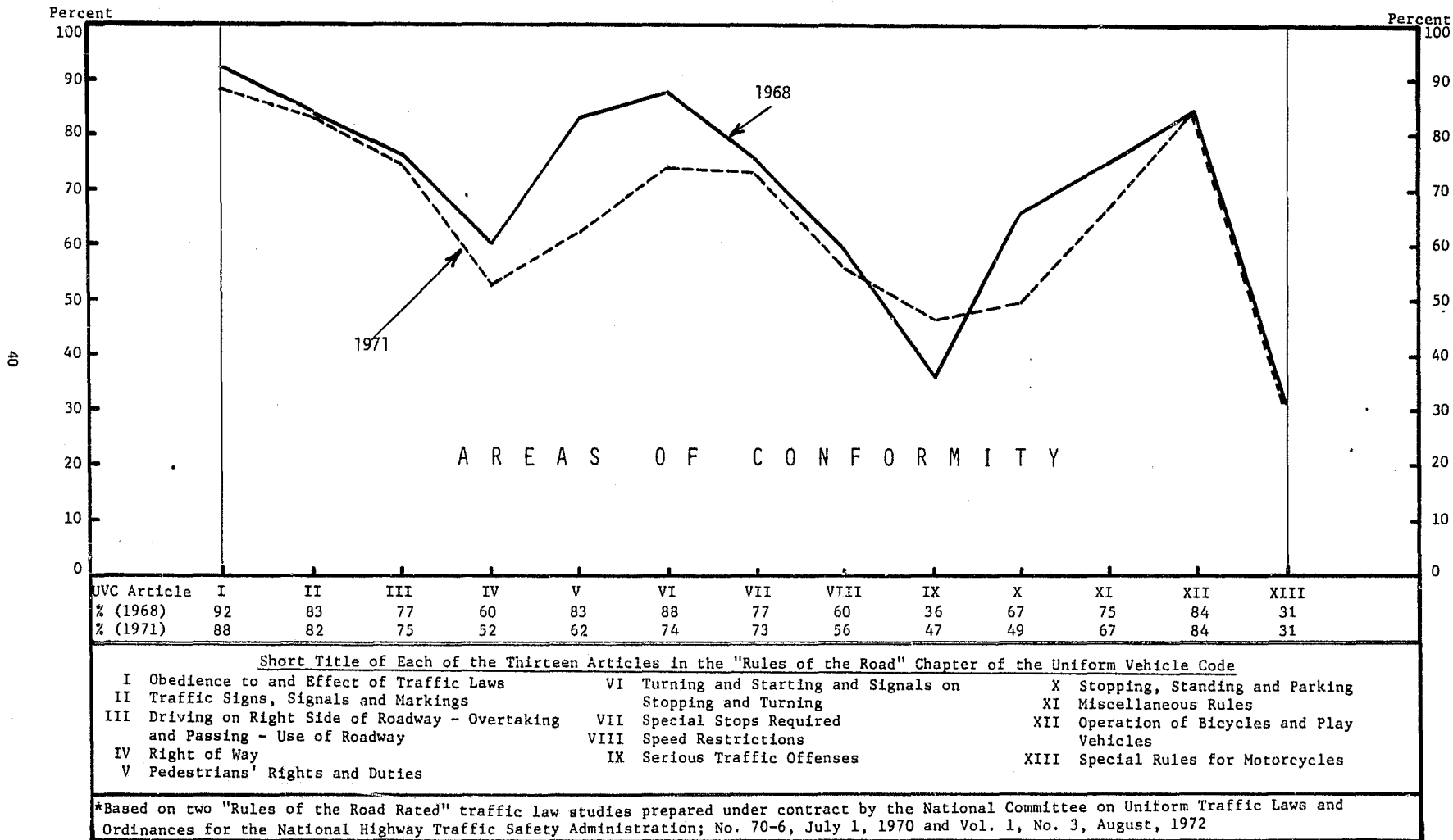
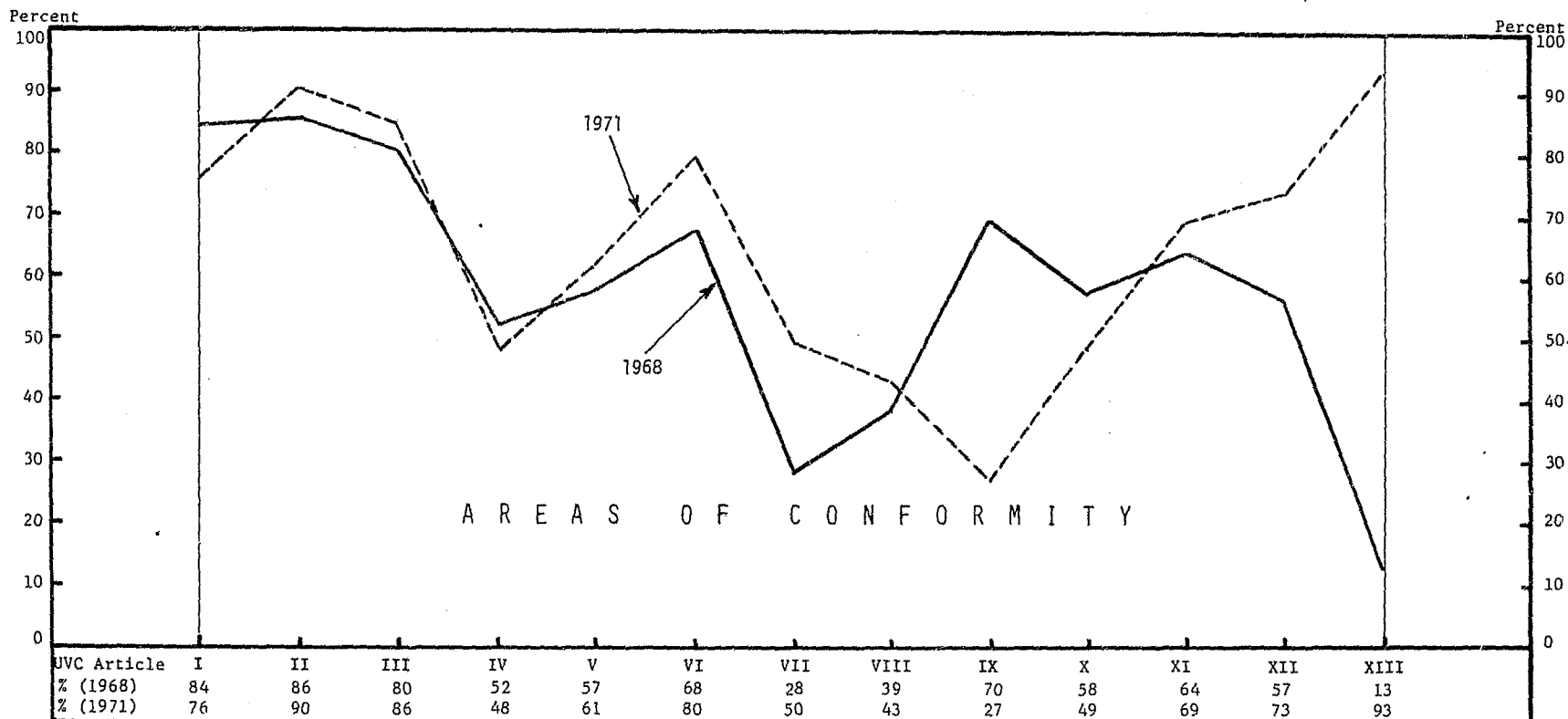


Figure 22.

EXTENT OF CONFORMITY BETWEEN FLORIDA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



A R E A S O F C O N F O R M I T Y

Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
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*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 23.

EXTENT OF CONFORMITY BETWEEN GEORGIA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

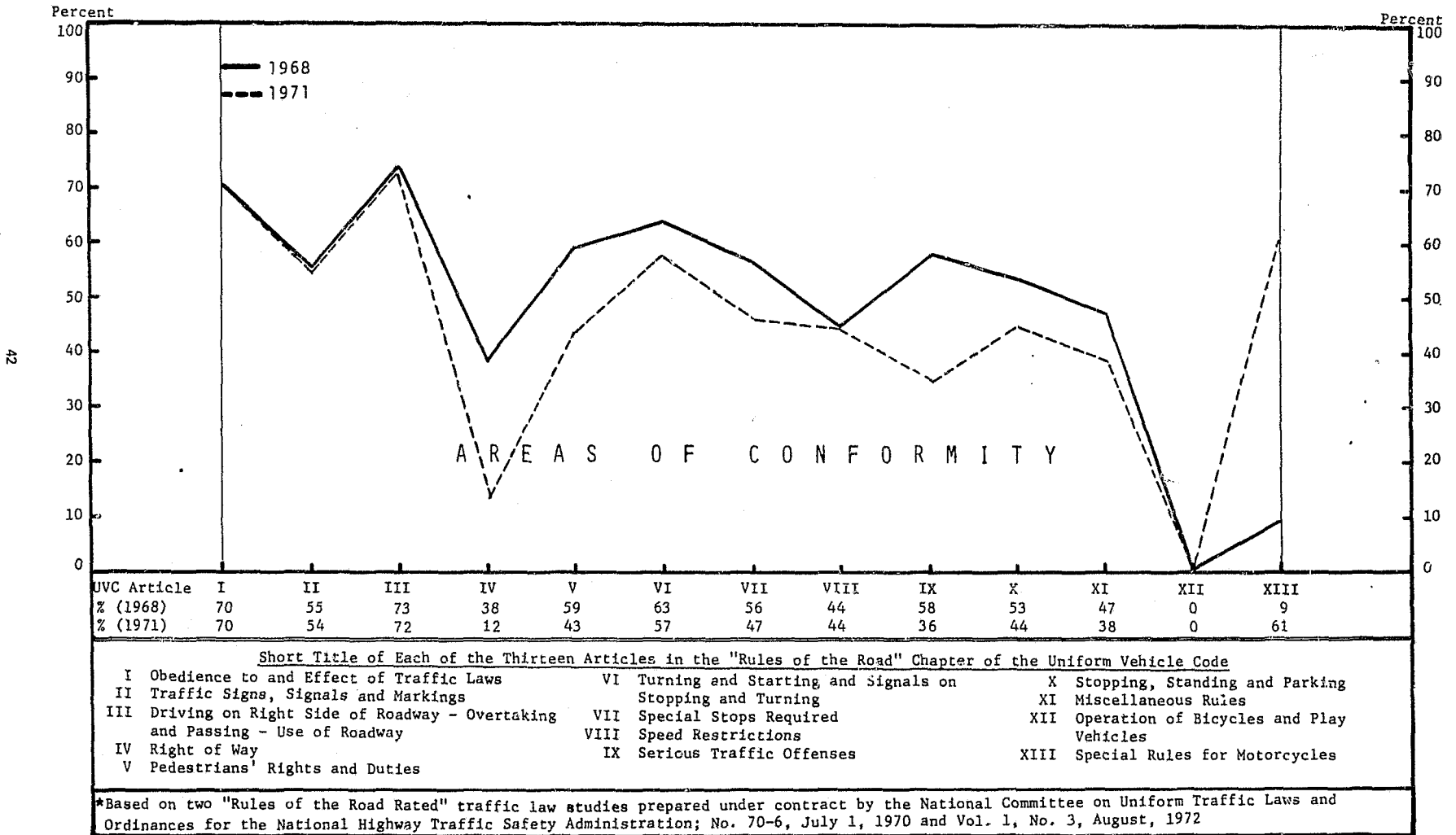


Figure 24.

EXTENT OF CONFORMITY BETWEEN HAWAII TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

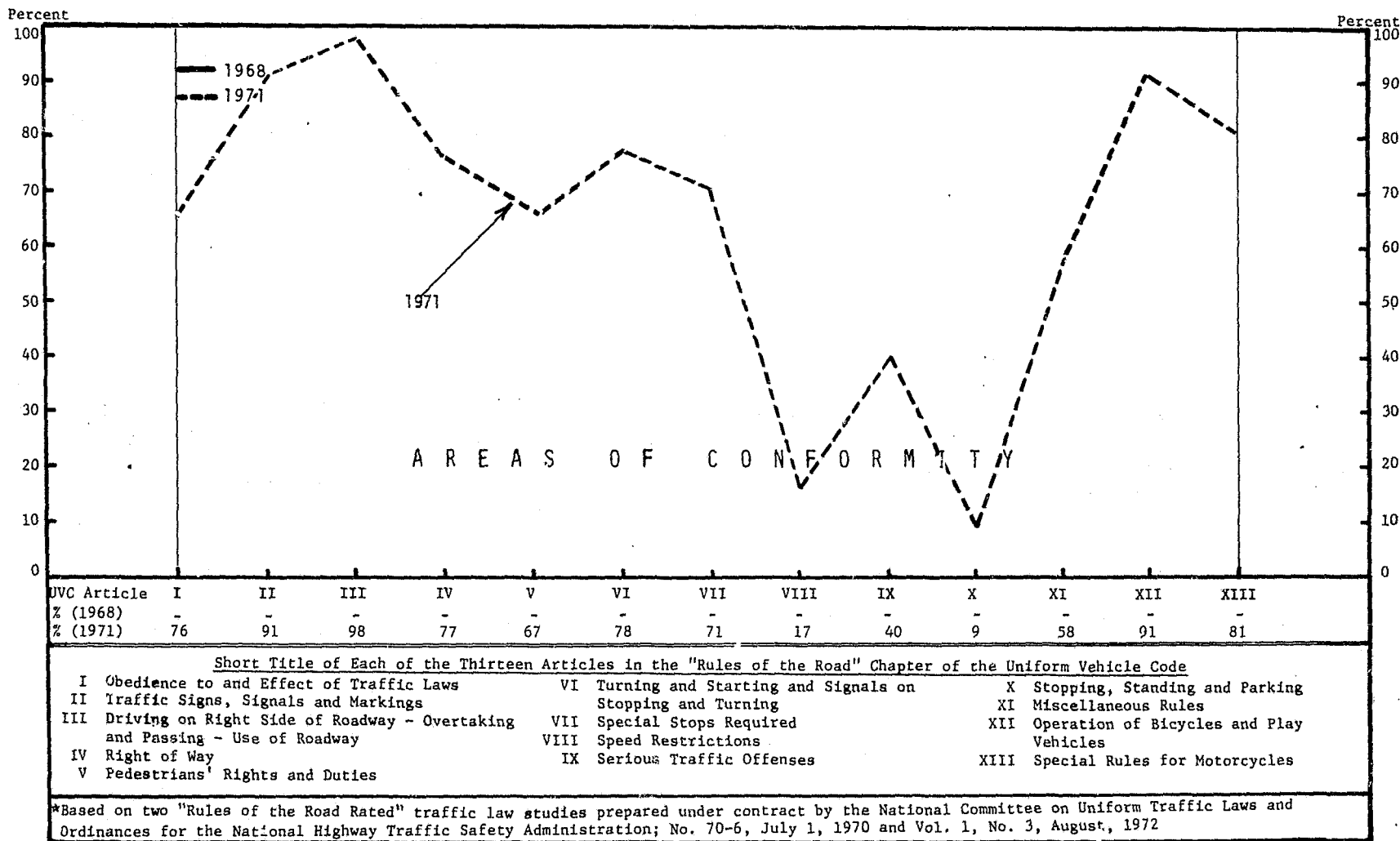
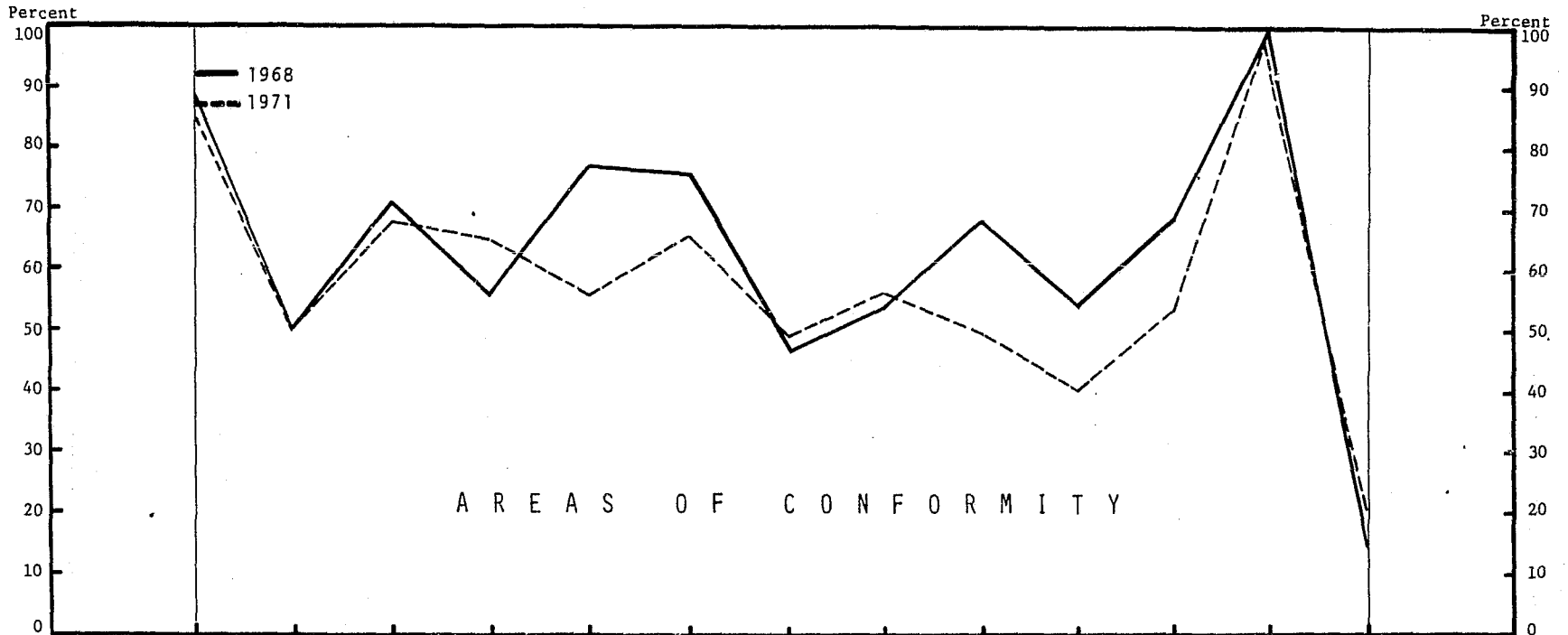


Figure 25.

EXTENT OF CONFORMITY BETWEEN IDAHO TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



UVC Article	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII
% (1968)	88	50	71	55	76	75	47	53	68	53	68	100	14
% (1971)	86	50	68	65	55	66	49	56	49	40	53	99	21

Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 26.

EXTENT OF CONFORMITY BETWEEN ILLINOIS TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

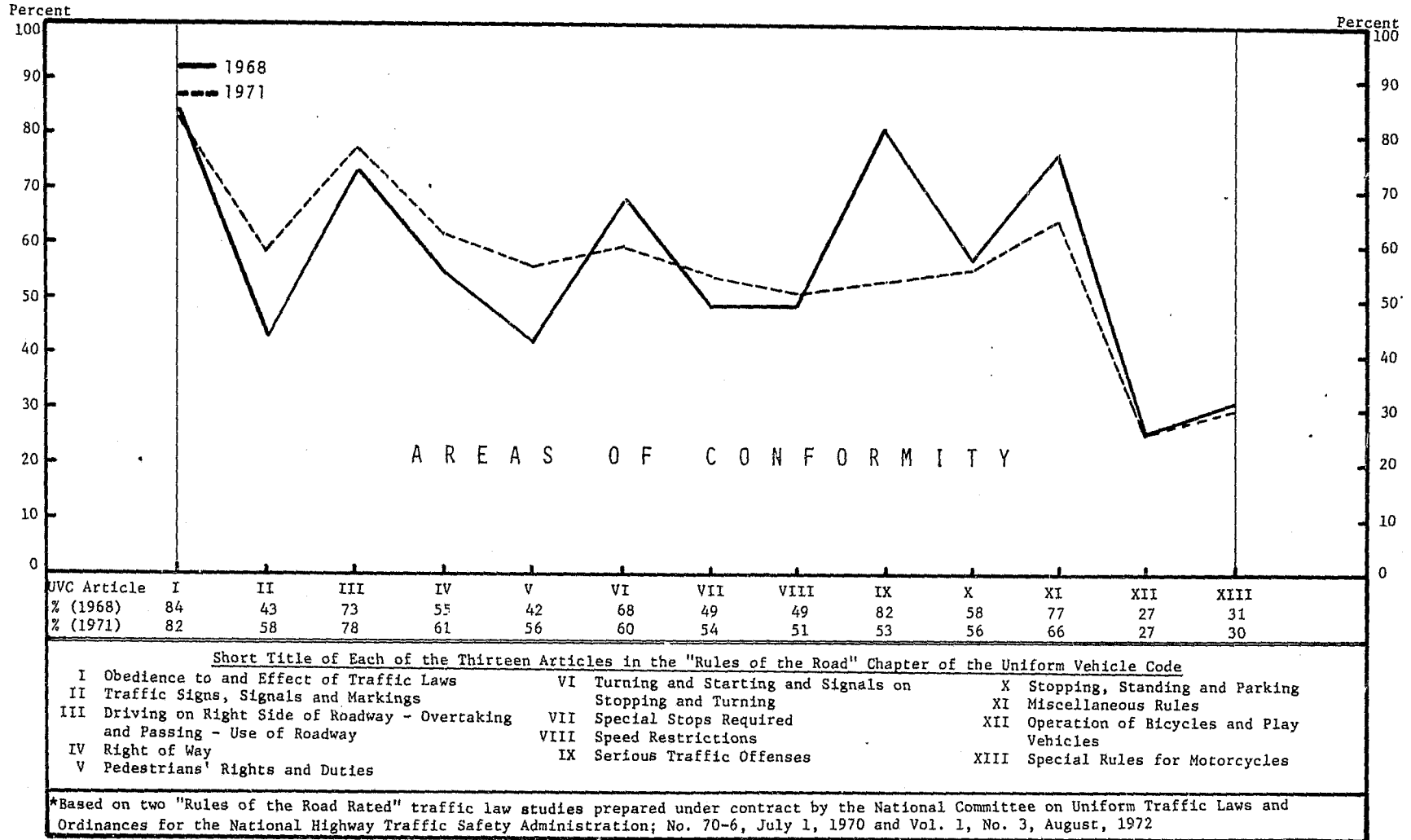


Figure 27.

EXTENT OF CONFORMITY BETWEEN INDIANA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

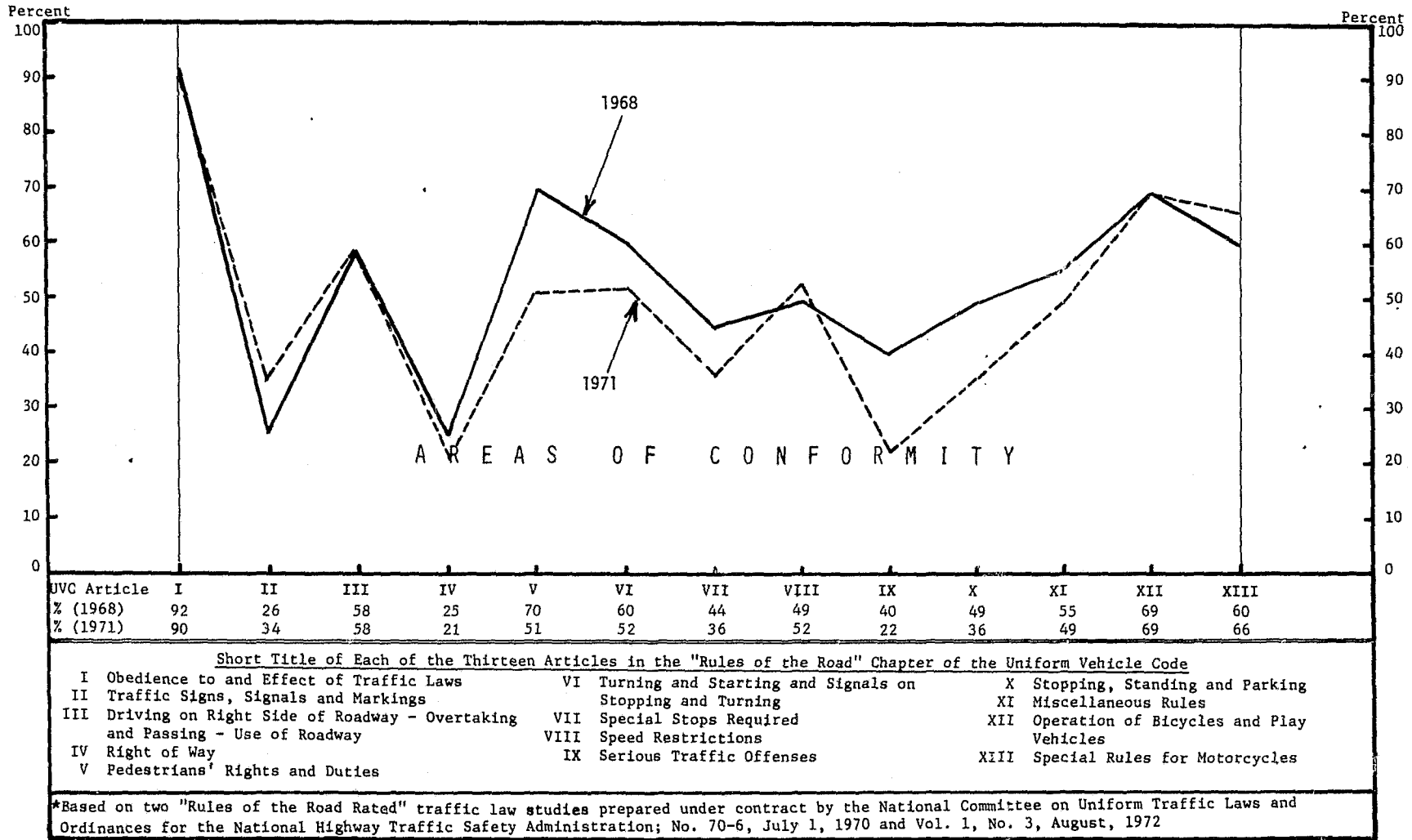


Figure 28.

EXTENT OF CONFORMITY BETWEEN IOWA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

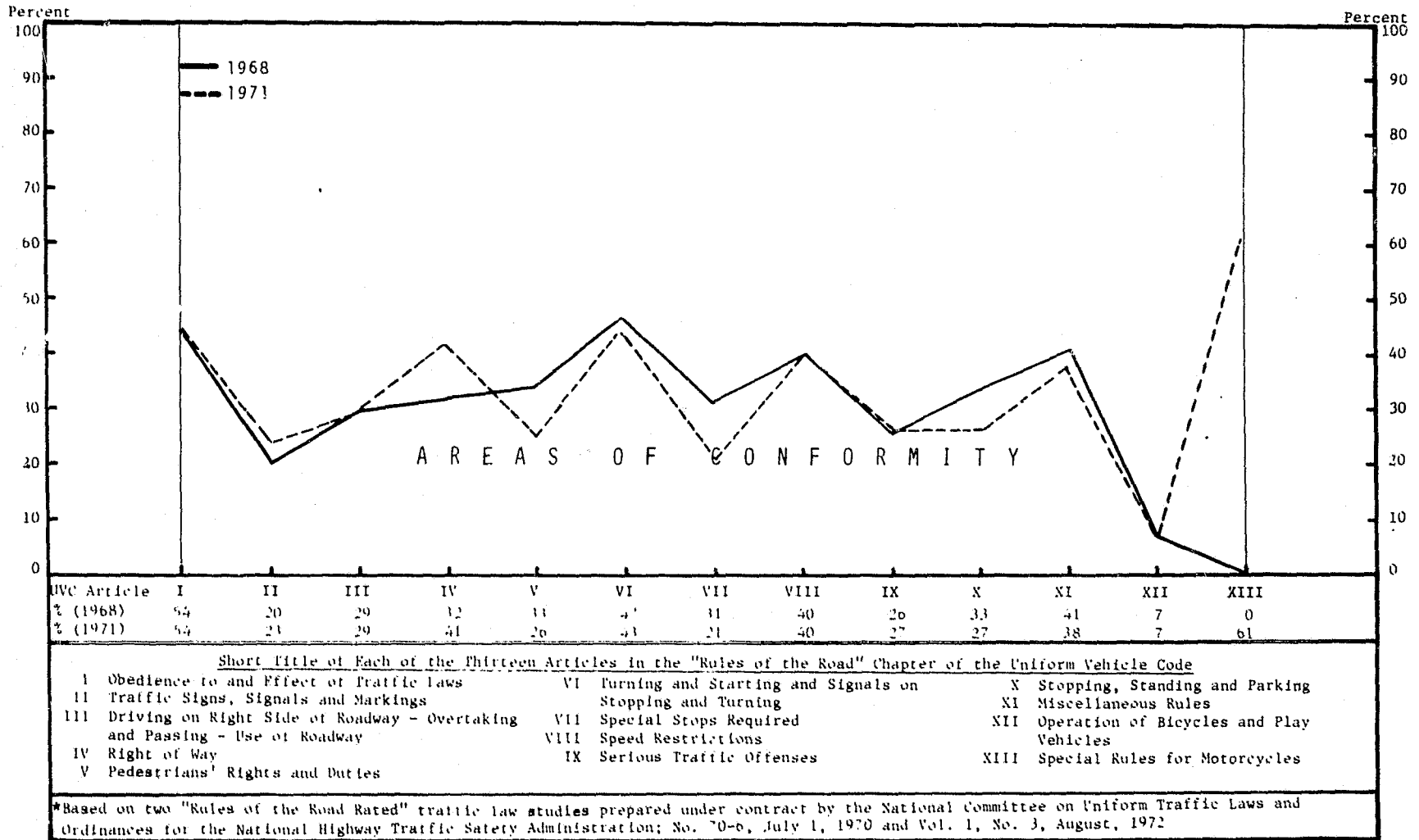
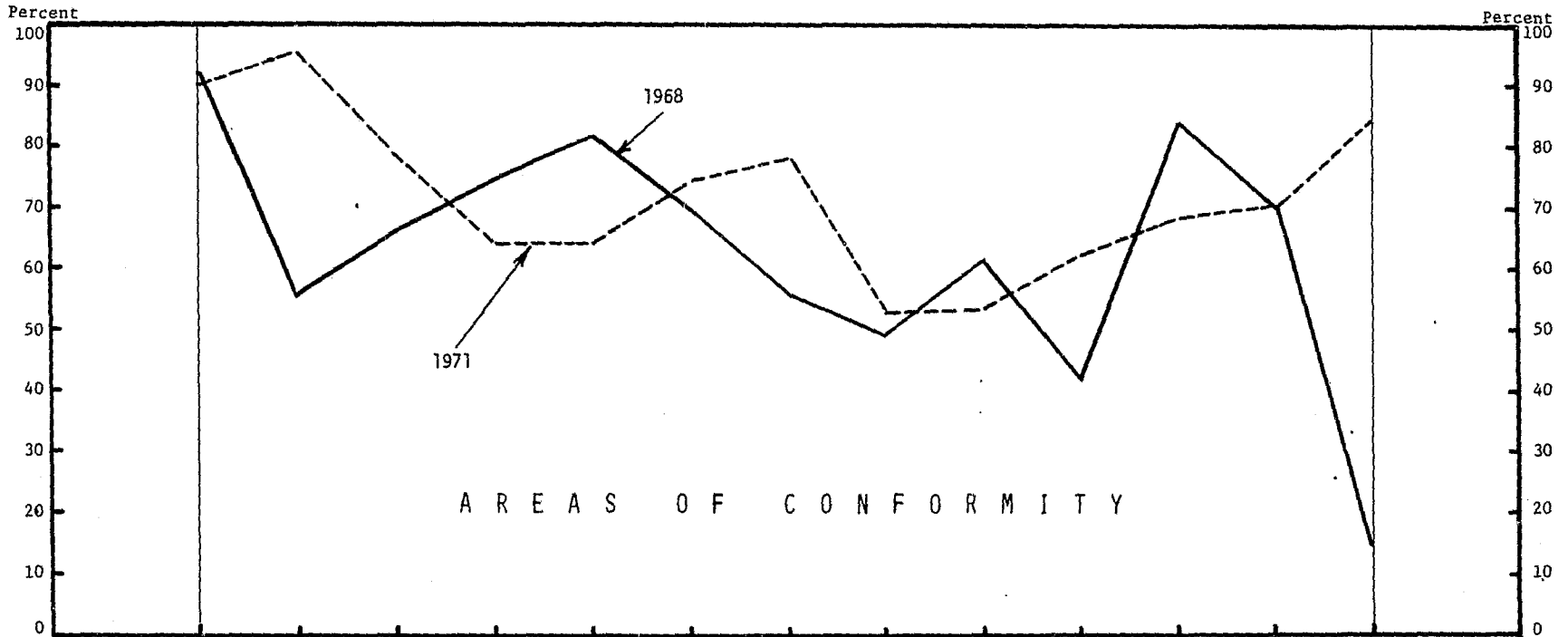


Figure 29.

EXTENT OF CONFORMITY BETWEEN KANSAS TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



UVC Article	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII
% (1968)	92	56	66	75	82	70	57	49	62	42	84	70	14
% (1971)	90	96	78	64	64	75	77	52	53	62	68	70	84

Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code											
I	Obedience to and Effect of Traffic Laws	VI	Turning and Starting and Signals on	X	Stopping, Standing and Parking						
II	Traffic Signs, Signals and Markings		Stopping and Turning	XI	Miscellaneous Rules						
III	Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VII	Special Stops Required	XII	Operation of Bicycles and Play Vehicles						
IV	Right of Way	VIII	Speed Restrictions	XIII	Special Rules for Motorcycles						
V	Pedestrians' Rights and Duties	IX	Serious Traffic Offenses								

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

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Figure 30.

EXTENT OF CONFORMITY BETWEEN KENTUCKY TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

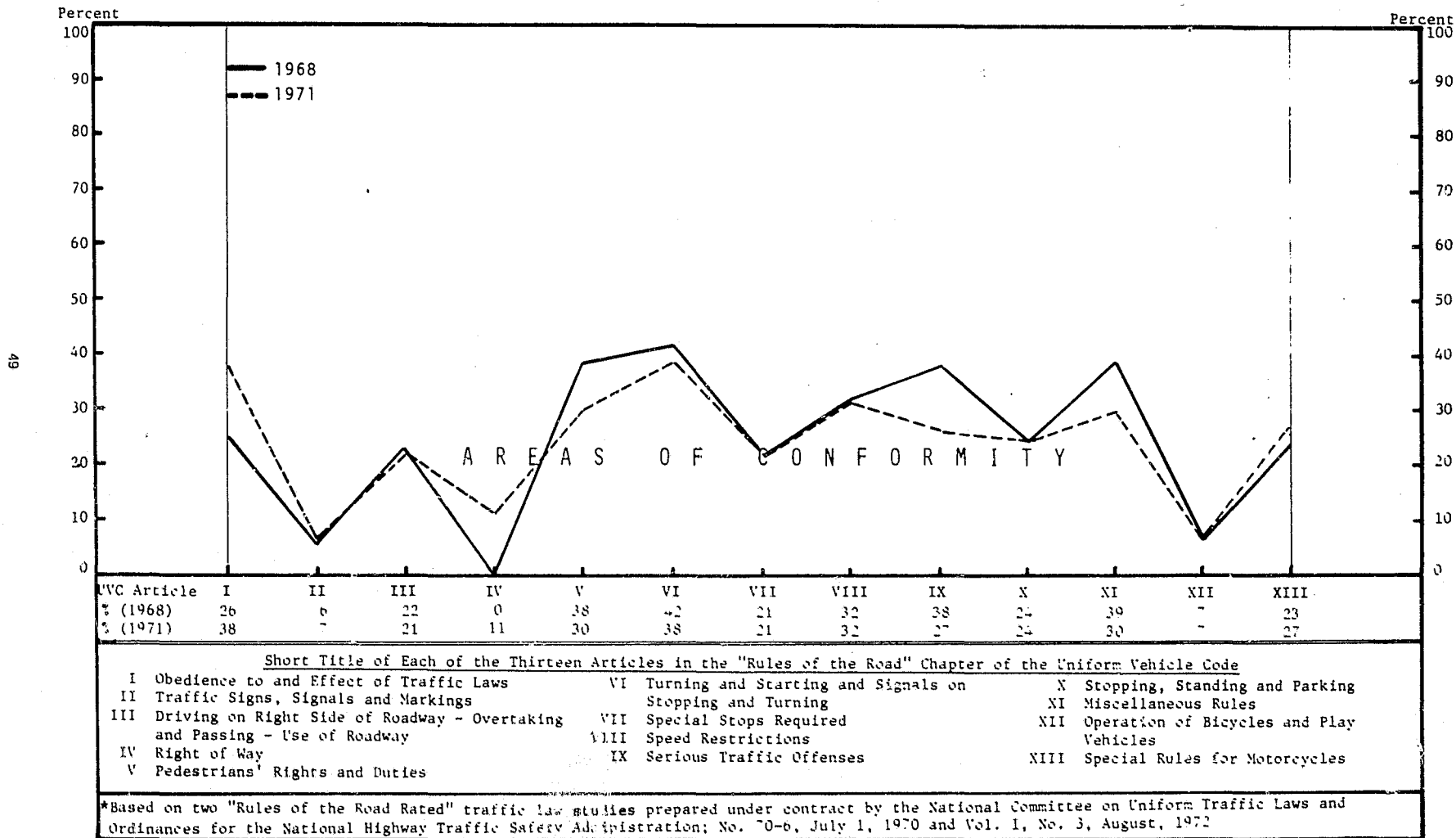


Figure 31

EXTENT OF CONFORMITY BETWEEN LOUISIANA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

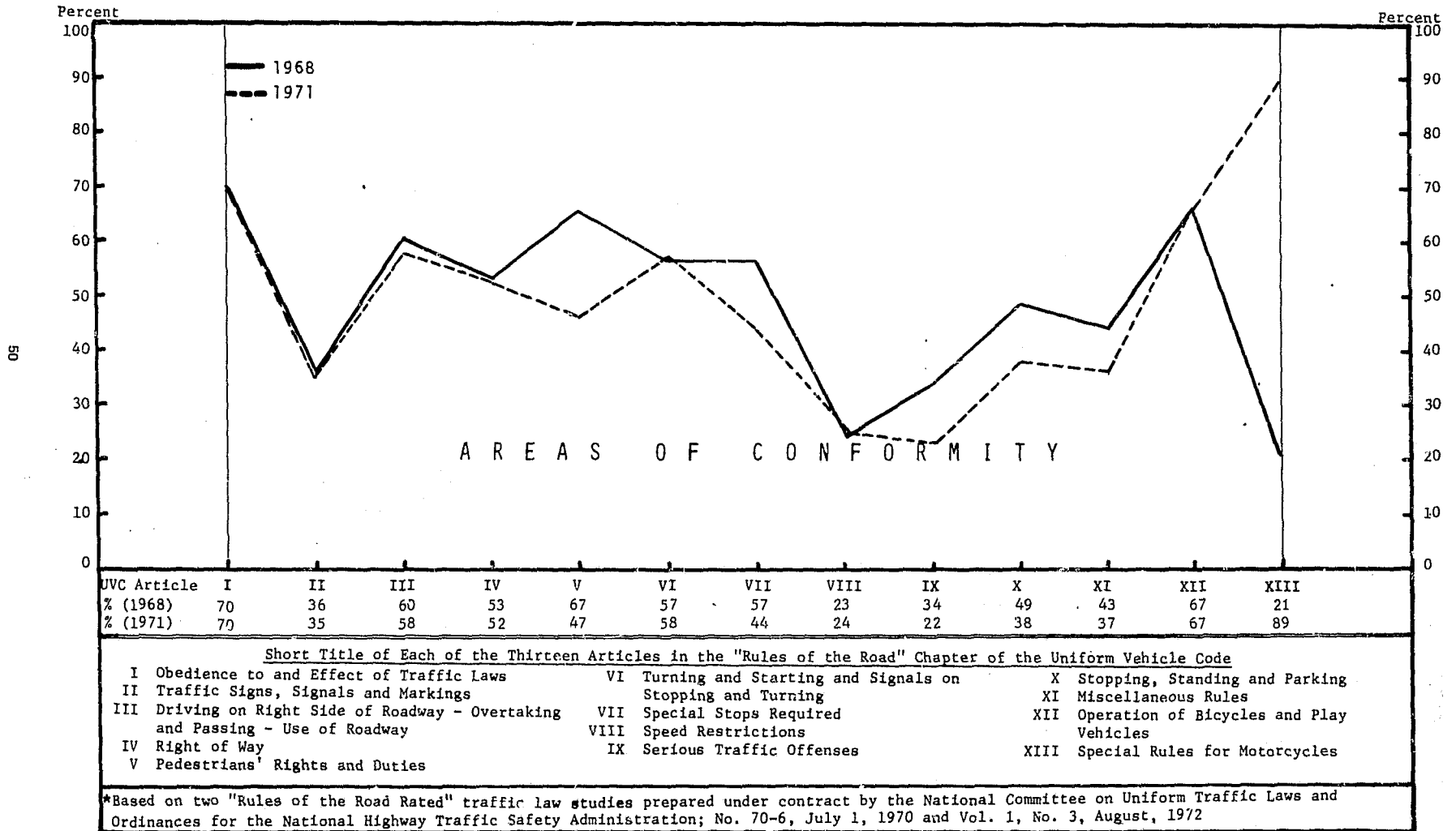
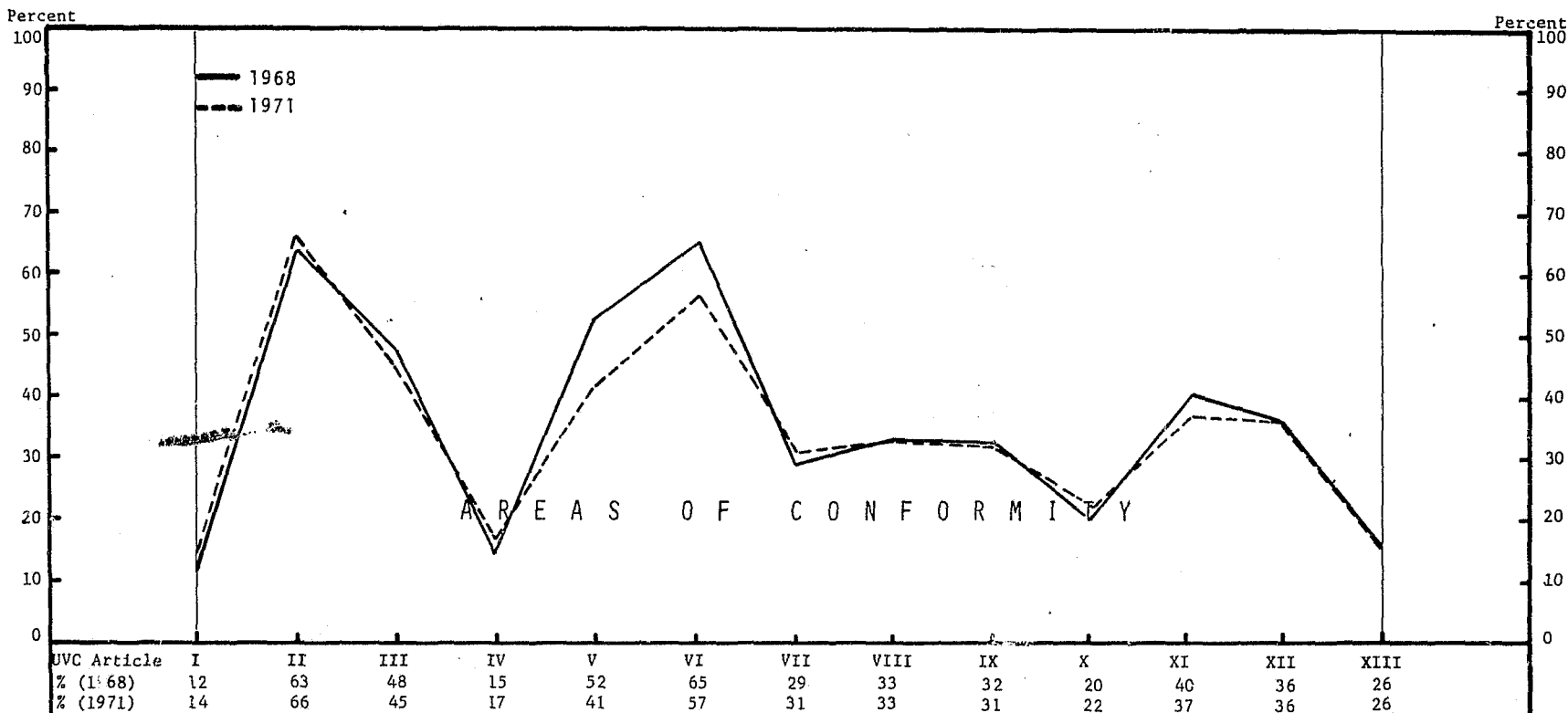


Figure 32.

EXTENT OF CONFORMITY BETWEEN MAINE TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 33.

EXTENT OF CONFORMITY BETWEEN MARYLAND TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

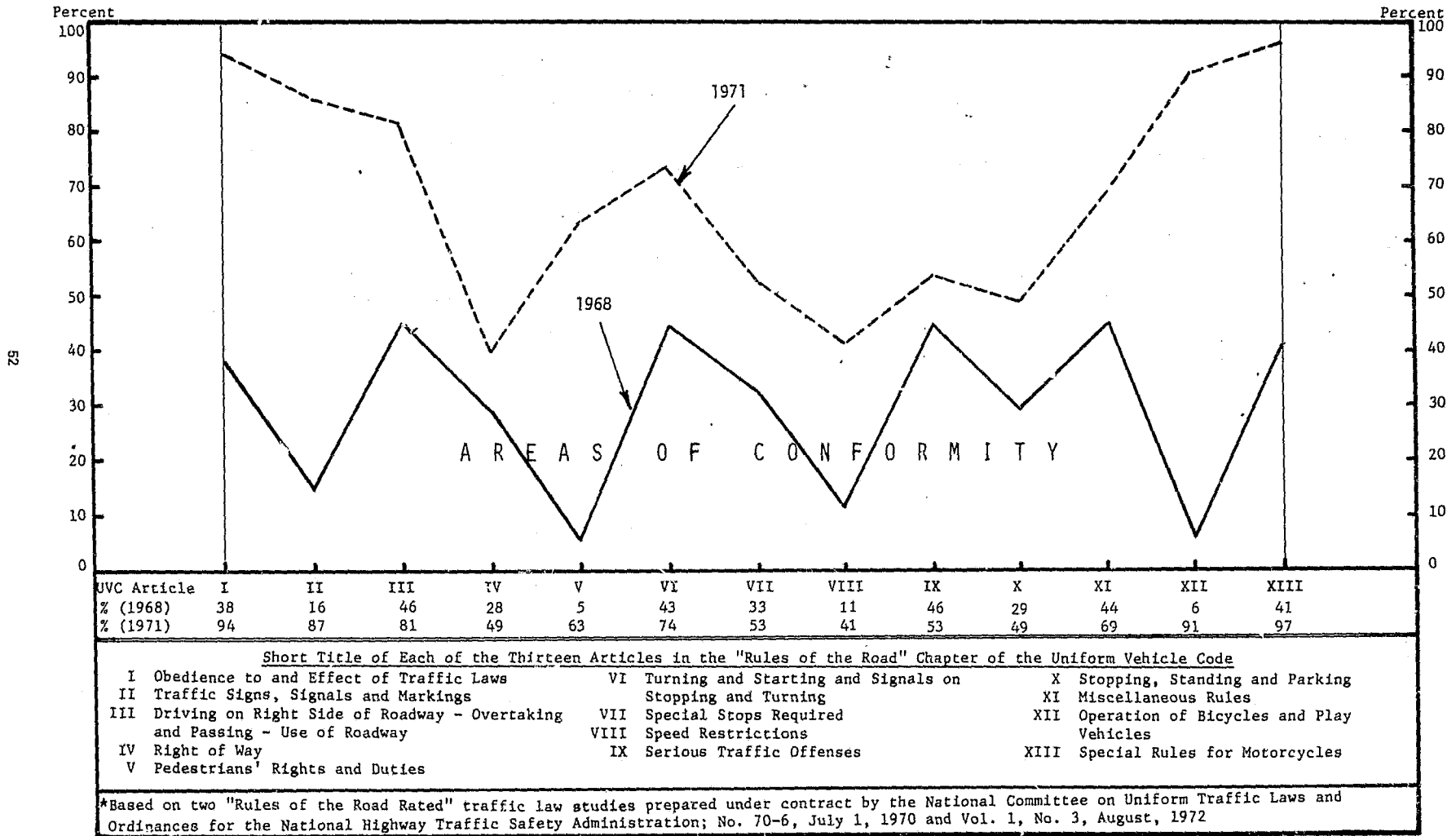
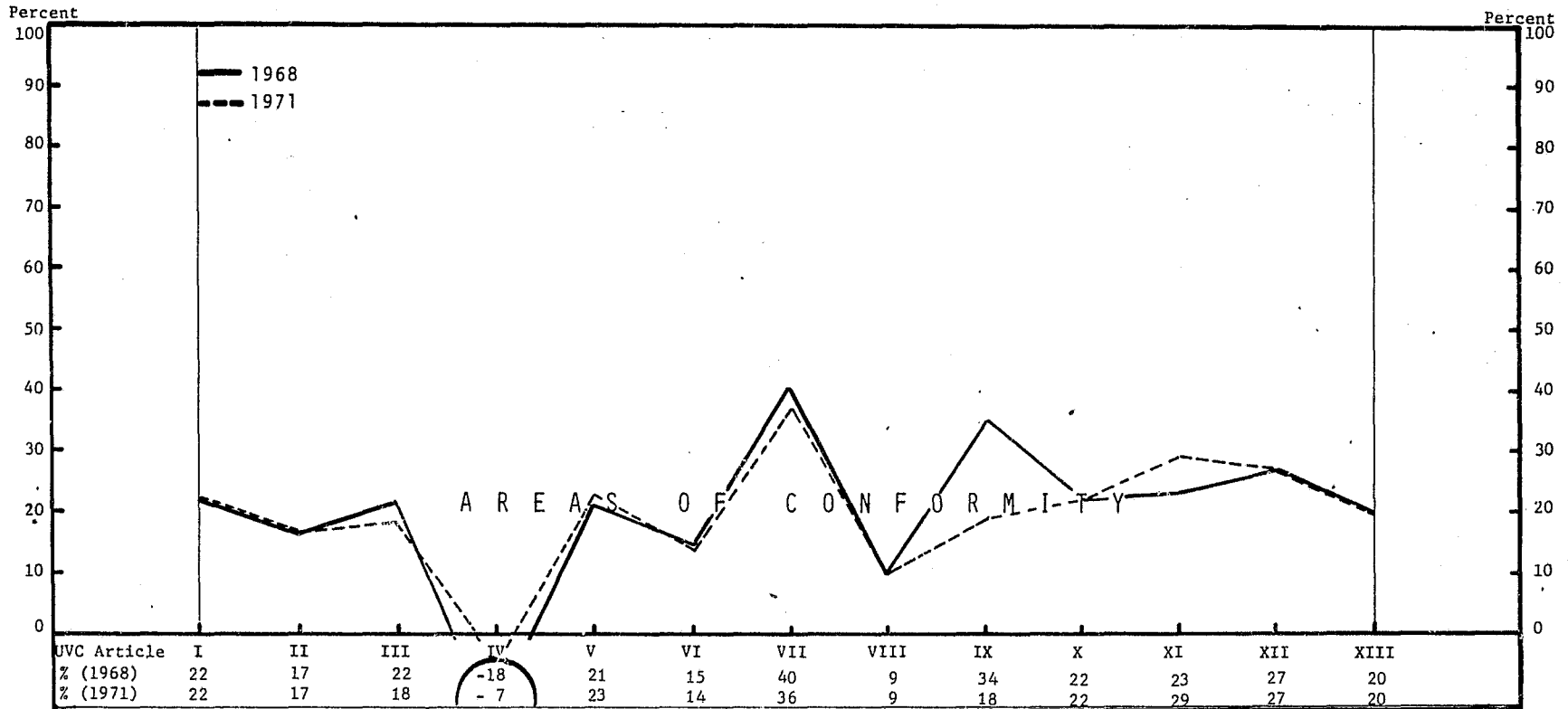


Figure 34.

EXTENT OF CONFORMITY BETWEEN MASSACHUSETTS TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 35.

EXTENT OF CONFORMITY BETWEEN MICHIGAN TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

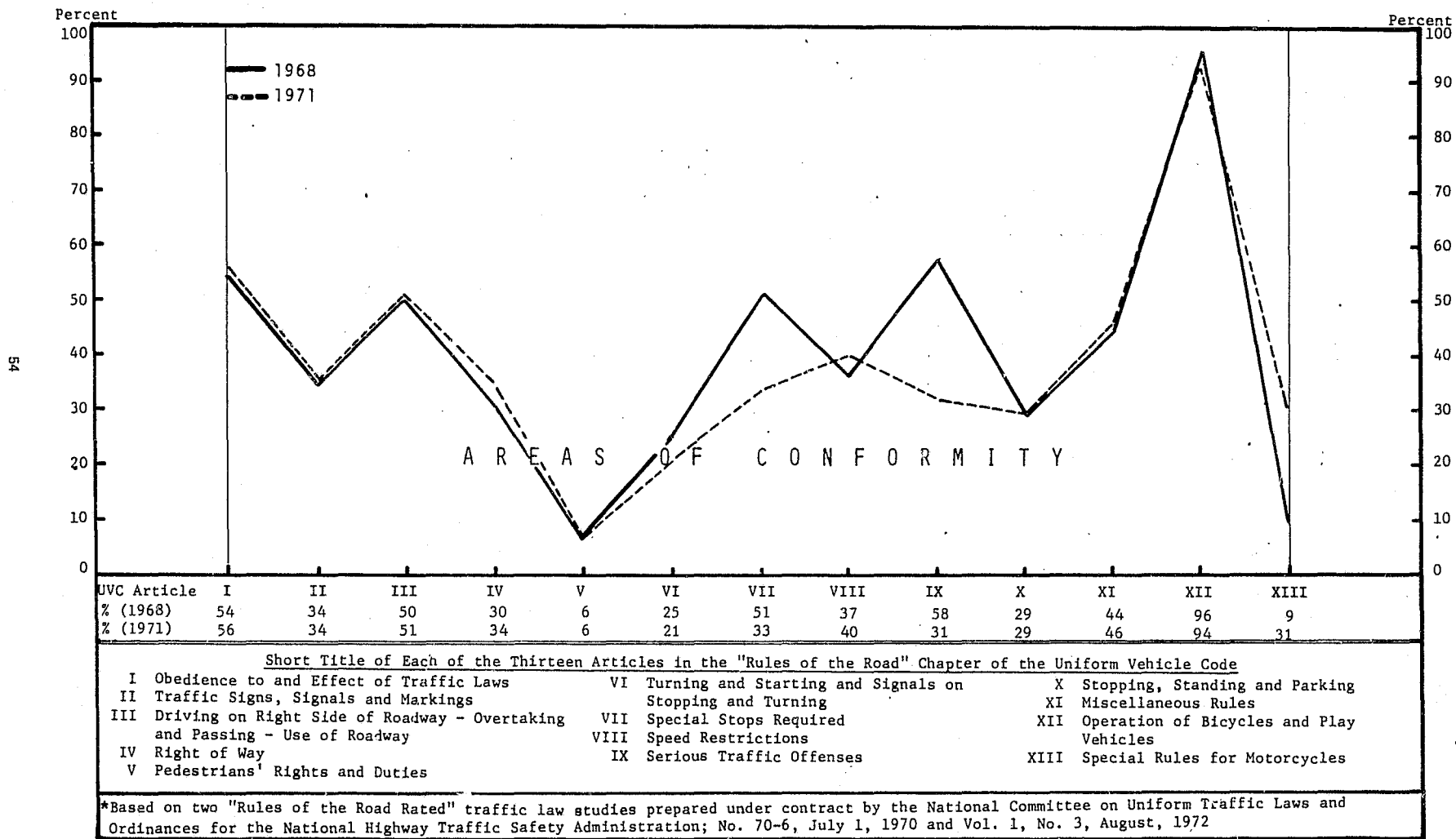
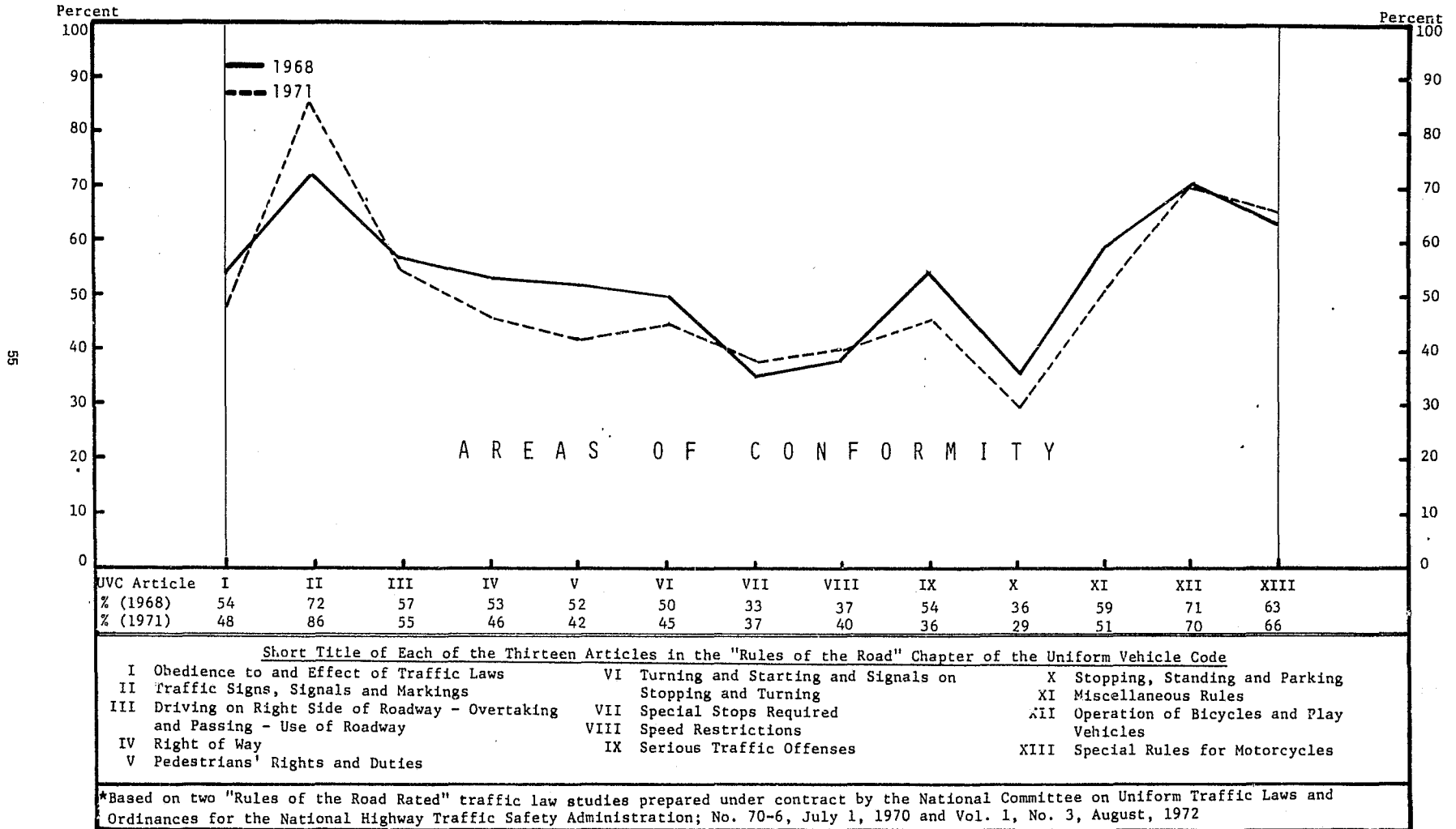


Figure 36.

EXTENT OF CONFORMITY BETWEEN MINNESOTA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

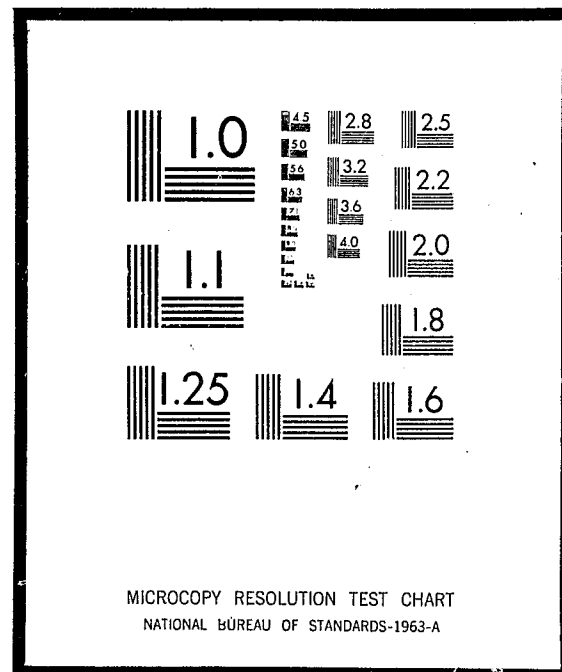


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NHTSA Technical Report

A CONTEMPORARY OVERVIEW OF TRAFFIC LAW UNIFORMITY IN THE UNITED STATES



Prepared by:

TRAFFIC SAFETY PROGRAMS
OFFICE OF STANDARDS DEVELOPMENT
AND IMPLEMENTATION

JANUARY 1973

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4. Title and Subtitle Contemporary Overview of Traffic Law Uniformity in the United States A Study Prepared on Rules of the Road Uniformity in the Traffic Laws of the Several States		5. Report Date January, 1973		6. Performing Organization Code	
		7. Author(s) Walter J. Norbet, Codes and Laws Specialist Traffic Safety Programs National Highway Traffic Safety Administration		8. Performing Organization Report No.	
9. Performing Organization Name and Address U. S. Department of Transportation National Highway Traffic Safety Administration 400 Seventh Street, S.W. Washington, D.C. 20590		10. Work Unit No.		11. Contract or Grant No.	
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15. Supplementary Notes		14. Sponsoring Agency Code			
16. Abstract The purpose of the paper is to present an overview of the degree and nature of uniformity from State to State in those traffic laws commonly referred to as "Rules of the Road." The Uniform Vehicle Code (UVC) and the Rules of the Road Rated studies prepared by the National Committee on Uniform Traffic Laws and Ordinances (NCUTLO) provide the bases for this overview. Congressional concern as to nonuniformity in State traffic laws is noted and the requirements of the current Codes and Laws highway safety program standard are stressed. The 1968 and 1971 Rules of the Road Rated Commentary tables, including the rankings of the States and their total scores of conformance with the UVC, are presented. Comparisons are made in the form of charts which illustrate State and regional progress during the three-year period in the context of 13 statutory areas covered in Chapter 11 of the latest edition of the UVC. The paper concludes with a summary and comments on the need for statutory evaluations and a grading scheme for identifying traffic law deficiencies so that a sound basis obtains for making timely improvements in each State's body of traffic law.					
17. Key Words Uniform Vehicle Code; Rules of the Road Rated; Codes and Laws Standard; Ranking of the States; National Committee on Uniform Traffic Laws and Ordinances; Traffic Law Uniformity and Comparability; Traffic Law Conformance Profiles.		18. Distribution Statement Unlimited			
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A CONTEMPORARY OVERVIEW OF TRAFFIC LAW UNIFORMITY IN THE UNITED STATES

Introduction

The problems associated with the intermingling of vehicles on this nation's roads are essentially the same in every State. Consequently, the same conduct should be required of each driver or pedestrian on a given problem situation, regardless of the State involved. Yet, the regulations governing the use of the highway frequently vary from State to State. Such variation confuses the residents and non-residents alike and leads to traffic congestion and violations. The unfortunate result of the violations is sometimes accidents and even fatalities. Accordingly, the only logical foundation for traffic regulation throughout the nation rests on the development and implementation of uniform traffic laws within and among the several States.

There are several indicators which point to persisting and notable variances in laws governing the behavior of drivers and pedestrians who use the highway system. As early as 1937, the Secretary of Agriculture prepared a report to Congress entitled "Nonuniformity of State Motor-Vehicle Traffic Laws" which concluded in part that "chaotic nonuniformity prevails not only in matters that are minor or relatively unimportant but fundamental in all major problems relating to traffic safety." ^{1/}

The purpose of this paper is to examine several contemporary analyses published by an independent organization which describe the degree and nature of uniformity from State to State in those traffic laws commonly referred to as "Rules of the Road." The instant inquiry will also provide an overview of the progress achieved by the several States in the implementation of the national Codes and Laws Highway Safety Program Standard, particularly from the standpoint that all States are required to conduct comparative traffic laws studies designed to eventually eliminate all major statutory variations in juxtaposition to the specimen provisions in the Rules of the Road chapter of the Uniform Vehicle Code. ^{2/}

^{1/} See U.S. House of Representatives, Committee on Roads, House Document No. 462, Part 1, 75th Congress, 3d Session, January 3, 1938, p. 10. The Bureau of Public Roads was part of the Department of Agriculture in the late 1930's.

^{2/} See Appendix A for the text of the Codes and Laws Highway Safety Program Standard issued pursuant to the Highway Safety Act of 1966 and effective with June 27, 1967.

Conflicting Traffic Laws

In the legislative deliberations prior to the passage of the Highway Safety Act of 1966, the Committee on Public Works of the U. S. House of Representatives deplored the "jungle of confusion" and the "vast array of changing and conflicting traffic laws and control systems" as Americans drive from State to State. The House Committee recognized that some States enacted the Uniform Vehicle Code published 20 or 30 years ago but failed to amend their laws on a systematic basis concomitant with latter-day changes adopted in the Code. Moreover, some States enacted parts of the early editions of the Code but with so many variations and defeating loopholes that have the effect of making the Code virtually unworkable. In a closing admonition on nonuniform State traffic laws, the Committee in July, 1966 said "the situation must be corrected." 3/

The Uniform Vehicle Code

Although the word "Code" in the title "Uniform Vehicle Code" (UVC) suggests a binding set of laws, it should be pointed out that the Code has no legal force. Rather, it contains 19 chapters of specimen laws that a majority of the membership of the National Committee on Uniform Traffic Laws and Ordinances (NCUTLO) agrees represent the best of existing legislation and which should be reflected in the traffic laws of all of the States. 4/

As noted by the Committee on Public Works, the Code has long served as a major source and reference for State legislatures in drafting motor vehicle and traffic laws for their jurisdictions. 5/ The Code has been revised eleven times since its initial compilation and adoption by the original sponsoring organization, the National Conference of Commissioners on Uniform State laws in 1926. The National Committee

3/ See Report No. 1700, House of Representatives, 89th Congress, 2d Session, July 15, 1966, p. 19.

4/ The custodian of the Uniform Vehicle Code and its counterpart for municipalities, the Model Traffic Ordinance, is the National Committee on Uniform Traffic Laws and Ordinances. The Committee is an independent, voluntary, non-profit association created in May, 1947, as a result of certain recommendations adopted by the President's Highway Safety Conference in 1947.

5/ The Federal Role in Highway Safety (1959), a report from the Secretary of Commerce to the Speaker of the House of Representatives, described the UVC as "the yardstick against which the legislative achievement of a State is commonly measured." See House Document No. 93, 86th Congress, 1st Session, March 3, 1959.

on Uniform Traffic Laws and Ordinances (NCUTLO) last adopted major changes to the Code and to the Model Traffic Ordinance in 1968. Additional revisions were approved in November, 1971, and these are compiled in a current supplement published by the National Committee in early 1972. 6/

Standards for Determining Traffic Law Uniformity

With the enactment of the Highway Safety Act of 1966, a new partnership was created whereby all levels of American government could join in a common effort to standardize traffic laws and ordinances throughout the United States. Accordingly, on June 27, 1967, the Secretary of Transportation, pursuant to Section 402 of the Act, promulgated the "Codes and Laws" standard along with 12 other safety program standards. These standards are designed to strengthen implementation of the various functional components that form the basis for a comprehensive program.

The current Codes and Laws program standard requires each State to have a plan in conjunction with its overall safety program which will eventually achieve uniform Rules of the Road laws in all of its political subdivisions and among the several States. The Rules of the Road represent those operating rules embodied in the law which are deemed critical to the driving task. Toward this end, each State is required to undertake and maintain continuing comparisons of State and local laws, statutes and ordinances with the comparable provisions of Chapter 11 (Rules of the Road) of the Uniform Vehicle Code. Thus, the conduct of comparative traffic law studies represents the first stage in developing a sound basis for documenting the need for and desirability of modernizing and strengthening each State's body of traffic law.

State Codes and Laws Plans

The first Codes and Laws plans submitted by the individual States in 1968 and 1969 as one component of their comprehensive highway safety program generally indicated that in the opinion of program authorities their respective State laws were wholly or largely consonant with counterpart provisions of the UVC. A few States held that their traffic laws surpassed the substantive language of the specimen laws published in the UVC. Accordingly, the Codes and Laws plans were evaluated by the National Highway Traffic Safety Administration (NHTSA) on the basis of each State's preliminary assessment of uniformity alongside the appropriate sections of the Code.

Those States that recognized and reported program deficiencies in terms of obsolete and ambiguous traffic rules were expected to improve their status by participating in the cost-sharing project grants under

6/ See UVC 1968, Suppl. I 1972.

Section 402 of the Act or through self-supportive activities which would encompass traffic law studies, followed by the preparation of legislative agendas and priority schedules for upgrading existing traffic laws and joining in legislative deliberations in support of proposed law improvements.

As noted above, several States reported in their original Codes and Laws program plans that their traffic laws equalled or surpassed the language and intent of counterpart provisions in Chapter 11 of the Uniform Vehicle Code. In the absence of a reasonable yardstick for ascertaining the extent of conformity, each State's self-analysis was accepted in 1969 as a valid expression of its status of uniformity in contrast to the laws of other contiguous and more distant States and the specimen laws contained in the Uniform Vehicle Code.

Development of Traffic Law Comparative Studies

While mathematics is considered the ultimate language for expressing precise quantities and positions in all of the sciences, such a tool for making analytical delineations of traffic law variances in and among the several States is not yet available. The problem stems in part from the nature of the subject matter. Traffic laws, or any other body of law, can seldom be reduced to numbers or mathematical symbols. Nevertheless, this shortcoming should not preclude attempts, rudimentary though they may be, to analyze traffic laws and to identify those that are in substantial conformity with specimen provisions in the UVC in contrast to other laws where comparability may be markedly poor on a nationwide basis.

The National Committee on Uniform Traffic Laws and Ordinances (NCUTLO) took the initial steps to establish a systematic basis for facilitating traffic law comparisons through its development and publication of the Uniform Vehicle Code Annotated: Rules of the Road (UVCA) in early 1968. The UVCA shows the status of State traffic laws in comparison with each section, subsection or principle in the Rules of the Road chapter of the Code. ^{7/} With more than 150 individual "Statutory Annotations," this volume of 654 pages and its 1970 Annual Supplement contain detailed information about the traffic laws of all States and the rules and regulations of the District of Columbia on each point covered by the Code.

^{7/} The UVCA also contains statutory annotations of State traffic laws vis-a-vis Chapter 1 (Definitions) and Chapter 10 (Accidents and Accident Reports) of the UVC. UVCA (1967, Supp. 1970) was updated and replaced by a new volume published by the NCUTLO in November, 1972. The new work entitled Traffic Laws Annotated (TLA) includes all State traffic laws adopted or amended before January 1, 1972 and all pertinent changes in the UVC that were approved by the NCUTLO in November 1971.

These Annotations also provide a general picture of the status of traffic laws in any other State in comparison with the Code and the laws prevailing in other jurisdictions.

State Traffic Laws Rated on Uniformity

Further steps by the NCUTLO were fostered by two research contracts financed by the NHTSA in 1969 and 1971 which provided for the preparation of the first and second "Rules of the Road Rated" Traffic Laws Commentaries. These Commentaries assess the extent of conformity of State traffic laws alongside specimen laws in the UVC which relate to the rights and duties of all highway users, including drivers and pedestrians. ^{8/}

These two Commentaries rank the traffic laws of the several States and the District of Columbia based on a numerical rating system devised by their author, namely, Mr. Edward F. Kearney, Executive Director of the National Committee on Uniform Traffic Laws and Ordinances. ^{9/} These Commentaries attempt to furnish a clearer picture of the general comparability of State traffic laws as at December 31, 1968 and December 31, 1971 respectively. Moreover, they facilitate rapid identification of particular areas of a State's laws which may not be in substantial conformity with other State traffic laws and with equivalent principles and provisions of the UVC. Areas of statutory law where uniformity may be markedly poor on a nationwide basis are highlighted as deserving of early legislative attention.

The core of both Commentaries consists of 13 tables containing from 9 to 37 columns, each of which represents evaluations of one or more provisions in the UVC's Rules of the Road chapter. The first Commentary embodies 205 columns for which a maximum score of 1,025 points is awarded for verbatim conformity with the Code while the second Commentary involves 213 columns evaluated with a maximum score of 1,065 points. In both studies, the range of points per column extends from a maximum of 5 for "verbatim conformity" to -3 for a provision deemed "substantially different" from the UVC.

The difference in the number of columns and total score between the first and second Commentaries arises from several changes adopted in the UVC and approved by the NCUTLO in November, 1971. The following table identifies the 13 UVC Articles by short titles and the number of columns and provisions thereunder evaluated and rated in the 1968 and 1971 studies.

^{8/} See Traffic Laws Commentary No. 70-6, July 1, 1970 - Rules of the Road Rated; Contract No. FH-11-6869 and Traffic Laws Commentary, Vol. 1, No. 3, August, 1972 - Rules of the Road Rated; Contract No. DOT-HS-107-1-153.

^{9/} The first Commentary represents an assessment of the traffic laws of 49 States and the District of Columbia. The State of Hawaii was not included in the initial study but its laws are evaluated in the 1971 study.

Table I

Number of Substantive Provisions Evaluated by Article Number in Chapter 11, Uniform Vehicle Code Against Comparable State Laws and Maximum Points Awarded for Comparability with the UVC, 1968 vs. 1971 State Laws

UVC Article	Short Title	Number of Provisions Evaluated			
		1968	Score	1971	Score
I	Obedience to Effect of Traffic Laws	10	50	10	50
II	Traffic Signs, Signals and Markings	23	115	23	115
III	Driving on Right Side of Roadway, Overtaking and Passing, Use of Roadway	37	185	36	180
IV	Right of Way	12	60	13	65
V	Pedestrians' Rights and Duties	19	95	25	125
VI	Turning and Starting; Signals on Stopping and Turning	12	60	13	65
VII	Special Stops Required	15	75	14	70
VIII	Speed Restrictions	15	75	15	75
IX	Serious Traffic Offenses	10	50	9	45
X	Stopping, Standing and Parking	9	45	9	45
XI	Miscellaneous Rules	15	75	18	90
XII	Operation of Bicycles and Play Vehicles	14	70	14	70
XIII	Special Rules for Motorcycles	14	70	14	70
	Total.....	205	1025	213	1065

The Scoring Scheme and Criteria

As reported earlier, each "Statutory Annotation" in the UVCA is reviewed and State traffic laws are rated in both Commentaries as to their comparability with equivalent sections in the 1968 edition of the Code and the amendments adopted thereto in November, 1971. The Table that follows next provides the scores, applied on a descending scale,

ranging from a maximum of 5 points for each provision that is in verbatim conformity with the language of the pertinent UVC rule to a low score of minus 3 points for a State law deemed to be substantially different from the Code provision. The criterion established by the author and applicable to each score in the rating scheme is also shown.

The degree of conformity established by the Commentaries' author in Table II is a matter of judgment, since opinions can reasonably differ about the meaning of statutory terms and the validity of their application to a particular law. In making these judgments, however, primary consideration is given to the substance of the rule in preference to relatively minor differences that might obscure the significant point. In all of the various categories examined, however, reference should be made to the laws themselves, their context, and interpretations by the courts for a complete assessment.

Table II. Traffic Law Comparability Scoring Scheme

Score	Comparability Criteria
5	Law is in verbatim conformity with the UVC
4	Law is virtually identical to the UVC
3	Law is clearly in substantial conformity with the UVC
2	Law is probably in substantial conformity with the UVC
1	Law could be in substantial conformity with the UVC but such conformity is questionable.
0	State has no comparable law
-1	Substantial conformity of law is not probable, but is possible
-2	Law is probably not in substantial conformity with the UVC
-3	Law is substantially different from the UVC

Caveat Viator

The author concedes that the above rating scheme is not without certain limitations. As recognized earlier, the law can seldom be reduced to numbers and perhaps the numerical scores and totals reflecting the extent of conformity with the UVC are not perfect measurements of traffic law uniformity. Moreover, the rating scheme neglects to make distinctions based on any relative importance among the various Rules of the Road. For example, a law duplicating the Code's rule which prohibits drivers

Table III. Ranking of the States Rated for Conformity with Chapter 11, UVC

from coasting on down grades with the gears of their vehicles in neutral position receives equal treatment and scoring as a law that conforms with the Code requiring drivers making a left turn to yield for oncoming vehicles.

Caution should be exercised in drawing conclusions from the total points awarded to each State since a low overall score might obscure statutory areas where there may be maximum uniformity. On the other hand, a high overall score should not be construed as an indication that significant differences do not prevail in one or more critical driving rules.

Ranking of the States - 1968 versus 1971

Table III ranks the States according to the total points scored by each jurisdiction in the first and second Rules of the Road Rated studies prepared by the NCUTLO for the NHTSA. The ranking of the States is based on the numerical data provided in the Summary Tables in Appendix B and Appendix C.

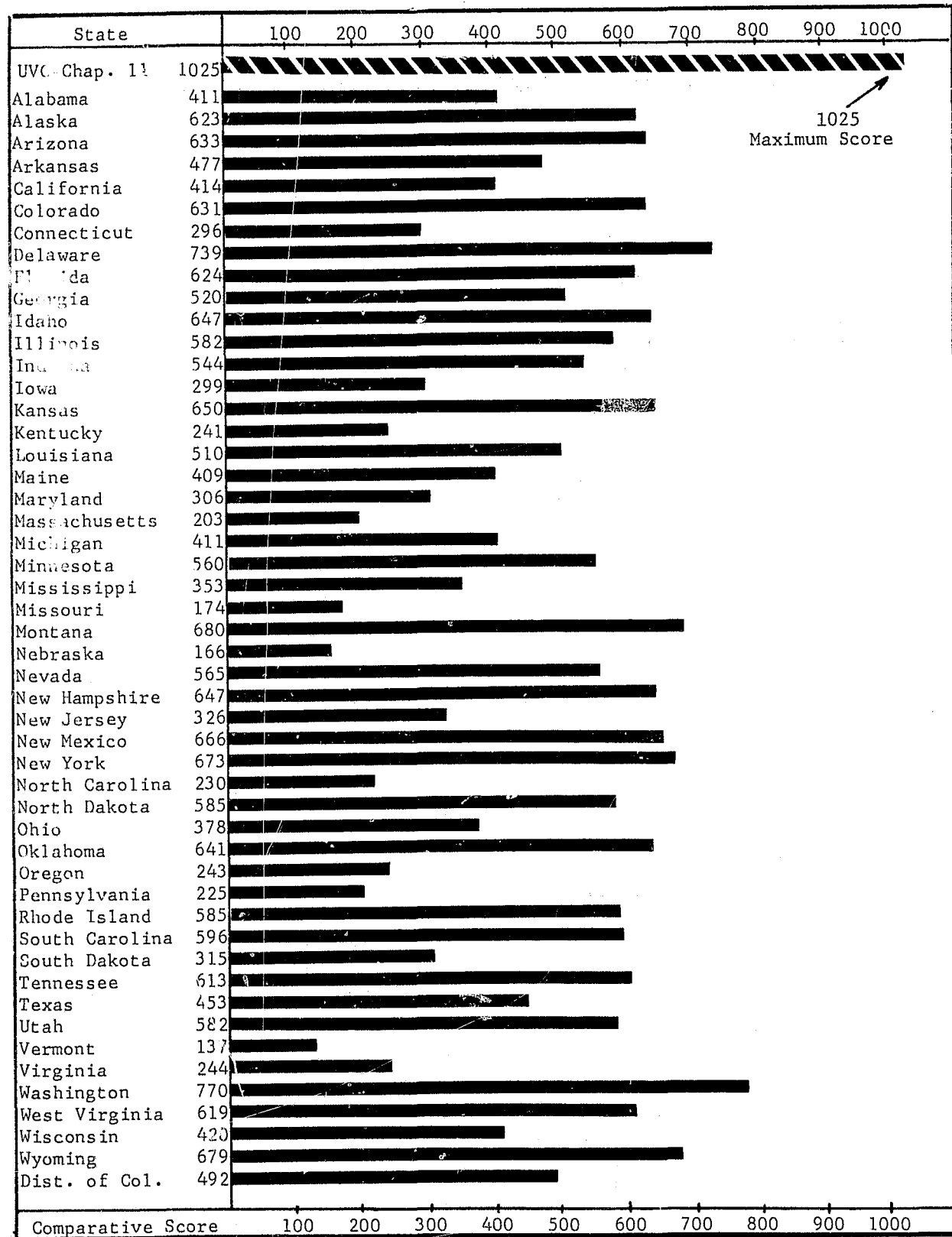
As at December 31, 1968, there were 303 separate instances where a traffic law probably differs in some substantial way from a provision in the UVC. After all side by side comparisons were completed, the State of Washington ranked first with 770 points or 75.1 percent of the maximum score of 1,025 awarded for "verbatim conformity." Delaware traffic laws ranked second in conformity with the UVC; it was the only other State to score more than 700 points. Fourteen States trailed the leaders with scores ranging from 613 (Tennessee) to 680 (Montana). Ten States followed with scores between 510 and 596, eight States accumulated points ranging between 409 and 492, five States achieved scores beyond 300, and eight States were rated between 203 (Massachusetts) and 299 (Iowa).

At the lower extreme, the traffic laws of three States, namely, Missouri, Nebraska, and Vermont, were judged to be substantially different from the UVC. The scores of these latter States, ranging from 137 to 174, represent less than 20 percent conformity. Hence, the range of conformity with the UVC as at December 31, 1968 reached from a low of 137 points (13.3 percent) to a high of 770 points (75.1 percent). Figure 1 depicts the overall conformity of all State traffic laws evaluated in the first comparative study conducted by the National Committee on Uniform Traffic Laws and Ordinances.

The second comparative study reveals that there were 275 instances where a State traffic rules of the road law differs in some substantial way from an equivalent UVC provision. On the basis of 1,065 overall points for "verbatim conformity," the State of Kansas accumulated 781 points and replaced the State of Washington as the leader in the new ranking of States as at December 31, 1971. Delaware relinquished its second position to the State of Hawaii which scored 763 points following the adoption of its first statewide traffic code in 1971. The State of Maryland took

Status as at December 31, 1968			Status as at December 31, 1971	
Score	State	Rank	State	Score
770	Washington	1	Kansas	781
739	Delaware	2	Hawaii	763
680	Montana	3	Maryland	759
679	Wyoming	4	Washington	737
673	New York	5	Florida	734
666	New Mexico	6	Texas	726
650	Kansas	7	Delaware	709
647	Idaho	8	New York	679
647	New Hampshire	9	Colorado	669
641	Oklahoma	10	New Mexico	663
633	Arizona	11	Alaska	646
631	Colorado	12	Montana	645
624	Florida	13	Arizona	638
623	Alaska	14	Idaho	625
619	West Virginia	15	Illinois	621
613	Tennessee	16	New Hampshire	618
596	South Carolina	17	Utah	617
585	North Dakota	18	Wyoming	617
584	Rhode Island	19	South Carolina	598
582	Illinois	20	Oklahoma	590
582	Utah	21	West Virginia	582
565	Nevada	22	Rhode Island	578
560	Minnesota	23	Tennessee	576
544	Indiana	24	Minnesota	560
520	Georgia	25	North Dakota	549
510	Louisiana	26	Nevada	546
492	Dist. of Columbia	27	Louisiana	529
477	Arkansas	28	Indiana	528
453	Texas	29	Georgia	517
420	Wisconsin	30	South Dakota	494
414	California	31	Dist. of Columbia	470
411	Alabama	32	Arkansas	444
411	Michigan	33	California	439
409	Maine	34	Wisconsin	426
378	Ohio	35	Michigan	411
353	Mississippi	36	Maine	410
326	New Jersey	37	Ohio	389
315	South Dakota	38	Alabama	387
306	Maryland	39	Connecticut	345
299	Iowa	40	Iowa	345
296	Connecticut	41	New Jersey	321
244	Virginia	42	Mississippi	319
243	Oregon	43	Missouri	279
241	Kentucky	44	Nebraska	278
230	North Carolina	45	Virginia	252
225	Pennsylvania	46	Kentucky	247
203	Massachusetts	47	Oregon	238
174	Missouri	48	North Carolina	230
166	Nebraska	49	Pennsylvania	226
137	Vermont	50	Massachusetts	204
-	-	51	Vermont	140

Figure 1
Overall Conformity of State Traffic Laws With Chapter 11 (Rules of the Road),
of the Uniform Vehicle Code (UVC): Comparative Status of Laws as at December 31, 1968 *



*These data are derived from the Traffic Laws Commentary, Rules of the Road Rated, prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the NHTSA; see No. 70-6, July 1, 1970.

positive steps in revising its traffic laws during the three-year period and rose to third from the 39th position it held in the 1968 rankings. Other shifts are noted in the triennium as several other States, including Alaska, Colorado, Florida, Illinois, South Dakota, Texas, and Utah moved upward in the latest ranking.

It should be pointed out, however, that several States amended their traffic laws in 1972 which would perhaps improve their comparability with the UVC and their rank in a current rating of the States. ^{10/} The difference in total scores possible in the 1968 versus the 1971 evaluations stems from the fact that the UVC, including the Rules of the Road chapter, was revised by the National Committee in November, 1971. ^{11/} Hence, few States were able to integrate these new changes in their traffic laws during legislative sessions convened in 1971. Moreover, the several States that did enact traffic law amendments in 1971 in line with the 1968 edition of the Code adopted legislation that might not conform with the UVC. Hence, these nonconforming amendments contributed to a decrease in their total scores as compared with the 1968 study as well as the scores of conformity within one or more of the 13 Articles of the UVC.

Figure 2 depicts the comparative scores in the December 31, 1971 ranking of the 50 States and District of Columbia. In reviewing the first and second profiles of overall conformity of State traffic laws with the UVC, there is little change or improvement noted with respect to the status of several States ranked at the lower range of uniformity. For example, the Commonwealth of Virginia accumulated a total of 244 points in 1968 and 252 points in 1971. Likewise, the Commonwealth of Massachusetts received 203 points in 1968 as contrasted with 204 points in 1971 while the Commonwealth of Pennsylvania achieved 225 points in the first traffic law review and only 226 points in the second review. On the other hand, these latter States effected improvements in certain laws compatible with the provisions in Articles I, III, IV, V, and XI of Chapter 11, UVC.

It would be helpful to examine each State's profile over the three-year period and each State's status of overall conformity with the UVC and in juxtaposition to the laws of contiguous States located in each of the 10 NHTSA Regions. We turn next to an examination of the extent of uniformity on a national basis with respect to each of the 13 Articles of Chapter 11, UVC.

Traffic Law Uniformity on a National Basis

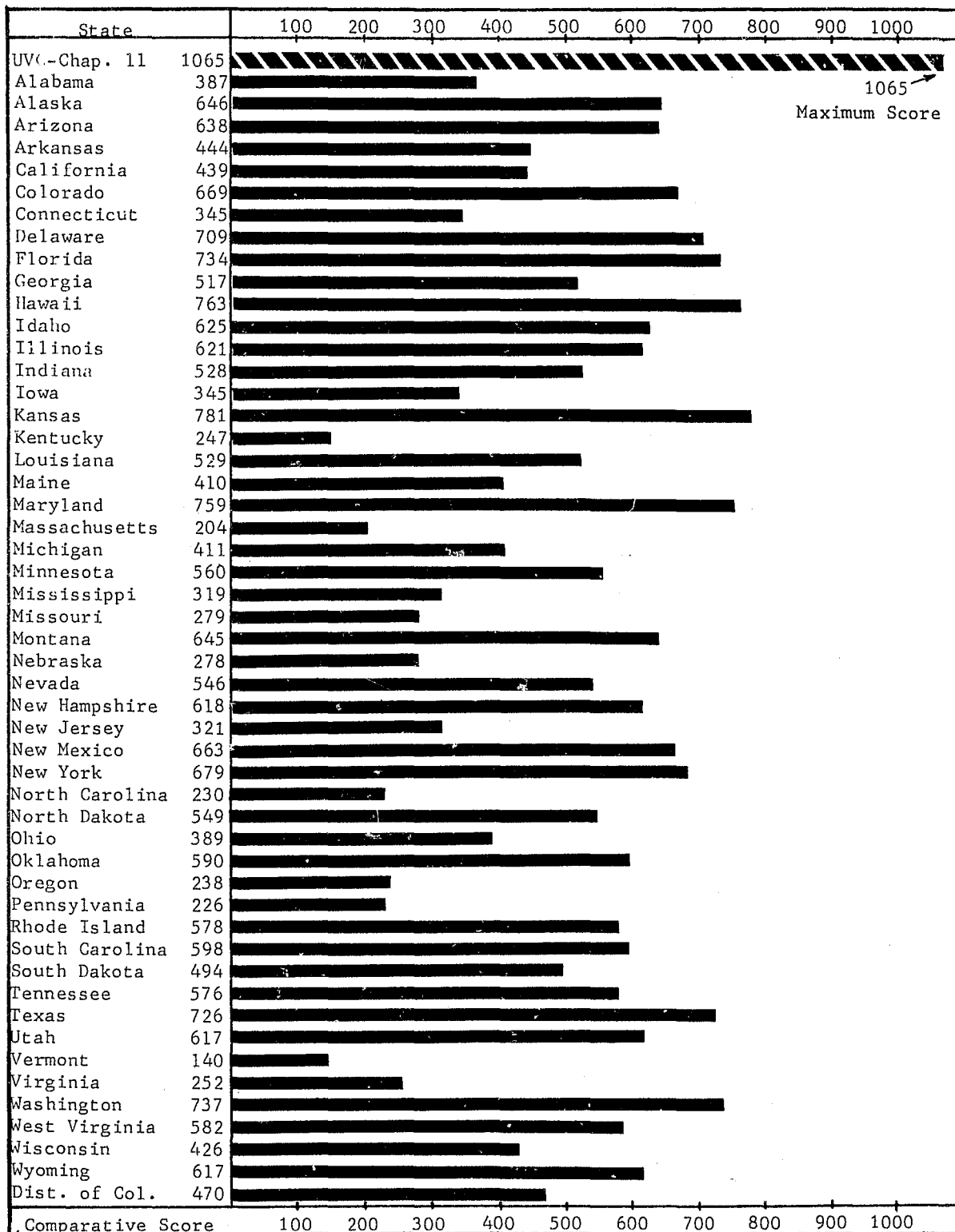
Figure 3 illustrates the extent of uniformity among the traffic laws of the several States in 1968 in contrast to their comparative status in 1971.

^{10/} For example, the State of Vermont overhauled its traffic code in early 1972 and it is expected that the State would no longer be the last but rather among the new leaders in traffic law uniformity.

^{11/} See page 20 of the *Traffic Digest & Review* for February, 1972, for a summarization of the "Latest Revisions in the Uniform Vehicle Code."

Figure 2

Overall Conformity of State Traffic Laws With Chapter 11 (Rules of the Road), of the Uniform Vehicle Code (UVC): Comparative Status of Laws as at December 31, 1971*



*These data are derived from the Traffic Laws Commentary, Rules of the Road Rated, prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the NHTSA; see Vol. 1, No. 3, August, 1972.

EXTENT OF CONFORMITY IN THE TRAFFIC LAWS OF THE SEVERAL STATES AS COMPARED WITH THE "RULES OF THE ROAD" CHAPTER OF UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 VS. DECEMBER 31, 1971*

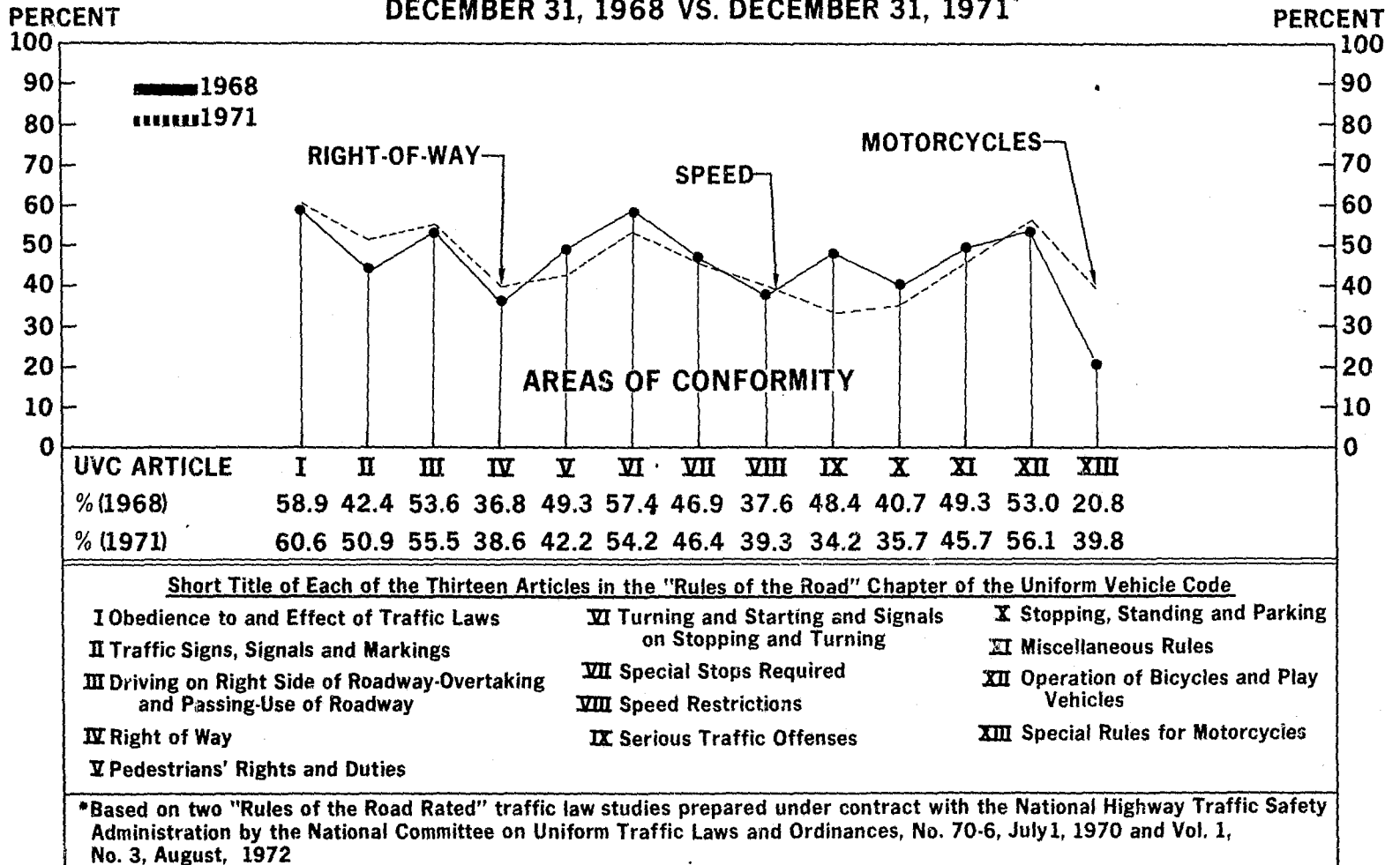


Figure 3

The percentages for the two periods were computed by adding all State scores recorded under each UVC Article and dividing the sum by the maximum points possible for total conformance with the Code. Hence, the sum of all State points under Article I (Obedience to and Effect of Traffic Laws) in the 1968 Summary Table in Appendix B is 1,474. This sum divided by the maximum score of 2,500 produces a conformance level of 58.9 percent. Accordingly, the proportion of conformity for 1971 under Article I is 60.6 percent as computed on the basis that the States scored 1,546 out of a possible 2,550 points. The 1971 Summary Table is provided in Appendix C.

Over the three-year period, there is marked improvement in traffic law uniformity in 7 of the 13 statutory areas evaluated alongside the provisions of the UVC. The widest gains occurred in traffic rules applicable to the operation of motorcycles. In 1968, the level of conformance was only 20.8 percent. This was the low mark for any one of the 13 statutory areas evaluated. In 1971, 29 States and the District of Columbia scored varying gains which raised the national level of conformance to 39.8 percent in rules governing the use of motorcycles.

Greater compatibility with the Code was also enhanced by statutory improvements enacted by various States in the following areas:

- . Obedience to and Effect of Traffic Laws (Article I: +1.7%)
- . Traffic Signs, Signals and Markings (Article II: +8.5%)
- . Use of Roadway, Passing and Overtaking (Article III: +1.9%)
- . Right of Way (Article IV: +1.8%)
- . Speed Restrictions (Article VIII: +1.7%)
- . Operation of Bicycles and Play Vehicles (Article XII: +3.1%)

In six remaining statutory areas, the States in 1971 lagged behind conformance levels reached in 1968. Slippages occurred in Rules of the Road laws affecting pedestrians' rights and duties, turning and starting and use of stopping and turning signals, special stops, reckless and drunk driving provisions, stopping, standing, parking and other miscellaneous driving rules and prohibitions.

It is conceivable that the downturns reflected in several of the latter categories cited above stem from the fact that the States could not act on the revisions adopted by the NCUTLO in November, 1971 since many State Legislatures had adjourned sine die by that time. Moreover, it is likely that a few jurisdictions adopted amendments to their traffic laws in 1971 that do not conform with the Code. This retrogressive action, to some extent, is reflected in the wider gaps in conformance levels for Articles V, IX, X, and XI of the Code.

The 1971 Rules of the Road Rated Commentary indicates that 275 substantial differences yet remain to be resolved by the States. Over 140 of these differences involve traffic control devices and right of

way. Undoubtedly, some of these variances would be out of step with certain provisions of the Manual on Uniform Traffic Control Devices (MUTCD) issued by the Federal Highway Administration in 1971 and applicable to all streets and highways regardless of type or class or the governmental agency having jurisdiction.

Traffic Law Uniformity Among Contiguous States

The Codes and Laws standard program involves assisting the States to adopt traffic laws consistent with those of their neighbor jurisdictions. We turn next to an examination of traffic law consistency among the several States in each of NHTSA's geographic regions. Each State's overall average is computed on the basis of its aggregate score for all 13 UVC Articles divided by the maximum points possible if the State were rated in verbatim conformity with the Code. For example, in 1968 the State of Alabama scored 411 points out of a possible 1,025 for an average conformance of 40 percent. In 1971, Alabama's score was 387 out of a possible 1,065 points, representing 36 percent conformity.

In Region I (Figure 4), the States of New Hampshire and Rhode Island rank considerably above their neighbor States, including Connecticut, Maine, Massachusetts, and Vermont. Clearly, the Commonwealth of Massachusetts and the State of Vermont should act promptly to improve their low status. As reported earlier, however, Vermont enacted comprehensive revisions to its traffic code in 1972 and its range of conformity would rise appreciably in a more contemporary rating of the States.

In Region II (Figure 5), the State of New Jersey ranks far behind in uniformity alongside neighboring New York State. Wholesale revisions to the New Jersey traffic laws appear to be in order in view of the 34 percent gap between these two jurisdictions. No conformance levels are indicated for the Commonwealth of Puerto Rico traffic laws since the Commonwealth has not been included in the statutory annotations in the UVCA. Moreover, there is no current translation of the Commonwealth's traffic laws for the purpose of gauging their consistency with the Code.

In Region III (Figure 6), the District of Columbia and the Commonwealths of Pennsylvania and Virginia pull down the regional average with individual percentages ranging below 44 percent. Between 1968 and 1971, Maryland made extraordinary progress in updating its traffic laws whereby its status climbed from 29 percent to 71 percent conformity with the Code. Delaware ranks second in this region with 67 percent and West Virginia follows with 55 percent in the 1971 ratings.

The overall conformance levels evident in Figure 7 are fairly even with respect to the laws of Florida, South Carolina, and Tennessee which are three of the eight States located in NHTSA's Region IV. Florida enacted substantial revisions to its traffic code in 1971 and advanced in the national ranking from 13th to 5th position. Considerable effort will be necessary in the

Figure 4.

Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11, (Rules of the Road), Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs. December 31, 1971. States located in Region I, National Highway Traffic Safety Administration.

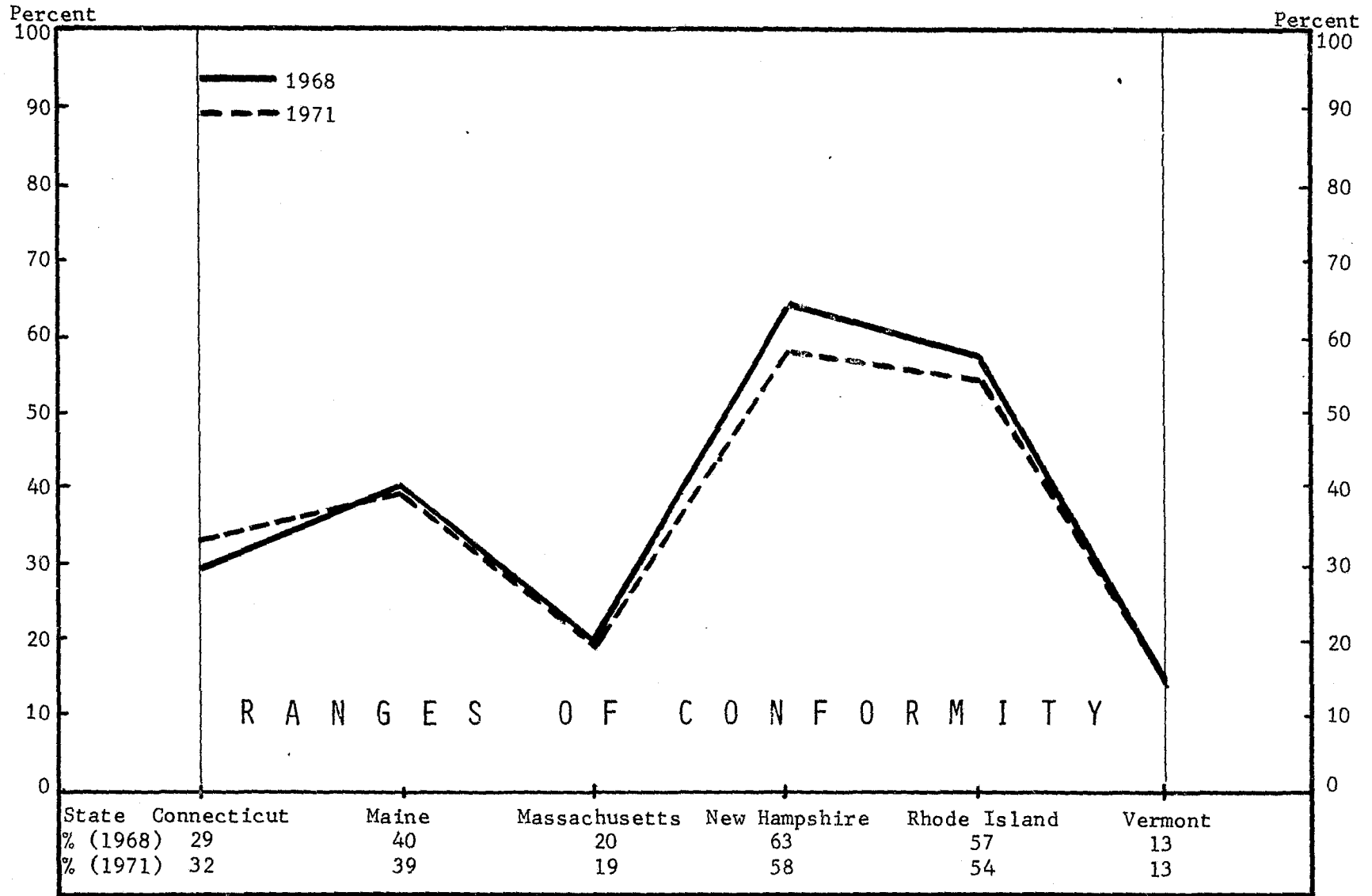
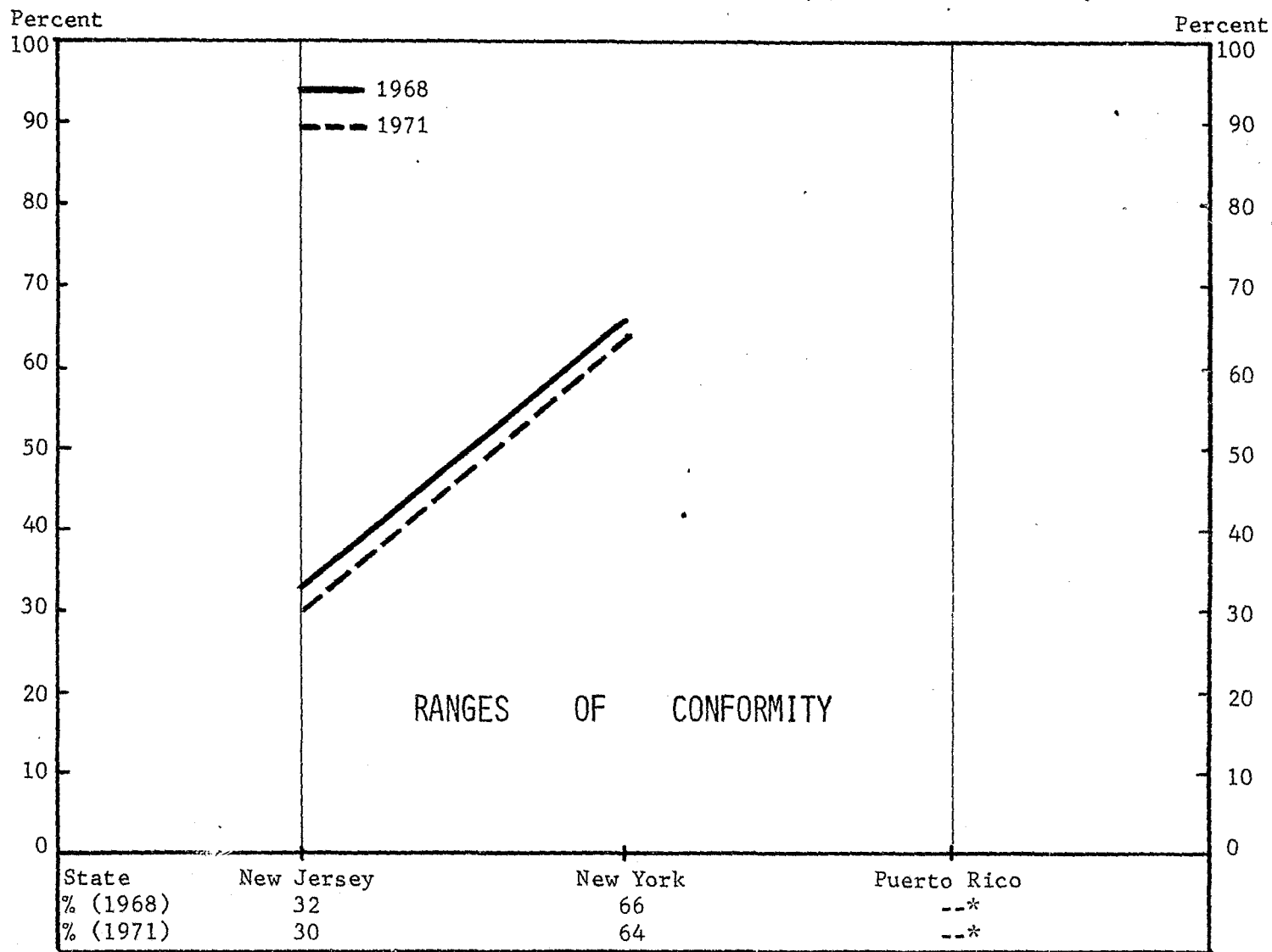


Figure 5.
 Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11,
 (Rules of the Road), Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs.
 December 31, 1971. States located in Region II, National Highway Traffic Safety Administration.



* Not included in the two "Rules of the Road Rated" studies which are the bases for this and other charts.

Figure 6.

Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11, (Rules of the Road), Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs. December 31, 1971. States located in Region III, National Highway Traffic Safety Administration.

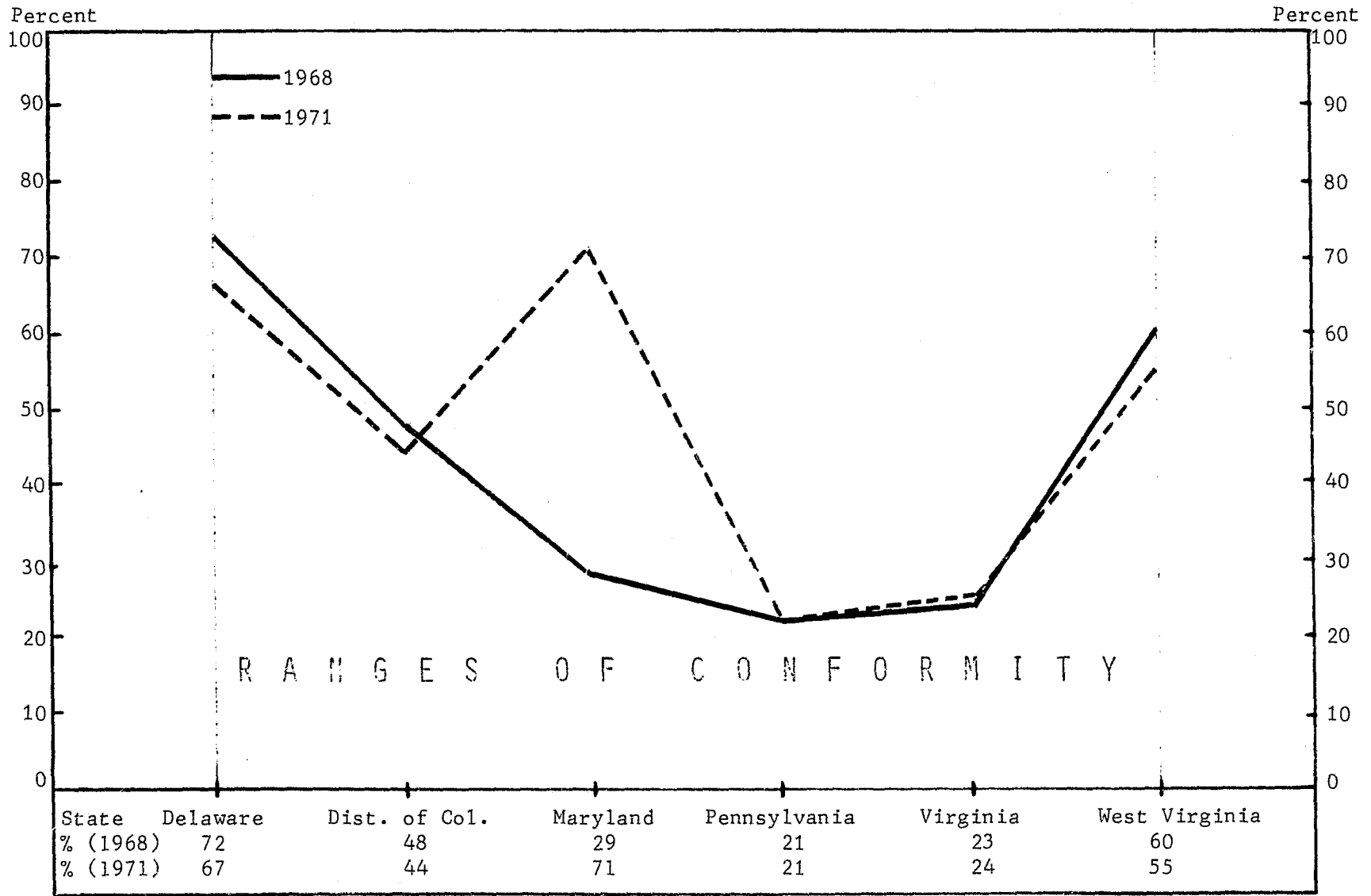
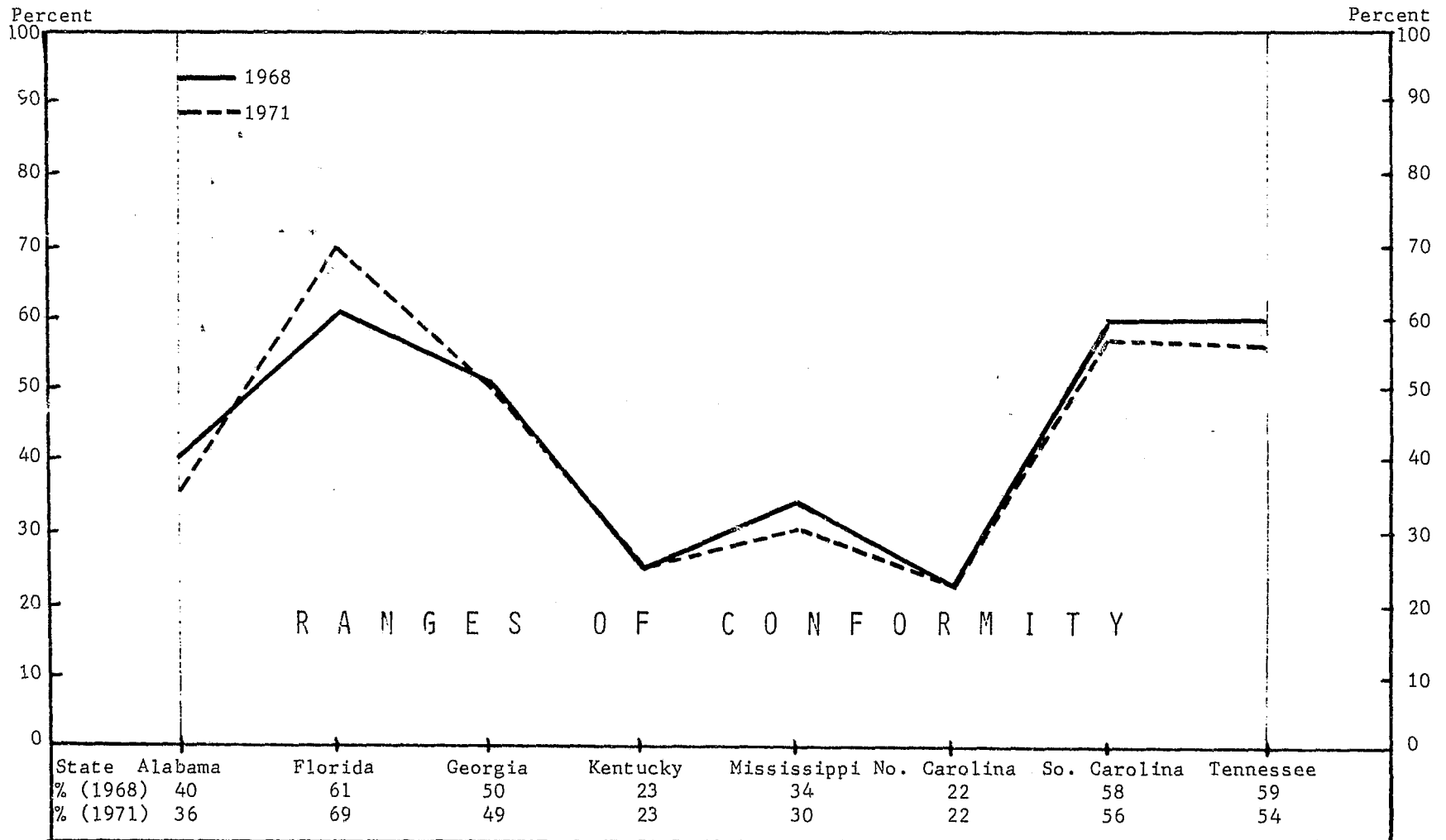


Figure 7.
 Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11, (Rules of the Road),
 Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs. December 31, 1971. States located in
 Region IV, National Highway Traffic Safety Administration.

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short term in the States of Alabama, Georgia, Kentucky, Mississippi, and North Carolina to match Florida's level of near 70 percent conformity with the Code. The 6 latter States are among the 15 States that failed to score at least 400 overall points in the 1971 comparative study.

The traffic laws of the 6 midwestern States located in Region V (Figure 8), range from a low level of 40 percent conformance (Wisconsin) to a high of 58 percent (Illinois). No advancements were achieved by Minnesota, Ohio, and Wisconsin in 1971 while Indiana and Michigan laws fell one or more percentage points since the 1968 evaluation. Illinois moved forward, rising from 20th in 1968 to the 15th position in 1971 as a result of new revisions adopted in its State traffic code.

Of the 5 States which comprise Region VI (Figure 9), Texas scored the largest gains since 1968, having improved its conformance level from 44 percent to 68 percent. Texas jumped from 29th to 6th position in the 1971 State ratings. New Mexico and Oklahoma were the leaders in this region in 1968 but each State fell behind in 1971. Arkansas also slipped from 46 percent to 42 percent conformity while Louisiana gained a notch from 49 percent in 1968 to 50 percent in 1971.

Region VII can boast of a new national leader in the latest ranking of the States. Various conforming amendments adopted by the Kansas Legislature lifted this State from 7th position in 1968 to the top position in 1971. It is clear from Figure 10 that the comparatively low levels of uniformity in Iowa (32%), Missouri (26%), and Nebraska (26%) traffic laws point to an urgent obligation for closing wide gaps and improving interstate uniformity in this region.

There is near equilibrium in the conformance levels in the traffic laws of the 6 States comprising Region VIII as depicted in Figure 11. However, the lower scores achieved by North Dakota (51%) and South Dakota (46%) tend to distort the fairly even range of conformity prevailing in the neighboring States of Colorado (63%), Montana (61%), Utah (58%) and Wyoming (58%). Slight improvements in 1971 were recorded for Colorado and Utah while overall conformity in South Dakota advanced from 30 percent to 46 percent over the three-year period. Downturns are noted in Montana (66% vs. 61%), in North Dakota (57% vs. 51%), and in Wyoming (66% vs. 58%).

In Region IX (Figure 12), Hawaii is the leader among the four Western States with 72 percent conformity. The first traffic laws review covering 1968 State laws did not include Hawaii since virtually all of its rules of the road were contained in the ordinances of Hawaii's four counties. In the "Explanatory Notes on Organization and Use of the UVCA," it is noted that large portions of the Honolulu Traffic Code

Figure 8.
 Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11, (Rules of the Road),
 Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs. December 31, 1971. States located in
 Region V, National Highway Traffic Safety Administration.

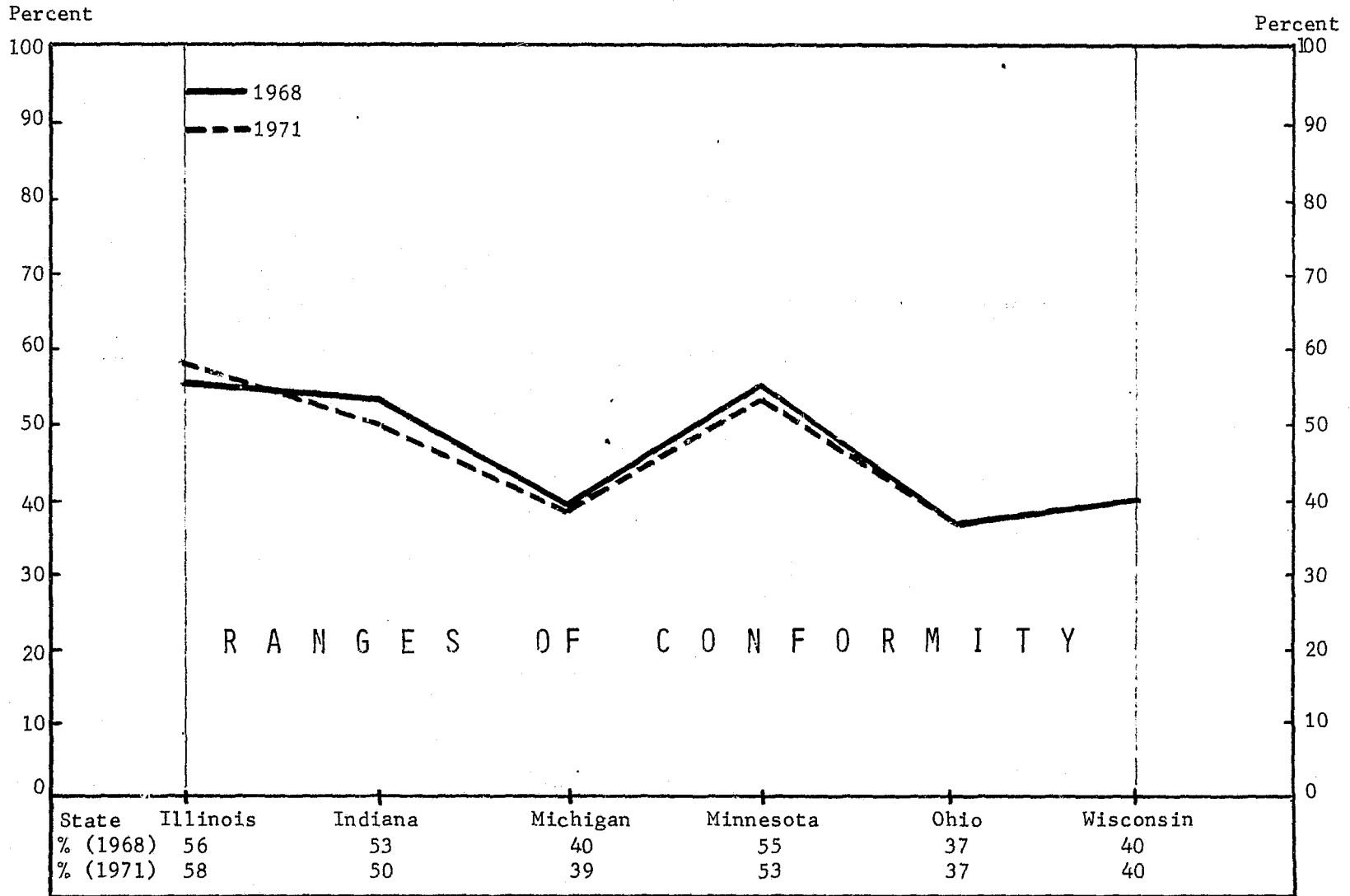


Figure 9.
 Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11, (Rules of the Road),
 Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs. December 31, 1971. States located in
 Region VI, National Highway Traffic Safety Administration.

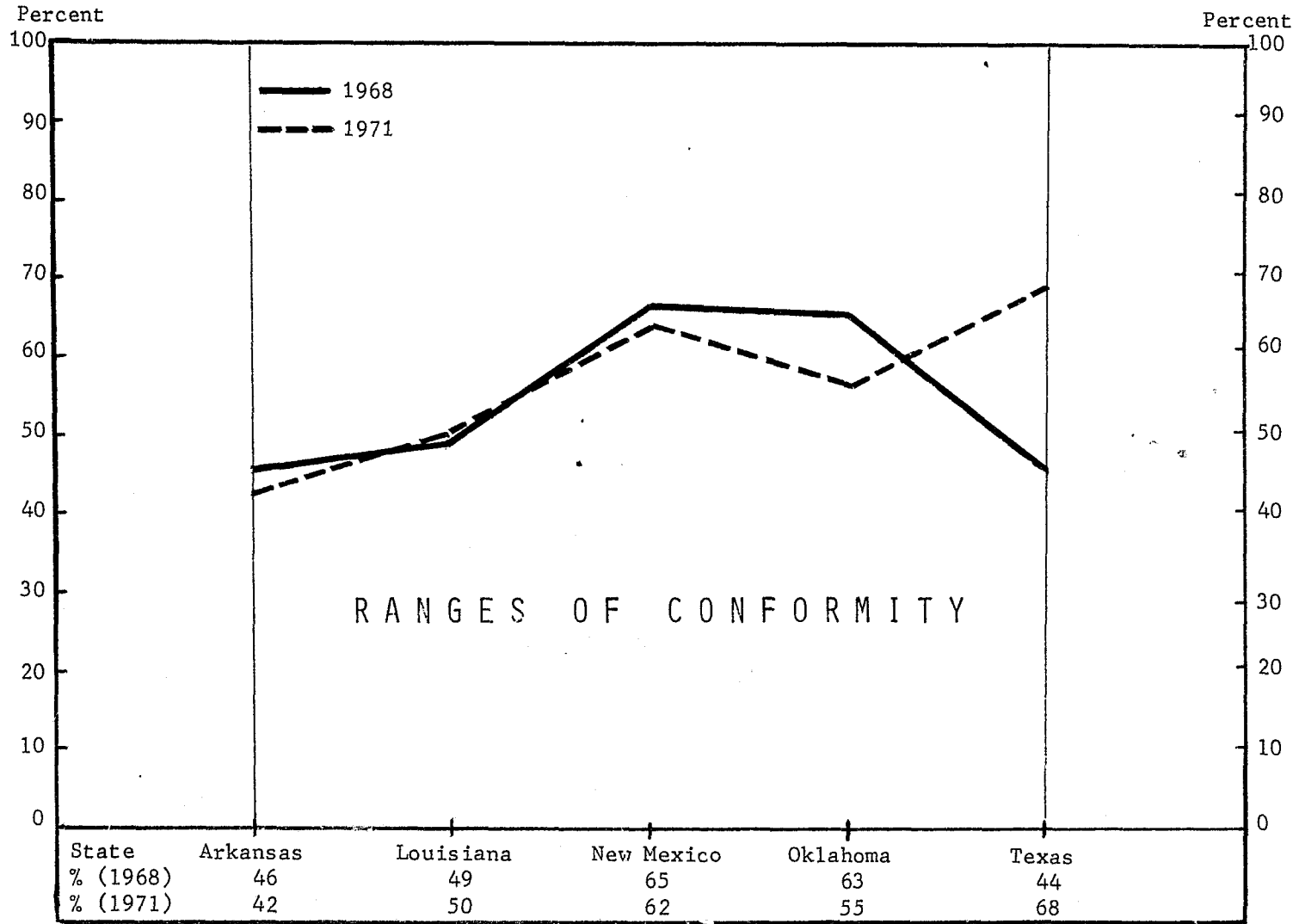


Figure 10.

Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11, (Rules of the Road), Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs. December 31, 1971. States located in Region VII, National Highway Traffic Safety Administration.

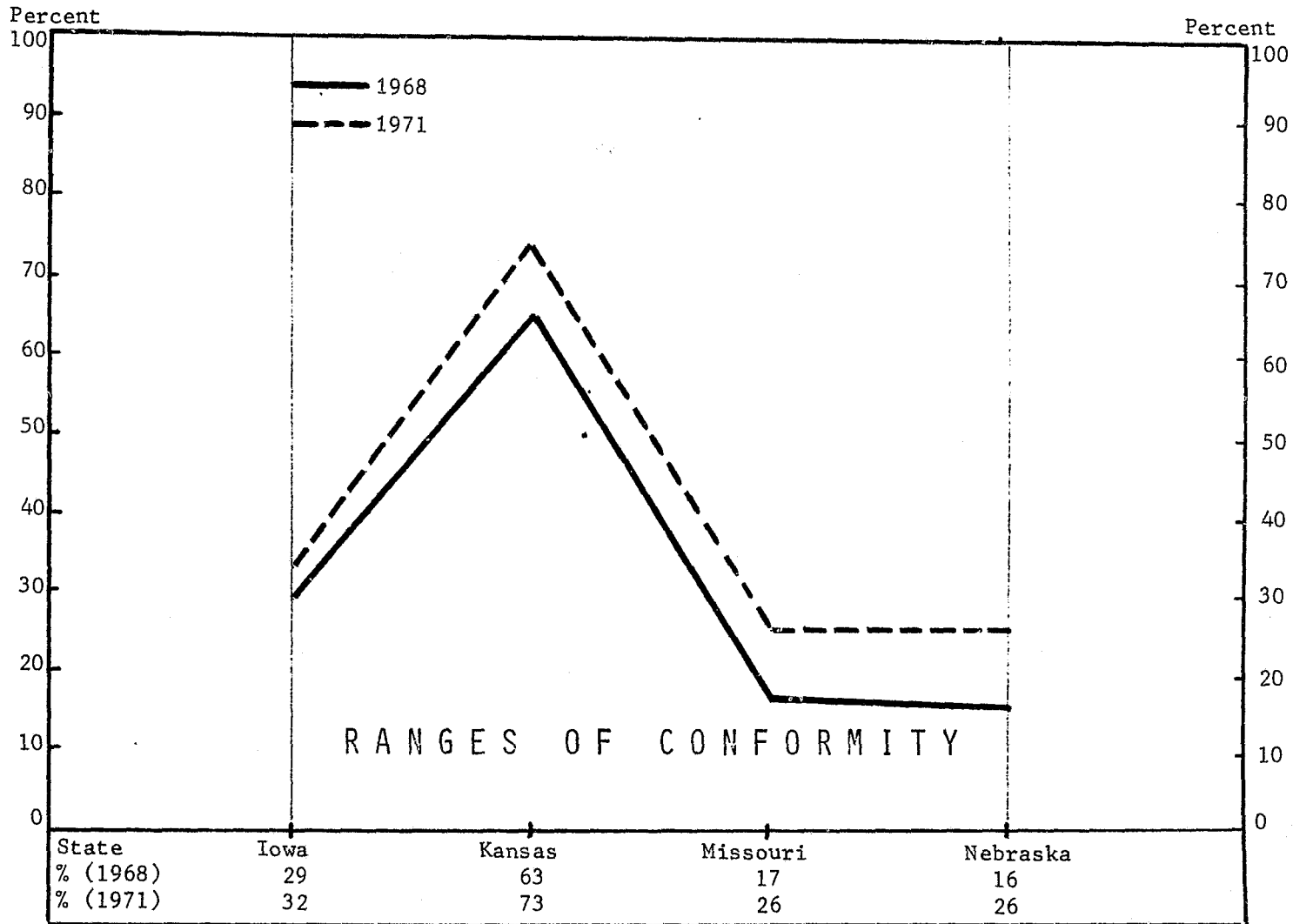


Figure 11.
 Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11, (Rules of the Road),
 Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs. December 31, 1971. States located in
 Region VIII, National Highway Traffic Safety Administration.

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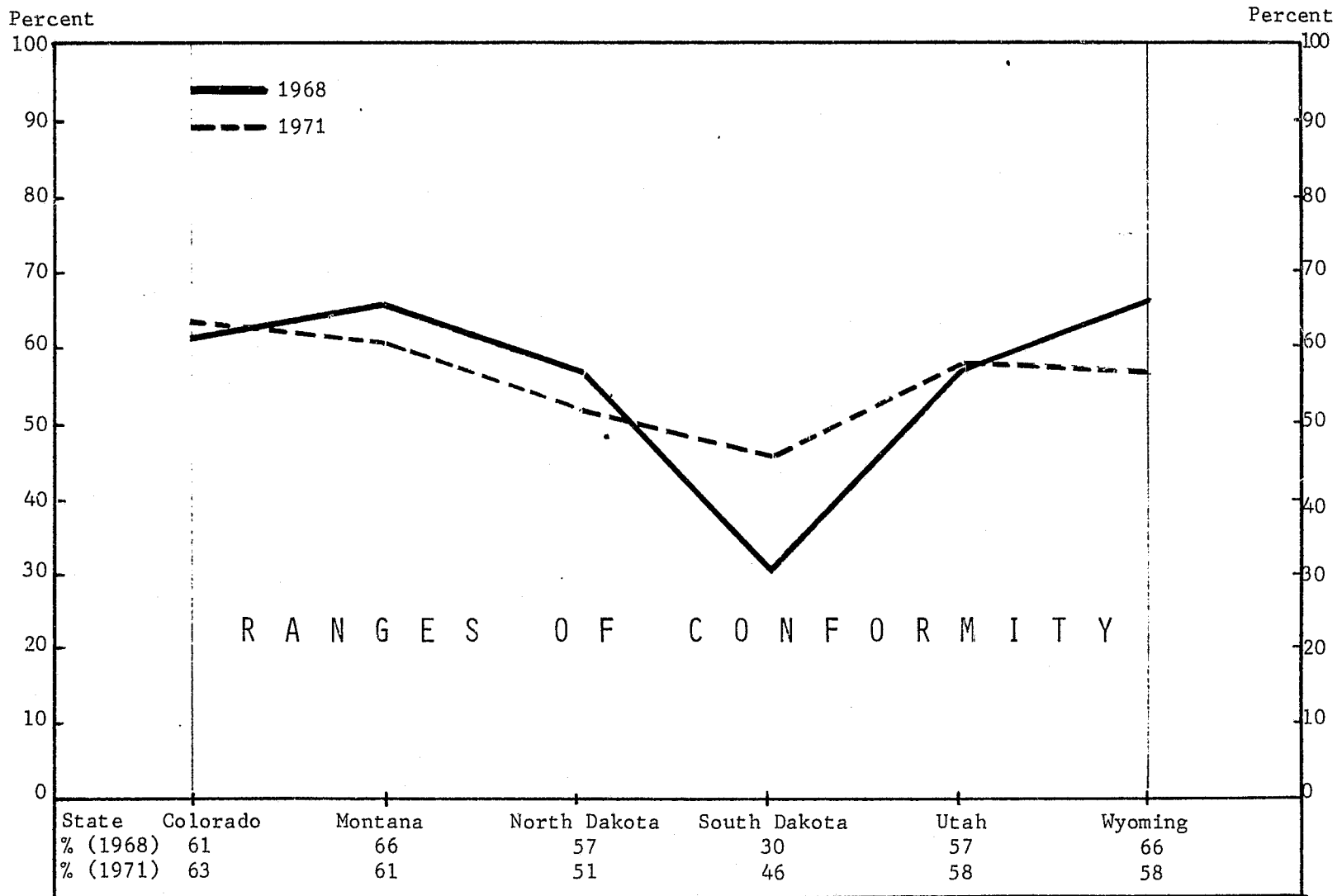
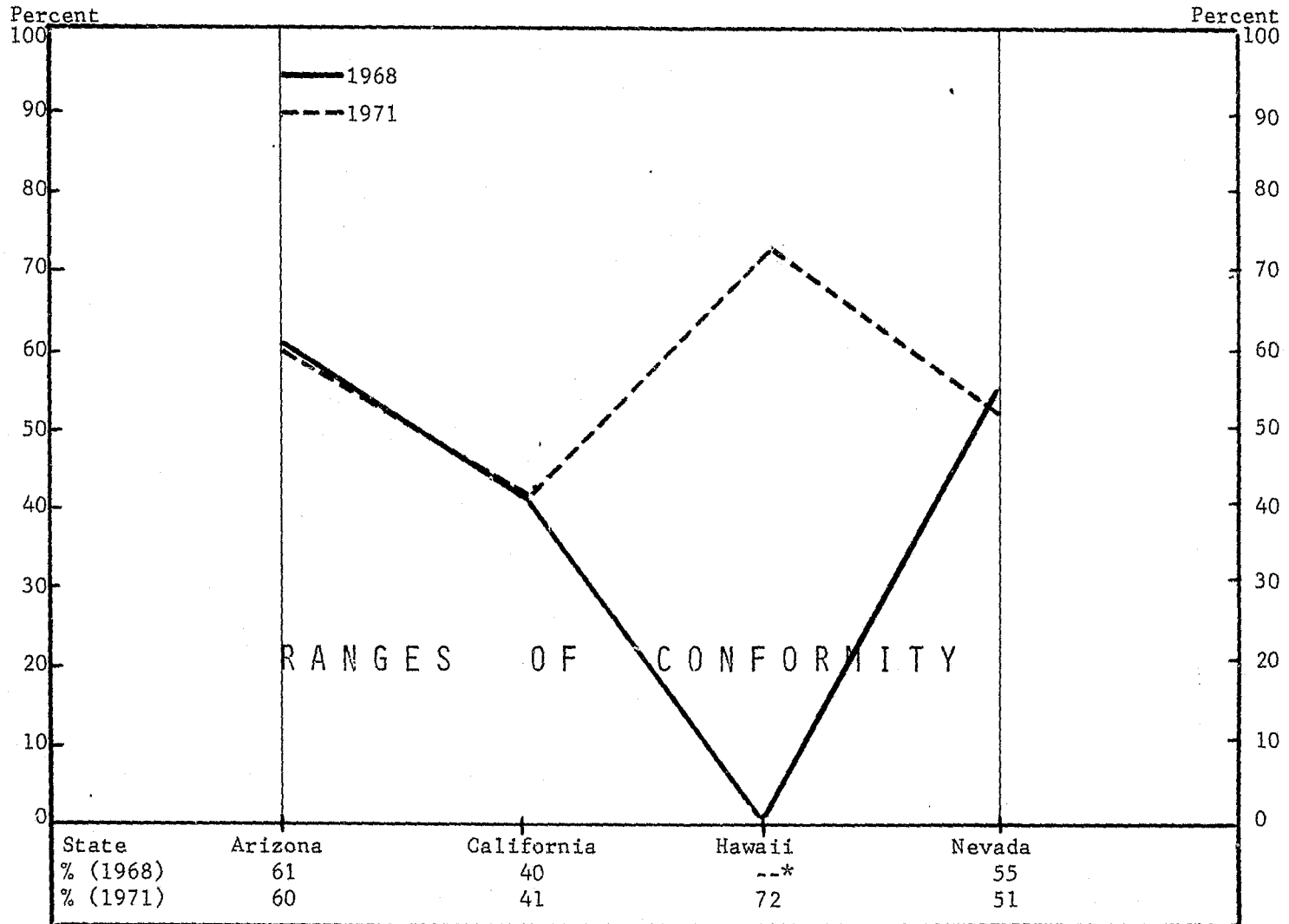


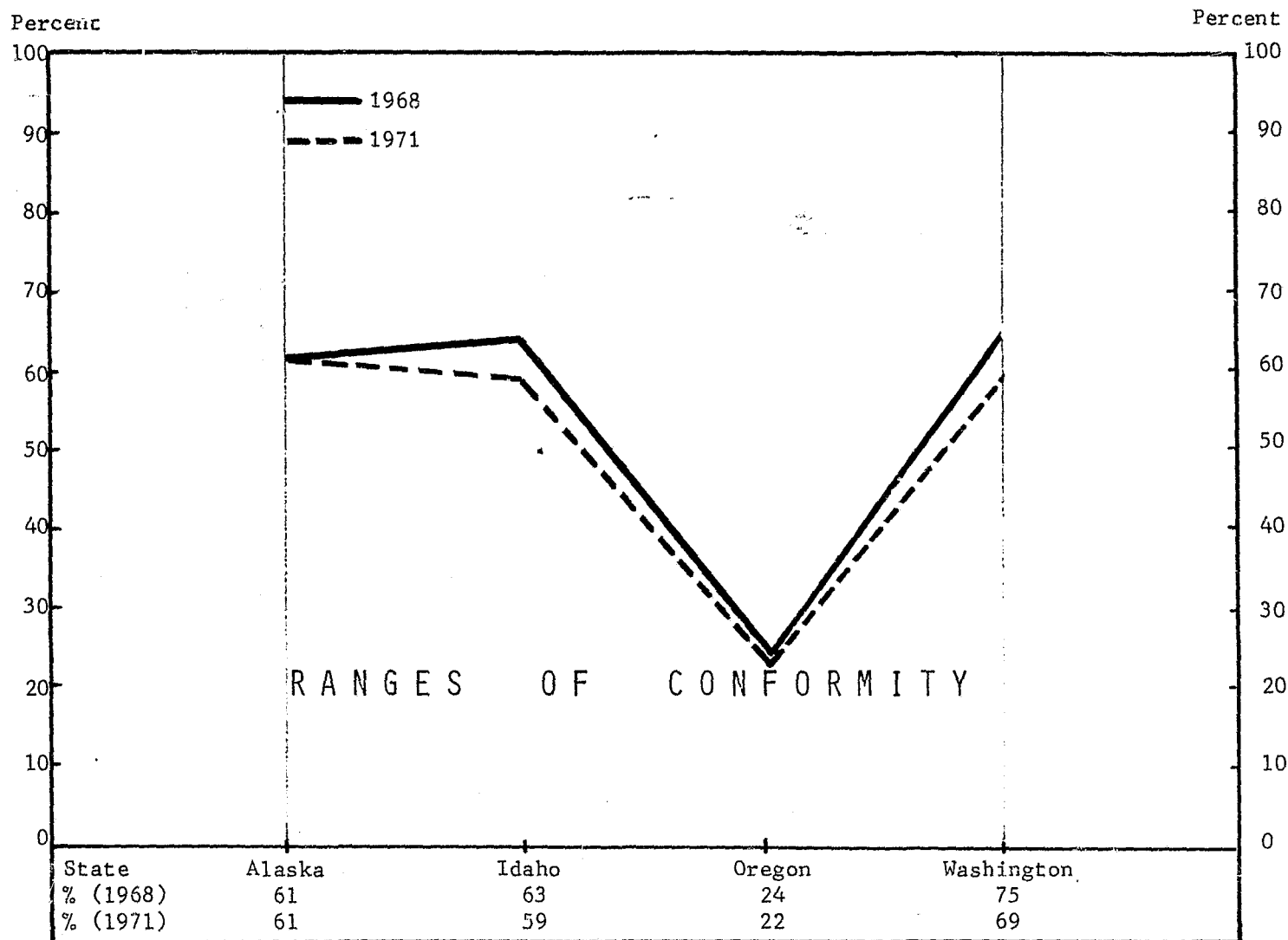
Figure 12.

Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11, (Rules of the Road), Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs. December 31, 1971. States located in Region IX, National Highway Traffic Safety Administration.



* The Hawaii Legislature first adopted a statewide traffic code in 1971 which became effective on January 1, 1972. Hence, no analyses were available in 1968.

Figure 13.
 Extent of Overall Conformity of Traffic Laws of Selected States as Compared with Chapter 11, (Rules of the Road),
 Uniform Vehicle Code; Comparative Status as at December 31, 1968 vs. December 31, 1971. States located in
 Region X, National Highway Traffic Safety Administration.



appeared to be in substantial conformance with the UVC. ^{12/} Hawaii has since adopted a statewide traffic code and the laws therein were patterned after the provisions published in the later editions of the UVC. This accounts for its comparatively high initial rating of 72 percent conformity in the 1971 study. The laws of Arizona and Nevada rank considerably below the Hawaiian statutes and alongside specimen provisions in the Code. California, the fourth State located in this region, trailed with only 41 percent conformity with the UVC.

The traffic laws of Alaska, Idaho, and Washington State, three of the four jurisdictions in Region X, are more nearly compatible on an intra-regional basis than the laws of various contiguous States in any other NHTSA region. Figure 13 reveals that nonconforming provisions in Oregon traffic laws contribute to the only dip in the regional picture. The mean conformance of the Alaska (61%), Idaho (59%), and Washington (69%) scores for 1971 is 63 percent. The low level of Oregon's consistency with the UVC (22%) drops the high 3-State conformance average from 63 percent to 52 percent. Since no improvements are detected in the Oregon rankings between 1968 and 1971, the traffic laws in this particular jurisdiction would be candidates for early, large-scale revisions if a more reasonable level of consistency with her sister States is to be achieved.

The panorama of regional profiles reveals that the leading States in terms of overall conformity with the UVC as at December 31, 1971 in each of the NHTSA's ten regions are as follows:

Region I	-	New Hampshire (58%)
Region II	-	New York (64%)
Region III	-	Maryland (71%)
Region IV	-	Florida (69%)
Region V	-	Illinois (58%)
Region VI	-	Texas (68%)
Region VII	-	Kansas (73%)
Region VIII	-	Colorado (63%)
Region IX	-	Hawaii (72%)
Region X	-	Washington (69%)

In all regions, a jaggy pattern of conformity exists whereby the relatively high benchmarks achieved by the regional leaders cited above are offset by lower and alternating levels of conformance scored by one or more jurisdictions contiguous to the leader States. For example, it is noted that the scores accumulated by four of the six States in Region I contribute to an extraordinary disequilibrium in intra-regional uniformity. Similar distortions are evident in Regions III, IV, V, and VII. In Region VII, the national leader's score is

^{12/} See Uniform Vehicle Code: Rules of the Road with Statutory Annotations, 1967, p. xi.

somewhat overshadowed by Kansas' three sister States where levels of conformance with the UVC range from 26 to 32 percent.

Conformance Profiles of the Individual States

The closing series of illustrations provides a clearer picture as to the status of traffic law uniformity in each State when compared with the 13 constituent Articles of the Code's Rules of the Road chapter. The total points awarded to a State for conformance with each UVC Article and recorded in the statistical tables in Appendixes B and C respectively, are transformed into conformance indices that are plotted on Figures 14 through 64.

A brief explanation as to the steps followed in computing the indices of conformance is warranted. For example, the ratio of conformance computed for Alabama's statutes vis-à-vis UVC Article I in 1968 is obtained by dividing the State's score of 14 points by 50, the maximum score possible, with a resultant of 28 percent. Similarly, the total points achieved in 1971 (13) divided by 50, the maximum score, results in a conformance index of 26 percent.

One common characteristic easily recognized in the profiles from State to State is the erratic pattern of conformity among the several categories of traffic laws evaluated in the two studies. While a majority of the States, for example, are in substantial conformance with Article I (provisions relating to the operation of vehicles upon the highway), more than 30 States, on the other hand, slip considerably in their conformity with the Code's specimen provisions in Article II (traffic signal legends and the driver's duties at a traffic light). Seventy-six variances exist in State laws alongside provisions in Article II. Only 9 States escaped minus scores, including Georgia, Kansas, Kentucky, Maine, Maryland, New Hampshire, New York, Texas, and Vermont. Less encouraging from the data presented is the fact that Kentucky, Nebraska, North Carolina, Virginia, and Vermont have very few statutes comparable to the 23 separate provisions evaluated under Article II which explains the largesse of zeros for these States in Table II of Appendixes B and C.

The second highest number of variances is recorded in traffic right of way rules. In 1971, 40 States received scores ranging from -1 to -3 points in several of the 13 columnar evaluations listed in Table IV, Appendix C which all deal with right of way provisions. New Jersey and the Commonwealth of Massachusetts were the only States that scored negative totals reflecting substantial differences from the Code provisions in Article IV. In this connection, it is interesting to note that a New Jersey statute (NJSA § 39:4-145) excuses the second and third vehicles in a line from stopping again before entering an intersection. And, as the three vehicles proceed across the intersection, drivers on the intersecting street must yield. These unusual provisions have counterparts only in Massachusetts and they do not accord with the meaning

of stop signs which has been accepted for many years in virtually all other States. 13/

Other statutory areas where substantial variances occur include the rules involving overtaking and passing, special stops required (such as stopping for school buses), and speed laws.

The 51 State charts also trace the extent of advancement toward greater statutory uniformity in traffic laws between 1968 and 1971. On balance, most States enacted some laws which helped to improve their conformance levels in at least one statutory area. Only Maryland surpassed its overall conformance posture between 1968 and 1971 with advances in all 13 categories evaluated alongside the Code. Figure 33 depicts the spectacular across-the-board progress achieved by the State of Maryland.

Texas also scored impressive gains in 11 of the 13 categories evaluated, followed by South Dakota (+10 in 13) and Florida (+9 in 13). The 1971 national leader, the State of Kansas, scored gains in 7 categories which strengthened its initially high showing in the 1968 ratings.

Several States deserve to be singled out as making outstanding progress in achieving greater uniformity in one or more statutory areas. The list below identifies the various States and the extent of improvement of conformance over 1968 in 5 statutory areas as compared with the Code:

UVC Article II	-	Traffic Signs, Signals and Markings
		. Kansas - 40% improvement
		. Maryland - 71% improvement
		. Missouri - 87% improvement
		. Texas - 46% improvement
UVC Article IV	-	Right of Way
		. Missouri - 30% improvement
		. Nebraska - 51% improvement
		. Texas - 39% improvement
UVC Article V	-	Pedestrians' Rights and Duties
		. Nebraska - 58% improvement
UVC Article VIII	-	Speed Restrictions
		. South Dakota - 37% improvement

13/ At stop signs, every driver must stop at specified points and then must yield the right of way to approaching traffic. See UVC § 11-403 (Supp. I 1972).

UVC Article XIII - Motorcycle Rules

- . Alaska - 43% improvement
- . Colorado - 71% improvement
- . Florida - 80% improvement
- . Iowa - 61% improvement
- . Kansas - 70% improvement
- . Louisiana - 68% improvement
- . Nevada - 50% improvement
- . South Carolina - 69% improvement
- . South Dakota - 56% improvement
- . Utah - 67% improvement

Five States, including Arkansas, New Jersey, Oklahoma, Tennessee, and Wyoming failed in 1971 to move ahead of their conformance indices in all 13 Articles of the Code's Rules of the Road chapter.

As in 1968, no state traffic code duplicates every rule of the road in the Code as revised in 1971. All but 10 jurisdictions have the same or fewer substantial variances than they did in the first rating study. Token progress was made in some 17 States in the bottom third of the 1971 rankings. Not only are the total scores of conformance low in these latter States, but the inconsistencies of the traffic laws in these same jurisdictions contribute to 52 percent of the total substantial differences recorded in 1971.

It seems clear from the two studies in 1968 and 1971 that the traffic laws of the following States are likely candidates for early modernization:

Alabama	Nebraska
Connecticut	New Jersey
Iowa	North Carolina
Kentucky	Ohio
Massachusetts	Oregon
Mississippi	Pennsylvania
Missouri	Virginia

Summary and Comments

The national highway transportation system functions within a framework of laws, regulations, and numerous varieties of legal arrangements. Traditionally, the responsibility for adopting and enforcing traffic laws that standardize the duties and obligations of motorists and pedestrians rests with the State governments. Any substantial variations and inconsistencies in these laws contribute to confusion, to street and highway congestion, and to violations which often result in collisions, personal injuries, and sometimes fatalities.

The Congress and other organizations have noted at times the existence

of obsolete and conflicting traffic laws administered by the several States. In a national inquiry, the House Committee on Roads in 1938 concluded that a driver with his driving habits formed in one community, operating his motor vehicle legally and prudently as fixed by the habits acquired under the laws of his home State is often transformed into a lawbreaker and an unsafe driver by crossing the State line.

A long-standing source and reference for State legislatures in drafting uniform traffic laws is the Uniform Vehicle Code. The custodian of the Code is the National Committee on Uniform Traffic Laws and Ordinances, a non-profit organization established pursuant to recommendations of the President's Highway Safety Conference in 1947.

In some quarters the Code is regarded as the yardstick against which legislative achievements of a State in traffic law are commonly measured. Prior to the passage of the Highway Safety Act of 1966, Congress once again recognized the "chaotic nonuniformity" in traffic laws and decried the fact that some States enacted the Code as published 20 or 30 years ago but failed to amend their laws to keep up with latter-day revisions incorporated in the Code.

There is little dispute with the congressional sentiment expressed in 1966 as to the backward status of some State traffic codes. Until very recently, the Commonwealth of Massachusetts was the only State that had never duplicated or adopted a provision from any edition of the Rules of the Road chapter of the Code. Other States have adopted statutory provisions compatible with specimen laws in the 1968 and pre-1968 editions. Some State Rules of the Road laws are yet identical to Code sections that appeared in the 1934 edition, such as the provisions referring to flashing lights used in a traffic sign or signal.

Although a general consensus prevails as to nonuniformity in State traffic laws, there is a paucity of studies which pinpoint the nature and extent of inconsistencies among the laws of the several States as compared with the most recent edition of the Code. The instant inquiry turned to two contemporary traffic laws commentaries prepared by the National Committee's staff and delivered under contract to the National Highway Traffic Safety Administration in the U.S. Department of Transportation. These commentaries entitled "Rules of the Road Rated" contain assessments of State traffic laws as at 1968 and 1971 when compared with counterpart provisions of the Rules of the Road chapter in the Code. The laws of each State were evaluated in accordance with certain criteria which formed the basis for a point system in ranking the several States for overall conformity with more than 200 separate Code provisions.

Although no State yet duplicates every provision in the 1972 edition, the record indicates that over the three-year period there was measurable progress in 7 of the 13 statutory areas at issue. Improvements over 1968 are detected in laws relating to traffic signs, signals and markings,

overtaking and passing rules, right of way, speed restrictions, and bicycle and motorcycle laws. The greatest single overall gain occurred in the adoption of new and amended motorcycle laws. Twenty-nine States and the District of Columbia amended their laws which conformed with pertinent provisions in the Code and thereby raised the national level of conformance from 20.8 percent in 1968 to almost 40 percent in 1971.

There have been shifts in the ratings of the States in terms of overall conformity with the Code with the 1968 leaders, including the States of Washington and Delaware, replaced by Kansas and Hawaii in 1971. Other States which scored middling ratings in 1968 achieved higher levels of conformity in 1971 as a result of comprehensive changes in their traffic codes. Spectacular across-the-board gains were recorded by the State of Maryland which leaped from 39th position in 1968 to 3rd in the 1971 ranking of the States. Other notable gains were evident in the States of Kansas, Florida, and Texas.

Less encouraging is the experience of more than a score of States whose traffic laws still rank in the bottom third of the 1971 ratings. Although selective improvements were achieved in one or two statutory areas among the States in this latter group, the advances did not have an appreciable effect upon their total scores. The inconsistencies of the traffic laws in these same jurisdictions further contribute to a majority of the total substantial differences recorded in 1971.

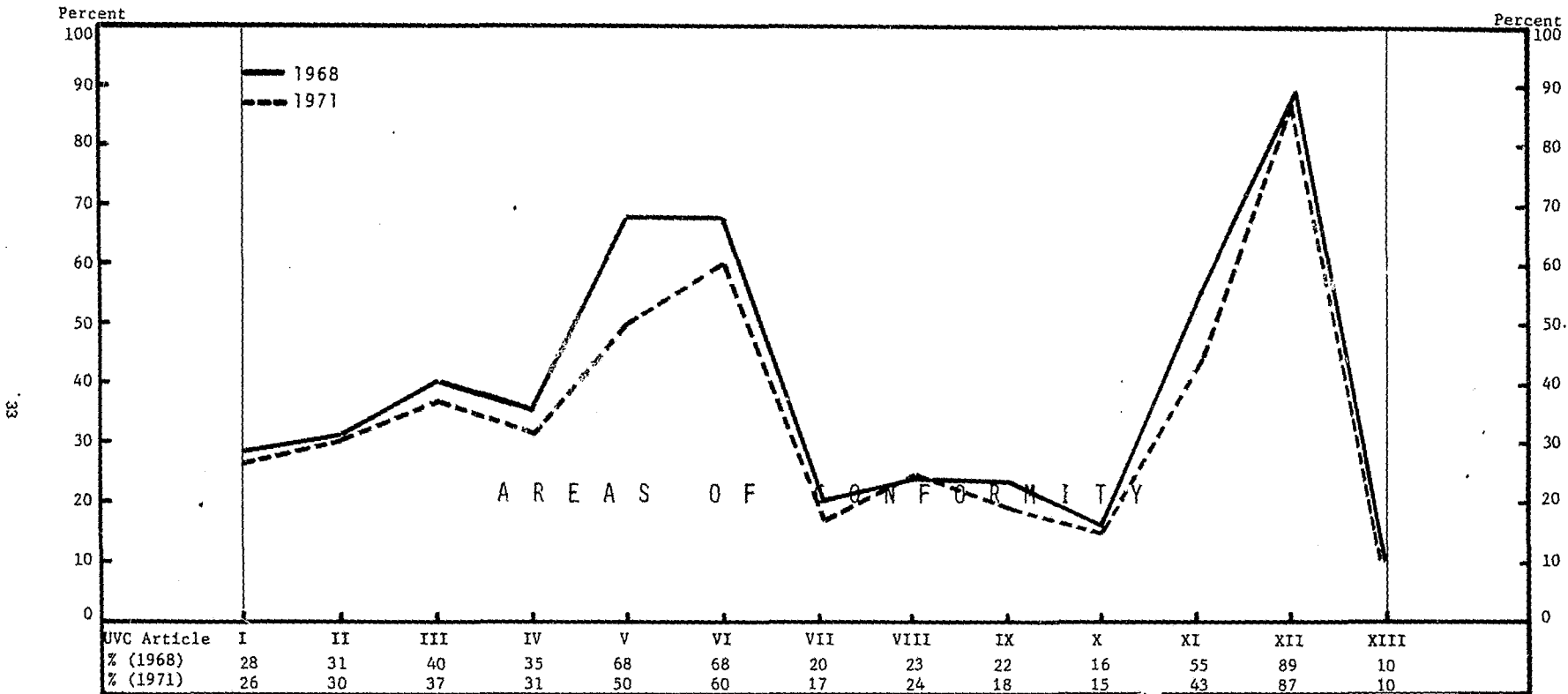
It seems clear from the two studies in 1968 and 1971 that the traffic laws of at least a dozen States deserve immediate study and modernization when their State legislature next convene in 1973.

In a concluding observation, it is recognized that the two commentaries reckon with certain limitations in making statutory evaluations and devising a grading scheme for identifying the comparative status of State traffic laws. The law can seldom be reduced to numbers and perhaps the numerical scores and totals reflecting the extent of conformity with the Uniform Vehicle Code are not perfect measurements of traffic law uniformity. However, it cannot be gainsaid that these commentaries stand as timely evaluative documents and offer the prospect of developing a more satisfactory framework for future analytical studies that will help the States to detect statutory weaknesses and provide a sound basis for making timely improvements in each State's body of traffic law.

* * *

Figure 14.

EXTENT OF CONFORMITY BETWEEN ALABAMA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

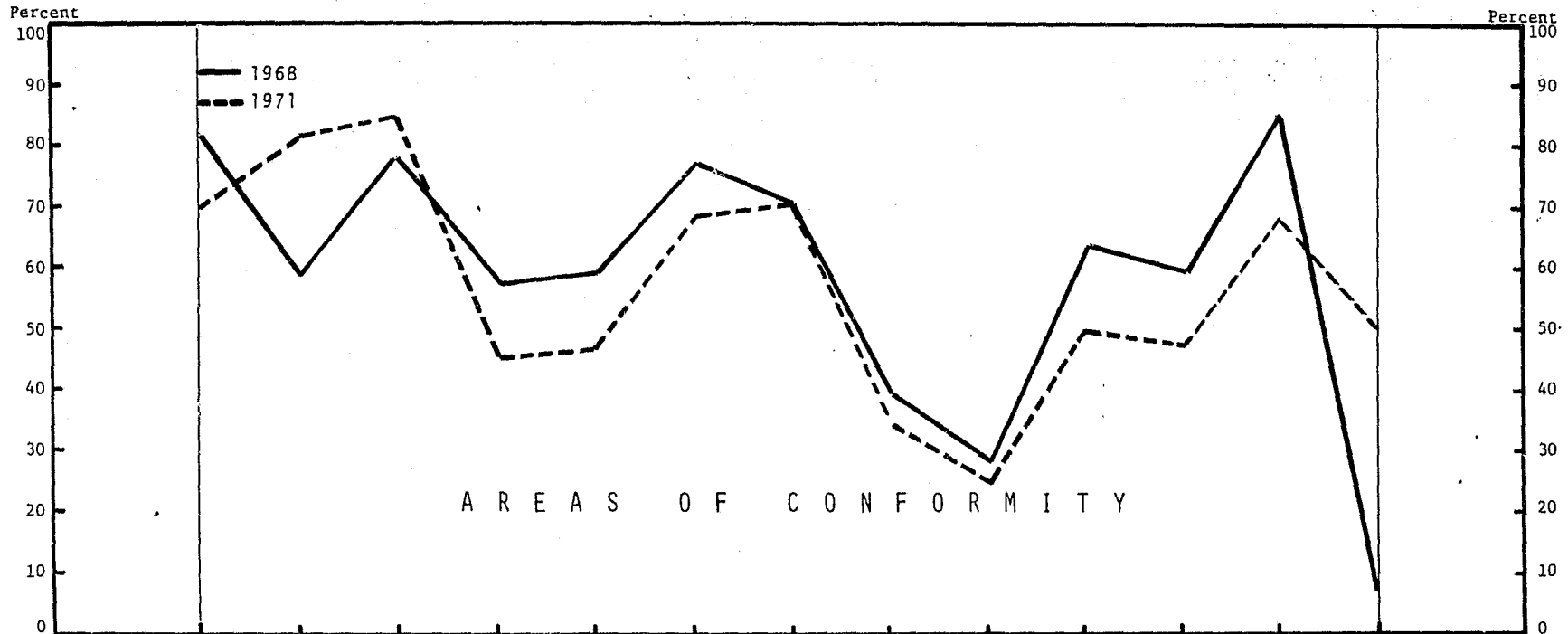


Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code		
I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 15.

EXTENT OF CONFORMITY BETWEEN ALASKA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



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UVC Article	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII
% (1968)	82	59	78	58	59	77	71	40	28	62	59	84	7
% (1971)	70	81	85	45	47	68	71	33	24	49	47	68	50

Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 16.

EXTENT OF CONFORMITY BETWEEN ARIZONA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

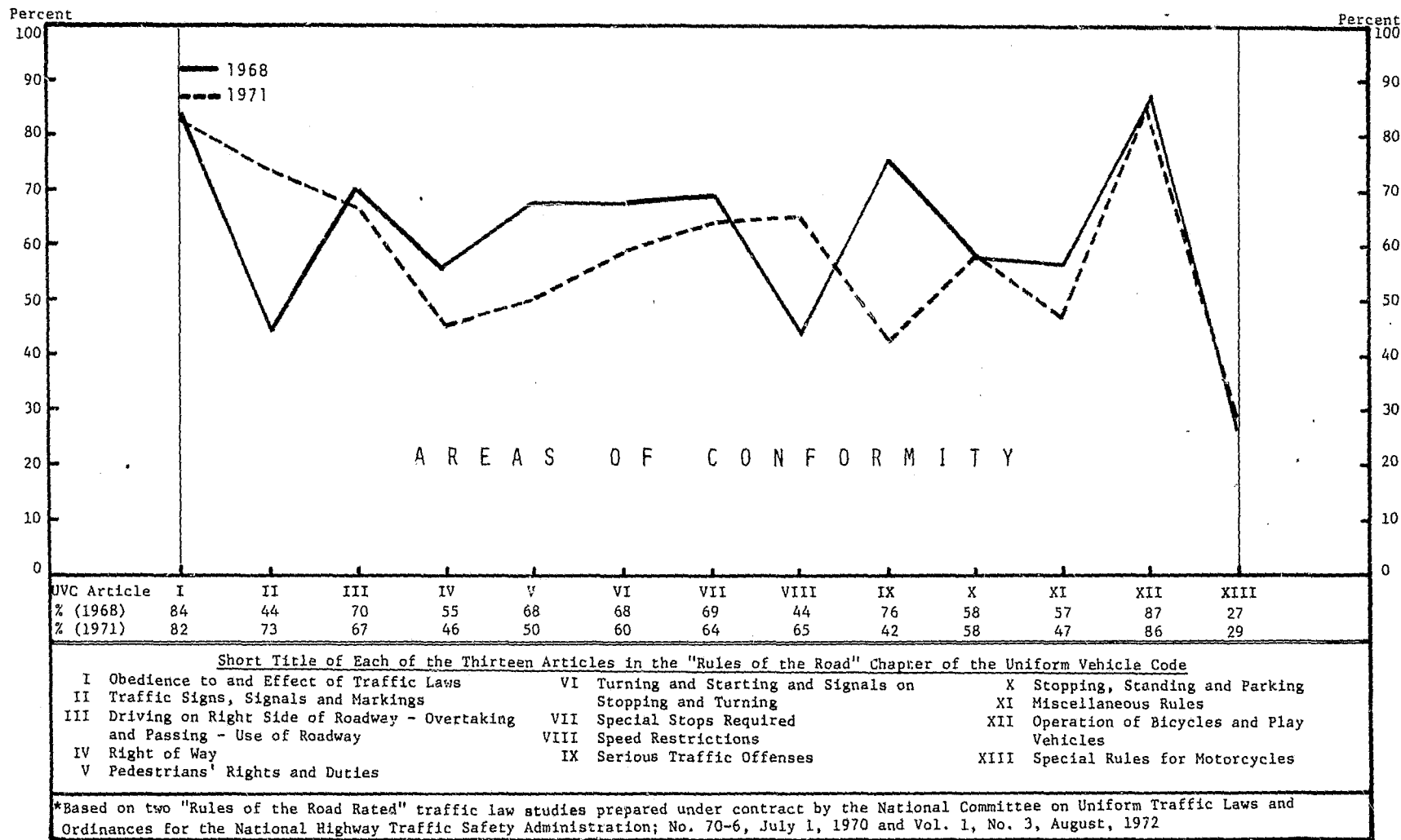


Figure 17.

EXTENT OF CONFORMITY BETWEEN ARKANSAS TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

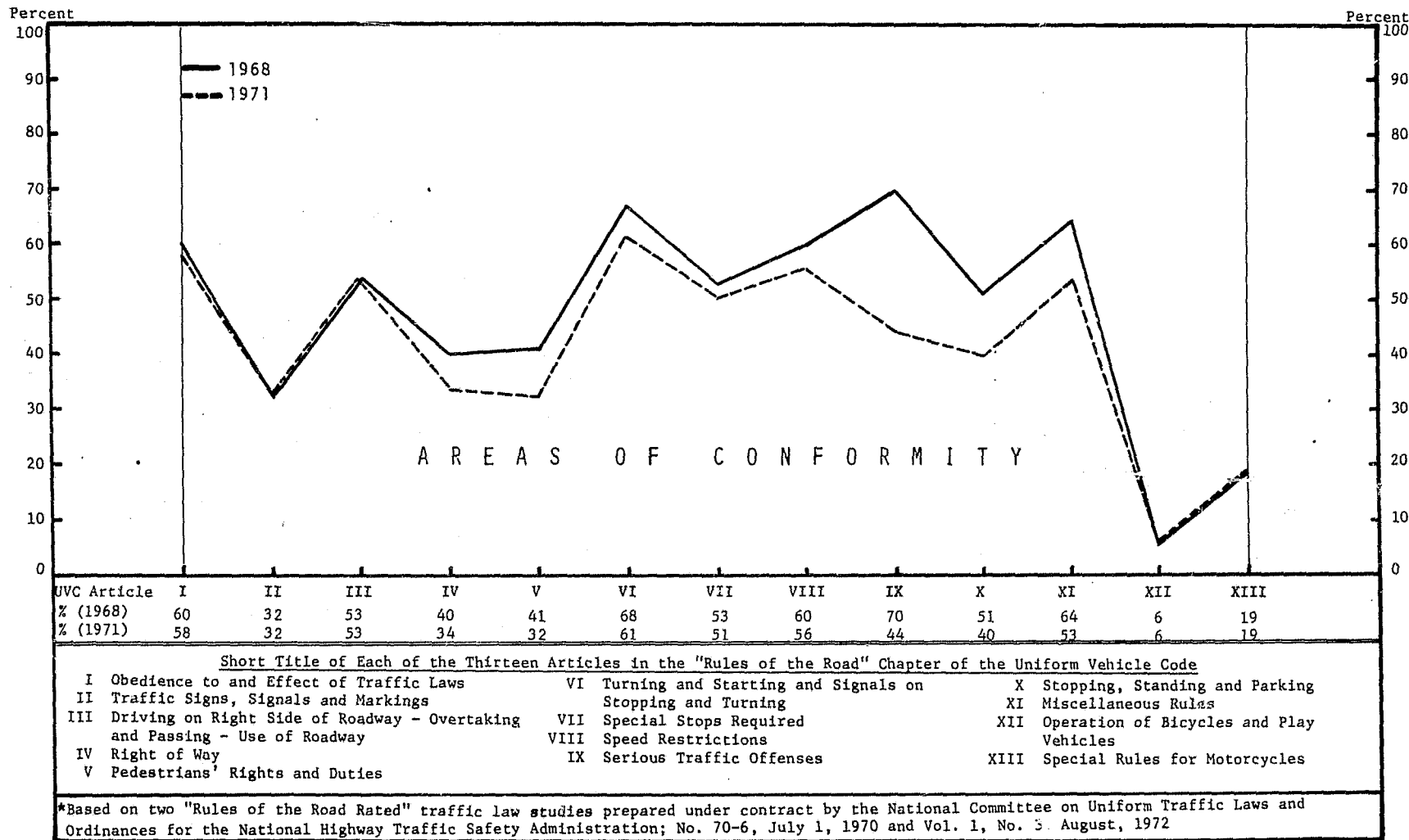
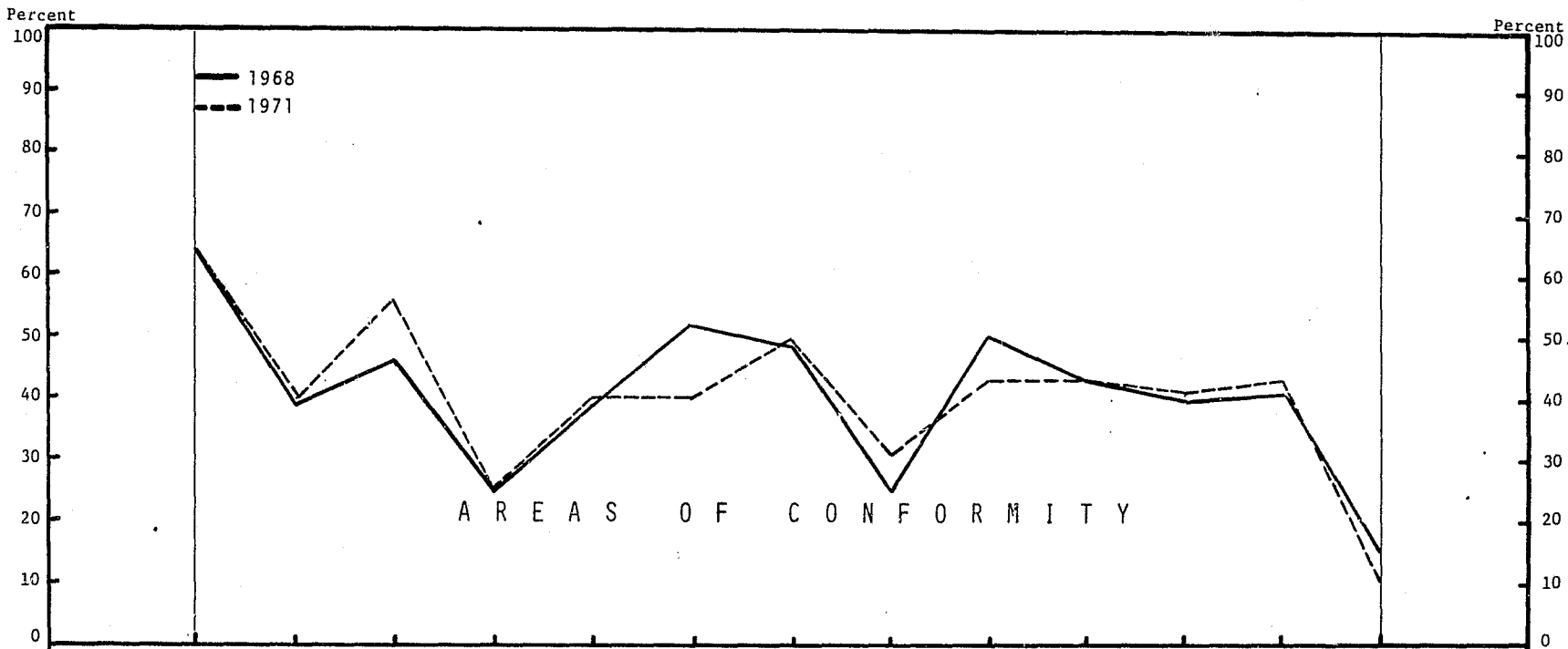


Figure 18.

EXTENT OF CONFORMITY BETWEEN CALIFORNIA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



UVC Article	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII
% (1968)	64	39	47	25	38	52	48	24	50	42	40	41	16
% (1971)	64	40	56	25	39	40	49	31	42	42	41	43	11

Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 19.

EXTENT OF CONFORMITY BETWEEN COLORADO TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

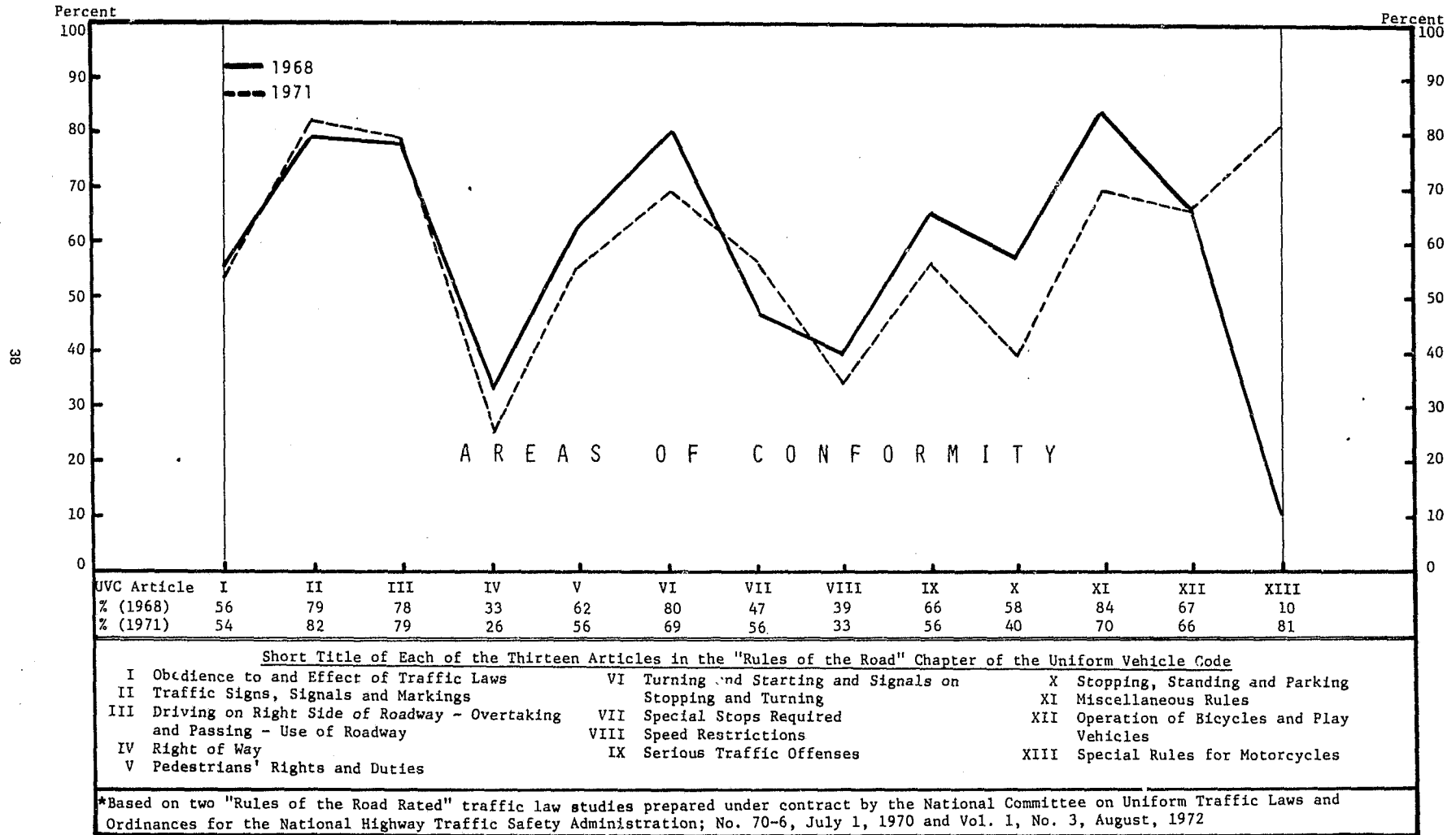


Figure 20.

EXTENT OF CONFORMITY BETWEEN CONNECTICUT TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

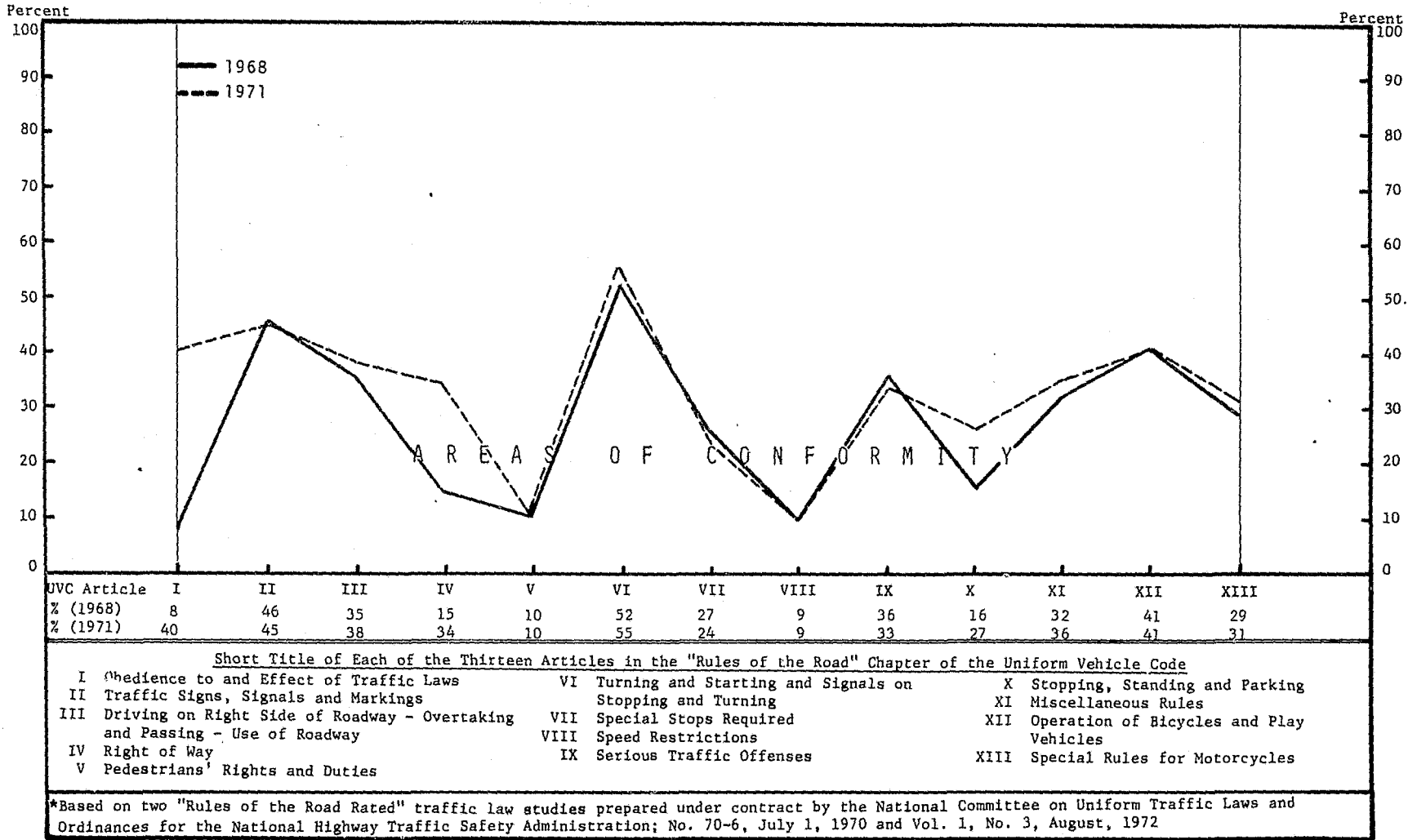


Figure 21.

EXTENT OF CONFORMITY BETWEEN DELAWARE TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

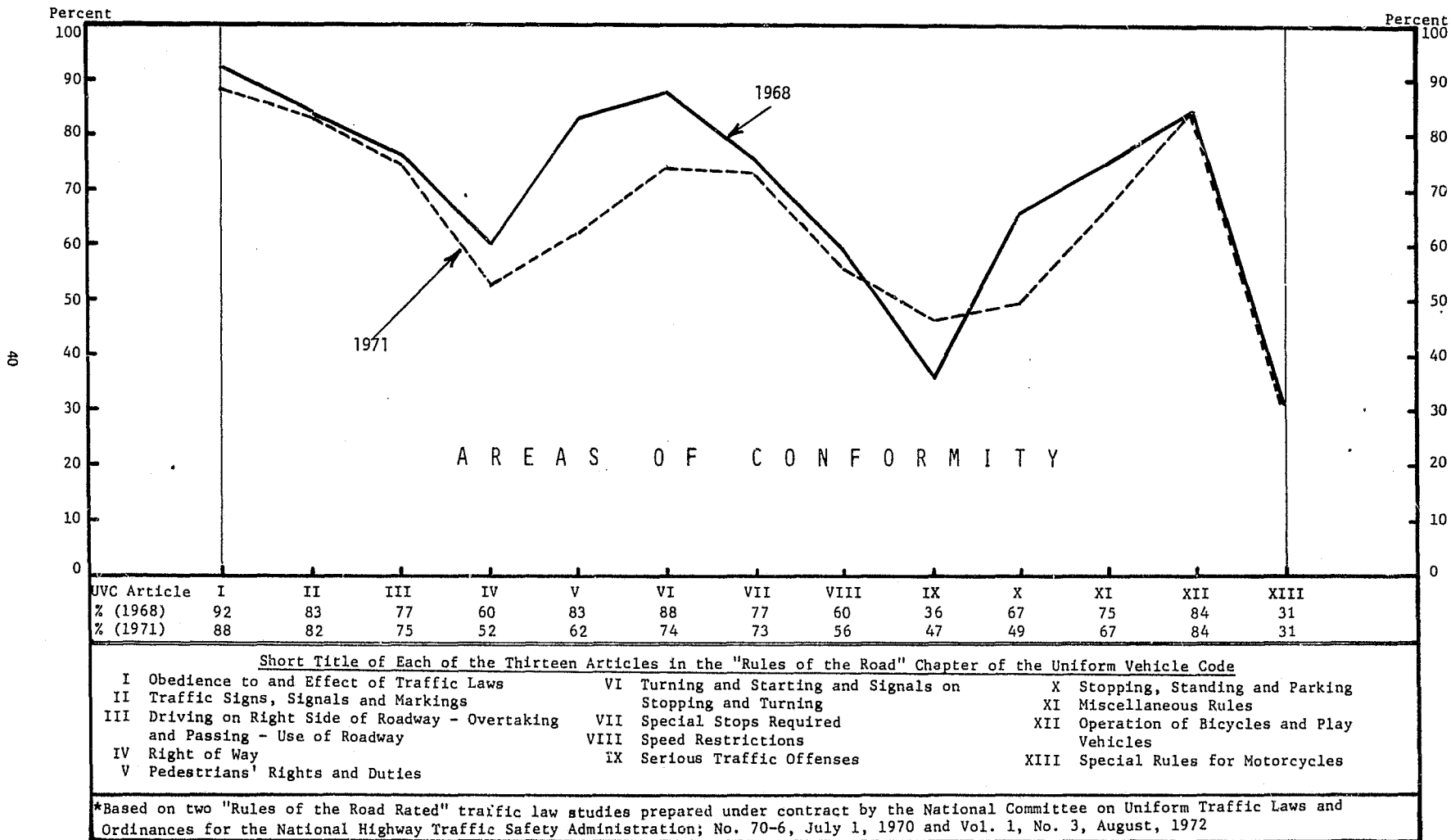
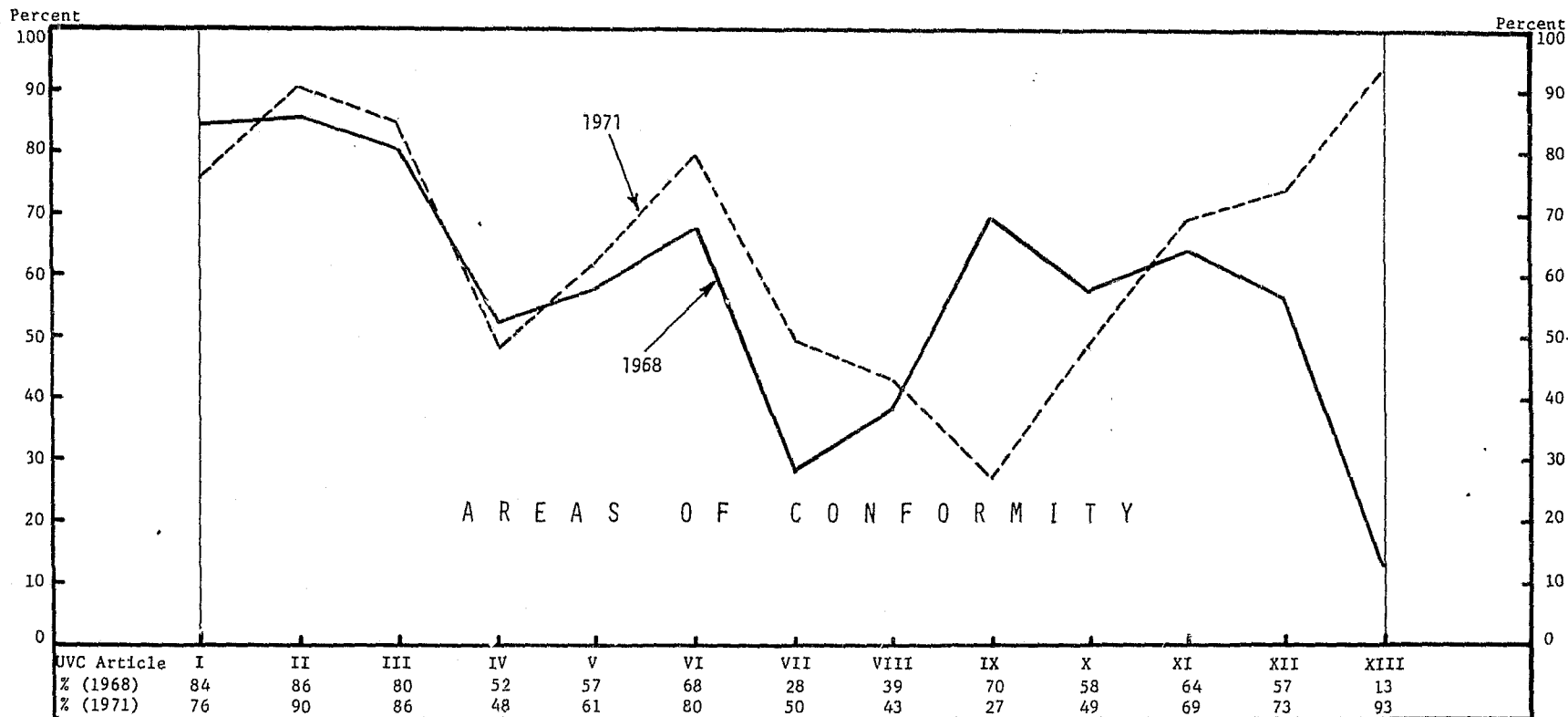


Figure 22.

EXTENT OF CONFORMITY BETWEEN FLORIDA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



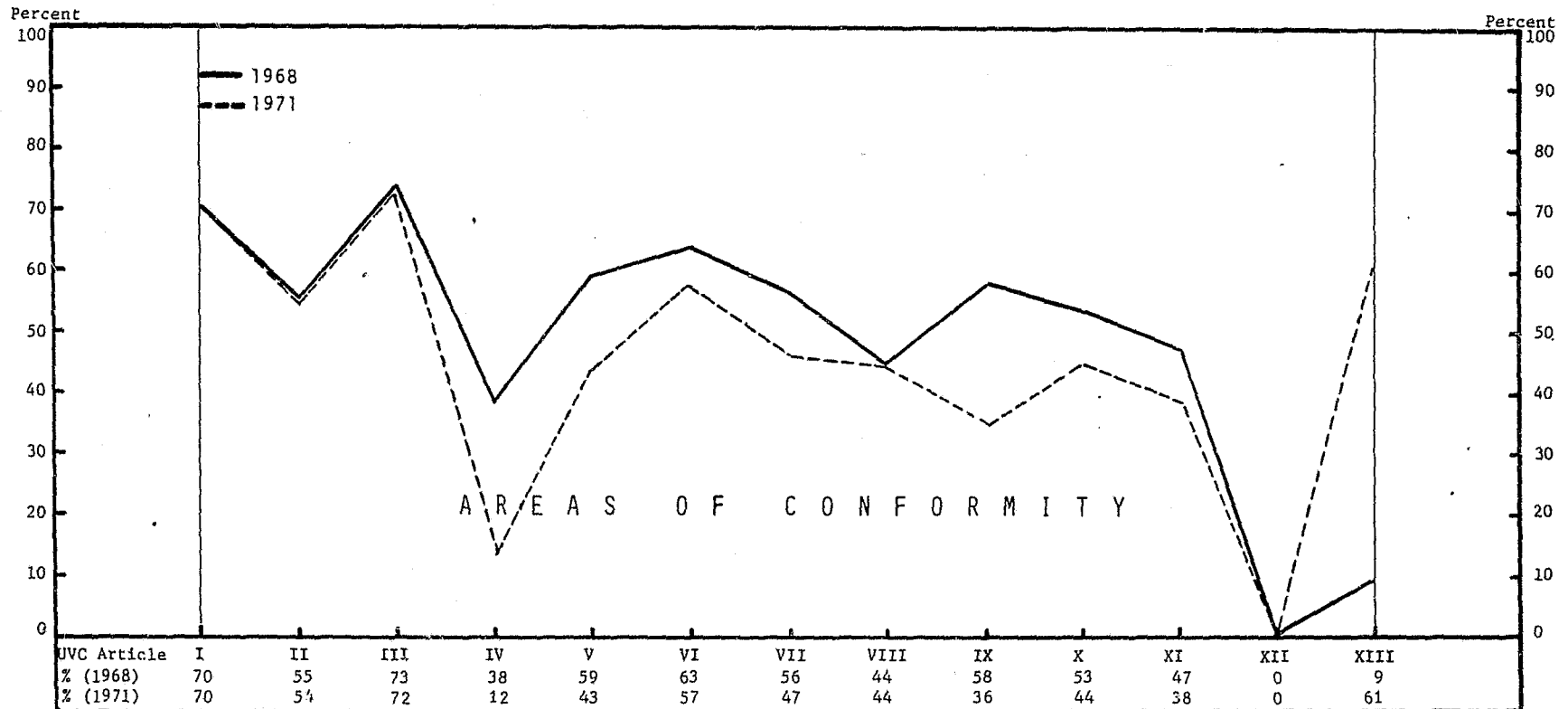
A R E A S O F C O N F O R M I T Y

Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code		
I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 23.

EXTENT OF CONFORMITY BETWEEN GEORGIA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code		
I	Obedience to and Effect of Traffic Laws	VI
II	Traffic Signs, Signals and Markings	Turning and Starting and Signals on Stopping and Turning
III	Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VII
IV	Right of Way	Special Stops Required
V	Pedestrians' Rights and Duties	VIII
		Speed Restrictions
		IX
		Serious Traffic Offenses
		X
		Stopping, Standing and Parking
		XI
		Miscellaneous Rules
		XII
		Operation of Bicycles and Play Vehicles
		XIII
		Special Rules for Motorcycles

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 24.

EXTENT OF CONFORMITY BETWEEN HAWAII TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

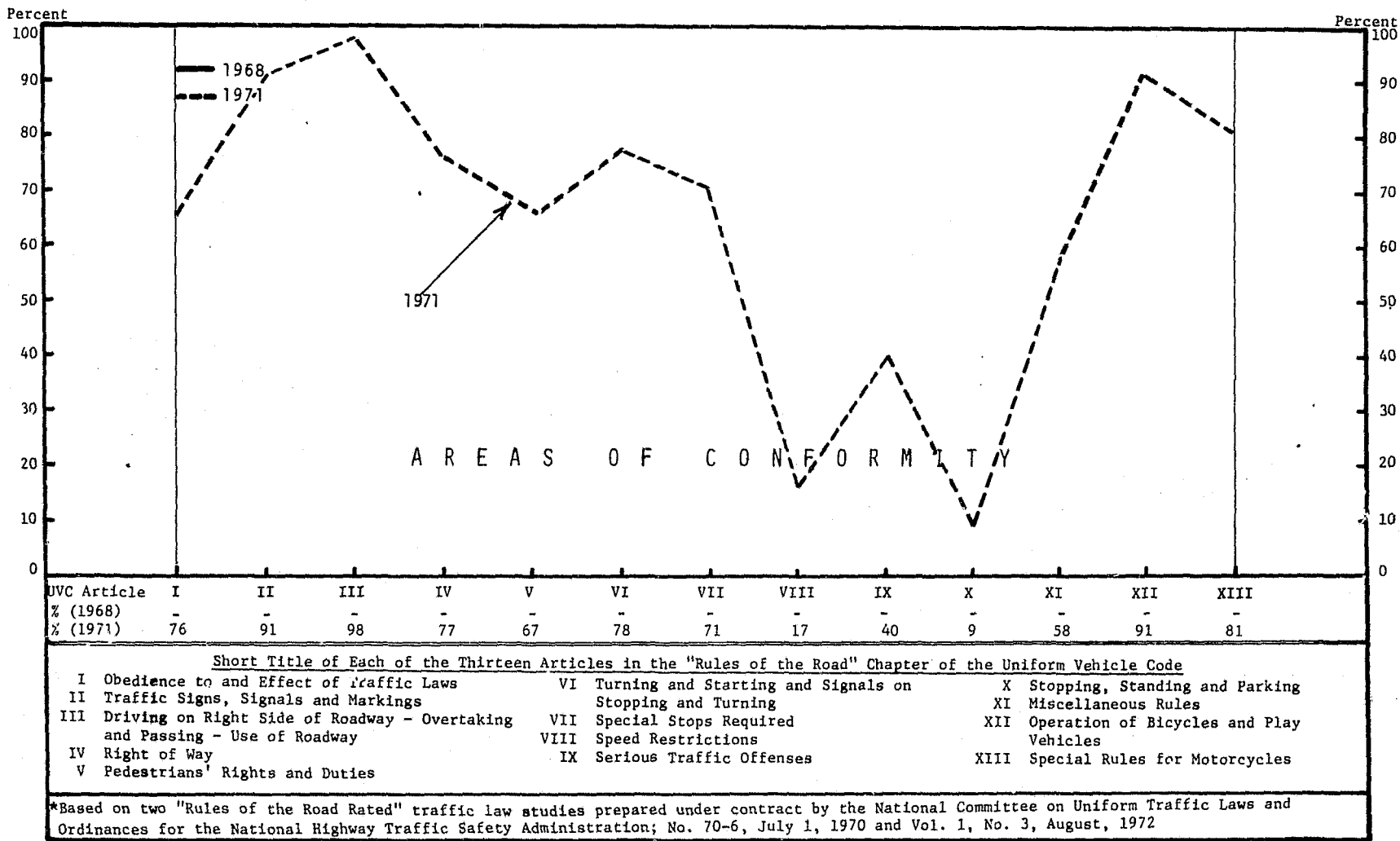
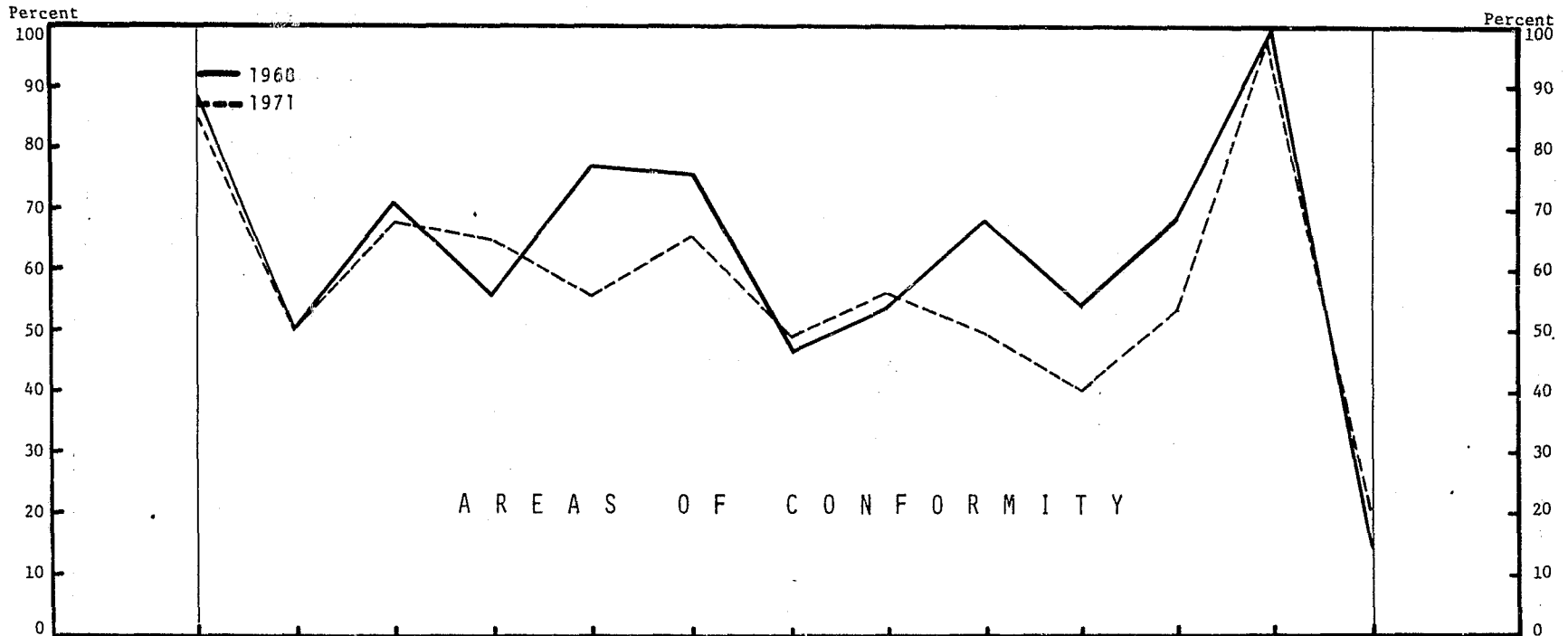


Figure 25.

EXTENT OF CONFORMITY BETWEEN IDAHO TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



UVC Article	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII
% (1968)	88	50	71	55	76	75	47	53	68	53	68	100	14
% (1971)	86	50	68	65	55	66	49	56	49	40	53	99	21

Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 26.

EXTENT OF CONFORMITY BETWEEN ILLINOIS TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

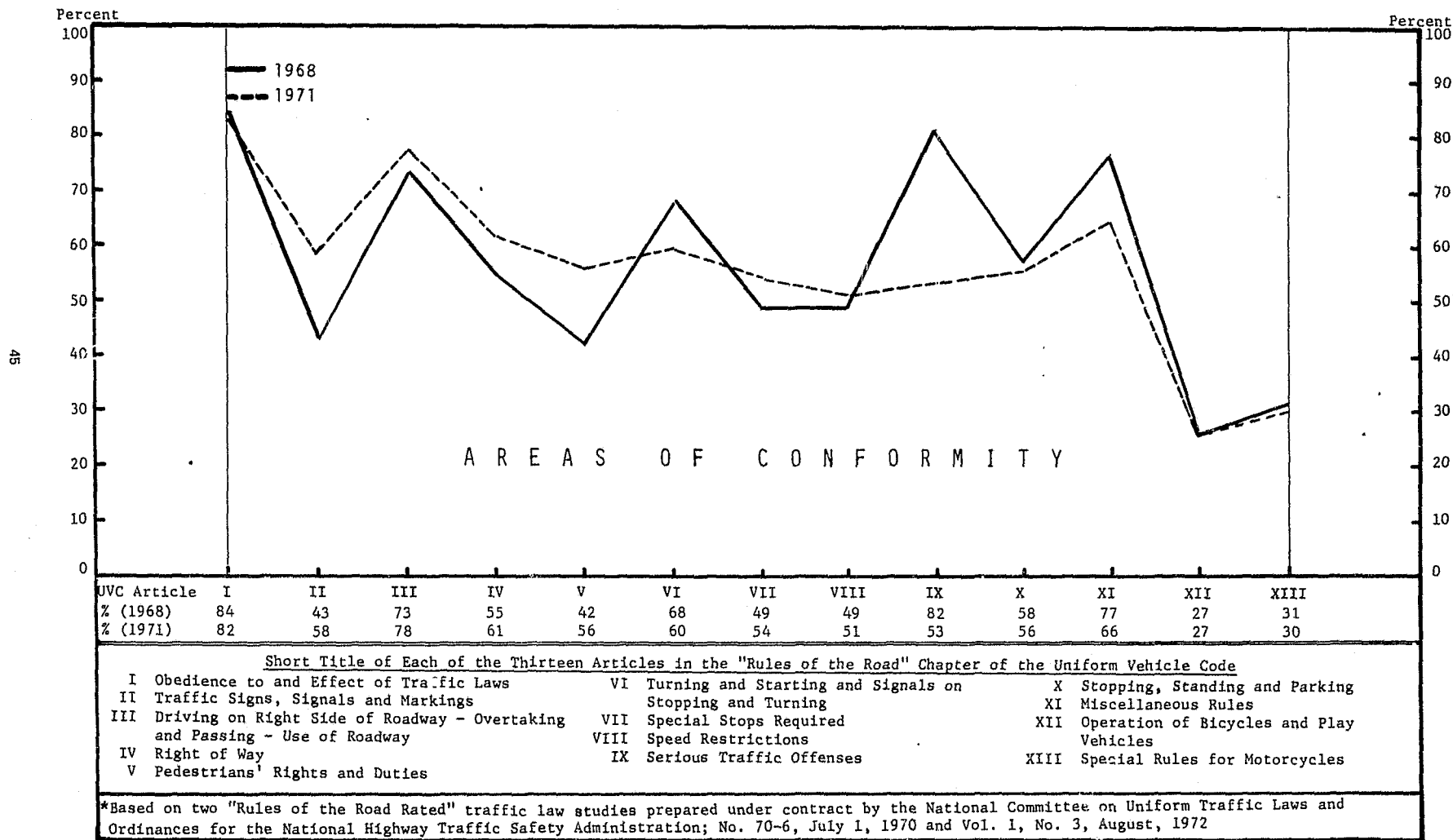
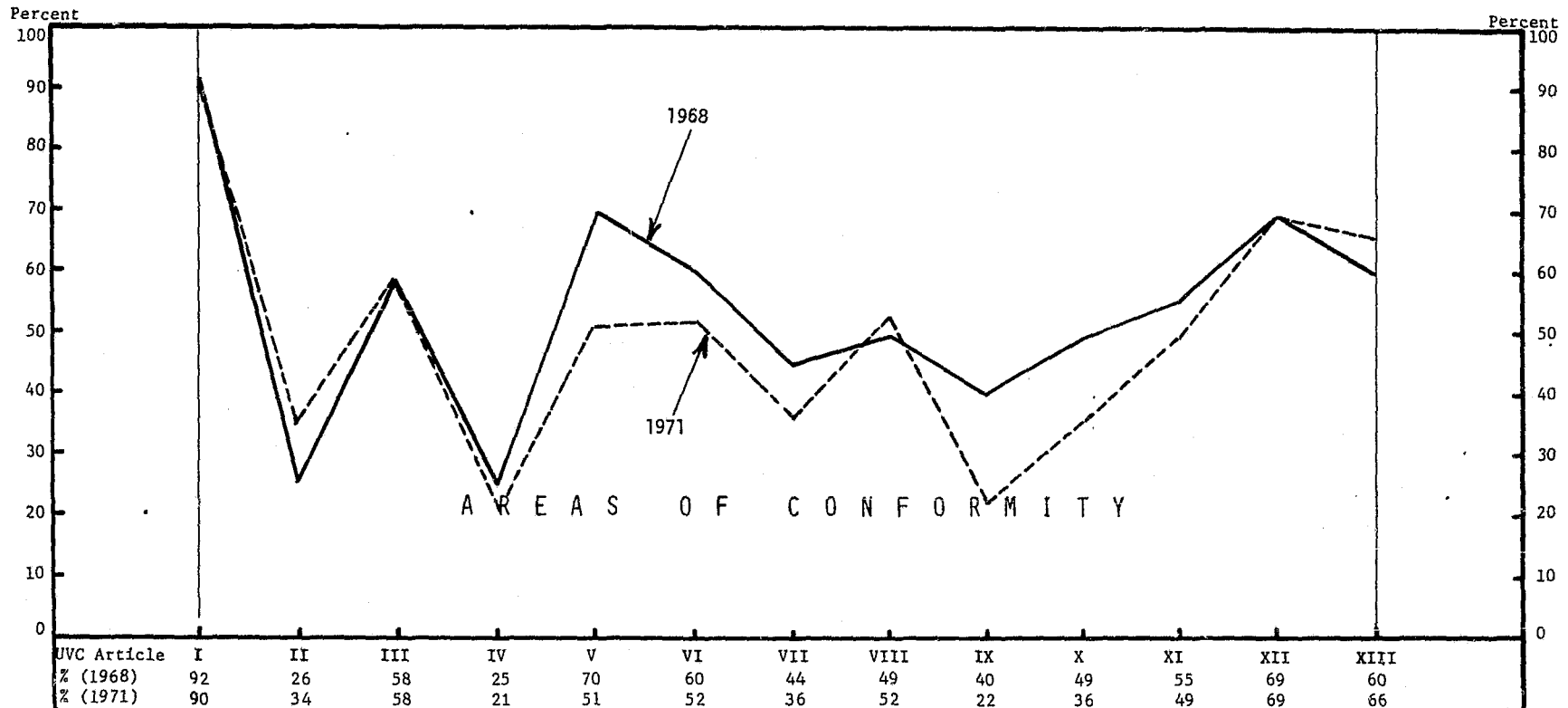


Figure 27.

EXTENT OF CONFORMITY BETWEEN INDIANA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



A R E A S O F C O N F O R M I T Y

Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 28.

EXTENT OF CONFORMITY BETWEEN IOWA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC); COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

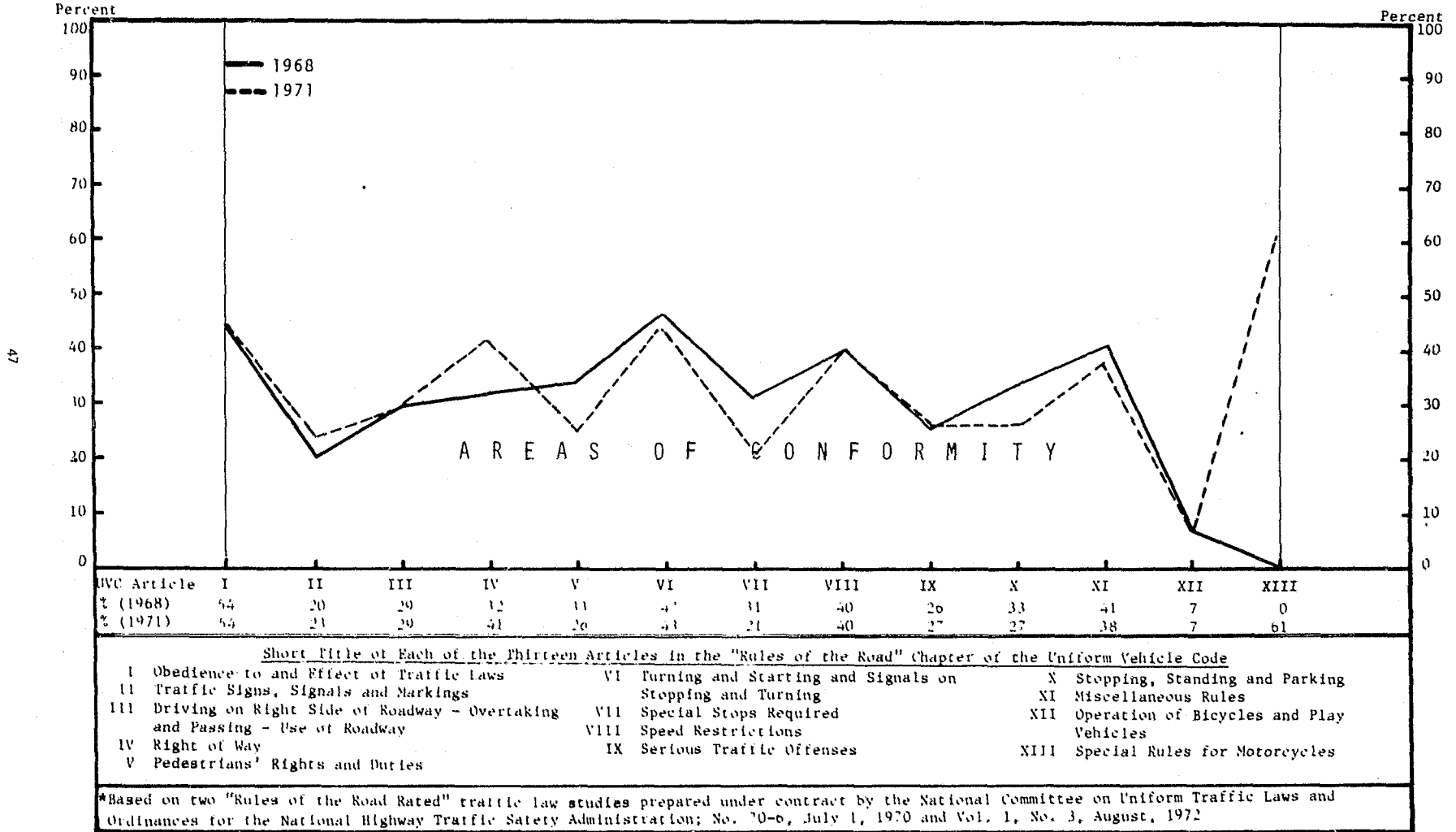
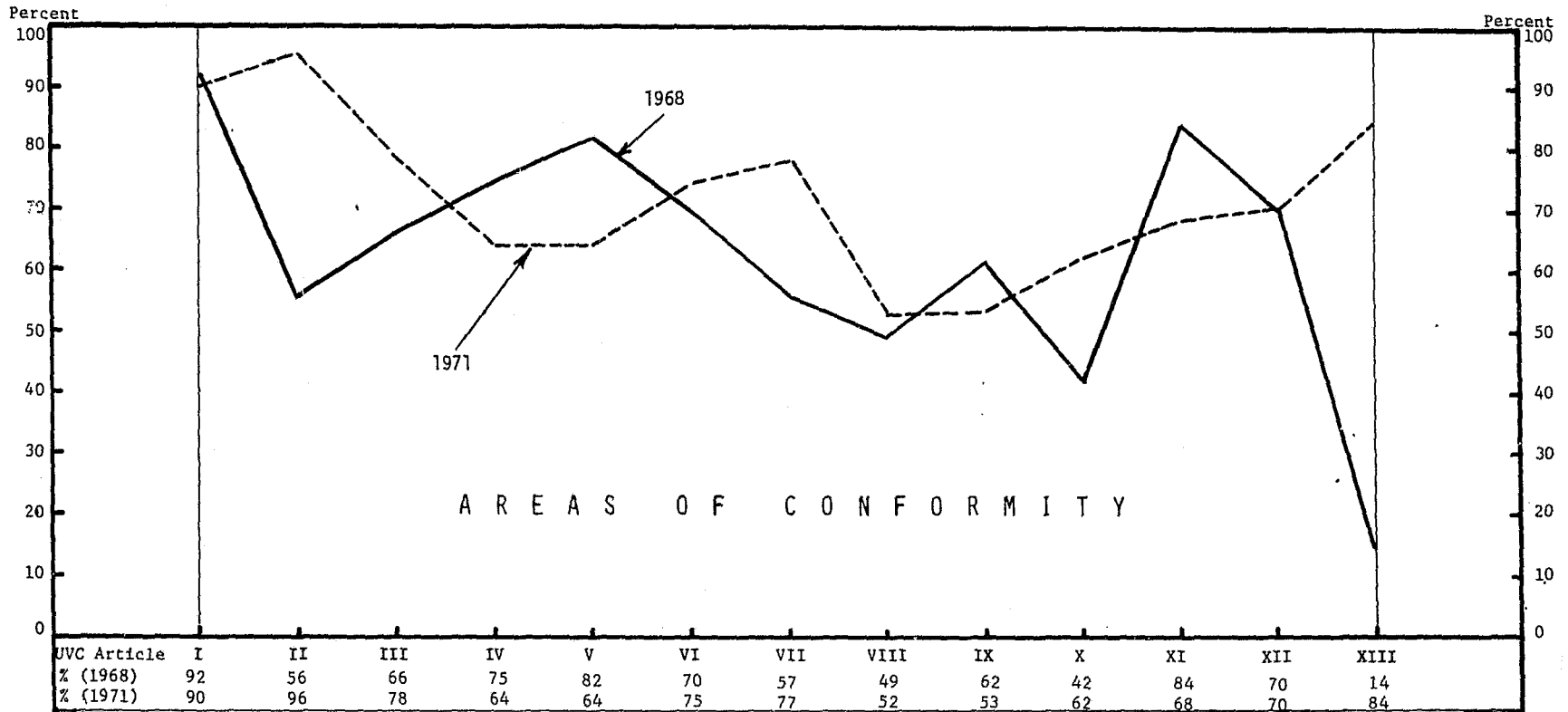


Figure 29.

EXTENT OF CONFORMITY BETWEEN KANSAS TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



A R E A S O F C O N F O R M I T Y

Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 30.

EXTENT OF CONFORMITY BETWEEN KENTUCKY TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

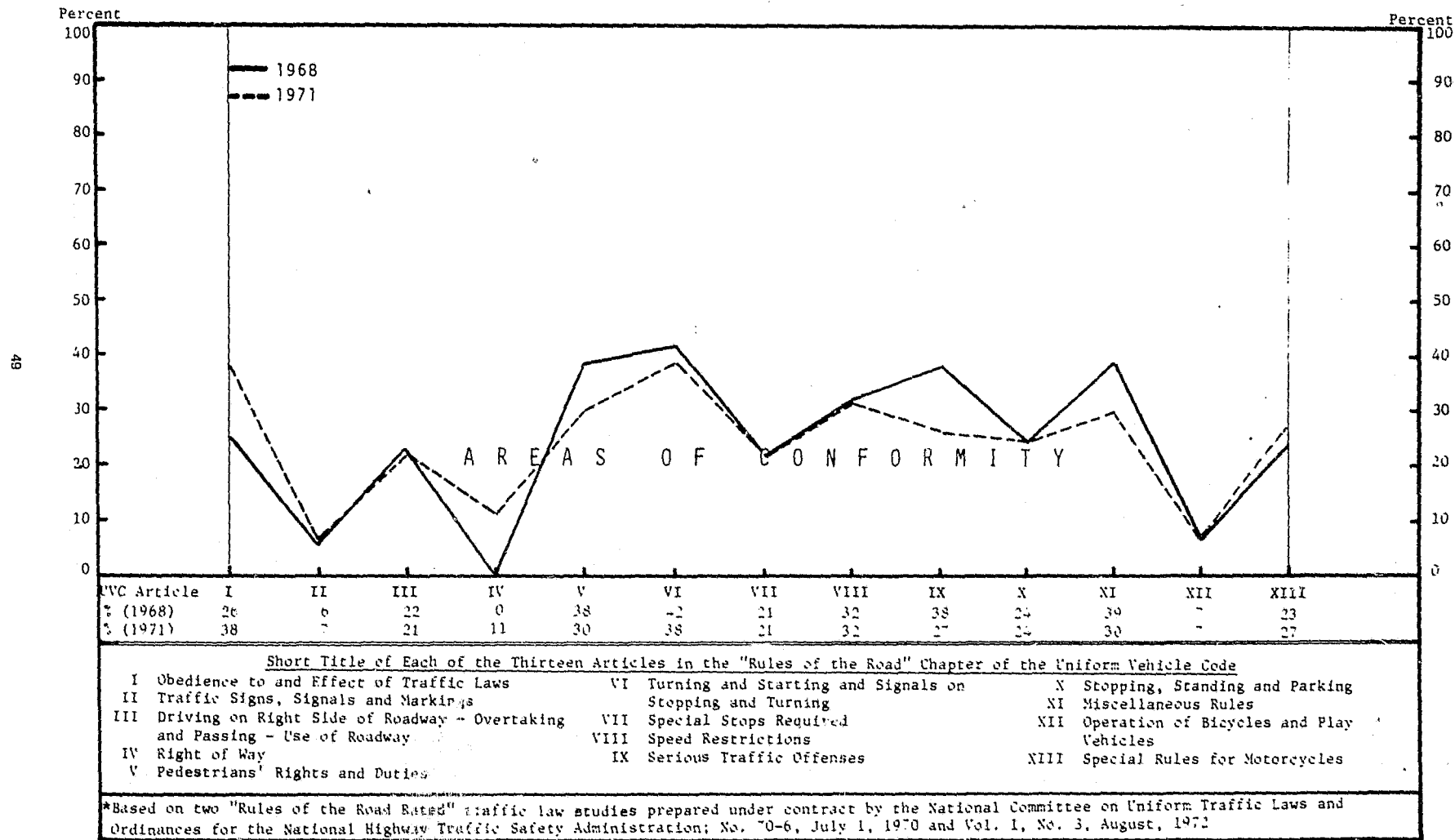


Figure 31

EXTENT OF CONFORMITY BETWEEN LOUISIANA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

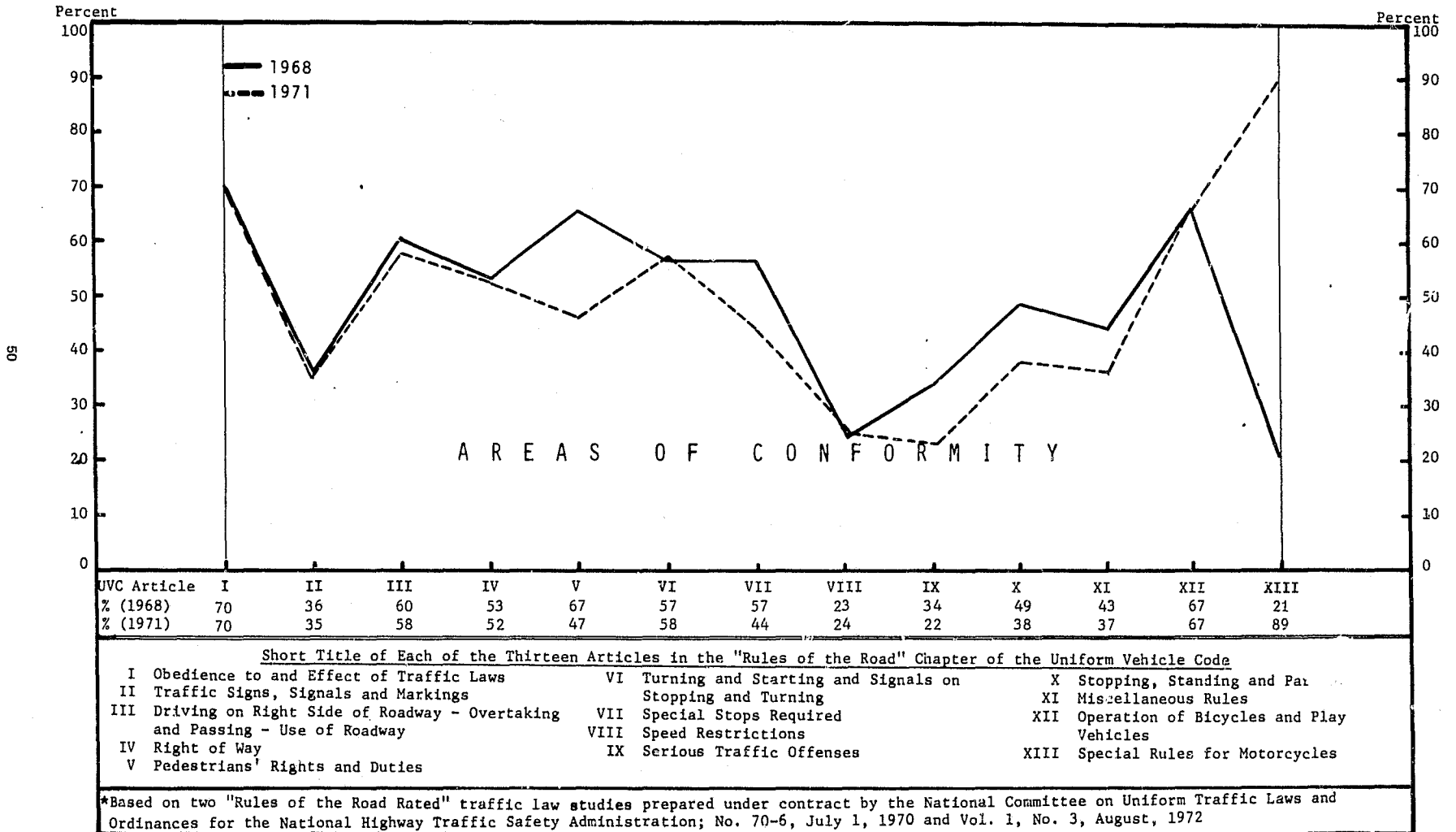
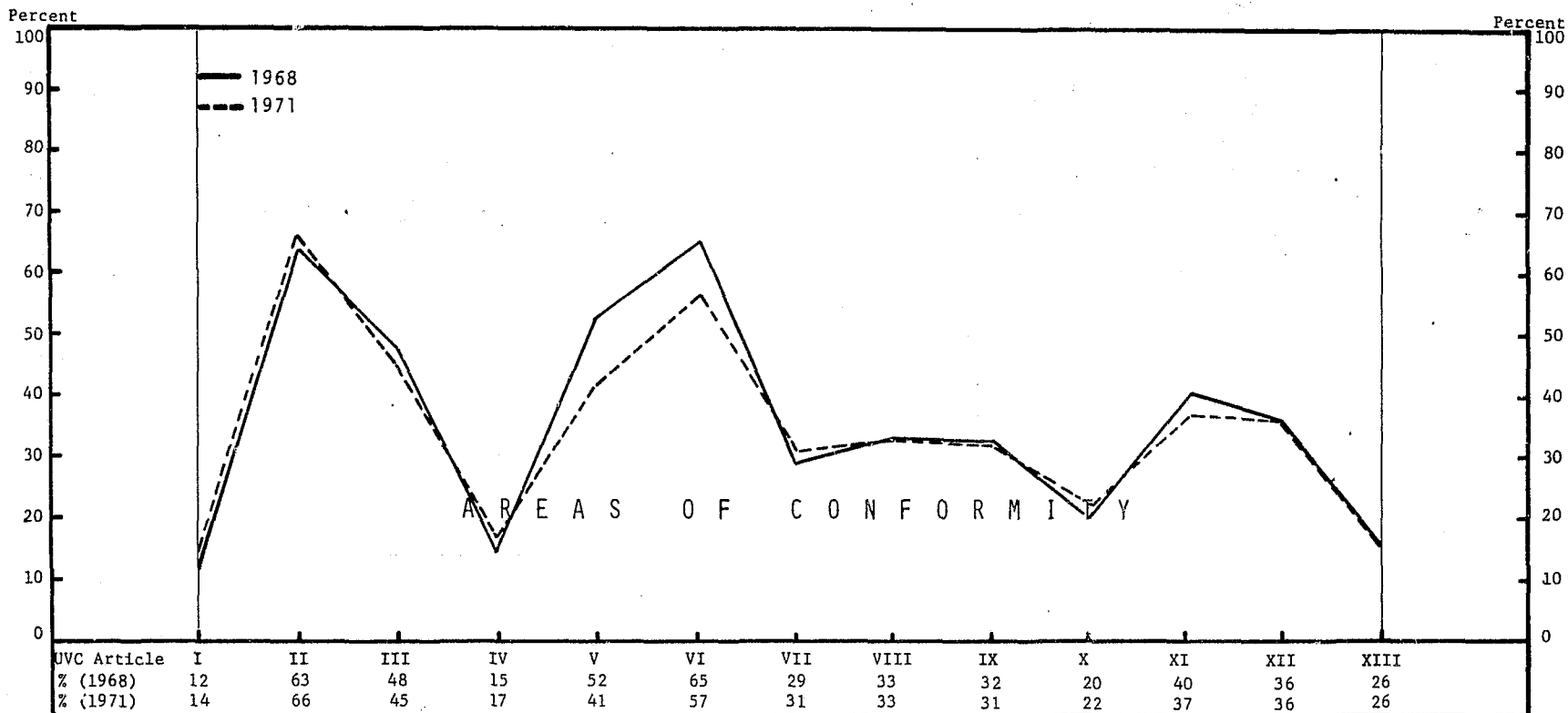


Figure 32.

EXTENT OF CONFORMITY BETWEEN MAINE TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 33.

EXTENT OF CONFORMITY BETWEEN MARYLAND TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

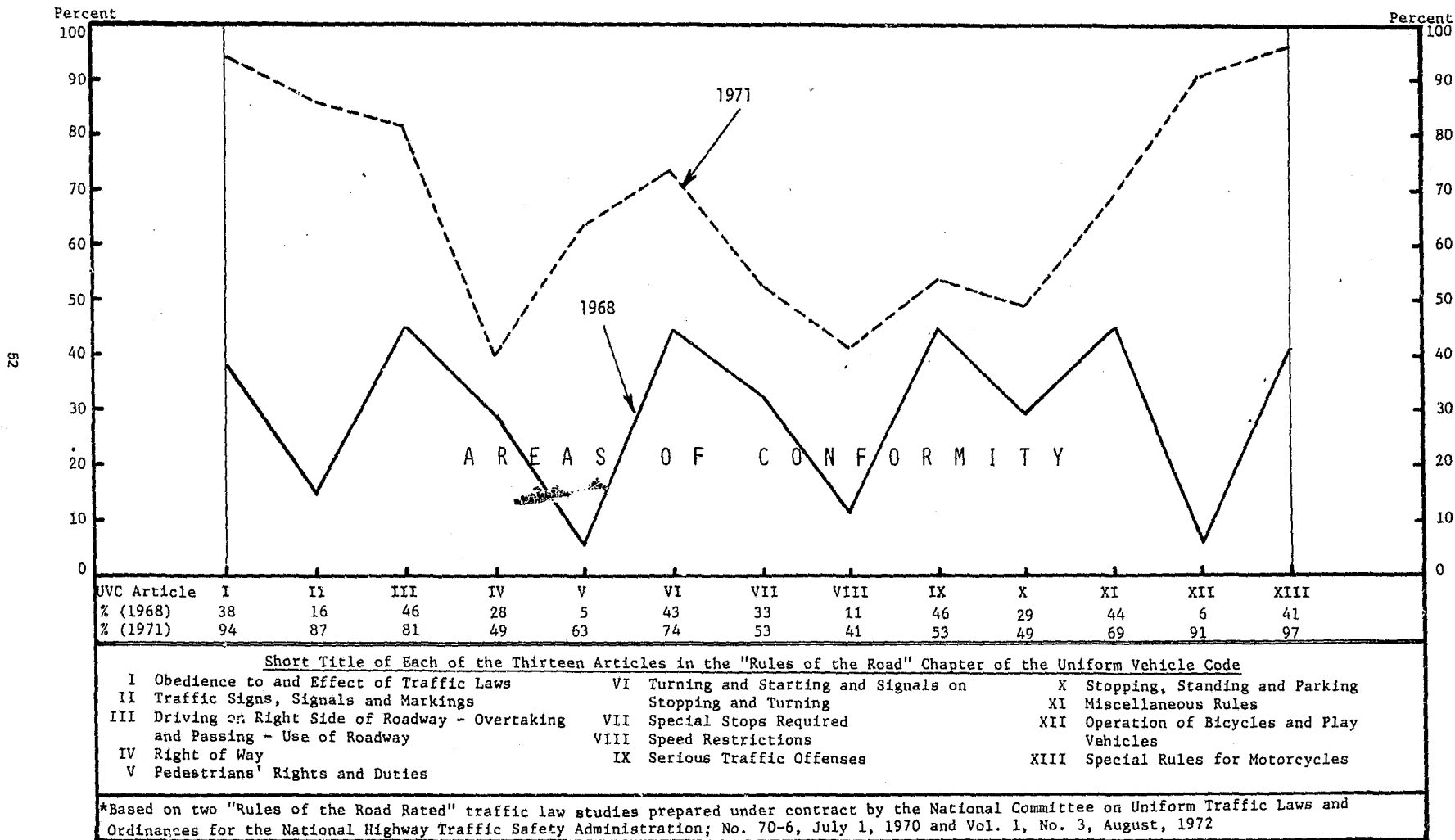
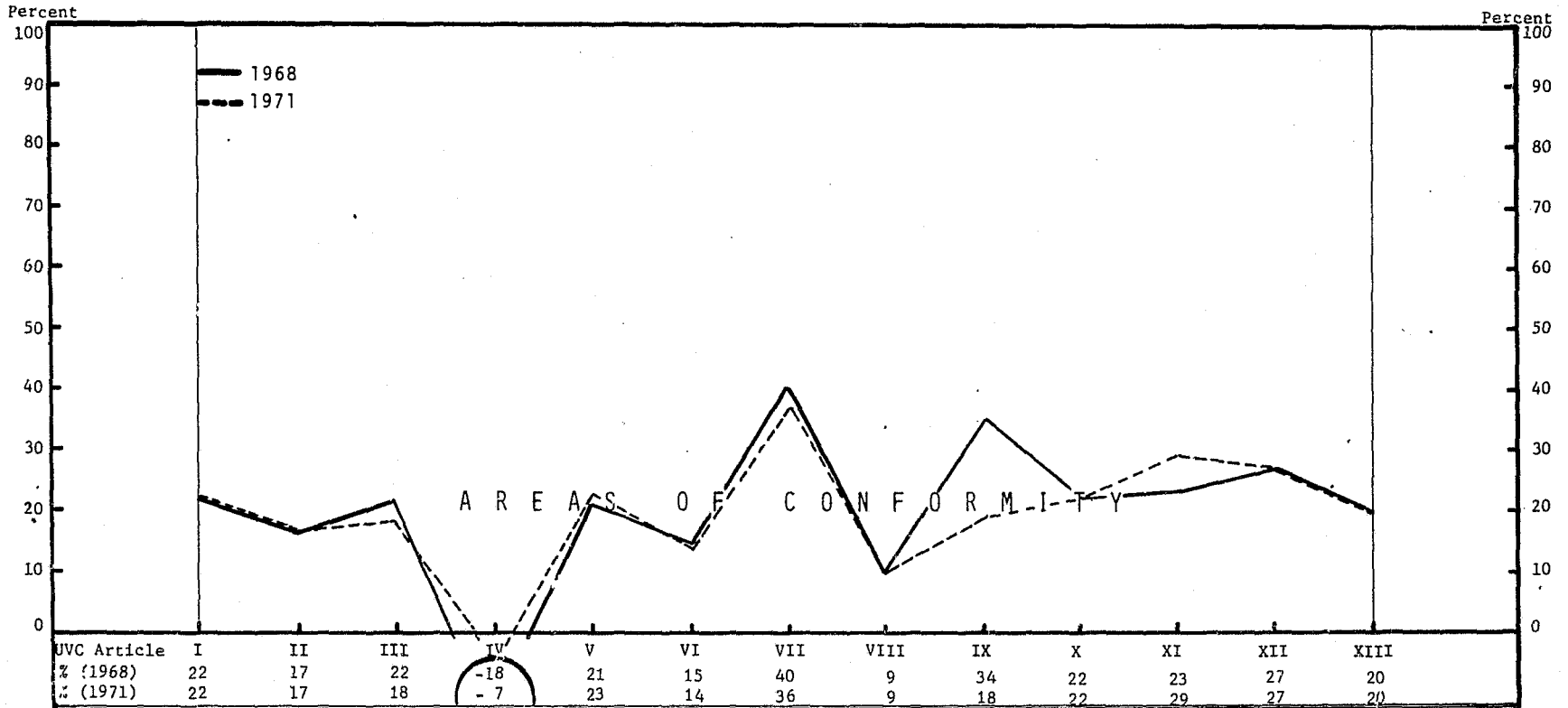


Figure 34.

EXTENT OF CONFORMITY BETWEEN MASSACHUSETTS TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 35.

EXTENT OF CONFORMITY BETWEEN MICHIGAN TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

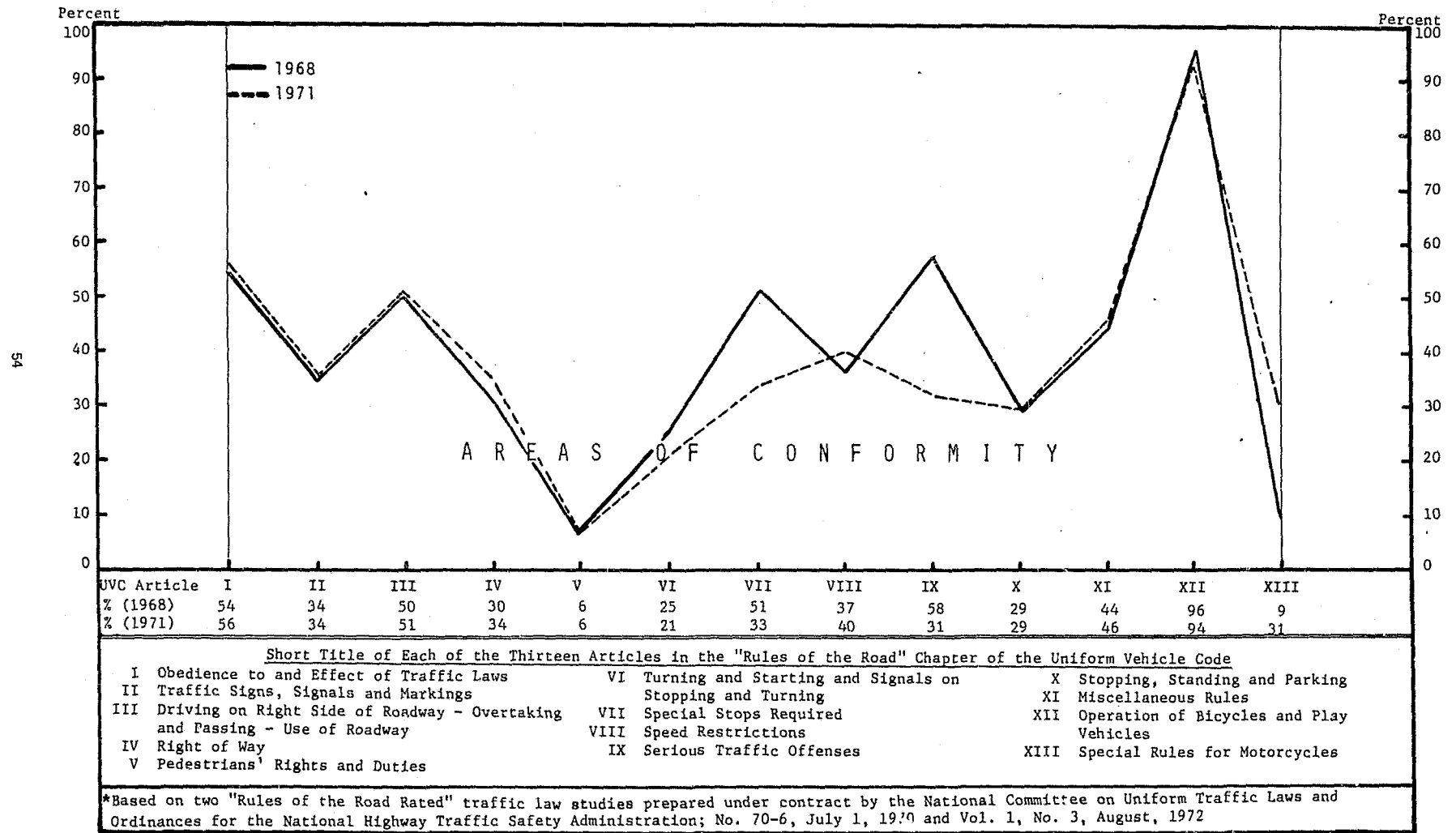


Figure 36.

EXTENT OF CONFORMITY BETWEEN MINNESOTA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

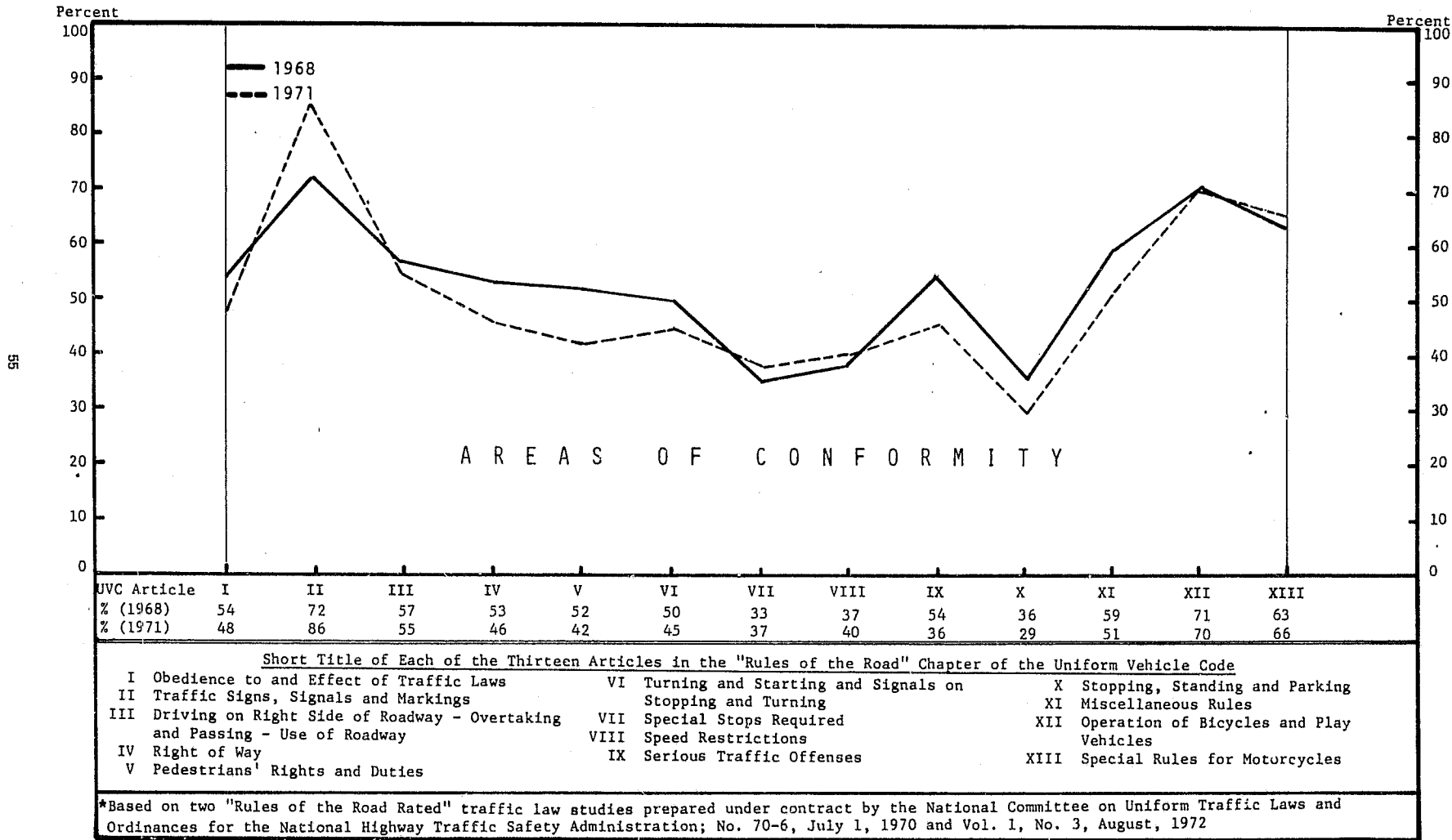
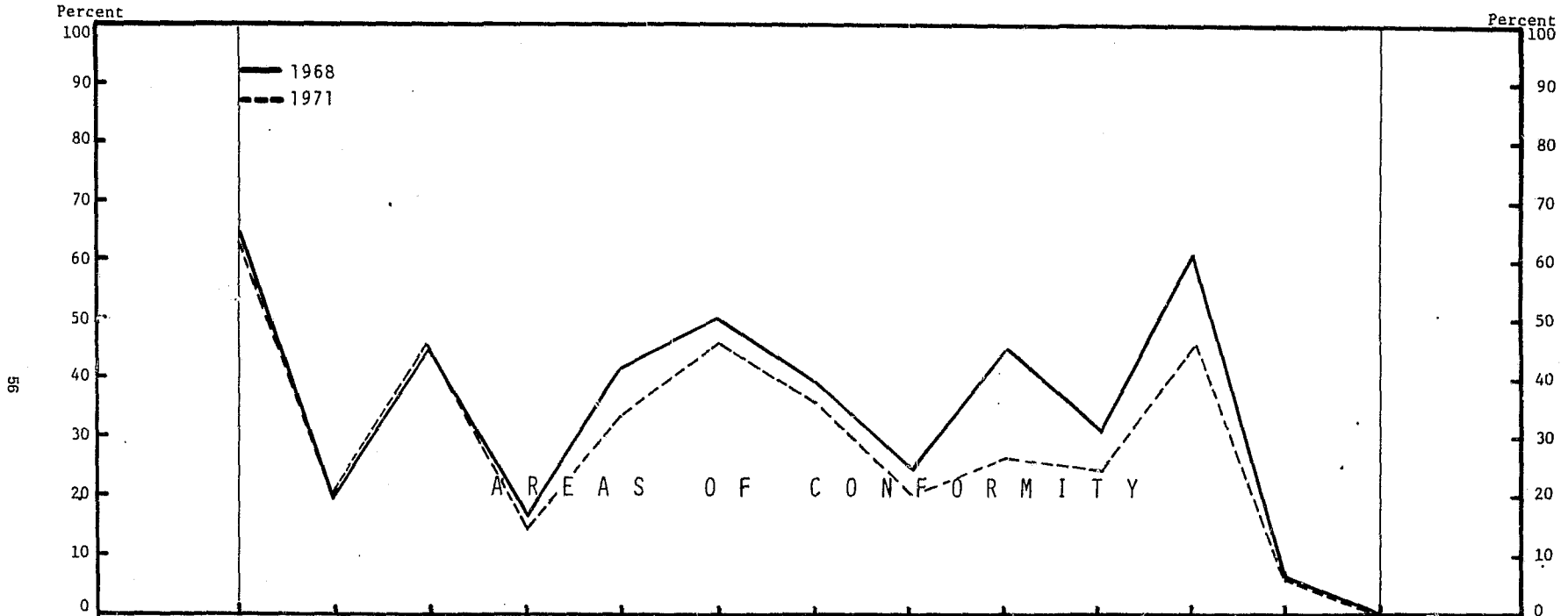


Figure 37.

EXTENT OF CONFORMITY BETWEEN MISSISSIPPI TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



UVC Article	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII
% (1968)	66	19	45	17	41	50	39	24	46	31	61	7	0
% (1971)	64	19	46	14	33	46	26	20	27	24	46	7	0

Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code		
I	Obedience to and Effect of Traffic Laws	VI
II	Traffic Signs, Signals and Markings	Turning and Starting and Signals on Stopping and Turning
III	Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VII
IV	Right of Way	Special Stops Required
V	Pedestrians' Rights and Duties	VIII
		Speed Restrictions
		IX
		Serious Traffic Offenses
		X
		Stopping, Standing and Parking
		XI
		Miscellaneous Rules
		XII
		Operation of Bicycles and Play Vehicles
		XIII
		Special Rules for Motorcycles

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 37.

EXTENT OF CONFORMITY BETWEEN MISSISSIPPI TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

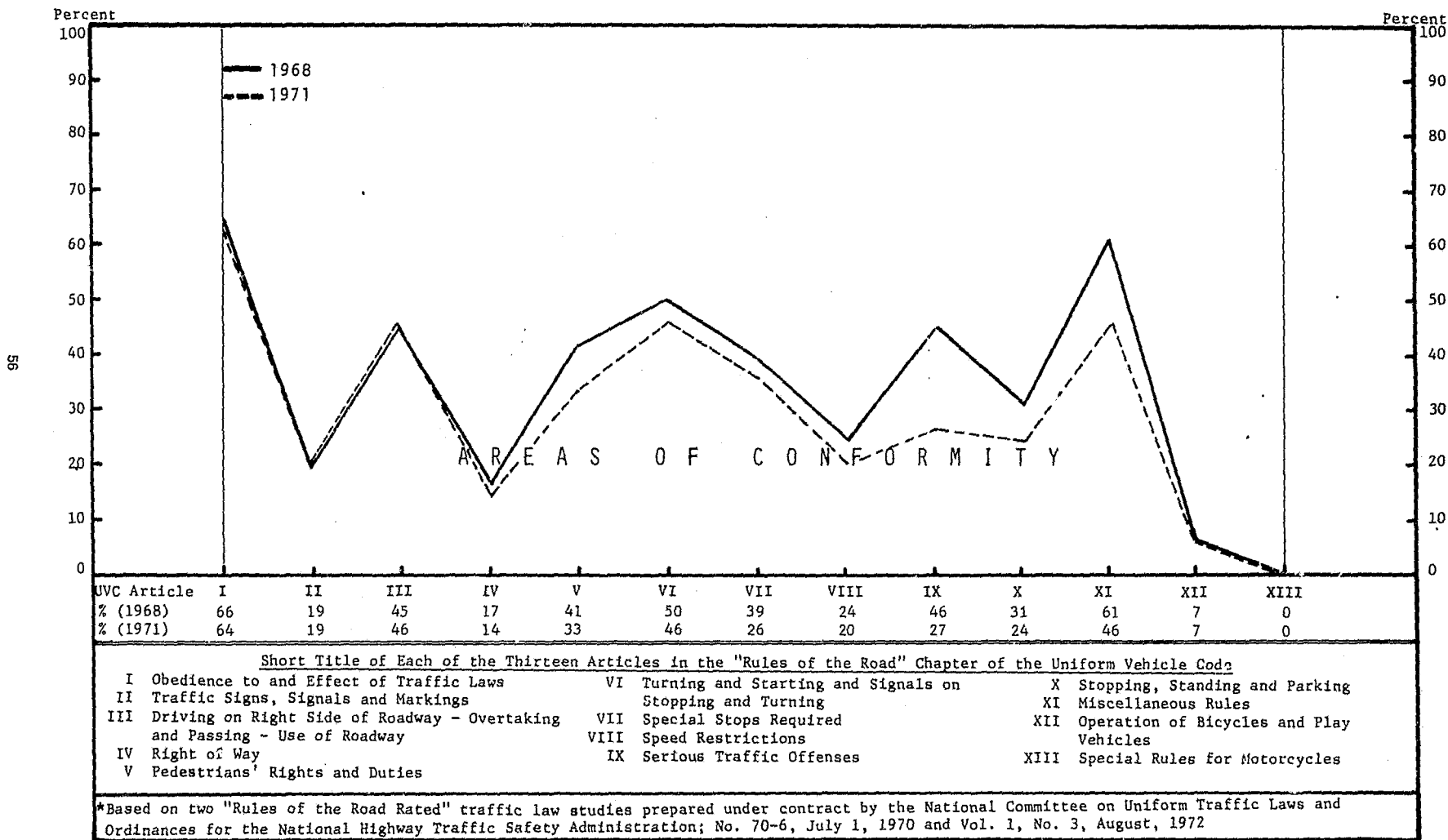
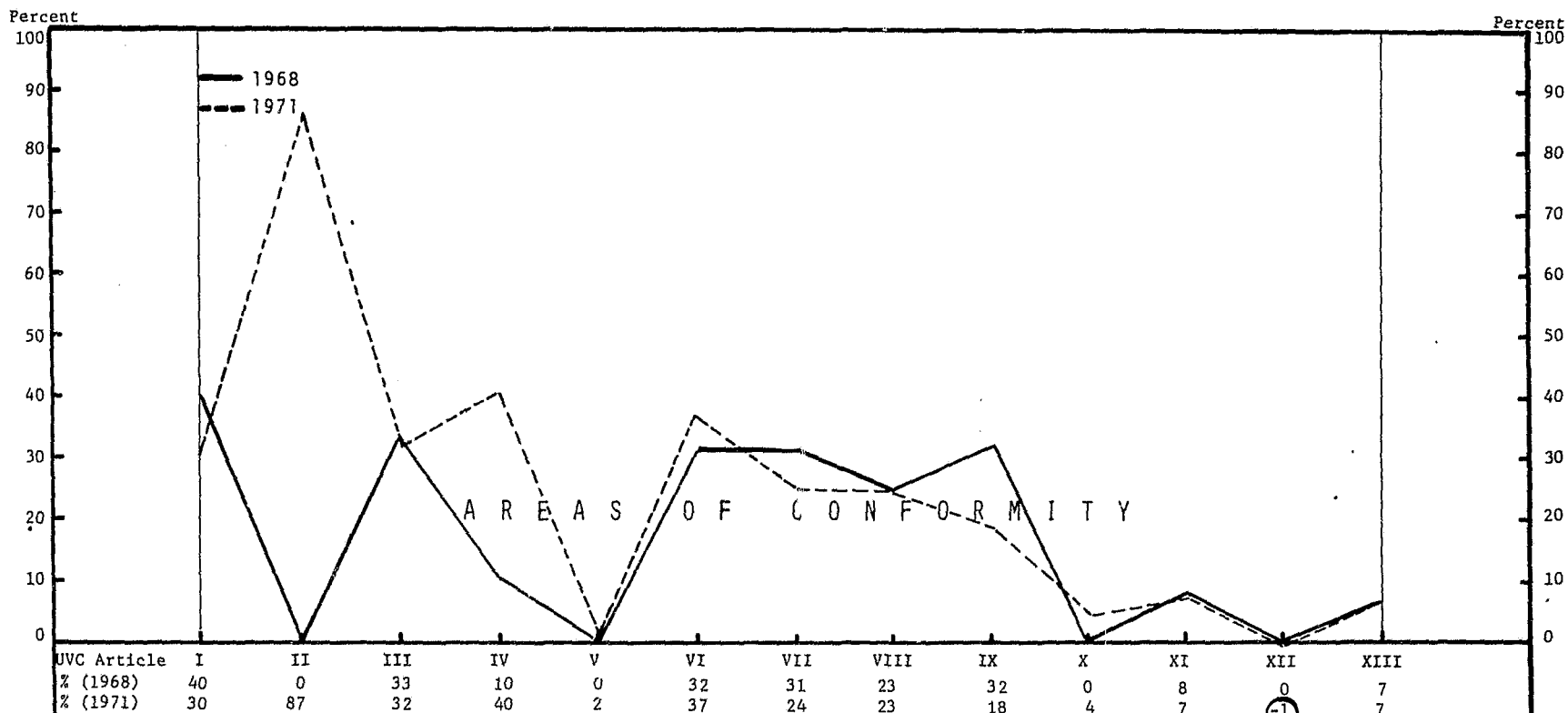


Figure 38.

EXTENT OF CONFORMITY BETWEEN MISSOURI TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



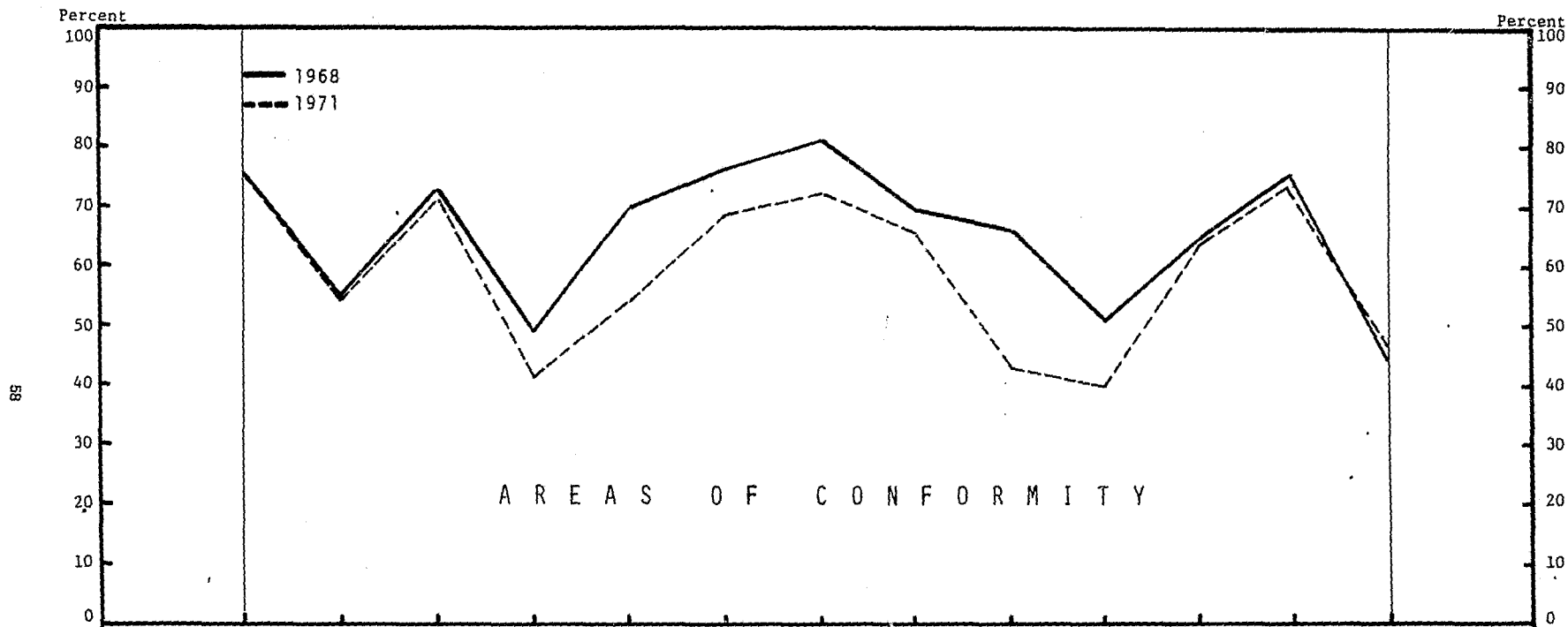
Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 39.

EXTENT OF CONFORMITY BETWEEN MONTANA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



UVC Article	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII
% (1968)	76	55	73	48	70	77	81	69	66	51	65	76	44
% (1971)	76	54	71	41	54	68	73	65	42	40	64	74	47

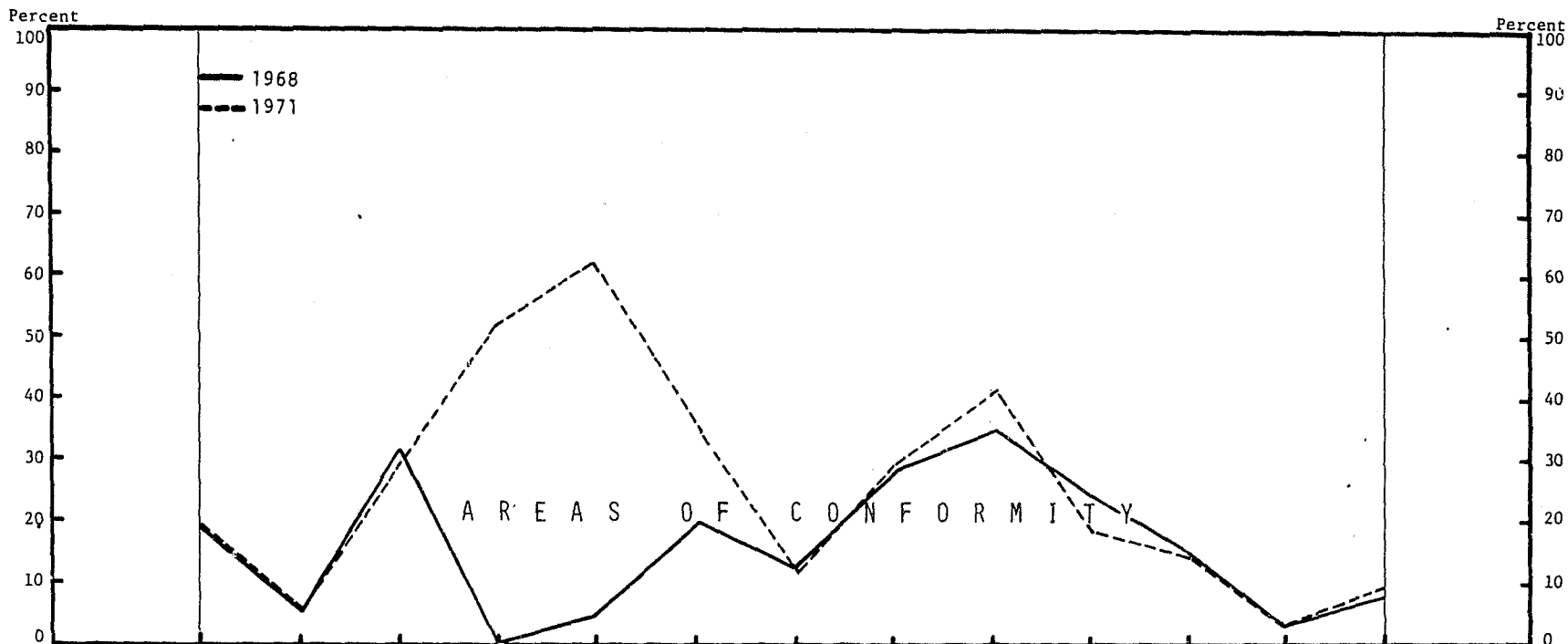
Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	Stopping and Turning	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VII Special Stops Required	XII Operation of Bicycles and Play Vehicles
IV Right of Way	VIII Speed Restrictions	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties	IX Serious Traffic Offenses	

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 40.

EXTENT OF CONFORMITY BETWEEN NEBRASKA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



UVC Article	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII
% (1968)	18	5	32	0	4	18	12	27	36	24	15	3	7
% (1971)	18	5	29	51	62	34	11	29	42	18	14	3	9

Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 41.

EXTENT OF CONFORMITY BETWEEN NEVADA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

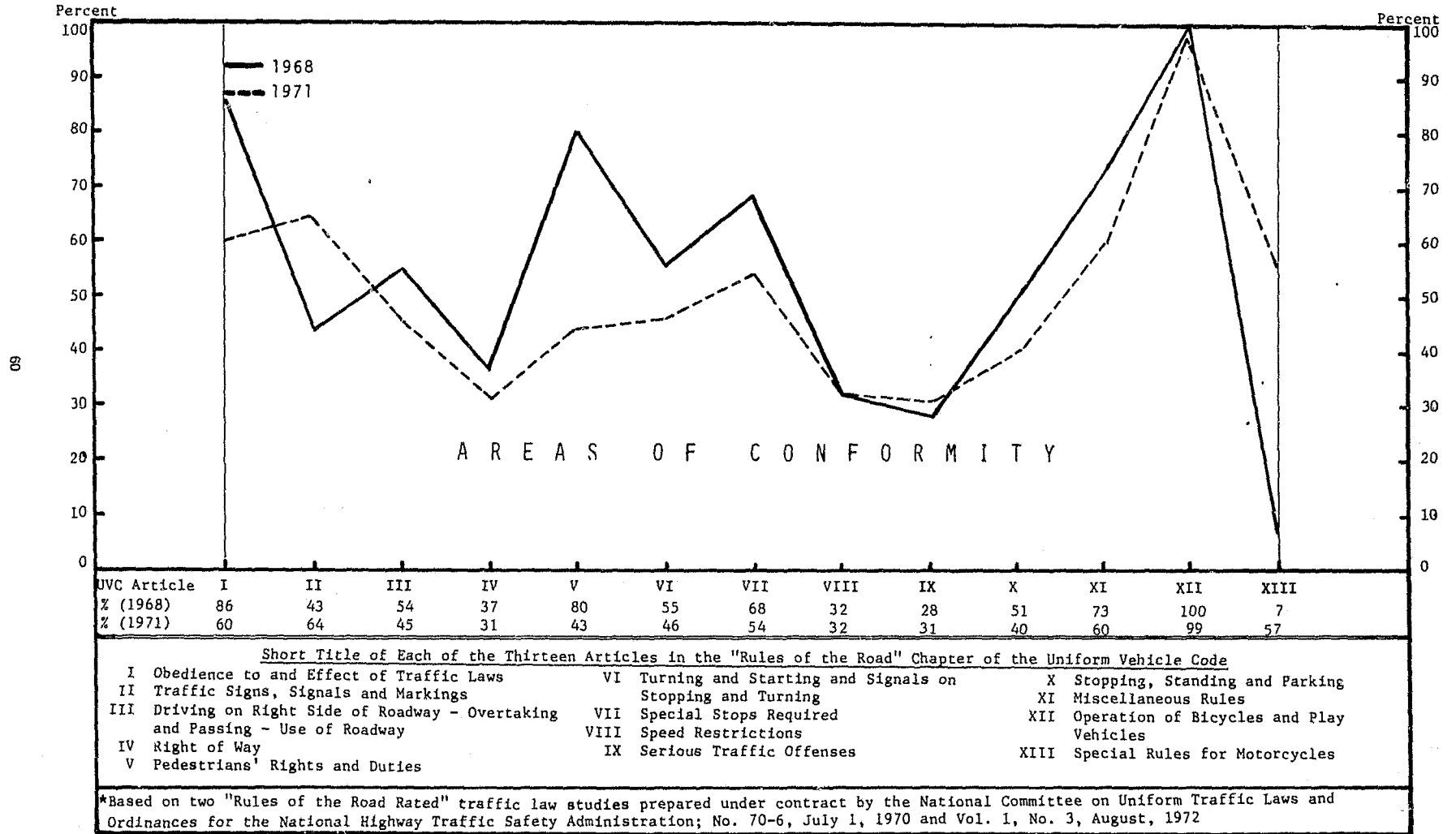


Figure 42.

EXTENT OF CONFORMITY BETWEEN NEW HAMPSHIRE TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

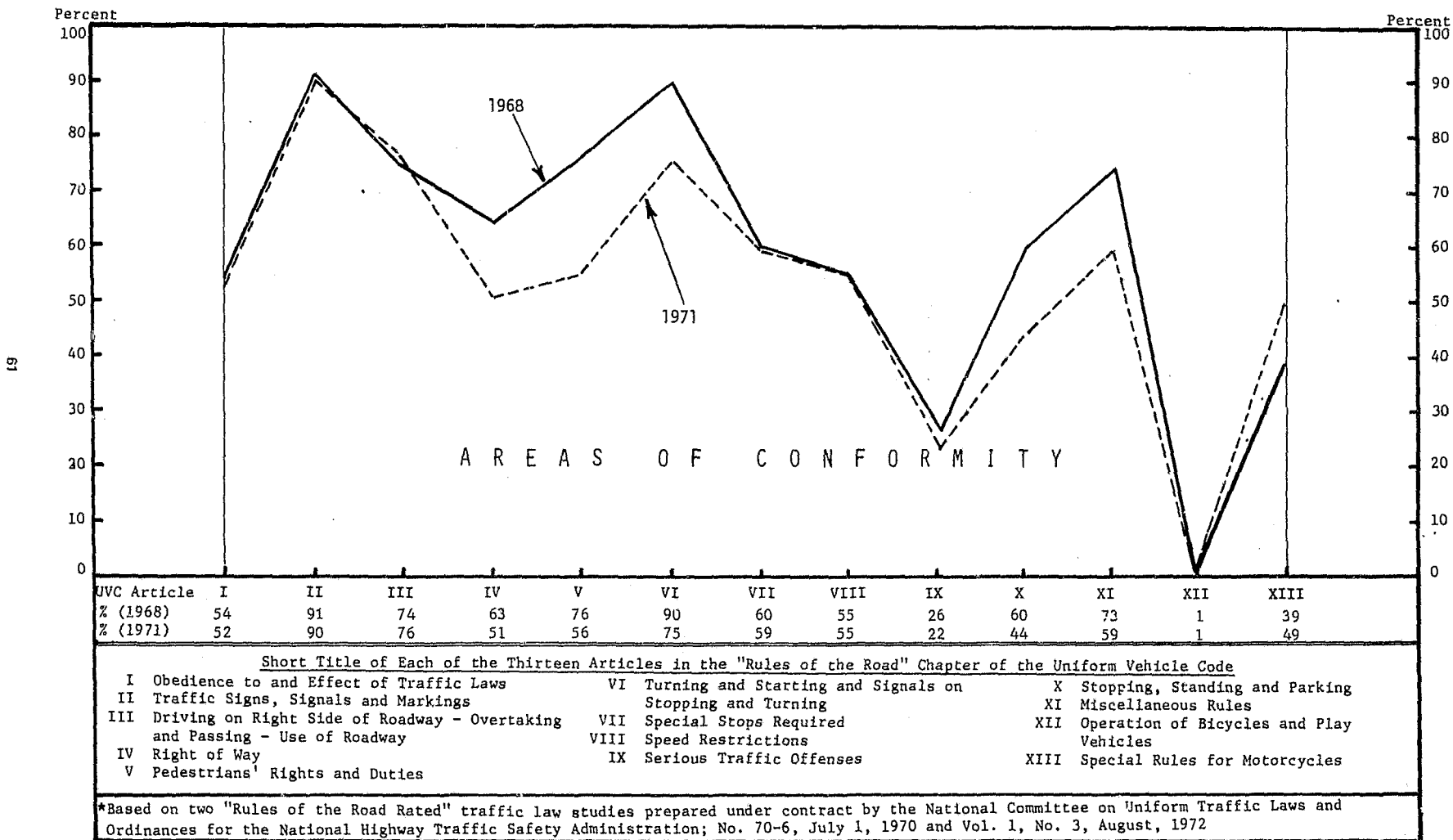


Figure 43.

EXTENT OF CONFORMITY BETWEEN NEW JERSEY TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

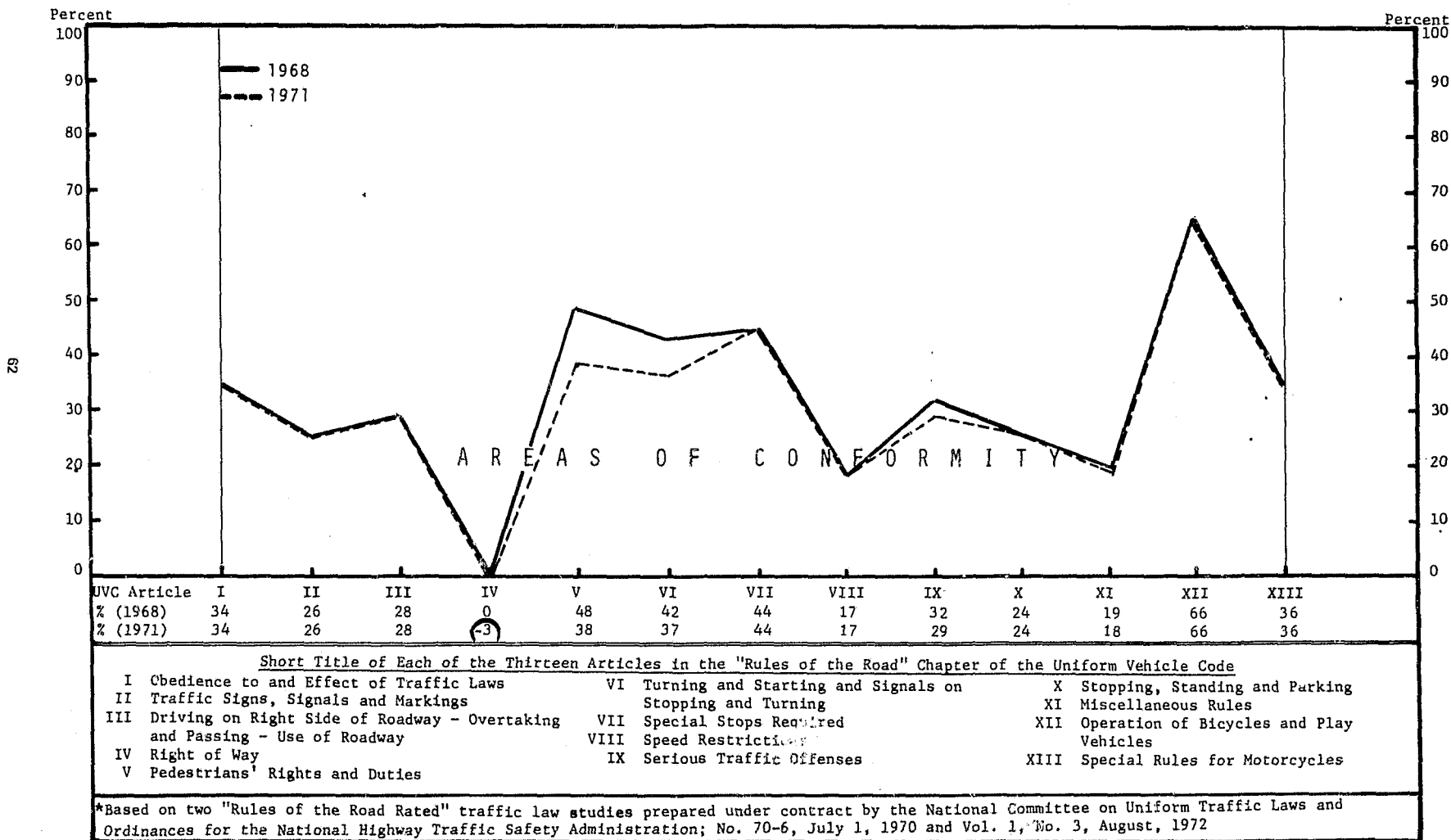
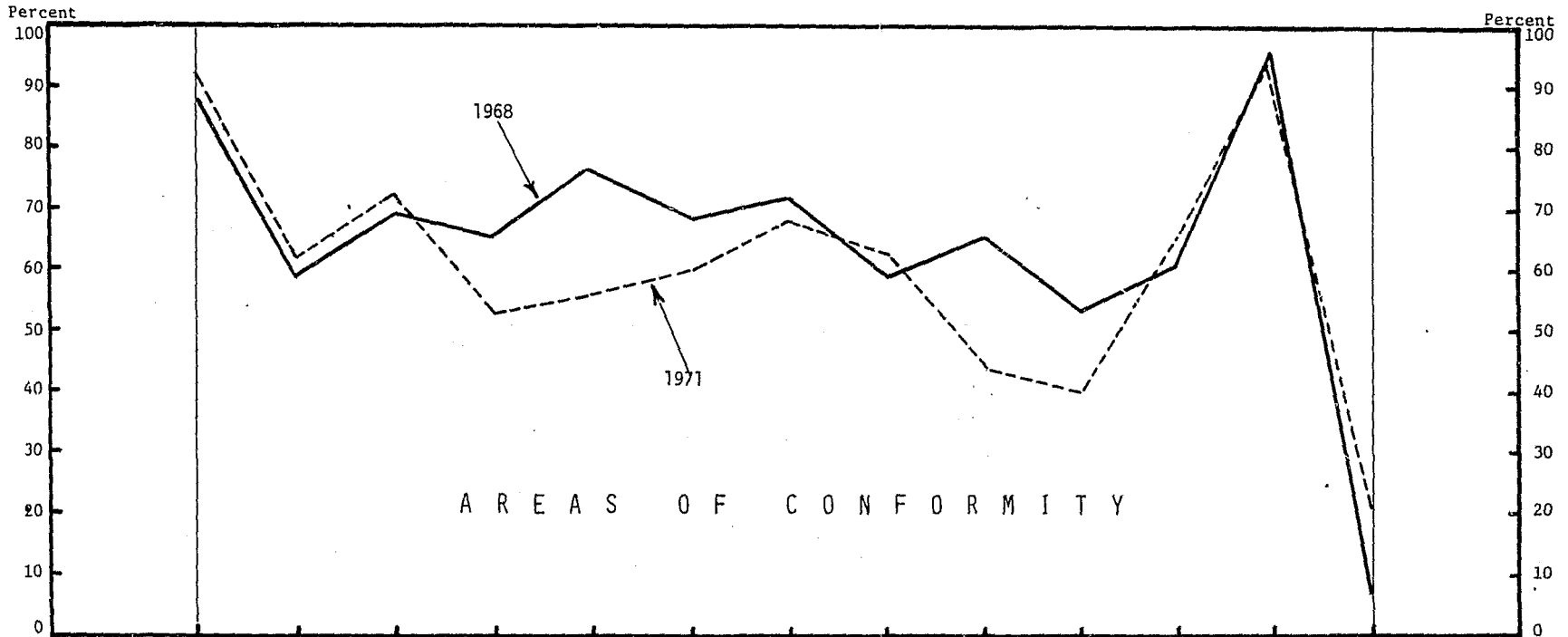


Figure 44.

EXTENT OF CONFORMITY BETWEEN NEW MEXICO TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



UVC Article	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII
% (1968)	88	58	69	65	76	68	73	59	66	53	61	97	7
% (1971)	92	61	72	52	56	60	69	63	44	40	67	96	21

Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 45.

EXTENT OF CONFORMITY BETWEEN NEW YORK TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

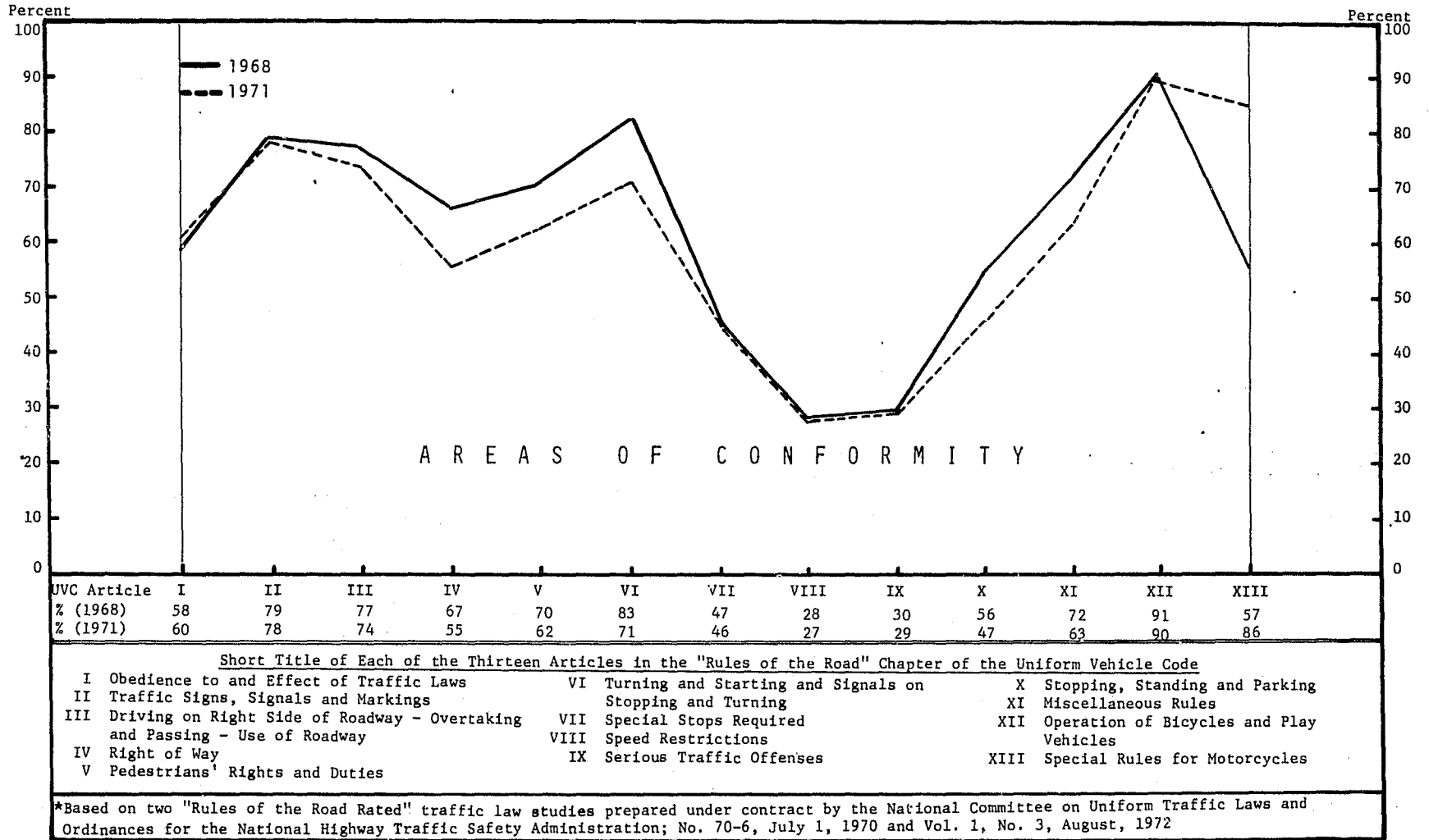


Figure 46.

EXTENT OF CONFORMITY BETWEEN NORTH CAROLINA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

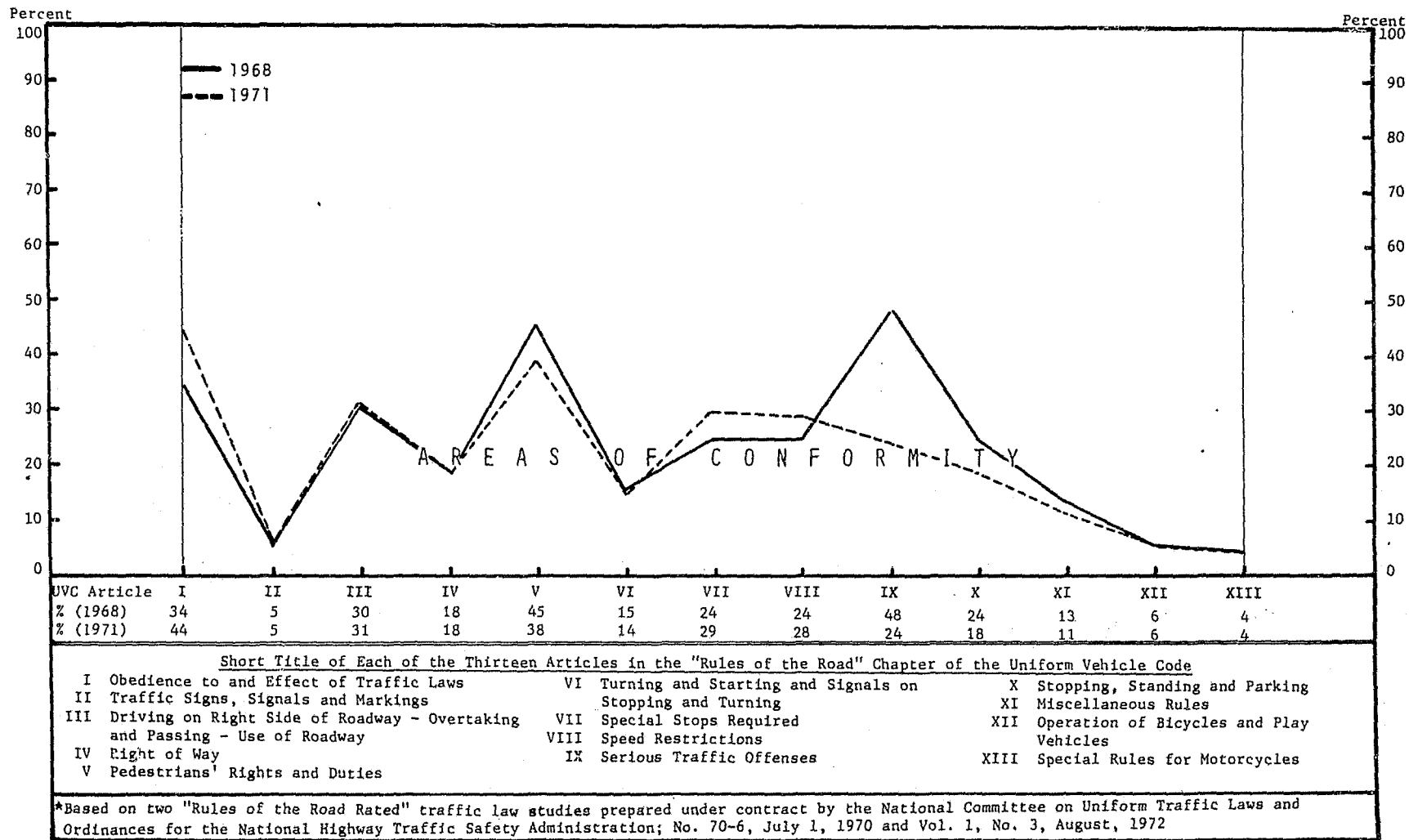


Figure 47.

EXTENT OF CONFORMITY BETWEEN NORTH DAKOTA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

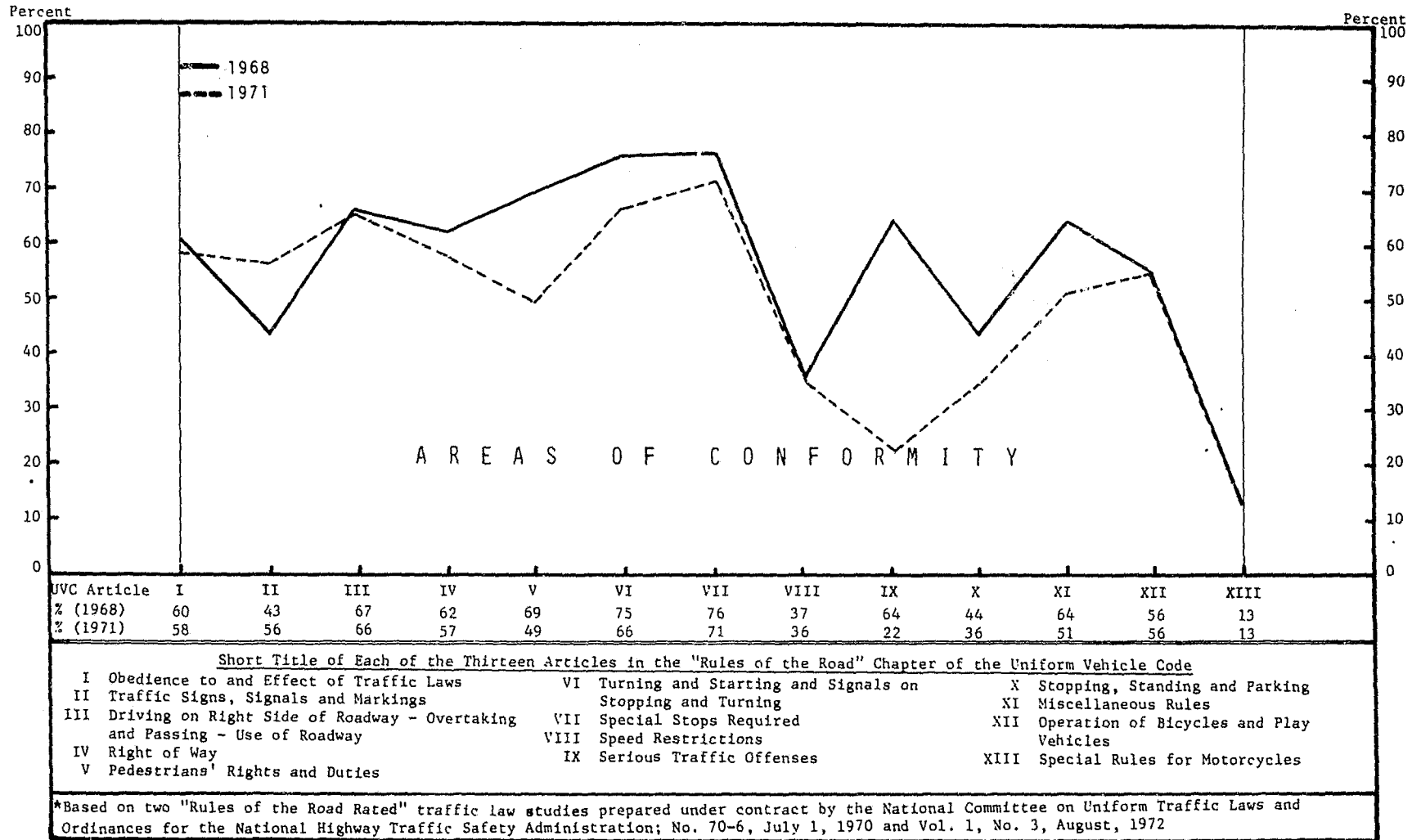
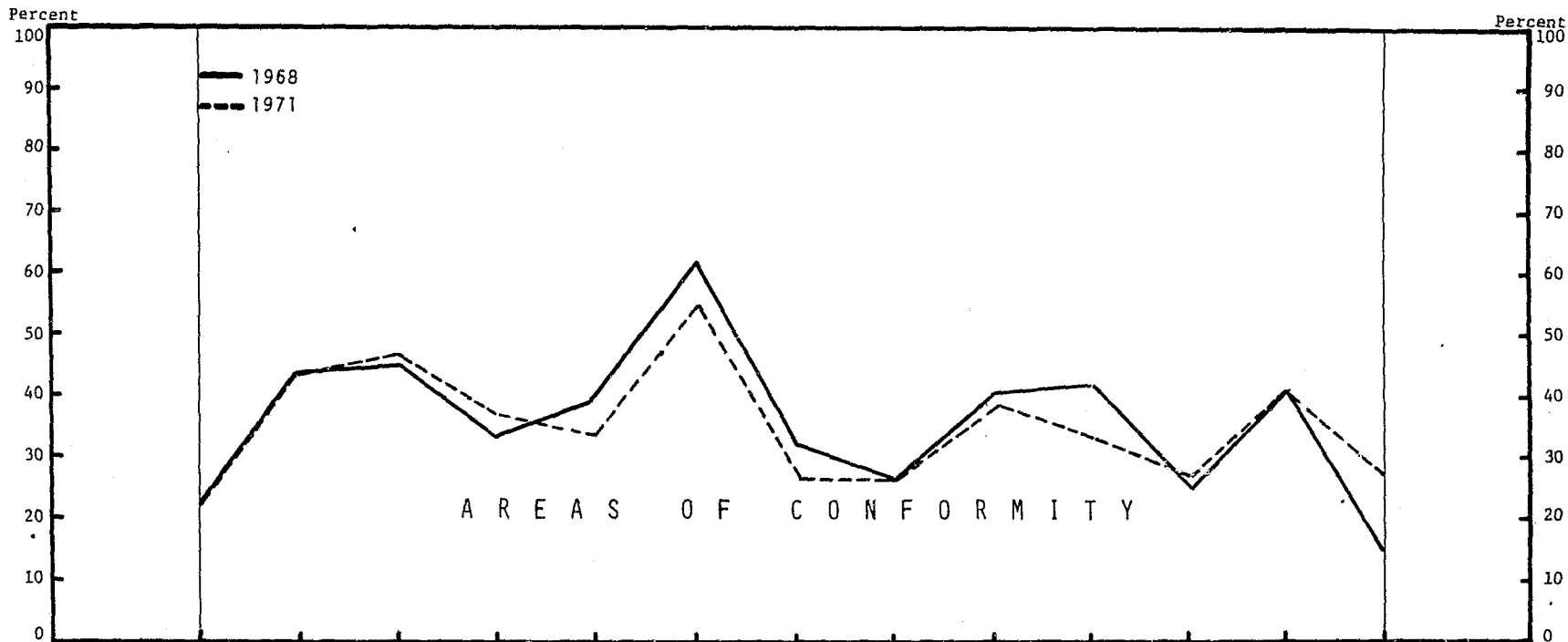


Figure 48.

EXTENT OF CONFORMITY BETWEEN OHIO TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



A R E A S O F C O N F O R M I T Y

UVC Article	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII
% (1968)	22	43	45	32	38	62	32	27	40	42	25	41	16
% (1971)	22	43	47	37	33	55	27	27	38	33	27	41	27

Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 49.

EXTENT OF CONFORMITY BETWEEN OKLAHOMA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

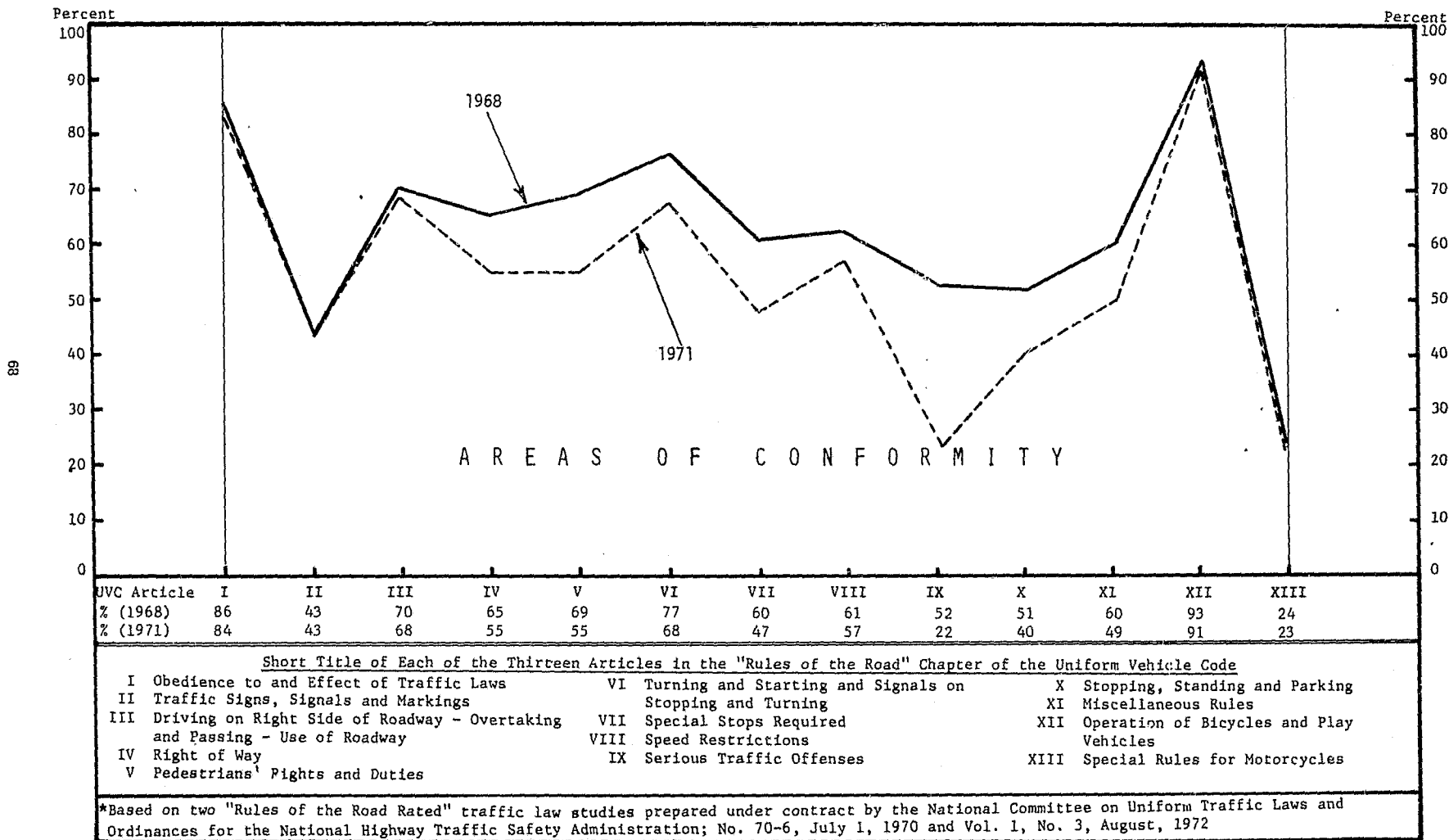
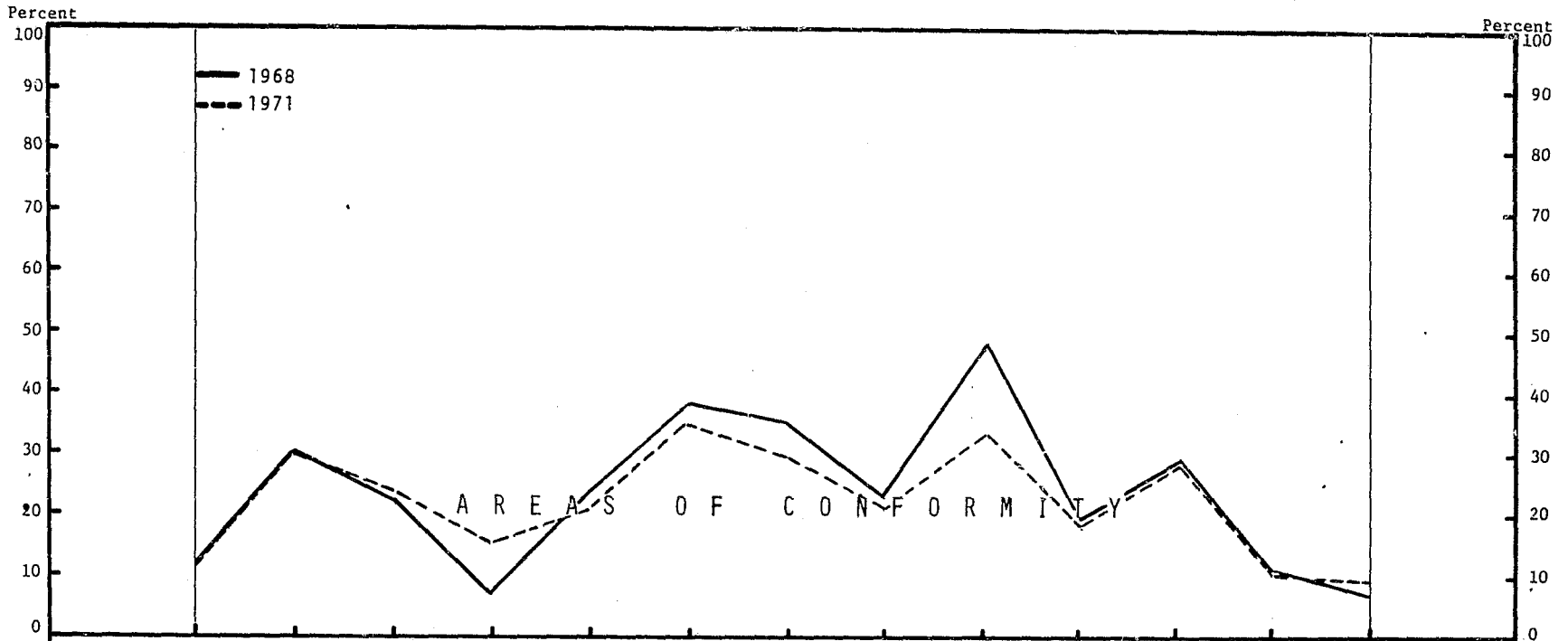


Figure 50.

EXTENT OF CONFORMITY BETWEEN OREGON TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



UVC Article	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII
% (1968)	12	30	22	7	24	38	35	23	48	20	29	11	7
% (1971)	12	30	24	14	21	34	29	21	33	18	28	10	9

Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 51.

EXTENT OF CONFORMITY BETWEEN PENNSYLVANIA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

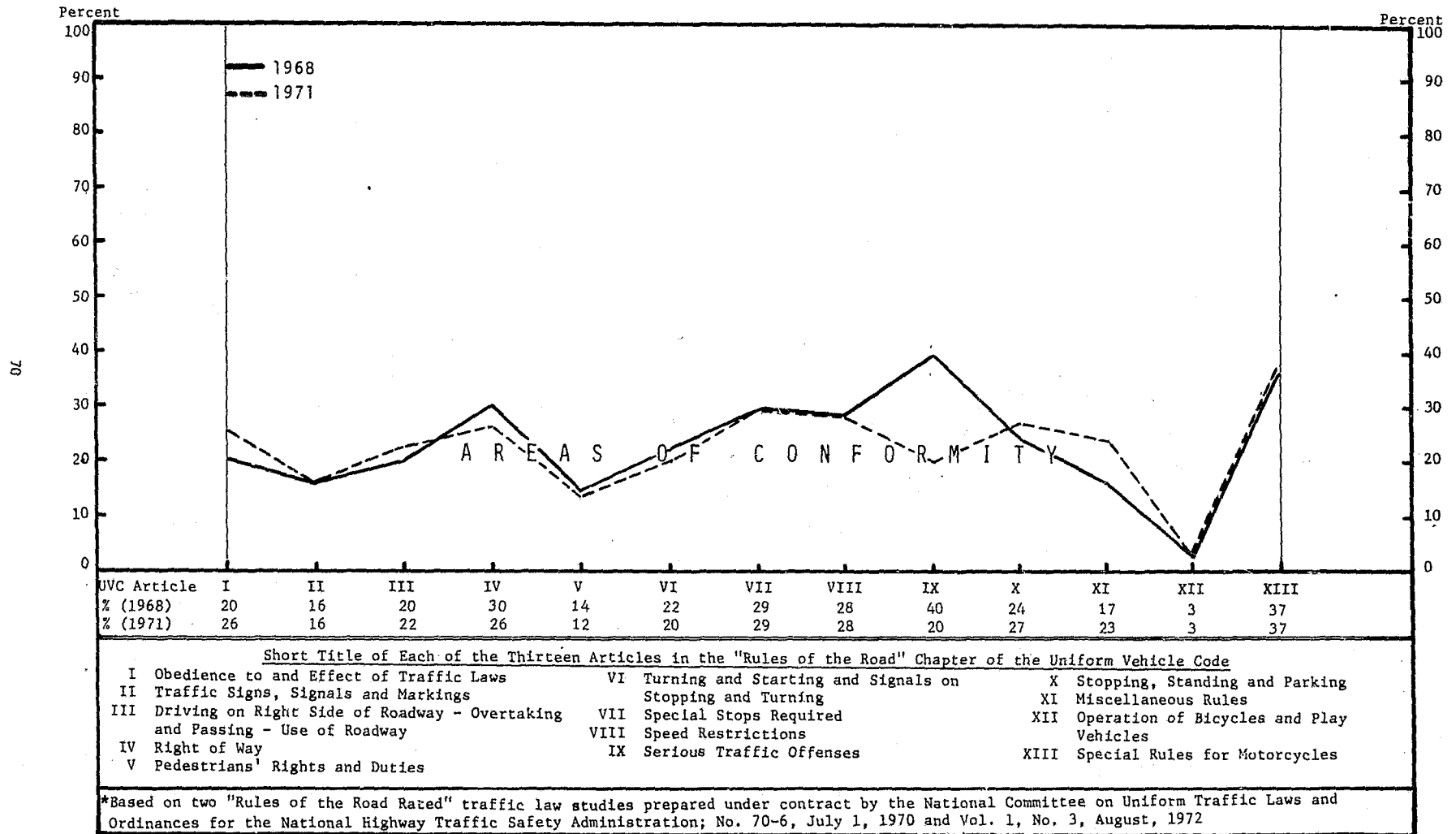


Figure 52.

EXTENT OF CONFORMITY BETWEEN RHODE ISLAND TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

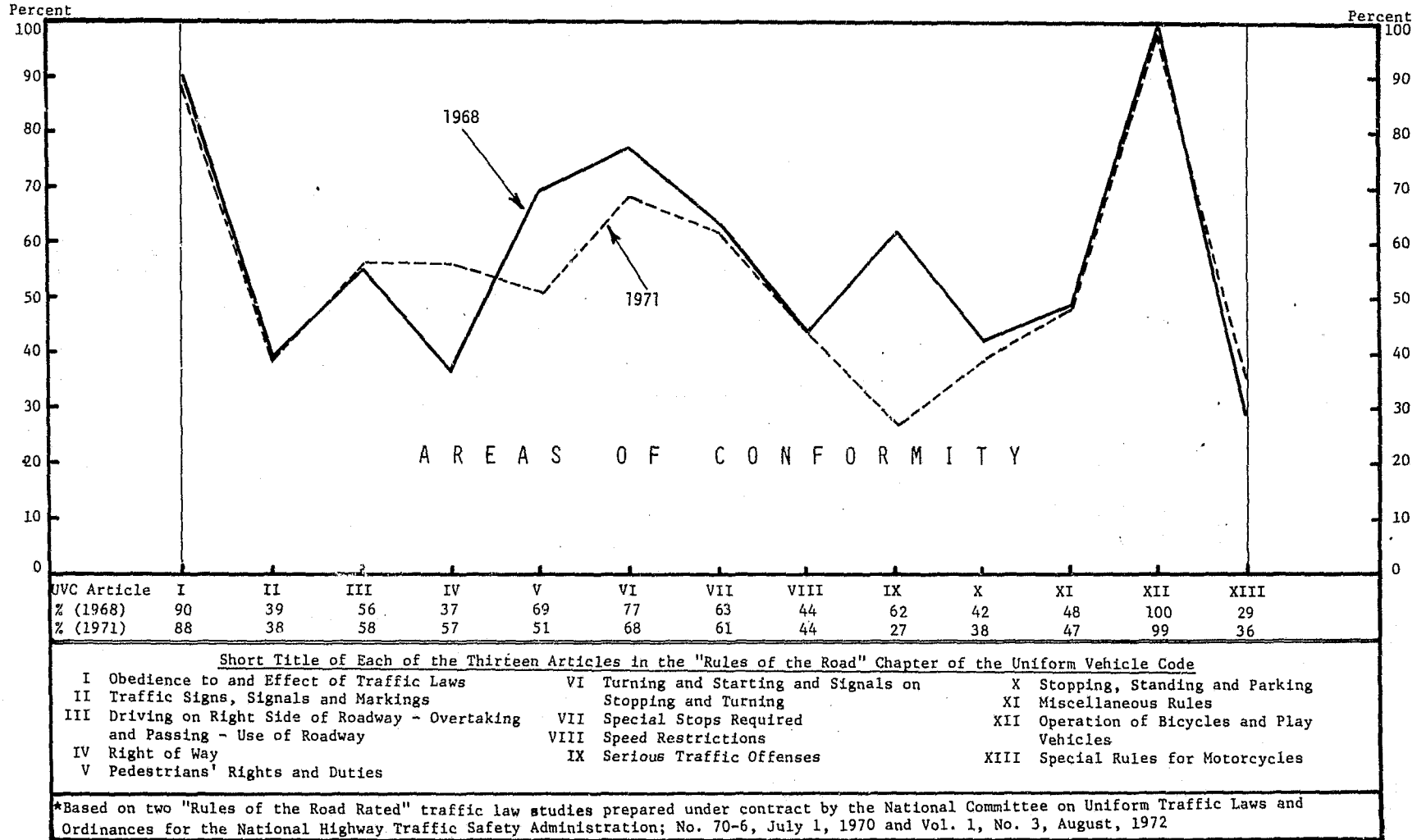


Figure 53.

EXTENT OF CONFORMITY BETWEEN SOUTH CAROLINA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

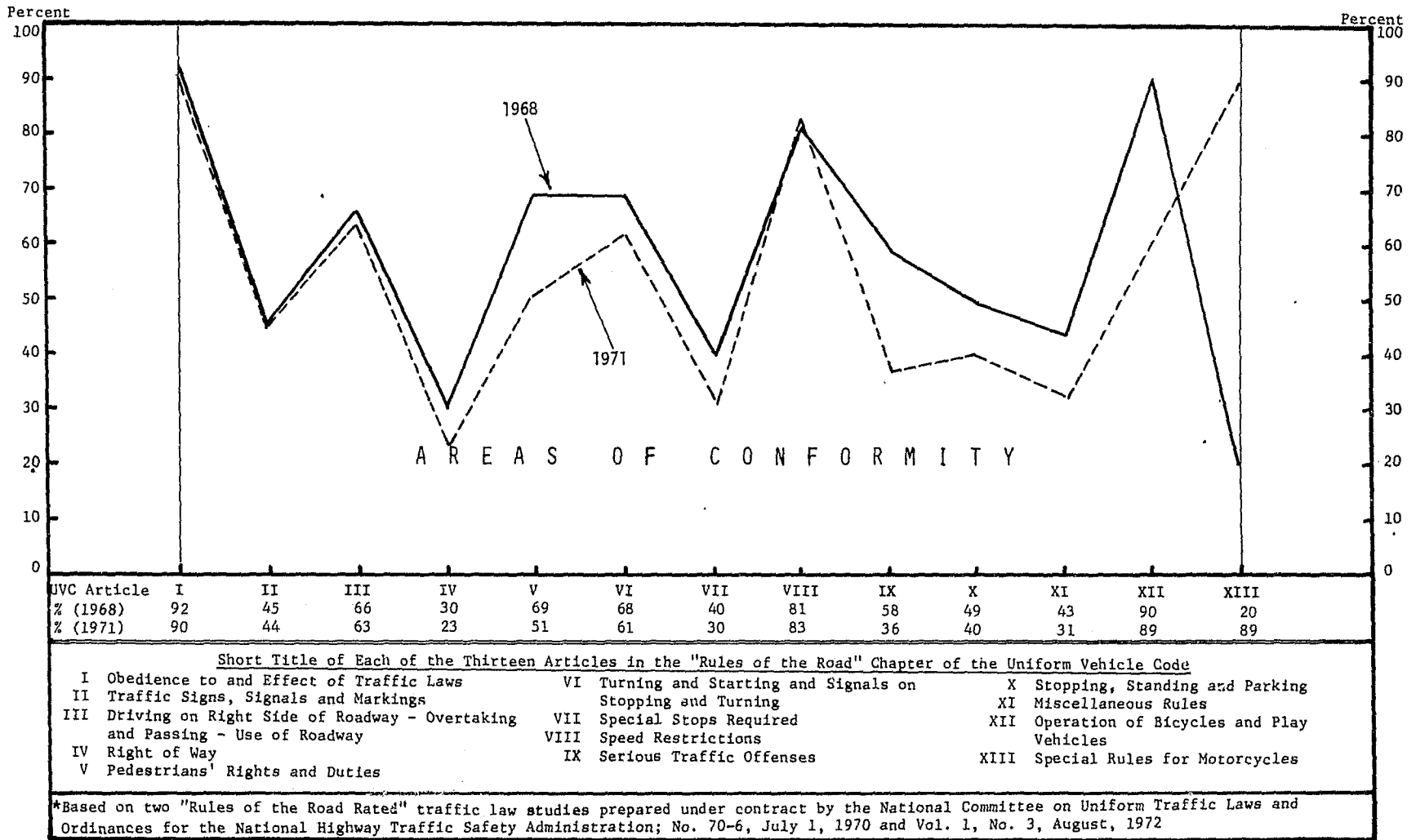
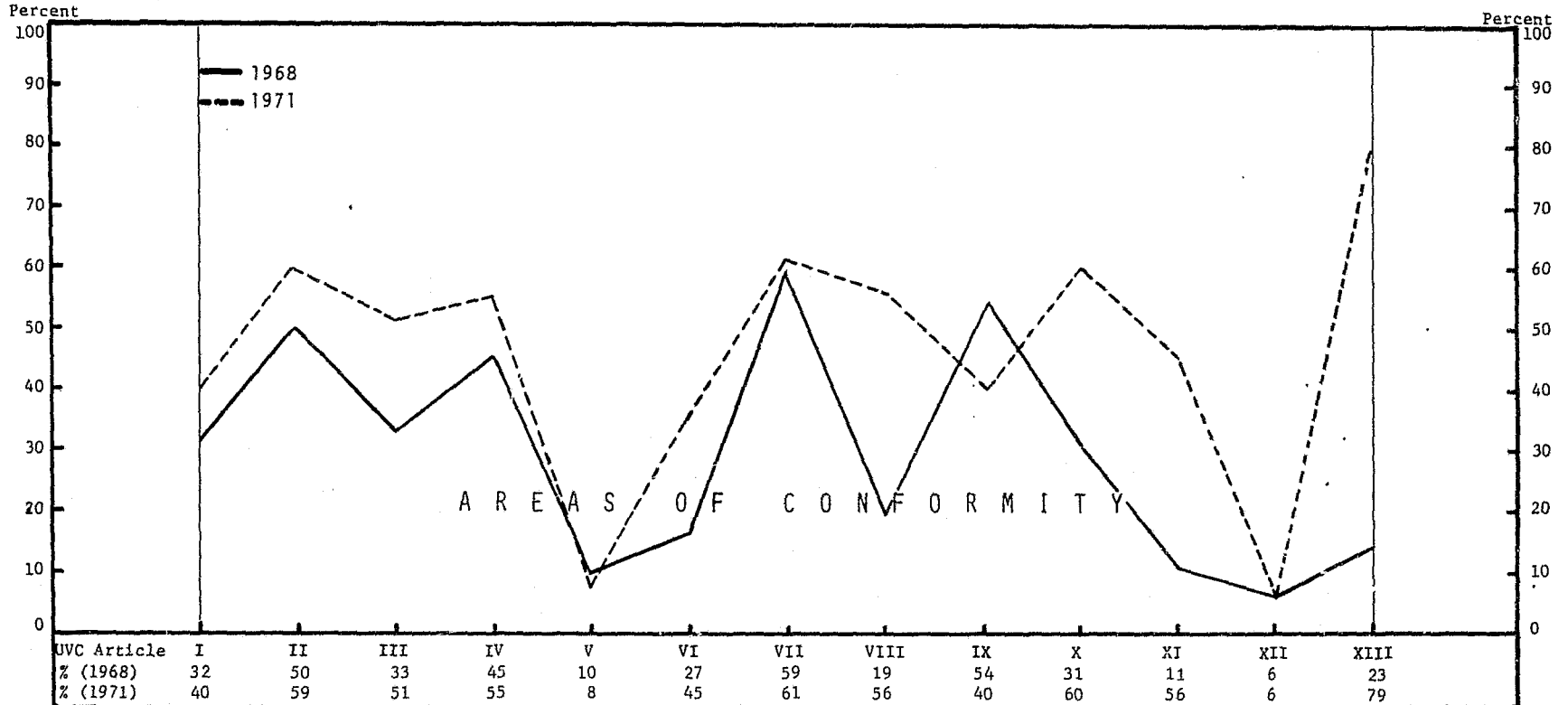


Figure 54.

EXTENT OF CONFORMITY BETWEEN SOUTH DAKOTA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



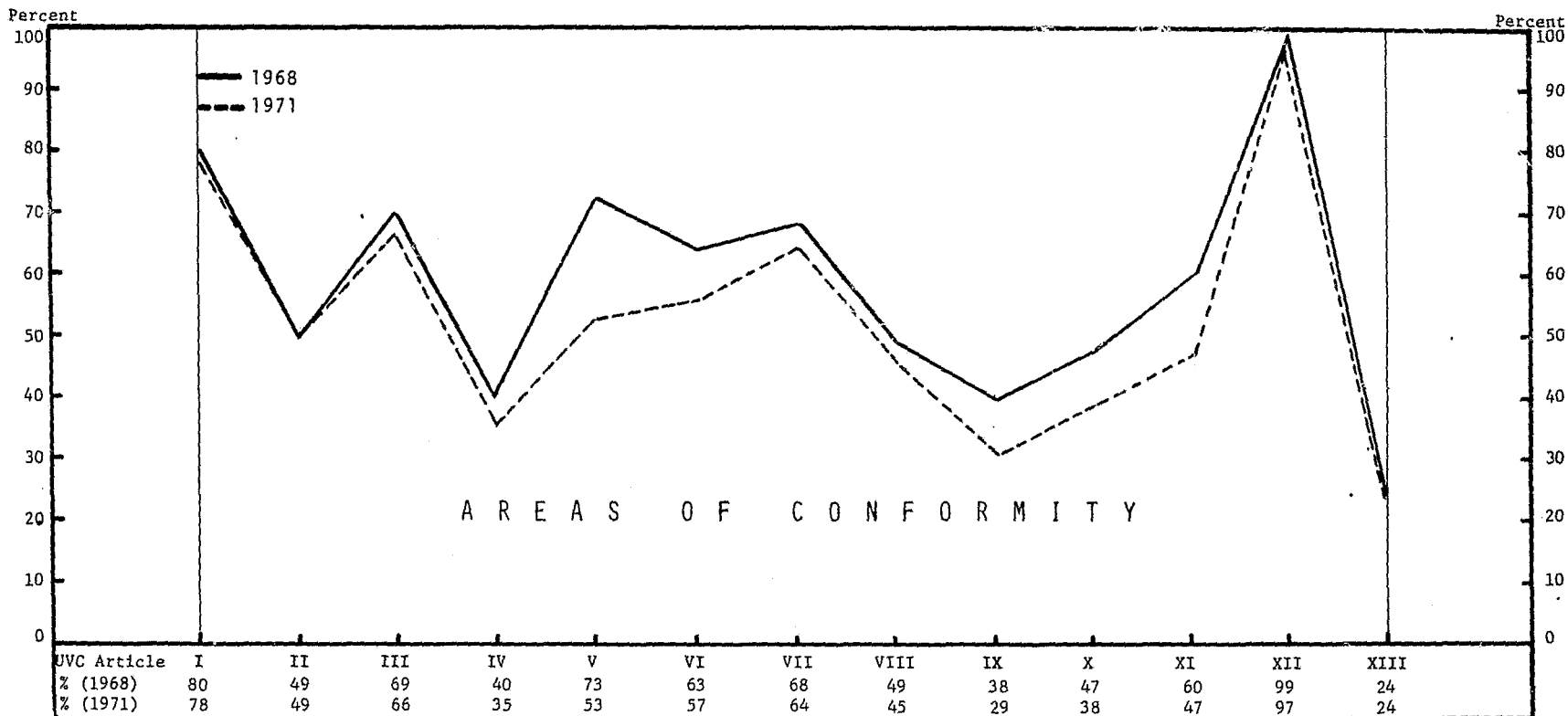
Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 55.

EXTENT OF CONFORMITY BETWEEN TENNESSEE TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



A R E A S O F C O N F O R M I T Y

Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

- | | | |
|--------------------------------------------------------------------------------|-------------------------------------------------------------|---------------------------------------------|
| I Obedience to and Effect of Traffic Laws | VI Turning and Starting and Signals on Stopping and Turning | X Stopping, Standing and Parking |
| II Traffic Signs, Signals and Markings | VII Special Stops Required | XI Miscellaneous Rules |
| III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway | VIII Speed Restrictions | XII Operation of Bicycles and Play Vehicles |
| IV Right of Way | IX Serious Traffic Offenses | XIII Special Rules for Motorcycles |
| V Pedestrians' Rights and Duties | | |

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 56.

EXTENT OF CONFORMITY BETWEEN TEXAS TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

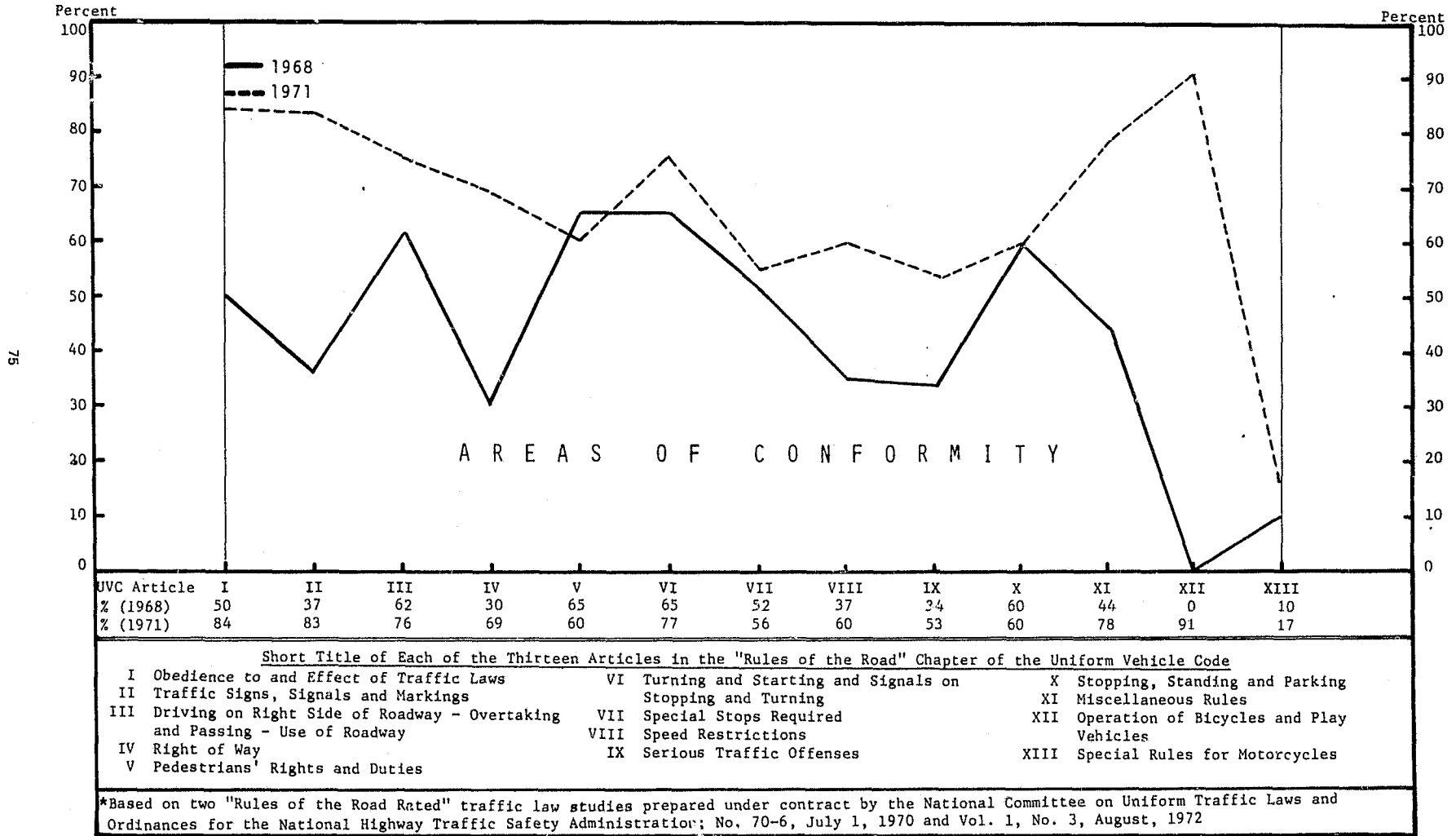
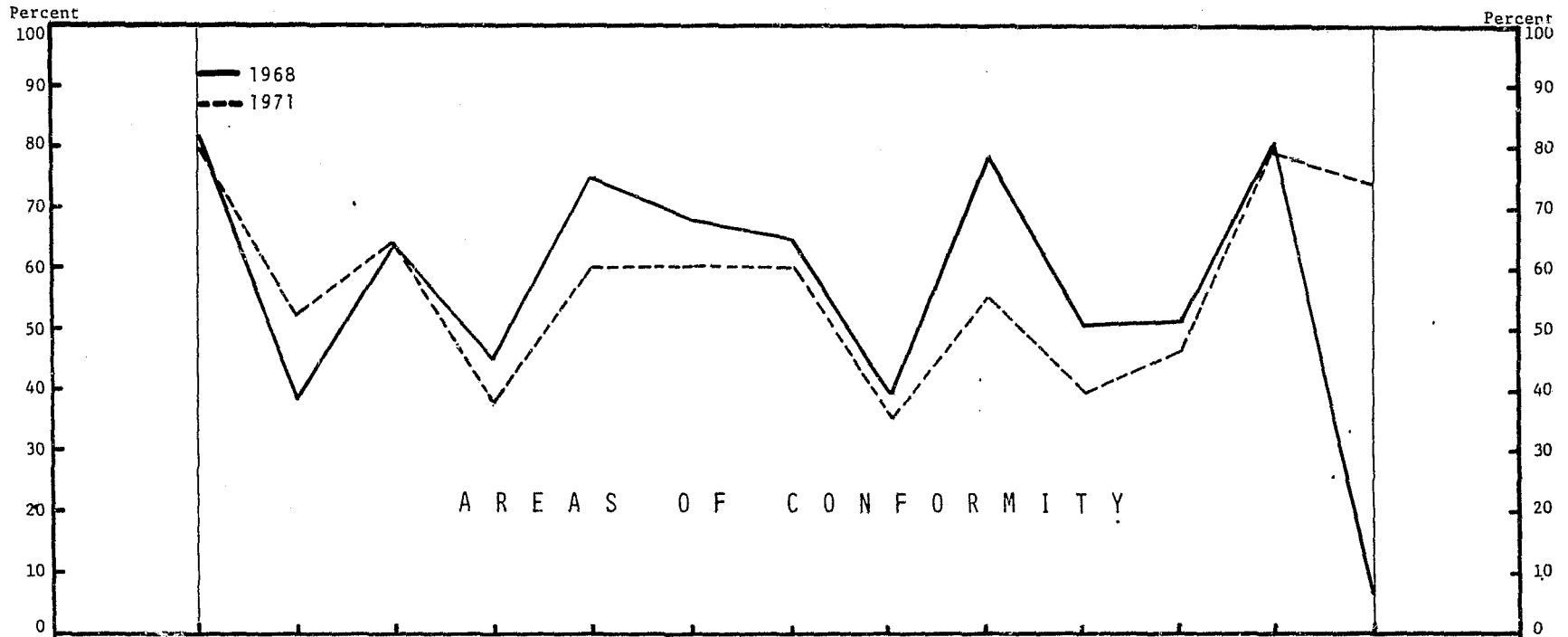


Figure 57.

EXTENT OF CONFORMITY BETWEEN UTAH TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



UVC Article	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII
% (1968)	82	38	64	45	74	68	64	40	78	51	52	81	6
% (1971)	80	52	65	37	60	61	60	36	56	40	47	80	73

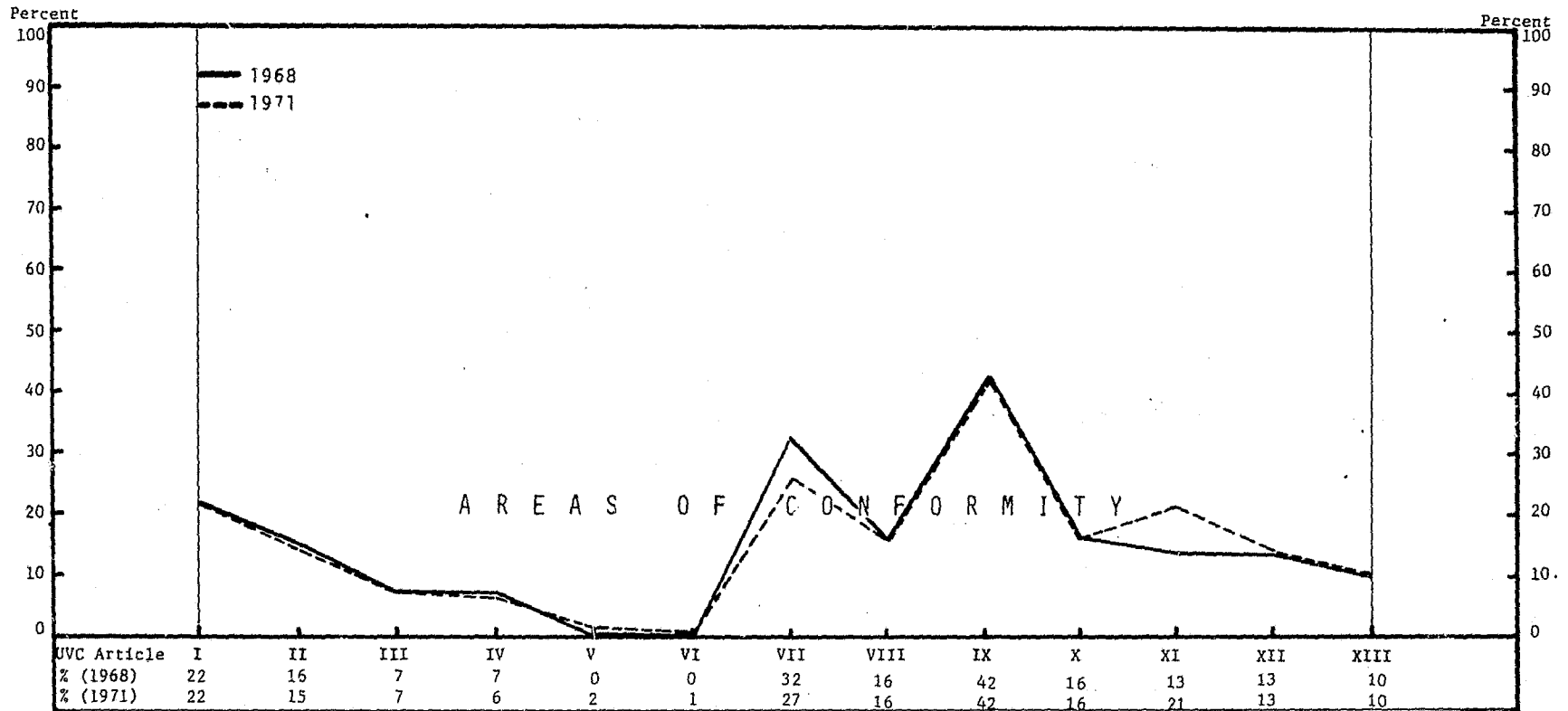
Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 58.

EXTENT OF CONFORMITY BETWEEN VERMONT TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



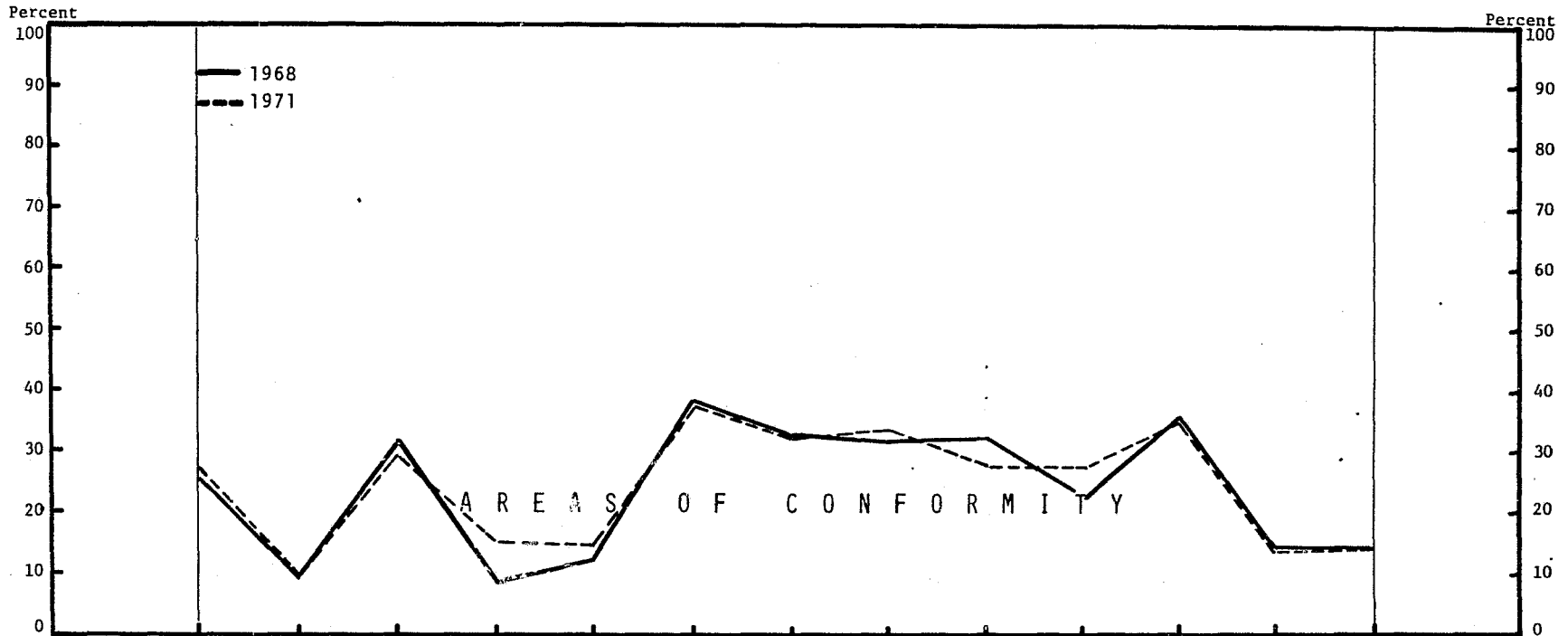
Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 59.

EXTENT OF CONFORMITY BETWEEN VIRGINIA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



UVC Article	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII
% (1968)	26	9	34	8	12	38	32	31	32	22	35	14	14
% (1971)	28	9	31	15	14	37	31	33	27	27	34	13	14

Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 60.

EXTENT OF CONFORMITY BETWEEN WASHINGTON TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

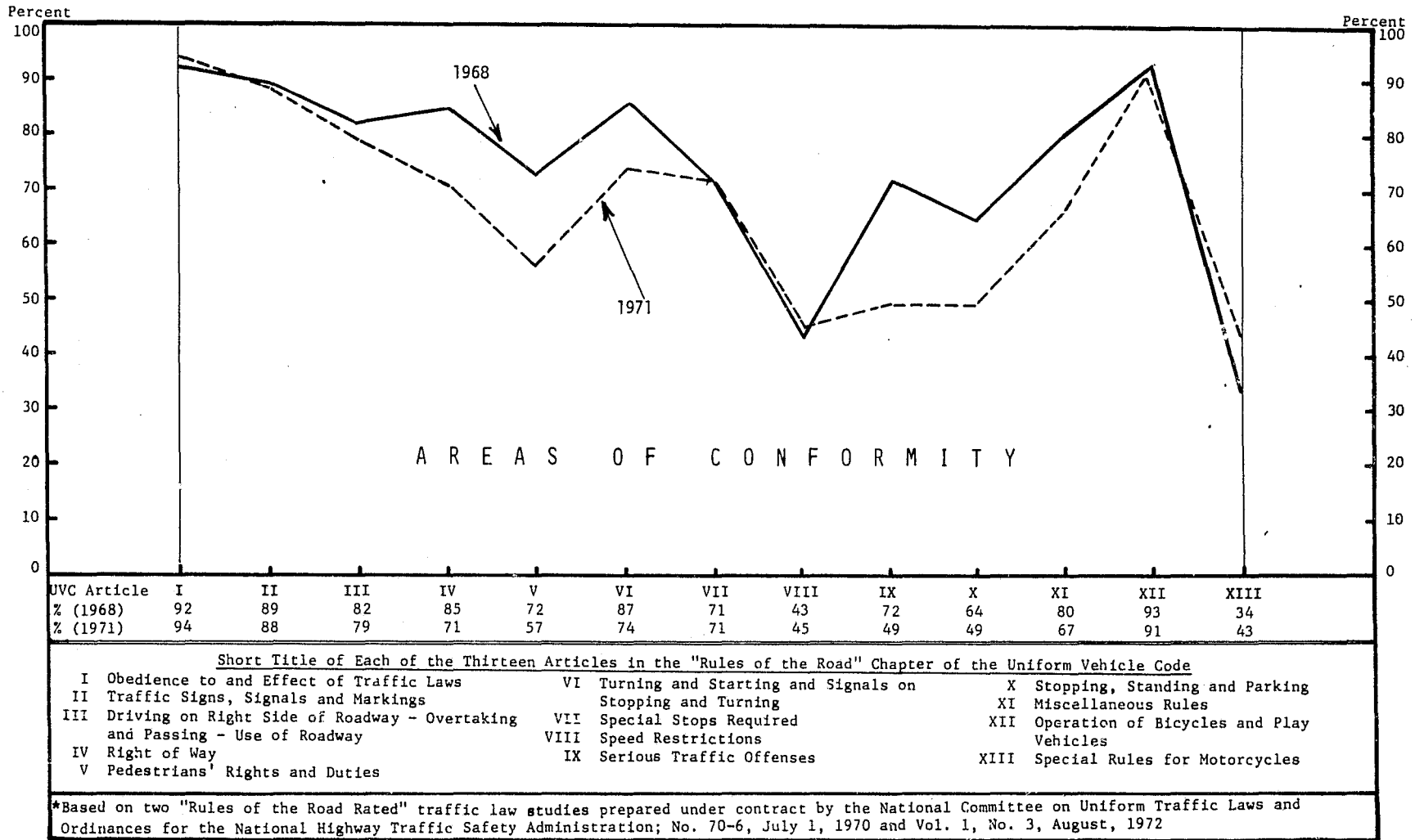


Figure 61.

EXTENT OF CONFORMITY BETWEEN WEST VIRGINIA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

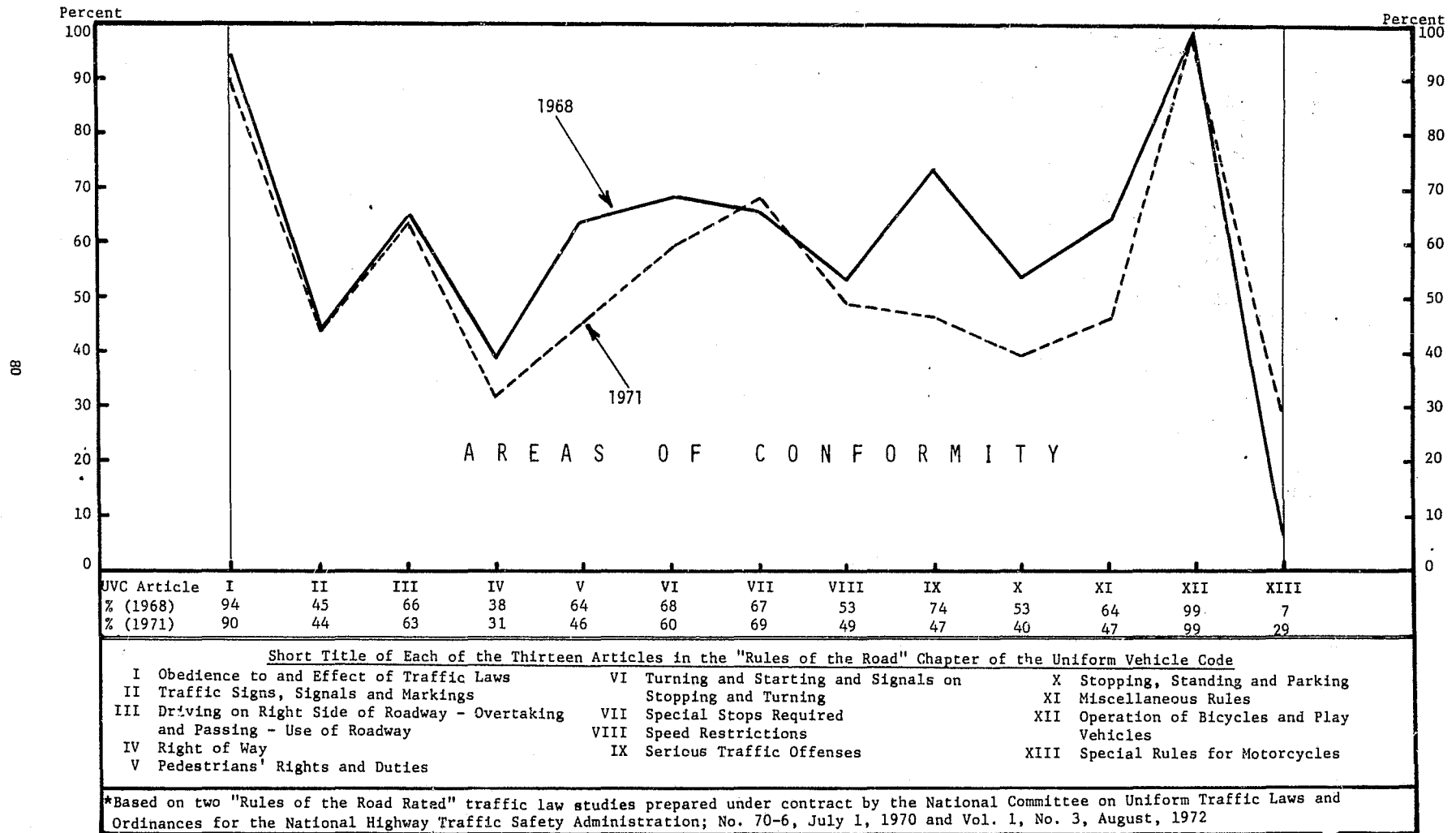
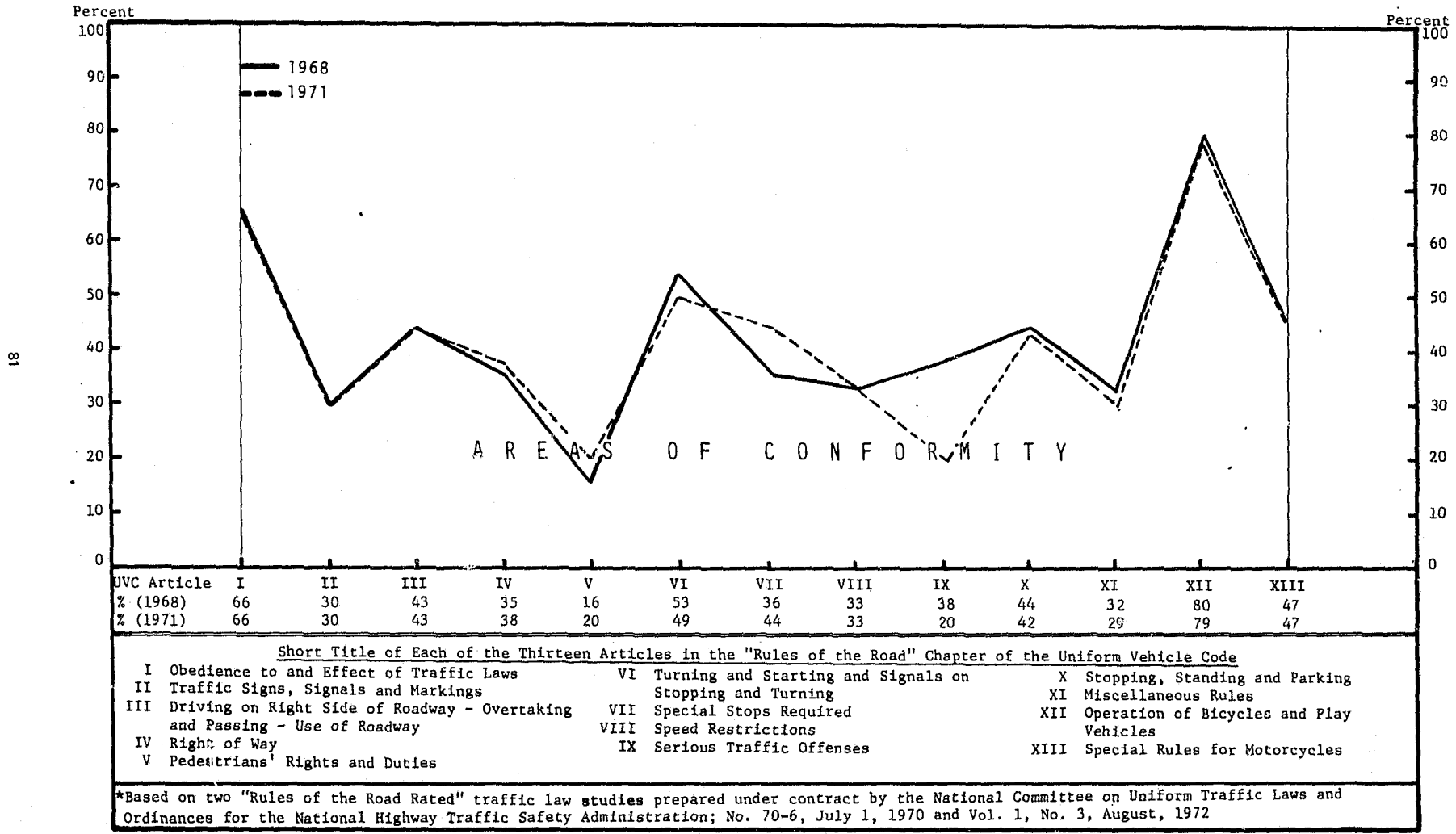


Figure 62.

EXTENT OF CONFORMITY BETWEEN WISCONSIN TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



Short Title of Each of the Thirteen Articles in the "Rules of the Road" Chapter of the Uniform Vehicle Code

I Obedience to and Effect of Traffic Laws	VI Turning and Starting and Signals on Stopping and Turning	X Stopping, Standing and Parking
II Traffic Signs, Signals and Markings	VII Special Stops Required	XI Miscellaneous Rules
III Driving on Right Side of Roadway - Overtaking and Passing - Use of Roadway	VIII Speed Restrictions	XII Operation of Bicycles and Play Vehicles
IV Right of Way	IX Serious Traffic Offenses	XIII Special Rules for Motorcycles
V Pedestrians' Rights and Duties		

*Based on two "Rules of the Road Rated" traffic law studies prepared under contract by the National Committee on Uniform Traffic Laws and Ordinances for the National Highway Traffic Safety Administration; No. 70-6, July 1, 1970 and Vol. 1, No. 3, August, 1972

Figure 63.

EXTENT OF CONFORMITY BETWEEN WYOMING TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*

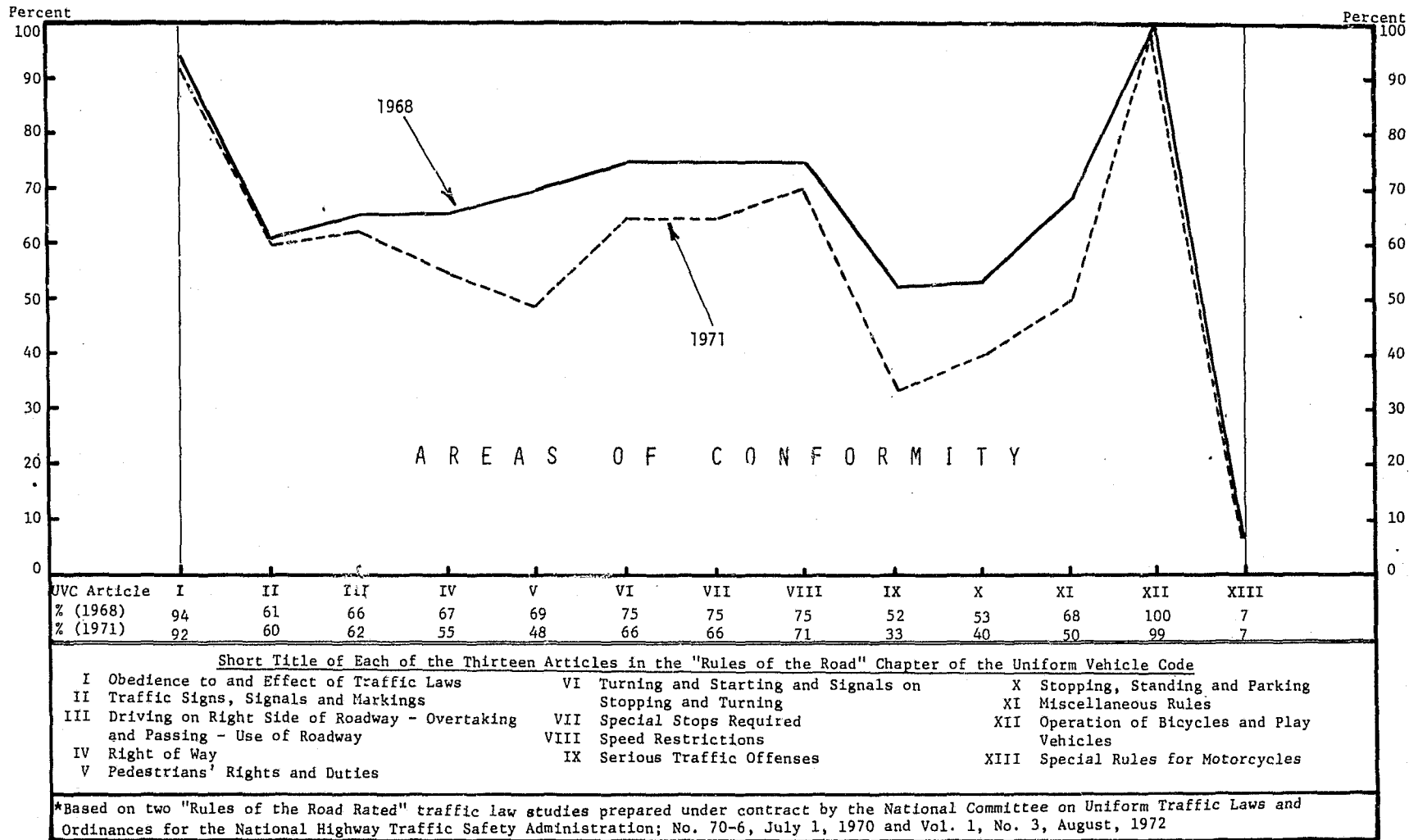
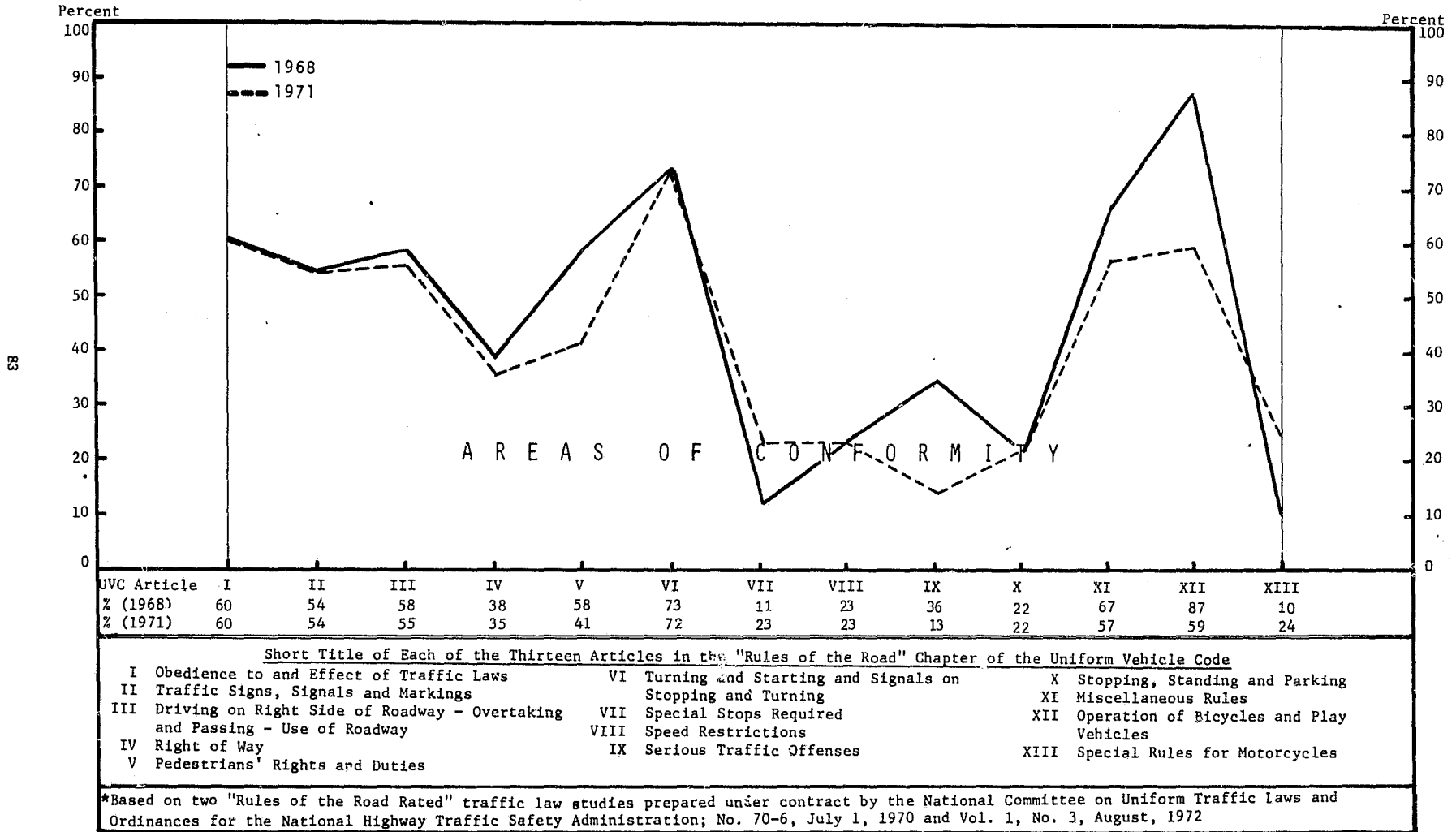


Figure 64.

EXTENT OF CONFORMITY BETWEEN DIST. OF COLUMBIA TRAFFIC LAWS AND EACH OF THIRTEEN ARTICLES IN THE "RULES OF THE ROAD" CHAPTER OF THE UNIFORM VEHICLE CODE (UVC): COMPARATIVE STATUS AS AT DECEMBER 31, 1968 vs. DECEMBER 31, 1971*



APPENDIX A

Highway Safety Program Standard 4.4.6

CODES AND LAWS

Purpose

To eliminate all major variations in traffic codes, laws, and ordinances on given aspects of highway safety among political subdivisions in a State, to increase the compatibility of these ordinances with a unified overall State policy on traffic safety codes and laws, and to further the adoption of appropriate aspects of the Rules of the Road section of the Uniform Vehicle Code.*

Standard

Each State shall develop and implement a program to achieve uniformity of traffic codes and laws throughout the State. The program shall provide at least that:

I. There is a plan to achieve uniform rules of the road in all of its jurisdictions.

II. There is a plan to make the State's unified rules of the road consistent with similar unified plans of other States. Toward this end, each State shall undertake and maintain continuing comparisons of all State and local laws, statutes and ordinances with the comparable provisions of the Rules of the Road section of the Uniform Vehicle Code.

*National Committee on Uniform Traffic Laws and Ordinances, Uniform Vehicle Code (Washington, D. C.: National Committee on Uniform Traffic Laws and Ordinances, Rev. ed. 1962).

APPENDIX C

SUMMARY TABLE

	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII	Total
UVC	50	115	180	65	125	65	70	75	45	45	90	70	70	1065
Ala.	13	35	66	20	62	39	12	18	8	7	39	61	7	387
Alaska	35	93	153	29	59	44	50	25	11	22	42	48	35	646
Ariz.	41	84	121	30	62	39	45	49	19	26	42	60	20	638
Ark.	29	37	95	22	40	40	36	42	20	18	48	4	13	444
Cal.	32	46	100	16	49	26	34	23	19	19	37	30	8	439
Colo.	27	94	143	17	70	45	39	25	25	18	63	46	57	669
Conn.	20	52	68	22	13	36	17	7	15	12	32	29	22	345
Del.	44	94	135	34	77	48	51	42	21	22	60	59	22	709
Fla.	38	103	155	31	76	52	35	32	12	22	62	51	65	734
Ga.	35	62	129	21	54	37	33	33	16	20	34	0	43	517
Hawaii	38	105	177	50	84	51	50	13	18	4	52	64	57	763
Idaho	43	57	123	42	69	43	34	42	22	18	48	69	15	625
Ill.	41	67	140	40	70	39	38	38	24	25	59	19	21	621
Ind.	45	39	104	14	64	34	25	39	10	16	44	48	46	528
Iowa	27	27	53	27	32	28	15	30	12	12	34	5	43	345
Kan.	45	110	140	42	81	49	54	39	24	28	61	49	59	781
Ky.	19	8	37	7	38	25	15	24	12	11	27	5	19	247
La.	35	40	105	34	59	38	31	18	10	17	33	47	62	529
Me.	7	76	81	11	51	37	22	25	14	10	33	25	18	410
Md.	47	100	145	32	79	48	37	31	24	22	62	64	68	759
Mass.	11	20	33	-7	29	9	25	7	8	10	26	19	14	204
Mich.	28	39	91	22	8	14	23	30	14	13	41	66	22	411
Minn.	24	99	99	30	53	29	26	30	16	13	46	49	46	560
Miss.	32	22	83	9	41	30	18	15	12	11	41	5	0	319
Mo.	15	100	58	26	2	24	17	17	8	2	6	-1	5	279
Mont.	38	62	127	27	67	44	51	49	19	18	58	52	33	645
Neb.	9	6	53	33	77	22	8	22	19	8	13	2	6	278
Nev.	30	74	81	20	54	30	38	24	14	18	54	69	40	546
N.H.	26	104	136	33	70	49	41	41	10	20	53	1	34	618
N.J.	17	30	51	-3	47	24	31	13	13	11	16	46	25	321
N.M.	46	70	129	34	70	39	48	47	20	18	60	67	15	663
N.Y.	30	90	134	36	77	46	32	20	13	21	57	63	60	679
N.C.	22	6	56	12	48	9	20	21	11	8	10	4	3	230
N.D.	29	64	118	37	61	43	50	27	10	16	46	39	9	549
Ohio	11	50	84	24	41	36	19	20	17	15	24	29	19	389
Okla.	42	49	122	36	69	44	33	43	10	18	44	64	16	590
Ore.	6	35	43	9	26	22	20	16	15	8	25	7	6	238
Pa.	13	18	39	17	15	13	20	21	9	12	21	2	26	226
R.I.	44	44	104	37	64	44	43	33	12	17	42	69	25	578
S.C.	45	51	114	15	64	40	21	62	16	18	28	62	62	598
S.D.	20	68	92	36	10	29	43	42	18	27	50	4	55	494
Tenn.	39	56	119	23	66	37	45	34	13	17	42	68	17	576
Tex.	42	96	137	45	75	50	39	45	24	27	70	64	12	726
Utah	40	60	117	24	75	40	42	27	25	18	42	56	51	617
Vt.	11	17	13	4	2	1	19	12	19	7	19	9	7	140
Va.	14	10	56	10	17	24	22	25	12	12	31	9	10	252
Wash.	47	101	142	46	71	48	50	34	22	22	60	64	30	737
W. Va.	45	51	114	20	58	39	48	37	21	18	42	69	20	582
Wis.	33	35	78	25	25	32	31	25	9	19	26	55	33	426
Wyo.	46	69	112	36	60	43	46	53	15	18	45	69	5	617
D.C.	30	62	99	23	51	47	16	17	6	10	51	41	17	470
Total	1546	2987	5104	1280	2682	1799	1658	1504	786	819	2101	2005	1423	

APPENDIX C (CONT)

Table I -- Obedience to and Effect of Traffic Laws

	\$ 11-101(1)	\$ 11-101(2)	\$ 11-102	\$ 11-103	\$ 11-104	\$ 11-105	\$ 11-106(a)	\$ 11-106(b)	\$ 11-106(c)	\$ 11-106(d)	Total
UVC	5	5	5	5	5	5	5	5	5	5	50
Ala.	0	-3	0	4	5	0	1	0	1	5	13
Alaska	3	2	0	5	3	2	5	5	5	5	35
Ariz.	5	5	0	4	5	2	5	5	5	5	41
Ark.	5	1	5	4	4	2	1	1	1	5	29
Cal.	5	2	0	3	2	2	5	5	3	5	32
Colo.	5	5	5	4	-3	0	2	1	3	5	27
Conn.	0	1	0	1	1	2	0	5	5	5	20
Del.	5	5	5	4	5	4	5	5	1	5	44
Fla.	2	1	5	5	5	4	5	5	1	5	38
Ga.	5	3	0	4	5	2	5	1	5	5	35
Hawaii	5	0	5	4	5	2	5	5	2	5	38
Idaho	5	2	5	4	5	2	5	5	5	5	43
Ill.	5	5	5	4	4	2	5	5	1	5	41
Ind.	5	4	5	4	5	2	5	5	5	5	45
Iowa	5	3	0	4	4	2	2	1	1	5	27
Kan.	5	5	5	4	4	2	5	5	5	5	45
Ky.	0	1	0	0	0	0	5	5	3	5	19
La.	3	3	0	2	5	2	5	5	5	5	35
Me.	1	2	0	1	0	2	0	0	1	0	7
Md.	5	5	5	4	5	3	5	5	5	5	47
Mass.	0	1	0	3	0	3	1	1	1	1	11
Mich.	5	1	0	2	5	2	2	5	5	1	28
Minn.	4	4	2	4	4	2	2	1	1	0	24
Miss.	5	5	5	4	4	2	0	1	1	5	32
Mo.	0	2	3	2	0	0	0	5	3	0	15
Mont.	5	2	-5	3	1	2	5	5	5	5	38
Neb.	0	2	0	0	0	2	1	1	1	2	9
Nev.	2	1	5	4	-3	3	5	5	3	5	30
N.H.	5	-2	5	4	5	2	0	1	1	5	26
N.J.	2	2	0	3	5	2	1	1	1	0	17
N.M.	5	5	5	4	5	2	5	5	5	5	46
N.Y.	3	-1	2	3	5	2	5	5	1	5	30
N.C.	0	2	0	5	5	2	1	1	1	5	22
N.D.	5	1	0	4	4	2	2	5	1	5	29
Ohio	0	2	0	2	1	2	1	1	1	1	11
Okla.	5	1	5	4	5	2	5	5	5	5	42
Ore.	0	-3	0	2	1	1	0	1	3	1	6
Pa.	0	2	0	2	1	0	1	1	1	5	13
R.I.	5	3	5	4	5	2	5	5	5	5	44
S.C.	5	5	5	4	4	2	5	5	5	5	45
S.D.	0	-1	0	0	1	2	5	5	3	5	20
Tenn.	5	-2	5	4	5	2	5	5	5	5	39
Tex.	5	-1	5	4	5	4	5	5	5	5	42
Utah	5	5	5	4	5	2	5	1	3	5	40
Vt.	0	2	3	0	0	2	1	1	1	1	11
Va.	0	2	0	1	2	1	1	2	3	2	14
Wash.	5	5	5	3	5	4	5	5	5	5	47
W. Va.	5	2	5	4	5	4	5	5	5	5	45
Wis.	5	2	0	2	4	2	5	5	3	5	33
Wyo.	5	5	5	4	5	2	5	5	5	5	46
D.C.	0	2	5	2	5	2	5	2	2	5	30

APPENDIX C (CONT)

Table II -- Traffic Signs, Signals and Markings

	\$ 11-201(a)	\$ 11-201(b)	\$ 11-201(c)	\$ 11-201(d)	\$ 11-202	\$ 11-202(a)1	\$ 11-202(a)2	\$ 11-202(a)3	\$ 11-202(b)1	\$ 11-202(b)2	\$ 11-202(c)1	\$ 11-202(c)2	\$ 11-202(c)3	\$ 11-202(d)	\$ 11-203	\$ 11-204(a)	\$ 11-204(b)	\$ 11-204.1	\$ 11-205(a)	\$ 11-205(b)	\$ 11-205(c)	\$ 11-205(d)	\$ 11-206	Total
UVC	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	115
Ala.	5	4	0	0	2	5	1	1	1	-2	2	0	-2	5	1	3	0	0	2	4	0	0	3	35
Alaska	4	4	5	5	5	5	5	4	5	2	-3	5	2	5	3	5	4	5	5	5	5	5	3	93
Ariz.	5	4	0	0	5	5	5	5	5	5	-3	5	5	5	3	0	0	5	5	5	5	5	5	84
Ark.	3	0	0	0	2	5	1	1	1	-2	2	-1	-2	5	2	1	0	0	5	5	2	5	2	37
Cal.	2	0	5	5	2	5	2	1	5	5	2	-3	5	0	1	1	0	0	2	0	0	3	3	46
Colo.	3	5	5	5	5	5	5	5	5	2	-3	5	5	2	3	5	2	5	5	5	5	5	5	94
Conn.	0	0	0	0	5	3	5	1	-2	5	2	0	5	5	3	0	2	4	4	0	3	2	2	52
Del.	5	4	5	5	5	5	5	5	5	2	0	-2	5	2	3	5	5	5	5	5	5	5	5	94
Fla.	5	5	5	5	5	5	5	5	5	2	-3	5	5	5	4	5	5	5	5	5	5	5	5	103
Ga.	3	0	0	0	2	5	1	2	1	5	1	0	5	5	4	3	0	5	5	0	5	5	5	62
Hawaii	5	4	5	5	5	5	5	5	5	5	-3	5	5	5	4	5	5	5	5	5	5	5	5	105
Idaho	5	4	0	0	2	5	1	1	1	-2	2	0	-2	5	2	3	5	0	5	5	5	5	5	57
Ill.	3	5	0	0	5	1	1	1	5	3	5	5	-2	2	4	4	5	2	3	5	0	5	5	67
Ind.	3	0	0	0	2	1	1	1	-2	-2	5	5	-2	0	1	1	0	0	5	5	5	5	5	39
Iowa	3	0	0	0	2	1	1	1	-2	-2	5	0	-2	0	0	1	0	0	2	5	5	5	2	27
Kan.	5	5	5	5	5	1	5	5	5	5	5	5	5	5	4	5	5	5	5	5	5	5	5	110
Ky.	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	8
La.	5	4	0	0	2	5	1	1	1	-2	2	5	-2	5	2	3	5	0	1	0	0	0	2	40
Me.	0	0	0	0	5	5	5	5	5	5	2	0	5	5	3	5	5	4	5	4	1	2	2	76
Md.	5	5	5	5	5	5	5	5	5	5	2	0	5	5	2	4	5	5	5	5	5	2	2	100
Mass.	2	0	0	0	5	2	-1	1	-2	3	-1	0	5	0	1	1	0	2	0	0	0	0	2	20
Mich.	3	0	0	0	5	5	5	1	-2	-2	2	0	-2	5	1	1	0	0	2	5	0	5	5	39
Minn.	5	5	5	5	5	5	5	5	5	3	-3	5	5	4	3	5	2	5	5	5	5	5	5	99
Miss.	3	0	0	0	2	1	1	1	-2	-2	1	0	-2	0	0	1	0	0	5	5	2	1	5	22
Mo.	5	5	5	5	5	5	5	5	5	2	5	5	5	5	4	5	5	5	-3	5	2	5	5	100
Mont.	5	4	0	0	2	5	1	1	1	-2	2	5	-2	5	2	3	5	0	5	5	5	5	5	62
Neb.	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	2	4	0	0	1	6
Nev.	3	5	2	4	5	5	2	3	3	1	2	-3	4	5	1	0	5	2	5	5	5	5	5	74
N.H.	5	4	5	5	5	5	5	5	5	2	0	5	5	5	3	5	5	5	5	5	5	5	5	104
N.J.	3	0	0	0	5	-1	1	2	-2	2	1	-1	3	0	1	1	0	0	2	5	5	1	2	30
N.M.	5	4	0	0	5	5	1	1	2	5	2	-3	5	5	5	3	5	0	5	5	0	5	5	70
N.Y.	3	4	5	5	5	4	3	5	3	5	3	0	5	5	4	4	5	2	5	5	0	5	5	90
N.C.	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	2	4	0	0	1	6
N.D.	5	4	5	5	2	5	1	1	1	-2	5	5	5	2	3	5	0	2	4	0	0	1	64	
Ohio	3	3	0	0	5	1	2	2	0	5	-1	-1	5	0	1	1	0	2	5	5	2	5	5	50
Okla.	5	4	0	0	2	5	1	1	1	-2	2	0	-2	5	2	3	5	0	5	-3	5	5	5	49
Ore.	3	0	0	0	2	5	1	2	-2	5	1	-2	5	0	2	1	0	0	2	4	0	4	2	35
Pa.	2	0	0	0	5	2	1	0	-2	0	-1	0	0	0	1	0	0	2	4	0	2	2	18	
R.I.	5	4	0	0	2	5	1	1	1	-2	2	0	-2	5	2	3	0	0	5	-3	5	5	5	44
S.C.	5	4	0	0	2	5	1	1	1	-2	2	0	-2	5	1	3	0	0	5	5	5	5	5	51
S.D.	5	4	0	0	2	5	1	1	2	-2	2	5	-2	5	5	3	5	5	5	5	5	2	5	68
Tenn.	5	4	0	0	2	5	1	1	1	-2	2	-1	-2	5	2	3	5	0	5	5	5	5	5	56
Tex.	5	5	0	0	5	5	5	5	5	5	5	0	5	5	2	4	5	5	5	5	5	5	5	96
Utah	5	5	5	5	2	1	1	1	1	-2	1	-3	-2	5	2	3	0	5	5	5	5	5	5	60
Vt.	0	0	0	0	2	1	1	0	1	0	2	0	0	5	0	3	1	0	0	0	0	0	1	17
Va.	1	0	0	0	5	-2	1	0	-3	0	-1	0	0	0	1	0	0	2	4	0	1	1	1	10
Wash.	5	4	5	5	5	5	5	5	5	5	2	-3	5	5	5	3	5	5	5	5	5	5	5	101
W. Va.	5	4	0	0	2	5	1	1	1	-2	2	0	-2	5	1	3	0	0	5	5	5	5	5	51
Wis.	2	0	0	0	5	5	2	1	-2	2	2	0	-2	5	2	2	0	2	3	3	0	1	2	35
Wyo.	5	4	0	0	2	5	1	1	1	-2	2	5	5	5	2	3	5	0	5	5	5	5	5	69
D.C.	3	4	0	0	2	5	3	1	5	-2	2	0	5	5	2	2	0	0	5	5	5	5	5	62

APPENDIX C (CONT)

Table III - Driving on Right Side of Roadway - Overtaking & Passing - Use of Roadway

	\$ 11-301(a)	\$ 11-301(a)1	\$ 11-301(a)2	\$ 11-301(a)3	\$ 11-301(a)4	\$ 11-301(b)	\$ 11-301(c)	\$ 11-302	\$ 11-303(a)	\$ 11-303(b)	\$ 11-304(a)1	\$ 11-304(a)2	\$ 11-304(b)1	\$ 11-305	\$ 11-306(a)	\$ 11-306(a)1	\$ 11-306(a)2	\$ 11-306(a)3	\$ 11-306(b)	
UVC	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Ala.	1	2	2	0	2	-2	0	3	1	1	5	3	5	0	3	1	2	0	0	0
Alaska	5	5	5	5	5	1	1	5	5	5	3	2	5	5	5	5	5	5	5	4
Ariz.	5	5	1	5	4	5	0	5	4	4	5	3	5	3	2	5	5	5	4	4
Ark.	5	5	1	5	4	0	0	5	5	5	3	5	3	2	3	3	5	5	4	4
Cal.	5	5	1	0	4	4	1	3	3	4	5	1	5	2	5	5	5	5	5	5
Colo.	5	5	5	5	4	5	3	5	5	5	1	5	5	2	2	5	5	5	4	4
Conn.	1	2	2	-2	2	2	0	5	1	4	3	1	5	1	2	2	5	0	4	4
Del.	5	5	5	5	4	5	3	5	5	5	1	3	1	2	2	5	5	5	4	4
Fla.	5	5	5	5	4	5	5	5	5	4	5	5	5	5	2	2	2	5	5	4
Ga.	5	5	1	5	4	5	3	5	5	5	3	5	5	3	2	2	5	5	4	4
Hawaii	5	5	5	5	5	5	5	5	5	5	3	5	5	5	5	5	5	5	5	5
Idaho	5	5	1	5	4	5	0	5	5	5	3	5	3	2	2	5	5	5	4	4
Ill.	5	5	5	5	4	5	5	3	4	5	3	5	5	2	5	5	0	3	3	3
Ind.	5	5	1	5	4	5	0	5	5	5	5	-2	3	3	2	2	5	5	4	4
Iowa	-3	0	0	0	0	0	0	1	5	5	5	-2	3	3	2	1	5	1	0	0
Kan.	5	5	5	5	4	5	3	5	5	5	3	2	5	2	2	5	5	4	4	4
Ky.	1	1	2	0	0	1	0	3	1	1	5	-2	3	3	0	0	0	0	0	0
La.	5	5	1	0	4	-2	3	5	4	5	5	2	3	2	2	2	5	5	4	4
Me.	0	0	0	0	0	1	0	1	1	5	3	5	3	5	2	2	2	5	4	4
Md.	5	5	5	5	4	-1	5	5	2	5	3	5	5	2	2	2	5	5	4	4
Mass.	1	1	2	0	0	-2	0	1	2	5	3	1	0	0	3	1	-1	0	0	0
Mich.	5	5	4	5	0	-2	3	3	-1	5	5	2	5	1	2	2	0	5	4	4
Minn.	5	5	1	5	4	0	0	5	5	5	3	5	3	2	1	2	1	4	4	4
Miss.	5	5	1	5	4	0	0	5	5	5	5	-2	3	3	2	2	5	1	0	0

APPENDIX C (CONT)

Table III - Continued

	\$ 11-307(a)	\$ 11-307(b)	\$ 11-307(c)	\$ 11-308(a)	\$ 11-308(b)	\$ 11-308(c)	\$ 11-309	\$ 11-309(a)	\$ 11-309(b)	\$ 11-309(c)	\$ 11-309(d)	\$ 11-310(a)	\$ 11-310(b)	\$ 11-310(c)	\$ 11-311	\$ 11-312	\$ 11-313	Total
UVC	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	180
Ala.	4	0	0	2	2	5	5	4	2	2	0	4	1	0	1	4	1	66
Alaska	4	4	3	5	4	5	5	5	5	5	5	4	2	5	5	3	3	153
Ariz.	4	0	0	2	2	5	5	5	2	2	0	5	1	0	0	0	0	95
Ark.	1	2	0	0	2	5	5	4	0	1	0	5	1	0	0	0	0	100
Cal.	2	1	1	5	5	5	5	5	5	5	5	5	5	5	3	5	1	143
Colo.	0	4	0	2	2	5	5	5	5	4	0	3	1	2	1	3	0	68
Conn.	2	0	0	2	1	2	2	5	0	4	0	3	1	2	1	3	0	135
Del.	4	5	0	2	2	5	5	5	2	3	5	5	2	5	4	5	1	155
Fla.	4	5	5	5	5	5	5	5	5	5	5	5	1	5	1	3	2	129
Ga.	4	0	0	2	2	5	5	5	5	5	5	5	5	5	5	5	5	177
Hawaii	4	5	5	5	5	5	5	5	5	5	5	5	5	5	1	5	1	123
Idaho	4	0	0	2	2	5	5	5	2	2	0	5	5	5	1	5	1	140
Ill.	4	-3	3	5	5	5	5	5	5	5	5	5	1	5	1	3	2	104
Ind.	2	0	0	2	2	5	2	5	2	1	0	4	1	5	1	4	1	53
Iowa	1	2	0	0	2	5	2	4	2	1	0	5	1	1	1	5	1	140
Kan.	4	5	5	5	5	5	2	4	2	5	0	5	1	5	1	1	0	37
Ky.	4	0	0	0	0	0	2	5	2	1	0	2	1	0	1	0	0	105
La.	4	5	0	2	2	5	5	5	0	1	0	5	1	5	1	3	1	81
Me.	0	0	0	0	2	5	5	4	5	2	5	5	2	1	1	4	1	145
Md.	4	5	2	2	2	5	5	5	5	5	5	5	5	5	4	3	2	33
Mass.	1	1	0	1	1	1	2	2	0	0	0	2	1	0	2	0	2	91
Mich.	2	0	0	2	2	5	5	5	1	2	0	5	2	0	1	4	2	99
Minn.	2	2	0	0	2	5	5	5	2	1	0	5	1	0	2	3	3	83
Miss.	1	2	0	0	2	5	2	5	2	1	0	5	1	0	1	0	2	58
Mo.	0	0	0	-0	0	0	2	5	2	2	0	-2	1	2	1	0	0	127
Mont.	4	5	0	2	2	5	5	5	2	2	0	5	4	5	1	5	1	53
Neb.	0	0	0	0	0	0	-2	1	0	0	0	4	1	0	1	3	2	81
Nev.	3	3	5	0	2	5	4	5	1	0	0	4	1	2	1	1	1	136
N.H.	1	1	1	2	2	5	5	5	5	5	5	5	5	5	5	5	0	51
N.J.	1	-3	1	2	2	0	2	5	1	-1	0	3	1	0	1	4	2	129
N.M.	4	5	5	2	2	5	5	5	2	2	0	5	1	1	1	5	5	134
N.Y.	0	2	3	0	2	4	5	5	5	3	3	5	5	5	5	2	1	56
N.C.	2	0	0	2	2	0	0	0	0	0	0	3	1	0	1	1	0	118
N.D.	4	5	0	2	2	5	5	5	2	2	0	5	2	5	1	5	1	84
Ohio	2	0	0	2	2	5	2	1	2	1	0	2	2	3	1	2	2	122
Okla.	4	5	0	2	2	5	5	5	2	2	0	5	2	2	1	5	1	43
Ore.	0	0	0	0	0	0	2	5	1	0	0	4	1	0	1	0	2	39
Pa.	1	1	0	0	0	0	0	0	0	0	0	4	1	0	3	0	2	104
R.I.	4	0	0	2	2	5	5	5	2	2	0	2	1	0	1	4	1	114
S.C.	4	0	0	2	2	5	5	5	2	2	0	5	5	5	1	5	1	92
S.D.	4	5	0	0	0	0	5	5	2	2	0	5	2	5	1	5	1	119
Tenn.	4	0	0	2	2	5	5	5	2	2	0	5	2	5	1	5	1	137
Tex.	4	5	4	2	2	5	5	4	5	2	5	1	5	5	3	4	1	117
Utah	4	0	0	5	5	5	5	5	2	1	0	5	1	5	-1	0	1	13
Vt.	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	56
Va.	0	1	1	2	2	5	2	5	1	-1	0	2	1	0	0	0	2	142
Wash.	2	5	0	2	2	5	5	5	5	2	0	5	1	4	1	5	1	114
W. Va.	4	0	0	2	2	5	5	5	2	2	0	5	1	0	1	2	1	78
Wis.	2	2	0	2	0	0	2	1	3	1	0	5	1	5	1	5	1	112
Wyo.	4	-3	0	2	2	5	5	5	2	2	0	5	1	5	1	5	1	99
D.C.	0	0	0	0	2	5	5	5	0	2	0	5	0	0	1	5	0	

APPENDIX C (CONT)

Table IV -- Right of Way

	\$ 11-401(a)	\$ 11-401(b)	\$ 11-402	\$ 11-403(a)	\$ 11-403(b)I	\$ 11-403(b)II	\$ 11-403(c)I	\$ 11-403(c)II	\$ 11-404	\$ 11-405(a)	\$ 11-405(a)1	\$ 11-405(b)	\$ 11-406	Total
UVC	5	5	5	5	5	5	5	5	5	5	5	5	5	65
Ala.	3	1	5	0	1	0	0	0	2	2	4	2	0	20
Alaska	3	3	4	5	2	3	4	3	2	-2	2	0	0	29
Ariz.	5	2	2	0	-1	3	4	0	2	3	5	5	0	30
Ark.	-3	2	1	5	1	3	1	3	2	-3	5	5	0	22
Cal.	-3	2	1	0	1	3	-1	0	4	2	4	3	0	16
Colo.	-3	2	5	0	1	3	2	3	2	-3	5	0	0	17
Conn.	2	1	2	0	2	-1	4	0	2	5	5	0	0	22
Del.	-3	5	5	4	2	3	1	0	2	5	5	5	0	34
Fla.	-3	1	5	5	4	5	4	3	3	-3	2	5	0	31
Ga.	-3	2	1	0	1	2	4	0	2	2	5	5	0	21
Hawaii	5	5	5	5	4	5	4	4	4	2	2	5	0	50
Idaho	5	5	2	5	1	3	1	3	2	5	5	5	0	42
Ill.	3	5	3	5	4	3	5	5	3	-2	1	5	0	40
Ind.	-3	2	1	2	1	0	1	1	2	-3	5	5	0	14
Iowa	3	2	2	0	2	2	2	2	2	-2	5	5	2	27
Kan.	-3	2	5	5	4	3	4	3	5	5	4	5	0	42
Ky.	-2	1	0	0	-1	0	2	0	2	2	2	1	0	7
La.	-3	2	2	5	3	2	2	3	3	5	5	5	0	34
Me.	1	1	0	0	-2	3	2	0	3	2	1	0	0	11
Md.	1	2	5	0	2	3	1	3	3	5	2	5	0	32
Mass.	-3	2	0	0	-3	-3	1	2	2	-3	-2	0	0	-7
Mich.	2	2	1	0	2	0	1	0	2	2	5	5	0	22
Minn.	2	3	5	0	1	2	2	1	2	2	5	5	0	30
Miss.	-3	2	1	1	1	0	-2	0	2	-3	5	5	0	9
Mo.	-3	1	3	5	4	5	3	5	3	-2	2	0	0	26
Mont.	5	2	1	0	1	3	-2	0	2	5	5	5	0	27
Neb.	-2	2	5	0	4	5	4	5	3	-3	5	5	0	33
Nev.	-3	3	1	0	1	3	1	3	2	5	4	0	0	20
N.H.	-3	2	5	5	4	3	4	3	2	-2	5	5	0	33
N.J.	-3	0	1	0	-3	-3	-3	-3	2	2	4	3	0	-3
N.M.	-3	2	1	5	4	3	4	3	2	3	5	5	0	34
N.Y.	-3	5	5	0	4	5	4	5	3	3	2	3	0	36
N.C.	-2	1	1	0	1	0	1	0	2	2	4	2	0	12
N.D.	2	5	2	5	3	3	4	3	2	-2	5	5	0	37
Ohio	2	2	2	0	2	2	1	0	3	2	5	3	0	24
Okla.	3	2	1	5	1	3	1	3	2	5	5	5	0	36
Ore.	2	2	1	0	-1	0	-1	0	2	-3	5	2	0	9
Pa.	3	4	2	0	0	-1	4	0	2	-3	4	2	0	17
R.I.	-3	2	1	5	4	5	3	5	2	3	5	5	0	37
S.C.	-3	2	1	0	1	3	2	0	2	-3	5	5	0	15
S.D.	3	1	1	5	3	5	1	1	3	1	4	5	3	36
Tenn.	-3	2	1	0	1	3	2	0	2	5	5	5	0	23
Tex.	1	2	5	5	4	3	4	3	3	5	5	5	0	45
Utah	-3	2	2	0	2	3	1	3	2	2	5	5	0	24
Vt.	1	1	0	0	2	0	2	0	0	-1	-1	0	0	4
Va.	3	1	2	0	0	0	-1	0	3	-3	3	2	0	10
Wash.	2	3	5	5	4	3	4	3	2	5	5	5	0	46
W. Va.	-3	2	1	0	2	3	0	0	2	3	5	5	0	20
Wis.	3	2	3	0	1	3	2	1	4	-3	4	3	2	25
Wyo.	-3	2	1	5	4	3	4	3	2	5	5	5	0	36
D.C.	-3	2	1	0	4	0	1	1	2	5	5	5	0	23

APPENDIX C (CONT)

Table V -- Pedestrians' Rights and Duties

	\$ 11-501(a)	\$ 11-501(b), (c)	\$ 11-502(a)	\$ 11-502(b)	\$ 11-502(c)	\$ 11-502(d)	\$ 11-503(a)	\$ 11-503(b)	\$ 11-503(c)	\$ 11-503(d)	\$ 11-504	\$ 11-505
UVC	5	5	5	5	5	5	5	5	5	5	5	5
Ala.	0	3	5	5	5	5	5	5	5	0	2	5
Alaska	4	3	5	5	0	5	4	2	3	5	4	0
Ariz.	0	3	5	5	5	5	5	5	5	0	3	2
Ark.	0	3	1	0	5	5	5	5	5	0	1	5
Cal.	3	0	1	5	0	5	3	3	2	0	1	0
Colo.	5	5	5	5	5	5	5	5	5	5	3	5
Conn.	0	0	0	0	0	0	0	0	1	0	0	0
Del.	0	3	5	5	5	5	5	5	5	5	4	5
Fla.	5	5	1	5	2	5	2	5	5	5	2	5
Ga.	0	3	5	5	5	5	1	5	5	0	2	5
Hawaii	5	5	5	5	5	5	5	5	5	5	4	5
Idaho	0	3	5	5	5	5	5	5	5	0	2	5
Ill.	5	5	5	0	0	5	5	5	0	0	1	5
Ind.	0	3	5	5	5	5	5	5	5	0	3	5
Iowa	0	3	1	0	5	0	4	5	0	0	1	5
Kan.	5	5	5	5	5	5	5	5	5	5	1	5
Ky.	0	3	1	0	5	5	5	5	5	0	1	5
La.	0	3	5	5	5	5	5	0	5	0	3	5
Me.	0	0	5	5	5	5	5	5	5	5	0	0
Md.	0	3	5	5	5	5	5	5	5	5	4	5
Mass.	0	0	1	2	0	1	1	0	2	0	2	2
Mich.	0	0	0	0	0	0	0	0	0	0	0	0
Minn.	4	3	5	5	0	5	5	5	5	0	2	5
Miss.	0	3	1	0	5	5	5	5	5	0	1	5
Mo.	0	0	0	0	0	0	0	0	0	0	0	0
Mont.	0	3	5	5	5	5	5	5	5	0	2	5
Neb.	5	5	5	5	5	5	5	5	5	5	2	0
Nev.	2	0	5	5	0	4	4	4	5	5	0	5
N.H.	0	3	5	5	5	3	5	5	5	5	4	5
N.J.	4	0	1	5	5	3	3	5	1	0	0	5
N.M.	0	3	5	5	5	5	5	5	5	0	2	5
N.Y.	3	3	5	5	5	5	5	5	0	5	1	5
N.C.	0	3	1	0	5	5	5	5	5	0	1	0
N.D.	0	3	5	5	5	5	5	5	5	0	3	5
Ohio	4	0	1	1	0	5	1	5	1	0	1	5
Okla.	0	3	5	5	5	5	5	5	5	0	3	5
Ore.	0	0	1	2	0	2	3	5	0	0	1	5
Pa.	0	0	-1	0	0	0	1	0	0	0	0	0
R.I.	0	3	5	5	5	5	5	5	5	0	2	5
S.C.	0	3	5	5	5	5	5	5	5	0	2	5
S.D.	0	0	-1	0	0	0	1	0	1	0	0	0
Tenn.	0	3	5	5	5	5	5	5	5	0	3	5
Tex.	0	3	5	5	5	5	5	5	5	5	4	5
Utah	0	3	5	5	5	5	5	5	5	5	3	5
Vt.	0	0	0	0	0	0	0	0	0	0	0	0
Va.	0	0	-1	2	0	2	0	0	1	0	0	0
Wash.	4	3	5	5	5	5	5	5	5	5	4	0
W. Va.	0	3	5	5	5	5	5	5	5	0	2	5
Wis.	0	0	1	5	0	3	3	0	0	0	0	0
Wyo.	0	3	5	5	5	5	5	5	5	0	3	5
D.C.	0	3	5	2	0	5	5	1	2	5	2	5

APPENDIX C (CONT)

Table V -- Continued

	\$ 11-506(a)	\$ 11-506(b)	\$ 11-506(c)	\$ 11-506(d)	\$ 11-507(a)	\$ 11-507(b)	\$ 11-507(c)	\$ 11-508	\$ 11-509	\$ 11-510	\$ 11-511	\$ 11-512	\$ 11-513	Total
UVC	5	5	5	5	5	5	5	5	5	5	5	5	5	125
Ala.	3	1	2	0	5	0	0	4	1	0	1	0	0	62
Alaska	3	1	2	0	2	1	0	5	1	0	1	3	0	59
Ariz.	3	1	2	0	5	0	0	5	1	0	2	0	0	62
Ark.	0	0	0	0	-1	0	0	5	0	0	1	0	0	40
Cal.	0	0	3	3	5	0	0	5	4	3	3	0	0	49
Colo.	0	0	2	0	-1	0	0	5	1	0	2	3	0	70
Conn.	0	0	0	0	-1	5	0	4	1	0	3	0	0	13
Del.	3	1	2	0	5	1	5	5	0	0	1	2	0	77
Fla.	3	2	0	0	2	1	5	5	1	3	2	0	5	76
Ga.	3	1	2	0	5	0	0	0	0	0	2	0	0	54
Hawaii	3	1	2	0	-1	5	5	5	4	0	1	0	0	84
Idaho	3	1	2	0	5	1	5	5	1	0	1	0	0	69
Ill.	3	1	2	2	5	3	5	5	4	0	2	2	0	70
Ind.	3	1	2	0	5	0	0	5	0	0	2	0	0	64
Iowa	0	0	2	0	-1	0	0	5	0	0	2	0	0	32
Kan.	3	1	2	0	5	1	5	5	1	0	2	0	0	81
Ky.	0	0	2	0	-1	0	0	0	0	0	2	0	0	38
La.	3	1	2	0	5	1	0	5	0	0	1	0	0	59
Me.	3	1	2	0	-1	4	0	0	1	0	1	0	0	51
Md.	3	2	3	0	5	1	0	5	4	3	1	0	0	79
Mass.	3	3	0	0	2	5	0	0	0	0	2	0	3	29
Mich.	3	0	2	0	0	0	0	1	0	0	2	0	0	8
Minn.	3	0	2	2	-1	0	0	2	0	0	1	0	0	53
Miss.	0	0	0	0	0	0	0	5	0	0	1	0	0	41
Mo.	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Mont.	3	1	2	0	5	1	5	0	1	0	2	2	0	67
Neb.	0	0	0	0	5	5	5	4	4	0	2	0	0	77
Nev.	3	0	2	0	-1	1	0	5	0	0	2	3	0	54
N.H.	3	1	2	0	5	1	5	0	1	0	2	0	0	70
N.J.	3	1	3	0	-1	2	0	2	4	0	1	0	0	47
N.M.	3	1	2	0	5	1	5	5	1	0	2	0	0	70
N.Y.	3	1	2	2	5	2	5	5	4	0	1	0	0	77
N.C.	0	0	3	2	3	5	0	4	0	0	1	0	0	48
N.D.	3	1	2	0	-1	2	5	0	1	0	2	0	0	61
Ohio	3	0	1	1	4	0	0	5	0	0	3	0	0	41
Okla.	3	1	2	2	5	2	0	5	1	0	2	0	0	69
Ore.	0	0	2	0	-1	0	0	4	0	0	2	0	0	26
Pa.	0	0	0	0	3	2	5	4	0	0	1	0	0	15
R.I.	3	1	2	0	5	0	0	5	1	0	2	0	0	64
S.C.	3	1	2	0	5	0	0	5	1	0	2	0	0	64
S.D.	0	1	2	0	0	0	0	4	0	0	2	0	0	10
Tenn.	3	1	2	0	5	1	5	0	1	0	2	0	0	66
Tex.	3	1	2	0	5	2	0	5	4	0	1	0	0	75
Utah	3	1	2	0	4	1	5	5	1	0	2	0	0	75
Vt.	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Va.	2	3	3	0	-1	0	0	4	1	0	1	0	0	17
Wash.	3	1	2	2	-1	1	5	5	1	0	1	0	0	71
W. Va.	3	1	2	0	5	0	0	0	1	0	1	0	0	58
Wis.	0	0	2	2	-1	0	0	4	4	0	2	0	0	25
Wyo.	3	1	2	0	-1	2	5	0	1	0	1	0	0	60
D.C.	3	1	2	0	1	0	0	5	4	0	0	0	0	51

APPENDIX C (CONT)

Table VI -- Turning and Starting and Signals on Stopping and Turning

	\$ 11-601(a)	\$ 11-601(b)	\$ 11-601(c)	\$ 11-602(a)	\$ 11-602(b)	\$ 11-603	\$ 11-604(a)	\$ 11-604(b)	\$ 11-604(c)	\$ 11-604(d)	\$ 11-605(a)	\$ 11-605(b)	\$ 11-606	Total
UVC	5	5	5	5	5	5	5	5	5	5	5	5	5	65
Ala.	4	2	3	0	5	5	1	4	5	0	4	1	5	39
Alaska	4	2	3	0	5	5	1	3	2	5	4	5	5	44
Ariz.	4	2	3	0	5	5	1	4	5	0	4	1	5	39
Ark.	4	1	0	0	5	5	1	4	5	0	5	5	5	40
Cal.	1	1	3	0	1	3	1	4	4	0	2	2	4	26
Colo.	4	2	3	0	2	5	3	2	5	4	5	5	5	45
Conn.	2	1	3	0	5	2	3	4	5	2	2	4	3	36
Del.	4	2	3	0	5	5	3	4	5	3	4	5	5	48
Fla.	4	3	3	5	5	5	1	4	5	2	5	5	5	52
Ga.	4	2	3	0	1	5	1	4	5	0	4	3	5	37
Hawaii	4	3	3	0	5	5	3	4	5	4	5	5	5	51
Idaho	4	2	3	0	5	5	1	4	5	0	4	5	5	43
Ill.	4	3	3	0	5	5	3	2	5	2	2	0	5	39
Ind.	4	1	3	0	2	5	1	2	5	0	4	2	5	34
Iowa	4	1	3	0	5	5	1	2	5	0	1	0	1	28
Kan.	4	3	3	0	5	5	3	4	5	2	5	5	5	49
Ky.	-1	1	0	0	5	2	1	4	5	0	2	1	5	25
La.	4	2	2	0	5	5	2	1	5	4	5	1	2	38
Me.	4	2	3	0	5	3	1	4	5	0	4	1	5	37
Md.	4	2	3	3	5	2	1	4	5	4	5	5	5	48
Mass.	1	1	0	0	-1	1	1	0	1	0	2	0	3	9
Mich.	4	1	3	0	0	2	2	0	1	0	2	2	-3	14
Minn.	4	2	3	0	1	5	1	4	2	0	2	1	4	29
Miss.	4	1	3	0	5	5	1	1	5	0	2	1	2	30
Mo.	4	1	3	5	2	0	3	0	1	0	2	2	1	24
Mont.	4	2	3	0	5	5	1	4	5	0	5	5	5	44
Neb.	4	3	3	0	0	0	1	1	2	0	2	1	5	22
Nev.	4	2	0	0	5	1	1	4	3	0	5	1	4	30
N.H.	4	2	3	0	5	5	3	4	5	4	4	5	5	49
N.J.	4	2	2	0	2	1	1	4	1	0	2	1	4	24
N.M.	4	2	3	0	1	5	1	4	5	0	4	5	5	39
N.Y.	4	2	3	0	5	5	3	4	5	3	5	2	5	46
N.C.	1	-3	1	0	0	2	1	1	1	0	2	1	2	9
N.D.	4	2	3	0	5	5	1	4	5	0	4	5	5	43
Ohio	4	2	3	0	5	5	1	1	1	0	4	5	5	36
Okla.	4	2	3	0	5	5	1	4	5	0	5	5	5	44
Ore.	1	1	3	0	1	2	1	3	1	0	2	2	5	22
Pa.	1	1	1	0	0	2	2	2	1	2	-2	0	3	13
R.I.	4	2	3	0	5	5	1	4	5	0	5	5	5	44
S.C.	4	2	3	0	5	5	1	4	5	0	5	1	5	40
S.D.	1	3	1	0	5	2	1	0	5	3	2	1	5	29
Tenn.	4	2	3	0	5	2	1	1	5	2	4	5	3	37
Tex.	4	3	3	0	5	5	3	4	5	3	5	5	5	50
Utah	4	2	3	0	5	5	3	1	5	0	2	5	5	40
Vt.	-1	-3	0	0	0	0	2	1	1	0	4	0	-3	1
Va.	4	2	3	0	2	2	1	1	1	2	2	1	3	24
Wash.	4	3	3	0	2	5	3	4	5	4	5	5	5	48
W. Va.	4	2	3	0	5	5	1	4	5	0	4	1	5	39
Wis.	5	4	3	0	1	2	1	3	5	0	2	1	5	32
Wyo.	4	2	3	0	5	5	1	4	5	0	4	5	5	43
D.C.	4	1	3	5	5	5	1	4	5	0	4	5	5	47

APPENDIX C (CONT)

Table VII -- Special Stops Required

	\$ 11-701(a)	\$ 11-701(b)	\$ 11-702	\$ 11-703(a)	\$ 11-703(b)	\$ 11-703(c)	\$ 11-704	\$ 11-705	\$ 11-706(a)(1)	\$ 11-706(a)(2)	\$ 11-706(a)(3)	\$ 11-706(b)	\$ 11-706(c)	\$ 11-706(d)	Total
UVC	5	5	5	5	5	5	5	5	5	5	5	5	5	5	70
Ala.	1	0	1	0	0	0	2	2	5	0	1	0	0	0	12
Alaska	4	5	2	5	1	1	5	2	5	5	5	2	3	5	50
Ariz.	5	5	5	5	1	1	2	2	5	0	2	2	5	5	45
Ark.	5	5	2	5	1	1	5	2	5	0	1	-2	5	1	36
Cal.	2	2	1	5	2	2	0	0	5	5	2	3	2	3	34
Colo.	5	5	2	5	2	1	2	2	5	5	2	3	2	3	39
Conn.	1	0	1	1	0	2	0	2	0	2	2	-2	2	3	17
Del.	4	5	5	5	1	1	5	1	5	5	5	2	5	2	51
Fla.	5	0	1	5	1	1	5	5	5	2	2	0	2	1	35
Ga.	4	0	5	5	1	1	2	2	5	0	2	-1	2	5	33
Hawaii	5	5	3	5	1	1	0	3	5	5	5	2	5	5	50
Idaho	5	5	5	5	1	1	5	2	0	1	2	-2	5	-1	34
Ill.	4	0	0	5	1	2	2	4	5	5	5	-2	5	2	38
Ind.	4	0	2	3	1	1	2	2	5	0	1	2	1	1	25
Iowa	1	0	2	2	1	1	2	1	5	-3	2	2	0	-1	15
Kan.	5	5	5	5	1	2	5	5	5	2	5	0	5	4	54
Ky.	1	0	1	2	2	1	0	0	5	0	1	-1	1	2	15
La.	4	5	3	1	1	1	2	1	0	2	5	-1	2	5	31
Me.	1	2	1	1	3	2	0	0	5	0	2	-2	5	2	22
Md.	5	0	5	5	0	1	5	1	0	5	2	-2	5	5	37
Mass.	1	0	0	1	0	1	0	1	5	5	5	0	5	1	25
Mich.	1	0	1	3	1	1	2	1	5	5	2	-2	2	1	23
Minn.	1	0	2	1	1	1	2	2	5	5	2	-2	5	1	26
Miss.	1	0	2	2	1	1	2	2	5	0	1	0	1	0	18
Mo.	0	0	0	2	1	2	0	0	5	2	2	-1	5	-1	17
Mont.	5	5	3	5	1	1	5	2	5	5	2	2	5	5	51
Neb.	1	0	1	2	1	2	0	0	0	-3	2	0	0	2	8
Nev.	1	5	2	5	2	1	5	0	5	5	2	1	1	3	38
N.H.	5	5	3	5	1	1	5	2	5	0	2	2	5	0	41
N.J.	5	5	0	5	0	1	2	1	5	0	1	2	3	1	31
N.M.	5	5	5	5	2	1	5	2	5	2	5	-1	2	5	48
N.Y.	2	5	2	5	1	1	2	1	5	2	2	2	2	0	32
N.C.	1	0	2	3	4	1	0	0	5	1	2	-1	1	1	20
N.D.	4	5	3	5	1	1	2	2	5	5	5	2	5	5	50
Ohio	1	0	1	1	2	1	2	1	5	0	2	0	2	1	19
Okla.	5	5	0	5	1	1	0	2	5	0	-3	2	5	5	33
Ore.	1	0	2	2	2	1	2	1	5	2	2	-1	2	-1	20
Pa.	1	0	0	1	2	2	0	0	5	0	1	2	5	1	20
R.I.	5	5	5	5	1	1	5	2	0	5	2	0	5	2	43
S.C.	0	0	1	5	1	-1	0	2	5	0	2	0	2	4	21
S.D.	2	0	5	1	1	1	1	5	5	5	5	2	5	5	43
Tenn.	5	5	5	5	1	1	2	2	5	0	5	2	2	5	45
Tex.	4	0	3	2	3	1	5	2	5	5	5	-1	0	5	39
Utah	4	5	2	3	2	2	5	2	5	5	2	1	2	2	42
Vt.	1	0	2	2	1	1	0	0	5	5	2	2	3	0	19
Va.	2	5	0	3	1	1	2	1	5	0	1	-2	1	2	22
Wash.	5	5	3	5	1	1	5	2	5	5	5	3	2	3	50
W. Va.	5	5	5	5	1	1	5	2	5	2	5	-1	3	5	48
Wis.	1	5	1	5	0	1	0	1	5	5	2	-2	5	2	31
Wyo.	5	5	5	5	1	-1	5	2	0	5	5	-1	5	5	46
D.C.	5	0	0	0	0	0	0	2	0	5	2	-2	2	2	16

APPENDIX C (CONT)

Table VIII -- Speed Restrictions

	\$ 11-801	\$ 11-801.1I	\$ 11-801.1II	\$ 11-801.1III	\$ 11-802	\$ 11-803	\$ 11-804(a)	\$ 11-804(b)	\$ 11-805	\$ 11-806(a)	\$ 11-806(b)	\$ 11-806(c)-(e)	\$ 11-807(a)	\$ 11-807(b)	\$ 11-808	Total
UVC	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	75
Ala.	2	-1	1	0	3	1	2	3	3	0	0	2	2	0	0	18
Alaska	3	3	0	0	1	1	5	3	2	2	2	2	0	0	1	25
Ariz.	3	-2	2	5	5	5	2	2	5	0	5	4	3	5	5	49
Ark.	3	-1	5	0	1	1	5	2	5	5	5	4	3	3	1	42
Cal.	2	-1	2	0	1	2	3	3	0	2	2	2	3	0	2	23
Colo.	3	-2	1	0	2	1	5	2	0	0	0	4	3	3	3	25
Conn.	2	-1	0	0	-1	1	4	0	0	0	0	0	0	0	2	7
Del.	3	5	2	0	5	1	5	2	5	5	1	4	2	0	2	42
Fla.	3	5	2	5	1	1	4	1	5	0	0	0	0	0	5	32
Ga.	3	5	2	5	1	1	2	0	5	0	0	4	3	0	2	33
Hawaii	3	2	0	0	1	1	0	1	0	0	0	0	0	0	5	13
Idaho	3	-2	5	5	3	3	2	2	5	0	1	4	3	3	5	42
Ill.	3	5	5	0	1	3	5	5	0	0	1	4	2	3	1	38
Ind.	3	5	5	0	5	3	2	5	0	0	0	4	3	3	1	39
Iowa	2	5	1	5	2	1	2	0	0	2	0	2	3	3	2	30
Kan.	3	5	1	5	3	1	5	2	0	0	0	4	2	3	5	39
Ky.	1	5	2	5	1	1	4	0	1	0	0	0	2	0	2	24
La.	1	5	0	0	3	1	2	4	0	2	0	0	0	0	0	18
Me.	1	5	2	0	-1	1	5	3	5	2	0	0	2	0	0	25
Md.	3	5	1	0	1	3	2	2	0	5	0	2	5	0	2	31
Mass.	2	-2	2	0	1	1	0	0	0	0	1	0	0	0	2	7
Mich.	1	-1	2	5	1	1	2	3	2	2	0	4	3	3	2	30
Minn.	3	-1	5	5	2	1	2	3	0	0	0	4	3	3	0	30
Miss.	1	5	0	0	1	1	0	0	0	0	0	4	3	0	0	15
Mo.	1	5	0	5	1	1	2	0	0	0	0	0	0	2	0	17
Mont.	2	5	5	5	3	3	2	2	5	3	5	4	3	0	2	49
Neb.	3	-1	1	5	1	1	2	3	0	0	0	3	2	0	2	22
Nev.	1	2	0	0	1	1	5	5	0	0	5	4	0	0	0	24
N.H.	2	-1	3	0	2	3	5	1	5	5	5	4	2	3	2	41
N.J.	1	-2	2	0	3	1	4	0	0	0	0	0	2	0	2	13
N.M.	1	5	2	5	3	1	5	2	5	0	3	4	3	3	5	47
N.Y.	2	5	0	0	1	1	5	2	0	0	0	2	0	0	2	20
N.C.	2	5	1	0	1	2	1	4	0	2	0	0	0	2	1	21
N.D.	1	5	2	5	1	1	5	1	0	0	0	4	2	0	0	27
Ohio	1	-2	1	5	2	1	-3	2	0	0	0	4	2	0	1	20
Okla.	2	5	0	5	3	3	5	2	1	0	3	4	5	5	0	43
Ore.	1	-1	2	0	1	1	1	0	0	0	2	4	3	0	2	16
Pa.	1	5	2	0	1	1	2	0	0	2	0	3	2	0	2	21
R.I.	3	-2	2	5	3	2	2	0	5	0	5	4	0	3	1	33
S.C.	3	5	5	5	5	5	5	5	5	5	5	4	3	0	2	62
S.D.	1	5	5	5	1	1	5	2	0	2	5	3	2	0	5	42
Tenn.	0	5	0	5	1	1	5	2	1	0	5	4	3	0	2	34
Tex.	3	-2	5	5	1	1	5	5	5	2	5	3	2	0	5	45
Utah	3	-2	2	5	2	1	2	2	0	0	0	4	3	3	2	27
Vt.	0	5	0	0	2	1	0	0	0	0	1	1	0	0	2	12
Va.	1	5	2	0	1	1	5	3	0	2	0	4	0	0	1	25
Wash.	3	2	0	0	1	3	3	5	0	0	3	3	5	5	1	34
W. Va.	3	5	2	0	3	2	5	2	0	0	3	4	3	3	2	37
Wis.	3	5	1	5	1	1	5	0	0	0	2	0	0	0	2	25
Wyo.	1	5	5	0	5	4	5	2	5	0	5	4	5	5	2	53
D.C.	3	5	2	0	2	0	5	0	0	0	0	0	0	0	0	17

APPENDIX C (CONT)

Table IX -- Serious Traffic Offenses

	\$ 11-901(a)	\$ 11-902(a)1	\$ 11-902(a)2	\$ 11-902(a)3	\$ 11-902(a)4	\$ 11-902(b)	\$ 11-902.1(b)III	\$ 11-903(a)	\$ 11-904(a)	Total
UVC	5	5	5	5	5	5	5	5	5	45
Ala.	1	0	1	1	0	0	5	0	0	8
Alaska	1	0	2	1	0	0	5	0	2	11
Ariz.	5	0	3	5	0	3	1	2	0	19
Ark.	3	0	3	5	0	3	5	1	0	20
Cal.	4	0	2	3	3	0	5	2	0	19
Colo.	2	0	4	5	0	3	5	1	5	25
Conn.	2	0	2	3	3	0	5	0	0	15
Del.	2	3	2	3	3	0	5	0	3	21
Fla.	2	0	1	1	0	0	5	1	2	12
Ga.	0	0	3	5	0	3	5	0	0	16
Hawaii	1	0	3	4	0	3	5	2	0	18
Idaho	1	0	3	5	4	3	4	2	0	22
Ill.	5	0	3	5	0	3	5	0	3	24
Ind.	1	0	3	1	0	-1	5	1	0	10
Iowa	3	0	1	3	3	-2	4	0	0	12
Kan.	2	0	3	5	0	3	4	2	5	24
Ky.	-1	0	3	3	0	0	5	2	0	12
La.	2	0	2	1	0	0	5	0	0	10
Me.	2	0	2	3	0	0	5	2	0	14
Md.	2	0	5	5	0	1	5	1	5	24
Mass.	1	0	1	1	2	0	1	0	2	8
Mich.	2	0	2	1	0	0	5	1	3	14
Minn.	2	4	3	1	1	0	4	1	0	16
Miss.	3	0	3	2	0	0	4	0	0	12
Mo.	-1	0	1	4	0	3	1	0	0	8
Mont.	5	0	1	5	0	3	5	0	0	19
Neb.	2	4	3	3	0	0	5	2	0	19
Nevada	3	0	2	1	0	3	5	0	0	14
N.H.	2	0	1	1	0	0	5	1	0	10
N.J.	1	0	3	1	0	0	5	1	2	13
N.M.	2	0	3	5	0	3	5	2	0	20
N.Y.	1	2	3	1	0	0	4	2	0	13
N.C.	1	0	2	4	0	0	4	0	0	11
N.D.	1	0	2	1	0	0	5	1	0	10
Ohio	1	0	4	1	0	0	5	4	2	17
Okla.	1	0	2	2	0	3	1	1	0	10
Ore.	2	1	2	1	0	0	5	1	3	15
Pa.	1	0	2	1	0	0	5	0	0	9
R.I.	2	0	1	1	0	0	5	1	2	12
S.C.	3	0	3	2	0	0	5	1	2	16
S.D.	1	0	2	3	0	3	5	1	3	18
Tenn.	3	0	1	1	0	3	5	0	0	13
Tex.	2	0	1	5	0	3	4	4	5	24
Utah	5	0	3	5	0	3	5	1	3	25
Vt.	1	0	3	4	0	3	5	1	2	19
Va.	1	0	3	1	0	0	5	0	2	12
Wash.	2	0	3	5	0	3	5	1	3	22
W. Va.	5	0	2	5	0	3	5	1	0	21
Wis.	2	0	2	1	0	0	1	1	2	9
Wyo.	5	0	1	4	0	3	1	1	0	15
D.C.	1	0	2	1	0	0	1	1	0	6

APPENDIX C (CONT)

Table X -- Stopping, Standing and Parking

	\$ 11-1001(a)	\$ 11-1001(b)	\$ 11-1002(a)	\$ 11-1002(b)	\$ 11-1002(c)	\$ 11-1003	\$ 11-1004(a)	\$ 11-1004(b)	\$ 11-1004(d)	Total
UVC	5	5	5	5	5	5	5	5	5	45
Ala.	2	1	3	0	0	1	0	0	0	7
Alaska	1	2	4	2	3	4	3	1	4	26
Ariz.	4	1	4	5	5	1	1	1	4	18
Ark.	4	2	4	1	0	1	1	1	4	19
Cal.	2	2	2	2	3	1	1	2	4	18
Colo.	1	2	2	2	0	1	3	3	4	12
Conn.	1	2	1	2	1	1	1	0	3	12
Del.	1	2	3	2	3	1	3	3	0	22
Fla.	4	2	4	2	0	4	3	1	4	20
Ga.	4	2	4	2	1	1	1	1	4	24
Hawaii	0	0	0	0	0	0	0	0	4	4
Idaho	4	2	4	1	0	1	1	1	4	18
Ill.	4	2	3	2	5	1	1	3	4	25
Ind.	4	2	3	1	0	1	1	0	4	16
Iowa	2	2	4	1	0	1	1	1	0	12
Kan.	2	2	4	2	5	4	2	3	4	28
Ky.	2	2	4	2	0	1	0	0	0	11
La.	4	2	4	1	0	1	1	0	4	17
Me.	2	2	3	2	1	0	0	0	0	10
Md.	4	2	0	1	1	4	3	3	4	22
Mass.	1	1	2	2	1	1	2	0	0	10
Mich.	2	1	2	2	0	1	1	1	3	13
Minn.	2	2	4	2	0	1	1	1	0	13
Miss.	2	2	4	1	0	1	1	0	0	11
Mo.	0	0	0	0	0	0	2	0	0	2
Mont.	4	2	4	1	0	1	1	1	4	18
Neb.	2	2	3	0	0	1	0	0	4	18
Nev.	4	2	3	2	0	1	1	1	4	20
N.H.	4	2	1	0	1	4	1	3	4	20
N.J.	2	1	2	2	1	1	1	1	0	11
N.M.	4	2	4	1	0	1	1	1	4	18
N.Y.	4	2	3	2	0	3	3	2	2	21
N.C.	2	2	3	0	0	1	0	0	0	8
N.D.	2	2	4	1	0	1	1	1	4	16
Ohio	4	2	4	2	0	1	1	1	0	15
Okla.	4	2	4	1	0	1	1	1	4	18
Ore.	2	2	3	0	0	1	0	0	0	8
Pa.	3	2	3	0	1	1	2	0	0	12
R.I.	4	0	4	1	1	1	1	1	4	17
S.C.	4	2	4	1	0	1	1	1	4	18
S.D.	2	2	3	1	5	4	3	3	4	27
Tenn.	4	2	3	2	0	1	1	1	3	17
Tex.	4	2	4	2	3	4	2	2	4	27
Utah	4	2	4	1	0	1	1	1	4	18
Vt.	1	1	2	2	0	1	0	0	0	7
Va.	1	1	2	2	1	1	1	1	2	12
Wash.	1	2	4	1	0	4	3	3	4	22
W. Va.	4	2	4	1	0	1	1	1	4	18
Wis.	2	2	2	2	0	2	3	2	4	19
Wyo.	4	2	4	1	0	1	1	1	4	18
D.C.	0	0	2	2	0	2	3	1	0	10

APPENDIX C (CONT)

Table XI -- Miscellaneous Rules

	\$ 11-1101	\$ 11-1102(a)	\$ 11-1102(b)	\$ 11-1103	\$ 11-1104(a)	\$ 11-1104(b)	\$ 11-1105	\$ 11-1106	\$ 11-1107	\$ 11-1108	\$ 11-1109	\$ 11-1110	\$ 11-1111(a)	\$ 11-1111(b)	\$ 11-1111(c)	\$ 11-1112	\$ 11-1113(a)	\$ 11-1113(b)	Total	
UVC	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	90
Ala.	4	0	0	0	5	5	0	0	2	2	1	5	5	5	5	0	0	0	0	39
Alaska	2	5	5	0	1	5	5	2	0	4	3	3	0	0	5	0	1	1	1	42
Ariz.	0	2	0	0	5	5	0	0	3	4	3	5	5	5	5	0	0	0	0	42
Ark.	2	0	0	0	5	5	2	5	2	4	3	5	5	5	5	0	0	0	0	48
Cal.	1	1	0	5	2	1	4	1	5	2	1	3	3	3	0	0	2	3	3	37
Colo.	2	5	5	0	5	5	5	5	2	4	3	3	5	4	5	0	3	2	2	63
Conn.	1	2	0	5	1	0	0	5	0	1	2	5	2	0	0	0	5	3	3	32
Del.	4	5	5	0	5	5	5	5	0	4	5	2	5	5	5	0	0	0	0	60
Fla.	2	5	5	5	5	5	2	5	0	4	3	5	2	5	5	4	0	0	0	62
Ga.	0	2	0	0	5	2	0	0	3	1	3	5	4	4	5	0	0	0	0	34
Hawaii	5	5	5	5	5	5	5	5	0	4	3	5	0	0	0	0	0	0	0	52
Idaho	4	2	0	0	5	5	0	0	2	4	3	5	5	5	0	1	2	2	2	48
Ill.	2	5	3	2	2	5	4	5	2	4	3	5	4	4	5	0	3	1	1	59
Ind.	2	0	0	0	5	5	0	0	0	4	3	5	5	5	5	0	3	2	2	44
Iowa	1	2	0	0	5	5	0	0	0	4	3	5	4	0	0	0	3	2	2	34
Kan.	4	5	5	0	5	5	5	5	0	4	3	5	5	5	5	0	0	0	0	61
Ky.	2	0	0	0	2	2	0	0	2	4	1	5	4	0	5	0	0	0	0	27
La.	4	2	2	0	5	2	2	5	0	2	2	5	2	0	0	0	0	0	0	33
Me.	1	0	0	0	5	0	5	2	0	2	1	5	3	3	0	0	5	1	1	33
Md.	4	5	5	5	2	5	5	5	0	4	2	5	5	5	5	0	0	0	0	62
Mass.	1	2	0	5	1	0	0	2	0	0	2	3	1	0	0	3	5	1	1	26
Mich.	1	0	0	0	2	5	0	0	0	4	5	5	4	5	5	0	3	2	2	41
Minn.	1	0	5	0	5	5	0	0	2	4	3	5	4	5	5	0	1	1	1	46
Miss.	2	0	0	0	5	5	0	0	2	4	3	5	5	5	5	0	0	0	0	41
Mo.	1	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	6
Mont.	1	2	0	0	5	5	2	5	3	2	3	5	5	5	5	0	5	5	5	58
Neb.	1	0	0	0	0	0	0	0	2	2	2	0	3	0	0	0	1	2	1	13
Nev.	2	5	0	2	5	5	0	5	3	4	3	5	5	5	5	0	0	0	0	54
N.H.	4	5	5	0	5	5	5	5	2	4	3	5	1	0	0	0	3	1	1	53
N.J.	1	1	0	2	1	0	0	0	2	2	2	0	2	0	0	3	0	0	0	16
N.M.	3	2	5	0	5	5	5	3	2	1	3	5	5	5	5	0	5	1	1	60
N.Y.	2	5	5	0	2	5	5	3	2	2	3	5	5	3	5	0	3	2	2	57
N.C.	1	0	0	0	1	0	0	0	2	2	3	1	0	0	0	0	0	0	0	10
N.D.	1	2	0	0	5	5	2	0	2	4	3	5	4	5	5	0	2	1	1	46
Ohio	0	1	2	0	2	0	0	0	0	0	2	5	3	2	2	0	3	2	2	24
Okla.	1	1	1	1	5	5	2	0	3	4	3	5	5	5	5	0	0	0	0	44
Ore.	1	0	0	0	2	5	0	1	2	2	2	4	3	0	0	0	1	2	2	25
Pa.	1	0	0	0	1	0	0	1	3	2	4	3	1	0	0	0	2	3	2	21
R.I.	4	2	2	0	5	5	0	3	0	4	3	5	5	0	0	0	1	3	3	42
S.C.	4	2	0	0	5	5	0	0	4	3	5	0	0	0	0	0	0	0	0	28
S.D.	1	5	5	5	5	5	5	5	2	2	2	5	0	0	0	0	1	2	2	50
Tenn.	2	2	0	0	5	5	0	0	2	4	2	5	5	5	5	0	0	0	0	42
Tex.	5	5	5	5	5	5	5	5	2	5	3	5	5	5	5	0	0	0	0	70
Utah	2	2	0	0	5	5	0	0	2	4	3	2	3	3	3	0	3	5	4	42
Vt.	1	1	0	0	1	0	0	2	0	0	2	3	2	0	0	0	5	2	2	19
Va.	1	1	0	2	2	0	0	3	0	2	4	3	3	5	5	0	0	0	0	31
Wash.	4	5	5	0	5	5	4	2	0	4	3	5	5	5	5	0	1	2	2	60
W. Va.	4	2	0	0	2	5	0	0	2	4	3	5	5	5	5	0	0	0	0	42
Wis.	0	1	0	5	2	5	0	1	0	0	2	5	3	0	0	0	1	1	1	26
Wyo.	4	2	0	0	5	5	0	0	2	4	3	5	5	5	5	0	0	0	0	45
D.C.	4	2	0	5	5	5	2	0	0	4	3	5	4	4	4	4	0	0	0	51

APPENDIX C (CONT)

Table XII -- Operation of Bicycles and Play Vehicles

	\$ 11-1201(a)	\$ 11-1201(b)	\$ 11-1201(c)	\$ 11-1202	\$ 11-1203(a)	\$ 11-1203(b)	\$ 11-1204	\$ 11-1205(a)	\$ 11-1205(b)	\$ 11-1205(c)	\$ 11-1206	\$ 11-1207(a)	\$ 11-1207(b)	\$ 11-1207(c)	Total
UVC	5	5	5	5	5	5	5	5	5	5	5	5	5	5	70
Ala.	5	5	5	5	5	5	5	5	5	5	5	4	0	2	61
Alaska	0	5	3	4	5	2	3	5	5	2	5	4	1	5	48
Ariz.	0	5	5	5	5	0	5	5	5	0	0	2	0	0	4
Ark.	0	0	0	2	0	0	0	0	0	0	5	2	0	2	30
Cal.	0	0	0	5	5	5	5	5	5	5	0	4	5	5	46
Colo.	0	0	0	2	5	5	5	5	5	5	0	4	5	5	29
Conn.	0	4	0	1	0	0	3	5	5	5	0	2	2	2	59
Del.	0	5	5	5	5	5	5	5	5	5	5	2	2	0	51
Fla.	2	5	4	5	5	5	5	5	5	5	0	0	0	0	0
Ga.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hawaii	5	5	5	5	5	0	5	5	5	5	5	4	5	5	64
Idaho	5	5	5	5	5	5	5	5	5	5	5	4	5	5	69
Ill.	0	5	0	2	0	0	0	0	0	0	0	2	5	5	19
Ind.	5	5	5	2	3	5	4	0	5	0	2	2	5	5	48
Iowa	0	0	0	2	0	0	0	0	0	0	0	2	1	0	5
Kan.	5	0	0	2	5	5	5	5	5	5	5	2	0	5	49
Ky.	0	0	0	1	0	0	0	0	0	0	0	1	3	0	5
La.	0	0	5	5	5	5	2	5	5	5	3	2	0	5	47
Me.	2	0	0	5	3	5	4	2	0	0	0	2	0	2	25
Md.	5	5	5	5	5	0	5	5	5	5	5	4	5	5	64
Mass.	2	0	0	-1	3	5	2	0	1	0	0	2	3	2	19
Mich.	5	5	5	5	5	5	5	5	5	5	2	4	5	5	66
Minn.	0	0	0	5	5	5	5	5	5	5	5	4	0	5	49
Miss.	0	0	0	2	0	0	0	0	0	0	0	2	1	0	5
Mo.	0	0	0	1	0	0	-2	0	0	0	0	0	0	0	-1
Mont.	3	0	5	5	5	0	5	5	5	5	5	4	5	5	52
Neb.	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Nev.	5	5	5	5	5	5	5	5	5	5	5	4	5	5	69
N.H.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
N.J.	0	0	5	2	5	5	5	5	1	5	2	1	5	5	46
N.M.	5	3	5	5	5	5	5	5	5	5	5	4	5	5	67
N.Y.	0	5	4	5	5	5	5	5	5	5	5	4	5	5	63
N.C.	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
N.D.	0	0	0	2	5	5	5	5	5	5	5	2	0	0	39
Ohio	0	0	5	2	3	5	5	0	5	0	0	1	3	0	29
Okla.	5	5	5	5	5	5	5	5	5	5	5	4	0	5	64
Ore.	0	0	0	2	0	0	0	0	0	0	0	4	1	0	7
Pa.	0	0	0	-3	0	0	3	0	0	0	0	2	0	0	2
R.I.	5	5	5	5	5	5	5	5	5	5	5	4	5	5	69
S.C.	3	0	5	5	5	5	5	5	5	5	5	4	5	5	62
S.D.	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
Tenn.	5	5	5	5	5	5	4	5	5	5	5	4	5	5	68
Tex.	5	5	5	5	5	5	5	5	5	5	5	4	0	5	64
Utah	0	5	5	2	3	5	5	5	5	5	2	4	5	5	56
Vt.	2	3	0	0	0	0	0	0	0	0	0	2	2	0	9
Va.	0	0	0	2	0	0	3	0	0	0	0	4	0	0	9
Wash.	5	5	5	5	5	5	5	5	5	5	5	4	0	5	64
W. Va.	5	5	5	5	5	5	5	5	5	5	5	4	5	5	69
Wis.	0	5	5	2	5	5	3	5	1	5	5	4	5	5	55
Wyo.	5	5	5	5	5	5	5	5	5	5	5	4	5	5	69
D.C.	2	5	5	1	5	5	5	0	1	0	5	2	0	5	41

APPENDIX C (CONT)

Table XIII -- Special Rules for Motorcycles

	\$ 11-1301	\$ 11-1302(a)	\$ 11-1302(b)	\$ 11-1302(c)	\$ 11-1302(d)	\$ 11-1303(a)	\$ 11-1303(b)	\$ 11-1303(c)	\$ 11-1303(d)	\$ 11-1305(a)	\$ 11-1305(b)	\$ 11-1306(a)	\$ 11-1306(b)	\$ 11-1306(c)	Total
UVC	5	5	5	5	5	5	5	5	5	5	5	5	5	5	70
Ala.	0	2	0	0	0	0	0	0	0	0	0	5	0	0	7
Alaska	0	5	2	5	0	0	0	0	0	5	5	5	5	3	35
Ariz.	0	5	0	0	0	0	0	0	0	0	5	5	2	3	20
Ark.	0	1	0	0	0	0	0	0	0	5	0	5	2	0	13
Cal.	0	1	0	0	0	0	0	0	0	5	2	0	0	0	8
Colo.	5	5	5	5	5	5	5	5	5	5	0	5	2	0	57
Conn.	0	4	5	0	0	0	0	0	-2	0	5	5	5	0	22
Del.	0	5	0	0	0	0	0	0	0	5	5	5	2	0	22
Fla.	5	5	5	5	5	5	5	5	5	5	5	5	2	3	65
Ga.	0	5	5	5	5	0	0	0	0	5	5	5	5	3	43
Hawaii	5	5	5	5	5	5	0	5	5	5	5	5	2	0	57
Idaho	0	5	0	0	0	0	0	0	0	5	0	5	0	0	15
Ill.	0	2	5	0	0	0	1	1	0	5	5	0	2	0	21
Ind.	3	2	5	5	5	5	0	0	5	5	5	5	1	0	46
Iowa	3	5	5	5	5	5	0	5	5	5	0	0	0	0	43
Kan.	5	5	5	5	5	5	5	5	5	5	5	1	0	3	59
Ky.	0	1	0	0	0	0	0	0	0	5	0	5	5	3	19
La.	0	5	4	5	5	5	5	5	5	5	5	5	5	3	62
Me.	0	5	0	0	0	0	0	0	-2	5	5	5	0	0	18
Md.	5	5	5	5	5	5	5	5	5	5	5	5	5	3	68
Mass.	0	4	0	0	0	0	0	0	0	5	0	5	0	0	14
Mich.	0	2	0	5	0	5	0	2	-3	0	5	5	1	0	22
Minn.	3	5	3	0	5	4	5	4	5	5	2	5	0	0	46
Miss.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mo.	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
Mont.	3	5	5	5	5	5	0	0	5	0	0	0	0	0	33
Neb.	0	1	0	0	0	0	0	0	0	0	0	5	0	0	6
Nev.	1	2	3	3	0	4	5	4	1	5	5	5	2	0	40
N.H.	0	4	0	5	0	0	0	0	5	5	5	5	5	0	34
N.J.	0	5	0	0	0	0	0	0	0	5	5	5	5	0	25
N.M.	0	4	0	0	0	0	0	0	0	5	0	1	5	0	15
N.Y.	5	5	5	5	5	3	5	2	5	5	5	5	5	0	60
N.C.	0	1	0	0	0	0	0	0	-3	0	0	5	0	0	3
N.D.	0	4	0	0	0	0	0	0	0	0	0	5	0	0	9
Ohio	0	2	0	0	0	0	0	0	-3	5	5	5	5	0	19
Okla.	0	1	0	0	0	0	0	2	0	5	2	1	5	0	16
Ore.	0	0	0	0	0	0	0	0	0	0	0	5	0	1	6
Pa.	0	4	0	0	0	0	0	0	5	5	5	5	2	0	26
R.I.	0	5	0	0	0	0	0	0	0	5	5	5	5	0	25
S.C.	3	2	5	5	5	5	5	5	5	5	5	5	5	5	62
S.D.	0	5	5	5	5	5	2	5	5	0	5	5	5	3	55
Tenn.	0	5	0	0	0	0	0	0	0	5	0	5	2	0	17
Tex.	0	5	0	0	0	0	0	0	0	0	0	5	0	2	12
Utah	0	4	5	5	5	5	5	5	5	5	2	1	1	3	51
Vt.	0	0	0	0	0	0	0	0	0	0	0	5	2	0	7
Va.	0	2	0	0	0	0	0	0	-2	5	0	0	5	0	10
Wash.	0	5	5	0	0	0	0	0	0	5	5	5	5	0	30
W. Va.	0	2	5	0	0	0	0	0	0	5	1	5	2	0	20
Wis.	0	2	0	0	1	5	0	0	5	5	5	5	5	0	33
Wyo.	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
D.C.	0	2	0	0	0	0	0	0	0	5	0	5	5	0	17

END