

MOTOR VEHICLE LAWS
AND
HIGHWAY SAFETY STANDARDS

Legislative Commission
of the
Legislative Counsel Bureau
State of Nevada

January 1969

Bulletin No. 82

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Suggested Legislation:

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- Exhibit VII.....Requiring prescriber or dis-
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- Exhibit VIII.....Prescribing proper equipment
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Miscellaneous Exhibits:

- Exhibit IX.....Federal highway safety program standards.
- Exhibit X.....NRS 484.050 (Driving while under influence of intoxicating liquor).
- Exhibit XI.....NRS 484.040 (Person driving under influence of intoxicating liquor causing death).
- Exhibit XII.....NRS 484.060 (Speed restrictions; reckless driving).
- Exhibit XIII.....NRS 484.490 (Motor vehicle inspection).

LEGISLATIVE COMMISSION

Senator B. Mahlon Brown	Assemblyman Melvin D. Close, Jr.
Senator Carl F. Dodge	Assemblyman Zelvin D. Lowman
Senator James I. Gibson	Assemblyman Marvin L. White
Senator Archie Pozzi, Jr.	Assemblyman James E. Wood

1. Report of the Legislative Commission

To The Members of the 55th Session of the Nevada Legislature:

As introduced on March 3, 1966, as H.R. 13290 in the 89th Congress, second session, the Highway Safety Act of 1966 then contained, as it does now, a mandate to the states from the Federal Government to develop and maintain effective and comprehensive programs of traffic safety in accordance with uniform standards promulgated by the Secretary of Commerce (now by the Secretary of Transportation).

Being informed of the proposed Highway Safety Act of 1966, the Legislative Commission required the attendance of Senator Warren L. Monroe of Elko County and Assemblyman James C. Bailey of Washoe County at a meeting of the Western Interstate Committee on Highway Policy Problems, which committee is a constituent part of the Western Conference of the Council of State Governments, of which our Nevada legislature is a member.

This committee met in Salt Lake City on April 3-5, 1966, and there made an analysis of the so-called Baldwin Amendment to the Highway Act of 1965 and the proposed Highway Safety Act of 1966. These legislators urged the legislative commission to take an active part in the formation of the proposed standards, since the federal bill stated that the Secretary was not to act unilaterally in developing the standards and that he was to work with the states and their political subdivisions in developing the standards. In his report, Senator Monroe stated:

Because of the fact that some of the safety requirements are not presently provided for under Nevada statutes, it is obvious that Nevada faces the necessity of giving early consideration to some of the requisites of what assuredly will be part of a federal safety program. Among major items of legislation in which we are lacking are a state speed limit and a vehicle inspection law. We are also woefully lacking in statistical reporting and analysis.

Because of this, necessary legislation cannot be prepared haphazardly and without adequate study. It would be my recommendation that steps be taken now to begin the study and preparation of legislation to be presented to the 1967 session of the legislature. Any accomplishment which we would hope to achieve in the time limits required must come about as a result of intense study by all concerned, and to this end I would recommend that a citizens' committee, bringing together all persons interested in highway safety, should be formed immediately for the purpose of beginning work on the 1967 legislative program.

The legislative commission met on May 25, 1966, and received and accepted the Monroe report. That same day the legislative commission created a Subcommittee on Highway Safety Standards and named then-Assemblyman Bailey as its chairman and Senator Monroe and Assemblyman James E. Wood of Washoe County as legislative members. The legislative commission authorized the legislative members to select as members of the subcommittee individuals who were not members of the legislature.

The Subcommittee on Highway Safety Standards met on July 30, 1966, with two stated objectives:

1. To voice to the Secretary of Commerce the views of the people of Nevada as to what the program on highway safety standards finally approved by the Secretary should contain; and
2. To set up machinery within the subcommittee to implement compliance with the standards as finally adopted.

A resolution was adopted by the subcommittee and transmitted to the Secretary of Commerce on August 15, 1966, stating the observations of the subcommittee; and at the same meeting, the chairman of the subcommittee created three sub-subcommittees for the following purposes:

1. Program elements affecting the driver (chaired by Senator Monroe).
2. Program elements affecting the vehicle (chaired by Assemblyman Wood).
3. Program elements affecting the highway--the physical plant (chaired by then-Assemblyman Bailey).

Between August 1966 and January 1967 the sub-subcommittees met at various times to develop the program elements assigned to them.

On September 9, 1966, the President approved the Highway Safety Act of 1966, and the initial standards were to be promulgated by the Secretary no later than July 1967. In setting up the highway safety program to require 50-50 matching moneys by the state and Federal Government, the Congress apparently had in mind the working relationship which the two levels of government had developed in the federal aid program for highway construction. The program at the state level, however, is to be carried on through the governor's office instead of the department of highways, the federal agency obviously wishing a single point of contact with each of the states.

Federal funds are to be distributed 75 percent on the basis of population and 25 percent at the discretion of the Secretary of Transportation. The State must distribute 40 percent of the funds it receives to its political subdivisions, except where the Secretary decides the sparseness of population centers does not warrant such distribution.

It was obvious to Nevada legislators from the initial point of departure that the major problem for Nevada in establishing its part of the program would and will be in finding the funds to pay its matching share. The legislative field of endeavor was agitated by the fact that the federal act authorized the Secretary to withhold 10 percent of a state's federal highway construction funds if it did not have a highway safety program approved by the Secretary by January 1, 1969.

On January 20, 1967, Senator James C. Bailey, formerly Assemblyman Bailey, introduced a bill empowering the governor to implement the Highway Safety Act of 1966. His bill in the main followed the suggestions of the National Safety Agency. Senator Bailey's bill remained in the senate Committee on Transportation until March 15, 1966. In the interim, on February 9, he introduced Senate Joint Resolution No. 10, which requested an extension of time and a consideration of local problems by the Federal Government in requiring Nevada to comply with the federal highway safety program. This resolution was adopted by both houses and approved by the Governor on February 14, 1966.

Thereafter, copies of the resolution were transmitted to the Nevada congressional delegation and to the Administrator of the Highway Safety Agency. The Nevada legislature respectfully but earnestly memorialized the Congress and all Federal Government agencies charged with the implementation of the Highway Safety Act of 1966:

1. To adopt flexible requirements as to the date of compliance by the states, taking into account the problems and resources of each state;
2. To defer application to the State of Nevada of the penalty for noncompliance through reduction of federal aid highway apportionments substantially beyond the provided date of January 1, 1969; and
3. To make such standards as are finally adopted sufficiently broad to permit taking into account the peculiar terrain and road conditions of the western, and especially the Great Basin, states.

Upon receipt of a copy of the above-described resolution, the Administrator of the National Highway Safety Agency, William Haddon, Jr., M.D., wrote to the legislative counsel in part as follows:

There is considerable flexibility incorporated into the Highway Safety Act of 1966. I am sure you will also find flexibility in the Highway Safety Program Standards which will be established under the Act. In addition, the Secretary has authority, if he deems it to be in the public interest, to suspend the application of the penalty provisions to any state.

Any action at this time of the nature suggested by the resolution, even before the establishment of the standards, would have to be based on the assumption that the State of Nevada could not possibly meet its obligations under the Act. I cannot subscribe to such an assumption at this time. In fact, I am confident that precisely the opposite is true. We will be as helpful as we can in assisting your state officials during the next year.

The legislative commission and the department of highways were represented at a meeting in Washington D. C. held in February 1967, at which time draft highway safety program standards were discussed. It was hoped that upon the return of the Nevada representatives they would be able to provide the legislative committees with additional and precise information concerning the proposed standards. This they were unable to do.

Nevertheless, the senate Committee on Transportation then proposed amendments to Senator Bailey's bill requiring the preparation of a comprehensive highway safety program plan, and appropriating the total sum of \$200,000 from the general and state highway funds. The feeling of many of the committeemen was that it might be a better choice to run the risk of incurring the penalties contained in the federal statute than to commit the state, already overburdened with additional needs for public education and public welfare, to a program of implementation without knowledge of actual costs involved. The senate passed the bill but amended out the \$200,000 appropriation.

In the assembly, the bill was first referred to the Committee on Roads, Transportation and Aviation, then rereferred to the Committee on Ways and Means. This committee further amended the bill by inserting an appropriation of \$20,000 from the general and state highway funds. In this form the bill passed and was approved by the governor on April 17, 1967, the day it became effective.

Also the 1967 legislature, by adoption of Senate Concurrent Resolution No. 4, directed the legislative commission to make a study of the state's motor vehicle laws. The legislative commission elected to make the required study of the motor vehicle laws by means of a subcommittee, which it thereafter appointed, and by its own motion continued its Subcommittee on Highway Safety Standards.

On June 27, 1967, 13 of the long-awaited federal Highway Safety Standards were made public by the Secretary of Transportation, the standards being expressed more as generalized concepts than as rigid guidances which had made Nevada legislators apprehensive. It was expected that in almost all instances the mere supplementation of a comprehensive highway safety program by a state between July 1967 and December 1968 would put it in compliance with the provisions of the Highway Safety Act.

At that time, Secretary Boyd said, when questioned about possible application of a penalty feature: "The only time we would attempt to impose a penalty would be in a case of bad faith by a state-- and I cannot conceive of that."

Subsequently, on April 1, 1968, three additional proposed standards were promulgated.

Conforming with the terms of the 1967 state act, Governor Laxalt designated the department of motor vehicles as the state agency to administer the highway safety programs of the state and of its political subdivisions, in accordance with the Highway Safety Act of 1966 and federal regulations.

The Federal Aid Highway Act of 1968 modifies the 10-percent penalty in the Highway Safety Program. The National Governors Conference had asked for a repeal of the penalty. The House had repealed the penalty but the Senate version contained no similar provision. The compromise in the final adoption delays application of the penalty clause until January 1, 1970, from January 1, 1969, and makes it clear that because of the scope of the program and limits on funding, "any state will be considered in compliance and therefore not subject to penalty if it is making reasonable progress on the program standards."

The two subcommittees appointed by the legislative commission to study highway safety standards and the motor vehicle laws determined that their assigned duties were not mutually exclusive and so combined their talents and efforts. Grant Davis, Esq., deputy legislative counsel, was assigned as counsel to assist the subcommittees. Their joint report, evidencing intensive labor by the members, has been made to and accepted by the legislative commission. The report is recommended to you for your study and suggested action.

The legislative commission takes this opportunity to thank all of the individuals and organizations which contributed their time to assist the subcommittees, and particularly expresses its appreciation for a job well done to the subcommittee members, who were:

Legislative Commission's Subcommittee for Study of Highway
Safety Standards

Senator Warren L. Monroe
(Chairman)
Elko, Nevada

Senator G. F. Fisher
Ely, Nevada

Assemblyman James E. Wood
Reno, Nevada

Mr. James C. Bailey, Director
Department of Motor Vehicles

Mr. Curtis Blyth, Executive
Director
Nevada Municipal Association

Mr. Don F. Brown, Former
Superintendent
Highway Patrol Division
Department of Motor Vehicles

Mr. Noel A. Clark, Com-
missioner
Public Service Commission

Mr. Bert L. Cooper, Consul-
tant Driver
Department of Education

Mr. Robert F. Guinn, Secretary
Nevada Motor Transport Associa-
tion

Mr. Howard Hill, Managing
Director
Nevada Safety Council

Mr. E. H. (Bud) Miller
Highway Safety Coordinator
Department of Motor Vehicles

Mr. Rowland Oakes, Secretary-
Manager
Nevada Chapter Associated
General Contractors

Mr. Ralph J. Ottini
Deputy State Highway Engineer
Department of Highways

Mr. George Ringener
Nevada Peace Officers
Association

Mr. George Schwinn, President
Nevada Sheriffs Association

Mr. Eugene H. Shoup, State
Chairman
Nevada Highway Users Conference

Legislative Commission's Subcommittee for Study of
Motor Vehicle Laws

Senator Archie Pozzi, Jr.
(Chairman)
Carson City, Nevada

Mr. Robert F. Guinn, Secretary
Nevada Motor Transport
Association

Assemblyman M. M. "Bud" Bishop
Las Vegas, Nevada

Mr. Howard Hill, Managing
Director
Nevada Safety Council

Senator Helen Herr
Las Vegas, Nevada

Mr. Rowland Oakes, Secretary-
Manager
Nevada Chapter Associated
General Contractors

Assemblyman Melvin B. Howard
Winnemucca, Nevada

Mr. Ralph J. Ottini
Deputy State Highway Engineer
Department of Highways

Assemblyman James E. Wood
Reno, Nevada

Hon. Milton C. Sant
Municipal Judge
Henderson, Nevada

Mr. H. Don Ackerman, President
Nevada Franchised Automobile
Dealers Association

Mr. Eugene H. Shoup, State
Chairman
Nevada Highway Users Conference

Mr. James C. Bailey, Director
Department of Motor Vehicles

Respectfully submitted,

Legislative Commission
State of Nevada

Carson City, Nevada
January 1969

2. Report to the Legislative Commission from the Subcommittees on Motor Vehicle Laws and Highway Safety Standards

I. HISTORY OF SUBCOMMITTEES

On May 25, 1966, the Legislative Commission appointed a subcommittee on highway safety standards. The purpose of the formation of such a committee was to study the effect which impending federal legislation would have upon the State of Nevada and to do whatever might be possible to avert the withdrawal of federal funds for highway construction.

On July 30, 1966, the subcommittee on highway safety standards reported to the Legislative Commission and recommended:

1. The complete revision of the rules of the road to conform, where possible, with the Uniform Vehicle Code;
2. That driver education be made available to all students at the high school level;
3. The development of uniform tests of driving capability;
4. The maintenance of a complete record system reflecting the performance of drivers within and outside the state;
5. The development of driver improvement programs;
6. The provision of trained personnel to carry out functions of traffic control and accident investigation;
7. The development of suitable criteria for determining the circumstances under which the use of intoxicants and drugs renders a driver unfit to operate a vehicle safely;
8. Mandatory inspection of motor vehicles; and
9. The formation of a subcommittee to study the impact of federal legislation on this state and to recommend needed legislation.

In response to the last recommendation Senate Concurrent Resolution No. 4 was adopted by the 54th session of the legislature directing the Legislative Commission to make a study of the motor vehicle laws of this state. The Legislative Commission appointed a subcommittee on motor vehicle laws on June 2, 1967, to carry on the study. The subcommittee on highway safety standards was not discontinued.

After a preliminary review of the problems involved, it was determined that the work of the two subcommittees was not mutually exclusive and was, in fact, mainly a duplication. Therefore, the two subcommittees have carried on their inquiries jointly, and the following is a result of their joint deliberations.

II. INTRODUCTION

Your subcommittees decided at the first joint meeting held on June 20-21, 1968, that the most urgent need in the revision of laws was to effect such changes as were necessary in complying with the standards developed by the United States Department of Transportation under the authority of the Federal Highway Safety Act. These standards with a brief resumé of each appear in Exhibit IX.

It was further determined that the areas of prime importance requiring extensive changes through legislation were (1) rules of the road, (2) alcohol in relation to driving, (3) single license for drivers, (4) motorcycles and power cycles, and (5) motor vehicle equipment.

III. RULES OF THE ROAD

It will be noted that Federal Highway Safety Program Standard 6 (see Exhibit IX) requires that there be uniformity of traffic laws throughout each state and that the laws of each state be consistent with the laws of other states. The obvious purpose of the standard is to permit a driver to travel from city to city and state to state without being subjected to delay or accident as a result of the violation of an archaic law or one unique to a particular state.

In a comparison of the Nevada Rules of the Road (RoR) with the Uniform Vehicle Code (UVC) it was discovered that Nevada was in greater compliance with the UVC than most other western states. However, it was decided to include the Model Traffic Ordinance (MTO) as a part of Nevada's statutory law rather than wait for a gradual change by the cities in reaching a substantial compliance with the MTO. Both the UVC and MTO are a result of years of study by the National Committee on Uniform Traffic Laws and Ordinances and are guides suggested for use by the National Highway Safety Bureau of the United States Department of Transportation.

One of the problems that developed in deciding that the MTO be included in the state RoR was the possibility of loss of revenue (fines) to the municipalities. Your subcommittees feel that this was solved by section 77 of Exhibit I. This section permits local authorities to enact ordinances that are not in conflict with Nevada Revised Statutes and collect the fines for the violation of such ordinances.

A problem which had developed in NRS over many years was the indiscriminate use of such terms as "highway," "roadway," "street," "land roadway," "road," "public road" and others. It was decided that for the purposes of uniformity and a more clear understanding of the terms, "street" (sec. 63, Ex. I), "road" (sec. 55, Ex. I), and "highway" (sec. 25, Ex. I) only should be used, with "highway" to be the all-encompassing term.

Although speed limitations for vehicles are not specifically set out in any federal standard, by suggesting that there be a substantial compliance with the UVC the Department of Transportation infers that 60 m.p.h. in daytime and 55 m.p.h. at nighttime, the limits contained in the UVC, should be adopted. However, in the manual accompanying the federal standards, it is stated that speed limits based upon engineering and traffic investigations shall be established. Your subcommittees believe that the speed limits of the UVC are unrealistic in Nevada, and that the authority granted the Nevada Department of Highways to prescribe speed zones through hazardous areas (sec. 102, Ex. I) complies with federal requirements. Therefore, no changes in our present speed laws is recommended at this time.

Regarding reports required to be made concerning any accidents (secs. 81-93, incl., Ex. I), such changes were made as required to comply with the UVC and MTO and are recommended for adoption.

Nevada is the only western state with existing legislation combining the offenses of driving while intoxicated and under the influence of drugs (Ex. X). Your subcommittees recommend that these offenses be separated and that the offense of driving under the influence of drugs be amplified. The suggested changes will be found in section 94 of Exhibit I and in Exhibit D. A separate bill has been prepared for this matter because it is felt that the change in the drug section is vitally necessary, and should the Legislative Commission or the legislature determine that the RoR changes (Ex. I) not be approved there be an additional possibility for the approval of the drug section.

Nevada presently has a law providing a penalty for causing the death of or bodily injury to any person while under the influence of intoxicating liquor (Ex. XI). The UVC contains no such provision. Therefore, it is recommended that the UVC provision relating to homicide by vehicle (sec. 97, Ex. I) be adopted and our existing law be repealed.

Of all the western states, Nevada alone provides that mere negligent driving is a crime (Ex. XII), and the UVC does not have such a provision. Also, it has become apparent that persons convicted of negligent driving or at a dangerous speed carry with them, in many cases, the stigma of a reckless driver, which is not the case. "Recklessness" means the wanton or willful disregard of the rights of others, while "negligence" is an act or omission not ordinarily done by a reasonable and prudent man. It is recommended that the existing statute be repealed and that sections 96 and 98 of Exhibit I be enacted.

All changes in Exhibit I relating to traffic devices are a result of newly adopted provisions in the UVC and MTO, and their enactment is recommended.

Under Federal Highway Safety Program Standard 14 (Ex. IX), it is required that the states enact legislation making it unlawful for a pedestrian to walk along or across a roadway while under the influence of intoxicating liquor. Your subcommittees believe they have substantially complied with this requirement by recommending the enactment of subsection 3 of section 120 of Exhibit I.

The balance of the RoR changes (Ex. I) are mainly a result of amendments to the UVC. Some of the sections contained in Exhibit I for which enactment is recommended are identical to existing law, but their repeal and reenactment is necessary for the purposes of the legislative counsel in assigning NRS numbers.

IV. ALCOHOL IN RELATION TO DRIVING

The two main requirements of Federal Highway Safety Program Standard 8 (Ex. IX), which concerns the relation of intoxicating liquor to driving, are the implied consent law and the lowering of blood-alcohol concentration to not higher than .10 percent by weight to raise a presumption of intoxication.

Exhibit V contains the implied consent law determined most suited to Nevada from the alternatives provided. It provides for the revocation of a license of a driver when he refuses to take a blood-alcohol test when requested to do so by a police officer having reasonable grounds to believe the driver to be under the influence of alcohol.

Your subcommittees have received information which leads to the inescapable conclusion that more than a majority of highway deaths are tainted by some connection with the use of intoxicating liquor. Although an "implied consent" law may be closing the barn door after the horse is out in many cases, it is our determination that drivers who exercise the privilege of using the highways should do so in a manner not dangerous to others. What deterrent effect such a law would have is unknown, but it is recognized that such laws in other states have assisted in the prosecution of drinking drivers and in removing chronic drinkers from behind the steering wheel.

Exhibit VI, which lowers the blood-alcohol concentration to .10 by weight before presumptive drunkenness takes place, is the recommendation of the UVC as well as the National Highway Safety Bureau.

It is the recommendation of your subcommittees that both Exhibits V and VI be adopted.

V. MOTORCYCLES AND POWER CYCLES

Federal Highway Safety Program Standard 3 (Ex. IX) sets forth the minimum program required of states in relation to motorcycle safety.

In making recommendations for statutory changes in Nevada law it was determined that a separate chapter entitled Motorcycles and Power Cycles be enacted which would replace all statutory requirements for motorcycles, power cycles, power-driven cycles, motor scooters and bicycles with motor attached.

The increasing popularity of motorcycles presents special problems of traffic safety. The vehicle itself exposes the rider to danger, and its operation requires special skills which many drivers do not now have.

Although national statistics for 1965 show that motorcycles are involved in proportionately fewer accidents than are passenger cars, many studies indicate that motorcycle accidents pose a much greater threat of injury than do accidents involving other vehicles. A 1965 survey in Wisconsin found that 89.6 percent of all motorcycle accidents involved injury or death to the cyclist, in comparison to only 9.0 percent for all types of motor vehicles.

The safe operation of motorcycles requires special precautions and skills which are not needed by automobile drivers. Being light, having contact with the ground at two instead of four points, and having small wheels that fit into inconspicuous grooves and depressions in the road, motorcycles are highly susceptible to skidding and swerving out of control. At low speeds, cycles can be difficult to balance. When turned at high speeds, they are subject to an extremely strong, dangerous centrifugal force.

Considering the great appeal motorcycles hold for young drivers, it is not surprising that various studies have shown that from 45 to 65 percent of the motorcyclists who have accidents are less than 20 years old. Limited evidence also suggests that many cyclists involved in accidents are lacking in driving experience. A survey of 123 motorcycle accident patients at two Minneapolis general hospitals showed that 20 percent of the victims were injured while riding on cycles for the first or second time.

The motorcycle offers its rider virtually no protection from injury, in the case of an accident involving collisions.

In a study made by the Ohio Motor Vehicle Department, from which a portion of this report was taken, it was found that more than half of all persons injured in cycle accidents received head injuries and two-thirds of the motorcyclists killed during the period of a study made in Illinois died of skull fractures.

The unusual severity of these injuries can be accounted for in part by the failure of most motorcycle operators to wear protective clothing and headgear. A study made in Hamilton County, Ohio, found that only one-tenth of the motorcycle drivers involved in accidents there had worn safety helmets.

Today, every state requires the operator of a motorcycle to have a license of some sort. However, all but a few of the states require that this license be only that needed to operate an automobile.

One of the dangerous situations that can result from allowing the regular automobile operator's license to cover motorcycle operation is that any licensed driver can rent a motorcycle without having had any experience driving a two-wheeler.

In the area of equipment several states are beginning to see the wisdom in requiring certain equipment for the motorcycles and the operators and passengers.

Although head injuries represent the greatest threat to motorcyclists, this threat can definitely be reduced by requiring the wearing of safety helmets. Accident statistics from Australia, compiled before and after the enactment of a law making safety helmets compulsory, show that helmets reduce by one-third the risk of injuries to the head.

Objections to the required use of helmets have been raised on the grounds that helmets meeting high safety specifications would be too expensive and that helmets would impair both the hearing and the peripheral vision of the driver. The first point has been answered by pointing out that although good helmets generally cost at least \$20, this is a small part of the cost of a motorcycle. Most authorities seem to feel that the second objection may have some basis, but believe that the arguments for helmets far outweigh those against. Several of Nevada's incorporated cities now require helmets by ordinance.

Exhibit VIII is a result of the examination of the laws of all the states. It requires the licensing of motorcycle and most power cycle drivers, the use of certain equipment by drivers, the use of certain equipment on motorcycles and power cycles and other matters which necessarily follow. It is the recommendation of your subcommittees that Exhibit VIII be enacted.

VI. MOTOR VEHICLE INSPECTION

Federal Highway Safety Program Standard 1 (Ex. IX) contemplates a motor vehicle inspection annually by either state-operated inspection stations or service stations authorized by the state to make such inspections.

Nevada law (Ex. XIII) permits inspection of vehicles by law enforcement officers when such officers have reasonable cause to believe a vehicle to be improperly equipped or in an unsafe condition.

Although the standard is one which is given high priority by the Federal Government, it is one which can be adopted without a great deal of study as can be witnessed by the fact that Arizona repealed a motor vehicle inspection law after a year of operation.

Your subcommittees recognize that existing Nevada law is inadequate effectively to rid the Nevada highways of junkers and possible death traps. However, it is not felt that Nevada should embark upon an expensive motor vehicle inspection program without further study.

Therefore, it is our recommendation that a special legislative commission subcommittee be formed for the purpose of discovering the most effective method of implementing a motor vehicle inspection law in this state.

It is our further recommendation that a resolution be adopted by the legislature recognizing the need for a motor vehicle inspection law and the intent of the legislature to enact one as soon as possible.

VII. DRUG PRESCRIBER WARNING

Although there is no Federal Highway Safety Program Standard requiring it, the subcommittees, in reviewing information relative to drugs and driving, determined that several accidents occur as a result of the use of regular prescription drugs.

Therefore it is recommended that Exhibit VII, which requires a prescriber of drugs to warn of any ill effect such drug may have on driving, be adopted.

VIII. TRAFFIC COURTS

The requirements of Federal Highway Safety Program Standard 7 (Ex. IX) will be met by the adoption of the Report to the Legislative Commission from the Subcommittee for Study of the Nevada Court Structure. It will be noted that such report makes provision for the speedy disposal of traffic cases, although no traffic courts, as such, are created. The court structure committee determined this to be impractical in Nevada, with which we agree. The court structure committee report recommends that "moving hazard traffic violations," for which a court appearance would be required, should be established by supreme court rule. Your subcommittees agree with the court structure subcommittee that such violations include (1) felony or gross misdemeanor offenses; (2) offenses resulting in accident; (3) operation of a motor vehicle while under the influence of intoxicating liquor or a narcotic or habit-forming drug, or permitting another person, who is under the influence of intoxicating liquor or a narcotic or habit-forming drug, to operate a vehicle owned by the defendant or in his custody or control; (4) reckless driving; (5) leaving the scene of an accident; (6) driving while under suspension or revocation of driver's license; (7) driving without being licensed to drive; (8) exceeding the speed limit by more than 15 miles per hour; or (9) a second moving traffic offense within a 12-month period.

IX. MOTOR VEHICLE EQUIPMENT

The Nevada laws relating to motor vehicle equipment needed more extensive revision than any other area of motor vehicle laws to reach substantial compliance with the Uniform Vehicle Code and the standards promulgated by the United States Department of Transportation.

At the request of Robert F. Guinn, a member of your subcommittee, the first draft of the amendments and additions to the existing laws was reviewed by engineers of the Western Highway Institute, Pacific Intermountain Express and American Trucking Associations, Inc.

The attached Exhibit III is the result of suggestions from these engineers as well as changes necessary to reach substantial compliance with the Uniform Vehicle Code. Your subcommittees recommend adoption of the provisions of the draft.

X. OTHER STANDARDS

There was insufficient time for your subcommittees to make any complete recommendations relating to the other federal highway safety program standards. Nevada is now in substantial compliance with these other standards and little in the way of legislation is necessary, most of the changes necessary to achieve compliance being based upon finances. However, your subcommittees believe that further study in these areas is necessary and recommends the continuation of a legislative subcommittee for this purpose.

Respectfully submitted,

Subcommittee on Highway Safety
Standards
Subcommittee for Study of Motor
Vehicle Laws

January 1969



SUMMARY--Revises rules of the road. (BDR 43-491)

AN ACT relating to traffic laws; defining certain terms; establishing traffic controls; requiring certain accident reports; prohibiting intoxicated, reckless and other types of driving; permitting emergency vehicles; providing penalties; and providing other matters properly relating thereto.

THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. Chapter 484 of NRS is hereby amended by adding thereto the provisions set forth as sections 2 to 191, inclusive, of this act.

Sec. 2. As used in chapter 484, unless the context otherwise requires, the words and terms defined in sections 3 to 74, inclusive, of this act have the meaning ascribed to them in such sections.

Sec. 3. "Alley" means a highway:

1. Within a city block set apart for public use, vehicular traffic and local convenience.

2. Which primarily services access to the rear entrance of abutting property.

3. Designed for the special accommodation of abutting property, but not a cul-de-sac.

Sec. 4. "Authorized emergency vehicle" means a vehicle permitted to depart from certain traffic laws when equipped and operated in the manner provided by law.

Sec. 5. "Bicycle" means a device propelled by human power upon which a person may ride, having two tandem wheels either of which is over 20 inches in diameter, or every such device generally recognized as a bicycle though equipped with two front or two rear wheels.

Sec. 6. "Bus" means a vehicle owned by the state, a political subdivision or a private school or nursery, designed for carrying more than six passengers and used for the transportation of persons, or a vehicle, other than a taxicab, designed and used for the transportation of persons for compensation.

Sec. 7. "Bus stand" means a fixed area in or adjacent to the highway to be occupied exclusively by buses for layover and operating schedules or in receiving or discharging passengers.

Sec. 8. "Business district" means the territory contiguous to and including a highway when within any 600 feet along such highway there are buildings in use for business or industrial purposes, including but not limited to hotels, banks or office buildings, railroad stations and public buildings which occupy at least 300 feet of frontage on one side or 300 feet collectively on both sides of the highway.

Sec. 9. "Center" or "centerline" means a continuous or broken line marked upon the surface of a highway by paint or otherwise to indicate each portion of a highway allocated to traffic proceeding in the two opposite directions, and, if a line is not marked, it is an imaginary line in the highway equally distant from the edges or curbs of the highway.

Sec. 10. "Central business district" means all highways within the area described as such by an ordinance of an incorporated city.

Sec. 11. "City" means any incorporated city or town, whether incorporated under general or special law.

Sec. 12. "Combination of vehicles" means two or more vehicles coupled together.

Sec. 13. "Commercial vehicle" means every vehicle designed, maintained or used primarily for the transportation of property.

Sec. 14. "Common carrier" means every common carrier of passengers operating between fixed termini, over regular routes and on fixed schedules.

Sec. 15. "Controlled-access highway" means every highway to or from which owners or occupants of abutting lands and other persons have no legal right of access except at such points only and in such manner as may be determined by a public authority.

Sec. 16. "Crosswalk" means:

1. That part of a highway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the paved portions of highways; or

2. Any portion of a highway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Sec. 17. "Curb loading zone" means a space adjacent to a curb reserved for the exclusive use of vehicles during the loading or unloading of passengers or materials.

Sec. 18. "Department of highways" means the department of highways of the State of Nevada.

Sec. 19. "Double parking" or "double standing" or "double stopping" means the parking, standing or stopping of a vehicle upon the highway side of another vehicle parking, standing or stopping, but not illegally within or adjacent to an open parking space.

Sec. 20. "Driver" means every person who drives or is in actual physical control of a vehicle.

Sec. 21. "Explosives" means any chemical compound or mechanical mixture that is commonly used or intended for the purpose of producing an explosion and which contains any oxidizing and combustive units or other ingredients in such proportions, quantities or packing that an ignition by fire, by friction, by

concussion, by percussion or by detonator of any part of the compound or mixture may cause such a sudden generation of highly heated gases that the resultant gaseous pressures are capable of producing destructive effects on contiguous objects or of destroying life or limb.

Sec. 22. "Farm tractor" means every motor vehicle designed and used primarily as a farm implement for drawing plows, mowing machines and other implements of husbandry.

Sec. 23. "Flammable liquid" means any liquid which has a flash point of 70° F., or less, as determined by a tagliabue or equivalent closed-cup test device.

Sec. 24. "Freight curb loading zone" means a space adjacent to a curb for the exclusive use of vehicles during the loading or unloading of freight.

Sec. 25. "Highway" means the entire width between the boundary lines of every way maintained by a public authority when any part of such way is open to the use of the public for purposes of vehicular traffic.

Sec. 26. "House coach" means a motor vehicle which is designed, constructed and equipped as a dwelling place or living abode, either permanently or temporarily.

Sec. 27. "House trailer" means:

1. A trailer or a semitrailer which is designed, constructed and equipped as a dwelling place, living abode or sleeping place, either permanently or temporarily, and is equipped for use as a conveyance on a highway; or

2. A trailer or semitrailer whose chassis and exterior shell is designed and constructed for use as a house trailer, as defined in subsection 1, but which is used instead permanently or temporarily for the advertising, sales, display or promotion of merchandise or services, or for any other commercial purpose

except the transportation of property for hire or the transportation of property for distribution by a private carrier.

Sec. 28. 1. "Intersection" means the area common to two highways which join one another at, or approximately at, right angles, or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict.

2. Every crossing of a divided highway by another highway constitutes two separate intersections.

3. Every crossing of a divided highway by another divided highway constitutes four separate intersections.

Sec. 29. "Laned highway" means a highway which is divided into two or more clearly marked lanes for vehicular traffic.

Sec. 30. "License to operate a motor vehicle" means any license or permit to operate a motor vehicle issued under the laws of this state, including:

1. Any temporary license or instruction permit.
2. The privilege of any person to drive a motor vehicle whether or not such person holds a valid license.
3. Any nonresident's operating privilege.

Sec. 31. "Local authority" means the governing board of a county, city or other political subdivision having authority to enact laws or ordinances or promulgate regulations relating to traffic over a highway.

Sec. 32. "Motor vehicle" means every vehicle which is self-propelled but not operated upon rails.

Sec. 33. "Motorcycle" means every motor vehicle equipped with a seat or a saddle for the use of the driver and propelled by a motor which produces more than 6 1/2 horsepower at the rear wheel under full throttle, and is designed to travel on not more than three wheels in contact with the ground, but excluding a tractor.

Sec. 34. "Nonresident" means every person who is not a resident of this state.

Sec. 35. "Nonresident's operating privilege" means the privilege conferred upon a nonresident by the laws of this state pertaining to the operation by such person of a motor vehicle, or the use of a vehicle owned by such person, in this state.

Sec. 36. "Official traffic-control device" means every sign, signal, marking and device not inconsistent with this chapter or prohibited by law, placed or erected by a public authority for the purpose of regulating, warning or guiding traffic.

Sec. 37. "Owner" means a person who holds the legal title of a vehicle, or if a vehicle is the subject of an agreement for the conditional sale or lease thereof with the right of purchase upon performance of the conditions stated in the agreement and with an immediate right of possession vested in the conditional vendee or lessee, or if a mortgagor of a vehicle is entitled to possession, then such conditional vendee or lessee or mortgagor shall be deemed the owner, for the purpose of this chapter.

Sec. 38. "Park" or "parking" means the standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading of merchandise or passengers.

Sec. 39. "Parking meter" means a mechanical timing device authorized by an ordinance of a municipality to be used for the purpose of regulating parking.

Sec. 40. "Passenger curb loading zone" means an area adjacent to a curb or edge of a highway reserved for the exclusive use of vehicles during the loading or unloading of passengers.

Sec. 41. "Paved portion of highway" means that portion of a highway improved, designed or ordinarily used for vehicular traffic, exclusive of the berm or shoulder.

Sec. 42. "Pedestrian" means any person afoot.

Sec. 43. "Person" means every natural person, firm, copartnership, association or corporation.

Sec. 44. "Police officer" means every officer authorized to direct or regulate traffic or to make arrests for violations of traffic laws, ordinances or regulations.

Sec. 45. "Power cycle" means every motor vehicle equipped with a seat or saddle for the use of the driver and propelled by a motor which produces not to exceed 6 1/2 horsepower at the rear wheel under full throttle, without a governor or other restriction on the intake or exhaust passages, and designed to travel on not more than three wheels in contact with the ground.

Sec. 46. "Private way" or "driveway" means every way or place in private ownership and used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons.

Sec. 47. "Public authority" means the department of highways or the local authority having jurisdiction to enact laws or ordinances or promulgate regulations relating to traffic over a highway.

Sec. 48. "pole trailer" means every vehicle without motive power designed to be drawn by another vehicle and attached to the towing vehicle by means of a reach or pull, or by being boomed or otherwise secured to the towing vehicle, and ordinarily used for transporting long or irregularly shaped loads such as poles, pipes or structural members capable generally of sustaining themselves as beams between the supporting connections.

Sec. 49. "Railroad" means a carrier of persons or property upon cars, other than streetcars, operated upon stationary rails.

Sec. 50. "Railroad sign" or "railroad signal" means any sign, signal or device erected by a public authority or by a railroad and intended to give notice of the presence of railroad tracks or the approach of a railroad train.

Sec. 51. "Railroad train" means a steam, electric or other motor engine, with or without cars coupled thereto, operated upon stationary rails, except streetcars.

Sec. 52. "Residence district" means the territory contiguous to a highway not comprising a business district when the frontage on such for a distance of 300 feet or more is mainly occupied by dwellings or by dwellings and buildings in use for residence.

Sec. 53. "Revocation of driver's license" means the termination by formal action of the department of motor vehicles of a person's license to operate a motor vehicle.

Sec. 54. "Right of way" means the right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian approaching under such circumstances of direction, speed and proximity as to give rise to danger of collision unless one grants precedence to the other.

Sec. 55. "Road" means the entire width between the boundary lines of every highway outside the territorial limits of a city and open to the use of the public for purposes of vehicular traffic.

Sec. 56. "Safety zone" means the area officially set aside within a 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.

Sec. 57. "School bus" means every motor vehicle owned by or under the control of a public or governmental agency or a private school and regularly operated for the transportation of children to or from school or a school activity or privately owned and regularly operated for compensation for the transportation of

children to or from school or a school activity. "School bus" does not include a passenger car operated under a contract to transport children to and from school, a common carrier or commercial vehicle under the jurisdiction of the Interstate Commerce Commission or the public service commission of Nevada when such vehicle is operated in the regular conduct of its business in interstate or intrastate commerce within the State of Nevada.

Sec. 58. "Semitrailer" means every vehicle so designed and used in conjunction with a motor vehicle that some part of its own weight and that of its own load rests upon or is carried by another vehicle.

Sec. 59. "Sidewalk" means that portion of a highway between the curb lines or the lateral lines of a highway and the adjacent property lines intended for the use of pedestrians.

Sec. 60. "Stand" or "standing" means the halting of a vehicle, whether occupied or not, otherwise than for the purpose of and while actually engaged in receiving or discharging passengers.

Sec. 61. "Stop," when required, means complete cessation from movement.

Sec. 62. "Stop" or "stopping" means, when prohibited, 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 official traffic-control device.

Sec. 63. "Street" means the entire width between the boundary lines of every highway inside the territorial limits of a city when any part of such highway is open to the use of the public for purposes of vehicular traffic.

Sec. 64. "Taxicab" means a motor vehicle designed or constructed to accommodate and transport not more than six passengers, including the driver, and used to transport passengers for a charge or fee.

Sec. 65. "Taxicab stand" means a fixed area in a highway parallel and adjacent to the curb or edge of the highway and set aside for taxicabs to stand for passengers.

Sec. 66. "Through highway" means every highway or portion thereof on which vehicular traffic is given the right of way, and at the entrances to which vehicular traffic from intersecting highways is required by law to yield right of way to vehicles on such through highway in obedience to either an authorized stop sign or a yield sign.

Sec. 67. "Tow car" means a motor vehicle which has been altered or designed and equipped for and exclusively used in the business of towing vehicles by means of a crane, hoist, tow bar, towline or dolly, or is otherwise exclusively used to render assistance to other vehicles.

Sec. 68. "Traffic" means pedestrians, ridden or herded animals, vehicles and other conveyances either singly or together using any highway for purposes of travel.

Sec. 69. "Traffic-control signal" means any official traffic-control device, whether manually, electrically or mechanically operated, placed or erected by a public authority, by which traffic is alternately directed to stop or proceed.

Sec. 70. "Trailer" means every vehicle designed to be drawn by a motor vehicle and so constructed that no part of its weight rests upon the towing vehicle.

Sec. 71. "Truck" means every motor vehicle which is used for the transportation or delivery of goods with a body built and designed for that purpose.

Sec. 72. "Truck-tractor" means every motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load other than the part of the weight of the vehicle and load so drawn.

Sec. 73. "Two-directional highway" means a highway upon which vehicles are allowed to proceed in opposite directions.

Sec. 74. "Vehicle" means every device in, upon or by which any person or property is or may be transported or drawn upon a highway, except devices moved by human power or used exclusively upon stationary rails.

Sec. 75. The purposes of this chapter are to:

1. Establish traffic laws which are uniform throughout the State of Nevada, whether or not incorporated into local ordinances.

2. Minimize the differences between the traffic laws of the State of Nevada and those of other states.

Sec. 76. 1. Except as provided in subsection 2, the full amount of all fines imposed and collected for violation of any law in this chapter shall be paid into the state treasury.

2. When a city or county has adopted the provisions of this chapter appropriate to the regulation of traffic in the area under its jurisdiction, violation of any such provision may be prosecuted in the municipal court or justice's court, respectively, and any fines imposed or collected shall be paid into the city or county treasury, as the case may be.

Sec. 77. 1. The provisions of this chapter are applicable and uniform throughout this state on all highways to which the public has a right of access or to which persons have access as invitees or licensees.

2. Unless otherwise provided, any local authority may enact by ordinance traffic regulations which cover the same subject matter as the various sections of this chapter if the provisions of such ordinance are not in conflict with this chapter.

3. A local authority shall not enact an ordinance:

(a) Governing the driving of vehicles while under the influence of intoxicating liquor or drugs;

(b) Governing the registration of vehicles and the licensing of drivers;

(c) Governing the duties and obligations of persons involved in traffic accidents; or

(d) Providing a penalty for an offense for which the penalty prescribed by this chapter is greater than that imposed for a misdemeanor.

4. No person convicted or adjudged guilty of a violation of a traffic ordinance shall be charged or tried in any other court in this state for the same offense.

Sec. 78. It is unlawful for any person willfully to fail or refuse to comply with any lawful order or direction of any police officer invested by law with authority to direct, control or regulate traffic.

Sec. 79. Every person riding an animal or driving any animal-drawn vehicle upon a highway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle, except those provisions which by their nature can have no application.

Sec. 80. Unless specifically made applicable, the provisions of this chapter, except those relating to driving while intoxicated, shall not apply to persons, teams, motor vehicles and other equipment while actually engaged in work upon the surface of a highway but shall apply to such persons and vehicles when traveling to or from such work.

Sec. 81. 1. The driver of any vehicle involved in an accident resulting in injury to or death of any person shall immediately stop such vehicle at the scene of such accident or as close thereto as possible, and shall forthwith return to and in every event shall remain at the scene of the accident until he has fulfilled the requirements of section 83 of this act.

2. Every such stop shall be made without obstructing traffic more than is necessary.

3. Any person failing to comply with the provisions of subsection 1 is guilty of a felony.

Sec. 82. 1. The driver of any vehicle involved in an accident resulting only in damage to a vehicle or other property which is driven or attended by any person shall immediately stop such vehicle at the scene of such accident or as close thereto as possible, and shall forthwith return to and in every event shall remain at the scene of such accident until he has fulfilled the requirements of section 83 of this act.

2. Every such stop shall be made without obstructing traffic more than is necessary.

Sec. 83. 1. The driver of any vehicle involved in an accident resulting in injury to or death of any person or damage to any vehicle or other property which is driven or attended by any person shall:

(a) Give his name, address and the registration number of the vehicle he is driving, and shall upon request and if available exhibit his license to operate a motor vehicle to any person injured in such accident or to the driver or occupant of or person attending any vehicle or other property damaged in such accident; and

(b) Give such information and upon request manually surrender such license to any police officer at the scene of the accident or who is investigating the accident; and

(c) Render to any person injured in such accident reasonable assistance, including the carrying, or the making of arrangements for the carrying, of such person to a physician, surgeon or hospital for medical or surgical treatment if it is apparent that such treatment is necessary, or if such carrying is requested by the injured person.

2. If no police officer is present, the driver of any vehicle involved in such accident after fulfilling all other requirements of subsection 1 and section 81 of this act, insofar as possible on his part to be performed, shall forthwith report such accident to the nearest office of a police authority or of the Nevada highway patrol and submit thereto the information specified in subsection 1.

Sec. 84. The driver of any vehicle which collides with or is involved in an accident with any vehicle or other property which is unattended, resulting in any damage to such other vehicle or property, shall immediately stop and shall then and there locate and notify the operator or owner of such vehicle or other property of the name and address of the driver and owner of the vehicle striking the unattended vehicle or other property or shall attach securely in a conspicuous place in or on such vehicle or property a written notice giving the name and address of the driver and of the owner of the vehicle doing the striking.

Sec. 85. 1. The driver of a vehicle which collides with or is involved in an accident with any vehicle or other property which is unattended, resulting in any damage to such other vehicle or property, shall immediately by the quickest means of communication give notice of such accident to the nearest office of a police authority or of the Nevada highway patrol.

2. Whenever the driver of a vehicle is physically incapable of giving an immediate notice of an accident as required in subsection 1 and there was another occupant in the vehicle at the time of the accident capable of doing so, such occupant shall make or cause to be given the notice not given by the driver.

Sec. 86. 1. The driver of a vehicle which is in any manner involved in an accident, resulting in bodily injury to or death of any person or total damage to any vehicle or item of property to an apparent extent of \$250 or more, shall, within 10 days after such accident, forward a written report of such accident to the department of motor vehicles.

2. The department may require any driver of a vehicle involved in an accident of which written report must be made as provided in this section to file supplemental written reports whenever the original report is insufficient in the opinion of the department.

3. A written accident report is not required under this chapter from any person who is physically incapable of making a report, during the period of such incapacity.

4. Whenever the driver is physically incapable of making a written report of an accident as required in this section and such driver is not the owner of the vehicle, then the owner of the vehicle involved in such accident shall within 10 days after knowledge of the accident make such report not made by the driver.

5. All written reports required in this section to be forwarded to the department by drivers or owners of vehicles involved in accidents shall be without prejudice to the individual so reporting and shall be for the confidential use of the department or other state agencies having use of the records for accident prevention purposes, except that the department may disclose the identity of a person involved in an accident when such identity is not otherwise known or when such person denies his presence at such accident.

6. No written reports forwarded under the provisions of this section shall be used as evidence in any trial, civil or

criminal, arising out of an accident except that the department shall furnish upon demand of any party to such trial, or upon demand of any court, a certificate showing that a specified accident report has or has not been made to the department in compliance with law, and, if such report has been made, the date, time and location of the accident, the names and addresses of the drivers, the owners of the vehicles involved and the investigating officers. The reports may be used as evidence when necessary to prosecute charges filed in connection with a violation of section 87 of this act.

Sec. 87. Any person who gives information in oral or written reports as required in this chapter, knowing or having reason to believe that such information is false, is guilty of a gross misdemeanor.

Sec. 88. The state registrar of vital statistics shall on or before the 10th day of each month report in writing to the department of motor vehicles the death of any person resulting from a vehicle accident, giving the time and place of accident and the circumstances relating thereto.

Sec. 89. The person in charge of any garage or repair shop to which is brought any motor vehicle which shows evidence of having been involved in an accident of which written report must be made by the driver or owner thereof as provided in section 86 of this act, or struck by any bullet, shall report to the local police department if such garage or shop is located within a city, otherwise to the office of the county sheriff or the nearest office of the Nevada highway patrol, within 24 hours after such motor vehicle is received by the garage or repair shop, giving the serial number, registration number and the name and address of the owner or operator of such vehicle.

Sec. 90. 1. Every police officer who investigates a vehicle accident of which report must be made as required in this chapter, or who otherwise prepares a written report as a result of an investigation either at the time of and at the scene of the accident or thereafter by interviewing the participants or witnesses, shall forward a written report of such accident to the department of motor vehicles within 10 days after his investigation of the accident.

2. Such written reports required to be forwarded by police officers and the information contained therein shall not be privileged or held confidential.

3. Every sheriff, chief of police or office of the Nevada highway patrol receiving any report required under sections 83 to 89, inclusive, of this act shall immediately prepare a copy thereof and forthwith file such copy with the department.

Sec. 91. 1. The department of motor vehicles shall prepare and upon request supply to police departments, sheriffs and other appropriate agencies or individuals forms for written accident reports as required in this chapter, suitable with respect to the persons required to make such reports and the purposes to be served. The written reports shall call for sufficiently detailed information to disclose with reference to a vehicle accident the cause, conditions then existing and the persons and vehicles involved.

2. Every accident report required to be made in writing shall be made on the appropriate form approved by the department and shall contain all the information required therein unless not available.

Sec. 92. The department of motor vehicles shall tabulate and analyze all accident reports received in compliance with this chapter and shall publish annually, or at more frequent

intervals, statistical information based thereon as to the number and circumstances of vehicle accidents.

Sec. 93. 1. Any local authority may by ordinance require that the driver of a vehicle involved in an accident, or the owner of such vehicle, shall also file with the designated officer a written report of such accident or a copy of any report herein required to be filed with the department of motor vehicles on an accident occurring within their jurisdiction.

2. All such reports shall be for the confidential use of the officer.

Sec. 94. 1. It is unlawful for any person who is under the influence of intoxicating liquor to drive or be in actual physical control of a vehicle within this state.

2. It is unlawful for any person who is an habitual user of or under the influence of any narcotic drug or who is under the influence of any other drug to a degree which renders him incapable of safely driving or steering a vehicle to drive or steer a vehicle within this state. The fact that any person charged with a violation of this subsection is or has been entitled to use such drug under the laws of this state shall not constitute a defense against any charge of violating this subsection.

3. Any person who violates the provisions of this section is guilty of a misdemeanor and such person's license to operate a vehicle in this state may, by the decision of the court, be suspended by the department of motor vehicles for a period of not less than 30 days nor more than 1 year.

4. Upon a subsequent conviction within 10 years for an offense under the provisions of this section, the person so convicted shall be punished by a fine of not less than \$100 nor more than

\$500 and by imprisonment in the county jail for not less than 10 days nor more than 6 months. His license to operate a vehicle in this state shall be revoked for 2 years by the department of motor vehicles.

5. No judge or justice of the peace in imposing sentences provided for in this section shall suspend the same or any part thereof.

Sec. 95. 1. In any criminal prosecution for a violation of section 94 of this act relating to driving a vehicle while under the influence of intoxicating liquor, the amount of alcohol in the defendant's blood at the time alleged as shown by chemical analysis of the defendant's blood, urine, breath or other bodily substance shall give rise to the following presumptions:

(a) If there was at that time 0.05 percent or less by weight of alcohol in the defendant's blood, it shall be presumed that the defendant was not under the influence of intoxicating liquor.

(b) If there was at that time in excess of 0.05 percent but less than 0.15 percent by weight of alcohol in the defendant's blood, such fact shall not give rise to any presumption that the defendant was or was not under the influence of intoxicating liquor, but such fact may be considered with other competent evidence in determining the guilt or innocence of the defendant.

(c) If there was at that time 0.15 percent or more by weight of alcohol in the defendant's blood, it shall be presumed that the defendant was under the influence of intoxicating liquor.

2. The provisions of subsection 1 shall not be construed as limiting the introduction of any other competent evidence bearing upon the question whether or not the defendant was under the influence of intoxicating liquor.

Sec. 96. It is unlawful for any person to drive any vehicle in willful or wanton disregard of the safety of persons or property. A violation of this section constitutes reckless driving.

Sec. 97. 1. Any person who unlawfully and unintentionally causes the death of another person while engaged in the violation of any state law or ordinance of a local authority applying to the operation or use of a vehicle or to the regulation of traffic is guilty of homicide by vehicle when such violation is the proximate cause of death.

2. Any person who is convicted of homicide by vehicle shall be punished by imprisonment in the Nevada state prison for not less than 1 year nor more than 10 years, or by a fine of not more than \$5,000, or by both fine and imprisonment.

Sec. 98. It is unlawful for any person to drive or operate a vehicle of any kind or character at:

1. A rate of speed greater than is reasonable or proper, having due regard for the traffic, surface and width of the highway; or

2. Such a rate of speed as to endanger the life, limb or property of any person; or

3. A rate of speed greater than that posted by a public authority for the particular portion of highway being traversed.

Sec. 99. A school bus shall not exceed a speed of 50 miles per hour when transporting pupils to and from school or a school activity.

Sec. 100. Whenever the word "sign," "signal," "marking" or "device" is used in this chapter with reference to an official traffic-control device regulating, warning or guiding traffic, it shall be presumed that such device was properly erected or placed by a public authority.

Sec. 101. 1. Except as provided in subsection 2 and pursuant to the power granted in NRS 269.185, the town board or board of county commissioners may, by ordinance, limit the speed of motor vehicles in any unincorporated town or city in the county as may be deemed proper, but the maximum speed of

any motor vehicle within the boundaries of any unincorporated town or city in this state shall not exceed 50 miles per hour under any such ordinance.

2. The department of highways may establish the speed limits for motor vehicles on highways within the boundaries of any unincorporated town or city when such highways were constructed and maintained under the authority granted by chapter 408 of NRS.

Sec. 102. 1. The department of highways is authorized to prescribe speed zones, and to install appropriate speed signs controlling vehicular traffic on the state highway system as established in chapter 408 of NRS through hazardous areas, after necessary studies have been made to determine the need therefor, and to eliminate speed zones and remove the signs therefrom whenever the need therefor ceases to exist.

2. After the establishment of a speed zone and the installation of appropriate speed control signs, it is unlawful for any person to drive a motor vehicle upon the road and in such speed zone in excess of the speed therein authorized.

3. The department shall cause to be displayed, in each school zone where the department has posted a speed limit, signs designating the hours of the day or night or both during which the school zone speed limit is to apply.

Sec. 103. 1. A person shall not drive a motor vehicle at such a slow speed as to impede the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with law.

2. Whenever a public authority determines on the basis of an engineering and traffic investigation that slow speeds on any part of a highway consistently impede the normal and reasonable movement of traffic, such authority may establish a minimum speed limit below which no person shall drive a vehicle except when necessary for safe operation or in compliance with law.

3. Such speed limit shall be in effect after the erection of appropriate signs.

Sec. 104. If any driver drives a motor vehicle at a speed so slow as to impede the forward movement of traffic proceeding immediately behind such vehicle, on any highway whereon a higher speed is lawful, the driver shall, when the width of the highway permits, drive to the extreme right side of the highway until such impeded traffic has passed by.

Sec. 105. 1. It is unlawful for any person to drive any vehicle equipped with solid rubber or cushion tires at a speed greater than 10 miles per hour.

2. It is unlawful for any person to drive a vehicle over any bridge or other elevated structure constituting a part of a highway at a speed which is greater than the maximum speed which can be maintained with safety to such bridge or structure, when such structure is signposted as provided in this section.

3. The department of highways upon request from any local authority shall, or upon its own initiative may, conduct an investigation of any bridge or other elevated structure constituting a part of a highway constructed and maintained under the authority granted by chapter 408 of NRS, and if it thereupon finds that such structure cannot with safety to itself withstand vehicles traveling at the speed otherwise permissible under this chapter, the department shall determine and declare the maximum speed of vehicles which such structure can safely withstand, and shall cause or permit suitable signs stating such maximum speed to be erected and maintained at a distance of 100 feet before each end of such structure.

4. Upon the trial of any person charged with a violation of this section, proof of such determination of the maximum speed by such department and the existence of such signs

shall constitute conclusive evidence of the maximum speed which can be maintained with safety to such bridge or structure.

Sec. 106. 1. The department of highways shall adopt a manual and specifications for a uniform system of official traffic-control devices consistent with the provisions of this chapter for use upon highways within this state. Such uniform system shall correlate with and so far as possible conform to the system then current and approved by the American Association of State Highway Officials and the National Joint Committee on Uniform Traffic Control Devices.

2. All devices used by local authorities or the department of highways shall conform with the manual and specifications adopted by the department of highways.

Sec. 107. 1. Except as provided in subsection 2, local authorities shall place and maintain such official traffic-control devices upon highways under their jurisdiction as are determined necessary to indicate and to carry out the provisions of this chapter and to regulate, warn or guide traffic.

2. No traffic-control device shall be placed by a local authority on a highway constructed and maintained by the department of highways under the authority granted by chapter 408 of NRS without prior approval by the department.

Sec. 108. 1. Except as provided in subsection 3, a local authority may adopt, by ordinance, regulations with respect to highways under their jurisdiction within the reasonable exercise of the police power:

(a) Regulating or prohibiting processions or assemblages on the highways.

(b) Designating particular highways as one-way highways and requiring that all vehicles thereon be moved in one specific direction.

(c) Designating any highway as a through highway, requiring that all vehicles stop before entering or crossing the same, or designating any intersection as a stop or a yield intersection and requiring all vehicles to stop or yield at one or more entrances to such intersections.

(d) Designating truck routes.

(e) Regulating the operation of bicycles and requiring the registration and licensing thereof.

(f) Adopting such other traffic regulations as are specifically authorized by this chapter.

2. an ordinance relating to traffic control enacted under this section shall not be effective until official traffic-control devices giving notice of such local traffic regulations are posted upon or at the entrances to the highway or part thereof affected as may be most appropriate.

3. An ordinance enacted under this section shall not be effective with respect to highways constructed and maintained by the department of highways under the authority granted by chapter 408 of NRS until such ordinance has been approved by the board of directors of the department of highways.

Sec. 109. 1. The department of highways with respect to highways constructed under the authority of chapter 408 of NRS, and local authorities with respect to highways under their jurisdiction, may determine those zones of highways where overtaking and passing to the left would be hazardous, and may by the erection of official traffic-control devices indicate such zones. When such devices are in place and clearly visible to an ordinarily observant person every driver of a vehicle shall obey the directions thereof.

2. Except as provided in subsection 3, a driver shall not drive on the left side of the highway within such zone or on

the left side of any pavement striping designed to mark such zone throughout its length.

3. A driver may drive across a pavement striping marking such zone to an adjoining highway if he has first given the appropriate turn signal and there will be no impediment to oncoming or following traffic.

Sec. 110. 1. It is unlawful for any driver to disobey the instructions of any official traffic-control device placed in accordance with the provisions of this chapter, unless at the time otherwise directed by a police officer.

2. No provision of this chapter for which such devices are required shall be enforced against an alleged violator if at the time and place of the alleged violation such device is not in proper position and sufficiently legible to be seen by an ordinarily observant person. Whenever a particular provision of this chapter does not state that such devices are required, such provisions shall be effective even though no devices are erected or in place.

3. Whenever devices are placed in position approximately conforming to the requirements of this chapter, such devices shall be presumed to have been so placed by the official act or direction of a public authority, unless the contrary is established by competent evidence.

4. Any device placed pursuant to the provisions of this chapter and purporting to conform to the lawful requirements pertaining to such devices shall be presumed to comply with the requirements of this chapter unless the contrary is established by competent evidence.

Sec. 111. A vehicle shall not be turned so as to proceed in the opposite direction upon any curve, or upon the approach to or near the crest of a grade, where such vehicle cannot

be seen by the driver of any other vehicle approaching from either direction within 1,000 feet.

Sec. 112. 1. The driver of a 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 the condition of the highway.

2. The driver of any truck or combination of vehicles 80 inches or more in overall width, which is following a truck, or combination of vehicles 80 inches or more in overall width, shall, whenever conditions permit, leave a space of 500 feet so that an overtaking vehicle may enter and occupy such space without danger, but this shall not prevent a truck or combination of vehicles from overtaking and passing any vehicle or combination of vehicles. This subsection does not apply to any vehicle or combination of vehicles while moving on a highway on which there are two or more lanes available for traffic moving in the same direction.

3. Motor vehicles being driven upon any highway outside of a business district in a caravan or motorcade, whether or not towing other vehicles, shall be operated to allow sufficient space between each such vehicle or combination of vehicles so as to enable any other vehicle or combination of vehicles to enter and occupy such space without danger.

Sec. 113. 1. Whenever traffic is controlled by official traffic-control devices exhibiting different colored lights, or colored lighted arrows, successively one at a time or in combination as declared in the manual and specifications adopted by the department of highways, only the colors green, yellow and red shall be used, except for special pedestrian-control devices carrying a word legend as provided in section 117 of this act. Such lights, arrows and combinations thereof indicate and apply to drivers of vehicles and pedestrians as provided in this section.

2. When the signal is circular green alone:

(a) Vehicular traffic facing such a signal may proceed straight through or turn right or left unless another device at such place prohibits either or both such turns. 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.

(b) Pedestrians facing such a signal may proceed across the highway within any marked or unmarked crosswalk, unless directed otherwise by another device as provided in section 117 of this act.

3. Where the signal is circular green with a green turn arrow:

(a) Vehicular traffic facing such a 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 long as a turn arrow is illuminated, oncoming or opposing traffic simultaneously faces a steady red signal.

(b) Pedestrians facing such a signal may proceed across the highway within any marked or unmarked crosswalk, unless directed otherwise by another device as provided in section 117 of this act.

4. Where the signal is a green turn arrow alone:

(a) Vehicular traffic facing such a signal 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 the adjacent crosswalk and to other traffic lawfully using the intersection.

(b) Pedestrians facing such a signal shall not enter the highway until permitted to proceed by another device as provided in section 117 of this act.

5. Where the signal is a green straight-through arrow alone:

(a) Vehicular traffic facing such a signal 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 an adjacent crosswalk at the time such signal is exhibited.

(b) Pedestrians facing such a signal may proceed across the highway within the appropriate marked or unmarked crosswalk, unless directed otherwise by another device as provided in section 117 of this act.

6. Where the signal is a steady yellow signal alone:

(a) Vehicular traffic facing such a 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.

(b) Pedestrians facing such a signal, unless otherwise directed by another device as provided in section 117 of this act, are thereby advised that there is insufficient time to cross the highway.

7. Where the signal is a steady red signal alone:

(a) Except as provided in paragraph (c) of this subsection, vehicular traffic facing such a signal shall stop before

entering the crosswalk on the nearest side of the intersection where the 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 the green signal is shown.

(b) Pedestrians facing such a signal shall not enter the highway, unless permitted to proceed by another device as provided in section 117 of this act.

(c) Vehicular traffic facing such a signal and situated on the extreme right of the highway may proceed into the intersection for a right turn only when the intersecting highway is two-directional or one-way to the right, or vehicular traffic facing such a signal and situated on the extreme left of a one-way highway may proceed into the intersection for a left turn only when the intersecting highway is one-way to the left, but shall yield the right of way to pedestrians and other traffic proceeding as directed by the signal at such intersection.

8. Where the signal is a steady red with a green turn arrow then:

(a) Vehicular traffic facing such a 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 are thereby advised that so long as the turn arrow is illuminated, oncoming or opposing traffic simultaneously faces a steady red signal.

(b) Pedestrians facing such a signal shall not enter the highway, unless permitted to proceed by another device as provided in section 117 of this act.

9. If a 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. Any stop required shall be made at a sign or pavement marking indicating where the stop shall be made, but in the absence of any such device the stop shall be made at the signal.

10. Whenever signals are placed over the individual lanes of a highway, such signals shall indicate and apply to drivers of vehicles as follows:

(a) A downward-pointing green arrow means that a driver facing such signal may drive in any lane over which the green signal is shown.

(b) A red "X" symbol means a driver facing such signal shall not enter or drive in any lane over which such red signal is shown.

Sec. 114. Whenever an illuminated flashing red or yellow signal is used in conjunction with an official traffic-control device, 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 in 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 required stop.

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.

Sec. 115. 1. It is unlawful for any person to place, maintain or display upon or in view of any 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 such device, sign or signal, and no person shall place or maintain nor shall any public authority permit upon any highway any sign, signal or marking bearing thereon any commercial advertising.

2. Every such prohibited sign, signal or marking is hereby declared to be a public nuisance, and the proper public authority may remove the same or cause it to be removed without notice.

3. This section does not prohibit the erection upon private property adjacent to highways of signs giving useful directional information and of a type that cannot be mistaken for official traffic-control devices.

Sec. 116. A person shall not, without lawful authority, attempt to or 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.

Sec. 117. 1. Except as provided in section 118 of this act, when official traffic-control devices are not in place or not in operation the driver of a vehicle shall yield the right of way, slowing down or stopping if need be so to yield, to a pedestrian crossing the highway within a crosswalk when the pedestrian is upon the half of the highway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the highway as to be in danger.

2. 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.

3. Whenever a vehicle is stopped at a marked crosswalk or at an unmarked crosswalk at an intersection, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle until such driver has determined that the vehicle being overtaken was not stopped for the purpose of permitting a pedestrian to cross the highway.

4. Whenever signals exhibiting the words "Walk" or "Don't walk" are in place, such signals shall indicate as follows:

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

(b) While the "Don't walk" indication is illuminated, either steady or flashing, a pedestrian shall not start to cross the highway in the direction of the signal, but any pedestrian who has partially completed his crossing during the "Walk" indication shall proceed to a sidewalk, or to a safety zone if one is provided.

(c) Whenever the word "Wait" still appears in a signal, such indication has the same meaning as assigned in this section to the "Don't walk" indication.

(d) 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 official traffic-control devices direct pedestrian movement in such manner as provided in this section and in section 113 of this act.

Sec. 118. 1. Every pedestrian crossing a highway 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 highway.

2. Any pedestrian crossing a highway 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 highway.

3. Between adjacent intersections at which official traffic-control devices are in operation pedestrians shall not cross at any place except in a marked crosswalk.

4. A pedestrian shall not cross an intersection diagonally unless authorized by official traffic-control devices.

5. When authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic-control devices pertaining to such crossing movements.

Sec. 119. Pedestrians shall move whenever practicable upon the right half of crosswalks.

Sec. 120. 1. Pedestrians walking along highways where sidewalks are not provided shall walk on the left side of such highways facing the approaching traffic.

2. A person shall not stand in a highway for the purpose of soliciting a ride or any business from the driver or any occupant of a vehicle.

3. It is unlawful for any pedestrian who is under the influence of intoxicating liquors or any narcotic or stupefying drug to be within the traveled portion of any highway.

4. The provisions of this section apply also to riders of animals.

Sec. 121. 1. Whenever any person driving a vehicle approaches a railroad grade crossing and a clearly visible official traffic-control or railroad 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.

2. A person shall not 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.

Sec. 122. The department of highways may designate dangerous highway grade crossings of railroads and erect official traffic-control devices at such crossings directing a stop. When such stop signs are erected 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.

Sec. 123. 1. It is unlawful for any person to operate or move any crawler-type tractor, steam shovel, derrick, roller, or any vehicle, equipment or structure having a normal operating speed of 10 or less miles per hour or a vertical body or load clearance of less than one-half inch per foot of the distance between any two adjacent axles or in any event of less than 9 inches, measured above the level surface of a highway, upon or across any tracks at a railroad grade crossing without first complying with this section.

2. Notice of any such intended crossing shall be given to a station agent of such railroad and a reasonable time be given to such railroad to provide proper protection at such crossing.

3. Before making any such crossing the person operating or moving any such vehicle or equipment shall first stop the same not less than 15 feet nor more than 50 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, and shall not proceed until the crossing can be made safely.

4. No such crossing shall be made when warning is given by automatic signal or crossing gates or a flagman or otherwise of the immediate approach of a railroad train or car. If a flagman is provided by the railroad, movement over the crossing shall be under his direction.

Sec. 124. 1. A driver shall not turn a vehicle from a direct course upon a highway unless and until such movement can be made with reasonable safety, and then only after giving a clearly audible signal by sounding the horn if any pedestrian may be affected by such movement or after giving an appropriate signal if any other vehicle may be affected by such movement.

2. A signal of intention to turn right or left shall be given continuously during not less than the last 100 feet traveled by the vehicle before turning regardless of the weather.

3. A driver shall not stop or suddenly decrease the speed of a vehicle without first giving an appropriate signal to the driver of any vehicle immediately to the rear.

Sec. 125. Upon the immediate approach of an authorized emergency vehicle, making use of audible and visual signals meeting the requirements of section 178 of this act, 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 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.

Sec. 126. The fact that the speed of a vehicle is lower than the prescribed limits does not relieve a 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 highway, or when special hazards exist or may exist with respect to pedestrians, or other traffic or by reason of weather or other highway conditions, and speed shall be decreased as may be necessary to avoid colliding with any person, vehicle or other conveyance on or entering a highway in compliance with legal requirements and the duty of all persons to use due care.

Sec. 127. 1. Except as otherwise provided in this section, the driver of any motor vehicle carrying passengers for hire, or of any school bus carrying any school child, or of any vehicle carrying any explosive or flammable liquid 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, and shall not proceed until he can do so safely.

2. After stopping as required in this section and upon proceeding when it is safe to do so, the driver of any such 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.

3. When stopping is required at a railroad crossing the driver shall keep as far to the right of the highway as possible and shall not form two lanes of traffic unless the highway is marked for four or more lanes of traffic.

4. No such stop need be made at a railroad crossing:

(a) Where a police officer or official traffic-control device controls the movement of traffic.

(b) Which is marked with a device indicating that the crossing is abandoned.

Sec. 128. 1. For the purpose of this section, a "temporary roadblock" means any structure, device or means used by police officers for the purpose of controlling all traffic through a point on the highway whereby all vehicles may be slowed or stopped for the purpose of identifying the occupants.

2. The police officers in this state may establish, in their respective jurisdictions, or in other jurisdictions within the state, temporary roadblocks upon the highways of this state for the purpose of apprehending persons known to such officers to be wanted for violation of the laws of this state, or of any other state, or of the United States, and using the highways of this state for the purpose of escape.

3. For the purpose of warning and protecting the traveling public, the minimum requirements to be met by such officers establishing temporary roadblocks are:

(a) The temporary roadblock shall be established at a point on the highway clearly visible at a distance of not less than 100 yards in either direction.

(b) At the point of the temporary roadblock, a sign shall be placed on the centerline of the highway displaying the word "Stop" in letters of sufficient size and luminosity to be readable at a distance of not less than 50 yards, in both directions, either in daytime or darkness.

(c) At the same point of the temporary roadblock, at least one red light, on and burning, must be placed at the side of the highway, which shall be a flashing or intermittent beam of light, clearly visible to the oncoming traffic at a distance of not less than 100 yards.

(d) At a distance of not less than one-quarter of a mile from the point of the temporary roadblock, warning signs shall be placed at the side of the highway, containing any wording of sufficient size and luminosity to warn the oncoming traffic that a "police stop" lies ahead. A burning beam light, flare or lantern shall be placed near such signs for the purpose of attracting the attention of the traffic to the sign.

4. This section does not limit the existing authority of police officers in the performance of their duties involving traffic control.

5. It is unlawful for any person to proceed or travel through a roadblock without subjecting himself to the traffic control so established.

Sec. 129. 1. The department of highways and local authorities, with reference to highways under their respective jurisdictions, may designate through highways and erect official traffic-control devices in the form of stop signs or yield

signs at specified entrances thereto, or may designate any intersection as a stop intersection or as a yield intersection and erect stop signs or yield signs at one or more entrances to such intersections.

2. 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, if there is no crosswalk, shall stop at a clearly marked stop line, or if none, then at the point nearest the intersecting highway where the driver has a view of approaching traffic on the intersecting highway before entering the intersection.

3. The driver of a vehicle approaching a yield sign if required for safety to stop shall stop before entering the crosswalk on the nearest side of the intersection or, if there is no crosswalk, at a clearly marked stop line, or if none, then at the point nearest the intersecting highway where the driver has a view of approaching traffic on the intersecting highway.

Sec. 130. 1. Where proper signs have been erected, the driver of a vehicle shall stop or yield at the entrance to a through highway and shall yield the right of way to other vehicles which have entered the intersection from such through highway or which are approaching so closely on such through highway as to constitute an immediate hazard, but such driver having so yielded may proceed and the drivers of all other vehicles approaching the intersection on such through highway shall yield the right of way to the vehicles so proceeding into or across the through highway.

2. The driver of a vehicle shall stop in obedience to a stop sign or yield in compliance with a yield sign at an intersection if a stop sign or a yield sign is erected at

one or more entrances thereto although not a part of a through highway and shall proceed cautiously, yielding to vehicles not so obligated to stop or yield and which are within the intersection or approaching so closely as to constitute an immediate hazard during the time such driver is moving across or within the intersection.

Sec. 131. The driver of a vehicle about to enter or cross a highway from a private way shall yield the right of way to all vehicles approaching on such highway.

Sec. 132. 1. 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 highway.

2. When two vehicles enter an intersection from different highways 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.

3. This section shall not apply at intersections controlled by official traffic-control devices or to vehicles approaching each other from opposite directions, when the driver of one of such vehicles is intending to or is making a left turn.

Sec. 133. The driver of a vehicle within an intersection intending to turn to the left shall yield the right of way to any vehicle which has approached or is approaching from the opposite direction which is within the intersection or so close thereto as to constitute an immediate hazard, but such driver, having so yielded and having given a signal when and as required, may make such left turn and the drivers of all other vehicles approaching the intersection from the opposite direction shall yield the right of way to the vehicle making the left turn.

Sec. 134. When the driver of a vehicle intends to turn at an intersection:

1. When the turn is a right turn, both the approach for the right turn and the right turn shall be made as close as practicable to the right-hand curb or edge of the highway.

2. Where both intersecting highways are two-directional, the approach for a left turn shall be made in that portion of the right half of the highway nearest the centerline thereof; and after entering the intersection the left turn shall be made so as to leave the intersection to the right of the centerline of the highway being entered; and in all cases, except where otherwise directed by official traffic-control devices, simultaneous left turns by opposing traffic shall be made in front of each other.

3. When the turn is a left turn from a two-directional highway into a one-way highway, the approach for a left turn shall be made in that portion of the right half of the highway nearest the centerline thereof and the turn shall be made by turning from the right of such centerline where it enters the intersection as close as practicable to the left-hand curb of the one-way highway.

4. When making a left turn from a one-way highway into a two-directional highway, such turn shall be made by passing to the right of the centerline of the highway being entered upon leaving the intersection, and the approach of such turn shall be made as close as practicable to the left-hand curb of the one-way highway.

5. When making a left turn where both intersecting highways are one-way, both the approach for the left turn and the left turn shall be made as close as practicable to the left-hand curb or edge of the highway.

Sec. 135. Whenever official traffic-control devices are erected indicating that no right or left turn or U-turn is permitted, it is unlawful for any driver of a vehicle to disobey the directions of any such sign.

Sec. 136. The driver of a vehicle shall not turn such vehicle so as to proceed in the opposite direction upon any highway in a business district, or any intersection controlled by an official traffic-control device. Such U-turn may be made upon any other highway only at an intersection, and then only from the right-hand side of the highway when such movement can be made in safety without interfering with other traffic, unless a local authority has prohibited such turning by ordinance. This section does not prohibit a U-turn on roads where such turns can be made with safety.

Sec. 137. A person, except when stopping, standing or parking where no parking is permitted, shall not start a vehicle which is stopped, standing or parked on a highway nor enter upon a highway unless and until such movement can be made with safety.

Sec. 138. The driver of a vehicle:

1. Shall not back the vehicle unless such movement can be made with reasonable safety and without interfering with other traffic; and

2. Shall not back into an intersection, on or over a crosswalk, or around a street corner, and in no event shall the distance of the backing movement exceed 50 feet; and

3. Shall in every case yield the right of way to moving traffic and pedestrians.

Sec. 139. Any signal required by this chapter to be made by a driver when making a turn or a stop shall be given either by means of a hand and arm or by a signal lamp or signal device

of a type approved by the department of motor vehicles, but when a vehicle is so constructed or loaded that a hand and arm signal would not be visible both to the front and rear of such vehicle then such signals shall be given by a signal lamp or signal device.

Sec. 140. All signals given by hand and arm shall be given by hand and arm extended beyond the left side of the vehicle in the following manner, and shall indicate the turns that follow:

1. Left turn: Hand and arm extended horizontally.
2. Right turn: Hand and arm extended upward.
3. Stop or decrease speed: Hand and arm extended downward.
4. Reentering lane of traffic from parked position: Hand and arm extended horizontally.

Sec. 141. Upon all highways of sufficient width a vehicle shall be driven upon the right half of the highway, except as follows:

1. When overtaking and passing another vehicle proceeding in the same direction under the laws governing such movements;
2. When the right half of the highway is closed to traffic;
3. Upon a highway divided into three lanes for traffic under the laws applicable thereon; or
4. Upon a highway designated and posted for one-way traffic;

or

5. When the highway is not of sufficient width.

Sec. 142. Drivers of vehicles proceeding in opposite directions shall pass each other keeping to the right, and upon highways 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 paved portion of the highway as nearly as possible.

Sec. 143. 1. 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 highway until safely clear of the overtaken vehicle.

2. 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.

Sec. 144. 1. The driver of a vehicle may overtake and pass upon the right of another vehicle only under the following conditions:

(a) When the driver of the vehicle overtaken is making or signaling to make a left turn.

(b) Upon a highway with unobstructed pavement, not occupied by parked vehicles, of sufficient width for two or more lines of moving vehicles in each direction.

(c) Upon any highway on which traffic is restricted to one direction of movement, where the highway is free from obstructions and of sufficient width for two or more lines of moving vehicles.

2. The driver of a vehicle may overtake and pass another vehicle upon the right only under conditions permitting such movement in safety.

3. The driver of a vehicle shall not overtake and pass another vehicle upon the right when such movement requires driving off the paved portion of the highway.

Sec. 145. 1. A vehicle shall not be driven to the left side of the center of a two-lane, two-directional highway and overtaking and passing another vehicle proceeding in the same

direction, unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be completely made without interfering with the safe operation of any vehicle approaching from the opposite direction or any vehicle overtaken.

2. A vehicle shall not be driven to the left side of the highway at anytime:

(a) When approaching the crest of a grade or upon a curve in the highway 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.

(b) When approaching within 100 feet or traversing any intersection or railroad grade crossing.

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

3. Subsection 2 does not apply upon a one-way highway.

Sec. 146. 1. Upon a highway designated and signposted for one-way traffic a vehicle shall be driven only in the direction designated.

2. A vehicle passing around a rotary traffic island shall be driven only to the right of such island.

Sec. 147. Whenever any highway has been divided into three clearly marked lanes for traffic the following rules apply:

1. Vehicles 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. A vehicle shall not be driven in a center lane except:

(a) When overtaking and passing another vehicle where the highway is clearly visible and such center lane is clear of traffic for a safe distance;

(b) In preparation for a left turn; or

(c) Where such center lane is at the time allocated exclusively to traffic moving in the direction in which the vehicle is proceeding, and is posted to give notice of such allocation.

Sec. 148. Whenever any highway has been divided into two highways 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 highway and a vehicle shall not be driven over, across or within any such dividing space, barrier or section nor make any left turn, semicircular turn or U-turn, except through an opening in such physical barrier or dividing section or space or at a crossover or intersection established by a public authority.

Sec. 149. When official traffic-control devices are erected giving notice thereof, a person shall not drive a vehicle onto or from any controlled-access highway except at those entrances and exits which are indicated by such devices.

Sec. 150. The department of highways and local authorities may with respect to any controlled-access highway under their respective jurisdictions prohibit the use of any such highway by pedestrians, bicycles or other nonmotorized traffic or by any person operating a power cycle.

Sec. 151. Upon those highways which have official traffic-control devices permitting angle parking, a person shall not stop, stand or park a vehicle other than at the angle to the curb or edge of the highway indicated by such devices.

Sec. 152. 1. Except as otherwise provided in this section, every vehicle stopped or parked upon a highway where there are adjacent curbs shall be stopped or parked with the right-hand wheels of such vehicle parallel to and within 18 inches of the right-hand curb.

2. Local authorities may by ordinance permit parking of vehicles with the left-hand wheels adjacent to and within 12 inches of the left-hand curb of a one-way highway.

3. Local authorities may by ordinance permit angle parking on any highway, except that angle parking shall not be permitted on any highway constructed and maintained by the department of highways under the authority granted by chapter 408 of NRS unless the department has determined that such highway is of sufficient width to permit angle parking without interfering with the free movement of traffic.

4. The department of highways with respect to highways under its jurisdiction may place official traffic-control devices prohibiting or restricting the stopping, standing or parking of vehicles on any such highway where, in its opinion, such stopping, standing or parking is dangerous to those using the highway or where the stopping, standing or parking of vehicles would unduly interfere with the free movement of traffic thereon. It is unlawful for any person to stop, stand or park any vehicle in violation of the restrictions stated on such devices.

Sec. 153. 1. Except as provided in subsection 2, owners of motor vehicles displaying a special parking permit issued pursuant to NRS 482.384 may park such motor vehicles for not more than 2 hours at any one time in parking zones restricted as to the length of time parking is permitted, without penalty, removal of such vehicle or imprisonment, if such parking is otherwise consistent with public safety.

2. This section does not authorize the parking of a motor vehicle in any privately or municipally owned facility for off-highway parking without paying the required fee for the time during which such vehicle is so parked.

Sec. 154. A person shall not stop, stand or park any vehicle at right angles to the curb of any highway for the purpose of loading or unloading of merchandise without a permit issued by the proper public authority.

Sec. 155. 1. Except as otherwise provided by law, whenever a vehicle equipped with all reflectors required by law is lawfully parked at nighttime upon any highway, no lights need be displayed upon such parked vehicle.

2. Whenever lights are displayed upon a vehicle lawfully parked at nighttime upon any highway, such lights shall be depressed or dimmed, in the event cowl or parking lamps are not used.

Sec. 156. 1. A person shall not stop, stand or park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with law or the directions of a police officer or, official traffic-control device, in any of the following places:

- (a) On a sidewalk;
- (b) In front of a public or private driveway;
- (c) Within an intersection;
- (d) Within 15 feet of a fire hydrant;
- (e) On a crosswalk;
- (f) Within 20 feet of a crosswalk at an intersection;
- (g) Within 30 feet upon the approach to any official traffic-control signal located at the side of a highway;
- (h) 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;
- (i) Within 50 feet of the nearest rail of a railroad;
- (j) Within 20 feet of a driveway entrance to any fire station and, on the side of a highway opposite the entrance to any fire station, within 75 feet of such entrance;

(k) Alongside or opposite any highway excavation or obstruction when such stopping, standing or parking would obstruct traffic;

(l) On the highway side of any vehicle stopped or parked at the edge of or curb of a highway;

(m) Upon any bridge or other elevated structure or within a highway tunnel;

(n) Within 5 feet of a public or private driveway; and

(o) At any place where official traffic-control devices prohibit stopping, standing or parking.

2. A person shall not move a vehicle not owned by such person into any such prohibited area or away from a curb such distance as is unlawful.

3. A local authority may place official traffic-control devices prohibiting or restricting the stopping, standing or parking of vehicles on any highway where in its opinion such stopping, standing or parking is dangerous to those using the highway or where the stopping, standing or parking vehicles would unduly interfere with the free movement of traffic thereon. It is unlawful for any person to stop, stand or park any vehicle in violation of the restrictions stated on such devices.

Sec. 157. The person driving or in charge of any motor vehicle, except a truck loading or unloading goods shall not permit it to stand unattended without first stopping the engine, locking the ignition and removing the key.

Sec. 158. A vehicle shall not be permitted to stand unattended upon any perceptible grade without stopping the engine and effectively setting the brake thereon and turning the front wheels to the curb or side of the highway.

Sec. 159. 1. A person shall not drive a vehicle when it is

so loaded, or when there are in the front seat such number of persons, exceeding three, 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.

2. A passenger in a vehicle shall not 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.

3. A vehicle shall not be operated upon any highway unless the driver's vision through any required glass equipment is normal.

4. A person shall not 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 a motor vehicle.

Sec. 160. 1. Upon any highway outside of a business or residence district no person shall stop, park or leave standing any vehicle, whether attended or unattended, upon the paved or main-traveled part of the highway when it is practicable to stop, park or so leave such vehicle off such part of the highway, but in every event an unobstructed width of the highway opposite a standing vehicle shall be left for the free passage of other vehicles and a clear view of such stopped vehicles shall be available from a distance of 200 feet in each direction upon such highway.

2. This section shall not apply to the driver of any vehicle which is disabled while on the paved or main-traveled portion of a highway in such manner and to such extent that it is

impossible to avoid stopping and temporarily leaving such disabled vehicle in such position.

Sec. 161. 1. Unless otherwise provided by ordinance of the local authority having jurisdiction, a person shall not:

(a) Stop, stand or park a vehicle within an alley in a business district except for the expeditious loading or unloading of goods.

(b) Stop, stand or park a vehicle in any other alley in such a manner, or under such conditions as to leave available less than 10 feet of the width of the alley for the free movement of vehicular traffic.

2. A person shall not stop, stand or park a vehicle within an alley in such position as to block the driveway or entrance to any abutting property.

Sec. 162. 1. Whenever any police officer finds a vehicle standing upon a highway in violation of any of the provisions of this chapter, such officer may move such vehicle, or require the driver or person in charge of the vehicle to move it to a position off the paved or improved or main, traveled part of such highway.

2. Whenever any police officer finds a vehicle unattended upon any highway, bridge or causeway, or in any tunnel where such vehicle constitutes an obstruction to traffic, such officer may provide for the removal of such vehicle in any manner provided by law.

Sec. 163. Unless otherwise provided by ordinance of the local authority having jurisdiction, a person, except physicians or other persons on emergency calls, shall not park a vehicle on any highway which has an official traffic-control device prohibiting 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.

Sec. 164. No person shall park a vehicle upon any highway for the principal purpose of:

1. Displaying such vehicle for sale.
2. Washing, greasing or repairing such vehicle, except repairs necessitated by an emergency.
3. Soliciting business.
4. Selling merchandise from such vehicle except in a duly established market place, or one so authorized or licensed by the local authority.
5. Storage, or as junkage or dead storage, for more than 24 hours.

Sec. 165. When official traffic-control devices are erected giving notice thereof, a person shall not park a vehicle upon either side of any highway adjacent to any school.

Sec. 166. When official traffic-control devices are erected prohibiting parking upon a narrow highway, a person shall not park a vehicle upon any such highway.

Sec. 167. When official traffic-control devices are erected giving notice thereof, a person shall not stand or park a vehicle upon the left-hand side of a one-way street.

Sec. 168. If a laned roadway is restricted to one direction, a person shall not stand or park a vehicle upon the left-hand side of such one-way roadway unless official traffic-control devices are erected permitting such standing or parking.

Sec. 169. When official traffic-control devices are erected at hazardous or congested places, a person shall not stop, stand or park a vehicle in any such designated place.

Sec. 170. A person shall not stop, stand or park a vehicle for any purpose or period of time except for the expeditious loading or unloading of passengers in any place marked as a passenger curb loading zone during hours when the regulations

applicable to such passenger curb loading zone are effective, and then only for a period not to exceed 5 minutes.

Sec. 171. 1. A person shall not 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 marked as a freight curb loading zone during hours when the provisions applicable to such zones are in effect.

2. The driver of a vehicle may stop temporarily at a place marked as a freight curb loading zone for the purpose of and while actually engaged in loading or unloading passengers, when such stopping does not interfere with any motor vehicle used for the transportation of materials which is waiting to enter or about to enter such zone.

Sec. 172. A person shall not stop, stand or park a vehicle for any purpose or length of time in any restricted parking zone other than for the purpose to which parking in such zone is restricted, except that a driver of a passenger vehicle may stop temporarily in such zone for the purpose of and while actually engaged in loading or unloading of passengers when such stopping does not interfere with any vehicle which is waiting to enter or about to enter the zone for the purpose of parking in accordance with the purpose to which parking is restricted.

Sec. 173. The operator of a bus or taxicab shall not stop, stand or park upon any highway in any business district at any place other than a bus stop or taxicab stand, respectively, except that this provision does not prohibit the driver of any such vehicle from temporarily stopping in accordance with other stopping, standing or parking regulations at any place

for the purpose of and while engaged in the expeditious unloading or loading of passengers.

Sec. 174. A person shall not stop, stand or park a vehicle other than a bus in a bus stop, or a taxicab in a taxicab stand, when such stop or stand has been officially designated and appropriately signed, except that the driver of a passenger vehicle may temporarily stop there and for the purpose of and while actually engaged in expeditiously loading or unloading of passengers when such stopping does not interfere with any bus or taxicab waiting to enter or about to enter such zone.

Sec. 175. A person shall not park a vehicle at any time on any of the following parts of highways, sidewalks or sidewalk areas, where official traffic-control devices are erected giving notice thereof:

1. In front of a theater entrance.
2. In front of the entrance or exit of a hotel.
3. In front of the entrance to any building where any such device has been erected by a local authority.

Sec. 176. 1. A local authority may erect, pursuant to ordinance, official traffic-control devices regulating the stopping, standing or parking of vehicles on any highway under its jurisdiction.

2. When devices are erected giving notice thereof, it is unlawful for any person to stop, stand or park a vehicle for longer than the time designated by any such sign.

3. No device erected pursuant to this section may prohibit parking on Sundays or legal holidays.

Sec. 177. 1. When parking meters are erected by any local authority pursuant to an adopted ordinance giving notice thereof, it is unlawful for any person to stop, stand or park a vehicle in any metered parking zone for a period of time longer than

designated by such parking meters upon a deposit of a coin of United States currency of the designated denomination on any day except Sundays and legal holidays.

2. Every vehicle shall be parked wholly within the metered parking space for which the meter shows parking privilege has been granted, and with the front end of such vehicle immediately opposite the parking meter for such space.

3. It is unlawful for any person to deposit or attempt to deposit in any parking meter anything other than a lawful coin of the United States, or any coin that is bent, cut, torn, battered or otherwise misshapen.

4. It is unlawful for any unauthorized person to remove, deface, tamper with, open, willfully break, destroy or damage any parking meter, or willfully to manipulate any parking meter in such a manner that the indicator will fail to show the correct amount of unexpired time before a violation occurs.

Sec. 178. 1. Except as provided in section 179 of this act, authorized emergency vehicles are vehicles publicly owned and operated in the performance of the duty of:

- (a) A police or fire department.
- (b) A sheriff's office.
- (c) The Nevada highway patrol.
- (d) A public ambulance agency.
- (e) A public lifeguard or lifesaving agency.

2. A vehicle publicly maintained in whole or in part by the state, or by a city or county, and privately owned and operated by a regularly salaried member of a police department, sheriff's office or traffic law enforcement department, is an authorized emergency vehicle under the following conditions:

- (a) When such vehicle has such a permit from the department of motor vehicles;

(b) Where such person operates such vehicle so owned by him in responding to emergency calls or fire alarms or highway patrol duty or operates such vehicle in the pursuit of actual or suspected violators of the law; and

(c) When the state, county or city does not furnish to such officer a publicly owned vehicle for the purposes stated in paragraph (b).

3. When a vehicle is operated as an authorized emergency vehicle it shall display a flashing red light and an audible siren which have been approved by the department of motor vehicles.

Sec. 179. 1. The department of motor vehicles may issue authorized emergency vehicle permits to vehicles required to be operated primarily for the immediate preservation of life or property or for the apprehension of law violators. Such permits shall not be issued to vehicles when there are available comparable emergency-type services provided by agencies referred to in section 178 of this act.

2. The issuance of authorized emergency vehicle permits to vehicles under this section shall be limited to:

(a) Agencies designated in section 178 of this act.

(b) Vehicles owned or operated by an agency of the United States engaged primarily in law enforcement work; and

(c) Ambulances designed and operated exclusively as such.

3. The following are not emergency vehicles and shall not be permitted to operate as such:

(a) Tow cars;

(b) Public utility vehicles;

(c) Vehicles used in merchant patrols;

(d) Vehicles used in private escort service;

(e) Privately owned vehicles of volunteer firemen;

(f) Privately owned vehicles of reserve members of a police department or a sheriff's office; and

(g) Vehicles of private detectives.

Sec. 180. 1. 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, subject to the conditions stated, in this section.

2. The driver of an authorized emergency vehicle may:

(a) Park or stand, without regard to the provisions of this chapter.

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

(c) Exceed any speed limits so long as he does not endanger life or property.

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

3. The exemptions granted in this section to an authorized emergency vehicle apply only when such vehicle is making use of audible and visual signals as required by law.

4. The provisions of this section do not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons, and such provisions do not protect the driver from the consequences of his reckless disregard for the safety of others.

Sec. 181. 1. Except as provided in subsection 2, the driver of any vehicle upon a highway, street or road, when meeting or overtaking, from either direction, any school bus, equipped with signs and signals required by law, which has stopped on the highway, street or road for the purpose of receiving or discharging any pupil and is displaying a flashing red light signal

visible from the front and rear, shall bring his vehicle to a stop immediately and shall not proceed past the school bus until the flashing red signal ceases operation.

2. The driver of a vehicle upon a highway, street or road with separate roadways need not stop upon meeting or passing a school bus which is upon the other roadway. The driver of a vehicle need not stop upon meeting or passing a school bus when the school bus is stopped at an intersection or a place where traffic is controlled by a traffic officer or an official traffic signal.

3. Any person who violates any of the provisions of this section is guilty of a misdemeanor.

Sec. 182. 1. The operator of a motor vehicle shall not drive between the vehicles, persons or animals comprising a funeral or other authorized procession when such funeral or procession vehicles are properly identified by pennants or other authorized insignia and while such funeral or procession is in motion, except when otherwise directed by a police officer.

2. This section does not apply to authorized emergency vehicles.

Sec. 183. All vehicles, persons or animals comprising a funeral or other procession shall proceed as near to the right-hand edge of the highway as practicable and shall follow the preceding vehicles, persons or animals in such procession as closely as is practicable and safe.

Sec. 184. 1. A 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 not occupy, march or proceed along any highway except in accordance with the permit issued by the proper public authority.

2. A sound truck or other vehicle equipped with an amplifier or loudspeaker shall not be driven upon any highway for the purpose of selling, offering for sale or advertising in any fashion except in accordance with a permit issued by the proper public authority.

3. An oversized or overweight vehicle or equipment shall not be driven, occupy or proceed upon any highway except in accordance with a permit issued by the proper public authority.

Sec. 185. The driver of any motor vehicle other than an authorized emergency vehicle on official business shall not follow any fire apparatus traveling in response to a fire alarm closer than 500 feet or driving to or park such vehicle within 500 feet of fire apparatus which stopped in answer to a fire alarm.

Sec. 186. A vehicle shall not be driven over any unprotected hose of a fire department when laid down on any highway or private way or place for use at any fire or alarm of fire or practice runs, without the consent of the fire department official in command.

Sec. 187. The driver of a vehicle shall not drive upon or within any sidewalk area except at a permanent or temporary driveway or alley entrance.

Sec. 188. A person shall not ride on any vehicle upon any portion thereof not designed or intended for the use of passengers. This provision does not apply to an employee engaged in the necessary discharge of a duty, or to a person or persons riding within truck bodies and space intended for merchandise.

Sec. 189. A person shall not board or alight from any vehicle while such vehicle is in motion.

Sec. 190. 1. A person shall not drive, move, stop or park any vehicle, or cause or knowingly permit any vehicle to be driven, moved, stopped or parked, on any highway if such vehicle:

(a) Is in such unsafe condition as to endanger any person or property.

(b) Is not equipped with lamps, reflectors, brakes, horn and other warning and signaling devices, windows, windshield, mirrors, safety glass, mufflers, fenders and tires, and other parts and equipment in the position, condition and adjustment required by the laws of this state as to such parts and equipment of a vehicle on the highways of the state at the time, under the conditions and for the purposes provided in such laws.

2. With respect to any vehicle being driven, moved, stopped or parked on any highway, it is unlawful for any person to do any act forbidden, or fail to perform any act required, by the laws of this state relating to the lamps, brakes, fenders and other parts and equipment, size, weight and load as to such vehicle on the highways.

3. This section does not prohibit an authorized emergency vehicle from being equipped with and displaying flashing lights which do not indicate a right or left turn.

Sec. 191. 1. A person shall not drive, move, stop or park any vehicle or combination of vehicles, and an owner shall not cause or knowingly permit any vehicle or combination of vehicles to be driven, moved, stopped or parked, on any highway if such vehicle or combination of vehicles exceeds in size or weight or gross loaded weight the maximum limitation specified by law as to such size, weight and gross loaded weight unless such person or owner is authorized to drive, move, stop or park such vehicle or combination of vehicles by a special permit issued by the proper public authority.

2. This section does not apply to fire apparatus, highway machinery, snowplows or to a farm tractor or other implement of husbandry temporarily moved upon a highway.

Sec. 192. NRS 108.267 is hereby amended to read as follows:

108.267 As used in NRS 108.270 to 108.360, inclusive, "trailer" means every vehicle defined in NRS 482.110, 482.125 and [484.0025.] section 27 of this act.

Sec. 193. NRS 483.460 is hereby amended to read as follows:

483.460 The department shall forthwith revoke the license of any operator or chauffeur upon receiving a record of such operator's or chauffeur's conviction of any of the following offenses, when such conviction has become final:

1. Manslaughter resulting from the operation of a motor vehicle.
2. A second conviction of driving a motor vehicle while under the influence of intoxicating liquor or a narcotic drug; but the revocation provided for in this subsection shall in no event exceed the time fixed as provided in subsection [3 of NRS 484.-050.] 4 of section 94 of this act.
3. Any felony in the commission of which a motor vehicle is used, including the unlawful taking of a motor vehicle.
4. Failure to stop and render aid as required under the laws of this state in the event of a motor vehicle accident resulting in the death or personal injury of another.
5. Perjury or the making of a false affidavit or statement under oath to the department under NRS 483.010 to 483.630, inclusive, or under any other law relating to the ownership or operation of motor vehicles.
6. Conviction, or forfeiture of bail not vacated, upon three charges of reckless driving committed within a period of 12 months.

Sec. 194. NRS 484.370 is hereby amended to read as follows:

484.370 1. Whenever a vehicle is parked or stopped upon a [roadway] highway or shoulder adjacent thereto, whether attended or unattended during the times mentioned in NRS 484.290, such

vehicle shall be equipped with one or more lamps which shall exhibit a white or amber light on the roadway side visible from a distance of 500 feet to the front of such vehicle and a red light visible from a distance of 500 feet to the rear, except that local authorities may provide by ordinance or resolution that no lights need be displayed upon any such vehicle when stopped or parked in accordance with local parking regulations upon a highway where there is sufficient light to reveal any person or object within a distance of 500 feet upon such highway.

2. Any lighted head lamps upon a parked vehicle shall be depressed or dimmed.

Sec. 195. NRS 484.410 is hereby amended to read as follows:

484.410 Whenever a motor vehicle is being operated on a [roadway,] highway, or shoulder adjacent thereto, during the times specified in NRS 484.290, the driver shall use a distribution of light, or composite beam, directed high enough and of sufficient intensity to reveal persons and vehicles at a safe distance in advance of the vehicle, subject to the following requirements and limitations:

1. Whenever a driver of a vehicle approaches an oncoming vehicle within 500 feet, such driver shall use a distribution of light, or composite beam, so aimed that the glaring rays are not projected into the eyes of the oncoming driver. The lowermost distribution of light, or composite beam, specified in subsection 2 of NRS 484.400, shall be deemed to avoid glare at all times, regardless of road contour and loading.

2. Whenever the driver of a vehicle follows another vehicle within 200 feet to the rear, except when engaged in the act of overtaking and passing, such driver shall use a distribution of light permissible under this chapter other than the uppermost distribution of light specified in subsection 1 of NRS 484.400.

Sec. 196. NRS 484.524 is hereby amended to read as follows:

484.524 Any person operating or moving any vehicle or equipment over any [public road] highway who violates any length limitation in this chapter is guilty of a misdemeanor.

Sec. 197. NRS 484.640 is hereby amended to read as follows:

484.640 1. It shall be unlawful for any person to operate or move any vehicle or equipment designated in NRS 484.600 over any [public road or] highway without first obtaining a permit, or to violate or evade any of the terms or conditions of such permit when issued, and any person violating any of the provisions of NRS 484.600 to 484.630, inclusive, shall be guilty of a misdemeanor.

2. Any person operating or moving any vehicle or equipment designated in NRS 484.600 over any [public road] highway under the authorization of a continuous permit and who violates any weight limitation in excess of the weight authorized by the permit shall be punished, upon conviction, as provided in NRS 484.590.

Sec. 198. NRS 484.710 is hereby amended to read as follows:

484.710 1. It shall be unlawful for any person to remove any barrier or sign stating that a [road, street or] highway is closed to traffic.

2. It shall be unlawful to pass over a [road] highway that is marked, signed or barricaded to indicate that it is closed to traffic.

Sec. 199. NRS 484.721 is hereby amended to read as follows:

484.721 1. Any peace officer may, without a warrant, arrest a person if he has reasonable cause for believing that such person has committed any of the following offenses:

(a) Homicide by vehicle;

(b) Driving, or being in actual physical control of, a vehicle while under the influence of intoxicating liquor;

(c) Driving a vehicle while under the influence of any narcotic drug, or driving a vehicle while under the influence of any other drug to a degree which renders the person incapable of safely driving a vehicle;

(d) Failure to stop, or failure to give information, or failure to render reasonable assistance, in the event of an accident resulting in death or personal injuries, as prescribed in [NRS 484.010;] section 82 of this act;

(e) Failure to stop, or failure to give information, in the event of an accident resulting in damage to a vehicle or to other property legally upon or adjacent to a highway, as prescribed in [NRS 484.020 and 484.025;] sections 83, 84 and 86 of this act;
or

(f) Reckless driving.

2. Whenever any person is arrested as authorized in this section he shall be taken without unnecessary delay before the proper magistrate as specified in NRS 484.727, except that in the case of either of the offenses designated in paragraphs (e) and (f) a peace officer shall have the same discretion as is provided in other cases in NRS 484.723.

Sec. 200. NRS 484.723 is hereby amended to read as follows:

484.723 Whenever any person is halted by a peace officer for any violation of this chapter and is not required to be taken before a magistrate, the person shall, in the discretion of the peace officer, either be given a traffic citation, or be taken without unnecessary delay before the proper magistrate. He shall be taken before the magistrate in any of the following cases:

1. When the person does not furnish satisfactory evidence of identity or when the peace officer has reasonable and probable grounds to believe the person will disregard a written promise to appear in court;

2. When the person is charged with a violation of NRS 484.510, relating to the refusal of a driver of a vehicle to submit such vehicle to an inspection and test;

3. When the person is charged with a violation of NRS 484.580, relating to the failure or refusal of a driver of a vehicle to submit the vehicle and load to a weighing or to remove excess weight therefrom; or

4. When the person is charged with a violation of [NRS 484.-040 or 484.050, relating to driving under the influence of intoxicating liquor or drugs.] section 94 or 97 of this act.

Sec. 201. NRS 484.0011 to 484.265, inclusive, 484.683, 484.-686, 484.693, 484.696 and 484.709 are hereby repealed.

SUMMARY--Provides single license for drivers. (BDR 43-429)

AN ACT relating to drivers' licenses; adopting single driver's license; permitting classification of drivers' licenses; providing penalties; and providing other matters properly relating thereto.

THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. Chapter 483 of NRS is hereby amended by adding thereto the provisions set forth as sections 2 to 7, inclusive, of this act.

Sec. 2. "Driver" means a person who is in actual physical control of a vehicle upon a highway.

Sec. 3. "Driver's license" means a license issued under the laws of this state authorizing a person to drive a motor vehicle in this state.

Sec. 4. "License" or "license to drive a motor vehicle" means any driver's license or permit to operate a vehicle issued under or granted by the laws of this state, including:

1. Any temporary license or instruction permit; and
2. The privilege to drive a vehicle by a person who does not hold a driver's license.

Sec. 5. "Licensee" means a person who has a license.

Sec. 6. 1. The department upon issuing a driver's license shall indicate thereon the type or class of vehicles which the licensee may drive.

2. The department shall establish such qualifications as it believes reasonably necessary for the safe driving of the various types, sizes or combinations of vehicles and shall appropriately examine each applicant to determine his qualification according to the type or class of license applied for.

Sec. 7. 1. The department shall not license a person under the age of 18 years to drive a motor vehicle when in use as a school bus transporting children or when in use for the transporting of persons for compensation unless he has had at least 1 year of licensed driving experience exclusive of experience gained while driving a motorcycle or power cycle.

2. In addition to the requirement of subsection 1, the department shall not license a person under the age of 18 years to drive a motor vehicle when in use as a school bus transporting children unless:

(a) Such person is over the age of 17 years; and

(b) The board of trustees of the school district in which the school bus is to be driven recommends the licensing of such person.

Sec. 8. NRS 483.010 is hereby amended to read as follows:

483.010 NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act, may be cited as the Uniform Motor Vehicle [Operators' and Chauffeurs'] Drivers' License Act.

Sec. 9. NRS 483.020 is hereby amended to read as follows:

483.020 When used in NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act, the words and phrases [contained] defined in NRS 483.030 to 483.190, inclusive, [shall, for the purpose of NRS 483.010 to 483.630, inclusive,] and sections 2 to 5, inclusive, of this act have the meanings respectively ascribed to them in [NRS 483.030 to 483.190, inclusive.] such sections.

Sec. 10. NRS 483.040 is hereby amended to read as follows:

483.040 "Cancellation" or "canceled" means that a license which was issued through error or fraud is declared void and terminated. A new license may be obtained only as permitted in NRS 483.010 to 483.630, inclusive [.] , and sections 2 to 7, inclusive, of this act.

Sec. 11. NRS 483.120 is hereby amended to read as follows:

483.120 "Owner" means a person who holds the legal title of a vehicle, or in the event a vehicle is the subject of an agreement for the conditional sale or lease thereof with the right of purchase upon performance of the conditions stated in the agreement and with an 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 for the purpose of NRS 483.010 to 483.630, inclusive [.] , and sections 2 to 7, inclusive, of this act.

Sec. 12. NRS 483.150 is hereby amended to read as follows:

483.150 "Revocation" means that the licensee's privilege to drive a vehicle is terminated. A new license may be obtained only as permitted in NRS 483.010 to 483.630, inclusive [.] , and sections 2 to 7, inclusive, of this act.

Sec. 13. NRS 483.200 is hereby amended to read as follows:

483.200 1. The administrator is authorized to employ examiners, deputies and such other help as may be necessary to carry out the provisions of NRS 483.010 to 483.630, inclusive [.] , and sections 2 to 7, inclusive, of this act.

2. The department may appoint as examiners, sheriffs, chiefs of police or other officials or private citizens whom it deems qualified.

3. Any sheriff, chief of police or other person accepting appointment as an examiner shall conduct examinations under NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act, and make such written reports of findings and recommendations to the department as it may require.

Sec. 14. NRS 483.220 is hereby amended to read as follows:

483.220 The administrator is authorized to promulgate rules and regulations governing activities of the department under NRS 483.010 to 483.630, inclusive [.] , and sections 2 to 7, inclusive, of this act.

Sec. 15. NRS 483.230 is hereby amended to read as follows:

483.230 1. [No person, except those expressly exempted in NRS 483.010 to 483.630, inclusive, shall drive any motor vehicle upon a highway in this state on or after June 30, 1941, unless such person has a valid license as an operator or chauffeur under the provisions of NRS 483.010 to 483.630, inclusive.

2. Any person holding a valid chauffeur's license under the provisions of NRS 483.010 to 483.630, inclusive, need not procure an operator's license.

3. Any person licensed as an operator or chauffeur under the provisions of NRS 483.010 to 483.630, inclusive,] Except persons expressly exempted in NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act, a person shall not drive any motor vehicle upon a highway in this state unless such person has a valid license as a driver under the provisions of NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act for the type or class of vehicle being driven.

2. Any person licensed as a driver under the provisions of NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act may exercise the privilege thereby granted upon all streets and highways of this state and shall not be required to obtain any other license to exercise such privilege by any county, municipal or local board or body having authority to adopt local police regulations.

3. Except persons expressly exempted in NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act, a person shall not steer or exercise any degree of physical control of a vehicle being towed by a motor vehicle upon a highway unless such person has a license to drive the type or class of vehicle being towed.

4. A person shall not receive a driver's license until he surrenders to the department all valid licenses in his possession issued to him by this or any other jurisdiction. Surrendered licenses issued by another jurisdiction shall be returned by the department to such jurisdiction. A person shall not have more than one valid driver's license.

Sec. 16. NRS 483.240 is hereby amended to read as follows:

483.240 The following persons are exempt from license under the provisions of NRS 483.010 to 483.630, inclusive [:

1. Any person while operating a motor vehicle in the service of the Army, Navy or Marine Corps of the United States.

2. Any person while driving or operating any road machine, farm tractor or implement of husbandry temporarily operated or moved on a highway.

3. A nonresident who is at least 16 years of age and who has in his immediate possession a valid operator's license issued to him in his home state or country may operate a motor vehicle in this state only as an operator.

4. A nonresident who is at least 18 years of age and who has in his immediate possession a valid chauffeur's license issued to him in his home state or country may operate a motor vehicle in this state either as an operator or chauffeur.

5. Any nonresident who is at least 18 years of age, whose home state or country does not require the licensing of operators, may operate a motor vehicle as an operator only for a period of not more than 90 days in any calendar year, if the motor vehicle so operated is duly registered in the home state or country of such nonresident.] , and sections 2 to 7, inclusive, of this act:

1. Any person while driving a motor vehicle in the service of the Armed Forces.

2. Any person while driving any road machine, farm tractor or implement of husbandry temporarily operated or moved on a highway.

3. A nonresident who is at least 16 years of age and who has in his immediate possession a valid license issued to him in his home state or country may drive a motor vehicle in this state of the type or class he may operate in his home state or country.

4. Any nonresident who is at least 18 years of age, whose home state or country does not require the licensing of drivers, may drive a motor vehicle for a period of not more than 90 days in any calendar year, if the motor vehicle driven is duly registered in the home state or country of such nonresident.

5. A nonresident on active duty in the Armed Forces who has a valid license issued by his home state and such nonresident's spouse or dependent child who has a valid license issued by such state.

6. Any person on active duty in the Armed Forces who has a valid license issued in a foreign country by the Armed Forces may drive a motor vehicle for a period of not more than 45 days from the date of his return to the United States.

Sec. 17. NRS 483.245 is hereby amended to read as follows:

483.245 1. When a person who owns a motor vehicle required to be registered under the provisions of chapter 482 of NRS, and who was formerly a nonresident, becomes a resident, he may continue to use a valid license from another jurisdiction until such time as it becomes necessary for him to register such motor vehicle in this state. At that time he shall be required to obtain a Nevada license as a prerequisite to [operation of] driving any motor vehicle in the State of Nevada.

2. Where a person who applies for a license has a valid [operator's] driver's license from a state which has requirements for issuance of [operators'] drivers' licenses comparable to those of the State of Nevada, the department may:

(a) Waive the examination for such person and issue a Nevada license which shall expire no later than the license from such other state; or

(b) Issue a Nevada license under the same terms and conditions applicable to a renewal of a license in this state.

Sec. 18. NRS 483.250 is hereby amended to read as follows:

483.250 The department shall not issue any license under the provisions of NRS 483.010 to 483.630, inclusive [:] , and sections 2 to 7, inclusive, of this act:

1. To any person [, as an operator,] who is under the age of 16 years, except that the department may issue:

(a) A restricted [operator's] license to a person between the ages of 14 and 16 years pursuant to the provisions of NRS 483.270.

(b) An instruction permit to a person who is at least 15 1/2 years of age pursuant to the provisions of subsection 1 of NRS 483.280.

(c) A restricted instruction permit to a person under the age of 16 years pursuant to the provisions of subsection 3 of NRS 483.280.

2. [To any person, as a chauffeur, who is under the age of 18 years, except as provided in NRS 483.260.

3.] To any person [, as an operator or chauffeur,] whose license has been revoked until the expiration of the period for which such license was revoked; nor to any person whose license has been suspended; but, upon good cause shown to the administrator, the department may issue a restricted license to such person or shorten any period of suspension.

[4.] 3. To any person [, as an operator or chauffeur,] who is an habitual drunkard or is addicted to the use of narcotic drugs.

[5.] 4. To any person [, as an operator or chauffeur,] who has previously been adjudged to be afflicted with or suffering from any mental disability or disease and who has not at the time of application been restored to competency by the methods provided by law.

[6.] 5. To any person [, as an operator or chauffeur,] who is required by NRS 483.010 to 483.630, inclusive, to take an examination, unless such person [shall have] has successfully passed such examination.

[7.] 6. To any person when the administrator has good cause to believe that such person by reason of physical or mental disability would not be able to [operate] drive a motor vehicle with safety upon the highways.

[8.] 7. To any person when the administrator has good reason to believe that the [operation] driving of a motor vehicle on the highways by such person would be inimical to public safety or welfare. Two or more convictions of driving while under the influence of intoxicating liquors or of stimulating or stupefying drugs shall be sufficient evidence of conduct inimical to the public welfare, and the administrator shall refuse to issue or renew [an operator's or chauffeur's] a license for a person so convicted until it [shall have been] is proven to the reasonable satisfaction of the administrator that such issuance or renewal is not opposed to the public interest.

Sec. 19. NRS 483.270 is hereby amended to read as follows:

483.270 1. The department may issue a restricted [operator's] license to any pupil between the ages of 14 and 16 years who is attending a public school in a school district in this state when transportation to and from school is not provided by the board of trustees of the school district and it is impossible or impractical to furnish such pupil with private transportation to and from school.

2. An application for the issuance of a restricted [operator's] license under this section shall:

- (a) Be made upon a form provided by the department.
- (b) Be signed and verified as provided in NRS 483.300.

(c) Be approved by the board of trustees of the school district.

(d) Contain such other information as may be required by the department.

3. Any restricted [operator's] license issued pursuant to this section:

(a) Shall be effective only for the school year during which it is issued or for a more restricted period.

(b) Shall authorize the licensee to [operate] drive a motor vehicle on a street or highway only while going to and from school, and at a speed not in excess of the speed limit set by law for school buses.

(c) Shall contain such other restrictions as the department may deem necessary and proper.

(d) May authorize the licensee to transport as passengers in a motor vehicle [operated] driven by him, only while he is going to and from school, members of his immediate family, or other minor persons upon written consent of the parents or guardians of such minors; but in no event shall the number of passengers so transported at any time exceed the number of passengers for which the vehicle was designed.

4. No restricted [operator's] license shall be issued under the provisions of this section until the department is satisfied fully as to the applicant's competency and fitness to [operate] drive a motor vehicle.

Sec. 20. NRS 483.280 is hereby amended to read as follows:

483.280 1. Any person who is at least 15 1/2 years of age may apply to the department for an instruction permit. The department may, in its discretion, after the applicant has successfully passed all parts of the examination other than the driving test, issue to the applicant an instruction permit entitling the applicant, while having such permit in his immediate

possession, to drive a motor vehicle upon the highways for a period of [6] 8 months when accompanied by a licensed [operator or chauffeur] driver who is at least 21 years of age, who has had at least 1 year of licensed driving experience in the type of vehicle for which the permit was issued and who is actually occupying a seat beside the driver, except when the permittee is occupying a motorcycle. No license may be issued until the applicant has reached [his 16th birthday.] the age of 16 years. The term "licensed driving experience" as used in this subsection does not include driving experience gained under an instruction permit pursuant to the provisions of this section.

2. The department may, in its discretion, issue a temporary driver's permit to an applicant for [an operator's] a driver's license permitting him to [operate] drive a motor vehicle while the department is completing its investigation and determination of all facts relative to such applicant's right to receive [an operator's] a driver's license. Such permit must be in his immediate possession while [operating] driving a motor vehicle, and it shall be invalid when the applicant's license has been issued or for good cause has been refused.

3. The department, upon receiving proper application, may, in its discretion, issue a restricted instruction permit effective for a school year, or more restricted period, to an applicant who is enrolled in a driver-education program which includes practice driving and which is approved by the department even though the applicant has not reached the legal age to be eligible for [an operator's] a driver's license. Such instruction permit shall entitle the permittee when he has such permit in his immediate possession to [operate] drive a motor vehicle only on a designated highway or within a designated area, but only when an approved instructor is occupying a seat beside the permittee.

Sec. 21. NRS 483.290 is hereby amended to read as follows:

483.290 1. Every application for an instruction permit or for [an operator's or chauffeur's] a driver's license shall be made upon a form furnished by the department and shall be verified by the applicant before a person authorized to administer oaths. Officers and employees of the department are hereby authorized to administer such oaths without charge.

2. Every application shall be accompanied by the required fee.

3. Every application shall state the full name, date of birth, sex, and residence address of the applicant and briefly describe the applicant; and shall state whether the applicant has theretofore been licensed as [an operator or chauffeur,] a driver, and, if so, when and by what state or country, and whether any such license has ever been suspended or revoked, or whether an application has ever been refused, and, if so, the date of and reason for such suspension, revocation or refusal [.] , and such other information as the department may require to determine the applicant's competency and eligibility.

4. Every applicant between the ages of 14 and 21 years shall furnish proof of his age by displaying a birth certificate, baptismal certificate or other proof acceptable to the department.

Sec. 22. NRS 483.295 is hereby amended to read as follows:

483.295 1. Whenever an application for an instruction permit or for [an operator's or chauffeur's] a driver's license is received from a person previously licensed in another state, the department shall request a copy of the [operator's] driver's record from such other state. When received, the [operator's] driver's record shall become a part of the [operator's] driver's record in this state with the same effect as though entered on the [operator's] driver's record in this state in the original instance.

2. Whenever the department receives a request for [an operator's] a driver's record from another licensing state the record shall be forwarded without charge.

Sec. 23. NRS 483.300 is hereby amended to read as follows:

483.300 1. The application of any person under the age of 18 years for an instruction permit or [operator's] driver's license shall be signed and verified, before a person authorized to administer oaths, by either or both the father or mother of the applicant, if either or both are living and have custody of him, or in the event neither parent is living, then by the person or guardian having such custody, or by an employer of such minor, or in the event there is no guardian or employer, then by any responsible person who is willing to assume the obligation imposed under NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act upon a person signing the application of a minor.

2. Any negligence or willful misconduct of a minor under the age of 18 years when driving a motor vehicle upon a highway shall be imputed to the person who has signed the application of such minor for a permit or license, which person shall be jointly and severally liable with such minor for any damages caused by such negligence or willful misconduct.

Sec. 24. NRS 483.310 is hereby amended to read as follows:

483.310 Any person who has signed the application of a minor for a license may thereafter file with the department a verified written request that the license of the minor so granted be canceled. Thereupon, the department shall cancel the license of the minor, and the person who signed the application of such minor shall be relieved from the liability imposed under NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act by reason of having signed such application on account of any subsequent negligence or willful misconduct of such minor in [operating] driving a motor vehicle.

Sec. 25. NRS 483.320 is hereby amended to read as follows:

483.320 The department, upon receipt of satisfactory evidence of the death of the persons who signed the application of a minor for a license, shall cancel such license and shall not issue a new license until such time as a new application, duly signed and verified, is made as required by NRS 483.010 to 483.630, inclusive [.] , and sections 2 to 7, inclusive, of this act. This provision shall not apply in the event the minor has attained the age of 18 years.

Sec. 26. NRS 483.330 is hereby amended to read as follows:

483.330 1. The department shall examine every applicant for [an operator's or chauffeur's license, except as otherwise provided in this section.] a driver's license. Such examination may be held in the county where the applicant resides within 30 days from the date application is made. It shall include a test of the applicant's eyesight, his ability to read and understand [highway signs regulating, warning and directing traffic,] official traffic control devices, his knowledge of safe driving practices and the traffic laws of this state, and shall include an actual demonstration of ability to exercise ordinary and reasonable control in the operation of a motor vehicle [and] of the type or class of vehicle for which he is to be licensed. The examination may also include such further physical and mental examination as the department finds necessary to determine the applicant's fitness to [operate] drive a motor vehicle safely upon the highways.

2. Notwithstanding the provisions of subsection 1, the department may provide by regulation for the acceptance of a report from an ophthalmologist, oculist, or optometrist in lieu of an eye test by a driver's license examiner.

Sec. 27. NRS 483.340 is hereby amended to read as follows:

483.340 The department shall (upon payment of the required fee) issue to every applicant qualifying therefor [an operator's

or chauffeur's license as applied for,) a driver's license indicating the type or class of vehicles the licensee may drive, which license shall bear thereon a distinguishing number assigned to the licensee, the full name, date of birth, residence address, and a brief description of the licensee, and a space upon which the licensee shall write his usual signature with pen and ink immediately upon receipt of the license. No license shall be valid until it has been so signed by the licensee.

Sec. 28. NRS 483.350 is hereby amended to read as follows:

483.350 Every licensee shall have his [operator's or chauffeur's] driver's license in his immediate possession at all times when [operating] driving a motor vehicle and shall [display the same,] manually surrender the license, upon demand [of] , to a justice of the peace, a peace officer, or a deputy of the department. However, no person charged with violating this section shall be convicted if he produces in court or the office of the arresting officer [an operator's or chauffeur's] a driver's license theretofore issued to him and valid at the time of [his arrest.] the demand.

Sec. 29. NRS 483.360 is hereby amended to read as follows:

483.360 1. The department upon issuing [an operator's or chauffeur's] a driver's license shall have authority, whenever good cause appears, to impose restrictions suitable to the licensee's driving ability with respect to [the type of or] special mechanical control devices required on a motor vehicle which the licensee may [operate,] drive, or such other restrictions applicable to the licensee as the department may determine to be appropriate to assure the safe [operation] driving of a motor vehicle by the licensee.

2. The department may either issue a special restricted license or may set forth such restrictions upon the usual license form.

3. The department may, upon receiving satisfactory evidence of any violation of the restrictions of such license, suspend or revoke the same, but the licensee shall be entitled to a hearing as upon a suspension or revocation under NRS 483.010 to 483.630, inclusive [.] and sections 2 to 7, inclusive, of this act.

4. It is a misdemeanor for any person to [operate] drive a motor vehicle in any manner in violation of the restrictions imposed in a restricted license issued to him.

Sec. 30. NRS 483.370 is hereby amended to read as follows:

483.370 In the event that an instruction permit or [operator's or chauffeur's] driver's license issued under the provisions of NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act is lost or destroyed, the person to whom the same was issued may (upon payment of the required fee) obtain a duplicate, or substitute thereof, upon furnishing proof satisfactory to the department that such permit or license has been lost or destroyed.

Sec. 31. NRS 483.380 is hereby amended to read as follows:

483.380 1. Every [operator's and chauffeur's] driver's license issued after the effective date of this act shall expire on the [fifth] fourth anniversary of the date of birth of the applicant occurring after June 30 next following the date of its issuance, except that any such license issued on or after the 65th birthday of the applicant shall expire on the second anniversary of the date of birth of the applicant occurring after June 30 next following the date of its issuance. Any applicant whose date of birth was on February 29 in a leap year shall, for the purposes of NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act, be considered to have the anniversary of his birth fall on February 28. Every such license shall be renewable on or during a 90-day period before its expiration upon application and payment of the required fee,

and, except as provided in subsection 6, each applicant for renewal shall appear before a driver's license examiner and [submit to an eye test.] successfully pass a test of his eyesight and knowledge of the traffic laws.

2. Thirty days prior to the expiration of his license, the driver's license division of the department shall mail to each licensee who has not already renewed his license an [unvalidated renewal license. Before using such renewal license, the licensee shall present it to a driver's license examiner for validation upon the same conditions as applications for renewal are granted.] expiration notice and prepare a renewal license. The department may require an applicant for a renewal license successfully to pass such additional tests as the department may find reasonably necessary to determine his qualification according to the type or class of license applied for.

3. If the administrator or his duly authorized agent has reason to believe that the licensee is no longer qualified to receive a license because of his physical condition, the department may require that the applicant submit to an examination pursuant to the provisions of NRS 483.330.

4. All persons whose licenses have expired must take the regular examinations as set forth in NRS 483.330, and all persons whose licenses have expired for a period of 30 days or more shall pay to the department the penalty provided in NRS 483.410 in addition to the cost of renewing the license with the exception of the following persons who are exempt from the foregoing penalty:

(a) Persons who have not driven a motor vehicle subsequent to the expiration of their Nevada driver's license and who submit an affidavit stating such fact;

(b) Persons renewing an expired Nevada driver's license who have in their possession a valid driver's license from another jurisdiction; and

(c) Persons whose Nevada driver's license has expired during a period of suspension, if a renewal application is completed within 30 days from the date of eligibility for renewal.

[2. Operators' or chauffers'] 5. Drivers' licenses or renewal licenses for the [operation] driving of motor vehicles within the State of Nevada, held by any person who is in the military services of the United States during time of war or national emergency, shall be extended by the department to the termination of such service.

[3.] 6. The department may provide by regulation for the acceptance of a report from an ophthalmologist or optometrist in lieu of an eye test by a driver's license examiner in any case in which the applicant is unable to appear in person during the required time because of absence from the state or other good cause.

Sec. 32. NRS 483.390 is hereby amended to read as follows:

483.390 1. Whenever any person after applying for or receiving [an operator's or chauffeur's] a driver's license shall move from the address named in such application or in the license issued to him, or when the name of a licensee is changed by marriage or otherwise, such person shall within 10 days thereafter notify the driver's license division of the department in writing of his new and old addresses, or of such former and new names, and of the number of any license then held by him.

2. Where the licensee has failed to notify the driver's license division as required by subsection 1, and a renewal license has been prepared as provided in NRS 483.380, an assessment of \$1 shall be imposed to cover the cost of reprocessing the renewal license, which assessment shall be added to the license renewal fee.

Sec. 33. NRS 483.410 is hereby amended to read as follows:

483.410 1. For every license issued the following fees shall be charged:

[Operator's] <u>Driver's</u> license for a person under 65 years of age.....	[\$3]	<u>\$6</u>
[Operator's] <u>Driver's</u> license for a person 65 years of age or older.....	[1	
Chauffeur's license for a person under 65 years of age.....	5	
Chauffeur's license for a person 65 years of age or older.....	2]	<u>3</u>

2. For every reinstatement or duplication of a license or change of name or address the following fees shall be charged:

Reinstatement of license after suspension, revocation or cancellation.....	\$5
Duplicate license.....	1
Change of name.....	1
Change of address.....	1

3. A penalty of \$5 shall be paid by each person renewing his license after it has expired for a period of 30 days or more as provided in NRS 483.380 unless exempt under NRS 483.380.

4. All fees and penalties are payable to the administrator at the time a license or a renewal license is issued.

5. All money collected by the administrator shall be deposited at least once a month with the state treasurer, who shall deposit the money to the credit of the state highway fund.

Sec. 34. NRS 483.420 is hereby amended to read as follows:

483.420 1. The department is hereby authorized to cancel any [operator's or chauffeur's] driver's license upon determining that the licensee was not entitled to the issuance thereof under NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act, or that the licensee failed to give the required or correct information in his application or committed any fraud in making such application.

2. Upon such cancellation, the licensee must surrender the license canceled to the department.

Sec. 35. NRS 483.430 is hereby amended to read as follows:

483.430 1. The privilege of driving a motor vehicle on the highways of this state given to a nonresident under NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act shall be subject to suspension or revocation by the department in like manner and for like cause as an operator's or chauffeur's license issued under NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act may be suspended or revoked.

2. The department is further authorized, upon receiving a record of the conviction in this state of a nonresident driver of a motor vehicle of any offense under the motor vehicle laws of this state, to forward a certified copy of such record to the motor vehicle administrator in the state wherein the person so convicted is a resident.

3. When a nonresident's driving privilege is suspended or revoked in this state, the department shall forward a copy of the record of such action to the motor vehicle administrator in the state where such driver resides.

Sec. 36. NRS 483.440 is hereby amended to read as follows:

483.440 The department is authorized to suspend or revoke the license of any resident of this state or the privilege of a nonresident to drive a motor vehicle in this state upon receiving notice of the conviction of such person in another state of an offense therein which, if committed in this state, would be grounds for the suspension or revocation of [the license of an operator or chauffeur.] his license.

Sec. 37. NRS 483.450 is hereby amended to read as follows:

483.450 1. Whenever any person is convicted of any offense for which NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act make mandatory the revocation of the [operator's or chauffeur's] driver's license of such person by

the department, the court in which such conviction is had shall require the surrender to it of all [operator's or chauffeur's] drivers' licenses then held by the person so convicted, and the court shall thereupon, within 5 days, forward the same, together with a record of such conviction, to the department.

2. Such record of conviction shall be made upon a form furnished by the department and shall include the name and address of the person charged, the number of his [operator's or chauffeur's] driver's license, the registration number of the vehicle involved, the nature of the offense, the date of hearing, the plea, the judgment or a statement that bail was forfeited, the amount of the fine or forfeiture, and a statement that the license was revoked or suspended as the case may be.

3. Every court having jurisdiction over offenses committed under NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act, or any other law of this state or municipal ordinance regulating the operation of motor vehicles on highways, shall, within 5 days, forward to the department a record of the conviction of any person in such court for a violation of any such laws other than regulations governing standing or parking, and may recommend the suspension of the [operator's or chauffeur's] driver's license of the person so convicted.

4. For the purposes of NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act, the term "conviction" [shall mean] means a final conviction. Also, for the purpose of NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act, a forfeiture of bail or collateral deposited to secure a defendant's appearance in court, which forfeiture has not been vacated, [shall be] is equivalent to a conviction.

5. The necessary expenses of mailing licenses and records of conviction to the department as required by subsections 1 and 3

of this section shall be paid by the court charged with the duty of forwarding such licenses and records of conviction.

Sec. 38. NRS 483.460 is hereby amended to read as follows:

483.460 [The] Unless otherwise provided by law, the department shall forthwith revoke , for a period of 1 year, the license of any [operator or chauffeur] driver upon receiving a record of such [operator's or chauffeur's] driver's conviction of any of the following offenses, when such conviction has become final:

1. Manslaughter resulting from the [operation] driving of a motor vehicle.

2. A second conviction of driving a motor vehicle while under the influence of intoxicating liquor or a narcotic drug; but the revocation provided for in this subsection shall in no event exceed the time fixed as provided in subsection 3 of NRS 484.050.

3. Any felony in the commission of which a motor vehicle is used, including the unlawful taking of a motor vehicle.

4. Failure to stop and render aid as required under the laws of this state in the event of a motor vehicle accident resulting in the death or personal injury of another.

5. Perjury or the making of a false affidavit or statement under oath to the department under NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act, or under any other law relating to the ownership or [operation] driving of motor vehicles.

6. Conviction, or forfeiture of bail not vacated, upon three charges or reckless driving committed within a period of 12 months.

Sec. 39. NRS 483.470 is hereby amended to read as follows:

483.470 1. The department is hereby authorized to suspend the license of [an operator or chauffeur] a driver without preliminary hearing upon a showing by its records or other sufficient evidence that the licensee:

(a) Has committed an offense for which mandatory revocation of license is required upon conviction;

(b) Has been involved as a driver in any accident resulting in the death or personal injury of another or serious property damage;

(c) Is an habitually reckless or negligent driver of a motor vehicle;

(d) Is an habitual violator of the traffic laws;

(e) Is physically or mentally incompetent to drive a motor vehicle;

(f) Has permitted an unlawful or fraudulent use of such license; or

(g) Has committed an offense in another state which if committed in this state would be grounds for suspension or revocation.

2. As used in this section, "traffic violation" means conviction on a charge involving a moving traffic violation in any municipal court, justice's court or district court in the State of Nevada.

3. The department shall establish a uniform system of demerit points for various traffic violations occurring within the State of Nevada affecting any holder of [an operator's or chauffeur's] a driver's license issued by the department.

4. Such system shall be a running system of demerits covering a period of 12 months next preceding any date on which a licensee may be called before the department to show cause as to why his [operator's or chauffeur's] driver's license should not be suspended.

5. Such system shall be uniform in its operation and the department shall set up a system of demerits for each traffic violation coming under this section, depending upon the gravity of such violation, on a scale of one demerit point for a minor violation of any traffic law to eight demerit points for an extremely

serious violation of the law governing traffic violations. Details of the violation shall be submitted to the department by the court where the conviction is obtained. The department may provide for a graduated system of demerits within each category of violations according to the extent to which the traffic law was violated.

6. When any [operator or chauffeur] licensee has accumulated 12 demerit points the department shall suspend the license of such [operator or chauffeur] licensee until the total of his demerits has dropped below 12 demerits in the next preceding 12 months.

7. The director of the department of motor vehicles is hereby empowered to set up a scale of demerit values for each traffic violation.

8. Upon suspending the license of any person as authorized in subsection 1, the department shall immediately notify the licensee in writing, and upon his request shall afford him an opportunity for a hearing as early as practical within not to exceed 20 days after receipt of such request in the county wherein the licensee resides unless the department and the licensee agree that such hearing may be held in some other county. Upon such hearing the administrator, or his duly authorized agent, may administer oaths and may issue subpoenas for the attendance of witnesses and the production of relevant books and papers, and may require a reexamination of the licensee. Upon such hearing the department shall either rescind its order of suspension or, good cause appearing therefor, may extend the suspension of such license or revoke such license.

Sec. 40. NRS 483.480 is hereby amended to read as follows:

483.480 The department, having good cause to believe that a licensed [operator or chauffeur] driver is incompetent or otherwise not qualified to be licensed, may upon written notice of at

least 5 days to the licensee require him to submit to an examination. Upon the conclusion of such examination the department shall take action as may be appropriate and may suspend or revoke the license of such person or permit him to retain such license, or may issue a license subject to restrictions as permitted under NRS 483.360 [.] or restrictions as to the type or class of vehicles that may be driven. Refusal or neglect of the licensee to submit to such examination shall be ground for suspension or revocation of his license.

Sec. 41. NRS 483.510 is hereby amended to read as follows:

483.510 Any resident or nonresident whose [operator's or chauffeur's] driver's license or right or privilege to [operate] drive a motor vehicle in this state has been suspended or revoked, as provided in NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act shall not [operate] drive a motor vehicle in this state under a license, permit or registration certificate issued by any other jurisdiction, or otherwise, during such suspension or after such revocation until a new license is obtained when and as permitted under NRS 483.010 to 483.630, inclusive [.] , and sections 2 to 7, inclusive, of this act.

Sec. 42. NRS 483.520 is hereby amended to read as follows:

483.520 Any person denied a license or whose license has been canceled, suspended or revoked by the department shall have the right to file a petition within 30 days thereafter for a hearing in the matter in the district court in the county wherein such person shall reside, and such court is hereby vested with jurisdiction and it shall set the matter for hearing upon 30 days' written notice to the administrator, and thereupon shall take testimony and examine into the facts resulting in the action by the department and shall determine whether the petitioner is entitled to a license or is subject to suspension, cancellation or revocation of license under the provisions of NRS 483.010 to 483.630, inclusive [.] , and sections 2 to 7, inclusive, of this act.

Sec. 43. NRS 483.530 is hereby amended to read as follows:

483.530 1. It is a misdemeanor for any person:

(a) To display or cause or permit to be displayed or have in his possession any canceled, revoked, suspended, fictitious or fraudulently altered [operator's or chauffeur's] driver's license or any license issued under any prior laws;

(b) To alter, forge, substitute, counterfeit or use an unvalidated [operator's or chauffeur's] driver's license;

(c) To lend his [operator's or chauffeur's] driver's license to any other person or knowingly permit the use thereof by another;

(d) To display or represent as one's own any [operator's or chauffeur's] driver's license not issued to him;

(e) To fail or refuse to surrender to the department upon its lawful demand any [operator's or chauffeur's] driver's license which has been suspended, revoked or canceled;

(f) To use a false or fictitious name in any application for [an operator's or chauffeur's] a driver's license or knowingly to make a false statement or knowingly to conceal a material fact or otherwise commit a fraud in any such application;

(g) To permit any unlawful use of [an operator's or chauffeur's] a driver's license issued to him; or

(h) To do any act forbidden, or fail to perform any act required, by NRS 483.010 to 483.630, inclusive [.] , and sections 2 to 7, inclusive, of this act.

2. The department shall suspend for 1 year the license of a person convicted of any of the misdemeanors enumerated in subsection 1.

Sec. 44. NRS 483.540 is hereby amended to read as follows:

483.540 Any person who makes any false affidavit, or knowingly swears or affirms falsely to any matter or thing required by the terms of NRS 483.010 to 483.630, inclusive, and sections 2 to 7, of this act, to be sworn to or affirmed, is guilty of perjury

and upon conviction shall be punishable by fine or imprisonment as other persons committing perjury are punishable.

Sec. 45. NRS 483.550 is hereby amended to read as follows:

483.550 1. It is unlawful for any person to [operate] drive a motor vehicle upon a public street or highway in this state without being the holder of a valid [operator's or chauffeur's] driver's license.

2. Any person convicted of violating the provisions of this section shall be punished by a fine of not more than \$100. The court shall require the person convicted to obtain a valid [operator's license or chauffeur's] driver's license or produce a notice of disqualification from the department.

Sec. 46. NRS 483.560 is hereby amended to read as follows:

483.560 1. Whenever the department has canceled, suspended or revoked the license of any [operator or chauffeur,] driver, it shall be unlawful for such [operator or chauffeur] driver to operate a vehicle on the public streets and highways of this state during the period of cancellation, suspension or revocation.

2. Any person convicted of violating the provisions of this section shall be guilty of a misdemeanor.

Sec. 47. NRS 483.570 is hereby amended to read as follows:

483.570 No person whose driving privilege as a nonresident has been canceled, suspended or revoked, as provided in NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act, shall drive any motor vehicle upon the highways of this state while such privilege is canceled, suspended or revoked.

Sec. 48. NRS 483.580 is hereby amended to read as follows:

483.580 No person shall cause or knowingly permit his child or ward under the age of 18 years to drive a motor vehicle upon any highway when such minor is not authorized under the provisions of NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive,

of this act, or in violation of any of the provisions of NRS 483.010 to 483.630, inclusive [.] , and sections 2 to 7, inclusive, of this act.

Sec. 49. NRS 483.590 is hereby amended to read as follows:

483.590 No person shall authorize or knowingly permit a motor vehicle owned by him or under his control to be driven upon any highway by any person who is not authorized under NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act or in violation of any of the provisions of NRS 483.010 to 483.630, inclusive [.] , and sections 2 to 7, inclusive, of this act.

Sec. 50. NRS 483.600 is hereby amended to read as follows:

483.600 No person shall employ as a [chauffeur] driver of a motor vehicle any person not then licensed as provided in NRS 483.010 to 483.630, inclusive [.] , and sections 2 to 7, inclusive, of this act.

Sec. 51. NRS 483.610 is hereby amended to read as follows:

483.610 1. No person shall rent a motor vehicle to any other person unless the latter person is then duly licensed under NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act, or, in the case of a nonresident, then duly licensed under the laws of the state or country of his residence except a nonresident whose home state or country does not require that [an operator] a driver be licensed.

2. No person shall rent a motor vehicle to another until he has inspected the [operator's or chauffeur's] driver's license of the person to whom the vehicle is to be rented and compared and verified the signature thereon with the signature of such person written in his presence.

3. Every person renting a motor vehicle to another shall keep a record of the registration number of the motor vehicle so rented, the name and address of the person to whom the vehicle

is rented, the number of the license of the latter person and the date and place when and where the license was issued. Such record shall be open to inspection by any police officer or officer of the department.

Sec. 52. NRS 483.620 is hereby amended to read as follows:

483.620 It is a misdemeanor for any person to violate any of the provisions of NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act, unless such violation is by NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act, or other law of this state declared to be a felony.

Sec. 53. NRS 483.630 is hereby amended to read as follows:

483.630 NRS 483.010 to 483.630, inclusive, and sections 2 to 7, inclusive, of this act shall be so interpreted and construed as to effectuate their general purpose to make uniform the law of those states which enact them.

Sec. 54. NRS 483.050, 483.110 and 483.260 are hereby repealed.

SUMMARY--Prescribes proper equipment for vehicles. (BDR 43-837)

AN ACT relating to equipment on vehicles; providing penalties;
and providing other matters properly relating thereto.

THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN SENATE AND
ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. Chapter 484 of NRS is hereby amended by adding
thereto the provisions set forth as sections 2 to 27, inclusive,
of this act.

Sec. 2. As used in this chapter the words and terms defined
in sections 3 to 7, inclusive, of this act, unless the context
otherwise requires, have the meaning ascribed to them in such
sections.

Sec. 3. "Implement of husbandry" means every vehicle designed
and adapted exclusively for agricultural, horticultural or
livestock-raising operations or for lifting or carrying an
implement of husbandry and in either case not subject to
registration if used upon the highways.

Sec. 4. "Passenger car" means every motor vehicle, except
motorcycles, power cycles and motor-driven cycles, designed
for carrying 10 passengers or less and used for the transpor-
tation of persons.

Sec. 5. "Pole trailer" means every vehicle without motive
power designed to be drawn by another vehicle and attached to
the towing vehicle by means of a reach or pole, or by being
boomed or otherwise secured to the towing vehicle, and ordi-
narily used for transporting long or irregularly shaped loads
such as poles, pipes or structural members capable, generally,
of sustaining themselves as beams between the supporting con-
nections.

Sec. 6. "Special mobile equipment" means every vehicle not designed or used primarily for the transportation of persons or property and only incidentally operated or moved upon a highway, including but not limited to scoopmobiles, forklifts, ditch-digging apparatus, well-boring apparatus and road construction and maintenance machinery such as asphalt graders, bituminous mixers, bucket loaders, tractors other than truck tractors, leveling graders, finishing machines, motor graders, road rollers, scarifiers, earth-moving carryalls and scrapers, power shovels and draglines, and self-propelled cranes and earth-moving equipment. "Special mobile equipment" does not include house trailers, dump trucks, truck-mounted transit mixers, or other vehicles designed for the transportation of persons or property to which machinery has been attached.

Sec. 7. "Truck tractor" means every motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load other than the part of the weight of the vehicle and load so drawn.

Sec. 8. 1. A person shall not drive, move, stop or park any vehicle, or cause or knowingly permit any vehicle to be driven, moved, stopped or parked, except for puposes of repair, on any highway if such vehicle:

(a) Is in such unsafe condition as to endanger any person or property.

(b) Is not equipped with lamps, reflectors, brakes, horn and other warning and signaling devices, windows, windshield, mirrors, safety glass, mufflers, fenders and tires, and other parts and equipment in the position, condition and adjustment required by the laws of this state as to such parts and equipment of a vehicle on the highways of the state at the time, under the conditions and for the purposes provided in such laws.

2. With respect to any vehicle being driven, moved, stopped or parked on any highway, it is unlawful for any person to do any act forbidden, or fail to perform any act required, by the laws of this state relating to the lamps, brakes, fenders and other parts and equipment, size, weight and load as to such vehicle on the highways.

Sec. 9. 1. Whenever there is a requirement as to distance from which lighted lamps and illuminating devices shall be visible, such requirements shall apply during the times and conditions specified in NRS 484.290 and measured as though the vehicle were unloaded and upon a straight, level, unlighted highway under normal atmospheric conditions, unless a different time or condition is specified.

2. Whenever there is a requirement as to the mounted height of such lamps or devices, such height shall be measured from the center of the lamp or device to the level ground upon which the vehicle stands when the vehicle is unloaded.

Sec. 10. 1. Except as otherwise provided by law, every motor vehicle, trailer, semitrailer, and any vehicle which is being drawn at the end of a train of vehicles shall be equipped with two or more red reflectors.

2. Every such reflector shall be mounted at the rear at a height of not less than 15 inches nor more than 60 inches and as widely spaced laterally as practicable, and shall be of a size and character and so mounted as to be visible at night from all distances within 600 feet to 100 feet from such vehicle when directly in front of lawful beams of head lamps.

Sec. 11. 1. Every motor vehicle, trailer, semitrailer and any vehicle which is being drawn at the end of a train of vehicles shall be equipped with two or more stop lamps, except that passenger cars manufactured prior to the effective date

of this act shall have at least one stop lamp if such vehicle was originally equipped with only one stop lamp.

2. Such stop lamp or lamps shall be on the rear of the vehicle, and if there are two or more than two shall be as widely spaced laterally as practicable, and shall display a red light visible from a distance of not less than 300 feet to the rear in normal sunlight, which shall be activated upon application of the brake.

3. On a combination of vehicles, stop lamps on the rearmost vehicle only are required.

4. A stop lamp may be incorporated with a tail lamp.

Sec. 12. 1. Every motor vehicle, trailer, semitrailer and any vehicle which is being drawn at the end of a train of vehicles shall be equipped with electric turn signal lamps, except that passenger cars and trucks less than 80 inches in overall width not originally equipped with electric turn signal lamps, manufactured prior to the effective date of this act, are not required to be equipped with such lamps.

2. Such lamps shall be located on the front or rear of any such vehicle or combination of vehicles and shall indicate an intention to turn by flashing lights in the direction toward which the turn is to be made.

3. The lamps showing to the front shall be mounted on the same level and as widely spaced laterally as practicable and, when signaling, shall emit white or amber light, or any shade of light between white and amber.

4. The lamps showing to the rear shall be mounted on the same level and as widely spaced laterally as practicable, and, when signaling, shall emit red or amber light, or any shade of light between red and amber.

5. Such lamps shall be visible in normal sunlight from a distance of not less than 500 feet.

Sec. 13. 1. Every reflector required by NRS 484.320 shall be of such size and characteristics and so maintained as to be readily visible at nighttime from all distances within 600 feet to 100 feet from the vehicle when directly in front of lawful upper beams of head lamps.

2. Every front and rear clearance lamp and identification lamp required by NRS 484.320 shall be capable of being seen and distinguished under normal atmospheric conditions at the times lighted lamps are required at all distances between 500 feet to 50 feet from the front and rear, respectively, of the vehicle on which mounted.

3. Every side marker lamp required by NRS 484.320 shall be capable of being seen and distinguished under normal atmospheric conditions at the times lighted lamps are required at all distances between 500 and 50 feet from the side of the vehicle on which mounted.

Sec. 14. 1. Every vehicle or combination of vehicles 80 inches or more in overall width, except implements of husbandry, shall be equipped with at least three pot torches, three red electric lanterns or three red emergency reflectors.

2. Except as otherwise provided in subsections 3, 4 and 5, when any such vehicle is disabled on any portion of the traveled portion of a highway during any time specified in NRS 484.290, such torches, lanterns or reflectors shall be placed as soon as possible as follows:

(a) One at the traffic side of the vehicle, not more than 10 feet to the front or rear thereof;

(b) One at a distance of approximately 100 feet to the rear of the disabled vehicle in the center of the traffic lane occupied by such vehicle; and

(c) One at a distance of approximately 100 feet to the front of the vehicle in the center of the traffic lane occupied by such vehicle.

3. If the vehicle is disabled within 500 feet of a curve, crest of a hill or other obstruction to view, the torch, lantern or reflector to be placed in that direction shall be placed so as to afford ample warning to other users of the highway, but not less than 100 feet or more than 500 feet from the vehicle.

4. When any such vehicle is disabled on any portion of the traveled portion of a one-way highway with two or more traffic lanes during any time specified in NRS 484.290, such torches, lanterns or reflectors shall be placed as soon as possible as provided in subsection 2, except that the torch, lantern or reflector to be placed at the front of the vehicle shall be placed 200 feet to the rear of the vehicle.

5. When any such vehicle is disabled or parked off the traveled portion of a highway, but within 10 feet of such portion, during any time specified in NRS 484.290, such torches, lanterns or reflectors shall be placed as soon as possible as follows:

(a) One at the traffic side of the vehicle not more than 10 feet to the rear of the vehicle;

(b) One at a distance of approximately 100 feet to the rear of the vehicle; and

(c) One at a distance of approximately 200 feet to the rear of the vehicle.

6. When any such vehicle is equipped with front turn signals which flash simultaneously and rear turn signals which flash simultaneously or with fusees, such turn signals shall be immediately operated or such fusees shall be placed as provided in this section for the placing of torches, lanterns or reflectors until such torches, lanterns or reflectors have been placed.

Sec. 15. 1. Every farm tractor and every self-propelled unit of farm equipment or implement of husbandry shall, during the times mentioned in NRS 484.290, be equipped with head lamps meeting the requirements of NRS 484.400, and at least two red lamps visible from a distance of not less than 1,000 feet to the rear, and at least two red reflectors visible from all distances within 600 feet to 100 feet to the rear when in front of lawful upper beams of head lamps.

2. On every combination of farm tractor and towed farm equipment or towed implement of husbandry there shall be the following:

(a) On the farm tractor there shall be lights and lamps as required by subsection 1.

(b) On the towed equipment or implement there shall be two red lamps on the rear visible when lighted from a distance of not less than 1,000 feet to the rear, and two red reflectors visible to the rear from all distances within 600 feet to 100 feet to the rear when directly in front of lawful upper beams of head lamps.

(c) A lamp displaying a white or amber light, or any shade of color between white and amber, visible when lighted from a distance of not less than 500 feet to the front, so positioned as to indicate, as nearly as practicable, the extreme left projection of the combination carrying it.

3. The lamps and reflectors required by this section shall be so positioned as to show from the rear as nearly as practicable the extreme width of the vehicle or combination carrying them.

Sec. 16. 1. Any motor vehicle may be equipped with not more than two side cowl or fender lamps which shall emit an amber or white light without glare.

2. Any motor vehicle may be equipped with not more than one running-board courtesy lamp on each side of the vehicle which shall emit a white or amber light without glare.

3. Any motor vehicle may be equipped with inside door-mounted red lamps or red reflectorizing devices or material visible to the rear of the vehicle when the doors are open.

4. Any motor vehicle may be equipped with one or more backup lamps either separately or in combination with other lamps. Backup lamps shall not be lighted when the vehicle is in forward motion.

5. Any vehicle may be equipped with lamps which may be used for the purpose of warning the drivers of other vehicles of the presence of a vehicular traffic hazard requiring the exercise of unusual care in approaching, overtaking or passing, and when so equipped may display such warning in addition to any other warning signals required by this chapter. The lamps used to display such warning to the front shall be mounted at the same level and as widely spaced laterally as practicable, and shall display simultaneously flashing white or amber lights, or any shade of color between white and amber. The lamps used to display such warning to the rear shall be mounted at the same level and as widely spaced laterally as practicable, and shall show simultaneously flashing amber or red lights, or any shade of color between amber and red. Whenever a vehicle has been equipped with such lamps they shall be kept in good operating condition.

6. Any motor vehicle may be equipped with not more than two lamps designed and of sufficient intensity for the purpose of revealing objects only in the direction of the turn while the vehicle is turning or while the turn signal lamps are operating to signal an intention to turn. The lamps shall be designed so that no glaring light is projected into the eyes of an approaching driver.

7. Any vehicle 80 inches or more in overall width, if not otherwise required by NRS 484.320, may be equipped with not more than three identification lamps showing to the front, which shall emit an amber light without glare, and not more than three identification lamps showing to the rear, which shall emit a red light without glare. Such lamps shall be mounted in the manner provided in NRS 484.320.

Sec. 17. 1. At all times specified in NRS 484.290, at least two lighted head lamps shall be displayed, one at each side at the front of every motor vehicle other than a motorcycle, power cycle or motor-driven cycle, except when such vehicle is parked.

2. Whenever a motor vehicle equipped with head lamps is also equipped with any auxiliary lamps, spot lamp or any other lamp on the front projecting a beam of intensity greater than 300 candlepower, not more than a total of four of any such lamps may be lighted at one time when upon a highway.

Sec. 18. 1. Every motor vehicle shall at all times be equipped with a muffler or turbocharger in good working order and in constant operation to prevent excessive or unusual noise, and no person shall use a muffler cutout, bypass or similar device upon a motor vehicle on a highway.

2. The engine and power mechanism of every motor vehicle shall be so equipped and adjusted as to prevent the escape of excessive fumes or smoke.

Sec. 19. On and after January 1, 1970, every motor vehicle, operated singly or when towing any other vehicle, shall be equipped with a mirror so located as to reflect to the driver a view of the highway for a distance of at least 200 feet to the rear of such motor vehicle.

Sec. 20. A person shall not drive any motor vehicle with any sign, poster or other nontransparent material upon the front windshield, side wings or side or rear windows of such vehicle which obstructs the driver's clear view of the highway or any intersecting highway.

Sec. 21. 1. Every motor vehicle, except motorcycles, power cycles or motor-driven cycles, equipped with a windshield shall be equipped with a windshield wiper, which shall be kept in good operating condition and which shall be so constructed as to be controlled or operated by the driver.

2. When any such motor vehicle was originally equipped with two windshield wipers such wipers shall be kept in good operating condition.

3. Every such motor vehicle manufactured after the effective date of this act which is equipped with a windshield shall be equipped with two windshield wipers, one mounted on the right half and one on the left half of the windshield.

4. This section shall not apply to snow removal equipment with adequate manually-operated windshield wipers.

Sec. 22. 1. After the effective date of this act, every towing vehicle, when used to tow another vehicle equipped with air-controlled brakes, in other than driveaway or towaway operations, shall be equipped with two means for emergency application of the trailer brakes. One of these means shall apply the brakes automatically in the event of a reduction of the towing vehicle air supply to a fixed pressure, which shall be not lower than 20 pounds per square inch nor higher than 45 pounds per square inch. The other means shall be a manually controlled device for applying and releasing the brakes, readily operable by a person seated in the driving seat, and its emergency position or method of operation shall

be clearly indicated. In no instance may the manual means be so arranged as to permit its use to prevent operation of the automatic means. The automatic and the manual means required by this section may be, but are not required to be, separate.

2. After the effective date of this act, every towing vehicle used to tow other vehicles equipped with vacuum brakes, in operations other than driveaway or towaway operations, shall have, in addition to the single-control device required by section 23 of this act, a second control device which can be used to operate the brakes on towed vehicles in emergencies. The second control shall be independent of brake air, hydraulic and other pressure, and independent of other controls, unless the braking system is so arranged that failure of the pressure upon which the second control depends will cause the towed vehicle brakes to be applied automatically. The second control is not required to provide modulated braking.

Sec. 23. After the effective date of this act, every motor vehicle, trailer, semitrailer and pole trailer, and every combination of such vehicles, except motorcycles, power cycles and motor-driven cycles, equipped with brakes shall have the braking system so arranged that one control device can be used to operate all service brakes. This requirement does not prohibit vehicles from being equipped with an additional control device to be used to operate brakes on the towed vehicles. This regulation does not apply to driveaway or towaway operations unless the brakes on the individual vehicles are designed to be operated by a single control on the towing vehicle.

Sec. 24. 1. Every bus, truck or truck tractor with air-operated brakes shall be equipped with at least one reservoir sufficient to insure that, when fully charged to the maximum

pressure as regulated by the air compressor governor cutout setting, a full service brake application may be made without lowering such reservoir pressure by more than 30 percent. Each reservoir shall be provided with means for readily draining accumulated oil or water.

2. Every truck with three or more axles equipped with vacuum-assistor type brakes and every truck tractor and truck used for towing a vehicle equipped with vacuum brakes shall be equipped with a reserve capacity or a vacuum reservoir sufficient to insure that, with the reserve capacity or reservoir fully charged and with the engine stopped, a full service brake application may be made without depleting the vacuum supply by more than 30 percent.

3. All motor vehicles, trailers, semitrailers and pole trailers, when equipped with air or vacuum reservoirs or reserve capacity as required by this section, shall have such reservoirs or reserve capacity so safeguarded by a check valve or equivalent device that in the event of failure or leakage in its connection to the source of compressed air or vacuum, the stored air or vacuum shall not be depleted by the leak or failure.

Sec. 25. 1. Every bus, truck or truck tractor using compressed air for the operation of its own brakes or the brakes on any towed vehicle shall be provided with a warning signal, other than a pressure gauge, readily audible or visible to the driver, which will operate at any time the air reservoir pressure of the vehicle is below 50 percent of the air compressor governor cutout pressure. In addition, each such vehicle shall be equipped with a pressure gauge visible to the driver, which indicates in pounds per square inch the pressure available for braking.

2. Every truck tractor and truck used for towing a vehicle equipped with vacuum-operated brakes and every truck with three or more axles using vacuum in the operation of its brakes, except those in driveaway or towaway operations, shall be equipped with a warning signal, other than a gauge indicating vacuum, readily audible or visible to the driver, which will operate at any time the vacuum in the vehicle's supply reservoir or reserve capacity is less than 8 inches of mercury.

3. When a vehicle required to be equipped with a warning device is equipped with both air and vacuum power for the operation of its own brakes or the brakes on a towed vehicle, the warning devices may be, but are not required to be, combined into a single device which will serve both purposes. A gauge or gauges indicating pressure or vacuum shall not be deemed to be an adequate means of satisfying this requirement.

Sec. 26. 1. Whenever a forklift is towed by a motor vehicle or in a combination of vehicles, such forklift shall be equipped with a device enabling the brakes on such forklift to be operated in synchronism with the brakes of the towing vehicle.

2. Every towed forklift shall be equipped with brakes of such character as will be applied automatically and immediately upon such forklift breaking away from the towing vehicle.

Sec. 27. No braking system on a towed vehicle not directly applied by the driver of the towing vehicle may be used unless it has been approved by the department of motor vehicles.

Sec. 28. NRS 484.290 is hereby amended to read as follows:

484.290 1. Every vehicle upon a highway of this state at any time from a half hour after sunset to a half hour before sunrise and at any other time when [there is not sufficient light to render clearly discernible persons and vehicles on

the highway] , because of insufficient light or unfavorable atmospheric conditions, persons and vehicles on the highway are not clearly discernible at a distance of 500 feet ahead shall display lighted lamps and illuminating devices as respectively required in this chapter for different classes of vehicles, subject to exceptions with respect to parked vehicles as stated in this chapter.

2. Every vehicle upon a highway shall be equipped with stop lights, turn signals and other signaling devices to be lighted in the manner prescribed for the use of such devices.

Sec. 29. NRS 484.300 is hereby amended to read as follows:

484.300 1. Every motor vehicle, other than a motorcycle, shall be equipped with at least two head lamps with at least one on each side of the front of the motor vehicle, which head lamps shall comply with the requirements and limitations set forth in this chapter.

2. Every motorcycle shall be equipped with at least one and not more than two head lamps which shall comply with the requirements and limitations of this chapter.

3. Every head lamp upon every motor vehicle shall be located at a height, measured from the center of the head lamp, of not more than 54 inches nor less than 24 inches to be measured in the manner set forth in section 8 of this act.

4. Snow removal equipment used in clearing snow from highways and other special mobile equipment which by the nature of its design makes it impracticable to comply with the requirements of subsection 3 may have such head lamps located at a height higher than 54 inches.

Sec. 30. NRS 484.310 is hereby amended to read as follows:

484.310 1. Except as otherwise provided by law, every motor vehicle, trailer, semitrailer and any [other] vehicle which is being drawn at the end of a train of vehicles shall be equipped

with at least [one tail lamp] two tail lamps mounted on the rear, which, when lighted as required by this chapter, shall emit a red light plainly visible from a distance of 500 feet to the rear [.] , except that passenger cars manufactured prior to the effective date of this act shall have at least one tail lamp if they were originally equipped with only one tail lamp.

2. In the case of a train of vehicles, only the tail lamp on the rearmost vehicle need actually be seen from the distance specified.

3. On vehicles equipped with more than one tail lamp, the lamps shall be mounted on the same level, as widely spaced laterally as practicable and at a height of not more than 72 inches nor less than 15 inches.

4. Every passenger car, bus and truck under 80 inches in overall width shall be equipped with a lamp so constructed and placed as to illuminate with a white light the rear registration or license plate and render it clearly legible from a distance of 50 feet to the rear.

5. All such lamps shall be wired to be lighted whenever the head lamps or auxiliary driving lamps are lighted.

Sec. 31. NRS 484.320 is hereby amended to read as follows:

484.320 1. In addition to other equipment required in this chapter the following vehicles shall be equipped as stated in this section.

2. [On every bus or truck, whatever its size, there shall be the following:

(a) On each side, one reflector, at or near the rear.

(b) On the rear, two reflectors, one at each side, and one stoplight.

3. On every bus or truck 80 inches or more in overall width and less than 30 feet in overall length, in addition to the requirements in subsection 2, there shall be the following:

- (a) On the front, two clearance lamps, one at each side.
 - (b) On the rear, two clearance lamps, one at each side.
4. On every bus or truck 30 feet or more in overall length, regardless of its width, in addition to the requirements in subsection 2, there shall be the following:
- (a) Clearance lamps required in subsection 3.
 - (b) On each side, two side marker lamps, one at or near the front and one at or near the rear.
 - (c) On each side, one reflector at or near the front.
5. On every truck-tractor, the cab of which is as wide as or wider than any vehicle being drawn, there shall be the following:
- (a) On the front, two clearance lamps, one at each side.
 - (b) On each side, one side marker lamp at or near the front.
6. On every trailer or semitrailer having a gross weight in excess of 3,000 pounds, if wider than the truck or the cab of the truck-tractor drawing it, there shall be the following:
- (a) On the front, two clearance lamps, one at each side.
 - (b) On each side, two side marker lamps, one at or near the front and one at or near the rear.
 - (c) On each side, two reflectors, one at or near the front and one at or near the rear.
 - (d) On the rear, two clearance lamps, one at each side, also two reflectors, one at each side, and one stoplight.
7. On every semitrailer in excess of 3,000 pounds gross weight, which is attached to the towing vehicle by means of a reach or pole, or by being boomed or otherwise secured to the towing vehicle, and ordinarily used for transporting long or irregularly shaped loads such as poles, pipes or structural members capable, generally, of sustaining themselves as beams between the supporting connections, there shall be the following:

(a) On each side, one side marker lamp and one clearance lamp which may be in combination, to show to the front, side and rear.

(b) On the rear of such semitrailer or load, two reflectors mounted one at each side of the bolster or load.

8. On every other trailer or semitrailer having a gross weight in excess of 3,000 pounds if of the same width or less than the truck or the cab of the truck-tractor drawing it, there shall be the following:

(a) On each side, one side marker lamp near the rear.

(b) On each side, two reflectors, one at or near the front and one at or near the rear.

(c) On the rear, two clearance lamps, one at each side.

(d) On the rear, two reflectors, one at each side and one stoplight.

9. On every trailer or semitrailer weighing 3,000 pounds gross or less, there shall be two reflectors on the rear, one on each side.

10. If any trailer or semitrailer is so loaded or is of such dimensions as to obscure the stoplight on the towing vehicle, then such vehicle shall also be equipped with one stoplight.]

On every bus or truck 80 inches or more in overall width there shall be the following:

(a) On the front, two clearance lamps, one at each side, and after January 1, 1970, three identification lamps meeting the requirements of subsection 8.

(b) On the rear, two clearance lamps, one at each side, and after January 1, 1970, three identification lamps meeting the requirements of subsection 8.

(c) On each side, two side marker lamps, one at or near the front and one at or near the rear.

(d) On each side, two reflectors, one at or near the front and one at or near the rear.

3. On every trailer or semitrailer 80 inches or more in overall width there shall be the following:

(a) On the front, two clearance lamps, one at each side.

(b) On the rear, two clearance lamps, and after January 1, 1970, three identification lamps meeting the requirements of subsection 8.

(c) On each side, two side marker lamps, one at or near the front and one at or near the rear.

(d) On each side, two reflectors, one at or near the front and one at or near the rear.

4. For the purposes of this section "converter dolly" means a motor vehicle with a fifth wheel lower half or equivalent mechanism, the attachment of which converts a semitrailer to a full trailer. Each such dolly, when towed singly by another vehicle, and not as part of a full trailer, shall be equipped with one stop lamp, one tail lamp and two reflectors on the rear. No lighting devices or reflectors are required on the front or sides of any such dolly.

5. In addition to the requirements of subsection 3, on every trailer and semitrailer 30 feet or more in overall length there shall be, on each side, one amber side marker lamp and one amber reflector, centrally located with respect to the length of the vehicle.

6. On every truck tractor there shall be on the front two cab clearance lamps, one at each side, and after January 1, 1970, three identification lamps meeting the requirements of subsection 8.

7. On every pole trailer there shall be the following:

(a) On each side, one amber side marker lamp at or near the front of the load.

(b) On each side, one amber reflector at or near the front of the load.

(c) On the rearmost support for the load, one combination marker lamp showing amber to the front and red to the rear and side, mounted to indicate the maximum width of the pole trailer.

8. Identification lamps shall be grouped in a horizontal row, with lamp centers spaced not less than 6 nor more than 12 inches apart, and mounted on the permanent structure of the vehicle as close as practicable to the vertical centerline, except that where the cab of a vehicle is not more than 42 inches wide at the front roof line, a single identification lamp at the center of the cab shall be sufficient to comply with the requirements for front identification lamps.

Sec. 32. NRS 484.330 is hereby amended to read as follows:

484.330 1. Front clearance lamps , identification lamps and those marker lamps and reflectors mounted on the front or on the side near the front of a vehicle shall display or reflect an amber color.

2. Rear clearance lamps , identification lamps and those marker lamps and reflectors mounted on the rear or on the sides near the rear of a vehicle shall display or reflect a red color.

3. All lighting devices and reflectors mounted on the rear of any vehicle shall display or reflect a red color, except [the stoplight or other signal device, which may be red, amber or yellow.] that:

(a) The stoplight or other signal device may be red, amber or yellow.

(b) The light illuminating the license plate shall be white.

(c) The light emitted by a backup lamp shall be white or amber.

Sec. 33. NRS 484.340 is hereby amended to read as follows:

484.340 1. Reflectors required in NRS 484.330 shall be mounted at a height not less than [24] 15 inches and not higher than 60 inches above the ground on which the vehicle stands, except that if the highest part of the permanent structure of the vehicle is less than [24] 15 inches the reflector at such point shall be mounted as high as that part of the permanent structure will permit.

2. Any required red reflector on the rear of such vehicle may be incorporated with the tail lamp, but such reflector shall meet all the other reflector requirements of this chapter.

3. [Clearance] Except as provided in subsections 4 and 5, clearance lamps shall be mounted on the permanent structure of the vehicle in such a manner as to indicate its extreme width and as near the top thereof as practicable. Clearance lamps and side marker lamps may be mounted in combination provided illumination is given as required in this chapter with reference to both.

4. When rear identification lamps are mounted at the extreme height of the vehicle, rear clearance lamps may be mounted at optional height.

5. When mounting of front clearance lamps at the highest point of a trailer results in such lamps failing to mark the extreme width of a trailer, such lamps shall be mounted at a height to indicate the extreme width of the trailer.

6. The rear reflectors of a pole trailer may be mounted on each side of the bolster or load.

Sec. 34. NRS 484.370 is hereby amended to read as follows:

484.370 1. [Whenever a vehicle is parked or stopped upon a roadway or shoulder adjacent thereto, whether attended or unattended during the times mentioned in NRS 484.290, such

vehicle shall be equipped with one or more lamps which shall exhibit a white or amber light on the roadway side visible from a distance of 500 feet to the front of such vehicle and a red light visible from a distance of 500 feet to the rear, except that local authorities may provide by ordinance or resolution that no lights need be displayed upon any such vehicle when stopped or parked in accordance with local parking regulations upon a highway where there is sufficient light to reveal any person or object within a distance of 500 feet upon such highway.

2.] Every vehicle shall be equipped with one or more lamps which, when lighted, shall display a white or amber light visible from a distance of 500 feet to the front of the vehicle, and one or more lamps which, when lighted, shall display a red light visible from a distance of 500 feet to the rear of the vehicle. The location of such lamps shall be such that at least one such lamp is installed as near as practicable to the side of the vehicle which is closest to passing traffic.

2. Whenever a vehicle is parked upon the traveled portion of a highway during the times mentioned in NRS 484.290 and there is sufficient light to reveal any person or object within a distance of 1,000 feet upon such highway, no lights need be displayed upon such parked vehicle.

3. Whenever a vehicle is parked or stopped upon the traveled portion of a highway or shoulder adjacent thereto, whether attended or unattended during the times mentioned in NRS 484.290, and there is insufficient light to reveal any person or object within a distance of 1,000 feet upon such highway or roadway, such vehicle shall display lighted lamps meeting the requirements of subsection 1.

4. Any lighted head lamps upon a parked vehicle shall be depressed or dimmed.

Sec. 35. NRS 484.380 is hereby amended to read as follows:

484.380 All vehicles , including animal-drawn vehicles and vehicles referred to in subsection 2 of section 7 of this act, not otherwise specifically required to be equipped with lamps, shall at all times specified in NRS 484.290 be equipped with at least one [lighted lamp or lantern exhibiting a white light visible from the front of such vehicle and with a lamp or lantern exhibiting a red light visible from the rear.] lamp displaying a white light visible from a distance of not less than 500 feet to the front of the vehicle and two lamps displaying red light visible from a distance of not less than 500 feet to the rear of the vehicle or one lamp displaying a red light visible from a distance of not less than 500 feet to the rear and two red reflectors visible from all distances of 600 to 100 feet to the rear when illuminated by the lawful upper beams of head lamps.

Sec. 36. NRS 484.390 is hereby amended to read as follows:

484.390 1. Any motor vehicle may be equipped with not to exceed two spot lamps and every lighted spot lamp shall be so aimed and used upon approaching another vehicle that no part of the high-intensity portion of the beam will [be directed to the left of the prolongation of the extreme left side of the vehicle nor more than 100 feet ahead of the vehicle.] strike the windshield, or any windows, mirror or occupant of a vehicle in use.

2. Any motor vehicle may be equipped with not to exceed [three] two auxiliary driving lamps mounted on the front at a height not less than [12] 16 inches nor more than 42 inches above the level surface upon which the vehicle stands . [, and every such auxiliary driving lamp or lamps shall meet the requirements and limitations set forth in this chapter.] The provisions of NRS 484.400 apply to any combination of head lamps and auxiliary driving lamps.

3. Any motor vehicle may be equipped with not to exceed two auxiliary passing lamps mounted on the front at a height of not less than 24 inches nor more than 42 inches above the level surface upon which the vehicle stands. The provisions of NRS 484.400 apply to any combination of head lamps and auxiliary passing lamps.

4. Any motor vehicle may be equipped with not to exceed two fog lamps mounted on the front at a height not less than 12 inches nor more than 30 inches above the level surface upon which the vehicle stands and so aimed that when the vehicle is not loaded none of the high-intensity portion of the light to the left of center of the vehicle shall at a distance of 25 feet ahead project higher than a level of 4 inches below the level of the center of the lamp from which it comes. Such lighted fog lamps may be used with lower head lamp beams as provided in NRS 484.400.

Sec. 37. NRS 484.410 is hereby amended to read as follows:

484.410 Whenever a motor vehicle is being operated on [a roadway,] the traveled portion of the highway, or shoulder adjacent thereto, during the times specified in NRS 484.290, the driver shall use a distribution of light, or composite beam, directed high enough and of sufficient intensity to reveal persons and vehicles at a safe distance in advance of the vehicle, subject to the following requirements and limitations:

1. Whenever a driver of a vehicle approaches an oncoming vehicle within 500 feet, such driver shall use a distribution of light, or composite beam, so aimed that the glaring rays are not projected into the eyes of the oncoming driver. The lowermost distribution of light, or composite beam, specified in subsection 2 of NRS 484.400, shall be deemed to avoid glare at all times, regardless of road contour and loading.

2. Whenever the driver of a vehicle follows another vehicle within [200] 300 feet to the rear, except when engaged in the act of overtaking and passing, such driver shall use a distribution of light permissible under this chapter other than the uppermost distribution of light specified in subsection 1 of NRS 484.400.

Sec. 38. NRS 484.415 is hereby amended to read as follows:

484.415 1. No person shall display a flashing amber warning light on a vehicle as permitted by this chapter except when an unusual traffic hazard exists.

2. The provisions of subsection 1 do not prohibit the use of amber lights in electric turn signal lamps.

Sec. 39. NRS 484.420 is hereby amended to read as follows:

484.420 1. [Every motor vehicle, other than a motorcycle, when operated upon a highway shall be equipped with brakes adequate to control the movement of and to stop and hold such vehicle, including two separate means of applying the brakes, each of which means shall be effective to apply the brakes to at least two wheels. If these two separate means of applying the brakes are connected in any way, they shall be so constructed that failure of any one part of the operating mechanism shall not leave the motor vehicle without brakes on at least two wheels.

2. Every motorcycle, and bicycle with motor attached, when operated upon a highway shall be equipped with at least one brake, which may be operated by hand or foot.

3. Every trailer or semitrailer of a gross weight of 3,000 pounds or more when operated upon a highway shall be equipped with brakes adequate to control the movement of and to stop and to hold such vehicle and so designed as to be applied by the driver of the towing motor vehicle from its cab, and the

brakes shall be so designed and connected that in case of an accidental breakaway of the towed vehicle the brakes shall be automatically applied.

4. Every new motor vehicle, trailer or semitrailer sold in this state after March 25, 1939, and operated upon the highways shall be equipped with service brakes upon all wheels of every such vehicle, except any motorcycle, and except that any semitrailer of less than 1,500 pounds gross weight need not be equipped with brakes. Trucks and truck-tractors having three or more axles need not have brakes on the front wheels.

5. In any combination of motor-drawn vehicles, means shall be provided for applying the rearmost trailer brakes, of any trailer equipped with brakes, in approximate synchronism with the brakes on the towing vehicle and developing the required braking effort on the rearmost wheels at the fastest rate; or means shall be provided for applying braking effort first on the rearmost trailer equipped with brakes; or both of the above means capable of being used alternatively may be employed.

6. One of the means of brake operation shall consist of a connection, mechanical or by spring action or by equivalent means, from the operating lever to the brake shoes or bands, and this brake shall be capable of holding the vehicle, or combination of vehicles, stationary under any condition of loading on any upgrade or downgrade upon which it is operated.

7. The brake shoes operating within or upon the drums on the vehicle wheels of any motor vehicle may be used for both service and hand operation.] Every motor vehicle, trailer, semitrailer and pole trailer, and any combination of such vehicles operating upon a highway shall be equipped with brakes in compliance with the requirements of this chapter.

2. Every such vehicle and combination of vehicles, except

special mobile equipment, shall be equipped with service brakes complying with the performance requirements of NRS 484.430 and adequate to control the movement of and to stop and hold such vehicle under all conditions of loading, and on any grade incident to its operation.

3. Every such vehicle and combination of vehicles, except motorcycles, power cycles and motor-driven cycles, shall be equipped with parking brakes adequate to hold the vehicle on any grade on which it is operated, under all conditions of loading, on a surface free from snow, ice or loose material. The parking brakes shall be capable of being applied in conformance with the foregoing requirements by the driver's muscular effort or by spring action or by equivalent means. Their operation may be assisted by the service brakes or other source of power, provided that failure of the service brake actuation system or other power-assisting mechanism will not prevent the parking brakes from being applied in conformance with the foregoing requirements. The parking brakes shall be so designed that when once applied they shall remain applied with the required effectiveness despite exhaustion of any source of energy or leakage of any kind. The same brakedrums, brakeshoes and lining assemblies, brakeshoe anchors and mechanical brake-shoe actuation mechanism normally associated with the wheel brake assemblies may be used for both the service brakes and the parking brakes. If the means of applying the parking brakes and the service brakes are connected in any way, they shall be so constructed that failure of any one part will not leave the vehicle without operative brakes.

4. Every vehicle shall be equipped with brakes acting on all wheels except:

(a) Trailers, semitrailers or pole trailers of a gross weight not exceeding 3,000 pounds, but:

(1) The total weight on and including the wheels of the trailer or trailers shall not exceed 40 percent of the gross weight of the towing vehicle when connected to the trailer or trailers; and

(2) The combination of vehicles, consisting of the towing vehicle and its total towed load, shall be capable of complying with the performance requirements of NRS 484.430.

(b) Any vehicle being towed in driveway or towaway operations, provided the combination of vehicles is capable of complying with the performance requirements of NRS 484.430.

(c) Trucks and truck tractors having three or more axles, which need not have brakes on the front wheels, except that when such vehicles are equipped with at least two steerable axles, the wheels of one steerable axle need not have brakes. However, such trucks and truck tractors must be capable of complying with the performance requirements of NRS 484.430.

(d) Special mobile equipment.

(e) The wheel of a sidecar attached to a motorcycle or to a motor-driven cycle or the front wheel of a motor-driven cycle, which need not be equipped with brakes if such motorcycle or motor-driven cycle is capable of complying with the performance requirements of NRS 484.430.

5. Every trailer, semitrailer and pole trailer equipped with air- or vacuum-actuated brakes and every trailer, semitrailer and pole trailer with a gross weight in excess of 3,000 pounds, manufactured or assembled after the effective date of this act, shall be equipped with brakes acting on all wheels and of such character as to be applied automatically and promptly, and remain applied for at least 15 minutes, upon breakaway from the towing vehicle.

6. Except as otherwise provided by law, every motor vehicle used to tow a trailer, semitrailer or pole trailer equipped with brakes shall be equipped with means for providing that, in case of breakaway of the towed vehicle, the towing vehicle will be capable of being stopped by the use of its service brakes.

7. Air brake systems installed on trailers shall be so designed that the supply reservoir used to provide air for the brakes is safeguarded against backflow of air from the reservoir through the supply line.

Sec. 40. NRS 484.430 is hereby amended to read as follows:

484.430 [Every motor vehicle or combination of motor-drawn vehicles shall be capable at all times, and under all conditions of loading, of being stopped on a dry, smooth, level road free from loose material, upon application of the service (foot) brake, within the distances specified below, or shall be capable of being decelerated at a sustained rate corresponding to these distances:

	Feet to Stop From 20 Miles Per Hour	Deceleration in Feet Per Second
Vehicles or combinations of vehicles having brakes on all wheels.....	30	14
Vehicles or combinations of vehicles not having brakes on all wheels.....	40	10.7]

1. Every motor vehicle and combination of vehicles, at all times and under all conditions of loading, upon application of the service brake, shall be capable of:

(a) Developing a braking force that is not less than the percentage of its gross weight tabulated in subsection 2 for its classification;

(b) Decelerating to a stop from not more than 20 miles per hour at not less than the feet per second per second tabulated in subsection 2 for its classification; and

(c) Stopping from a speed of 20 miles per hour, in not more than the distance tabulated in subsection 2 for its classification, such distance to be measured from the point at which movement of the service brake pedal or control begins.

2. The required braking forces, decelerations and braking distances are tabulated as follows:

<u>Classification of Vehicles</u>	<u>Braking force as a percentage of gross vehicle or combination weight</u>	<u>Deceleration in feet per second per second</u>	<u>Brake system application and braking distance in feet from an initial speed of 20 m.p.h.</u>
<u>Passenger vehicles with a seating capacity of 10 people or less including driver, not having a manufacturer's gross vehicle weight rating.....</u>	<u>52.8%</u>	<u>17</u>	<u>25</u>
<u>All motorcycles and motor-driven cycles.....</u>	<u>43.5%</u>	<u>14</u>	<u>30</u>
<u>Single-unit vehicles with a manufacturer's gross vehicle weight rating of 10,000 pounds or less...</u>	<u>43.5%</u>	<u>14</u>	<u>30</u>
<u>Single-unit vehicles with a manufacturer's gross weight rating of more than 10,000 pounds.....</u>	<u>43.5%</u>	<u>14</u>	<u>40</u>

<u>Classification of Vehicles</u>	<u>Braking force as a percentage of gross vehicle or combination weight</u>	<u>Deceleration in feet per second per second</u>	<u>Brake system application and braking distance in feet from an initial speed of 20 m.p.h.</u>
<u>Combination of a two-axle towing vehicle and a trailer with a gross trailer weight of 3,000 pounds or less.....</u>	<u>43.5%</u>	<u>14</u>	<u>40</u>
<u>Buses, regardless of the number of axles, not having a manufacturer's gross weight rating.....</u>	<u>43.5%</u>	<u>14</u>	<u>40</u>
<u>All combinations of vehicles in driveway-towaway operations.....</u>	<u>43.5%</u>	<u>14</u>	<u>40</u>
<u>All other vehicles and combinations of vehicles.....</u>	<u>43.5%</u>	<u>14</u>	<u>50</u>

3. Tests for deceleration and stopping distance shall be made on a substantially level (not to exceed plus or minus 1-percent grade), dry, smooth, hard surface that is free from loose material.

Sec. 41. NRS 484.670 is hereby amended to read as follows:

484.670 [1.] The driver of every vehicle operating a half hour after sunset to a half hour before sunrise and carrying a load extending 4 feet or more beyond the end of the vehicle shall attach at the extreme end of the load two red lights plainly visible under normal atmospheric conditions from a distance of not less than 500 feet from the rear and sides. At any other time the driver shall attach at the extreme end of such load a red flag or cloth at least 16 inches square.

[2. The driver of every vehicle carrying 50 pounds of explosives or more shall attach to the rear of such vehicle a red flag at least 12 inches square.]

Sec. 42. NRS 484.350 is hereby repealed.



SUMMARY--Separates offenses of drunk driving and driving under influence of drugs. (BDR 43-256)

AN ACT relating to driving while under the influence of intoxicating liquor or drugs; separating these offenses and extending the scope thereof; providing penalties; and providing other matters properly relating thereto.

THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. NRS 484.050 is hereby amended to read as follows:

484.050 1. It [shall be] is unlawful for any person [, while either intoxicated or under the influence of intoxicating liquor, or of stimulating or stupefying drugs, to drive or conduct any vehicle on any street or highway in this state.

2.] who is under the influence of intoxicating liquor to drive or be in actual physical control of a vehicle on any highway.

2. It is unlawful for any person who is an habitual user of or under the influence of any narcotic drug or who is under the influence of any other drug to a degree which renders him incapable of safely driving or steering a vehicle to drive or steer a vehicle on a highway. The fact that any person charged with a violation of this subsection is or has been entitled to use such drug under the laws of this state does not constitute a defense against any charge of violating this subsection.

3. Any person who violates the provisions of this section [shall be] is guilty of a misdemeanor. The convicted person's license to operate a vehicle in this state may, by the decision of the court, be suspended by the department of motor vehicles for a period of not less than 30 days nor more than 1 year.

[3.] 4. Upon a subsequent conviction within 10 years for an offense under the provisions of this section, the person so convicted shall be punished by a fine of not less than \$100 nor more than \$500 and by imprisonment in the county jail for not less than 10 days nor more than 6 months. His license to operate a vehicle in this state shall be revoked for 2 years by the department of motor vehicles.

[4.] 5. No judge or justice of the peace in imposing sentences provided for in this section shall suspend the same or any part thereof.

Sec. 2. NRS 483.460 is hereby amended to read as follows:

483.460 The department shall forthwith revoke the license of any operator or chauffeur upon receiving a record of such operator's or chauffeur's conviction of any of the following offenses, when such conviction has become final:

1. Manslaughter resulting from the operation of a motor vehicle.
2. A second conviction of driving a motor vehicle while under the influence of intoxicating liquor or a narcotic drug; but the revocation provided for in this subsection shall in no event exceed the time fixed as provided in subsection [3] 4 of NRS 484.050.
3. Any felony in the commission of which a motor vehicle is used, including the unlawful taking of a motor vehicle.
4. Failure to stop and render aid as required under the laws of this state in the event of a motor vehicle accident resulting in the death or personal injury of another.
5. Perjury or the making of a false affidavit or statement under oath to the department under NRS 483.010 to 483.630, inclusive, or under any other law relating to the ownership or operation of motor vehicles.

6. Conviction, or forfeiture of bail not vacated, upon three charges of reckless driving committed within a period of 12 months.

Sec. 3. This act shall become effective upon passage and approval.

SUMMARY--Enacts implied consent to chemical test for alcoholic content of blood law. (BDR 43-255)

AN ACT to amend chapter 484 of NRS, relating to traffic laws, by providing that allegedly intoxicated vehicle drivers impliedly consent to chemical tests to determine degree of intoxication; providing for suspension of the driving privilege for refusal; and providing other matters properly relating thereto.

THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN SENATE
AND ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. Chapter 484 of NRS is hereby amended by adding thereto the provisions set forth as sections 2 to 7, inclusive, of this act.

Sec. 2. 1. Except as provided in subsection 4, any person who drives a vehicle upon a highway in this state shall be deemed to have given his consent to a chemical test of his blood, urine, breath or other bodily substance for the purpose of determining the alcoholic content of his blood when such test is administered at the direction of a police officer having reasonable grounds to believe that such person was driving a vehicle while under the influence of intoxicating liquor and after such person was arrested for any offense allegedly committed while such person was driving a vehicle under the influence of intoxicating liquor.

2. Such person shall be informed that his failure to submit to such test will result in the suspension of his privilege to drive a vehicle for a period of 6 months.

3. Any person who is dead, unconscious, or otherwise in a condition rendering him incapable of refusal shall be deemed not to have withdrawn his consent, and any such test may be administered whether or not such person is informed that his failure to submit to such test will result in the suspension of his privilege to drive a vehicle for a period of 6 months.

4. Any person who is afflicted with hemophilia or with a heart condition requiring the use of an anticoagulant as determined by a physician is exempt from any blood test which may be required pursuant to this section.

Sec. 3. 1. If a person under arrest refuses to submit to a chemical test as directed by a police officer under section 2 of this act, none shall be given; but the department of motor vehicles, upon receipt of a sworn written statement of such officer that he had reasonable grounds to believe the arrested person had been driving a vehicle upon a highway while under the influence of intoxicating liquor and that such person refused to submit to such test upon the request of such officer, shall immediately:

(a) Suspend such person's license or instruction permit to drive for a period of 6 months;

(b) If such person is a nonresident, suspend his privilege to drive a vehicle in this state for a period of 6 months and inform the appropriate agency in the state of his residence of such action;
or

(c) If such person is a resident without a license or instruction permit to drive, deny to such person the issuance of a license or permit for a period of 6 months after the date of the alleged violation.

2. The revocations provided for in subsection 1 shall become effective 10 days after the mailing of written notice thereof by such department to any such person at his last-known address.

Sec. 4. 1. Except as provided in subsection 2, any person whose license or permit has been suspended, or the issuance thereof has been delayed, pursuant to section 3 of this act may request a hearing before the department of motor vehicles, and such hearing shall

be afforded him in the same manner and under the same conditions as are provided in subsection 5 of NRS 483.470.

2. The scope of such hearing shall be limited to the issues of whether a police officer had reasonable grounds to believe such person had been driving a vehicle upon a highway while under the influence of intoxicating liquor, had been placed under arrest, and had refused to submit to the test upon the request of the police officer. Whether such person was informed that his privilege to drive would be suspended if he refused to submit to the test shall not be an issue.

3. If the suspension or determination that there be a denial of issuance is sustained after such hearing, the person whose license or permit has been suspended, or to whom a license or permit has been denied, shall have the right to a review of the matter in district court in the same manner as provided by NRS 483.520.

Sec. 5. 1. If a person refuses to submit to a chemical test provided for in section 2 of this act, evidence of such refusal shall be admissible in any criminal action arising out of acts alleged to have been committed while such person was driving a vehicle while under the influence of intoxicating liquor.

2. If a person submits to such a test, full information concerning such test shall be made available, upon his request, to him or his attorney.

Sec. 6. 1. A person arrested for driving a vehicle while under the influence of intoxicating liquor shall be permitted, upon his request and at his expense, reasonable opportunity to have a qualified person of his own choosing administer a chemical test or tests for the purpose of determining the alcoholic content of his blood.

2. The failure or inability to obtain such a test or tests by

such person shall not preclude the admission of evidence relating to the refusal to submit to a test or relating to a test taken upon the request of a police officer.

3. A test obtained under the provisions of this section may not be substituted for or stand in lieu of the test required by section 2 of this act.

Sec. 7. 1. The results of any blood test administered under the provisions of section 2 or section 6 of this act shall not be admissible in any hearing or criminal action arising out of the acts alleged to have been committed while a person was under the influence of intoxicating liquor unless the blood tested was withdrawn by a physician, registered nurse or a technician employed in a medical laboratory.

2. The limitation contained in subsection 1 shall not apply to the taking of a chemical test of the urine, breath or other bodily substance.

3. No such physician, registered nurse or technician shall incur any civil or criminal liability as a result of the administering of a blood test when requested by a police officer or the person to be tested to administer such test.

Sec. 8. This act shall become effective upon passage and approval.

SUMMARY--Lowers percentage of alcohol necessary in blood to raise presumption of intoxication while driving vehicle. (BDR 43-254)

AN ACT to amend NRS 484.055, relating to the percentage of alcohol necessary in the blood to raise a presumption of intoxication while driving a vehicle, by lowering the percentage necessary; and providing other matters properly relating thereto.

THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. NRS 484.055 is hereby amended to read as follows:

484.055 1. In any criminal prosecution for a violation of NRS 484.040 or 484.050 relating to driving a vehicle while under the influence of intoxicating liquor, the amount of alcohol in the defendant's blood at the time alleged as shown by chemical analysis of the defendant's blood, urine, breath or other bodily substance shall give rise to the following presumptions:

(a) If there was at that time 0.05 percent or less by weight of alcohol in the defendant's blood, it shall be presumed that the defendant was not under the influence of intoxicating liquor.

(b) If there was at that time in excess of 0.05 percent but less than [0.15] 0.10 percent by weight of alcohol in the defendant's blood, such fact shall not give rise to any presumption that the defendant was or was not under the influence of intoxicating liquor, but such fact may be considered with other competent evidence in determining the guilt or innocence of the defendant

(c) If there was at that time [0.15] 0.10 percent or more by weight of alcohol in the defendant's blood, it shall be presumed that the defendant was under the influence of intoxicating liquor.

2. The provisions of subsection 1 shall not be construed as limiting the introduction of any other competent evidence bearing upon the question whether or not the defendant was under the influence of intoxicating liquor.

Sec. 2. This act shall become effective upon passage and approval.

SUMMARY--Requires prescriber or dispenser of drug to inform user if use is dangerous to operation of vehicle. (BDR 54-258)

AN ACT to amend chapter 639 of NRS, relating to pharmacy, by adding a new section requiring a prescriber or dispenser of a drug to inform the potential user of any dangerous effect to the user's safe operation of a vehicle; providing penalties; and providing other matters properly relating thereto.

THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN SENATE
AND ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. Chapter 639 of NRS is hereby amended by adding thereto a new section which shall read as follows:

1. Any person authorized by law to prescribe any drug, who prescribes for or dispenses to any person any drug which may render such person incapable of safely driving or steering a vehicle, as defined in chapter 434 of NRS, shall cause such person to be informed of such fact prior to his taking such drug.
2. The prescriber shall cause to be placed on a prescription for any such drug or medicine the words "Effect of usage is dangerous to the driving of a vehicle."
3. A registered pharmacist filling such a prescription shall cause a label containing such warning to be placed upon the container for such drug or medicine.



SUMMARY--Prescribes proper equipment for and operation of motorcycles and power cycles. (BDR 43-257)

AN ACT to amend chapter 486 of NRS, relating to power cycles, by extending such chapter to include motorcycles; establishing operator license requirements, equipment standards and operation limitations and privileges; providing penalties; and providing other matters properly relating thereto.

THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. Chapter 486 of NRS is hereby amended by adding thereto the provisions set forth as sections 2 to 35, inclusive, of this act.

Sec. 2. As used in sections 3 to 35, inclusive, of this act, the words and terms defined in sections 3 to 7, inclusive, of this act shall, unless the context otherwise requires, have the meanings ascribed to them in sections 3 to 7, inclusive, of this act.

Sec. 3. "Department" means the department of motor vehicles.

Sec. 4. "Highway" means the entire width between the boundary lines of every way maintained by a public authority when any part thereof is open to the use of the public for purposes of vehicular traffic.

Sec. 5. "Motorcycle" means every motor vehicle equipped with a seat or a saddle for the use of the driver and designed to travel on not more than three wheels in contact with the ground, but excluding a tractor or power cycle.

Sec. 6. "Muffler" means a device consisting of a series of chambers or baffle plates, or other mechanical design, for the purpose of receiving exhaust gas from an internal combustion engine, and is effective in reducing noise.

Sec. 7. "Power cycle" means every motor vehicle equipped with a seat or saddle for the use of the driver, designed to travel on not more than three wheels in contact with the ground, and propelled by a motor of 50 cc. displacement or less which produces 6 1/2 horsepower or less. For the purposes of this section, horsepower shall be measured:

1. At the rear wheel under full throttle;

2. Without a governor or other restriction on the intake or exhaust passages; and

3. At sea level,

flush and certified as being so measured by the manufacturer.

Sec. 8. Except as provided in section 9 of this act, a person shall not drive a power cycle upon a highway unless he has a valid operator's license as required by chapter 483 of NRS in his immediate possession.

Sec. 9. 1. A person between the ages of 14 and 16 years may apply for a license to drive a power cycle, if the application is signed and verified by a parent or guardian of the minor person and meets the requirements of NRS 483.290.

2. Any negligence or willful misconduct of a person between the ages of 14 and 16 years when driving a power cycle shall be imputed to the person who signed the application of such minor for a license, and such person is jointly and severally liable with such minor person for any damage caused by such negligence or willful misconduct.

Sec. 10. 1. Except for a nonresident authorized to drive a power cycle in the state of his residency, a person who has not reached 16 years of age shall not drive a power cycle upon a highway unless such person holds a valid power cycle license issued pursuant to this chapter and has successfully passed a written and physical examination and a driving examination to be conducted on a power cycle. Such examinations shall be conducted in the manner prescribed by NRS 483.330.

2. Any person who has reached 14 years of age may apply in the manner prescribed by NRS 483.290 for an instruction permit to drive

a power cycle. Such permit entitles the holder thereof to drive a power cycle upon a highway while under the instruction and immediate supervision of a person authorized to drive a power cycle.

Sec. 11. 1. The department shall issue to every applicant qualifying therefor and between 14 and 16 years of age a power cycle license.

2. Such license shall bear thereon:

(a) A number assigned to the licensee.

(b) His full name.

(c) His date of birth.

(d) His residence address.

(e) A brief description of the licensee.

(f) A space upon which the licensee shall write his usual signature with pen and ink immediately upon receipt of the license.

3. The charge for any license issued under the provisions of this section shall be \$3.

Sec. 12. A person between 16 and 18 years of age who does not have an operator's license issued under chapter 483 of NRS, may apply for a license to drive a power cycle in the same manner provided for an applicant between 14 and 16 years of age.

Sec. 13. 1. Every power cycle license issued under this chapter shall expire on the second anniversary of the date of birth of the applicant occurring after June 30 next following the date of its issuance, or on the applicant's reaching 18 years of age, whichever is first, unless sooner revoked or suspended.

2. A person who has reached 18 years of age shall not drive a power cycle unless he has a valid operator's license issued pursuant to chapter 483 of NRS.

Sec. 14. Every application for a license under the provisions of

sections 9 and 12 of this act shall be made upon a form furnished by the department. There shall be no charge for the making and filing of the application.

Sec. 15. 1. Except for a nonresident authorized to drive a motorcycle in the state of his residency, a person shall not drive a motorcycle upon a highway unless such person holds a valid operator's license, or its equivalent, issued pursuant to chapter 483 of NRS and has successfully passed a driving examination to be conducted on a motorcycle.

2. Notice of the successful completion of such examination shall be by endorsement upon such person's operator's license, or its equivalent.

3. Any person whose operator's license, or its equivalent, was issued prior to the effective date of this act may drive a motorcycle without the endorsement provided for in subsection 2, but upon the expiration date of such operator's license the holder thereof becomes subject to the provisions of this section.

4. The department may waive the examination required by this section upon receipt of satisfactory evidence of ability to drive a motorcycle from a person whose operator's license or its equivalent was issued prior to the effective date of this act.

Sec. 16. It is unlawful to rent, lease, sell or furnish a motorcycle or power cycle to any person for use by such person upon a highway unless such person is authorized to operate such motorcycle or power cycle under the provisions of this chapter.

Sec. 17. 1. A motorcycle or power cycle shall not be driven upon a highway while carrying more than one person unless such motorcycle or power cycle is designed by the manufacturer to carry more than one person.

2. A passenger shall ride:

(a) Behind the driver and astride the permanent or regular seat which was designed for two persons;

(b) Astride another seat firmly attached at the rear of the driver; or

(c) In a sidecar attached.

3. Every such seat designed for transporting a passenger shall be equipped with footrests adjusted to fit such passenger.

Sec. 18. A person shall not drive a motorcycle or a power cycle with the seat for the driver so positioned that the driver, when sitting astride the seat with the motorcycle or power cycle in a stopped and upright position, cannot reach the ground with both feet simultaneously.

Sec. 19. A person shall not drive a motorcycle or power cycle except while sitting astride the seat and facing forward.

Sec. 20. A person shall not drive a motorcycle or power cycle equipped with handlebars which are more than 15 inches in height above the uppermost portion of the driver's seat when such seat is depressed by the weight of the driver.

Sec. 21. The driver of a motorcycle or power cycle shall drive with one hand on each handlebar at all times.

Sec. 22. A person shall not drive a motorcycle or power cycle unless the wheels are protected by fenders to prevent the throwing of rocks, dirt, water or other substances to the rear.

Sec. 23. 1. The department of motor vehicles shall adopt standards for protective headgear and protective glasses, goggles or face shields to be worn by the drivers and passengers of motorcycles and power cycles and transparent windscreens for motorcycles and power cycles.

2. Except as provided in subsections 3 and 4, when any motorcycle or power cycle is being driven on a highway, the driver and passenger shall wear protective headgear on the head and protective glasses, goggles or face shields meeting such standards.

3. When a motorcycle or power cycle is equipped with a transparent windscreen meeting such standards, the driver and passenger are not required to wear glasses, goggles or face shields.

4. When a motorcycle or power cycle is being driven in a parade authorized by a local authority, the driver and passenger are not required to wear the protective devices provided for in this section.

Sec. 24. A person shall not sell, offer for sale or distribute any protective headgear, glasses, goggles or face shields for use by any drivers or passengers of motorcycles or power cycles unless such equipment is of a type and specification meeting the standards therefor adopted by the department of motor vehicles.

Sec. 25. 1. Every motorcycle and power cycle shall be equipped with at least one and not more than two headlamps.

2. Every such headlamp shall be located at a height of not more than 54 inches nor less than 24 inches from the ground as measured from the center of the lamp to the level ground upon which such motorcycle or power cycle stands without a load.

Sec. 26. 1. Every motorcycle and power cycle shall carry on the rear at least one reflector, which shall be mounted at a height not less than 20 inches nor more than 60 inches from the ground as measured from the center of the reflector to the level ground upon which such motorcycle or power cycle stands without a load.

2. Each such reflector shall be of a size and character and so mounted as to be visible at night from all distances within 300 feet when directly in front of lawful upper beams of headlamps.

Sec. 27. 1. Every motorcycle and power cycle shall be equipped with brakes adequate to control the stopping and holding thereof.

2. There shall be two separate means of applying such brakes, one of which shall be effective to apply the brakes to the front wheel and the other of which shall be effective to apply the brakes to the back wheel.

Sec. 28. Every motorcycle and power cycle shall be equipped with two mirrors, each containing a reflection surface not less than 3 inches in diameter, with one mirror mounted on each handlebar, in positions enabling the driver to view clearly the highway for a distance of 200 feet to the rear.

Sec. 29. A person driving a motorcycle or power cycle upon a highway is entitled to all the rights and subject to all the duties applicable to the drivers of motor vehicles as provided by law, except those provisions which by their nature can have no application.

Sec. 30. Every motorcycle and power cycle when being driven on the highway is entitled to full use of the traffic lane it is occupying, and a person shall not drive another motor vehicle in a manner which would deprive any such motorcycle or power cycle of such use.

Sec. 31. 1. A person, except a police officer in the performance of his duty, shall not drive a motorcycle or power cycle between moving or stationary vehicles occupying adjacent traffic lanes.

2. Except as provided in subsection 3, a person shall not drive a motorcycle or power cycle abreast of or overtake or pass another vehicle within the same traffic lane.

3. Motorcycles and power cycles may, with the consent of the drivers, be operated no more than two abreast in a single traffic lane.

Sec. 32. Every motorcycle or power cycle driven on a highway shall be equipped with an effective and operating muffler.

Sec. 33. Every person driving a motorcycle or power cycle shall manually deliver his operator's license to any police officer or court upon request therefor by such officer or court.

Sec. 34. All money collected under this chapter shall be deposited at least once each month with the state treasurer, who shall deposit the money to the credit of the state highway fund.

Sec. 35. Any person violating any provision of this chapter is guilty of a misdemeanor.

Sec. 36. NRS 481.180 is hereby amended to read as follows:

481.180 The duties of the personnel of the Nevada highway patrol shall be:

1. To police the public highways of this state, and to enforce and to aid in enforcing thereon all the traffic laws of the State of Nevada; and they shall have the powers of police officers with respect to traffic law violations and other offenses committed over and along the highways of this state.

2. To investigate accidents on all primary and secondary highways within the State of Nevada resulting in personal injury, property damage or death, and to gather evidence for the purpose of prosecuting the person or persons guilty of any violation of the law contributing to the happening of such accident.

3. To act as field agents and inspectors in the enforcement of the motor vehicle registration law (chapter 482 of NRS).

4. To act as field agents, inspectors and instructors in carrying out the provisions of the operators' and chauffeurs' licensing law (chapter 483 of NRS).

5. To act as field agents and inspectors of the department of motor vehicles in the enforcement of the motor vehicle carrier law (chapter 706 of NRS).

6. To act as field agents and inspectors of the Nevada tax commission in the enforcement of the laws of this state relating to the imposition and collection of taxes on gasoline used in and for motor vehicles on the public highways of this state (chapter 365 of NRS).

7. To act as field agents and inspectors of the Nevada tax commission until July 1, 1959, and thereafter of the department of motor vehicles in the enforcement of chapter 366 of NRS relating to the imposition and collection of taxes on special fuels used in and for motor vehicles on the public highways of this state.

8. To act as field agents and inspectors in the enforcement of the laws relating to motor vehicle safety responsibility, power cycles and motorcycles, and garages, repair shops and parking area keepers (chapters 485, 486 and 487 of NRS).

9. To perform such other duties in connection with each and all of the above-specified duties, and consistent therewith, as may be imposed by the director of the department of motor vehicles.

Sec. 37. NRS 484.420 is hereby amended to read as follows:

484.420 1. Every motor vehicle, other than a motorcycle [,] or power cycle when operated upon a highway shall be equipped with brakes adequate to control the movement of and to stop and hold such vehicle, including two separate means of applying the brakes, each of which means shall be effective to apply the brakes to at least two wheels. If these two separate means of applying the brakes are connected in any way, they shall be so constructed that failure of any one part of the operating mechanism shall not leave the motor vehicle without brakes on at least two wheels.

2. [Every motorcycle, and bicycle with motor attached, when operated upon a highway shall be equipped with at least one brake, which may be operated by hand or foot.

3.] Every trailer or semitrailer of a gross weight of 3,000

pounds or more when operated upon a highway shall be equipped with brakes adequate to control the movement of and to stop and to hold such vehicle and so designed as to be applied by the driver of the towing motor vehicle from its cab, and the brakes shall be so designed and connected that in case of an accidental breakaway of the towed vehicle the brakes shall be automatically applied.

[4.] 3. Every new motor vehicle, trailer or semitrailer sold in this state after March 25, 1939, and operated upon the highways shall be equipped with service brakes upon all wheels of every such vehicle, except any motorcycle, and except that any semitrailer of less than 1,500 pounds gross weight need not be equipped with brakes. Trucks and truck-tractors having three or more axles need not have brakes on the front wheels.

[5.] 4. In any combination of motor-drawn vehicles, means shall be provided for applying the rearmost trailer brakes, of any trailer equipped with brakes, in approximate synchronism with the brakes on the towing vehicle and developing the required braking effort on the rearmost wheels at the fastest rate; or means shall be provided for applying braking effort first on the rearmost trailer equipped with brakes; or both of the above means capable of being used alternately may be employed.

[6.] 5. One of the means of brake operation shall consist of a connection, mechanical or by spring action or by equivalent means, from the operating lever to the brake shoes or bands, and this brake shall be capable of holding the vehicle, or combination of vehicles, stationary under any condition of loading on any upgrade or downgrade upon which it is operated.

[7.] 6. The brake shoes operating within or upon the drums on the vehicle wheels of any motor vehicle may be used for both service and hand operation.

Sec. 38. NRS 484.0030, 484.689, 486.010, 486.020, 486.030,
486.040, 486.050, 486.060, 486.070, 486.080, 486.085, 486.090,
486.100, 486.110 and 486.120 are hereby repealed.



FEDERAL HIGHWAY SAFETY PROGRAM STANDARDS

1. Periodic Motor Vehicle Inspection.

I. The program shall provide, as a minimum, that:

- A. Every vehicle registered in the State is inspected either at the time of initial registration and at least annually thereafter, or at such other time as may be designated under an experimental, pilot, or demonstration program approved by the Secretary.
- B. The inspection is performed by competent personnel specifically trained to perform their duties and certified by the State.
- C. The inspection covers systems, sub-systems, and components having substantial relation to safe vehicle performance.
- D. The inspection procedures equal or exceed criteria issued or endorsed by the National Highway Safety Bureau.
- E. Each inspection station maintains records in a form specified by the State, which include at least the following information:
 - 1. class of vehicle
 - 2. date of inspection
 - 3. make of vehicle
 - 4. model year
 - 5. vehicle identification number
 - 6. defects by category
 - 7. identification of inspector
 - 8. mileage or odometer reading
- F. The State publishes summaries of records of all inspection stations at least annually, including tabulations by make and model of vehicle.

II. The program shall be periodically evaluated by the State and the National Highway Safety Bureau shall be provided with an evaluation summary.

2. Motor Vehicle Registration.

I. Each program shall have a records system that provides at least the following services:

- A. Rapid entry of new data into the records or data system
- B. Controls to eliminate unnecessary or unreasonable delay in obtaining data
- C. Rapid audio or visual response upon receipt at the records station of any priority request for status of vehicle possession authorization
- D. Data available for statistical compilation as needed by authorized sources
- E. Identification and ownership of vehicle sought for enforcement or other operation needs

II. This program shall be periodically evaluated by the State, and the National Highway Safety Bureau shall be provided with an evaluation summary.

3. Motorcycle Safety.

I. The program shall provide as a minimum that:

- A. each person who operates a motorcycle:
 - 1. passes an examination or re-examination designed especially for motorcycle operation.
 - 2. holds a license issued specifically for motorcycle use or a regular license endorsed for each purpose.
- B. each motorcycle operator wears an approved safety helmet and eye protection when he is operating his vehicle on streets and highways.
- C. each motorcycle passenger wears an approved safety helmet, and is provided with a seat and footrest.
- D. each motorcycle is equipped with a rearview mirror.
- E. each motorcycle is inspected at the time it is initially registered and at least annually thereafter, or in accordance with the State's inspection requirements.

II. The program shall be periodically evaluated by the State for its effectiveness in terms of reductions in accidents and their end results, and the National Highway Safety Bureau shall be provided with an evaluation summary

4. Driver Education.

This program shall provide at least that:

- I. There is a driver education program available to all youths of licensing age which:
 - A. Is taught by instructors certified by the State as qualified for these purposes.
 - B. Provides each student with practice driving and instruction in at least the following:
 - 1. basic and advanced driving techniques including handling of emergencies.
 - 2. rules of the road, and other State laws and local motor vehicle laws and ordinances.
 - 3. critical vehicle systems and sub-systems requiring preventative maintenance.
 - 4. The vehicle, highway and community features:
 - a. that aid the driver in avoiding crashes,
 - b. that protect him and his passengers in crashes,
 - c. that maximize the salvage of the injured.
 - 5. Signs, signals, and highway markings, and highway design features which require understanding for safe operation of motor vehicles.

- 6. Differences in characteristics of urban and rural driving including safe use of modern expressways.
 - 7. Pedestrian safety.
- C. Encourages students participating in the program to enroll in first aid training.
- II. There is a State research and development program including adequate research, development and procurement of practice driving facilities, simulators, and other similar teaching aids for both school and other driver training use.
- III. There is a program for adult driver training and retraining
- IV. Commercial driving schools are licensed and commercial driving instructors are certified in accordance with specific criteria adopted by the State.
- V. The program shall be periodically evaluated by the State, and the National Highway Safety Bureau shall be provided with an evaluation summary.

5. Driver Licensing.

The program shall provide, as a minimum, that:

- I. Each driver holds only one license, which identifies the type(s) of vehicle(s) he is authorized to drive.*
- II. Each driver submits acceptable proof of date and place of birth in applying for his original license.
- III. Each driver:
 - A. Passes an initial examination demonstrating his:
 - 1. Ability to operate the class(es) of vehicle(s) for which he is licensed.
 - 2. Ability to read and comprehend traffic signs and symbols.
 - 3. Knowledge of laws relating to traffic (rules of the road) safe driving procedures, vehicle and highway safety features, emergency situations that arise in the operation of an automobile, and other driver responsibilities.
 - 4. Visual acuity, which must meet or exceed State standards.
 - B. Is reexamined at an interval not to exceed four years, for at least visual acuity and knowledge of rules of the road.
- IV. A record on each driver is maintained which includes positive identification, current address, and driving history. In addition, the record system shall provide the following services:
 - A. Rapid entry of new data into the system.
 - B. Controls to eliminate unnecessary or unreasonable delay in obtaining data which is required for the system.

- C. Rapid audio or visual response upon receipt at the records station of any priority request for status of driver license validity.
 - D. Ready availability of data for statistical compilation as needed by authorized sources.
 - E. Ready identification of drivers sought for enforcement or other operational needs.
- V. Each license is issued for a specific term, and must be renewed to remain valid. At time of issuance or renewal each driver's record must be checked.
- VI. There is a driver improvement program to identify problem drivers for record review and other appropriate actions designed to reduce the frequency of their involvement in traffic accidents or violations.
- VII. There is:
- A. A system providing for medical evaluation of persons whom the driver licensing agency has reason to believe have mental or physical conditions which might impair their driving ability.
 - B. A procedure which will keep the driver license agency informed of all licensed drivers who are currently applying for or receiving any type of tax, welfare or other benefits or exemptions for the blind or nearly blind.
 - C. A medical advisory board or equivalent allied health professional unit composed of qualified personnel to advise the driver license agency on medical criteria and vision standards.
- VIII. The program shall be periodically evaluated and the National Highway Safety Bureau shall be provided with an evaluation summary. The evaluation shall attempt to ascertain the extent to which driving without a license occurs.

6. Codes and Laws.

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

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

7. Traffic Courts.

Each State in cooperation with its political subdivisions shall have a program to assure that all traffic courts in it complement

and support local and Statewide traffic safety objectives. The program shall provide at least that:

- I. All convictions for moving traffic violations shall be reported to the State traffic records system.
- II. Program Recommendations

In addition the State should take appropriate steps to meet the following recommended conditions:

- A. All individuals charged with moving hazardous traffic violations are required to appear in court.
- B. Traffic courts are financially independent of any fee system, fines, costs, or other revenue such as posting or forfeiture of bail or other collateral resulting from processing violations of motor-vehicle laws.
- C. Operating procedures, assignment of judges, staff and quarters insure reasonable availability of court services for alleged traffic offenders.
- D. There is a uniform accounting system regarding traffic violation notices, collection of fines, fees and costs.
- E. There are uniform rules governing court procedures in traffic cases.
- F. There are current manuals and guides for administration, court procedures, and accounting.

8. Alcohol in Relation to Highway Safety.

Each State, in cooperation with its political subdivisions, shall develop and implement a program to achieve a reduction in those traffic accidents arising in whole or in part from persons driving under the influence of alcohol. The program shall provide at least that:

- I. There is a specification by the State of the following with respect to alcohol related offenses:
 - A. Chemical test procedures for determining blood-alcohol concentrations.
 - B. (1) The blood-alcohol concentrations, not higher than .10 percent by weight, which define the terms "intoxicated" or "under the influence of alcohol," and
(2) A provision making it either unlawful, or presumptive evidence of illegality, if the blood-alcohol concentration of a driver equals or exceeds the limit so established.
- II. Any person placed under arrest for operating a motor vehicle while intoxicated or under the influence of alcohol is deemed to have given his consent to a chemical test of his blood, breath, or urine for the purpose of determining the alcohol content of his blood.

- III. To the extent practicable, there are quantitative tests for alcohol:
 - A. On the bodies of all drivers and adult pedestrians who die within four hours of a traffic accident.
 - B. On all surviving drivers in accidents fatal to others.
- IV. There are appropriate procedures established by the State for specifying:
 - A. The qualifications of personnel who administer chemical tests used to determine blood, breath, and other body alcohol concentrations.
 - B. The methods and related details of specimen selection, collection, handling, and analysis.
 - C. The reporting and tabulation of the results.
- V. The program shall be periodically evaluated by the State, and the National Highway Safety Bureau shall be provided with an evaluation summary.

9. Identification and Surveillance of Accident Locations.

- I. The program shall provide, as a minimum, that:
 - A. There is a procedure for accurate identification of accident locations on all roads and streets.
 - 1. To identify accident experience and losses on any specific sections of the road and street system.
 - 2. To produce an inventory of:
 - a. High accident locations.
 - b. Locations where accidents are increasing sharply.
 - c. Design and operating features with which high accident frequencies or severities are associated.
 - 3. To take appropriate measures for reducing accidents.
 - 4. To evaluate the effectiveness of safety improvements on any specific section of the road and street system.
 - B. There is a systematically organized program:
 - 1. To maintain continuing surveillance of the roadway network for potentially high accident locations.
 - 2. To develop methods for their correction.
- II. The program shall be periodically evaluated by the State and the National Highway Safety Bureau shall be provided with an evaluation summary.

10. Traffic Records.

The program shall provide as a minimum that:

- I. Information on vehicles and system capabilities includes:
 - A. Make
 - B. Model year
 - C. Identification number
 - D. Type of body
 - E. License plate number
 - F. Name of current owner
 - G. Current address of owner
 - H. Registered gross laden weight of every commercial vehicle
 - I. Rapid entry of new data into the records or data system
 - J. Controls to eliminate unnecessary or unreasonable delay in obtaining data
 - K. Rapid audio or visual response upon receipt at the records station of any priority request for status of vehicle possession authorization
 - L. Data available for statistical compilation as needed by authorized sources
 - M. Identification and ownership of vehicles sought for enforcement or other operational needs
- II. Information on drivers and system capabilities includes (conforms to Driver Licensing standard):
 - A. Positive identification
 - B. Current address
 - C. Driving history
 - D. Rapid entry of new data into the system
 - E. Controls to eliminate unnecessary or unreasonable delay in obtaining data which is required for the system
 - F. Rapid audio or visual response upon receipt at the records station of any priority request for status of driver license validity
 - G. Ready availability of data for statistical compilation as needed by authorized sources
 - H. Ready identification of drivers sought for enforcement or other operational needs
- III. Information on types of accidents includes:

- A. Identification of location in space and time
 - B. Identification of drivers and vehicles involved
 - C. Type of accident.
 - D. Description of injury and property damage.
 - E. Description of environmental conditions.
 - F. Causes and contributing factors, including the absence of or failure to use available safety equipment.
- IV. There are methods to develop summary listings, cross tabulations, trend analyses and other statistical treatments of all appropriate combinations and aggregations of data items in the basic minimum data record of drivers and accident and accident experience by specified groups.
 - V. All traffic records relating to accidents collected hereunder shall be open to the public in a manner which does not identify individuals.
 - VI. The program shall be periodically evaluated by the State and the National Highway Safety Bureau shall be provided with an evaluation summary.

11. Emergency Medical Services.

Each State, in cooperation with its local political subdivisions, shall have a program to ensure that persons involved in highway accidents receive prompt emergency medical care under the range of emergency conditions encountered. The program shall provide, as a minimum, that:

- I. There are training, licensing, and related requirements (as appropriate) for ambulance and rescue vehicle operators, attendants, drivers, and dispatchers.
- II. There are requirements for types and numbers of emergency vehicles including supplies and equipment to be carried.
- III. There are requirements for the operation and coordination of ambulances and other emergency care systems.
- IV. There are first aid training programs and refresher courses for emergency service personnel, and the general public is encouraged to take first aid courses.
- V. There are criteria for the use of two-way communications.
- VI. There are procedures for summoning and dispatching aid.
- VII. There is an up-to-date, comprehensive plan for emergency medical services, including:
 - A. Facilities and equipment
 - B. Definition of areas of responsibility
 - C. Agreements for mutual support
 - D. Communications systems

VIII. This program shall be periodically evaluated by the State and the National Highway Safety Bureau shall be provided with an evaluation summary.

12. Highway Design, Construction and Maintenance.

I. The program shall provide, as a minimum that:

- A. There are design standards relating to safety features such as sight distance, horizontal and vertical curvature, spacing of decision points, width of lanes, etc., for all new construction or reconstruction, at least on expressways, major streets and highways, and through streets and highways.
- B. Street systems are designed to provide a safe traffic environment for pedestrians and motorists when subdivisions and residential areas are developed or redeveloped.
- C. Roadway lighting is provided or upgraded on a priority basis at the following locations:
 - 1. Expressways and other major arteries in urbanized areas.
 - 2. Junctions of major highways in rural areas.
 - 3. Locations or sections of streets and highways having high ratios of night-to-day motor vehicle and/or pedestrian accidents.
 - 4. Tunnels and long underpasses.
- D. There are standards for pavement design and construction with specific provisions for high skid resistance qualities.
- E. There is a program for resurfacing or other surface treatment with emphasis on correction of locations or sections of streets and highways with low skid resistance and high or potentially high accident rates susceptible to reduction by providing improved surfaces.
- F. There is guidance, warning and regulation of traffic approaching and traveling over construction or repair sites and detours.
- G. There is a systematic identification and tabulation of all rail-highway grade crossings and a program for the elimination of hazards and dangerous crossings.
- H. Roadways and the roadsides are maintained consistent with the design standards which are followed in construction, to provide safe and efficient movement of traffic.
- I. Hazards within the highway right-of-way are identified and corrected.
- J. There are highway design and construction features wherever possible for accident prevention and survivability including at least the following:

1. Roadsides clear of obstacles, with clear distance being determined on the basis of traffic volumes, prevailing speeds, and the nature of development along the street or highway.
 2. Supports for traffic control devices and lighting that are designed to yield or break away under impact wherever appropriate.
 3. Protective devices that afford maximum protection to the occupants of vehicles wherever fixed objects cannot reasonably be removed or designed to yield.
 4. Bridge railings and parapets which are designed to minimize severity of impact, to retain the vehicle, to redirect the vehicle so that it will move parallel to the roadway, and to minimize danger to traffic below.
 5. Guardrails, and other design features which protect people from out-of-control vehicles at locations of special hazard, such as playgrounds, schoolyards and commercial areas.
- K. There is a post-crash program which includes at least the following.
1. Signs at freeway interchanges directing motorists to hospitals having emergency care capabilities.
 2. Maintenance personnel trained in procedures for summoning aid, protecting others from hazards at accident sites, and removing debris.
 3. Provisions for access and egress for emergency vehicles to freeway sections where it would significantly reduce travel time without reducing the safety benefits of access control.
- L. This program shall be periodically evaluated by the State for its effectiveness in terms of reductions in accidents and their end results, and the National Highway Safety Bureau shall be provided with an evaluation summary.

13. Traffic Control Devices.

Each State, in cooperation with its county and local government, shall have a program relating to the use of traffic control devices (signs, markings, signals, etc.) and other traffic engineering measures to reduce traffic accidents.

- I. The program shall provide, as a minimum, that:
 - A. There is a method:
 1. To identify needs and deficiencies of traffic control devices.
 2. To assist in developing current and projected programs for maintaining, upgrading, and installing traffic control devices.
 - B. Existing traffic control devices on all streets and highways are upgraded to conform with standards issued or endorsed by the Federal Highway Administrator.
 - C. New traffic control devices are installed on all streets and highways, based on engineering studies

to determine where devices are needed for safety. Such devices conform with standards issued or endorsed by the Federal Highway Administrator.

- D. There are programs for preventive maintenance, repair, and daytime and nighttime inspection of all traffic control devices.
- E. Fixed or variable speed zones are established, at least on expressways, major streets and highways, and through streets and highways, based on engineering and traffic investigations.

II. This program shall be periodically evaluated by the State and the National Highway Safety Bureau shall be provided with an evaluation summary.

14. Pedestrian Safety.

Each State, in cooperation with its political subdivisions, shall have a program of pedestrian safety that provides as a minimum:

- I. A traffic records system which shall be capable of retrieving all data pertaining to pedestrian accidents, including:
 - A. Number of pedestrian deaths.
 - B. Severity of reported accidents.
 - C. Determination of critical areas of pedestrian hazards.
 - D. Basic factors contributing to pedestrian accidents.
- II. Adequate roadway lighting at locations or sections of streets and highways having high ratios of night-to-day pedestrian accidents.
- III. Reduction of accidents involving pedestrians under the influence of alcohol, including:
 - A. Provisions to test the bodies of adult pedestrians as provided in Standard 4.4.8.
 - B. Presumption of intoxication when approved tests reveal a blood alcohol content of 0.10 percent or more by weight.
 - C. Authority under which it will be unlawful for pedestrians to walk along or across a roadway while under the influence of intoxicating liquor.
- IV. Prevention of pedestrian accidents including but not limited to the following activities:
 - A. School crossing control
 - B. Protection of older pedestrians
 - C. Application of traffic engineering measures
 - D. Pedestrian regulations.
 - E. Pedestrian education

- V. This program shall be periodically evaluated by the State, and the National Highway Safety Bureau shall be provided with an evaluation summary.

15. Police Traffic Services.

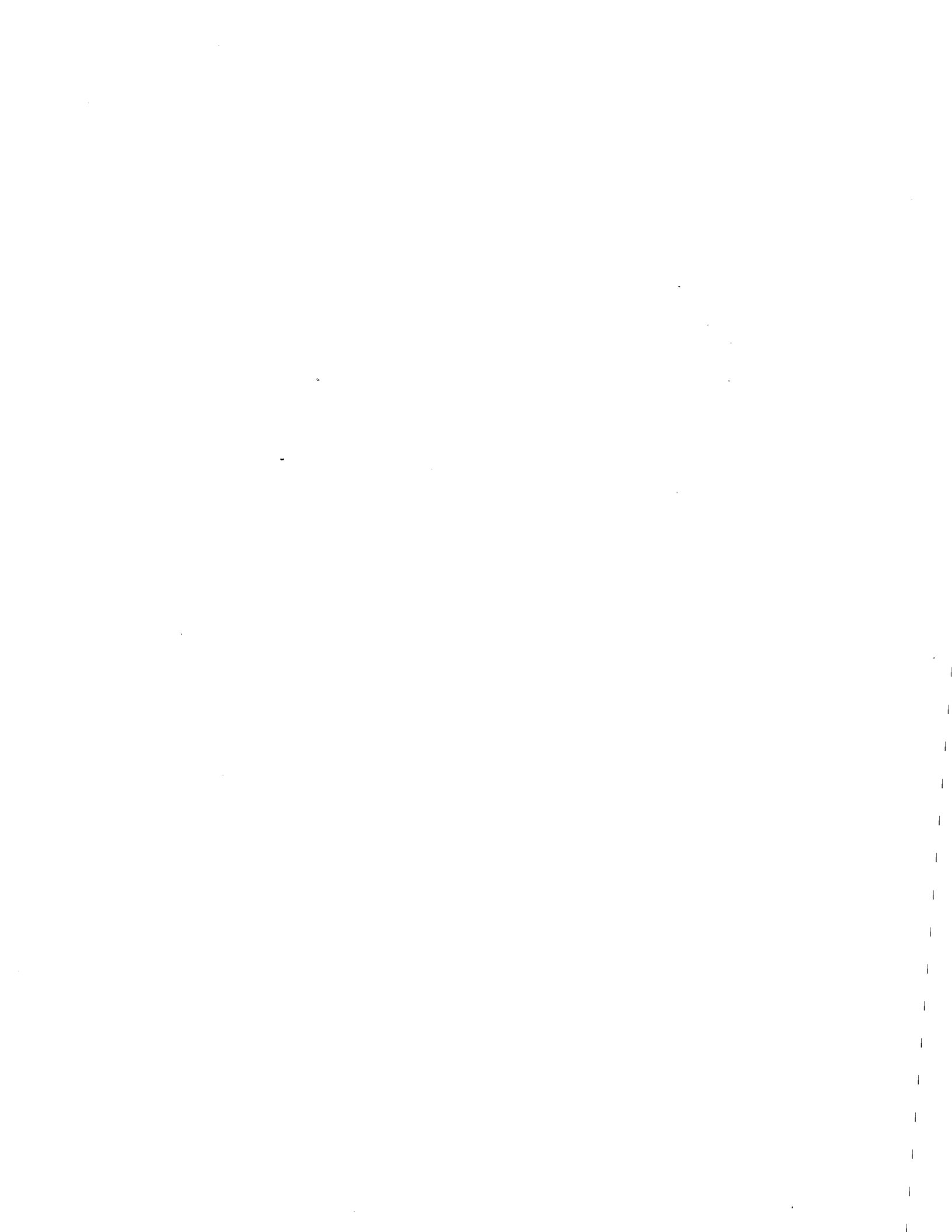
Each State in cooperation with its political subdivisions shall have a balanced program of police traffic supervision. The program shall provide as a minimum that:

- I. There is a recruit training requirement on traffic supervision for all police and a more extensive requirement for personnel assigned to police traffic supervision.
- II. There is a planned coordinated accident prevention program.
- III. There are procedures to determine and assign trained personnel to provide traffic patrols based on
 - A. Traffic volume
 - B. Accident experience
 - C. Traffic violation frequencies
 - D. Enforcement necessary to decrease accident frequency
 - E. Emergency and service needs
- IV. There is trained personnel available to respond and investigate accidents, aid victims, determine causes, remove debris, and restore traffic movement.
- V. There is a coordinated system of communication with appropriate individuals, agencies, and resources to assure prompt response from police, fire, medical, and debris services.
- VI. There are procedures to identify conditions and assign personnel to provide for special patrols or increased supervision in hazardous or congested areas.
- VII. There are appropriate procedures established by the State and its political subdivisions regarding primary operational authority and police traffic supervision responsibility where concurrent jurisdictions exist.
- VIII. The program shall be periodically evaluated by the State, and the National Highway Safety Bureau shall be provided with an evaluation summary.

16. Accident Cleanup.

- I. The program shall provide, as a minimum:
 - A. that operational procedures are established and implemented for:
 1. enabling rescue and related salvage equipment and personnel to get to the scene of accidents:
 - a. on heavily traveled freeways and other limited access roads;

- b. in other types of locations where wreckage or spillage of hazardous materials on or adjacent to highways endangers the public health and safety;
 - 2. extricating the injured from wreckage quickly and without aggravating the injuries themselves;
 - 3. warning and detouring approaching drivers safely past hazardous wreckage or spillage on the road ahead;
 - 4. safe handling of spillage or potential spillage of materials that are:
 - a. radioactive
 - b. flammable
 - c. poisonous
 - d. otherwise dangerous
 - 5. removing wreckage and spillage from roadways or otherwise preventing them from affecting the resumption of safe, orderly traffic flow.
 - B. that adequate numbers of rescue and salvage personnel are properly trained in accident cleanup techniques as they are developed.
- II. The Program shall be periodically evaluated by the State and the National Highway Safety Bureau shall be provided with an evaluation summary.



Nevada Law

Driving while under influence of intoxicating liquor;
penalties; suspension, revocation
of driving privilege.

484.050 1. It shall be unlawful for any person, while either intoxicated or under the influence of intoxicating liquor, or of stimulating or stupefying drugs, to drive or conduct any vehicle on any street or highway in this state.

2. Any person who violates the provisions of this section shall be guilty of a misdemeanor. The convicted person's license to operate a vehicle in this state may, by the decision of the court, be suspended by the department of motor vehicles for a period of not less than 30 days nor more than 1 year.

3. Upon a subsequent conviction within 10 years for an offense under the provisions of this section, the person so convicted shall be punished by a fine of not less than \$100 nor more than \$500 and by imprisonment in the county jail for not less than 10 days nor more than 6 months. His license to operate a vehicle in this state shall be revoked for 2 years by the department of motor vehicles.

4. No judge or justice of the peace in imposing sentences provided for in this section shall suspend the same or any part thereof.



Nevada Law

Person driving under influence of intoxicating
liquor causing death, bodily injury; penalty.

484.040 Any person while intoxicated or under the influence of intoxicating liquor who drives or operates a vehicle of any kind, and who, by reason of such intoxication or condition, does any act or neglects any duty now or hereafter imposed by law, which act or neglect of duty causes the death of, or bodily injury to, any person, shall be punished by imprisonment in the state prison for not less than 1 year nor more than 10 years, or by a fine of not more than \$5,000, or by both fine and imprisonment.



Nevada Law

Speed restrictions; reckless driving.

484.060 1. It shall be unlawful for any person to drive or operate a vehicle of any kind or character:

(a) In a reckless manner on any street or highway in this state; or

(b) In any other than a careful or prudent manner; or

(c) At a rate of speed greater than is reasonable and proper, having due regard for the traffic, surface and width of the highway; or

(d) At such a rate of speed as to endanger the life, limb or property of any person.

2. Any person who violates the provisions of this section shall be guilty of a misdemeanor.

Nevada Law

Motor vehicle inspection.

484.490 1. Police officers of incorporated cities and towns, sheriffs and their deputies, and other peace officers of the State of Nevada in pursuance of assigned duty, having reasonable cause to believe that any vehicle or combination of vehicles is not equipped as required by this chapter or is in such unsafe condition as to endanger the driver or other occupant or any person upon a public highway, may require the driver thereof to stop and submit such vehicle or combination of vehicles to an inspection of the mechanical condition or equipment thereof and such test with reference thereto as may be appropriate.

2. If such vehicle or combination of vehicles is found to be in an unsafe mechanical condition or is not equipped as required by this chapter, the officer making the inspection may give such driver a notice of arrest and further require the driver or the owner of the vehicle to produce in court satisfactory evidence that such vehicle or its equipment has been made to conform with the requirements of this chapter.

3. Every officer giving such directions or a notice of arrest as provided in this section shall mail a copy or otherwise give notice thereof to the owner and any legal owner of such vehicle if other than the driver.

484.500 No person shall operate any vehicle or combination of vehicles after notice of such unsafe condition or that the vehicle is not equipped as required by this chapter, except as may be necessary to return such vehicle or combination of vehicles to the residence or place of business of the owner or driver or to a garage, until the vehicle and its equipment has been made to conform with the requirements of this chapter.

484.510 Whenever the driver of a vehicle is directed by a police officer, sheriff or his deputy, or other peace officer of the State of Nevada in pursuance of assigned duty, to stop and submit the mechanical condition of the vehicle or its equipment to an inspection or test under conditions stated in NRS 484.490, such driver shall stop and submit to such inspection or test. A failure or refusal so to do is a misdemeanor.