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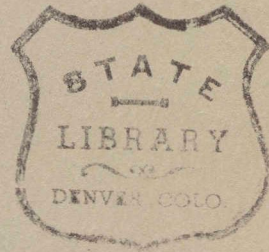
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MODEL TRAFFIC CODE

FOR

COLORADO MUNICIPALITIES

(Implementing Sections 6 and 7, Article 5, Chapter 13
and pursuant to Articles 33 and 34 of Chapter 139,
Colorado Revised Statutes 1963 as amended.)



STATE DEPARTMENT OF HIGHWAYS
DIVISION OF HIGHWAYS — STATE OF COLORADO

IN COOPERATION WITH
THE OFFICE OF THE COORDINATOR
OF HIGHWAY SAFETY

Revised 1970

MODEL TRAFFIC CODE

FOR

COLORADO MUNICIPALITIES

(ORIGINALLY SPONSORED AND ADOPTED IN 1952 BY MEMBER DEPARTMENTS OF THE FORMER COLORADO HIGHWAY SAFETY COUNCIL. SUBSEQUENTLY REVISED IN 1962 AND 1966.)



STATE DEPARTMENT OF HIGHWAYS
DIVISION OF HIGHWAYS — STATE OF COLORADO

IN COOPERATION WITH
THE OFFICE OF THE COORDINATOR
OF HIGHWAY SAFETY

Revised 1970

RESOLUTION OF STATE HIGHWAY COMMISSION

"WHEREAS, local traffic regulations pertaining to streets which are a part of the State Highway System are made subject by Colorado law to the approval of the State Department of Highways before becoming effective; and


"WHEREAS, the said Department, with the approval of the Governor of the State of Colorado, has accepted a federal grant to implement a highway safety program for a unified overall State policy on rules of the road and for increased compatibility of traffic laws and ordinances within the State;

"NOW, THEREFORE, BE IT RESOLVED that the State Department of Highways, in cooperation with the Attorney General's Office, the Office of the Coordinator of Highway Safety and other concerned agencies, assume the responsibility of updating, maintaining and issuing as a current State document the "Model Traffic Code for Colorado Municipalities" originally sponsored and adopted by Member Departments of the former Colorado Highway Safety Council and last revised in 1966; and

"BE IT FURTHER RESOLVED that the State Department of Highways reproduce said Model Traffic Code and the related Colorado Traffic Control Manual of current issue in sufficient quantity to make available upon request and without charge to incorporated cities and towns throughout the State a sufficient number of copies to satisfy the minimum requirement established by law for adoption of the Code and Manual by reference."

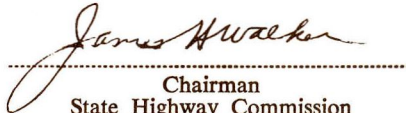
DATED this 18th day of May, 1970.

APPROVED:




Executive Director and Chief Engineer
State Department of Highways
Division of Highways
State of Colorado

APPROVED:



Chairman
State Highway Commission
State of Colorado

ATTEST:



Secretary
State Highway Commission
State of Colorado

Resolution No. 217-D

FOREWORD

Because of the great mobility of today's traffic and the influx of motorists from many areas, every driver has a right to expect that the rules governing the movement of vehicles and pedestrians on streets and highways shall be clearly defined and reasonably uniform throughout the State and the nation.

The Forty-Fifth General Assembly of the State of Colorado, declaring that conflicts between the State's traffic laws and municipal traffic ordinances lead to uncertainty in the movement of traffic, enumerated at some length the various traffic regulatory powers of local jurisdictions and strengthened the requirements for uniformity in the following terms:

"This article shall constitute the uniform traffic code throughout the state and in all political subdivisions and municipalities therein. . . ."

(Source: Article 5, Chapter 13, Section 1, C.R.S. 1963 as amended.)

"All local authorities may enact, adopt, or enforce traffic regulations which cover the same subject matter as the various sections of this article; provided, that no local authority shall adopt, enact, or enforce any ordinance, rule or resolution in conflict with this article except for such additional traffic regulations as provided for in section 13-5-7."

(Source: Article 5, Chapter 13, Section 6, C.R.S. 1963 as amended.)

These provisions leave little doubt that basic driving rules are expected to be uniform Statewide for the protection of all Colorado drivers. If State and municipal traffic codes are to serve their proper purpose they must complement one another and be given the widest possible publicity as companion documents.

The National Committee on Uniform Traffic Laws and Ordinances points out that it is not the proper purpose of traffic legislation to impose unnecessary or unreasonable restrictions on street or highway traffic, but to insure, as far as this can be done by law and its enforcement, that traffic shall move smoothly, efficiently, and safely; that no legitimate user of the street or highway, whether in a vehicle or on foot, shall be killed, injured or frustrated in such use by the improper behavior of others.

Through the cooperative efforts of both State and local government the "Model Traffic Code for Colorado Municipalities," now in its third revision, has been developed to make available a specimen set of motor vehicle and traffic ordinances comprehensive in scope and consistent with State law. With the dissolution of the Colorado Highway Safety Council by the Legislative Reorganization Act of 1968 the State Department of Highways, by resolution of the State Highway Commission (page iii), assumed the responsibility for updating, maintaining and issuing the Code as a current State document. This service is being rendered in cooperation with the Attorney General's Office, the Office of the Coordinator of Highway Safety and other concerned agencies.

In developing the Code special consideration has been given to those areas of local traffic regulation and control which are not specifically treated in State law but are enumerated by statute as the proper concern of local authorities. Wherever possible, provisions relating to these areas of control have been patterned after national model legislation. Sections relating to traffic control devices have been correlated with the uniform standards for such devices.

Traffic regulatory areas preempted by State law have not been made a part of the Code for municipalities. These include regulations governing the driving of vehicles while under the influence of intoxicating liquor or narcotic drugs, the registration of vehicles and the licensing of drivers, and the duties and obligations of persons involved in traffic accidents. Also excluded from this Code are traffic offenses punishable as felonies such as vehicular homicide and vehicular assault.

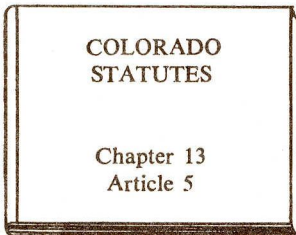
Statutory references and other official sources of material in the Model Code are shown in marginal notes. Abbreviations refer as follows: C.R.S. to Colorado Revised Statutes 1963 as amended; N.M.T.O. to the National Model Traffic Ordinance, 1968 revision; and N.U.V.C. to the National Uniform Vehicle Code, 1968 revision. Editorial notes are used to provide important cross references and to call attention to problem areas which may require statutory interpretation or future legislative action. These notes will be found in the Appendix.

All of Colorado's incorporated cities and towns, both large and small, are urged to adjust or bring their traffic ordinances into harmony with the current edition of the Code. The 1970 amendments and additions are cited in the text so that municipalities which have adopted the 1966 edition may determine the applicability of the new provisions.

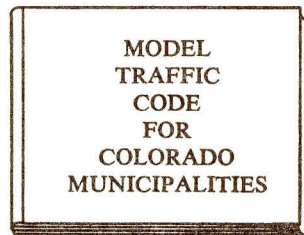
Municipalities which adopt the Code by reference pursuant to the provisions of Chapter 139, Article 34 of Colorado Revised Statutes 1963 are cautioned not to make any changes or additions which are in conflict with State law. However, the adopting municipalities are at liberty to delete any parts, articles, or sections which are deemed to be inapplicable. Specimen ordinances and public notices for adopting the Code by reference and for amending a Code which has previously been adopted by reference will be found in the Appendix.

The exhibit on page vi shows the role of the "Model Traffic Code for Colorado Municipalities" in the State's uniform system of traffic regulation and control. The Federal Highway Safety Program Standard on "Codes and Laws" requires that there be a plan to achieve uniform rules of the road in each state and in all of its jurisdictions.

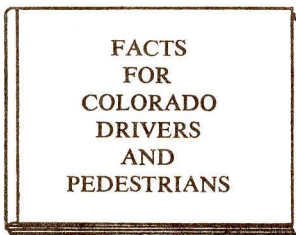
OFFICIAL STATE DOCUMENTS
ON
COLORADO DRIVING RULES
AND
TRAFFIC CONTROL REGULATIONS



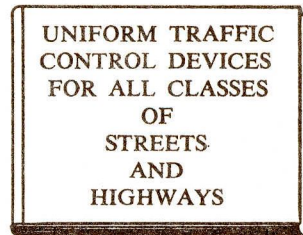
Uniform traffic code for State of Colorado. Updated periodically to correlate with national model legislation.



Model ordinance embodies provisions of Colorado law applicable to municipalities in a form that can be adopted by reference.



Driver's handbook of road rules authorized by statute. Issued by Colorado Department of Revenue (Motor Vehicle Division). Traffic control illustrations developed by the Colorado Department of Highways.



Manual of control devices required by law and correlated closely with national uniform standards.

THESE DOCUMENTS ARE THE BLUEPRINTS
FOR A UNIFORM SYSTEM OF TRAFFIC
REGULATION AND CONTROL IN COLORADO!

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MODEL TRAFFIC CODE FOR COLORADO MUNICIPALITIES

PART A. RULES OF THE ROAD AND REQUIRED VEHICLE EQUIPMENT

ARTICLE I RIGHT OF WAY

C. R. S.
13-5-51*

Sec. 1-1. Vehicle approaching or entering intersection not controlled by signs or signals.—(a) The driver of a vehicle approaching an intersection shall yield the right of way to a vehicle which has entered the intersection from a different street.

(b) When two vehicles enter an intersection from different streets at approximately the same time, the driver of the vehicle on the left shall yield the right of way to the vehicle on the right.

(c) The foregoing rules are modified at through streets and otherwise as hereinafter stated in this ordinance.¹

C. R. S.
13-5-52*

Sec. 1-2. Vehicle turning left.—The driver of a vehicle intending to turn to the left within an intersection or into an alley, private road, or driveway shall yield the right of way to any vehicle approaching from the opposite direction which is within the intersection or so close thereto as to constitute an immediate hazard.²

ARTICLE II THROUGH STREETS, STOP AND YIELD INTERSECTIONS

C. R. S.
13-1-1 (56)
13-5-69*

Sec. 2-1. Through streets designated and entrances thereto controlled.—(a) Those streets and parts of streets designated as authorized by State law and described in traffic control schedules as provided in section 23-12 of this ordinance are hereby declared to be through streets.

N. M. T. O.
8-2

(b) Whenever a through street is designated and described as provided in this ordinance, it shall be the duty of the traffic engineer or other official vested with responsibility for traffic control to place and maintain a stop sign or yield sign as declared in the State traffic control manual on each and every street intersecting such through street unless traffic at any such intersection is controlled at all times by traffic-control signals; provided, however, that at the intersection of two such through streets or at the intersection of a through street and a heavy traffic street not so designated, stop signs shall be erected at the approaches of either of said streets as determined upon the basis of a traffic investigation.³

C. R. S.
13-5-53 (2)*
N. M. T. O.
8-4

Sec. 2-2. Entering stop or yield intersection.—(a) The driver of a vehicle shall stop in obedience to a stop sign or yield in compliance with a yield sign, as required in paragraphs (b) and (c) of this section, and shall proceed cautiously yielding to vehicles not so obligated to stop or yield and which are within the intersection or

*As amended

Ed. notes 1-3, Appendix

approaching so closely as to constitute an immediate hazard during the time such driver is moving across or within the intersection; provided, that if such driver is involved in a collision with a vehicle in the intersection, after driving past a yield sign, such collision shall be deemed prima facie evidence of his failure to yield right of way.⁴

(b) Every driver of a vehicle approaching a stop intersection indicated by a stop sign shall stop before entering the crosswalk on the near side of the intersection or, in the event there is no crosswalk, shall stop at a clearly marked stop line, but if none, then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering the intersection.⁵

(c) The driver of a vehicle approaching a yield sign if required for safety to stop shall stop before entering the crosswalk on the near side of the intersection or, in the event there is no crosswalk, at a clearly marked stop line, but if none, then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway.⁵

ARTICLE III SPECIAL STOPS AT RAILROAD CROSSINGS, DRIVEWAYS, ETC.

C.R.S.
13-5-66
120-13-35

Sec. 3-1. Obedience to stop sign at railroad crossing.—Where stop signs are erected at railroad crossings either by authority of the State Department of Highways or by authority of this municipality the driver of any vehicle shall stop within 50 feet but not less than 10 feet from the nearest track of such grade crossing and shall proceed only upon exercising due care.

C.R.S.
13-5-65*

Sec. 3-2. Obedience to railroad signal.—(a) Whenever any person driving a vehicle approaches a railroad grade crossing and a clearly visible electrical or mechanical railroad signal device gives warning of the immediate approach of a train, the driver of such vehicle shall stop within 50 feet but not less than 10 feet from the nearest track of such railroad and shall not proceed until he can do so safely.

(b) No person shall drive any vehicle through, around, or under any crossing gate or barrier at a railroad crossing while such gate or barrier is closed or is being opened or closed.

N.U.V.C.
11-701

(c) The stopping requirements herein shall apply also when a railroad train approaching the street crossing emits an audible signal and such railroad train, by reason of its speed and nearness to such crossing, is an immediate hazard, or when an approaching train is plainly visible and is in hazardous proximity to such crossing.

C.R.S.
13-5-67*

Sec. 3-3. Certain vehicles to stop at all grade crossings.—(a) The driver of any motor vehicle carrying passengers for hire, or of any school bus carrying any school child, or of any vehicle carrying explosive substances or flammable liquids as a cargo or part of a

*As amended

Ed. notes, 4-5, Appendix

cargo, before crossing at grade any track or tracks of a railroad, shall stop such vehicle within 50 feet but not less than 10 feet from the nearest rail of such railroad and while so stopped shall listen and look in both directions along such track for any approaching train, and for signals indicating the approach of a train, except as hereinafter provided, and shall not proceed until he can do so safely.⁶

(b) After stopping as required herein and upon proceeding when it is safe to do so the driver of any said vehicle shall cross only in such gear of the vehicle that there will be no necessity for changing gears while traversing such crossing and the driver shall not shift gears while crossing the track or tracks.

(c) No stop need be made at any such crossing where a police officer or a traffic-control signal directs traffic to proceed.

(d) When stopping as required at such railroad crossing the driver shall keep as far to the right of the roadway as possible and shall not form two lanes of traffic unless the street or roadway is marked for four or more lanes of traffic.

(e) This section shall not apply at street railway grade crossings within a business or residence district. (1970 addition)

Sec. 3-4. Emerging from or entering alley, driveway or building.—(a) The driver of a vehicle within a business or residence district emerging from an alley, driveway or building shall stop such vehicle immediately prior to driving onto a sidewalk or into a sidewalk area extending across any alleyway, or driveway, and shall yield the right of way to any pedestrian as may be necessary to avoid collision, and upon entering the roadway shall yield the right of way to all vehicles approaching on said roadway.

(b) The driver of a vehicle about to enter or cross a street or highway from a private road or driveway, when not required by subsection (a) of this section to stop, shall yield the right of way to any pedestrian as may be necessary to avoid collision, and shall yield the right of way to all vehicles approaching on said street or highway.

(c) The driver of a vehicle entering an alley or driveway shall yield the right of way to any pedestrian within or about to enter the sidewalk area extending across such alley or driveway.⁷

Sec. 3-5. Stopping for school buses.—(a) The driver of a vehicle upon any street or highway, upon meeting or overtaking from either direction any school bus which has stopped, shall stop his vehicle before reaching such bus if there is in operation on said school bus visual flashing red lights as specified in section 19-6 of this ordinance, and said driver shall not proceed until such visual flashing lights are no longer being actuated.

(b) The driver of a vehicle upon a highway with separate roadways need not stop upon meeting or passing a school bus which is on a different roadway.

(c) The driver of any school bus shall stop as far as possible to the right of the street or highway before discharging or loading

C.R.S.
13-5-54
13-5-70*

C.R.S.
13-5-83
13-5-84*

*As amended

Ed. notes 6-7, Appendix

passengers and shall not stop at any place where the visibility is obscured for a distance of 200 feet in either direction.

C.R.S.
13-5-7(k)*
N.M.T.O.
91

Sec. 3-6. Stop when traffic obstructed.—No driver shall enter an intersection or a marked crosswalk unless there is sufficient space on the other side of the intersection or crosswalk to accommodate the vehicle he is operating without obstructing the passage of other vehicles or pedestrians, notwithstanding any traffic-control indication to proceed. (1970 revision)

ARTICLE IV SPEED REGULATIONS

C.R.S.
13-5-7(1)(i)*
13-5-33
13-5-34*
13-5-35*

Sec. 4-1. Basic rule.—(a) No person shall drive a vehicle on a street or highway within this municipality at a speed greater than is reasonable and prudent under the conditions existing.

(b) Except when a special hazard exists that requires lower speed, and except as otherwise provided herein, the following speeds shall be lawful but any speed in excess of said limits shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful:

- (1) Twenty-five miles per hour in any business district;
- (2) Thirty miles per hour in any residence district;⁸
- (3) Twenty miles per hour on narrow, winding mountain highways and blind curves;
- (4) Forty miles per hour on open mountain highways;
- (5) Sixty miles per hour on other open, surfaced highways.

(1970 revision)

C.R.S.
13-5-34*
120-13-35(8)

Sec. 4-2. Decrease of speed limits at certain intersections.—It is hereby determined upon the basis of an engineering and traffic investigation that the prima facie speed hereinbefore set forth is greater than is reasonable or safe under the conditions found to exist at certain intersections or approaches thereto described in traffic control schedules of Article XXVI herein or otherwise recorded as provided in section 23-12 of this ordinance and it is hereby declared that the prima facie speed limit upon every approach to and within those intersections so designated shall be as stated in said schedules or records, which speed so declared shall be effective when signs are erected giving notice thereof; provided, however, that decreased speed limits on streets which are a part of the State Highway System shall be subject to the approval of the State Department of Highways as specified in section 23-10 herein. ^{9,10}

(1970 revision)

C.R.S.
13-5-34*
120-13-35(8)

Sec. 4-3. Increase of speed limits in certain zones.—It is hereby determined upon the basis of an engineering and traffic investigation that the prima facie speed hereinbefore set forth is less than is necessary for safe operation of vehicles upon certain streets or portions thereof described in traffic control schedules of Article XXVI herein or otherwise recorded as provided in section 23-12

*As amended

Ed. notes 8-10, Appendix

of this ordinance, by reason of the designation of said streets as through streets or by reason of widely-spaced intersections or the absence of intersections; and it is hereby declared that the prima facie speed limits upon those streets or portions thereof shall be as stated in said schedules or records but not in excess of 60 miles per hour as limited by statute, which speeds so declared shall be effective when signs are erected giving notice thereof; provided, however, that increased speed limits on streets which are a part of the State Highway System shall be subject to the approval of the State Department of Highways as specified in section 23-10 herein.¹⁰

C.R.S.
13-5-33(3)
13-5-148

Sec. 4-4. Special hazards.—The fact that the speed of a vehicle is lower than the prima facie limits established by law, or as set forth in traffic control schedules as provided in section 23-12 pursuant to law, shall not relieve the driver from the duty to decrease speed when approaching and crossing an intersection, when approaching and going around a curve, when approaching a hill crest, when traveling upon any narrow or winding roadway, or when special hazards exist or may exist with respect to pedestrians or other traffic or by reason of weather or roadway conditions, and speed shall be decreased as may be necessary to avoid colliding with any person, vehicle or other conveyance, or object on or entering the street in compliance with legal requirements and the duty of all persons to use due care.

C.R.S.
13-5-35*
120-13-35(8)

Sec. 4-5. Minimum speed regulation.—(a) No person shall drive a motor vehicle on any street at such a slow speed as to impede or block the normal and reasonable forward movement of traffic, except when a reduced speed shall be necessary for safe operation of such vehicle or in compliance with law.

(b) It is hereby determined upon the basis of an engineering and traffic investigation that slow speeds on certain streets described in traffic control schedules as provided in section 23-12 consistently impede the normal and reasonable movement of traffic on such facilities described in said schedules and it is hereby declared that the minimum speed limit upon those streets or expressways therein designated shall be as therein stated, which speeds so declared shall be effective at the time specified therein when signs are erected giving notice thereof; provided, however, that said minimum speed limits on streets or expressways which are a part of the State Highway System shall be subject to the approval of the State Department of Highways.

C.R.S.
13-5-143

Sec. 4-6. Speed contests.—(a) No person shall engage in any motor vehicle speed or acceleration contest or exhibition of speed or acceleration on a street and no person shall aid or abet in any such motor vehicle speed or acceleration contest or exhibition on any street.

(b) No person shall for the purpose of facilitating or aiding or as an incident to any motor vehicle speed or acceleration contest upon a street in any manner obstruct or place any barricade or ob-

*As amended

Ed. note 10, Appendix

struction or assist or participate in placing any such barricade or obstruction upon any street.

C.R.S.
13-5-7(1)(c)*
N.M.T.O.
5-6

Sec. 4-7. Regulation of speed by traffic signals.—Traffic signals may be timed, as authorized in section 23-9 of this ordinance, so as to permit the movement of traffic in an orderly and safe manner at speeds slightly at variance from the prima facie speed limit otherwise applicable to the street or area. (1970 revision)

C.R.S.
13-5-4*

Sec. 4-8. Emergency vehicles not subject to speed limits.—

(a) The prima facie speed limitations set forth in this ordinance shall not apply to an authorized emergency vehicle when the driver is responding to an emergency call and is making use of visual and audible signals as prescribed by law, nor shall said speed limitations apply to a police vehicle while in actual pursuit of a suspected violator of any provision of this ordinance so long as such pursuit is being made to obtain verification of or evidence of the guilt of the suspected violator.

(b) The provisions of paragraph (a) shall not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons using the street, nor shall said provisions protect the driver of any such vehicle from the consequences of a reckless disregard for the safety of others.¹¹

ARTICLE V

RECKLESS DRIVING AND CARELESS DRIVING

C.R.S.
13-5-31

Sec. 5-1.—Reckless driving.—Any person who drives any motor vehicle anywhere within this municipality in such a manner as to indicate either a willful or wanton disregard for the safety of persons or property is guilty of reckless driving.¹²

C.R.S.
13-5-32

Sec. 5-2. Careless driving.—Any person who drives any motor vehicle anywhere within this municipality in a careless and imprudent manner, without due regard for road and traffic conditions or the safety of persons or property, is guilty of careless driving.¹³

ARTICLE VI

TURNING AND STARTING, SIGNALS ON STOPPING AND TURNING

C.R.S.
13-5-47

Sec. 6-1. Starting parked vehicle.—No person shall start or move a vehicle which is stopped, standing, or parked unless such movement can be made with reasonable safety.

C.R.S.
13-5-48*

Sec. 6-2. When signal required.—(a) No person shall turn a vehicle at an intersection unless the vehicle is in proper position upon the roadway as required in section 6-3 of this ordinance, or turn a vehicle to enter a private road or driveway, or otherwise turn a vehicle from a direct course or move right or left upon a roadway unless and until such movement can be made with reasonable safety

*As amended

Ed. notes 11-13, Appendix

and then only after giving an appropriate signal in the manner provided in sections 6-4 and 6-5 of this ordinance.

(b) A signal of intention to turn right or left when required shall be given continuously during at least the last 100 feet traveled by the vehicle before turning, except that such signal shall be given continuously for at least 200 feet on all highways where the prima facie speed limit is more than 40 miles per hour. Such signals shall be given regardless of existing weather conditions.

(c) No person shall stop or suddenly decrease the speed of a vehicle without first giving a signal in the manner provided in sections 6-4 and 6-5 of this ordinance to the driver of any vehicle immediately to the rear when there is opportunity to give such signal.

C.R.S.
13-5-45*

Sec. 6-3. Position and method of turning at intersections.—Except where official markers, buttons, or signs direct a different course, the driver of a vehicle intending to turn at an intersection shall do so as follows:

(1) Both the approach for a right turn and a right turn shall be made as close as practicable to the right-hand curb or edge of the roadway.

(2) At any intersection where traffic is permitted to move in both directions on each roadway entering the intersection, an approach for a left turn shall be made in that portion of the right half of the roadway nearest the center line thereof and by passing to the right of such center line where it enters the intersection, and after entering the intersection the left turn shall be made so as to leave the intersection to the right of the center line of the roadway being entered. Whenever practicable the left turn shall be made in that portion of the intersection to the left of the center of the intersection.

(3) At any intersection where traffic is restricted to one direction on one or more of the roadways, the driver of a vehicle intending to turn left at any such intersection shall approach the intersection in the extreme left-hand lane lawfully available to traffic moving in the direction of travel of such vehicle and after entering the intersection the left turn shall be made so as to leave the intersection, as nearly as practicable, in any lane lawfully available to traffic moving in such direction upon the roadway being entered.

C.R.S.
13-5-48(4)*
13-5-49*

Sec. 6-4. Signals by hand and arm or signal device.—(a) Any stop or turn signal required by section 6-2 of this ordinance shall be given either by means of the hand and arm or by a signal light or signal device of a type approved by the State Department of Revenue, except as otherwise provided in paragraph (b) of this section.

(b) Any motor vehicle in use on a street in this municipality shall be equipped with, and required signals shall be given by, signal lamps when the distance from the center of the top of the steering post to the left outside of the body, cab or load or such motor vehicle exceeds 24 inches, or when the distance from the center of the top of the steering post to the rear limit of the body or load

*As amended

thereof exceeds 14 feet. The latter measurement shall apply to any single vehicle, also to any combination of vehicles.

(c) The signals provided for in subsection (b) of this section shall be used to indicate an intention to turn, change lanes, or start from a parked position and shall not be flashed on one side only on a parked or disabled vehicle, or flashed as a courtesy or "do pass" signal to operators of other vehicles approaching from the rear.

C.R.S.
13-5-50

Sec. 6-5. Method of giving hand and arm signals.—All signals herein required to be given by hand and arm shall be given by the driver from the left side of the vehicle in the following manner and such signals shall indicate as follows:

- (1) Left turn—hand and arm fully extended horizontally.
- (2) Right turn—hand and arm fully extended upward.
- (3) Stop or decrease of speed—hand and arm fully extended downward.

C.R.S.
13-5-7(2)*
13-5-46
13-5-48*
13-5-149*

Sec. 6-6. Limitations on turning around.—(a) The driver of a vehicle shall not turn such vehicle so as to proceed in the opposite direction upon any street or highway within this municipality under any of the following conditions:¹⁴

(1) Upon any curve, or upon the approach to or near the crest of a grade, where such vehicle cannot be entirely seen by the driver of any other vehicle approaching from either direction within 750 feet.

(2) Upon any physically-divided street or highway, except as permitted under the provisions of section 9-1 of this ordinance.

(3) At any place where official signs are erected prohibiting such movement.

(b) The driver of any vehicle shall not turn a vehicle upon any other street or highway within this municipality unless such movement can be made in safety and without interfering with other traffic.

C.R.S.
13-5-7(2)*
N.M.T.O.
6-3

Sec. 6-7. Obedience to turn prohibition signs.—Whenever official signs are erected prohibiting or restricting a right or left turn, a U turn, or all turns, as authorized in section 23-9, no driver shall disobey the directions of any such sign.

ARTICLE VII DRIVING ON RIGHT SIDE OF ROADWAY, OVERTAKING, FOLLOWING

C.R.S.
13-5-37*

Sec. 7-1. Drive on right side—exceptions.—(a) Upon all roadways of sufficient width a vehicle shall be driven upon the right half of the roadway, except as follows:

(1) When overtaking and passing another vehicle proceeding in the same direction under the rules governing such movement;

(2) When an obstruction exists making it necessary to drive to

*As amended

Ed. note 14, Appendix

the left of the center of the street or highway; provided, that any person so doing shall yield the right of way to all vehicles traveling in the proper direction upon the unobstructed portion of the street or highway within such distance as to constitute an immediate hazard;

(3) Upon a roadway divided into three lanes for traffic under the rules applicable thereon; or

(4) Upon a roadway designated and signposted for one-way traffic.

(b) Upon all roadways any vehicle proceeding at less than the normal speed of traffic at the time and place and under the conditions then existing shall be driven in the right-hand lane then available for traffic, or as close as practicable to the right-hand curb or edge of the roadway, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into a private road or driveway.

(c) Upon any roadway having four or more lanes for moving traffic and providing for two-way movement of traffic, no vehicle shall be driven to the left of the centerline of the roadway, except when authorized by official traffic control devices designating certain lanes to the left side of the center of the roadway for use by traffic not otherwise permitted to use such lanes, or except as permitted under subsection (a) (2) hereof.¹⁵

C.R.S.
13-5-38

Sec. 7-2. Passing oncoming vehicles.—Drivers of vehicles proceeding in opposite directions shall pass each other to the right, and upon roadways having width for not more than one line of traffic in each direction each driver shall give to the other at least one-half of the main-traveled portion of the roadway as nearly as possible.

C.R.S.
13-5-39

Sec. 7-3. Overtaking a vehicle on the left.—(a) The driver of a vehicle overtaking another vehicle proceeding in the same direction shall pass to the left thereof at a safe distance and shall not again drive to the right side of the roadway until safely clear of the overtaken vehicle.

(b) Except when overtaking and passing on the right is permitted, the driver of an overtaken vehicle shall give way to the right in favor of the overtaking vehicle on audible signal and shall not increase the speed of his vehicle until completely passed by the overtaking vehicle.

C.R.S.
13-5-40*

Sec. 7-4. When overtaking on the right is permitted.—A driver of a vehicle may overtake and pass upon the right of another vehicle only under the following conditions:

(1) When the vehicle overtaken is making or giving indication of making a left turn;

(2) Upon a street with unobstructed pavement not occupied by parked vehicles and marked for two or more lanes of moving vehicles in each direction; or

(3) Upon a one-way street, or upon any roadway on which

*As amended

Ed. note 15, Appendix

traffic is restricted to one direction of movement, where the roadway is free from obstructions and marked for two or more lanes of moving vehicles.

C.R.S.
13-5-41*

Sec. 7-5. Limitations on overtaking on the left.—(a) No vehicle shall be driven to the left side of the center of the roadway in overtaking and passing another vehicle proceeding in the same direction unless authorized by the provisions of this article and unless such left side is clearly visible and free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be completely made without interfering with the operation of any vehicle approaching from the opposite direction of any vehicle overtaken.

(b) In every event said overtaking vehicle must return to an authorized lane of travel as soon as practicable and in the event the passing movement is made on highways outside a business or residence district and involves the use of a lane authorized for vehicles approaching from the opposite direction, before coming within 200 feet of any approaching vehicle.

(c) Except upon one-way roadways, no vehicle shall at any time be driven to the left side of the roadway under the following conditions:

(1) When approaching the crest of a grade or upon a curve where the driver's view is obstructed within such distance as to create a hazard in the event another vehicle might approach from the opposite direction.

(2) When approaching within 100 feet of or traversing any intersection or railroad crossing.

(3) When the view is obstructed upon approaching within 100 feet of any bridge, viaduct or tunnel.

(d) Where signs or markings are in place to define a no-passing zone as set forth in the State traffic control manual, no driver shall at any time drive on the left side of the roadway within such no-passing zone or on the left side of any pavement striping designed to mark such no-passing zone throughout its length.¹⁶

C.R.S.
13-5-44*

Sec. 7-6. Following too closely.—(a) The driver of a motor vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of such vehicles and the traffic upon and condition of the street or highway.

(b) The driver of any motor truck or motor vehicle drawing another vehicle when traveling upon a roadway outside of a business or residence district and which is following another motor truck or motor vehicle drawing another vehicle shall, whenever conditions permit, leave sufficient space so that an overtaking vehicle may enter and occupy such space without danger, except that this shall not prevent a motor truck or motor vehicle drawing another vehicle from overtaking and passing any like vehicle or other vehicle.

(c) Motor vehicles being driven upon any roadway outside of a business or residence district in a caravan or motorcade whether

*As amended

Ed. note 16, Appendix

or not towing other vehicles shall be so operated as to allow sufficient space between each such vehicle or combination of vehicles so as to enable any other vehicle to enter and occupy such space without danger. This provision shall not apply to funeral processions.

ARTICLE VIII ONE-WAY STREETS AND ALLEYS, ROADWAYS LANED FOR TRAFFIC

C.R.S.
13-5-42
N.M.T.O.
7-2

Sec. 8-1. One-way streets and alleys.—Upon those streets and parts of streets and in those alleys, designated as authorized in section 23-9 herein and described in traffic control schedules as provided in section 23-12, a vehicle shall be driven only in the indicated direction when official signs indicating the direction of traffic are erected and maintained at every intersection where movement in the opposite direction is prohibited.

C.R.S.
13-5-43*

Sec. 8-2. Driving on roadways laned for traffic.—Whenever any roadway has been divided into two or more clearly marked lanes for traffic, the following rules in addition to all others consistent herewith shall apply:

(1) A vehicle shall be driven as nearly as practicable entirely within a single lane and shall not be moved from such lane until the driver has first ascertained that such movement can be made with safety.

(2) Upon a roadway which is divided into three lanes and provides for two-way movement of traffic, a vehicle shall not be driven in the center lane except when overtaking and passing another vehicle traveling in the same direction where the roadway is clearly visible and such center lane is clear of traffic within a safe distance, or in preparation for a left turn or where such center lane is at the time allocated exclusively to the traffic moving in the direction the vehicle is proceeding and is designated by official traffic control devices to give notice of such allocation. Under no condition shall an attempt be made to pass upon the shoulder of any portion of the roadway remaining to the right of the indicated right-hand traffic lane.

(3) Official traffic control devices may be erected directing specified traffic to use a designated lane or designating those lanes to be used by traffic moving in a particular direction regardless of the center of the roadway and drivers of vehicles shall obey the directions of every such device.

(4) Official traffic control devices may be installed prohibiting the changing of lanes on sections of roadway and drivers of vehicles shall obey the directions of every such device.

C.R.S.
13-5-13(10)(a)*
13-5-43(4)*
N.M.T.O.
7-3

Sec. 8-3. Reversible lane control.—Official traffic control devices may be erected, as authorized in section 23-9 of this ordinance, designating streets, parts of streets or specific lanes thereon upon which vehicular traffic shall proceed in one direction during one period and the opposite direction during another period of the

*As amended

day, regardless of the centerline of the roadway, and drivers shall obey the directions of all such devices. (1970 revision)

ARTICLE IX DRIVING ON DIVIDED STREETS, CONTROLLED-ACCESS HIGHWAYS

C.R.S.
13-5-149*

Sec. 9-1. Driving on divided streets.—(a) Whenever any street or highway has been divided into separate roadways by leaving an intervening space or by a physical barrier or clearly indicated dividing section so constructed as to impede vehicular traffic, every vehicle shall be driven only upon the right hand roadway, unless directed or permitted by official traffic control devices to use another roadway.

(b) No vehicle shall be driven over, across or within any dividing space, barrier or section, except through an opening in such physical barrier or dividing section or space or at a crossover or intersection as established, unless specifically prohibited by official signs and markings or by the provisions of section 6-6 of this ordinance.

C.R.S.
13-5-149*
13-5-150*

Sec. 9-2. Controlled-access roads and use thereof.—(a) No person shall drive a vehicle onto or from any controlled-access roadway except at such entrances and exits as are established by public authority.

(b) Whenever an acceleration lane has been provided in conjunction with a ramp entering a controlled-access highway, and the ramp intersection is not designated or signed as a stop or yield intersection as provided in section 2-2 of this ordinance, drivers may use the acceleration lane to attain a safe speed for merging with through traffic when conditions permit such acceleration with safety; provided, that traffic so merging shall be subject to the rule governing the changing of lanes as set forth in section 8-2 (1).

(c) Wherever a deceleration lane has been provided in conjunction with a ramp leaving a controlled-access highway, drivers shall use such lane to slow to a safe speed for making an exit turn after leaving the main stream of faster-moving traffic.

(d) Pedestrians, bicyclists or other nonmotorized traffic, or any person operating a motor-driven cycle shall not use any controlled-access roadway described in traffic control schedules as provided in section 23-12 when official signs are erected on or at entrances to any such roadway giving notice thereof as authorized in section 23-9 herein.¹⁷

(e) The driver of a vehicle shall not back the same upon any shoulder or roadway of any controlled-access highway.¹⁸

ARTICLE X METHOD OF PARKING

C.R.S.
13-5-74*

Sec. 10-1. Parking at curb or edge of roadway.—(a) Except where angle parking is permitted by this ordinance and, in the case

*As amended

Ed. notes 17-18, Appendix

of State highways, is approved by the State Department of Highways, and except as otherwise provided by this ordinance, every vehicle stopped or parked upon a two-way roadway shall be so stopped or parked with the right-hand wheels parallel to and within 12 inches of the right-hand curb or edge of the roadway.

(b) Except as otherwise provided by this ordinance, every vehicle stopped or parked upon a one-way roadway shall be so stopped or parked parallel to the curb or edge of the roadway, in the direction of authorized traffic movement, with its right-hand wheels within 12 inches of the right-hand curb or edge of the roadway, or its left-hand wheels within 12 inches of the left-hand curb or edge of the roadway.¹⁹

C.R.S.
13-5-7(1)(b)*
13-5-74*
N.M.T.O.
13-2

Sec. 10-2. Obedience to angle-parking signs or markings.—

On those streets which have been approved and signed or marked for angle parking, no person shall stop, stand or park a vehicle other than at the angle to the curb or edge of the roadway indicated by such signs or markings.

C.R.S.
13-5-92

Sec. 10-3. Lamps on parked vehicles.—(a) Whenever a ve-

hicle is equipped with all reflectors as provided by section 19-2 of this ordinance and is lawfully parked at nighttime upon any street or highway within this municipality, no lights need be displayed upon such parked vehicle except as provided in subsection (b) herein.²⁰

(b) Whenever a vehicle is parked or stopped upon a roadway or shoulder adjacent thereto, whether attended or unattended, during the hours between a half hour after sunset and a half hour before sunrise, and in the event there is not sufficient light to reveal any person or object within a distance of 500 feet upon such roadway or shoulder, such vehicle so parked or stopped shall be equipped with and shall display one or more operating lamps meeting the requirements established by State law as described in section 19-3 of this ordinance.²¹

(c) Any lighted head lamps upon a parked vehicle shall be depressed or dimmed.

C.R.S.
13-5-75

Sec. 10-4. Unattended motor vehicle.—No person driving

or in charge of a motor vehicle shall permit it to stand unattended without first stopping the engine, locking the ignition and removing the key, or when standing upon any perceptible grade without effectively setting the brake thereon and turning the front wheels to the curb or side of the highway.

C.R.S.
13-5-7(1)(b)*
13-5-72*

Sec. 10-5. Parking not to obstruct traffic or maintenance.—

No person shall park any vehicle upon a street or highway in such a manner or under such conditions as to interfere with the free movement of vehicular traffic or proper street or highway maintenance.

*As amended

Ed. notes 19-21, Appendix

C.R.S.
13-5-7(1)(b)*
N.M.T.O.
14-2

Sec. 10-6. Parking in alleys.—(a) No person shall park a vehicle within an alley except during the necessary and expeditious loading and unloading of merchandise or freight.

(b) No person shall stop, stand or park a vehicle within an alley in such position as to block the driveway entrance to any abutting property.

C.R.S.
13-5-73(2)

Sec. 10-7. Moving unattended vehicle.—No person shall move a vehicle not owned by or in charge of such person into any prohibited area or away from a curb such distance as is unlawful.

C.R.S.
13-5-7(1)(b)*

Sec. 10-8. Clearance between vehicles.—No person shall stand or park a vehicle in such a manner as to leave available less than 2 feet clearance between vehicles when parked.²²

C.R.S.
13-5-7(1)(b)*

Sec. 10-9. Waiting for parking space being cleared.—The driver of a vehicle while waiting for a parking space to be cleared by another vehicle which is in the actual process of leaving such parking space shall stop on the roadway side of and immediately to the rear of such leaving vehicle and shall remain in such position until the parking space has been cleared.²³

ARTICLE XI STOPPING, STANDING OR PARKING REGULATIONS — NO SIGNS REQUIRED

C.R.S.
13-5-12(2)*
13-5-73*

Sec. 11-1. Stopping, standing or parking in specified places.—No person shall stop, stand or park a vehicle except when necessary to avoid conflict with other traffic or in compliance with directions of a police officer or traffic control device, in any of the following places:

- (1) On a sidewalk;
- (2) Within 5 feet of a public or private driveway;
- (3) Within an intersection;
- (4) Within 5 feet of a fire hydrant;
- (5) On a crosswalk;
- (6) Within 20 feet of a crosswalk at an intersection;
- (7) Within 30 feet of the approach to any flashing beacon, stop sign, or traffic control signal located at the side of the roadway;
- (8) Between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless a different length is indicated by official signs and markings;
- (9) Within 50 feet of the nearest rail of a railroad;
- (10) Within 20 feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within 75 feet of said entrance when properly signposted;
- (11) Alongside or opposite any street or roadway excavation or obstruction when such stopping, standing or parking would obstruct traffic;

*As amended

Ed. notes 22-23, Appendix

(12) On the roadway side of any vehicle stopped or parked at the edge or curb of a street;

(13) Upon any bridge or other elevated structure upon a street or highway or within a street or highway tunnel; or

(14) At any place where official signs prohibit stopping, standing or parking.

C.R.S.
13-5-7(1)(b)*
N.M.T.O.
14-8

Sec. 11-2. Standing or parking on one-way roadways.—In the event a street or highway includes two or more separate roadways and traffic is restricted to one direction upon any such roadway, no person shall stand or park a vehicle upon the left-hand side of such one-way roadway unless official signs are erected to permit such standing or parking.

C.R.S.
13-5-7(1)(b)*
N.M.T.O.
14-4

Sec. 11-3. Parking for certain purposes prohibited.—No person shall park a vehicle upon a roadway for the principal purpose of:

(1) Displaying such vehicle for sale;

(2) Washing, greasing, painting, or repairing such vehicle except repairs necessitated by an emergency;

(3) Displaying advertising.

C.R.S.
13-5-71

Sec. 11-4. Stopping, standing or parking on highway.—No person shall stop, stand or park a vehicle on any highway ramp or on any other portion of the main-traveled way of such highway.

ARTICLE XII STOPPING, STANDING OR PARKING REGULATIONS — OFFICIAL SIGNS REQUIRED

C.R.S.
13-5-73*
N.M.T.O.
16-2

Sec. 12-1. Regulations not exclusive.—The provisions of this article imposing a time limit on parking shall not relieve any person from the duty to observe other and more restrictive provisions prohibiting or limiting the stopping, standing or parking of vehicles in specified places, at specified times, or in a specified manner. (1970 revision)

C.R.S.
13-5-7(1)(b)*
13-5-7(2)*

Sec. 12-2. Obedience to stopping, standing or parking regulations.—On any street or at any place within this municipality where official signs are posted giving notice of stopping or standing restrictions or prohibitions as authorized in section 23-9 of this ordinance and described in traffic control schedules as provided in section 23-12, no person shall stop, stand or park a vehicle in any manner in violation of the provisions contained on such sign or signs except when necessary to avoid conflict with other traffic, or in compliance with the directions of a police officer or official traffic control device.

C.R.S.
13-5-7(1)(b)*
13-5-7(2)*

Sec. 12-3. Obedience to parking regulations.—On any street or at any place within this municipality where official signs are posted giving notice of parking restrictions or prohibitions as

*As amended

authorized in section 23-9 of this ordinance and described in traffic control schedules as provided in section 23-12, no person shall park a vehicle in any manner in violation of the provisions contained on such sign or signs except when necessary to avoid conflict with other traffic, or in compliance with the directions of a police officer or official traffic control device, or except for the purpose of loading or unloading passengers when such stopping does not obstruct, impede or endanger any traffic.

C.R.S.
13-5-7(1)(b)*
N.M.T.O.
14-3

Sec. 12-4. All-night parking.—No person, except physicians or other person on emergency calls, shall park a vehicle on any street signed to prohibit all-night parking, for a period of time longer than 30 minutes between the hours of 2 a.m. and 5 a.m. of any day.

C.R.S.
13-5-73(3)*

Sec. 12-5. Emergency stopping or parking only.—When official signs are erected giving notice thereof no person shall stop, stand or park a vehicle on the shoulder of any expressway, freeway, controlled-access highway or any other facility so marked except in case of emergency involving the vehicle or its occupants.

ARTICLE XIII

STOPPING FOR LOADING OR UNLOADING ONLY

C.R.S.
13-5-7(1)(b)*
13-5-7(2)*
N.M.T.O.
15-3

Sec. 13-1. Standing in passenger curb loading zone.—No person shall stop, stand, or park a vehicle for any purpose or period of time other than for the expeditious loading or unloading of passengers in any place officially marked as a passenger curb loading zone during hours when the regulations applicable to such curb loading zone are effective, and then only for a period not to exceed 3 minutes.

C.R.S.
13-5-7(1)(b)*
13-5-7(2)*
N.M.T.O.
15-4

Sec. 13-2. Standing in freight curb loading zone.—(a) No person shall stop, stand or park a vehicle for any purpose or length of time other than for the expeditious unloading and delivery or pickup and loading of materials in any place officially marked as a freight curb loading zone during hours when the provisions applicable to such zones are in effect.

(b) In no case shall the stop for loading and unloading of materials exceed 30 minutes.²⁴

C.R.S.
13-5-7(1)(b)*
13-5-7(2)*
N.M.T.O.
13-3

Sec. 13-3. Permits for curb loading zones.—Whenever special permits are issued, as authorized in section 23-9 herein, to establish or control the use of curb loading zones or to allow the backing of a vehicle to the curb for the purpose of loading or unloading merchandise or materials subject to certain conditions, no permittee or other person shall violate any of the special terms of any such permit.

C.R.S.
13-5-7(1)(b)*
13-5-7(2)*
N.M.T.O.
15-6

Sec. 13-4. Bus stops regulated.—(a) The operator of a bus shall not stand or park such vehicle upon any street at any place other than a bus stop so designated as authorized in section 23-9 herein.

*As amended

Ed. note 24, Appendix

(b) The operator of a bus shall not stop such vehicle upon any street at any place for the purpose of loading or unloading passengers or their baggage other than at a bus stop so designated as authorized in section 23-9 herein, except in case of an emergency.

(c) The operator of a bus shall enter a bus stop on a public street in such a manner that the bus when stopped to load or unload passengers or baggage shall be in a position with the right front wheel of such vehicle not further than 18 inches from the curb and the bus approximately parallel to the curb so as not to unduly impede the movement of other vehicular traffic.

C.R.S.
13-5-7(1)(b)*
13-5-7(3)*
N.M.T.O.
15-6

Sec. 13-5. Taxicab stands regulated.—(a) The operator of a taxicab shall not stand or park such vehicle upon any street at any place other than in a taxicab stand so designated as authorized in section 23-9 herein.

(b) This provision shall not prevent the operator of a taxicab from temporarily stopping in accordance with other parking or stopping regulations at any place for the purpose of and while actually engaged in the expeditious loading or unloading of passengers.

C.R.S.
13-5-7(1)(b)*
13-5-7(2)*
N.M.T.O.
15-7

Sec. 13-6. Standing in restricted parking zone.—No person shall stop, stand or park a vehicle for any purpose or length of time in any restricted parking zone other than for the purpose specified on official signs marking such restricted zone and during the period of time the restriction is effective, except that a driver of a passenger vehicle may stop momentarily therein for the purpose of and while actually engaged in loading or unloading passengers when such stopping does not interfere with the kind of traffic for which the zone is reserved.

ARTICLE XIV

PARKING METER REGULATIONS

C.R.S.
13-5-7(1)(b)*
13-5-11

Sec. 14-1. Parking meter zones.—Wherever parking meter zones have been established on streets or in parking areas regulated by this municipality, as authorized in section 23-9 herein and described in traffic control schedules pursuant to section 23-12, the parking of vehicles at places, streets or parts of streets so designated shall be controlled by parking meters between the hours and on the days declared in said schedules or records and specified on authorized parking meter signs or legends.

C.R.S.
13-5-7(1)(c)*
N.M.T.O.
Appendix

Sec. 14-2. Parking meters.—Parking meters installed in parking meter zones established as provided in this ordinance shall be so designed, constructed, installed and set as to meet the following conditions:

(1) Said meters shall be capable of being operated, either automatically or mechanically, upon the deposit therein of one or more coins of United States currency or authorized tokens, for the full period of time for which parking is lawfully permitted in any

*As amended

such parking meter zone or, in lieu thereof, for an appropriate fractional period of time.

(2) Upon the expiration of the time period registered by the deposit of one or more coins or authorized tokens as provided herein, said meters will indicate by an appropriate signal that the lawful parking meter period has expired, and during said period of time and prior to the expiration thereof, will indicate the interval of time which remains of such period.

(3) Each parking meter shall bear thereon an authorized sign or message clearly legible indicating the days and hours when the requirement to deposit coins or tokens therein shall apply, the value of the coins or tokens to be deposited, and the limited period of time for which parking is lawfully permitted in the parking meter zone in which such meter is located.

C.R.S.
13-5-7(1)(b)*
13-5-11
13-5-12*
N.M.T.O.
Appendix

Sec. 14-3. Parking meter spaces.—(a) Parking meter spaces shall be of appropriate length and width as determined by an engineering and traffic investigation and may be designated by appropriate markings upon the curb and/or pavement of the street.

(b) Every vehicle shall be parked wholly within a metered space with the front end or front portion of such vehicle immediately opposite the parking meter for such space.

(c) Except where prohibited by other provisions of this ordinance, a vehicle which is of a size too large to be parked within a single parking meter space shall be permitted to occupy two adjoining parking meter spaces when coins or tokens shall have been deposited in the parking meter for each space so occupied as is required in this ordinance for the parking of other vehicles in such space.

C.R.S.
13-5-7(1)(b)*
13-5-11
13-5-12*
N.M.T.O.
Appendix

Sec. 14-4. Deposit of coins or tokens and time limits.—(a) No person shall park a vehicle in any parking space upon a street alongside of and next to which a parking meter has been installed during the restricted and regulated time applicable to the parking meter zone in which such meter is located unless a coin or coins of United States currency or authorized tokens of the appropriate denomination as provided in this ordinance shall have been deposited therein, or shall have been previously deposited therein for an unexpired interval of time, and said meter has been placed in operation.

(b) No person shall deposit or attempt to deposit in any parking meter any slug, button or any other device or substance as substitutes for coins of United States currency or authorized tokens, and no person shall deposit any lawful coin or authorized token that is bent, cut, torn, battered or otherwise misshapen.

(c) No person shall permit a vehicle within his control to be parked in any such parking meter space during the restricted and regulated time applicable to the parking meter zone in which such meter is located while the parking meter for such space indicates by signal that the lawful parking time in such space is expired. This

*As amended

provision shall not apply to the act of parking or the necessary time which is required to deposit immediately thereafter a coin(s) or token(s) in such meter.

(d) No person shall park a vehicle in any such parking meter space for a consecutive period of time longer than that limited period of time for which parking is lawfully permitted in the parking meter zone in which such meter is located, irrespective of the number or amounts of the coins or tokens deposited in such meter.

(e) A vehicle may be parked in a parking meter space without operation of the meter on Sundays, on Holidays as defined in this ordinance, and during those hours of the day when the requirement to deposit coins or tokens does not apply as determined from the parking meter sign or legend.²⁵

(f) The provisions of this section shall not relieve any person from the duty to observe other and more restrictive provisions of this ordinance prohibiting or limiting the stopping, standing or parking of vehicles in specified places, at specified times, or in a specified manner.

C.R.S.
13-5-16

Sec. 14-5. Tampering with meter.—(a) No person shall deface, injure, tamper with, open or willfully break, destroy or impair the usefulness of any parking meter.²⁶

(b) No person, firm or corporation shall place any sack or covering over, upon or around any parking meter head, remove any parking meter head, or otherwise indicate or show that the said meter is inoperative or inapplicable without proper authority to do so.

ARTICLE XV OFFICIAL TRAFFIC CONTROL DEVICES

C.R.S.
13-5-9*
13-5-11

Sec. 15-1. Manual and specifications.—(a) All traffic control signs, signals and devices shall conform to the Manual and specifications of current issue adopted by the State Department of Highways.

(b) All signs, markings, and signals required hereunder for a particular purpose shall so far as practicable be uniform as to type and location throughout this municipality.

(c) All traffic control devices so erected and not inconsistent with the provisions of State law or this ordinance shall be official traffic control devices.

C.R.S.
13-5-12*

Sec. 15-2. Obedience to official devices.—The driver of any vehicle shall obey the instructions of any official traffic control device applicable thereto placed in accordance with the provisions of this ordinance, unless otherwise directed by a police officer, subject to the exceptions granted the driver of an authorized emergency vehicle as provided in this ordinance.

C.R.S.
13-5-12*

Sec. 15-3. Official devices required for enforcement purposes.—(a) No provision of this ordinance for which signs are re-

*As amended

Ed. notes 25-26, Appendix

quired shall be enforced against an alleged violator if at the time and place of the alleged violation an official sign is not in proper position and sufficiently legible to be seen by an ordinarily observant person.

(b) Whenever a particular section does not state that signs are required, such section shall be effective even though no signs are erected or in place.

C.R.S.
13-5-12*

Sec. 15-4. Official devices, presumption of legality.—(a) Whenever official traffic control devices are placed in position approximately conforming to the requirements of this ordinance, such devices shall be presumed to have been so placed by the official act or direction of lawful authority, unless the contrary shall be established by competent evidence.

(b) Any official traffic control device placed pursuant to the provisions of this ordinance and purporting to conform to the lawful requirements pertaining to such devices shall be presumed to comply with the requirements of this ordinance, unless the contrary shall be established by competent evidence.

C.R.S.
13-5-13*

Sec. 15-5. Traffic control signal legend.—Whenever traffic is controlled by traffic control signals exhibiting different colored lights, or colored arrows, successively one at a time or in combination as declared in the traffic control manual adopted by the State Department of Highways, only the colors green, yellow, and red shall be used, except for special pedestrian control signals carrying a word legend as provided in section 15-8 and said lights, arrows, and combinations thereof shall indicate and apply to drivers of vehicles and pedestrians as follows:

(a) Circular green alone:

(1) Vehicular traffic facing a circular green signal alone may proceed straight through or turn right or left unless a sign at such place prohibits either or both such turns. However, such vehicular traffic, including vehicles turning right or left, shall yield the right of way to other vehicles and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time such signal is exhibited.

(2) Pedestrians facing a circular green signal alone may proceed across the roadway within any marked or unmarked crosswalk, unless directed otherwise by a pedestrian control signal as provided in section 15-8.

(b) Circular green with green turn arrow:

(1) Vehicular traffic facing a green turn arrow in combination with a circular green signal may proceed to make the movement indicated by the green turn arrow or such other movement as is permitted by the circular green signal, but such traffic shall yield the right of way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection at the time such signal is exhibited. Drivers turning in the direction of the arrow when displayed with the circular green are thereby advised that so

*As amended

long as the turn arrow is illuminated, oncoming or opposing traffic simultaneously faces a steady red signal.

(2) Pedestrians facing a green turn arrow in combination with a circular green signal may proceed across the roadway within any marked or unmarked crosswalk, unless directed otherwise by a pedestrian control signal as provided in section 15-8.

(c) Green turn arrow alone:

(1) Vehicular traffic facing a green turn arrow alone may proceed only in the direction indicated by the arrow signal so long as the arrow is illuminated, but such traffic shall yield the right of way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.

(2) Pedestrians facing a green turn arrow alone shall not enter the roadway until permitted to proceed by a pedestrian control signal as provided in section 15-8.

(d) Green straight-through arrow alone:

(1) Vehicular traffic facing a green straight-through arrow alone may proceed straight through, but shall not turn right or left. Such vehicular traffic shall yield the right of way to other vehicles and to pedestrians lawfully within the intersection or adjacent crosswalk at the time such signal is exhibited.

(2) Pedestrians facing a green straight-through arrow alone may proceed across the roadway within the appropriate marked or unmarked crosswalk, unless directed otherwise by a pedestrian control signal as provided in section 15-8.

(e) Steady yellow:

(1) Vehicular traffic facing a steady yellow signal is thereby warned that the related green movement is being terminated or that a steady red indication will be exhibited immediately thereafter, and such vehicular traffic shall not enter the intersection when the red signal is exhibited.

(2) Pedestrians facing a steady yellow signal, unless otherwise directed by a pedestrian control signal as provided in section 15-8, are thereby advised that there is insufficient time to cross the roadway.

(f) Steady red alone:

(1) Vehicular traffic facing a steady red signal alone shall stop before entering the crosswalk on the near side of the intersection or at a sign or pavement marking indicating where the stop shall be made, or in the absence of any such crosswalk, sign or marking, then before entering the intersection and shall remain stopped or standing until a green indication is shown; except, that the driver of such vehicle, after coming to a stop and yielding the right of way to pedestrians and other traffic proceeding as directed, may make a right turn unless a sign has been erected prohibiting such right turn as declared in section 23-12 of this ordinance.
(1970 revision)

(2) Pedestrians facing a steady red signal alone shall not enter

the roadway, unless permitted to proceed by a pedestrian control signal as provided in section 15-8.

(g) Steady red with green turn arrow:

(1) Vehicular traffic facing a green turn arrow in combination with a steady red signal may enter the intersection only to make the movement indicated by the green turn arrow, but shall yield the right of way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection. Drivers turning in the direction of the arrow when displayed with steady red are thereby advised that so long as the turn arrow is illuminated, oncoming or opposing traffic simultaneously faces a steady red signal.

(2) Pedestrians facing a green turn arrow in combination with a steady red signal shall not enter the roadway, unless permitted to proceed by a pedestrian control signal as provided in section 15-8.

(h) Nonintersection signals:

(1) In the event an official traffic control signal is erected and maintained at a place other than an intersection, the provisions of this section shall be applicable except as to those provisions which by their nature can have no application.

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

C.R.S.
13-5-14*

Sec. 15-6. Flashing signals.—(a) Whenever an illuminated flashing red or yellow signal is used in conjunction with a traffic sign or in a traffic control signal, it shall require obedience by vehicular traffic as follows:

(1) When a red lens is illuminated with rapid intermittent flashes, drivers of vehicles shall stop before entering the nearest crosswalk at an intersection or at a limit line when marked, or if none, then before entering the intersection, and the right to proceed shall be subject to the rules applicable after making a stop at a stop sign.

(2) When a yellow lens is illuminated with rapid intermittent flashes, drivers of vehicles may proceed past such signal and through the intersection or other hazardous location only with caution.

(b) This section shall not apply at railroad grade crossings. Conduct of drivers of vehicles approaching railroad crossings shall be governed by provisions of sections 3-1 through 3-3 of this ordinance.

C.R.S.
13-5-13(10)*

Sec. 15-7. Lane-direction control signals.—Whenever lane-direction control signals are placed over the individual lanes of a street or highway, as declared in the traffic control manual adopted by the State Department of Highways, such signals shall indicate and apply to drivers of vehicles as follows:

(1) Downward-pointing green arrow: A driver facing such

*As amended

signal may drive in any lane over which said green signal is shown.

(2) Red "X" symbol: A driver facing such signal shall not enter or drive in any lane over which said red signal is shown.

C.R.S.
13-5-57*

Sec. 15-8. Pedestrian control signals.—Whenever special pedestrian control signals exhibiting the words "Walk" or "Don't Walk" are in place, such signals shall indicate as follows:

(1) While the "Walk" indication is illuminated, pedestrians facing the signal may proceed across the roadway in the direction of the signal and shall be given the right of way by the drivers of all vehicles.

(2) While the "Don't Walk" indication is illuminated, whether steady or flashing, no pedestrian shall start to cross the roadway in the direction of the signal, but any pedestrian who has partly completed his crossing during the "Walk" indication shall proceed to a sidewalk or to a safety island if one is provided.

(3) Whenever the word "Wait" still appears in a pedestrian control signal, such indication shall have the same meaning assigned herein to the "Don't Walk" indication.

(4) Whenever a signal system provides a signal phase for the stopping of all vehicular traffic and the exclusive movement of pedestrians, and "Walk" and "Don't Walk" indications control such pedestrian movement, pedestrians may cross in any direction between corners of the intersection offering the shortest route within the boundaries of the intersection when the "Walk" indication is exhibited, and when signals and other devices direct pedestrian movement in such manner.

C.R.S.
13-5-153*

Sec. 15-9. When signals are inoperative or malfunctioning.—

(a) Whenever a driver approaches an intersection and faces a traffic control signal which is inoperative or which remains on steady red or steady yellow during several time cycles, the rules controlling entrance to a through street or highway from a stop street or highway, as provided in section 2-2 of this ordinance, shall apply until a police officer assumes control of traffic or until normal operation is resumed.

(b) In the event that any traffic control signals at a place other than an intersection should cease to operate or should malfunction as herein set forth drivers may proceed through the inoperative or malfunctioning signal only with caution, as if the signal were one of flashing yellow.

(c) Whenever a pedestrian faces a pedestrian control signal, as provided in section 15-8, which is inoperative or which remains on "Don't Walk" or "Wait" during several time cycles, such pedestrian shall not enter the roadway unless he can do so safely and without interfering with any vehicular traffic.

C.R.S.
13-5-11
13-5-12
13-5-43*

Sec. 15-10. Traffic lanes.—Where traffic lanes have been marked, as authorized in section 23-9 of this ordinance and as declared in the State traffic control manual, a vehicle shall be driven

*As amended

as nearly as practicable entirely within a single lane and shall not be moved from such lane until the driver has first ascertained that such movement can be made with safety. (1970 revision)

C.R.S.
13-5-7(1)(c)*

Sec. 15-11. Barricades.—Wherever barricades are erected to close off a part or all of a street or highway, as authorized in section 23-9 of this ordinance and as specified in the State traffic control manual, no person shall drive around, through, or between such barricades or into the barricaded area except as directed or permitted by official signs or in compliance with the directions of a police officer or other authorized person.²⁷

C.R.S.
13-5-15

Sec. 15-12. Unauthorized signs, signals or markings.—(a) No person shall place, maintain, or display upon or in view of any street or highway any unauthorized sign, signal, marking, or device which purports to be or is an imitation of or resembles an official traffic control device or railroad sign or signal, or which attempts to direct the movement of traffic, or which hides from view or interferes with the effectiveness of any official traffic control device or railroad sign or signal.

(b) No person shall place or maintain nor shall any public authority permit upon any street or highway any traffic sign or signal bearing thereon any commercial advertising.

(c) This section shall not be deemed to prohibit the erection upon private property adjacent to streets or highways of signs giving useful directional information of a type that cannot be mistaken for official signs.

(d) Every such prohibited sign, signal, or marking is hereby declared to be a public nuisance, and the traffic authority is hereby empowered to remove the same or cause it to be removed without notice.

C.R.S.
13-5-16

Sec. 15-13. Interference with official devices.—No person shall without lawful authority attempt to or in fact alter, deface, injure, knock down, or remove any official traffic control device or any railroad sign or signal or any inscription, shield, or insignia thereon, or any other part thereof.

ARTICLE XVI

PEDESTRIANS' RIGHTS AND DUTIES, DRIVERS TO EXERCISE DUE CARE

C.R.S.
13-5-56

Sec. 16-1. Pedestrians obey traffic control signals.—Pedestrians shall be subject to traffic control signals as heretofore declared in Article XV of this ordinance, but at all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this article.

C.R.S.
13-5-57*

Sec. 16-2. Pedestrians' right of way in crosswalks.—(a) When traffic control signals are not in place or not in operation the driver of a vehicle shall yield the right of way, slowing down or stop-

*As amended

Ed. note 27, Appendix

ping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.

(b) Subsection (a) shall not apply under the conditions stated in section 16-5 of this ordinance.

(c) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield.

(d) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

C.R.S.
13-5-58*
N.M.T.O.
11-1

Sec. 16-3. Crossing at right angles.—No pedestrian shall cross a roadway at any place other than by a route at right angles to the curb or by the shortest route to the opposite curb except in a crosswalk or except where angle crossing is authorized as provided in section 16-5 of this ordinance.

C.R.S.
13-5-59

Sec. 16-4. Pedestrians to use right half of crosswalks.—Pedestrians shall move, whenever practicable, upon the right half of crosswalks.

C.R.S.
13-5-58*

Sec. 16-5. Crossing and yielding at other than crosswalks.—

(a) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right of way to all vehicles upon the roadway.

(b) Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right of way to all vehicles upon the roadway.

(c) Between adjacent intersections at which traffic control signals are in operation pedestrians shall not cross at any place except in a marked crosswalk.

(d) No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic control devices; and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic control devices pertaining to such crossing movements.

C.R.S.
13-5-7(1)(k)*
13-5-65*
N.M.T.O.
11-3

Sec. 16-6. Pedestrian obedience to railroad signals.—No pedestrian shall pass through, around, over, or under any crossing gate or barrier at a railroad grade crossing while such gate or barrier is being opened or closed.

C.R.S.
13-5-60
N.U.V.C.
11-506

Sec. 16-7. Walking along roadways, hitchhiking.—(a) Where sidewalks are provided it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway.

(b) Where sidewalks are not provided any pedestrian walking

*As amended

along a street or highway shall walk only on the left side of the roadway facing traffic which may approach from the opposite direction.

(c) No person shall stand in a roadway for the purpose of soliciting a ride from the driver of any private vehicle.

(d) It is unlawful for any person who is under the influence of intoxicating liquor or any narcotic or stupefying drug to walk or be upon that portion of any street or highway normally used by moving motor vehicle traffic.

(e) This section applying to pedestrians shall also be applicable to riders of animals.

C.R.S.
13-5-64

Sec. 16-8. Driving through safety zone prohibited.—No vehicle shall at any time be driven through or within a pedestrian safety zone.

C.R.S.
13-5-7(1)(k)*
N.U.V.C.
11-1103

Sec. 16-9. Driving on sidewalk.—The driver of a vehicle shall not drive within any sidewalk area within this municipality except at a permanent or temporary driveway.

C.R.S.
13-5-5(3)
N.M.T.O.
4-7

Sec. 16-10. Play streets.—Whenever official signs are erected indicating any street or part thereof within this municipality as a play street, as authorized in section 23-9 of this ordinance, no person shall drive a vehicle upon any such street or portion thereof except drivers of vehicles having business or whose residences are within such closed area, and then any said driver shall exercise the greatest care in driving upon any such street or portion thereof.

C.R.S.
13-5-148*
40-12-25*

Sec. 16-11. Drivers to exercise due care.—(a) Notwithstanding the provisions of this article or other articles of Part A of this ordinance, every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian upon any roadway and shall give warning by sounding the horn when necessary and shall exercise proper precaution upon observing any child or any obviously confused or incapacitated person upon a roadway.

(b) Any pedestrian who is not wholly or partially blind and any driver of a vehicle who approaches or comes in contact with a person who is wholly or partially blind carrying a cane or walking stick, white or metallic in color, or white tipped with red, or who is accompanied by a guide dog, shall immediately come to a full stop and take such precautions before proceeding as may be necessary to avoid an accident or injury to the person wholly or partially blind. (1970 addition)

ARTICLE XVII OPERATION OF BICYCLES

C.R.S.
13-5-7(1)(h)*
N.M.T.O.
12-1

Sec. 17-1. Effect of regulations.—(a) It is unlawful for any person to do any act forbidden or fail to perform any act required in this article.²⁸

(b) The parent of any child or minor and the guardian of any ward shall not authorize or knowingly permit any child, minor, or ward to violate any of the provisions of this article.

*As amended

Ed. note 28, Appendix

(c) These regulations applicable to bicycles shall apply whenever a bicycle is operated upon any street or highway within this municipality or upon any path therein set aside for the exclusive use of bicycles, subject to those exceptions stated herein.

C.R.S.
13-5-7(1)(h)*
N.M.T.O.
12-2

Sec. 17-2. License required.—No person, who resides within this municipality, shall ride or propel a bicycle on any street or upon any public path set aside for the exclusive use of bicycles unless such bicycle has been licensed and a license plate is attached thereto as provided herein.²⁹

C.R.S.
13-5-7(1)(h)*
N.M.T.O.
12-3

Sec. 17-3. License application.—Application for a bicycle license shall be made upon a form provided by the municipality and shall be made to the chief of police or other authorized official. A license fee as prescribed by the bicycle licensing authority shall be paid to the municipality before each license is granted.

C.R.S.
13-5-7(1)(h)*
N.M.T.O.
12-4

Sec. 17-4. Issuance of license.—(a) The chief of police or other designated official upon receiving proper application therefor is authorized to issue a bicycle license.

(b) The chief of police or other authorized official shall not issue a license for any bicycle when he knows or has reasonable grounds to believe that the applicant is not the owner of or entitled to the possession of such bicycle.

(c) The chief of police or other authorized official shall keep a record of the number of each license, the date issued, the name and address of the person to whom issued, and the number on the frame of the bicycle for which issued, and a record of all bicycle license fees collected by him.

C.R.S.
13-5-7(1)(h)*
N.M.T.O.
12-5

Sec. 17-5. Attachment of license plate.—(a) The chief of police or other authorized official upon issuing a bicycle license shall also issue a license plate bearing the license number assigned to the bicycle and the name of this municipality.

(b) The chief of police or other authorized official shall cause such license plate to be firmly attached to the rear mudguard or frame of the bicycle for which issued in such position as to be plainly visible from the rear.

(c) No person shall remove a license plate from a bicycle during the period for which issued except upon a transfer of ownership or in the event the bicycle is dismantled and no longer operated upon any street or bicycle path in this municipality.²⁹

C.R.S.
13-5-7(1)(h)*
13-5-101
N.M.T.O.
12-6

Sec. 17-6. Inspection of bicycles.—The chief of police or other authorized official shall inspect each bicycle before licensing the same and shall refuse a license for any bicycle which he determines is in unsafe mechanical condition or fails to meet the requirements of section 17-19 of this ordinance.

C.R.S.
13-5-7(1)(h)*
N.M.T.O.
12-8

Sec. 17-7. Transfer of ownership.—Upon the sale or other transfer of a licensed bicycle the licensee shall remove the license plate and shall either surrender the same to the bicycle licensing

*As amended

Ed. note 29, Appendix

authority or may upon proper application but without payment of additional fee have said plate assigned to another bicycle owned by the applicant.

C.R.S.
13-5-7(1)(h)*
N.M.T.O.
12-9

Sec. 17-8. Rental agencies.—A rental agency shall not rent or offer any bicycle for rent unless the bicycle is licensed and a license plate is attached thereto as provided herein and such bicycle is equipped with the lamps and other equipment required in this article.

C.R.S.
13-5-7(1)(h)*
N.M.T.O.
12-10

Sec. 17-9. Bicycle dealers.—Every person engaged in the business of buying or selling new or second-hand bicycles shall make a report to the bicycle licensing authority of every bicycle purchased or sold by such dealer, giving the name and address of the person from whom purchased or to whom sold, a description of such bicycle by name or make, the frame number thereof, and the number of the license plate, if any, found thereon.

C.R.S.
13-5-5*
N.M.T.O.
12-11

Sec. 17-10. Traffic laws apply to bicycle riders.—Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by the laws of the State declaring rules of the road applicable to bicycles or by the traffic ordinances of this municipality applicable to the driver of a vehicle, except as to special regulations in this article and except as to those provisions of laws and ordinances which by their nature can have no application.

C.R.S.
13-5-5*
13-5-12*
N.M.T.O.
12-12

Sec. 17-11. Obedience to traffic control devices.—(a) Any person operating a bicycle shall obey the instructions of official traffic control devices applicable to vehicles, unless otherwise directed by a police officer.

(b) Whenever authorized signs are erected indicating that no right or left or U turn is permitted, no person operating a bicycle shall disobey the direction of any such sign, except where such person dismounts from the bicycle to make any such turn, in which event such person shall then obey the regulations applicable to pedestrians.

C.R.S.
13-5-5*
N.U.V.C.
11-1203

Sec. 17-12. Riding on bicycles.—(a) A person propelling a bicycle shall not ride other than astride a permanent and regular seat attached thereto.

(b) No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped.

C.R.S.
13-5-5*
N.U.V.C.
11-1205

Sec. 17-13. Riding on roadways and bicycle paths.—(a) Every person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable, exercising care when passing a standing vehicle or one proceeding in the same direction.

(b) Persons riding bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.

(c) Where a usable path for bicycles has been provided ad-

*As amended

adjacent to a roadway, bicycle riders shall use such path and shall not use the roadway.

C.R.S.
13-5-5*
13-5-7(1)(h)*
13-5-33

Sec. 17-14. Speed.—No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions then existing.

C.R.S.
13-5-5*
13-5-54
13-5-70*

Sec. 17-15. Entering or emerging from alley or driveway.—The operator of a bicycle emerging from an alley, driveway or building shall upon approaching a sidewalk or the sidewalk area extending across any alleyway, yield the right of way to all pedestrians approaching on said sidewalk or sidewalk area, and upon entering the roadway shall yield the right of way to all vehicles approaching on said roadway.

C.R.S.
13-5-7(1)(h)*
N.U.V.C.
11-1206

Sec. 17-16. Carrying articles.—No person operating a bicycle shall carry any package, bundle or article which prevents the rider from keeping at least one hand upon the handle bars.

C.R.S.
13-5-7(1)(h)*
N.M.T.O.
12-13

Sec. 17-17. Parking.—(a) No person shall stand or park a bicycle upon a street other than upon the roadway against the curb, or upon the sidewalk in a rack to support the bicycle, or at the curb.

(b) Every bicycle shall be parked in such a manner as to afford the least obstruction to pedestrian traffic.

C.R.S.
13-5-7(1)(h)*
13-5-7(2)*
N.M.T.O.
12-14

Sec. 17-18. Riding on sidewalks.—(a) When signs are erected giving notice thereof, no person shall ride a bicycle upon a sidewalk.

(b) Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right of way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian.

C.R.S.
13-5-101

Sec. 17-19. Equipment on bicycles.—(a) Every bicycle when in use on a street or highway at any time from a half hour after sunset to a half hour before sunrise and at other times when, due to insufficient light or unfavorable atmospheric conditions, persons and vehicles on the street or highway are not clearly discernible at a distance of 500 feet ahead, shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 500 feet to the front and with a red reflector on the rear of a type which shall be visible from all distances from 50 feet to 300 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. A lamp emitting a red light visible from a distance of 500 feet to the rear may be used in addition to the red reflector.

(b) No person shall operate a bicycle unless it is equipped with a bell or other device capable of giving a signal audible for a distance of at least 100 feet, except that a bicycle shall not be equipped with nor shall any person use upon a bicycle any siren or whistle.

(c) Every bicycle shall be equipped with a brake which will

*As amended

enable the operator to make the braked wheel skid on dry, level, clean pavement.

ARTICLE XVIII REGULATING THE KINDS AND CLASSES OF TRAFFIC

C.R.S.
13-5-7(1)(g)*
13-5-128
13-5-149*

Sec. 18-1. Restricted use of streets.—(a) The use of certain streets and roadways by motor-driven cycles, trucks or other commercial vehicles, bicycles and horse-drawn vehicles or other non-motorized traffic shall be prohibited when declared as provided in section 23-12 and when official signs giving notice thereof are erected as authorized in section 23-9 herein.³⁰

(b) When signs are so erected giving notice of restrictions upon the use of streets by certain vehicles, no person shall disobey the restrictions stated on such signs.

(c) The provisions of this section shall not be construed as prohibiting the drivers of any excluded vehicles from traveling over such otherwise restricted or prohibited streets other than controlled-access roadways for the purpose of delivering or picking up materials or merchandise or reaching their destinations which occur on these particular streets, provided such excluded vehicles enter such streets at the intersection nearest the destination of the vehicle and proceed thereon no farther than the nearest intersection thereafter.

C.R.S.
13-5-118

Sec. 18-2. Size and weight restrictions—applicability.—(a) It is unlawful for any person to drive or move or for the owner to cause or knowingly permit to be driven or moved on any street or highway within this municipality any vehicle or vehicles of a size, weight, and load exceeding the limitations described in this article and in sections 13-5-118 to 13-5-129 C.R.S. 1963 or amended parts thereof.

(b) The provisions of this article shall not apply to fire apparatus, road machinery, or to implements of husbandry temporarily moved upon a highway, or to a vehicle operated under the terms of a special permit issued as provided in section 18-11.

C.R.S.
13-5-119
13-5-120
13-5-121*

Sec. 18-3. Height, width, and length of vehicles and loads.—(a) No vehicle including any load thereon shall exceed a height of 12 feet 6 inches, except as otherwise designated on streets and highways.³¹

(b) The total outside width of any vehicle or the load thereon shall not exceed 8 feet, except as follows:

(1) The total outside width of buses and coaches used for the transportation of passengers shall not exceed 8 feet 6 inches.

(2) The total outside width of any vehicle, as required in subsection (b) of this section, shall not be construed so as to prohibit the projection beyond such width of clearance lights, rear view mirrors, or other accessories required by law.

(c) No single vehicle shall exceed a length of 35 feet extreme over-all dimension, inclusive of front and rear bumpers, except that

*As amended

Ed. notes 30-31, Appendix

a vehicle used for the mass transportation of passengers wholly within this municipality or within a radius of 15 miles thereof may have a length of 40 feet extreme over-all dimension, inclusive of front and rear bumpers.

(d) No combination of vehicles coupled together shall consist of more than three units, and no such combination of vehicles shall exceed a total over-all length of 60 feet, except as otherwise provided in section 18-11 of this ordinance. Any such combination of vehicles shall be operated only on streets and highways designated by the road authority. (1970 revision)

C.R.S.
13-5-119(4)
13-5-120
13-5-121(5)*

Sec. 18-4. Projecting loads on vehicles.—(a) No passenger type vehicle shall be operated on any highway with any load carried thereon extending beyond the line of the fenders on the left side of such vehicle nor extending more than 6 inches beyond the line of the fenders on the right side thereof.

(b) The load upon any vehicle operated alone, or the load upon the front vehicle of a combination of vehicles shall not extend beyond the front wheels of such vehicles or vehicle or the headlamp lenses of such vehicle; provided, that a load may project not more than 4 feet beyond the front headlamp lenses of such a vehicle at a point above the cab of the driver's compartment so long as that part of any load projecting ahead of the rear of the cab or the driver's compartment shall be so loaded as not to obscure the vision of the driver to the front or to either side, except as otherwise provided in this ordinance.

(c) It shall be unlawful for any person to operate a vehicle which has attached thereto in any manner any chain, rope, wire or other equipment which drags, swings, or projects in any manner so as to endanger the person or property of another.

C.R.S.
13-5-122
N.U.V.C.
14-106

Sec. 18-5. Spilling loads on streets or highways.—(a) No vehicle shall be driven or moved on any highway unless such vehicle is so constructed or loaded as to prevent any of its load from dropping, sifting, leaking or otherwise escaping therefrom, except that sand may be dropped for the purpose of securing traction, or water or other substance may be sprinkled on a roadway in cleaning or maintaining such roadway.

(b) No person shall operate on any street or highway any vehicle with any load unless such load and any covering thereon is securely fastened so as to prevent said covering or load from becoming loose, detached or in any manner a hazard to other users of the highway.

C.R.S.
13-5-123

Sec. 18-6. Trailers and towed vehicles.—(a) When one vehicle is towing another the drawbar or other connection shall be of sufficient strength to pull all weight towed thereby and said drawbar or other connection shall not exceed 15 feet from one vehicle to the other, except the connection between any two vehicles transporting poles, pipe, machinery or other objects of structural nature which cannot readily be dismembered.

*As amended

(b) When one vehicle is towing another and the connection consists of a chain, rope or cable, there shall be displayed upon such connection a white flag or cloth not less than 12 inches square.

(c) Whenever one vehicle is towing another, in addition to the drawbar or other connection, except a fifth wheel connection meeting the requirements of the interstate commerce commission, safety chains or cables arranged in such a way that it will be impossible for the vehicle being towed to break loose from the vehicle towing in the event the drawbar or other connection were to be broken, loosened, or otherwise damaged shall be used. This shall apply to all motor vehicles; all trailers, except semitrailers connected by a proper fifth wheel; and to any dolly used to convert a semitrailer to a full trailer.

C.R.S.
13-5-124

Sec. 18-7. Wheel and axle loads.—(a) The gross weight upon any wheel of a vehicle shall not exceed the following:

(1) When the wheel is equipped with a high-pressure pneumatic, solid rubber or cushion tire, 8,000 pounds;

(2) When the wheel is equipped with a low-pressure pneumatic tire, 9,000 pounds.

(b) The gross weight upon any one axle of a vehicle shall not exceed the following:

(1) When the wheels attached to said axle are equipped with high-pressure pneumatic, solid rubber or cushion tires, 16,000 pounds;

(2) When the wheels attached to said axle are equipped with low-pressure pneumatic tires, 18,000 pounds.

(c) For the purposes of this section an axle shall be defined as the total load on all wheels whose centers are included within two parallel transverse vertical planes not more than 40 inches apart.

(d) For the purposes of this section every pneumatic tire designed for use and used when inflated with air to less than 100 pounds pressure shall be deemed a low-pressure pneumatic tire and every pneumatic tire inflated to 100 pounds pressure or more shall be deemed a high-pressure pneumatic tire.

(e) The gross weight upon any one wheel of a steel tired vehicle shall not exceed 500 pounds per inch of cross-sectional width of tire.

C.R.S.
13-5-125

Sec. 18-8. Gross weight of vehicles and loads.—No vehicle or combination of vehicles shall be moved or operated on any street or highway or bridge when the gross weight thereof exceeds the limits specified below:

(1) The gross weight upon any one axle of the vehicle shall not exceed the limits prescribed in section 18-7.

(2) Subject to the limitation prescribed in section 18-7, the gross weight of any vehicle having 2 axles shall not exceed 30,000 pounds.

(3) Subject to the limitation prescribed in section 18-7, the

gross weight of any single vehicle having 3 or more axles shall not exceed 46,000 pounds.

(4) Subject to the limitations prescribed in section 18-7, the maximum gross weight of any vehicle or combination of vehicles shall not exceed that determined by the formula W equals $800(L$ plus $40)$, W =the gross weight in pounds, L =the length in feet between the centers of the first and last axles of such vehicle or combination of vehicles.

C.R.S.
13-5-7-1(g)*
13-5-128

Sec. 18-9. Weight limits on certain streets or parts thereof.—

When official signs are erected giving notice thereof, no person shall operate any vehicle with a weight limit in excess of the amounts specified on such signs at any time upon any of the streets or parts thereof or upon any of the bridges or viaducts described in traffic control schedules as provided in section 23-12.³²

C.R.S.
13-5-126

Sec. 18-10. Vehicles weighed, excess removed.—(a) Any

police officer having reason to believe that the weight of a vehicle and load is unlawful is authorized to require the driver to stop and submit to a weighing of the same either by means of portable or stationary scales and shall require that such vehicles be driven to the nearest public scales in the event such scales are within 2 miles.

(b) Whenever an officer upon weighing a vehicle and load, as above provided, determines that the weight is unlawful, such officer shall require the driver to stop the vehicle in a suitable place and remain standing until such portion of the load is removed as may be necessary to reduce the gross weight of such vehicle to such limit as permitted under this article.

(c) It shall be unlawful for any driver of a vehicle when directed by a police officer to fail or refuse to stop and submit the vehicle and load to a weighing, or to fail or refuse when directed by an officer to allow the unloading of the vehicle to the gross weight of such vehicle permitted in this article, or otherwise to fail or refuse to comply with the provisions of this section.

C.R.S.
13-5-127

Sec. 18-11. Permits for excess size and weight.—(a) The

street authority of this municipality having responsibility for maintenance may, in their discretion, upon receiving application in writing and good cause being shown therefor, issue a special permit in writing authorizing the applicant to operate or move a vehicle or combination of vehicles of a size or weight of vehicle or load exceeding the maximum specified in this article or otherwise not in conformity with the provisions of this article; provided, that no permit issued shall allow a total gross weight in excess of that permitted by the formula prescribed in subsection (a) (4) of section 18-8 of this ordinance.

(b) The application for any such permit shall specifically describe the vehicle or vehicles and load to be operated or moved and the particular streets or highways for which the permit to operate is requested, and whether such permit is for a single trip or for continuous operation and the time of such movement.

(c) In granting such permit the street or highway authority

*As amended

Ed. note 32, Appendix

may at their discretion limit the number of trips or establish seasonal or other time limitations within which the vehicles described may be operated on the streets or highways indicated, or otherwise limit or prescribe conditions of operation of such vehicle or vehicles, when necessary to assure against undue damage to the road foundations, surfaces or structures, and may require such undertaking or other security as may be deemed necessary to compensate for any injury to any roadway or road structure.

(d) Permits issued by the Colorado Department of Highways, authorizing the movement of vehicles under this section, on any of the connecting links of the State Highway System within this municipality, shall be construed to have the joint approval of the street and highway authority.

(e) Every such permit shall be carried in the vehicle or combination of vehicles to which it refers and shall be open to inspection by any police officer or authorized agent of any authority granting such permit, and no person shall violate any of the terms or conditions of such special permit.

C.R.S.
13-5-129

Sec. 18-12. Liability for damage to street or structure.—(a) Any person driving, operating, or moving any vehicle, object or contrivance upon any street or highway or upon or under any street or highway structure shall be liable for all damage which said highway or highway structure, including any street or highway fixture or sign bridge within or suspended over the public right-of-way, may sustain as a result of any illegal operation, driving or moving of such vehicle, object or contrivance, or a result of operating, driving or moving any vehicle, object or contrivance weighing in excess of the maximum weight allowable in this article, but authorized by special permit issued as provided in this article.

(b) Whenever such driver is not the owner of such vehicle, object or contrivance, but is so operating, driving or moving the same with the express or implied permission of said owner, then said owner and driver shall be jointly and severally liable for any such damage.

(c) Such damage may be recovered in a civil action brought by the authorities in control of such street or highway or such street or highway structure or fixture.

ARTICLE XIX VEHICLE EQUIPMENT AND INSPECTION

C.R.S.
13-5-85

Sec. 19-1. Unsafe vehicles prohibited.—It is unlawful for any person to drive or move or for the owner to cause or knowingly permit to be driven or moved on any street or highway within this municipality any vehicle or combination of vehicles which is in such unsafe condition as to endanger any person or property.

C.R.S.
13-5-85
thru
13-5-117
and
13-5-157*

Sec. 19-2. Lights, brakes, and other required equipment.—
(a) It is unlawful for any person to drive or move or for the owner to cause or knowingly permit to be driven or moved on any street or highway within this municipality any vehicle or combina-

*Renumbered section

tion of vehicles which does not contain those parts or is not at all times equipped with such lamps, reflectors, brakes, horn and other warning and signaling devices, mirrors, safety glass, mufflers, fenders, tires and other equipment, kept in proper condition and adjustment as required in 13-5-85 through 13-5-117 and 13-5-157 C.R.S. 1963 as amended or which is equipped in any manner in violation of said sections, or for any person to do any act forbidden or fail to perform any act required by and under said sections.

(b) The provisions of 13-5-85 through 13-5-117 and 13-5-157 C.R.S. 1963 as amended with respect to equipment on vehicles shall not apply to implements of husbandry or farm tractors except as therein made applicable or to certain road machinery exempted by the Colorado Department of Revenue with the approval of the Colorado Department of Highways as provided by the laws of the State of Colorado.

(c) Nothing contained in this ordinance shall be construed to prohibit the use of additional parts and accessories on any vehicle not inconsistent with the provisions herein, except that no person shall have for sale, sell, or offer for sale for use upon or as a part of the equipment of a motor vehicle, trailer, or semitrailer, or use upon any such vehicle any headlamp, auxiliary or fog lamp, rear lamp, signal lamp, reflector, or parts of any of the foregoing which tend to change the original design or performance, unless of a type which has been approved by the State Department of Revenue. (1970 revision)

(d) Nothing in this article shall be construed as abridging or in conflict with the laws of the State of Colorado regarding the equipment that shall be required on motor vehicles.³³

C.R.S.
13-5-86
13-5-92
13-5-144

Sec. 19-3. When lighted lamps required.—(a) Every vehicle upon a street or highway within this municipality at any time from one-half hour after sunset to one-half hour before sunrise and at any other time when, due to insufficient light or unfavorable atmospheric conditions, persons and vehicles on said streets and highways are not clearly discernible at a distance of 500 feet ahead, shall display lighted lamps and illuminating devices as by the laws of the State of Colorado are respectively required for different classes of vehicles, subject to the exception stated in section 10-3 herein with respect to parked vehicles, and further that stop lights, turn signals and other signaling devices shall be lighted as prescribed by Colorado law for the use of such devices.

(b) When lighted lamps are required by this section, no vehicle shall be driven upon a street or highway within this municipality with the parking lights lighted, except when the lights are being used as signal lamps, and except when the headlamps are lighted at the same time.

C.R.S.
13-5-107
N.U.V.C.
12-404

Sec. 19-4. Windows unobstructed, wipers.—(a) No person shall drive any motor vehicle with any sign, poster or other non-transparent material upon the front windshield, sidewings, side or

Ed. note 33, Appendix

rear windows of such vehicle that would obstruct the driver's view other than a certificate or other paper required to be displayed by the laws of the State of Colorado.

(b) The windshield on every motor vehicle shall be equipped with a device for cleaning rain, snow or other moisture from the windshield, which device shall be so constructed as to be controlled or operated by the driver of the vehicle.

(c) Every windshield wiper upon a motor vehicle shall be maintained in good working order.

C.R.S.
13-5-77

Sec. 19-5. Unauthorized insignia.—No owner shall display upon any part of his vehicle any official designation, sign, or insignia of any public or quasi-public corporation, municipal, state, or national department or government subdivision without authority of such agency.

C.R.S.
13-5-83

Sec. 19-6. School bus lights and markings.—(a) Every school bus used for the transportation of school children shall bear upon the front and rear thereof plainly visible and legible signs containing the words SCHOOL BUS in letters not less than eight (8) inches in height, and except as provided in subsection (c) of this section in the case of small passenger type vehicles, shall display four (4) visual signal lights which shall be two (2) alternating flashing red lights visible to the drivers of vehicles approaching from the front of said bus and two (2) alternating flashing red lights visible to the drivers of vehicles approaching from the rear of said bus, and said visual signal lights shall be mounted at the same level as high and as far apart as practicable.

(b) Said flashing red lights shall have sufficient intensity to be visible at 500 feet in normal sunlight, and shall be actuated by the driver of said school bus whenever such vehicle is being stopped for the purpose of receiving or discharging school children not less than 200 feet prior to the point at which such bus is to be stopped, and at no other time; provided, that such lights need not be actuated when stopping at locations where the traffic regulatory authority of this municipality shall have by written designation declared such actuation unnecessary.

(c) In the case of small passenger type vehicles having a seating capacity of not more than six (6), and if such vehicles are operated as school buses but not owned by the school district, no flashing red lights need be displayed or actuated.

C.R.S.
13-5-113

Sec. 19-7. Inspection of vehicles.—It is unlawful for any person to drive, stop, park, or for the owner or person in charge of any vehicle to cause or knowingly permit to be driven, stopped or parked on any street or highway within this municipality any vehicle which is required under the laws of the State of Colorado to be inspected unless such vehicle has been inspected at an authorized inspection station and has attached thereto, in proper position, a valid and unexpired certificate of inspection as required by the laws of the State of Colorado.

ARTICLE XX
MISCELLANEOUS ROAD RULES

C.R.S.
13-5-76

Sec. 20-1. Obstruction to driver's view or driving mechanism.

—(a) No person shall drive a vehicle when it is so loaded, or when there are in the front seat such a number of persons as to obstruct the view of the driver to the front or sides of the vehicle or as to interfere with the driver's control over the driving mechanism of the vehicle.

(b) No passenger in any vehicle shall ride in such position as to interfere with the driver's view ahead or to the sides, or to interfere with his control over the driving mechanism of the vehicle.

(c) No motor vehicle shall be driven upon any street or highway in this municipality unless the windshield on said vehicle is unobstructed and is equipped with wipers as required in section 19-4, and unless the driver has adequate vision through windshield and windows for safe operation.³⁴

(d) No person shall drive any motor vehicle equipped with any television viewer, screen or other means of visually receiving a television broadcast which is located in the motor vehicle at any point forward of the back of the driver's seat, or which is visible to the driver while operating the motor vehicle.

C.R.S.
13-5-7(1)(k)*
N.M.T.O.
10-2
N.U.V.C.
11-1302

Sec. 20-2. Unlawful riding.—(a) No person shall ride on

any vehicle upon any portion thereof not designed or intended for the use of passengers. This provision shall not apply to an employee engaged in the necessary discharge of a duty, or to any persons riding within truck bodies in space intended for merchandise.

(b) A person operating a motorcycle shall ride only upon the permanent and regular seat attached thereto, and such operator shall not carry any other person nor shall any other person ride on a motorcycle unless such motorcycle is designed to carry more than one person, in which event a passenger may ride upon the permanent and regular seat if designated for two persons, or upon another seat firmly attached to the rear or side of the operator.

C.R.S.
13-5-7(1)(k)*
N.M.T.O.
10-1

Sec. 20-3. Boarding or alighting from vehicles.—No person

shall board or alight from any vehicle while such vehicle is in motion.

C.R.S.
13-5-5(1)(d)*

Sec. 20-4. Clinging to vehicles.—No person riding upon any

bicycle, coaster, roller skates, sled or toy vehicle shall attach the same or himself to any vehicle upon any street or roadway.

C.R.S.
13-5-152*

Sec. 20-5. Riding in trailers.—No person or persons shall

occupy a trailer while it is being moved upon a street or highway.

C.R.S.
13-5-151*

Sec. 20-6. Opening and closing vehicle doors.—No person

shall open the door of a motor vehicle on the side available to moving traffic unless and until it is reasonably safe to do so, and can be done without interfering with the movement of other traffic, nor

*As amended

Ed. note 34, Appendix

shall any person leave a door open on the side of a vehicle available to moving traffic for a period of time longer than necessary to load or unload passengers.

C.R.S.
13-5-150*

Sec. 20-7. Limitations on backing.—The driver of a vehicle may back the same on any street or highway other than a controlled-access roadway only when such movement can be made with safety and without interfering with other traffic.

C.R.S.
13-5-79

Sec. 20-8. Coasting prohibited.—(a) The driver of any motor vehicle when traveling upon a downgrade of a street or highway shall not coast with the gears of such vehicle in neutral.

(b) The driver of a commercial motor vehicle when traveling upon a downgrade of a street or highway shall not coast with the clutch disengaged.

C.R.S.
13-5-80

Sec. 20-9. Following fire apparatus.—The driver of any vehicle other than one on official business shall not follow any fire apparatus traveling in response to a fire alarm closer than 500 feet or drive into or park such vehicle within the block where fire apparatus has stopped in answer to a fire alarm.

C.R.S.
13-5-81

Sec. 20-10. Crossing fire hose.—No vehicle shall be driven over any unprotected hose of a fire department when laid down on any street or driveway to be used at any fire or alarm of fire, or practice runs without the consent of the fire department official in command.

C.R.S.
13-5-82
40-18-44

Sec. 20-11. Foreign matter on street or highway prohibited.—(a) No person shall throw or deposit upon any street or highway within this municipality any glass bottle, glass, stones, nails, tacks, wire, cans, or any other substance likely to injure any person, animal or vehicle; nor shall any person dump, deposit, throw, or leave any litter on any public or private property in this municipality except in a receptacle or container provided for such purpose.³⁵ (1970 revision)

(b) Any person who drops, or permits to be dropped or thrown, upon any street or highway or structure within this municipality any destructive or injurious material or lighted or burning substance shall immediately remove the same or cause it to be removed.

(c) Any person removing a wrecked or damaged vehicle from a street or highway within this municipality shall remove any glass or injurious substance dropped upon the street or highway from such vehicle.

C.R.S.
13-5-7(1)(d)*
N.M.T.O.
9-5

Sec. 20-12. When permits required for parades or processions.—No funeral procession or parade except the forces of the United States armed services, the military forces of this State, and the forces of the police and fire departments, shall occupy, march or proceed along any street in this municipality except in accordance with a permit issued by the chief of police and in compliance with

*As amended

Ed. note 35, Appendix

such other regulations as are set forth in this ordinance which may apply.

C.R.S.
13-5-7(1)(d)*
13-5-44(3)*
N.M.T.O.
9-2, 9-3, 9-4

Sec. 20-13. Funeral processions.—(a) A funeral procession shall be identified by the display upon the outside of each vehicle of a pennant or other identifying insignia or by such other method as may be required by the traffic or police authority of this municipality.

(b) Each driver in a funeral procession shall drive as near to the right-hand edge of the roadway as practicable and shall follow the vehicle ahead as close as is practicable and safe.

(c) No driver of a vehicle shall drive between the vehicles comprising a funeral procession while said vehicles are in motion and when said vehicles are conspicuously designated as required in this ordinance. This provision shall not apply at intersections where traffic is controlled by signals or police officers.

C.R.S.
13-5-159

Sec. 20-14. Cycle helmets.—No person shall operate any motorcycle or motor-driven cycle on any street or highway within this municipality unless such person and any passenger thereon is wearing securely fastened on his head a protective helmet of a type approved by the State Department of Revenue; nor shall any vehicle be so operated unless the operator and any passenger shall have in place on his helmet a face shield or shall wear covering his eyes goggles or eye glasses made of safety glass or plastic lens. (1970 addition)

*As amended

PART B. OBEDIENCE AND ENFORCEMENT

ARTICLE XXI

OBEDIENCE TO TRAFFIC REGULATIONS

C.R.S.
13-5-6*
13-5-7*

Sec. 21-1. Authority of police and fire department officials.—

(a) It shall be the duty of the officers of the police department, or such officers as are assigned by the chief of police, to enforce all street traffic regulations of this municipality and all of the State laws applicable to street and highway traffic in this municipality.

(b) Officers of the police department, or such special officers as are assigned by the chief of police, are hereby authorized to direct all traffic by voice, hand, or signal in conformance with State traffic laws and the traffic ordinance of this municipality, provided that, in the event of fire or other emergency or to expedite traffic or to safeguard pedestrians, officers of the police department and other special officers as are assigned by the chief of police, may direct traffic as conditions may require notwithstanding the provisions of the State traffic laws and the provisions of this ordinance.

(c) Members of the fire department, when at the scene of a fire, may direct or assist the police in directing traffic thereat or in the immediate vicinity.

C.R.S.
13-5-2

Sec. 21-2. Required obedience to traffic ordinance.—It is a

violation of this ordinance for any person to do any act forbidden or fail to perform any act required in this ordinance.

C.R.S.
13-5-3

Sec. 21-3. Obedience to police and fire department officials.

—No person shall willfully fail or refuse to comply with any lawful order or direction of any police officer, or member of the fire department at the scene of a fire, who is invested by the law or ordinance with authority to direct, control, or regulate traffic.

C.R.S.
13-5-5*

Sec. 21-4. Traffic laws apply to persons riding bicycles or animals or driving animal-drawn vehicles.—(a) Every person riding a bicycle or driving any animal drawing a vehicle upon a street or roadway of this municipality shall be subject to the provisions of this ordinance applicable to the driver of a vehicle, except those provisions of this ordinance which, by their nature, can have no application.

(b) Persons riding or leading animals on or along any street or highway within this municipality shall ride or lead such animals on the left side of said street or highway facing approaching traffic. This shall not apply to persons driving herds of animals along a street or highway where such movement is permitted within the limits of this municipality.

C.R.S.
13-5-5*
N.M.T.O.
3-5

Sec. 21-5. Restricted use of skis, toboggans, coasters, roller skates, and similar devices.—(a) No person shall use any street or highway within this municipality as a sled or ski course for the purpose of traveling or coasting on skis, toboggans, sleds or similar devices.

*As amended

(b) No person upon roller skates, or riding in or by means of any coaster wagon, toy vehicle, or similar device, shall go upon any roadway in this municipality except while crossing a street on a crosswalk, and when so crossing such person shall be granted all of the rights and shall be subject to all of the duties applicable to pedestrians.

(c) This section shall not apply upon any street or portions thereof set aside and officially marked as a play street or course for the use of such devices as authorized in this ordinance.

C.R.S.
13-5-4*

Sec. 21-6. Public employees to obey traffic regulations.—

The provisions of this ordinance applicable to the drivers of vehicles upon the streets and highways in this municipality shall apply to the drivers of all vehicles owned or operated by the United States, this State, or any county, city, town, district, or any other political subdivision of the State except as otherwise provided in this ordinance.

C.R.S.
13-5-4*

Sec. 21-7. Authorized emergency vehicles.—(a) The driver

of an authorized emergency vehicle, when responding to an emergency call or when in pursuit of an actual or suspected violator of the law, or when responding to but not upon returning from a fire alarm, may exercise the privileges set forth in this section, but subject to the conditions herein stated.

(b) The driver of an authorized emergency vehicle may:

(1) Park or stand a vehicle, irrespective of the provisions of this ordinance;

(2) Proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation;

(3) Exceed the prima facie speed limits so long as he does not endanger life or property;³⁶

(4) Disregard regulations governing direction of movement or turning in specified directions.

(c) The exemptions herein granted to an authorized emergency vehicle shall apply only when such vehicle is making use of audible and visual signals meeting the requirements of State law, except that an authorized emergency vehicle being operated as a police vehicle while in actual pursuit of a suspected violator of any provision of this ordinance or any provision of State law applicable to drivers and vehicles in this municipality need not display or make use of audible and visual signals so long as such pursuit is being made to obtain verification of or evidence of the guilt of the suspected violator.

(d) The provisions of this section shall not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons, nor shall such provisions protect the driver from the consequences of his reckless disregard for the safety of others.

C.R.S.
13-5-55*

Sec. 21-8. Operation of vehicles and actions of pedestrians on approach of authorized emergency vehicles.—(a) Upon the im-

*As amended

Ed. note 36, Appendix

mediate approach of an authorized emergency vehicle making use of audible and visual signals meeting the requirements of State law, or of a police vehicle properly and lawfully making use of an audible signal only, the driver of every other vehicle shall yield the right of way and shall immediately drive to a position parallel to, and as close as possible to, the right-hand edge or curb of a street or highway clear of any intersection and shall stop and remain in such position until the authorized emergency vehicle has passed, except when otherwise directed by a police officer.

(b) Upon the immediate approach of an authorized emergency vehicle making use of signals as described in subsection (a) of this section, every pedestrian shall yield the right of way and shall immediately leave the roadway and remain off the same until said vehicle has passed, except when otherwise directed by a police officer.

C.R.S.
13-5-146

Sec. 21-9. Eluding or attempting to elude police officer.—It shall be unlawful for any operator of a motor vehicle who the police officer has reasonable grounds to believe has violated a State law or ordinance of this municipality and who has received a visual or audible signal such as a red light or a siren from such police officer driving a marked vehicle showing the same to be an official police, sheriff or highway patrol car directing the said operator to bring his vehicle to a stop, to willfully increase his speed or extinguish his lights in an attempt to elude such police officer, or willfully to attempt or in fact to elude in any other manner the said police officer.

ARTICLE XXII

PENALTIES, PARTIES AND PROCEDURE ON VIOLATIONS

C.R.S.
13-5-130
39-10-19
139-33-1*
139-34-4

Sec. 22-1. Penalty assessments.—(a) It is a misdemeanor for any person to violate any of the provisions of this ordinance.

(b) The magistrate or other court having jurisdiction to hear traffic cases shall when authorized by the local governing body designate the specified offenses under the traffic ordinances of this municipality and the State traffic laws in respect to which payments of fines may be accepted by the Traffic Violations Bureau in satisfaction thereof, and shall specify by suitable schedules the amount of such fines for first, second, and subsequent offenses, provided such fines are within the limits declared by law, and shall further specify what number of offenses shall require appearance before the court.³⁷

C.R.S.
13-5-130
13-5-134
N.M.T.O.
19-2

Sec. 22-2. Forms and notices of arrest or appearance.—(a) The financial official of this municipality shall provide books to include traffic summonses for notifying alleged violators to appear and answer to charges of violating traffic laws and ordinances.

(b) Said books shall include serially numbered sets of said summonses and notices, each set having such number of copies as may be required, in the form prescribed and approved by this mu-

*As amended

Ed. note 37, Appendix

nicipality and providing for such information as is required by State law.

(c) Said books shall be issued to and receipted for by the chief of police, and the chief of police shall be responsible for the issuance of such books to individual members of the police department.

C.R.S.
13-5-131

Sec. 22-3. Parties to offense.—Every person who commits, conspires to commit, or aids or abets in the commission of, any act declared herein to be an offense, whether individually or in connection with one or more other persons or as principal agent, or accessory, shall be guilty of such offense, and every person who falsely, fraudulently, forcibly, or willfully induces, causes, coerces, requires, permits or directs another to violate any provisions of this ordinance is likewise guilty of such offense.

C.R.S.
13-5-132

Sec. 22-4. Offenses by persons controlling vehicles.—It is unlawful for the owner, or any other person, employing or otherwise directing the driver of any vehicle to require or knowingly to permit the operation of such vehicle upon a street or highway in this municipality in any manner contrary to this ordinance.

C.R.S.
13-5-130
13-5-133

Sec. 22-5. When person arrested must be taken before court.—Whenever a person is arrested for a violation of any regulation punishable as a misdemeanor, the arrested person shall be immediately taken before a magistrate or other court having jurisdiction of such offense and is nearest or most accessible with reference to the place where such arrest is made, in any of the following cases;

(1) When a person arrested demands an immediate appearance before a magistrate or other court;

(2) When the person is arrested and charged with an offense under this ordinance causing or contributing to an accident resulting in injury or death to any person;

(3) When the person is arrested upon a charge of driving while under the influence of intoxicating liquor or narcotic drugs;

(4) When the person is arrested upon a charge of failure to stop in the event of an accident causing death, personal injury, or damage to property;

(5) When the person arrested refuses to accept a penalty assessment notice or refuses to give his written promise to appear in court as provided in section 22-9, or in any event when the provisions of State law prohibit the issuance of a penalty assessment notice.

C.R.S.
13-5-6(2)

Sec. 22-6. When officer may take person before court.—In every case of arrest for any violation of this ordinance for which it is not required that a person be taken before a proper court as provided in section 22-5, said person may be taken before said court in any of the following cases:³⁸

(1) When the person does not furnish satisfactory evidence of identity; or

Ed. note 38, Appendix

(2) When the officer has reasonable and probable grounds to believe that the person will disregard a written promise to appear in court.

C.R.S.
13-5-134

Sec. 22-7. Release of defendant when magistrate unavailable.

—Whenever any person is taken into custody by an officer for the purpose of taking him before a proper court as authorized or required in this ordinance or pursuant to State law and no magistrate or other court is available at the time of the arrest, and there is no bail schedule established by any such magistrate or court and no lawfully designated court clerk or other public officer who is available and authorized to accept bail upon behalf of the magistrate or court, such person shall be released from custody upon the issuance to him of a written summons and his signing a promise to appear as provided in section 22-9.

C.R.S.
13-5-130

Sec. 22-8. When person charged may elect to appear at bureau or before court.—(a) Any person charged with an offense or violation under this ordinance for which a penalty assessment notice may be issued and for which payment of a fine may be made to the traffic violations bureau shall have the option of paying such fine within the time and at the place specified in said notice upon entering a plea of guilty and upon waiving appearance in court; or may have the option of depositing any required lawful bail, and upon a plea of not guilty shall be entitled to a trial as authorized by law.

(b) Acceptance and payment of the prescribed fine as provided in subsection (a) of this section shall constitute an acknowledgment of guilt by such person of his or her violation of the offense stated in said notice, and shall be deemed a complete satisfaction for the violation, and said bureau upon accepting the prescribed fine, shall issue a receipt to the violator acknowledging payment thereof.

C.R.S.
13-5-134

Sec. 22-9. Notice to appear in court.—(a) Except when authorized or directed to take a person before a magistrate or other court, as provided in section 22-5 or otherwise pursuant to State law, any police officer upon making an arrest for any violation of this ordinance punishable as a misdemeanor, shall take the name, address, and operator's license number of said person, the registered number of the motor vehicle involved, and such other pertinent information as may be necessary, and shall prepare and issue to him in writing on the form authorized in section 22-2 of this ordinance a notice or summons to respond and answer to the charge against him at a place and at a time to be specified in the notice or summons, and shall require said person to execute on the form provided his or her written promise to appear at the time and place indicated on the notice and summons.

(b) The officer, upon serving the alleged violator with said summons or notice and upon receiving the written promise of the alleged violator to appear and answer as specified in the notice or summons, shall release such person from custody.

C.R.S.
13-5-145

Sec. 22-10. Failure to obey summons or notice.—It shall be unlawful for any person to violate his written promise to appear given to an officer upon arrest or issuance of a summons or notice for any violation of this ordinance.

C.R.S.
13-5-135

Sec. 22-11. Compliance with promise to appear.—A written promise to appear in court may be complied with by an appearance by counsel.

C.R.S.
13-5-130

Sec. 22-12. Notice on illegally parked vehicle.—Whenever any motor vehicle without driver is found parked or stopped in violation of any of the restrictions imposed by the ordinances of this municipality, the officer finding such vehicle shall take its registration number and may take any other information displayed on the vehicle which may identify its user, and shall conspicuously affix to such vehicle a penalty assessment notice, on the form authorized in section 22-2 of this ordinance, directing the driver thereof to respond to and answer the charge against him at a place and at a time specified in said notice.

C.R.S.
13-5-130

Sec. 22-13. Failure to comply with notice on parked vehicle.—If the driver or owner of an unattended motor vehicle charged with an apparent violation of the restrictions on stopping, standing or parking under the traffic ordinances of this municipality does not respond within the time specified to a penalty assessment notice affixed to such vehicle, as provided in section 22-12, by appearance and payment at the traffic violations bureau or court having jurisdiction, or by mailing payment by means of the United States mail, or by other disposition of the charge as provided by law, the clerk of said court or traffic violations bureau shall send another notice by mail to the registered owner of the vehicle to which the original notice was affixed, warning him that in the event such notice is disregarded for a period of twenty (20) days from date of mailing a complaint will be filed and a warrant of arrest will be issued.

C.R.S.
13-5-130

Sec. 22-14. Presumption in reference to illegal parking.—In any prosecution charging a violation of any provision of this ordinance governing the stopping, standing or parking of a vehicle, proof that the particular vehicle described in the complaint was parked in violation of any such regulation, together with proof that the defendant named in the complaint was at the time of such parking the registered owner of such vehicle, shall constitute in evidence a prima facie presumption that the registered owner of such vehicle was the person who parked or placed such vehicle at the point where, and for the time during which, such violation occurred.

C.R.S.
13-5-133

Sec. 22-15. Authority of officer at scene of accident.—Except for those offenses enumerated in sections 22-5 and 22-6 of this ordinance, a police officer at the scene of a traffic accident may issue a written summons or notice, as provided in section 22-9 of this ordinance, to any driver of a vehicle involved in the accident when, based upon personal investigation, the officer has reasonable and probable grounds to believe that the person has committed any

offense under the provisions of this ordinance or pursuant to State law in connection with the accident.

C.R.S.
13-5-33

Sec. 22-16. Notice charging speed violation.—In every charge of violation relating to speed limits, the complaint and/or summons or notice to appear shall specify the speed at which the defendant is alleged to have driven, also the prima facie speed applicable within the district or at the location in this municipality.

N.M.T.O.
19-5

Sec. 22-17. Illegal cancellation of summons or notice.—It shall be unlawful for any person to cancel or solicit the cancellation of any traffic summons or notice in any manner other than by process of law.

C.R.S.
13-5-130

Sec. 22-18. When complaint to be issued.—In the event any person fails to comply with the notice given to such person, or fails to respond to a summons directing an appearance in the court having jurisdiction or at the traffic violations bureau, the clerk of the court having jurisdiction shall forthwith have a complaint issued against such person and shall issue and have served a warrant for his arrest.

N.M.T.O.
19-5

Sec. 22-19. When a copy of summons or notice shall be deemed a lawful complaint.—In the event the form of notice or summons provided under section 22-2 includes information and is sworn to as required under the general laws of this State in respect to a complaint charging commission of the offense alleged in said notice or summons to have been committed, then such notice or summons when filed with a court having jurisdiction shall be deemed to be a lawful complaint for the purpose of prosecution under this ordinance.

C.R.S.
13-5-71*
13-5-72*

Sec. 22-20. Authority to impound vehicles.—(a) Whenever any police officer finds a vehicle, attended or unattended, standing upon any portion of a street or highway right of way within this municipality in such a manner as to constitute a violation of section 10-5 of this ordinance, or left unattended for a period of 24 hours or more and presumed to be abandoned under the conditions prescribed by 13-5-71(2) and 13-5-72(2) C.R.S. 1963 as amended, such officer shall require such vehicle to be removed or cause the same to be removed and placed in storage in the nearest garage or other place of safety designated or maintained by this municipality.

(b) In the event of abandonment of a vehicle on property within this municipality other than public rights of way the owner of such property shall notify the police department, and said police shall after a period of 72 hours likewise cause the abandoned vehicle to be removed and placed in storage in the nearest garage or other place of safety designated or maintained by the municipality.

C.R.S.
13-5-71*
13-5-72*

Sec. 22-21. Disposal of abandoned vehicle.—Vehicles removed from streets or highways and other property within this municipality and placed in storage as provided in section 22-20 of this

*As amended

ordinance shall be disposed of in accordance with the provisions of 13-5-72 C.R.S. 1963 as amended.

13-4-21
13-5-139

Sec. 22-22. Records of traffic cases.—(a) Pursuant to 13-5-139 C.R.S. 1963 every magistrate or other court shall keep or cause to be kept a full record of every case in which a person is charged with any violation of any of the traffic ordinances of this municipality.

(b) Pursuant to 13-4-21 and 13-5-139 C.R.S. 1963 every court having jurisdiction over offenses committed under the traffic ordinances of this municipality shall forward to the State Department of Revenue a record of the conviction of any person in said court for a violation of any said laws or ordinances after such conviction provided that report need not be made of any conviction involving illegal parking or standing of a vehicle.

PART C. ADMINISTRATION

ARTICLE XXIII

TRAFFIC ADMINISTRATION

C.R.S.
13-5-7*
N.M.T.O.
2-2

Sec. 23-1. Traffic duties of police department.—It shall be the duty of the chief of police and other members of the police department to enforce the provisions of this ordinance and the State vehicle laws applicable to traffic in this municipality, to make arrests for traffic violations, to investigate traffic accidents, to cooperate with the traffic engineer and/or other officials of this municipality in the administration of this traffic ordinance and in developing ways and means to improve traffic conditions, and to carry out those duties specially imposed by said ordinance.

N.M.T.O.
2-3

Sec. 23-2. Records of traffic violations.—(a) The police department or the traffic violations bureau shall keep a record of all violations of the traffic ordinances of this municipality or of the State vehicle laws of which any person has been charged, together with a record of the final disposition of all such alleged offenses.

(b) Said record shall be so maintained as to show all types of violations and the total of each.

(c) Said record shall accumulate during at least a 3-year period and from that time on the record shall be maintained complete for at least the most recent 3-year period.

(d) All such records shall be public records.

C.R.S.
13-5-22*
N.M.T.O.
2-4

Sec. 23-3. Investigation of traffic accidents.—It shall be the duty of the police department to investigate traffic accidents occurring within this municipality either by investigation at the time of or at the scene of the accident or thereafter by interviewing participants or witnesses, to issue summonses and penalty assessment notices for traffic violations in connection with traffic accidents, and to assist in the prosecution of those persons charged with violations of law or ordinance causing or contributing to accidents.

C.R.S.
13-5-22*
N.M.T.O.
2-5

Sec. 23-4. Traffic accident studies.—Whenever the accidents at any particular location or along any particular street or highway within this municipality become numerous, the police department shall cooperate with the traffic engineer or other designated official responsible for traffic operations in conducting studies of such accidents and determining remedial or corrective measures.

C.R.S.
13-5-24*

Sec. 23-5. Traffic accident reports.—(a) The police department shall obtain from the State Department of Revenue standard forms for accident reports required by State law, and thereon shall report sufficiently detailed information to disclose with reference to a traffic accident which has been investigated by said police or concerning which said police have received notification the contributing circumstances, conditions then existing, and the persons and vehicles involved.

*As amended

(b) Every traffic accident report required to be made in writing shall be made on a form approved and furnished by the said Department of Revenue.

(c) The police department may require any driver of a vehicle involved in an accident of which written report must be given as provided by law to give additional information concerning said accident whenever the information originally obtained is insufficient in the opinion of said department and may require witnesses of accidents to give information concerning the accident.

(d) The police department shall maintain a suitable system of filing copies of investigators' traffic accident reports with reference to drivers and accident locations and shall make such reports available to the traffic engineer and other officials having use of the records for accident prevention purposes.

N.M.T.O.
2-7

Sec. 23-6. Drivers records to be maintained and studied.—

(a) The police department or the traffic violations bureau shall maintain a suitable record of all traffic accidents, warnings, arrests, convictions, and complaints reported for each driver, which shall be filed alphabetically under the name of the driver concerned.

(b) Said department shall study the cases of all the drivers charged with frequent or serious violations of the traffic laws or involved in frequent accidents or any serious accident, and shall attempt to discover the reasons therefor, and shall take whatever steps are lawful and reasonable to prevent further violations and accidents including, where desirable, recommendations to the proper authorities for the suspension or revocation of the drivers' licenses of such persons.

(c) Such records shall accumulate during at least a 3-year period and from that time on such records shall be maintained complete for at least the most recent 3-year period.

N.M.T.O.
2-8

Sec. 23-7. Annual traffic-safety report.—The police department shall annually prepare a traffic report which shall be filed with the (mayor) (city manager) and shall contain information on traffic matters in this municipality as follows:

(1) The finances, personnel, training, facilities, and physical plant of the department;

(2) The number of traffic accidents, the number of persons killed, the number of persons injured, and other pertinent traffic accident data;

(3) The number of traffic accidents investigated and other pertinent data on the safety activities of the police;

(4) The number and types of traffic violations and totals of each type of violation;

(5) The plans and recommendations of the department for future traffic safety activities.

N.M.T.O.
2-10

Sec. 23-8. Office of traffic engineer.—(a) The office of traffic engineer is hereby established. The traffic engineer shall be

appointed by the (Council) (Board of Trustees) of this municipality and shall exercise the powers and duties provided in this ordinance.

(b) In the absence of such appointment or at such times as the traffic engineer may be absent from the municipality or unable to perform his duties, the said duties shall be vested in the chief of police or other municipal official as determined and authorized by the Council or Board of Trustees.

C.R.S.
13-5-7*
N.M.T.O.
2-10

Sec. 23-9. Duties and powers of traffic engineer or other designated traffic official.—(a) It shall be the general duty of the traffic engineer or other official vested with the responsibility for traffic as provided herein to determine the installation and proper timing and maintenance of official traffic control devices, to conduct analyses of traffic accidents and to devise remedial or corrective measures, to conduct investigation of traffic conditions, to plan the operation of traffic on the streets and highways of this municipality, and to cooperate with other municipal officials in the development of ways and means to improve traffic conditions, and to carry out such additional powers and duties as are imposed by this ordinance.

(b) By way of example, but not by way of limitation, the traffic engineer or other official vested with the office as provided herein is hereby empowered and authorized, consistent with the provisions of this ordinance, to act as follows:

- (1) Install, maintain, and remove traffic control devices;
- (2) Designate and place medians and traffic islands;
- (3) Alter the basic prima facie speed limits as permitted by law;
- (4) Designate minimum speed as provided by law.
- (5) Regulate speed and traffic movement by traffic signals;
- (6) Designate one-way streets and roadways;
- (7) Designate through streets or roadways and control entrances thereto;
- (8) Designate stop or yield intersections and erect stop or yield signs thereat;
- (9) Establish restrictions, prohibitions, and regulations for the parking, standing, or stopping of vehicles;
- (10) Designate special parking zones for taxicabs, press, television, radio cars, and the like;
- (11) Designate parking meter zones and establish time limitations thereon;
- (12) Establish tow-away zones;
- (13) Designate upon what streets, if any, angle parking shall be permitted;
- (14) Designate and sign intersections at which drivers shall not make a right or left turn, a U turn, or any turn at all times or during certain times;
- (15) Designate and sign intersections where multiple turns shall be allowed;

*As amended

(16) Mark centerlines and lane lines and place other pavement markings necessary for the regulation and control of traffic;

(17) Install and maintain crosswalks at intersections or other places where there is particular danger to pedestrians crossing the roadway;

(18) Establish safety zones at such places where necessary for pedestrian protection;

(19) Install pedestrian-control signals and designate those crossings where angle crossing shall be permitted by pedestrians;

(20) Establish play streets;

(21) Establish truck routes and truck loading zones; bus stops and taxicab stands;

(22) Designate and sign those streets and roadways where pedestrians, bicyclists or other nonmotorized traffic, or persons operating a motor-driven cycle shall be excluded;

(23) Designate and sign those streets upon which vehicles or loads of a certain weight shall be prohibited;

(24) Provide for temporary street or alley closures by the erection of barricades;

(25) Issue special permits for curb loading operations, the movement of vehicles having excess size or weight, parades or processions, etc.

C.R.S.
13-5-11
13-5-34*
120-13-35

Sec. 23-10. Division of authority over streets which are State highways.—(a) All traffic and parking restrictions on streets which are a part of the State Highway System shall be regulated and enforced by this municipality, except that pursuant to Chapter 13, Article 5 and Chapter 120, Article 13 of C.R.S. 1963 such regulations on said streets shall be subject to the approval of the State Department of Highways before becoming effective.

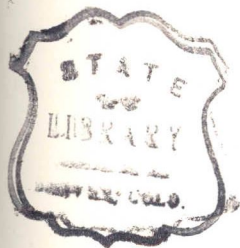
(b) No stop sign or traffic control signal shall be erected or maintained at any location within this municipality so as to require the traffic on any State highway to stop before entering or crossing any intersecting highway unless approval in writing has first been obtained from the State Department of Highways.

(c) The traffic engineer or other official vested with responsibility for traffic is authorized to accept, upon the basis of engineering and traffic investigations and studies, recommendations of the State Department of Highways for speed limits upon any State highway or Federal-Aid roadway within this municipality, and such speed limits shall be effective when appropriate signs giving notice thereof are erected along said highways or roadways, regardless of whether said signs are placed by the State Department of Highways or by the traffic authority of this municipality.

Sec. 23-11. Conformance to uniform standards.—It shall be the duty of the traffic engineer or other official charged with responsibility for traffic in this municipality to see that all traffic control devices required hereunder are uniform as to type and

C.R.S.
13-5-11

*As amended



location and conform as closely as practicable to the manual and specifications of latest issue as approved and adopted by the State Department of Highways.

N.M.T.O.
21-1
thru 21-9

Sec. 23-12. Official traffic control records.—(a) The traffic engineer or other official vested with responsibility for traffic control in this municipality shall cause records to be kept of all the streets or parts of streets where traffic regulations have been authorized and signposted pursuant to the provisions of this ordinance.

(b) Said records shall include schedules of streets and parts of streets where the following regulations and controls have been authorized and made effective:³⁹

- (1) Through streets designated pursuant to section 2-1;
- (2) Speed limits modified pursuant to sections 4-2 and 4-3;
- (3) Minimum speed limits established pursuant to section 4-5;
- (4) One-way streets established pursuant to section 8-1;
- (5) Pedestrians, bicycles, and other nonmotorized traffic excluded pursuant to sections 9-2(d) and 18-1;
- (6) Stopping, standing or parking restricted or prohibited pursuant to section 12-2;
- (7) Parking prohibited or restricted pursuant to section 12-3;
- (8) Parking meter zones established pursuant to section 14-1;
- (9) Right-turn-on-red prohibitions declared pursuant to section 15-5(f).
- (10) Weight limitations imposed pursuant to section 18-9.

(c) Said records shall be open to public inspection during business hours and copies thereof made available to courts and other concerned agencies and officials requesting the same.

ARTICLE XXIV TRAFFIC VIOLATIONS BUREAU

C.R.S.
13-5-130
N.M.T.O.
18-1

Sec. 24-1. Traffic violations bureau created.—(a) The magistrate or other court having jurisdiction to hear traffic cases in this municipality may establish a traffic violations bureau to assist the court(s) with the clerical work of traffic cases.

(b) The bureau shall be in charge of such person or persons as the court may designate and shall be open on such days excluding Sundays and holidays and at such hours as may be established by said court.

C.R.S.
13-4-21
13-5-130
N.M.T.O.
18-3

Sec. 24-2. Duties of traffic violations bureau.—The following duties are hereby imposed upon the head and personnel of the traffic violations bureau in reference to traffic offenses:

(1) They shall accept designated fines, issue receipts, and present to the court the written evidence of the guilty pleas and waivers of appearance of violators who have requested and are permitted to so plead.

Ed. note 39, Appendix

(2) They shall receive and issue receipts for bail from the persons who must, or wish to be heard in court, enter the time of their appearance on the court docket, and notify the arresting officer and witnesses, if any, to be present.

(3) They shall, in behalf of the court, forward to the State Department of Revenue as required by 13-4-21 C.R.S. 1963 a record of the conviction of any person in said court for a violation of any of the traffic ordinances of this municipality or any of the traffic laws of the State subject to the point system schedule provided by law.

(4) They shall keep an easily accessible record of all violations of which each person has been guilty during the preceding thirty-six (36) months, whether such guilt was established in court or by a plea of guilty and payment of fine at the traffic violations bureau.

C.R.S.
13-5-139

Sec. 24-3. Traffic violations bureau to keep records.—(a) The traffic violations bureau shall keep records and submit summarized monthly reports to the magistrate or other court of all notices issued and arrests made for violations of the traffic ordinances of this municipality or the traffic laws of the State, and of all fines collected by the traffic violations bureau or the court, and of the final disposition or present status of every case of violation of the provisions of said laws and ordinances.

(b) Said records shall be maintained to show all types of violations and the totals for each.

(c) Said records shall be public records.

C.R.S.
13-5-139

Sec. 24-4. Additional duties of traffic violations bureau.—The traffic violations bureau shall follow such procedures and perform such duties as may be prescribed by the traffic ordinances of this municipality or as may be required by any laws of the State of Colorado.

C.R.S.
13-2-15*
13-5-130*

Sec. 24-5. Disposition of traffic fines and forfeitures.—All fines or forfeitures collected upon conviction or a finding of violation, or upon the forfeiture of bail of any person charged with a violation of any of the provisions of this ordinance shall be handled as required by State law. (1970 revision)

C.R.S.
13-5-134

Sec. 24-6. Official misconduct.—Failure, refusal, or neglect on the part of any judicial or other officer or employee receiving or having custody of any fine to comply with the provisions of section 24-5 shall constitute misconduct in office and shall be grounds for removal therefrom. (1970 revision)

*As amended

PART D. INTERPRETATION AND TRAFFIC SCHEDULES

ARTICLE XXV

WORDS AND PHRASES DEFINED

C.R.S.
13-1-1
N.U.V.C.
Chap. 1
N.M.T.O.
1-1

Sec. 25-1. Meaning of certain words and phrases.—(a) When used in this ordinance the words and phrases defined in this article shall for the purpose of this ordinance have the meanings respectively ascribed to them herein.

(b) Whenever any words and phrases used in this ordinance are not defined herein but are defined in the State laws regulating the operation of vehicles, any such definition therein shall be deemed to apply to such words and phrases used in this ordinance.⁴⁰

NSC
Uniform
Definition

Sec. 25-2. Definitions relating to vehicles and traffic.—

(a) **Accident.**—Any event that results in unintended injury, either fatal or nonfatal, or any property damage attributable directly or indirectly to the motion of a motor vehicle or its load.

C.R.S.
13-1-1(45)

(b) **Authorized emergency vehicle.**—Vehicles of the fire department (fire patrol), police vehicles, street or highway maintenance equipment, and such ambulances and emergency vehicles of municipal departments, public service corporations as are designated or authorized by the supervisor or the chief of police of an incorporated city, and such vehicles of volunteer fire departments and of rescue or disaster control organizations as are designated by the supervisor.

C.R.S.
13-1-1(69)*

(c) **Bicycle.**—Every device propelled by human power upon which any person may ride, having two tandem wheels either of which is more than twenty (20) inches in diameter.

N.U.V.C.
1-106

(d) **Bus.**—Every motor vehicle designed for carrying more than ten (10) passengers and used for the transportation of persons; and every motor vehicle, other than a taxicab, designed and used for the transportation of persons for compensation.

(e) **Bus stand or stop.**—A designated area adjacent to a curb or edge of the roadway assigned for the use of buses during the loading or unloading of passengers.

N.M.T.O.
1-3

(f) **Commercial vehicle.**—Every vehicle designed, maintained or used primarily for the transportation of property.

C.R.S.
13-1-1(34)

(g) **Driver.**—Every person who drives or is in actual physical control of a vehicle.

C.R.S.
13-1-1(6)

(h) **Farm tractor.**—Every motor vehicle designed and used primarily as a farm implement for drawing plows, mowing machines, and other implements of husbandry.

C.R.S.
13-1-1(2)*

(i) **Motor vehicle.**—Any self-propelled vehicle which is designed primarily for travel on the public highways and which is generally and commonly used to transport persons and property over the public highways. (1970 revision)

*As amended

Ed. note 40, Appendix

C.R.S.
13-1-1(3)

(j) **Motorcycle.**—Every motor vehicle designed to travel on not more than three (3) wheels in contact with the ground except any vehicle as may be included within the term “tractor” as herein defined.

C.R.S.
13-1-1(73)*

(k) **Motor-driven cycle.**—Every motorcycle, including every motor-scooter, with a motor which produces not to exceed six brake horsepower, and every bicycle with motor attached.

C.R.S.
13-1-1(37)

(l) **Owner.**—A person who holds the legal title of a vehicle or in the event a vehicle is the subject of any agreement for the conditional sale or lease thereof with the right of purchase upon performance of the conditions stated in the agreement and with the immediate right of possession vested in the conditional vendee or lessee, or in the event a mortgagor of a vehicle is entitled to possession, then such conditional vendee or lessee or mortgagor shall be deemed the owner, or parties otherwise having lawful use or control or the right to use or control a vehicle for a period of thirty (30) days or more.

N.U.V.C.
1-141

(m) **Park or parking.**—The standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers.

C.R.S.
13-1-1(33)

(n) **Pedestrian.**—Any person afoot.

C.R.S.
13-1-1(32)

(o) **Person.**—Every natural person, firm, co-partnership, association, or corporation.

C.R.S.
13-1-1(31)

(p) **Police officer.**—Every officer authorized to direct or regulate traffic or to make arrests for violations of traffic regulations.

C.R.S.
13-1-1(51a)

(q) **Railroad.**—A carrier of persons or property upon cars, other than street cars, operated on stationary rails.

C.R.S.
13-1-1(51b)

(r) **Railroad train.**—A steam engine, electric or other motor, with or without cars coupled thereto, operated upon rails, except street cars.

C.R.S.
13-1-1(22)
N.U.V.C.
1-156

(s) **Right of way.**—The privilege of the immediate use of the street or highway, this being the right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian approaching under such circumstances or direction, speed and proximity as to give rise to danger of collision unless one grants precedence to the other.

C.R.S.
13-1-1(7)

(t) **Road tractor.**—Every motor vehicle designed and used for drawing other vehicles and not so constructed as to carry any load thereon either independently or any part of the weight of a vehicle or load so drawn.

C.R.S.
13-1-1(48)*

(u) **Road machinery.**—Those vehicles, self-propelled or otherwise, which are not designed primarily for the transportation of persons or cargo over the public highways, and those motor vehicles

*As amended

which may have originally been designed for the transportation of persons but which have been redesigned or modified by the mounting thereon of special equipment or machinery, and which may be only incidentally operated or moved over the public highways. This definition includes but is not limited to wheeled vehicles commonly used in the construction, maintenance and repair of roadways and the digging of ditches. (1970 revision)

C.R.S.
13-1-1(46)*

(v) **School bus.**—Every motor vehicle owned by a public or governmental agency and operated for the transportation of children to or from school or privately owned and operated for compensation, but not including informal or intermittent arrangements such as sharing of actual gasoline expense or participation in a car pool, for the transportation of children to or from school. (1970 revision)

C.R.S.
13-1-1(9)*

(w) **Semitrailer.**—Any wheeled vehicle, without motive power, which is designed to be used in conjunction with a truck tractor so that some part of its own weight and that of its cargo load rests upon or is carried by such truck tractor, and which is generally and commonly used to carry and transport property over the public highways. (1970 revision)

N.U.V.C.
1-168

(x) **Stand or standing.**—The halting of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in receiving or discharging passengers.

N.U.V.C.
1-171

(y) **Stop or stopping.**—When prohibited means any halting even momentarily of a vehicle, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or traffic-control sign or signal.

(z) **Taxi and taxicab.**—A licensed public motor vehicle for hire designed and constructed to seat not more than ten (10) persons and operating as a common carrier on call or demand.

(aa) **Taxi-taxicab stand.**—A designated area adjacent to the curb set aside and assigned for taxicabs to stand or wait for passengers.

C.R.S.
13-1-1(8)*

(bb) **Trailer.**—Any wheeled vehicle, without motive power having an empty weight of more than two thousand pounds, which is designed to be drawn by a motor vehicle and to carry its cargo load wholly upon its own structure and which is generally and commonly used to carry and transport property over the public highways. (1970 revision)

C.R.S.
13-1-1(60)

(cc) **Traffic.**—Pedestrians, ridden or herded animals, vehicles, and other conveyances either singly or together while using any street or highway for the purpose of travel.

C.R.S.
13-1-1(4)*

(dd) **Truck.**—Any motor vehicle equipped with a body designed to carry property and which is generally and commonly used to carry and transport property over the public highways. (1970 revision)

*As amended

C.R.S.
13-1-1(5)*

(ee) **Truck tractor.**—Any motor vehicle which is generally and commonly designed and used to draw a semitrailer and its cargo load over the public highways. (1970 revision)

C.R.S.
13-1-1(1)*

(ff) **Vehicle.**—Any device which is capable of moving itself, or of being moved, from place to place upon wheels or endless tracks; but such term shall not mean or include any farm tractor or any implement of husbandry designed primarily or exclusively for use and used in agricultural operations, or any device moved by muscular power, or moved exclusively over stationary rails or tracks, or designed to move primarily through the air. (1970 revision)

(gg) **Yield.**—To take appropriate action to grant the right of way.

Sec. 25-3. Definitions relating to streets and highways.—

C.R.S.
13-1-1(68)*

(a) **Acceleration lane.**—A speed-change lane, including tapered areas, for the purpose of enabling a vehicle entering a roadway to increase its speed to a rate at which it can more safely merge with through traffic.

N.U.V.C.
1-102

(b) **Alley or alleyway.**—Every street or public way within a block set apart for public use, vehicular travel, and local convenience, except foot paths.

C.R.S.
13-1-1(23)

(c) **Business district.**—The territory contiguous to a street or highway when fifty percent (50%) or more of the frontage thereon for a distance of three hundred (300) feet or more is occupied by buildings in use for business.

C.R.S.
13-1-1(70)*

(d) **Controlled-access street or highway.**—Every highway, street or roadway in respect to which owners or occupants of abutting lands and other persons have no legal right of access to or from the same except at such points only and in such manner as may be determined by the public authority having jurisdiction over such highway, street or roadway.

C.R.S.
13-1-1(53)

(e) **Crosswalk.**—That portion of a roadway ordinarily included within the prolongation or connection of the lateral lines of sidewalks at intersections, or any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

C.R.S.
13-1-1(71)*

(f) **Deceleration lane.**—A speed-change lane, including tapered areas, for the purpose of enabling a vehicle that is to make an exit turn from a roadway to slow to the safe speed on the ramp ahead after it has left the main stream of faster-moving traffic.

C.R.S.
13-1-1(25)*

(g) **Intersection.**—(1) The area embraced within the prolongation of the lateral curb lines or, if none, then the lateral boundary lines of two or more streets or highways which join one another at an angle, whether or not one such street or highway crosses the other.

*As amended

(2) Where a street or highway includes two roadways thirty (30) feet or more apart, then every crossing of each roadway of such divided street or highway by an intersecting street or highway shall be regarded as a separate intersection.

(3) In the event such intersecting street or highway also includes two roadways thirty (30) feet or more apart, then every crossing of two roadways of such streets or highways shall be regarded as a separate intersection.

(h) **Median or central dividing strip.**—That portion of a divided street or highway separating the traveled ways for traffic in opposite directions.

(i) **Play street.**—Any street or part thereof set apart and properly signed or marked for recreation purposes.

C.R.S.
13-1-1(21)

(j) **Private road or driveway.**—Every road or driveway not open to the use of the public for purposes of vehicular travel.

(k) **Ramp.**—A turning or interconnecting roadway or a traffic interchange.

C.R.S.
13-1-1(24)

(l) **Residence district.**—The territory contiguous to a street or highway not comprising a business district when the frontage on such for a distance of three hundred (300) feet or more is mainly occupied by dwellings or by dwellings and building in use for business.

C.R.S.
13-1-1(54)
N.U.V.C.
1-158

(m) **Roadway.**—That portion of a highway improved, designed, or ordinarily used for vehicular travel. In the event a street or highway includes two or more separate roadways the term "roadway" as used herein shall refer to any such roadway separately but not to all such roadways collectively.

C.R.S.
13-1-1(52)

(n) **Sidewalk or sidewalk area.**—That portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for the use of pedestrians.

C.R.S.
13-1-1(20)

(o) **Street or highway.**—The entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel; or the entire width of every way declared to be a public street or highway by any law of this State. (Editor's note: By this definition the terms "street" and "highway" are synonymous and interchangeable.)

C.R.S.
13-1-1(56)

(p) **Through street or highway.**—Every street or highway or portion thereof on which vehicular traffic is given preferential right of way, and at the entrances to which vehicular traffic from intersecting streets or highways is required by law to yield right of way to vehicles on such through street or highway in obedience to either a stop sign or a yield sign, when such signs are erected as provided in this ordinance.

Sec. 25-4. Definitions relating to traffic control devices.—

(a) **Barricade.**—A portable or fixed barrier having object

markings, used to close all or a portion of the right of way to vehicular traffic.

(b) **Centerline.**—A line either marked or unmarked dividing the roadway between traffic moving in opposite directions.

N.M.T.O.
1-4

(c) **Curb loading zone.**—A designated space adjacent to a curb reserved for the exclusive use of vehicles during the loading or unloading of passengers or materials.

N.M.T.O.
1-5
1-7

(d) **Freight or passenger curb loading zone.**—A designated space adjacent to a curb for the exclusive use of vehicles during the loading or unloading of freight or passengers.

(e) **Lane-direction control signal.**—A traffic control signal which is erected to control the direction of vehicular traffic movement in an individual lane.

(f) **Lane line.**—A line other than a centerline separating two lanes for traffic moving in the same direction.

C.R.S.
13-1-1(55)*

(g) **Laned street or highway.**—A street or highway the roadway of which is divided into two or more clearly marked lanes for vehicular traffic.

C.R.S.
13-1-1(57)

(h) **Official traffic control devices.**—All signs, signals, markings, and devices consistent with statute or this ordinance placed or erected by authority of a public body or official having jurisdiction, for the purpose of regulating, warning, or guiding traffic.

(i) **Parking meter.**—A mechanical time measuring device authorized by this municipality to be used for the purpose of regulating parking.

(j) **Pedestrian-control signal.**—A traffic control signal which is erected for the exclusive purpose of directing pedestrian traffic at signalized locations.

C.R.S.
13-1-1(59)

(k) **Railroad sign or signal.**—Any sign, signal, or device erected by authority of a public body or official or by a railroad and intended to give notice of the presence of railroad tracks or the approach of a railroad train.

C.R.S.
13-1-1(26)

(l) **Safety zone.**—The area or space officially set aside within a street or highway for the exclusive use of pedestrians and which is so plainly marked or indicated by proper signs as to be plainly visible at all times while set apart as a safety zone.

C.R.S.
13-1-1(74)*

(m) **State traffic control manual.**—The most recent edition of the "Manual on Uniform Traffic Control Devices for All Classes of Streets and Highways" as adopted by the State Department of Highways.

N.U.V.C.
1-170

(n) **Stop.**—When required means the complete cessation of movement.

*As amended

(o) **Stop line.**—A line which indicates where vehicles should stop when directed by a traffic control device or a police officer.

C.R.S.
13-1-1(58)

(p) **Traffic-control signal.**—Any device whether manually, electrically, or mechanically operated by which traffic is alternately directed to stop and permitted to proceed.

Sec. 25-5. Miscellaneous definitions.—

(a) **Board of trustees.**—The governing body of incorporated towns.

(b) **Council.**—The governing body of cities, and cities and counties.

C.R.S.
67-1-1
67-1-2

(c) **Holidays.**—Where used in this ordinance or on official signs shall in addition to Sundays mean New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and such additional statutory holidays as may by ordinance be declared applicable.

C.R.S.
40-18-44

(d) **Litter.**—All rubbish, waste material, refuse, garbage, trash, debris, or other foreign substance, solid or liquid, of every form, size, kind, and description. (1970 addition)

(e) **Magistrate.**—A public civil officer invested with judicial power.

C.R.S.
139-34-1(1)

(f) **Municipality.**—Any Colorado city, city and county, and all incorporated towns authorized by law to ordain or adopt by reference a traffic ordinance; specifically, the city, city and county, or town named in the ordinance.

N.M.T.O.
1-18

(g) **Official time standard.**—Whenever certain hours are named herein they shall mean standard time or daylight-saving time as may be in current use in this municipality.

(h) **Prima facie speed limit.**—A speed limit above which the driver is presumed to be driving unlawfully but, if charged with exceeding it, a driver may show cause to prove that his speed was safe for conditions and therefore, that he was not guilty of a speed violation.

ARTICLE XXVI

SCHEDULES OF DESIGNATED STREETS

REFERRED TO IN ORDINANCE

(in lieu of records described in section 23-12)

SCHEDULE I

Sec. 26-1. **Through streets.**—In accordance with the provisions of section 2-1, and when official signs are erected giving notice thereof, drivers of vehicles shall stop or yield as required by said signs at every intersection before entering any of the following streets or parts of streets:

Name of street	Portion affected (terminal limits)

SCHEDULE II

Sec. 26-2. **Decreased speed limits.**—In accordance with the provisions of section 4-2, and when official signs are erected giving notice thereof, the prima facie speed limit shall be as specified in this schedule for the following intersections or approaches thereto:

Name of street or intersection	Portion affected (terminal limits)	Decreased speed limit

SCHEDULE III

Sec. 26-3. Increased speed limits.—In accordance with the provisions of section 4-3, and when official signs are erected giving notice thereof, the prima facie speed limit shall be as specified in this schedule upon the following streets or portions thereof:

Name of street	Portion affected (terminal limits)	Increased speed limit
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SCHEDULE IV

Sec. 26-4. Minimum speed.—In accordance with the provisions of section 4-5, and when official signs are erected giving notice thereof, the minimum speed limit shall be as specified in this schedule upon the following expressways:

Name of street	Portion affected (terminal limits)	Minimum speed
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SCHEDULE V

Sec. 26-5. One-way streets and alleys.—In accordance with the provisions of section 8-1, and when official signs are erected giving notice thereof, traffic shall move only in the direction indicated upon the following streets and alleys:

Name of street or identification of alley	Portion affected (terminal limits)	Direction of traffic movement
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SCHEDULE VI

Sec. 26-6. Nonmotorized traffic and motor-driven cycles excluded.—In accordance with section 9-2(d) and 18-1, and when official signs are erected giving notice thereof, no pedestrian, bicyclist or other nonmotorized traffic or any person operating a motor-driven cycle shall use any of the following streets or highways or parts thereof:

Name of street	Portion affected (terminal limits)
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SCHEDULE VII

Sec. 26-7. Stopping, standing or parking during certain hours on certain streets prohibited.—In accordance with the provisions of section 12-2, and when official signs are erected giving notice thereof, no person shall stop, stand or park a vehicle between the hours specified herein or any day except Sundays and public holidays as defined in section 25-5(c) upon any of the streets or parts of streets as follows:

Name of street	Portion affected (terminal limits)	Regulation effective (hours from to)

SCHEDULE VIII

Sec. 26-8. Parking prohibited at all times on certain streets.—In accordance with the provisions of section 12-3, and when official signs are erected giving notice thereof, no person shall at any time park a vehicle upon any of the following described streets or parts of streets:

Name of street	Portion affected (terminal limits)

SCHEDULE IX

Sec. 26-9. Parking time limited on certain streets.—In accordance with the provisions of section 12-3, and when official signs are erected giving notice thereof, no person shall park a vehicle for a period of time longer than () hours or minutes between the hours of () a.m. and () p.m. of any day except Sundays and public holidays as defined in section 25-5(c) upon any of the streets or parts of streets as follows:

Name of street	Portion affected (terminal limits)

SCHEDULE X

Sec. 26-10. Parking meter zones.—In accordance with the provisions of section 14-1, and when parking meter signs or legends give notice thereof, the parking of vehicles shall be regulated by parking meters between the hours of () a.m. and () p.m. of any day except Sundays and public holidays as defined in section 25-5(c) upon any of the streets or parts of streets or within any of the areas or districts described below:

Name of street	Portion affected (terminal limits)

SCHEDULE XI

Sec. 26-11. Right turn on steady red signal prohibited.—In accordance with the provisions of section 15-5(f), and when official signs are erected giving notice thereof, no driver shall make a right turn on a steady red signal at the following intersections in the direction(s) and at the times(s) indicated below:

Name of intersection	Direction of right turn prohibited (If all directions, write "ALL")	Time(s) prohibited (If all times, write "ALL")
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SCHEDULE XII

Sec. 26-12. Weight limitations upon vehicles using certain streets.—In accordance with the provisions of section 18-9, and when official signs are erected giving notice thereof, no person shall operate a vehicle with a weight in excess of the amounts specified herein at any time upon any of the following streets or parts of streets:

Name of street	Portion affected (terminal limits)	Thousand pound limit (Specify gross or empty weight)
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SCHEDULE XIII

Sec. 26-13. Weight limitations upon vehicles using certain structures.—In accordance with the provisions of section 18-9, and when official signs are erected giving notice thereof, no person shall operate a vehicle with a gross weight in excess of the amounts specified herein at any time upon any of the following structures:

Name of street	Portion affected (terminal limits)	Thousand pound limit (gross weight)

APPENDIX

- PART E. Instructions for adopting Model Traffic Code by reference.
- PART F. Specimen ordinance for adopting Model Traffic Code by reference.
- PART G. Specimen traffic control schedules.
- PART H. Specimen notice of hearing.
- PART..I. Specimen certification for posting of ordinance.
- PART J. Instructions for amending Model Traffic Code previously adopted.
- PART K. Specimen ordinance amending Model Traffic Code previously adopted.
- PART L. Editorial notes.

APPENDIX
PART E.
I N S T R U C T I O N S
FOR ADOPTING BY REFERENCE
THE MODEL TRAFFIC CODE FOR
COLORADO MUNICIPALITIES

(Based on Articles 33 and 34 of Chapter 139 and on 120-13-35(8), C.R.S. 1963)

1. Adopting Ordinance (see specimen)

- (a) **Form and Content.** The form and content of the adopting ordinance should be patterned as closely as possible after the specimen.
- (b) **Exceptions.** Any and all sections of the Code that are inapplicable to the municipality and are thereby to be deleted should be enumerated in the adopting ordinance.
- (c) **Traffic Control Schedules.** The schedules contained in Article XXVI of the Code should be accomplished before the First Hearing. If a particular Schedule(s) is not applicable, the words "Not Applicable" should be entered. Schedules in loose-leaf form should be authenticated by the City (Town) Clerk and declared to be a part of the Ordinance. (see specimen)

2. First Reading

The Board of Trustees or the Council shall meet and conduct a first reading of the adopting ordinance and the Code to be adopted by reference.

3. Notice of Hearing (see specimen)

After the first reading the Board of Trustees or the Council shall schedule a public hearing and give notice of such hearing. Notice of the hearing shall be published twice in a newspaper of general circulation in the municipality, once at least eight days preceding the hearing, and once at least fifteen days preceding it. If there is no such newspaper, the notice shall be posted in three public places to be designated by the Board or the Council.

4. Content of Notice

The notice of public hearing shall state the time and place of the hearing and shall also state that copies of the primary Code and the secondary Code, being considered for adoption, are on file at the office of the City (or Town) Clerk and are open to public inspection during regular business hours. The notice shall also contain brief explanation of the purpose of the primary and secondary Codes, the subject matter of each Code, the name and address of the agency by which each has been developed, and the date of publication of each. (The State Traffic Manual is a secondary Code.)

5. Copies of Code

Not less than three copies of the primary Code and three copies of the secondary Code, all certified to be true copies by the mayor and the City (Town) Clerk, shall be filed in the office of the City (Town) Clerk at least fifteen days preceding the public hearing. The minimum number of copies required are available to municipalities, without charge, from the State Department of Highways.

6. **Deletions or Additions**

After the hearing, if any deletions or additions are made in the Code by the Board or by Council, they shall be duly noted in the adopting ordinance.
7. **Highway Department Approval**

Approval of the State Department of Highways is required by law for all regulations pertaining to streets which are State highways. This approval will take the form of a written certification signed by the Chief Engineer. Approval should be sought following the public hearing and before the actual publication of the adopting ordinance so that the Department will have time to certify its approval of the regulations and schedules prior to the date the ordinance is calendared to become effective.
8. **Requirements for Department Approval**

For purposes of review and approval the State Department of Highways requires (a) an authenticated copy of the adopting ordinance, (b) a copy of the traffic control schedules pertaining to State highways, and (c) evidence that a public hearing has been held.
9. **Publication or Posting of Ordinance**

After passage by the governing body of the City or Town and after Department approval of the regulations pertaining to State highways, the adopting ordinance shall be published in full in some newspaper published within the corporate limits, or if there be none, then in some newspaper of general circulation in the municipality. If there is no such newspaper, then upon a resolution or other declaration by the Board of Trustees or by Council to that effect, the ordinance may be made public by posting copies in three public places within the corporate limits, such places to be designated by the Board or by Council. The State Department of Highways should be informed when and where publication or posting is being made. (see specimen certification of posting.) The newspaper clipping will serve as proof of publication.
10. **Effective Date**

The ordinance shall not take effect and be in force until the expiration of thirty days after it has been published or posted, except when the ordinance contains a special clause declaring that an emergency exists and that the ordinance is necessary for the immediate preservation of the public health and safety. The excepted ordinance shall take effect in five days provided it shall have been passed by an affirmative vote of three fourths of the members of the governing body of the City or Town. However, in no case shall regulations pertaining to State highways become effective until approval has been obtained from the State Department of Highways.
11. **Public Record**

After adoption of the Code by reference, the City or Town Clerk shall keep on file the minimum number of copies of the primary and secondary Codes for public inspection while the ordinance is in force. One of these copies of the primary and secondary Codes may be kept in the office of the Chief enforcement officer instead of in the office of the City or Town Clerk.
12. **Sale of Copies**

The City or Town Clerk shall maintain a reasonable supply of copies of both primary Code and secondary Code available for purchase by the public at a moderate price.

APPENDIX

PART F.

SPECIMEN ORDINANCE
FOR ADOPTING MODEL TRAFFIC CODE
BY REFERENCE

ORDINANCE NO.

TITLE: AN ORDINANCE FOR THE REGULATION OF TRAFFIC WITHIN THE CITY (TOWN) OF, ADOPTING BY REFERENCE THE "MODEL TRAFFIC CODE FOR COLORADO MUNICIPALITIES" AS APPROVED AND PUBLISHED IN 1970 BY THE DEPARTMENT OF HIGHWAYS OF THE STATE OF COLORADO AND INCLUDING IN SAID CODE REFERENCES TO A SECONDARY CODE OFFICIALLY TITLED "UNIFORM TRAFFIC CONTROL DEVICES FOR ALL CLASSES OF STREETS AND HIGHWAYS" OF CURRENT ISSUE ALSO PUBLISHED BY THE STATE DEPARTMENT OF HIGHWAYS.

BE IT ORDAINED BY THE CITY COUNCIL (BOARD OF TRUSTEES) OF THE CITY (TOWN) OF, COLORADO:

Section 1. Adoption.—Pursuant to Article 34 of Chapter 139, Colorado Revised Statutes 1963, there is hereby adopted for the purpose of regulating traffic within the City (Town) of that certain primary code known as the "Model Traffic Code for Colorado Municipalities" embodying references to a secondary code of traffic control devices as jointly described in the title of this ordinance of which three (3) copies of both primary code and secondary code, together with traffic control schedules for designated streets, have been filed in the office of the City (Town) Clerk and may be inspected during regular business hours, the same being adopted as if set out at length save and except the following sections which are not so adopted and are expressly deleted:

(The adopting municipality should list any deleted sections by number only.)

Section 2. Penalties.—The following penalties, herewith set forth in full, shall apply to this ordinance:

(a) It is unlawful for any person to violate any of the provisions stated or adopted in this ordinance.

(b) Every person convicted of a violation of any provision stated or adopted in this ordinance shall be punished by a fine not exceeding three hundred dollars (\$300.00), or by imprisonment not exceeding ninety (90) days, or by both such fine and imprisonment.

Section 3. Application.—This ordinance shall apply to every street, alley, sidewalk area, driveway, park, and to every other public way or public parking area within the corporate limits of this municipality, the use of which this municipality has jurisdiction to regulate. The provisions of Sections 5-1, 5-2, 15-12 and 23-3 of the adopted Model Traffic Code respectively concerning careless driving, reck-

less driving, unauthorized devices, and accident investigation shall apply not only to public places and ways but also throughout this municipality.

Section 4. Validity.—If any part or parts of this ordinance are for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council (Board of Trustees) hereby declares that it would have passed this ordinance and each part or parts thereof, irrespective of the fact that any one part or parts be declared invalid.

Section 5. Repeal.—Existing ordinances or parts of ordinances (identifying ordinance numbers may be cited) covering the same matters as embraced in this ordinance are hereby repealed and all ordinances or parts of ordinances inconsistent with the provisions of this ordinance are hereby repealed, except that this repeal shall not affect or prevent the prosecution or punishment of any person for any act done or committed in violation of any ordinance hereby repealed prior to the taking effect of this ordinance.

Section 6. Interpretation.—This ordinance shall be so interpreted and construed as to effectuate its general purpose to make uniform the local traffic regulations contained herein. Article and section headings of the ordinance and adopted Model Traffic Code shall not be deemed to govern, limit, modify or in any manner affect the scope, meaning or extent of the provisions of any article or section thereof.

Section 7. Short Title.—This ordinance may be known and cited as the Municipal Traffic Ordinance.

Section 8. Publication.—The City (Town) Clerk shall certify to the passage of this ordinance, cause notice of its contents and passage to be published or posted, and make not less than three copies of the adopted Code and the related Traffic Control Manual available for inspection by the public during regular business hours.

Section 9. Effective Date.—This ordinance shall take effect from and after the day of, 19.....

PASSED BY THE CITY COUNCIL (BOARD OF TRUSTEES) AFTER PUBLIC HEARING AND SIGNED THIS DAY OF, 19.....

.....
Mayor (City Manager)

CITY (TOWN) OF

(SEAL)

ATTEST:

.....
City (Town) Clerk

APPENDIX

PART G.

**SPECIMEN SCHEDULES OF DESIGNATED STREETS
REFERRED TO IN ORDINANCE**

(in lieu of records described in section 23-12)

SCHEDULE I

Through streets.—In accordance with the provisions of section 2-1, and when official signs are erected giving notice thereof, drivers of vehicles shall stop or yield as required by said signs at every intersection before entering any of the following streets or parts of streets:

Name of street	Portion affected (terminal limits)
<i>Main (S.H. 111)</i>	<i>South Town Limit to North Town Limit</i>

SCHEDULE II

Decreased speed limits.—In accordance with the provisions of section 4-2, and when official signs are erected giving notice thereof, the prima facie speed limit shall be as specified in this schedule for the following intersections or approaches thereto:

Name of street or intersection	Portion affected (terminal limits)	Decreased speed limit
<i>All, except Main St</i>	<i>Within corporate limits</i>	<i>20 mph</i>

SCHEDULE III

Increased speed limits.—In accordance with the provisions of section 4-3, and when official signs are erected giving notice thereof, the prima facie speed limit shall be as specified in this schedule upon the following streets or portions thereof:

Name of street	Portion affected (terminal limits)	Increased speed limit
<i>Main (S.H. 111)</i>	<i>North Town Limit to just N. of 5th St as posted</i>	<i>35 mph N.B. & S.B.</i>
<i>Main (S.H. 111)</i>	<i>Just S. of 11th St. to South Town Limit as posted</i>	<i>35 mph N.B. & S.B.</i>

I, John Jones, Town Clerk, Any Town, Colorado, do hereby certify that the foregoing Sections 26-1 through 26-3 constitute a true copy of Traffic Control Schedules made a part of Ordinance No. 22.

Dated: January 22, 1970

.....
Town Clerk

APPENDIX

PART H.

SPECIMEN NOTICE OF HEARING

NOTICE is hereby given of a hearing before the City Council (Board of Trustees) of
....., Colorado, on the day of
....., 19....., at the City (Town) Hall for the purpose of considering the adoption by reference of the "Model Traffic Code for Colorado Municipalities," 1970 revision, as the traffic ordinance of the City (Town) of, Colorado.

Copies of this model Code and the Colorado traffic control manual referred to in said ordinance are on file at the office of the City (Town) Clerk and may be inspected during regular business hours. If enacted as an ordinance of this City (Town), the model Code will not be published in full, but in accordance with State law, copies will be kept on file and also made available for distribution and sale to the public.

The "Model Traffic Code for Colorado Municipalities," and the related Traffic Control Manual of current issue were published by the State Department of Highways, Denver, Colorado for the purpose of providing uniform traffic regulation and control in municipalities throughout the State of Colorado. The ordinance may be known and cited as the Municipal Traffic Ordinance.

At its next regular meeting following this hearing, the City Council (Town Board) will consider passage of the adopting Ordinance.

This notice given and published by the order of the Council (Board of Trustees) of said City (Town).

Dated this day of 19.....

CITY (TOWN) OF, COLORADO

.....
City (Town) Clerk

First notice of hearing, 19.....

Second notice of hearing, 19.....

APPENDIX

PART I.

SPECIMEN CERTIFICATION — POSTING OF ORDINANCE

STATE OF COLORADO)
COUNTY OF) ss.
TOWN OF)

The undersigned Clerk of the Town of, Colorado, hereby certifies in behalf of the Board of Trustees that there is no newspaper published within or which has a general circulation within the municipality; that upon the authorization and direction of the Board of Trustees the undersigned has caused to be posted in three (3) public places (namely;

.....)

an Ordinance entitled “
.....
.....”

the same being Ordinance No. dated

The undersigned further attests that each of the copies of said Ordinance remained posted continuously and uninterruptedly for the period required by law.

WITNESS the hand and seal of the undersigned on this
day of, 19.....

.....
Town Clerk

(SEAL)

APPENDIX

PART J.

I N S T R U C T I O N S

FOR AMENDING MODEL TRAFFIC CODE PREVIOUSLY ADOPTED BY REFERENCE

(Based on Articles 33 and 34 of Chapter 139 and on 120-13-35(8), C.R.S. 1963)

1. **Amending Ordinance**

Colorado law provides that whenever a Code is amended by the agency which originally promulgated or adopted it, any municipality which has previously adopted the Code by reference may also adopt the amendments by reference through the same procedure as required for the adoption of the original Code; or an ordinance may be enacted in regular manner, setting forth the entire text of the amendments. The instructions which follow apply to the latter method which is usually the simpler of the two.

2. **Form and Content (see specimen)**

The form and content of the amending ordinance should be patterned as closely as possible after the specimen. Amendments pertaining to sections of the Code which are inapplicable to the municipality and which were expressly deleted in the adopting ordinance should also be deleted in the amending ordinance.

3. **Public Hearing**

No hearing is required if an ordinance is enacted and publicized setting forth the entire text of the amendments.

4. **Publication or Posting**

The procedure described in Part E (Item 9) of this Appendix must be followed to make known the amended regulations.

5. **Highway Department Approval**

If any State Highway is involved, Department approval of the amended regulations is required before the ordinance becomes effective. This will take the form of a written certification signed by the Chief Engineer approving the regulations insofar as State Highways are concerned.

6. **Effective Date**

The amending ordinance will take effect in five days or after thirty days as provided by law. The procedure in each case is described in Part E (Item 10) of this Appendix.

7. **Public Record**

After passage of the amending ordinance the City or Town Clerk should continue to keep on file the minimum number of copies of the amended primary Code and the secondary Code of current issue for public inspection. Copies of these documents should also be made available for purchase by the public at a moderate price.

APPENDIX

PART K.

SPECIMEN ORDINANCE FOR AMENDING MODEL TRAFFIC CODE
PREVIOUSLY ADOPTED BY REFERENCE

ORDINANCE NO.

TITLE: AN ORDINANCE FOR THE REGULATION OF TRAFFIC WITHIN
THE CITY (TOWN) OF, AMENDING
ORDINANCE NO. WHICH ADOPTS THE "MODEL
TRAFFIC CODE FOR COLORADO MUNICIPALITIES."

BE IT ORDAINED BY THE CITY COUNCIL (BOARD OF TRUSTEES) OF
THE CITY (TOWN) OF, COLORADO:

ORDINANCE SEC. 1. AMENDMENTS.—Pursuant to 139-34-7 of Colorado Revised Statutes 1963, Ordinance No. of the City (Town) of which adopts by reference the 1966 "Model Traffic Code for Colorado Municipalities" is hereby amended as follows:

(a) **Deletions.**—Sections 22-1(b), 22-5(2), 22-5(3) and 22-5(4) of the Code are deleted.

(b) **Additions.**—Sections 3-3(e), 16-11(b), 20-11(a), 20-14 and 23-12(b) (9) of the Code are added to read:

Code Sec. 3-3. Certain vehicles to stop at all grade crossings.—(e) This section shall not apply at street railway grade crossings within a business or residence district.

Code Sec. 16-11. Drivers to exercise due care.—(b) Any pedestrian who is not wholly or partially blind and any driver of a vehicle who approaches or comes in contact with a person who is wholly or partially blind carrying a cane or walking stick, white or metallic in color, or white tipped with red, or who is accompanied by a guide dog, shall immediately come to a full stop and take such precautions before proceeding as may be necessary to avoid an accident or injury to the person wholly or partially blind.

Code Sec. 20-11. Foreign matter on street or highway prohibited.—
(a) No person shall throw or deposit upon any street or highway within this municipality any glass bottle, glass, stones, nails, tacks, wire, cans, or any other substance likely to injure any person, animal or vehicle upon said street or highway; nor shall any person dump, deposit, throw, or leave any litter on any public or private property within this municipality except in a receptacle or container provided for such purpose.

Code Sec. 20-14. Cycle helmets.—No person shall operate any motorcycle or motor-driven cycle on any street or highway within this municipality unless such person and any passenger thereon is wearing securely fastened on his head a protective helmet of a type approved by the State Department of Revenue; nor shall any vehicle be so operated on said street or highway unless the operator and any passenger shall have in place on his helmet a face shield or shall wear covering his eyes goggles or eye glasses made of safety glass or plastic lens.

Code Sec. 23-12. Official traffic control records.—(b) (9) Right-turn-on-red prohibitions declared pursuant to section 15-5 (f).

Code Sec. 25-5. Miscellaneous definitions.—(d) **Litter.**—All rubbish, waste material, refuse, garbage, trash, debris, or other foreign substances, solid or liquid, of every form, size, kind, and description.

(c)....**Revisions.**—Sections 3-3(a), 3-6, 4-1, 4-2, 4-3, 4-7, 8-3, 12-1, 15-5(f), 15-10, 18-3(d), 19-2, 22-20, 24-5, 24-6 and 25-2 of the Code are revised to read:

Code Sec. 3-3. Certain vehicles to stop at all grade crossings.—(a) The driver of any motor vehicle carrying passengers for hire, or of any school bus carrying any school child, or of any vehicle carrying explosive substances or flammable liquids as a cargo or part of a cargo, before crossing at grade any track or tracks of a railroad, shall stop such vehicle within 50 feet but not less than 10 feet from the nearest rail of such railroad and while so stopped shall listen and look in both directions along such track for any approaching train, and for signals indicating the approach of a train, except as hereinafter provided, and shall not proceed until he can do so safely.

Code Sec. 3-6. Stop when traffic obstructed.—No driver shall enter an intersection or a marked crosswalk unless there is sufficient space on the other side of the intersection or crosswalk to accommodate the vehicle he is operating without obstructing the passage of other vehicles or pedestrians, notwithstanding any traffic-control indication to proceed.

Code Sec. 4-1 Basic rule.—(a) No person shall drive a vehicle on a street or highway within this municipality at a speed greater than is reasonable and prudent under the conditions existing.

(b) Except when a special hazard exists that requires lower speed, and except as otherwise provided herein, the following speeds shall be lawful but any speed in excess of said limits shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful:

- (1) Twenty-five miles per hour in any business district;
- (2) Thirty miles per hour in any residence district;
- (3) Twenty miles per hour on narrow, winding mountain highways and blind curves;
- (4) Forty miles per hour on open mountain highways;
- (5) Sixty miles per hour on other open, surfaced highways.

Code Sec. 4-2. Decrease of speed limits at certain intersections.—It is hereby determined upon the basis of an engineering and traffic investigation that the prima facie speed hereinbefore set forth is greater than is reasonable or safe under the conditions found to exist at certain intersections or approaches

thereto described in traffic control schedules of Article XXVI herein or otherwise recorded as provided in section 23-12 of this ordinance and it is hereby declared that the prima facie speed limit upon every approach to and within those intersections so designated shall be as stated in said schedules or records, which speed so declared shall be effective when signs are erected giving notice thereof; provided, however, that decreased speed limits on streets which are a part of the State Highway System shall be subject to the approval of the State Department of Highways as specified in section 23-10 herein.

Code Sec. 4-3. Increase of speed limits in certain zones.—It is hereby determined upon the basis of an engineering and traffic investigation that the prima facie speed hereinbefore set forth is less than is necessary for safe operation of vehicles upon certain streets or portions thereof described in traffic control schedules of Article XXVI herein or otherwise recorded as provided in section 23-12 of this ordinance, by reason of the designation of said streets as through streets or by reason of widely-spaced intersections or the absence of intersections; and it is hereby declared that the prima facie speed limits upon those streets or portions thereof shall be as stated in said schedules or records but not in excess of 60 miles per hour as limited by statute, which speeds so declared shall be effective when signs are erected giving notice thereof; provided, however, that increased speed limits on streets which are a part of the State Highway System shall be subject to the approval of the State Department of Highways as specified in section 23-10 herein.

Code Sec. 4-7. Regulation of speed by traffic signals.—Traffic signals may be timed, as authorized in section 23-9 of this ordinance, so as to permit the movement of traffic in an orderly and safe manner at speeds slightly at variance from the prima facie speed limit otherwise applicable to the street or area.

Code Sec. 8-3. Reversible lane control.—Official traffic control devices may be erected, as authorized in section 23-9 of this ordinance, designating streets, parts of streets or specific lanes thereon upon which vehicular traffic shall proceed in one direction during one period and the opposite direction during another period of the day, regardless of the center line of the roadway, and drivers shall obey the directions of all such devices.

Code Sec. 12-1. Regulations not exclusive.—The provisions of this article imposing a time limit on parking shall not relieve any person from the duty to observe other and more restrictive provisions prohibiting or limiting the stopping, standing or parking of vehicles in specified places, at specified times, or in a specified manner.

Code Sec. 15-5. Traffic control signal legend.—(f) **Steady red alone.**—(1) Vehicular traffic facing a steady red signal alone shall stop before entering the crosswalk on the near side of the intersection or at a sign or pavement marking indicating where the stop shall be made, or in the absence of any such crosswalk, sign or marking, then before entering the intersection and shall remain stopped or standing until a green indication is shown; except, that the driver of such vehicle, after coming to a stop and yielding the right of way to pedestrians and other traffic proceeding as directed, may make a right turn unless a sign has been erected prohibiting such right turn as declared in section 23-12 of this ordinance. (Schedule of right-turn-on-red prohibitions added to Article XXVI.)

Code Sec. 15-10. Traffic lanes.—Where traffic lanes have been

marked, as authorized in section 23-9 of this ordinance and as declared in the State traffic control manual, a vehicle shall be driven as nearly as practicable entirely within a single lane and shall not be moved from such lane until the driver has first ascertained that such movement can be made with safety.

Code Sec. 18-3. Height, width, and length of vehicles and loads.—

(d) No combination of vehicles coupled together shall consist of more than three units, and no such combination of vehicles shall exceed a total overall length of 60 feet, except as otherwise provided in section 18-11 of this ordinance. Any such combination of vehicles shall be operated only on streets and highways designated by the road authority.

Code Sec. 19-2. Lights, brakes, and other required equipment.—(c)

Nothing contained in this ordinance shall be construed to prohibit the use of additional parts and accessories on any vehicle not inconsistent with the provisions herein, except that no person shall have for sale, sell, or offer for sale for use upon or as a part of the equipment of a motor vehicle, trailer, or semitrailer, or use upon any such vehicle any headlamp, auxiliary or fog lamp, rear lamp, signal lamp, or reflector or parts of any of the foregoing which tend to change the original design or performance, unless of a type which has been approved by the State Department of Revenue.

Code Sec. 22-20. Authority to impound vehicles.—(a)

Whenever any police officer finds a vehicle, attended or unattended, standing upon any portion of a street or highway right of way within this municipality in such a manner as to constitute a violation of section 10-5 of this ordinance, or left unattended for a period of 24 hours or more and presumed to be abandoned under the conditions prescribed by 13-5-71(2) and 13-5-72(2) C.R.S. 1963 as amended, such officer shall require such vehicle to be removed or cause the same to be removed and placed in storage in the nearest garage or other place of safety designated or maintained by this municipality.

Code Sec. 24-5. Disposition of traffic fines and forfeitures.—

All fines or forfeitures collected upon conviction or a finding of violation, or upon the forfeiture of bail of any person charged with a violation of any of the provisions of this ordinance shall be handled as required by State law.

Code Sec. 24-6. Official misconduct.—

Failure, refusal, or neglect on the part of any judicial or other officer or employee receiving or having custody of any fine to comply with the provisions of section 24-5 shall constitute misconduct in office and shall be grounds for removal therefrom.

Code Sec. 25-2. Definitions relating to vehicles and traffic.—

(i) **Motor vehicle.**—Any self-propelled vehicle which is designed primarily for travel on the public highways and which is generally and commonly used to transport persons and property over the public highways.

(u) **Road machinery.**—Those vehicles, self-propelled or otherwise, which are not designed primarily for the transportation of persons or cargo over the public highways, and those motor vehicles which may have originally been designed for the transportation of persons but which have been redesigned or modified by the mounting thereon of special equipment or machinery, and which may be only incidentally operated or moved over the public highways. This definition includes but is not limited to wheeled vehicles commonly used in the construction, maintenance and repair of roadways and the digging of ditches.

(v) **School bus.**—Every motor vehicle owned by a public or governmental agency and operated for the transportation of children to or from school or privately owned and operated for compensation, but not including informal or intermittent arrangements such as sharing of actual gasoline expense or participation in a car pool, for the transportation of children to or from school.

(w) **Semitrailer.**—Any wheeled vehicle, without motive power, which is designed to be used in conjunction with a truck tractor so that some part of its own weight and that of its cargo load rests upon or is carried by such truck tractor, and which is generally and commonly used to carry and transport property over the public highways.

(bb) **Trailer.**—Any wheeled vehicle, without motive power having an empty weight of more than two thousand pounds, which is designed to be drawn by a motor vehicle and to carry its cargo load wholly upon its own structure and which is generally and commonly used to carry and transport property over the public highways.

(dd) **Truck.**—Any motor vehicle equipped with a body designed to carry property and which is generally and commonly used to carry and transport property over the public highways.

(ee) **Truck tractor.**—Any motor vehicle which is generally and commonly designed and used to draw a semitrailer and its cargo load over the public highways.

(ff) **Vehicle.**—Any device which is capable of moving itself, or of being moved, from place to place upon wheels or endless tracks; but such term shall not mean or include any farm tractor or any implement of husbandry designed primarily or exclusively for use and used in agricultural operations, or any device moved by muscular power, or moved exclusively over stationary rails or tracks, or designed to move primarily through the air.

ORDINANCE SEC. 2. PENALTIES.—The following penalties, herewith set forth in full, shall apply to this ordinance:

(a) It is unlawful for any person to violate any of the provisions stated in this ordinance.

(b) Every person convicted of a violation of any provisions stated in this ordinance shall be punished by a fine not exceeding three hundred dollars (\$300.00), or by imprisonment not exceeding ninety (90) days, or by both such fine and imprisonment.

ORDINANCE SEC. 3. VALIDITY.—If any part or parts of this ordinance are for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council (Board of Trustees) hereby declares that it would have passed this ordinance and each part or parts thereof, irrespective of the fact that any one part or parts be declared invalid.

ORDINANCE SEC. 4. PUBLICATION.—The City (Town) Clerk shall certify to the passage of this ordinance, and cause notice of its contents and passage to be published or posted.

ORDINANCE SEC. 5. EFFECTIVE DATE.—This ordinance shall take effect from and after the day of, 19.....

PASSED BY THE CITY COUNCIL (BOARD OF TRUSTEES) AND SIGNED

THIS DAY OF, 19.....

.....
Mayor (City Manager)

CITY (TOWN) OF

(SEAL)

ATTEST:

.....
City (Town) Clerk

APPENDIX

PART L.

EDITORIAL NOTES

NOTE NO.	SEC. NO	
1	1-1	See secs. 3-4 and 9-2 for exceptions. NUV C recommends deletion of the "first-in-the-intersection" rule. See definition of "right of way" in sec. 25-2(s).
2	1-2	See also traffic signal legend, sec. 15-5.
3	2-1	See definition of "through street" in sec. 25-3(p).
4	2-2(a)	13-5-53(1) C.R.S. 1963 (entering through street) requires adjustment for compatibility with 13-5-53(2) C.R.S. 1963 as amended (entering stop or yield intersection).
5	2-2(b) (c)	The stop sign cannot always be erected at the point where the vehicle is expected to stop; consequently, the stopping requirement (subsections (b) and (c) of sec. 2-2) provides a safeguard against imprecise sign placement.
6	3-3(a)	13-5-67 C.R.S. 1963 as amended may present a traffic and enforcement problem with respect to taxicabs, station wagons, and the like carrying passengers for hire outside a business or residence district.
7	3-4	Some cities recommend a simplification of this section to require drivers to "yield" to all vehicles and pedestrians when emerging from any alley, driveway or building anywhere within a municipality.
8	4-1	Certain municipalities find the statutory prima facie speed limit for a residence district excessive and consider it impractical to signpost every alteration as required by law.
9	4-2	13-5-34(1) C.R.S. 1963 as amended permits local municipal authorities to decrease the State prima facie speed limit at intersections or their approaches. However, subsection (4) of this same statute allows local county authorities, with the approval of the State Department of Highways, to lower prima facie speed limits at places other than intersections.
10	4-2 and 4-3	All altered speed limits remain prima facie limits under 13-5-7(1) (i) and 13-5-34 C.R.S. 1963 as amended. See definition of "prima facie speed limit" in sec. 25-5(g). The NUV C recommends the concept of "maximum lawful speed" for all speed regulations.

NOTE NO.	SEC. NO	
11	4-8	See secs. 21-7 and 21-8 for other provisions on authorized emergency vehicles.
12	5-1	13-5-1(c) and 13-5-8 C.R.S. 1963 as amended extend the applicability of the reckless driving provision to places other than streets and highways.
13	5-2	Applicability of the careless driving statute is also extended by law to places elsewhere than on streets and highways. See sec. 4-4 for other provisions related to careless driving. The NUVIC does not provide for the offense of careless driving which is tantamount to ordinary negligence, carelessness, or improper driving.
14	6-6(a)	Some cities recommend that the statutory limitations on turning around be extended to other places such as business districts, through streets, controlled intersections, etc., to spare the necessity and cost of erecting local signs.
15	7-1(c)	A double solid yellow line is the standard centerline marking for streets described in this subsection. Although the wording of the law makes no exception to driving to the left of the double yellow centerline, some local authorities allow a left turn across such a marking provided that the movement can be made with safety. The NUVIC endorses this exception.
16	7-5(d)	Here again, a problem arises with respect to driving across the no-passing barrier stripe for the purpose of making a left-turn into a private road or driveway. The language of the law is unqualified and makes no exception to the prohibition against driving on the left side of the barrier stripe.
17	9-2(d)	See also sec. 18-1 for similar exclusions on other streets.
18	9-2(e)	See also sec. 20-7 for limitations on backing a vehicle on other streets.
19	10-1	See sec. 13-4(c) for exception to methods of parking at curb.
20	10-3(a)	The provisions of 13-5-92(1) C.R.S. 1963 concerning lights on parked vehicles present a problem for municipal application. The requirements are adjusted herein to reflect widespread municipal practice.
21	10-3(b)	See definition of "roadway" in sec. 25-3(m) for application of this subsection.
22	10-8	Added to Code to meet local need by authority of 13-5-7(1) (b) C.R.S. 1963 as amended.

NOTE NO.	SEC. NO	
23	10-9	Added to Code to meet local need by authority of 13-5-7(1) (b) C.R.S. 1963 as amended.
24	13-2(b)	Some cities allow only 15 minutes for loading and unloading operations.
25	14-4(e)	Municipalities should consider the possibility of uniformity in meter holidays. See definition of "holidays" in sec. 25-5(c).
26	14-5(a)	A parking meter is considered to be a traffic control device.
27	15-11	Added to Code to meet local need by authority of 13-5-7(1) (c) C.R.S. 1963 as amended.
28	17-1(a)	Separate penalty provisions may be desirable for violation of certain bicycle regulations. Penalty provisions must be set forth in full in the adopting ordinance.
29	17-2 and 17-5	Some local authorities require that bicycle license be renewed each year; others do not.
30	18-1(a)	See sec. 9-2(d) for restricted use of controlled-access highways.
31	18-3(a)	The road authority may designate streets or highways where greater vehicle height is permissible. See sec. 18-11.
32	18-9	Some cities impose empty weight limits with respect to certain streets and gross weight limits with respect to certain structures.
33	19-2	The vehicle equipment statutes warrant review and updating for closer compatibility with the latest revisions of the National Uniform Vehicle Code.
34	20-1(c)	This subsection has been adjusted in a manner to improve upon the language of 13-5-76(3) C.R.S. 1963 without conflicting with the regulation as it stands.
35	20-11	See sec. 25-5(d) for definition of "litter."
36	21-7(b) (3)	See also sec. 4-8 on speed limit exemption.
37	22-1	139-34-4 C.R.S. 1963 prohibits adoption of penalty clauses by reference. For recommended form see specimen adopting ordinance in Appendix.
38	22-6	13-5-6(2) provides that municipal courts shall have jurisdiction over violations of traffic regulations which municipalities enact or adopt.
39	23-12(b)	See traffic control schedules in secs. 26-1 through 26-13.

NOTE NO. SEC. NO

40 25-1

Nationally accepted definitions are used for terms not found in the statutes or otherwise where not in conflict therewith. Certain statutory definitions relating to the operation of vehicles (13-1-1, C.R.S. 1963 as amended) may be in need of updating, adjustment or refinement for compatibility with latest revisions in the National Uniform Vehicle Code.

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