Ohio Legislative Service Commission

Bill Analysis

Linda S. Crawford

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(As Passed by the House)

Reps. McGregor, Hackett, Grossman, Murray, Barnes, Combs, DeGeeter, Fende, Garland, Gerberry, R. Hagan, Letson, Luckie, Lundy, Mallory, McClain, Milkovich, O'Brien, Reece, Ruhl, Slaby, Winburn, Yuko, Batchelder

BILL SUMMARY

- Makes changes to certain highway-related definitions and provisions relating to traffic control devices, including traffic and pedestrian control signals, signs designating special parking spaces for persons with a disability that limits or impairs the ability to walk, signs for the Tourist-Oriented Directional Sign program, and signs at highway railroad grade crossings, in order to make those definitions and provisions conform to recent changes to the federal "Manual on Uniform Traffic Control Devices."

CONTENT AND OPERATION

The Ohio Manual of Uniform Traffic Control Devices

Existing law requires the Ohio Department of Transportation (ODOT) to adopt a manual and specifications for a uniform system of traffic control devices for Ohio's roads.[1] In accordance with this requirement, ODOT has adopted the "Ohio Manual of Uniform Traffic Control Devices" (OMUTCD). Although the OMUTCD is required to correlate with, and so far as possible conform to, the system approved by the American Association of State Highway Officials, it currently is based on its federal counterpart, the federal "Manual on Uniform Traffic Control Devices" (MUTCD). When changes are made to the federal MUTCD by the Federal Highway Administration, revisions are made to the OMUTCD by ODOT to reflect these changes; ODOT then publishes the updated resulting text. Some changes to the federal MUTCD, however, require that changes be made to the Revised Code before corresponding changes can be made to the OMUTCD. The bill makes changes to a number of highway-related definitions and

[1] Revised Code § 4511.09.

provisions relating to traffic control devices in order to make those sections conform to recent changes to the federal MUTCD.

The Ohio Manual of Uniform Traffic Control Devices

The following chart summarizes the changes made by the bill.

Description	Current law	Changes made by the bill
Special parking locations for persons with disabilities that limit or impair the ability to walk: height of signs designating the special parking spaces	Requires all signs posted to designate special parking locations for persons with a disability and persons with a disability that limits or impairs the ability to walk to be mounted on a fixed or movable post, and the distance from the ground to the top edge of the sign must measure five feet *(R.C. 3781.111(C) and 4511.69(E))*.	Requires the distance from the ground to the bottom edge of these signs to measure not less than five feet *(R.C. 3781.111(C) and 4511.69(E))*.
Definitions for the motor vehicle traffic and equipment laws	The definition of "intersection" can affect the application of some traffic control devices, such as their timing. "Intersection" is defined as both of the following: (1) The area embraced within the prolongation or connection of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways of 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 *(R.C. 4511.01(KK)(1))*. The junction of an alley with a street or highway or with another alley does not constitute an intersection *(R.C. 4511.01(KK)(3))*.	"Intersection" is redefined to mean all of the following: (1) Makes nonsubstantive changes *(R.C. 4511.01(KK)(1))*. Provides that the junction of an alley or driveway with a roadway or highway does not constitute an intersection unless the roadway or highway at the junction is controlled by a traffic control device.

Description	Current law	Changes made by the bill
	(2) Where a highway includes two roadways 30 feet or more apart, then every crossing of each roadway of such divided highway by an intersecting highway is regarded as a separate intersection. If an intersecting highway also includes two roadways 30 feet or more apart, then every crossing of two roadways of the highways is regarded as a separate intersection. *(R.C. 4511.01(KK)(2).)*	(2) Makes nonsubstantive changes *(R.C. 4511.01(KK)(2))*. (3) At a location controlled by a traffic control signal, regardless of the distance between the separate intersections as described in above item (2): (a) If a stop line, yield line, or crosswalk has not been designated on the roadway within the median between the separate intersections, the two intersections and the roadway and median constitute one intersection *(R.C. 4511.01(KK)(3)(a))*; (b) Where a stop line, yield line, or crosswalk line is designated on the roadway on the intersection approach, the area within the crosswalk and any area beyond the designated stop line or yield line constitute part of the intersection *(R.C. 4511.01(KK)(3)(b))*; (c) Where a crosswalk is designated on a roadway on the departure from the intersection, the intersection includes the area that extends to the far side of the crosswalk *(R.C. 4511.01(KK)(3)(c))*.

Description	Current law	Changes made by the bill
	"Traffic control devices" are defined as all flaggers, signs, signals, markings, and devices placed or erected by authority of a public body or official having jurisdiction, for the purpose of regulating, warning, or guiding traffic, including signs denoting names of streets and highways *(R.C. 4511.01(QQ))*.	"Traffic control device" is defined as a flagger, sign, signal, marking, or other device used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, private road open to public travel, pedestrian facility, or shared-use path by authority of a public agency or official having jurisdiction, or, in the case of a private road open to public travel, by authority of the private owner or private official having jurisdiction *(R.C. 4511.01(QQ))*.
	"Traffic control signal" is defined as any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop, to proceed, to change direction, or not to change direction *(R.C. 4511.01(RR))*.	"Traffic control signal" is defined as any highway traffic signal by which traffic is alternately directed to stop and permitted to proceed *(R.C. 4511.01(RR))*.
	"Traffic" is defined as pedestrians, ridden or herded animals, vehicles, streetcars, trackless trolleys, and other devices, either singly or together, while using any highway for purposes of travel *(R.C. 4511.01(TT))*.	Extends the definition of "traffic" to travel on a private road open to public travel *(R.C. 4511.01(TT))*.
		Enacts definitions for "beacon," "hybrid beacon," "highway traffic signal," "median," "private road open to public travel," and "shared-use path" as follows: "Beacon" means a highway traffic signal with one or more signal sections that operate in a flashing mode *(R.C. 4511.01(KKK))*. "Hybrid beacon" means a type of beacon that is intentionally placed in a dark mode

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		between periods of operation where no indications are displayed and, when in operation, displays both steady and flashing traffic control signal indications *(R.C. 4511.01(LLL))*. "Highway traffic signal" means a power-operated traffic control device by which traffic is warned or directed to take some specific action. The term does not include a power-operated sign, steadily illuminated pavement marker, warning light, or steady burning electric lamp. *(R.C. 4511.01(MMM).)* "Median" means the area between two roadways of a divided highway, measured from edge of traveled way to edge of traveled way, but excluding turn lanes. The width of a median may be different between intersections, between interchanges, and at opposite approaches of the same intersection. *(R.C. 4511.01(NNN).)* The federal MUTCD requires all traffic control devices on "private roads open to public travel" to meet the manual's requirements. Thus, "private road open to public travel" is defined to mean a private toll road or road, including any adjacent sidewalks that generally run parallel to the road, within a shopping center, airport, sports arena, or other similar business or recreation facility that is privately owned but where the public is allowed to travel without access restrictions.

Description	Current law	Changes made by the bill
		The term includes a gated toll road but does not include a road within a private gated property where access is restricted at all times, a parking area, a driving aisle within a parking area, or a private grade crossing. *(R.C. 4511.01(OOO).)* "Shared-use path" means a bikeway outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent alignment. A shared-use path also may be used by pedestrians, including skaters, joggers, users of manual and motorized wheelchairs, and other authorized motorized and non-motorized users. *(R.C. 4511.01(PPP).)*
Adoption of manual by ODOT: Ohio Manual of Uniform Traffic Control Devices (OMUTCD)	Requires ODOT to adopt a manual and specifications for a uniform system of traffic control devices, for use upon Ohio highways. Requires the system to correlate with, and as much as possible conform to, the system approved by the American Association of State Highway Officials. *(R.C. 4511.09.)*	Eliminates the requirement that ODOT adopt "specifications" for a uniform system of traffic control devices. Requires the system adopted to be used upon any Ohio street, highway, bikeway, or private road open to public travel. Requires the system to correlate with, and as much as possible conform to, the system approved by the Federal Highway Administration. *(R.C. 4511.09.)*
ODOT's Tourist-Oriented Directional Sign (TODS) program: definitions, rules for placement of TODS signs and trailblazer markers, TODS signs, and TODS program of a local authority	Provides that an "eligible attraction" is any tourist-oriented activity that, among other criteria, is not eligible for inclusion in ODOT's Business Logo Sign program *(R.C. 4511.102(B)(1))*.	Retains current law, but provides that an "eligible attraction" is any tourist-oriented activity that, among other criteria, is not eligible for inclusion in ODOT's Business Logo Sign program "at that intersection" *(R.C. 4511.102(B)(1))*.

Description	Current law	Changes made by the bill
	Requires the Director of ODOT, in accordance with federal and state law and the federal Manual on Uniform Traffic Control Devices, to adopt rules to carry out a program for the placement of tourist-oriented directional signs and trailblazer markers within the rights-of-way of rural state highways that are not on the interstate system *(R.C. 4511.103(A))*.	Substantively the same *(R.C. 4511.103(A))*.
		Requires that money generated from participating businesses in excess of the direct and indirect costs and any reasonable profit earned by a person awarded a contract under the program be remitted to ODOT for deposit into the existing Highway Operating Fund *(R.C. 4511.103(D))*.
		Provides that nothing in R.C. Chapter 4511. may be construed to prohibit ODOT from establishing the TODS program. If ODOT operates a TODS program and does not contract with a private entity to operate it, all money collected from participating businesses must be deposited into the Highway Operating Fund *(R.C. 4511.103(E))*.
	Requires signs used in the TODS program to conform to the federal MUTCD *(R.C. 4511.105)*. Requires signs used in the TODS program of a local authority to conform to the federal Manual on Uniform Traffic Control Devices *(R.C. 4511.106)*.	Requires state TODS signs and TODS signs used in the TODS program of a local authority to conform to the OMUTCD rather that to its federal counterpart *(R.C. 4511.103(A), 4511.105, and 4511.106)*.

Description	Current law	Changes made by the bill
Statewide uniformity of traffic control devices	Requires local authorities to place and maintain traffic control devices in accordance with ODOT's manual and specifications for a uniform system of traffic control devices and all traffic control devices erected on a public road, street, or alley to conform to that manual and specifications, and prohibits any local authority from purchasing or manufacturing any traffic control device that does not conform to that manual and specifications *(R.C. 4511.11(A), (D), and (F))*.	Removes all references to "specifications" for a uniform system of traffic control devices *(R.C. 4511.11(A) to (F))*. Requires all traffic control devices erected on any street, highway, alley, bikeway, or private road open to public travel to conform to the OMUTCD *(R.C. 4511.11(D))*.
Signal lights	Specifies that only red, yellow, and green colored lights may be used in traffic control signals, except for special pedestrian signals, which may carry words or symbols. Signals apply to vehicular traffic, streetcars, and trackless trolleys ("vehicular traffic") and pedestrians. Addresses the following signal color indications:	Specifies that highway traffic signal indications for vehicles and pedestrians have the following meanings:
(1) Green signal indications	(1) Green indication: (a) Circular green – Vehicular traffic facing a circular green signal may proceed, either straight through or to turn left or right unless a sign prohibits such a turn. Vehicular traffic turning left or right must yield the right-of-way to other vehicular traffic and pedestrians lawfully within the intersection or an adjacent crosswalk at the time the signal is exhibited. *(R.C. 4511.13(A)(1).)*	(1) Steady green signal indication: (a) Circular green – Modifies current law regarding vehicular traffic facing a circular green signal indication as follows: (i) Provides that such traffic may make a u-turn at an intersection, as well as either proceeding straight through or turning left or right; (ii) Provides that the right to turn at an intersection may be modified by a lane-use sign, turn prohibition sign, lane marking, roadway design,

Description	Current law	Changes made by the bill
		separate turn signal indication, or other traffic control device. Clarifies that vehicular traffic facing a circular green signal must yield the right-of-way to pedestrians lawfully within an associated crosswalk and other vehicles lawfully within the intersection. *(R.C. 4511.13(A)(1)(a)(i) and (ii).)* In addition to current law that provides that vehicular traffic turning left or right must yield the right-of-way to other vehicular traffic lawfully within the intersection at the time the signal is exhibited, also requires that vehicular traffic turning left or making a u-turn movement must yield the right-of-way to other vehicles approaching from the opposite direction so closely as to constitute an immediate hazard during the time when the turning vehicle is moving across or within the intersection *(R.C. 4511.13(A)(1)(b)).*
	(b) Green arrow – Vehicular traffic facing a green arrow, either alone or in combination with another indication, may cautiously enter the intersection only to make the movement indicated by the arrow, or any other movement as is permitted by other indications shown at the same time. This vehicular traffic must yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection. *(R.C. 4511.13(A)(2).)*	(b) Green arrow – Modifies current law regarding vehicular traffic facing a green arrow signal indication, either alone or in combination with another signal indication, by providing that such vehicular traffic, including vehicles turning right or left or making a u-turn movement, must yield the right-of-way to pedestrians lawfully within an associated crosswalk and other traffic lawfully using the intersection. *(R.C. 4511.13(A)(2).)*

Description	Current law	Changes made by the bill
	(c) Unless otherwise directed by a pedestrian control signal, pedestrians facing any green signal, except when the sole green signal is a turn arrow, may proceed across the roadway within any marked or unmarked crosswalk *(R.C. 4511.13(A)(3))*.	(c) Provides that unless otherwise directed by a pedestrian signal indication, pedestrians facing a circular green signal indication are permitted to proceed across the roadway within any marked or unmarked associated crosswalk. An addition to current law provides that the pedestrian must yield the right-of-way to vehicles lawfully within the intersection or so close as to create an immediate hazard at the time that the green signal indication is first displayed. *(R.C. 4511.13(A)(3)(a).)* A clarification to current law provides that pedestrians facing a green arrow signal indication, unless otherwise directed by a pedestrian signal indication or other traffic control device, are prohibited from crossing the roadway *(R.C. 4511.13(A)(3)(b))*. (d) Flashing green signal indication – Specifies that a flashing green signal indication has no meaning and is prohibited from being used *(R.C. 4511.13(D))*.
(2) Addresses steady circular yellow signal indication and steady yellow arrow indication separately	(2) Steady yellow indication: (a) Circular yellow or yellow arrow – Vehicular traffic is warned that the related green movement is being terminated or that a red indication will be exhibited immediately thereafter when vehicular traffic is prohibited from entering the intersection. *(R.C. 4511.13(B)(1).)*	(2) Steady yellow signal indication: (a) Circular yellow signal indication – Modifies current law regarding vehicular traffic facing a circular yellow signal indication by providing that such traffic is warned that not only the related green movement but also possibly the related flashing arrow movement is being terminated or that a steady red signal

Description	Current law	Changes made by the bill
		indication will be exhibited immediately thereafter when vehicular traffic is prohibited from entering the intersection. Specifies that the provisions governing vehicular operation under the movement being terminated continue to apply while the steady circular yellow signal indication is displayed. *(R.C. 4511.13(B)(1).)* (b) Yellow arrow signal indication – Provides that vehicular traffic facing a steady yellow arrow signal indication is warned that the related green arrow movement or the related flashing arrow movement is being terminated. Specifies that the provisions governing vehicular operation under the movement being terminated continue to apply while the steady yellow arrow signal indication is displayed. *(R.C. 4511.13(B)(2).)*
	(b) Unless otherwise directed by a pedestrian control signal, pedestrians facing a circular yellow or yellow arrow signal are advised that there is insufficient time to cross the roadway before a red indication is shown and pedestrians are prohibited from starting to cross the roadway *(R.C. 4511.13(B)(2))*.	(c) Unless otherwise directed by a pedestrian signal indication or by another traffic control device, pedestrians facing a steady circular yellow or yellow arrow signal indication are prohibited from starting to cross the roadway *(R.C. 4511.13(B)(3))*.
(3) Addresses steady circular red signal indication and steady red arrow indication separately	(3) Steady red indication: (a) Steady red signal alone – Vehicular traffic must stop at a clearly marked stop line. If there is no stop line, however, traffic must stop before	(3) Steady red signal indication: (a) Steady circular red signal indication – Provides that vehicular traffic facing a steady circular red signal indication, unless entering the

Description	Current law	Changes made by the bill
	entering the crosswalk on the near side of the intersection, or if there is no crosswalk, then before entering the intersection. Traffic must remain standing until an indication to proceed is shown, except as provided in following items (3)(b) and (c). *(R.C. 4511.13(C)(1).)*	intersection to make another movement permitted by another signal indication, must stop at a clearly marked stop line. If there is no stop line, however, traffic must stop before entering the crosswalk on the near side of the intersection, or if there is no crosswalk, then before entering the intersection. Traffic must remain stopped as specified in current law, until a signal indication to proceed is displayed except as provided in this item and following item (3)(b). *(R.C. 4511.13(C)(1)(a).)*
	(b) Unless a sign is in place prohibiting a right turn on red, vehicular traffic facing a steady red signal may cautiously enter the intersection to make a right turn after making a complete stop. Such vehicular traffic must yield the right-of-way to pedestrians lawfully within an adjacent crosswalk or other traffic lawfully using the intersection. *(R.C. 4511.13(C)(2).)*	Provides that except when a traffic control device is in place prohibiting a turn on red or a steady red arrow signal indication is displayed, vehicular traffic facing a steady circular red signal indication is permitted to enter the intersection to turn right, or to turn left from a one-way street, after stopping. The right to proceed with the turn is subject to the provisions that are applicable after making a stop at a stop sign. *(R.C. 4511.13(C)(1)(b).)*
	(c) Unless a sign is in place prohibiting a left turn on red, vehicular traffic on a one-way street that intersects another one-way street on which traffic moves to the left may cautiously enter the intersection to make a left turn after making a complete stop. Vehicular traffic turning left on red must yield the right-of-way to pedestrians lawfully within an adjacent crosswalk or other traffic lawfully using the intersection. *(R.C. 4511.13(C)(3).)*	

Description	Current law	Changes made by the bill
		(b) Steady red arrow signal indication – Provides that vehicular traffic facing a steady red arrow signal indication may not enter the intersection to make the movement indicated by the arrow and, unless entering the intersection to make another movement permitted by another signal indication, must stop at a clearly marked stop line. If there is no stop line, however, traffic must stop before entering the crosswalk on the near side of the intersection, or if there is no crosswalk, then before entering the intersection. Traffic must remain stopped until a signal indication or other traffic control device permitting the movement indicated by such red arrow is displayed. *(R.C. 4511.13(C)(2)(a).)* Provides that when a traffic control device is in place permitting a turn on a steady red arrow signal indication, vehicular traffic facing a steady red arrow indication is permitted to enter the intersection to make the movement indicated by the arrow signal indication, after stopping. The right to proceed with the turn is limited to the direction indicated by the arrow and is subject to the provisions that are applicable after making a stop at a stop sign. *(R.C. 4511.13(C)(2)(b).)*
	(d) Unless otherwise directed by a pedestrian control signal, pedestrians facing a steady red signal alone are prohibited from	Provides that unless otherwise directed by not only a pedestrian signal indication but also possibly by another traffic control device,

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	entering the roadway *(R.C. 4511.13(C)(4))*.	pedestrians facing a steady circular red or steady red arrow signal indication are prohibited from entering the roadway *(R.C. 4511.13(C)(3))*.
(4) Flashing yellow signal indication: modifies and relocates current law	(4) Flashing yellow signal indication: Allows vehicular traffic to proceed through the intersection or past a flashing yellow caution signal only with caution *(R.C. 4511.15(B))*.	(4) Flashing yellow signal indication: Modifies and relocates current law from existing R.C. 4511.15(B), which the bill repeals. (a) Flashing circular yellow signal indication – Provides that vehicular traffic, on approaching an intersection and facing a flashing circular yellow signal indication, is permitted to cautiously enter the intersection to either proceed straight through or to turn left or right or to make a u-turn movement except if such a movement is modified by lane-use signs, turn prohibition signs, lane markings, roadway design, separate turn signal indications, or other traffic control devices. Vehicular traffic proceeding through a flashing circular yellow signal indication, including vehicles turning right or left or making a u-turn movement, must yield the right-of-way to pedestrians lawfully within an associated crosswalk and other vehicles lawfully within the intersection. *(R.C. 4511.13(E)(1)(a)(i) and (ii).)* Provides that in addition to the immediately preceding provision, vehicular traffic turning left or making a u-turn movement to the left must yield the right-of-way to other vehicles approaching from the opposite direction so closely

Description	Current law	Changes made by the bill
		as to constitute an immediate hazard during the time when the turning vehicle is moving across or within the intersection *(R.C. 4511.13(E)(1)(b))*. (b) Flashing yellow arrow signal indication displayed alone or in combination with another signal indication – Provides that vehicular traffic, when facing such a flashing yellow arrow signal indication and on approaching an intersection, is permitted to cautiously enter the intersection only to make the movement indicated by the arrow, or other such movement as is permitted by other signal indications displayed at the same time. Such vehicular traffic, including vehicles turning right or left or making a u-turn, must yield the right-of-way to pedestrians lawfully within an associated crosswalk and other vehicles lawfully within the intersection. *(R.C. 4511.13(E)(2)(a)(i) and (ii).)* Provides that in addition to the immediately preceding provision, vehicular traffic turning left or making a u-turn movement to the left must yield the right-of-way to other vehicles approaching from the opposite direction so closely as to constitute an immediate hazard during the time when the turning vehicle is moving across or within the intersection *(R.C. 4511.13(E)(2)(b))*. (c) Provides that pedestrians facing any flashing yellow signal

Description	Current law	Changes made by the bill
		indication at an intersection, unless otherwise directed by a pedestrian signal indication or other traffic control device, are permitted to proceed across the roadway within any marked or unmarked associated crosswalk. Pedestrians must yield the right-of-way to vehicles lawfully within the intersection at the time the flashing yellow signal indication is first displayed. *(R.C. 4511.13(E)(3).)* (d) Provides that when a flashing circular yellow signal indication is displayed as a beacon to supplement another traffic control device, road users are notified that there is a need to pay additional attention to the message it contains or that the regulatory or warning requirements of the other traffic control device, which might not be applicable at all times, are currently applicable *(R.C. 4511.13(E)(4))*.
(5) Flashing red signal indication: modifies and relocates current law	(5) Flashing red signal indication: Requires vehicular traffic to stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection. If there is no crosswalk, however, traffic must stop at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering it, and the right to proceed is subject to the rules applicable after making a stop at a stop sign *(R.C. 4511.15(A))*.	(5) Flashing red signal indication: Modifies and relocates current law from existing R.C. 4511.15(A), which the bill repeals *(R.C. 4511.13(F)(1))*. (a) Flashing circular red signal indication – Provides that pedestrians facing any flashing red signal indication at an intersection, unless otherwise directed by a pedestrian signal indication or other traffic control device, are permitted to proceed across the roadway within any marked or unmarked associated crosswalk.

Description	Current law	Changes made by the bill
		Pedestrians must yield the right-of-way to vehicles lawfully within the intersection at the time the flashing red signal indication is first displayed. *(R.C. 4511.13(F)(2).)* (b) Provides that when a flashing circular red signal indication is displayed as a beacon to supplement another traffic control device, road users are notified that there is a need to pay additional attention to the message it contains or that the regulatory requirements of the other traffic control device, which might not be applicable at all times, are currently applicable. Use of this signal indication is limited to supplementing stop, do not enter, or wrong way signs, and to applications where compliance with the supplemented traffic control device requires a stop at a designated point. *(R.C. 4511.13(F)(3).)* (6) Specifies that the flashing yellow and flashing red provisions do not apply at railroad grade crossings. The conduct of vehicular traffic at these locations is governed by other laws not in the bill, specifically R.C. 4511.61 and 4511.62. *(R.C. 4511.13(H).)*
Lane-use control signals	Lane-use control signals placed over individual lanes have the following meanings:	The federal MUTCD eliminates the flashing yellow "X" and enacts the new steady white two-way left-turn arrow and steady white one-way left-turn arrow. The new definitions for these lane-use control signals are as follows:

Description	Current law	Changes made by the bill
	(1) Steady downward green arrow – Vehicular traffic may travel in the lane over which the green arrow signal is shown *(R.C. 4511.131(A))*.	(1) Makes nonsubstantive changes *(R.C. 4511.131(A))*.
	(2) Steady yellow "X" – Vehicular traffic is warned to vacate the lane in a safe manner to avoid being in the lane when it changes to a steady red "X" signal *(R.C. 4511.131(B))*.	(2) Steady yellow "X" – Makes nonsubstantive changes *(R.C. 4511.131(B))*.
	(3) Flashing yellow "X" – Vehicular traffic may use the lane with proper caution only to make a left turn *(R.C. 4511.131(C))*.	(3) Steady white two-way left-turn arrow – A road user is permitted to use a lane over which the signal indication is located for a left turn, but not for through travel, with the understanding that common use of the lane by oncoming road users for left turns also is permitted *(R.C. 4511.131(C))*.
	(4) Steady red "X" – Vehicular traffic is prohibited from traveling in or entering the lane *(R.C. 4511.131(D))*.	(4) Steady white one-way left-turn arrow – A road user is permitted to use a lane over which the signal indication is located for a left turn, without opposing turns in the same lane, but not for through travel *(R.C. 4511.131(D))*. (5) Steady red "X" – A road user is not permitted to use the lane over which the signal indication is located, and this signal indication modifies accordingly the meaning of other traffic controls present *(R.C. 4511.131(E))*.

Description	Current law	Changes made by the bill
Pedestrian signals	Whenever special pedestrian control signals exhibiting the words "walk" or "don't walk," or the symbol of a walking person or an upraised palm, are in place, they indicate the following instructions: (1) "Walk" or the symbol of a walking person: Pedestrians may proceed across the roadway in the direction of the signal and must be given the right-of-way by the operators of all vehicular traffic *(R.C. 4511.14(A))*; (2) "Don't walk" or the symbol of an upraised palm: Pedestrians are prohibited from starting to cross the roadway in the direction of the signal *(R.C. 4511.14(B))*.	(1) A steady walking person signal indication, which symbolizes "walk," means that a pedestrian facing the signal indication is permitted to start to cross the roadway in the direction of the signal indication, possibly in conflict with turning vehicles. The pedestrian is required to yield the right-of-way to vehicles lawfully within the intersection at the time that the walking person signal indication is first shown. *(R.C. 4511.14(A).)* (2) A flashing upraised hand signal indication, which symbolizes "don't walk," means that a pedestrian is prohibited from starting to cross the roadway in the signal indication, but that any pedestrian who has already started to cross on a steady walking person signal indication is required to proceed to the far side of the traveled way of the street or highway, unless otherwise directed by a traffic control device to proceed only to the median of a divided highway or only to some other island or pedestrian refuge area *(R.C. 4511.14(B))*. A steady upraised hand signal indication means that a pedestrian is prohibited from entering the roadway in the

Description	Current law	Changes made by the bill
		direction of the signal indication *(R.C. 4511.14(C))*. (3) A flashing walking person signal indication has no meaning and is prohibited from being used *(R.C. 4511.14(E))*.
Flashing traffic signals	Contains the provisions governing vehicular traffic at illuminated flashing red and yellow traffic signals *(R.C. 4511.15)*.	Repeals this section outright, as these provisions are moved to R.C. 4511.13.
Prohibition against turning in a roadway	Provides that generally a vehicle is prohibited from making a u-turn upon any curve or any approach to or near the crest of a grade if the vehicle cannot be seen within 500 feet by the driver of any other vehicle approaching from either direction *(R.C. 4511.37(A))*. Provides for an exception for emergency and public safety vehicles, under certain circumstances. *(R.C. 4511.37(B).)*	Retains this prohibition and exception, but provides another exception to the prohibition: when a u-turn is permitted at an intersection by a u-turn signal indication *(R.C. 4511.37(A))*.
Additional reflective signs and experimental signs at highway railroad grade crossings	Use of the experimental "Buckeye Crossbuck" sign *(R.C. 4955.33)*. At all highway railroad grade crossings, requires the standard crossbuck sign to be accompanied by an additional three-panel reflective sign containing the word "yield" in the middle panel. Permits the Director of ODOT, railroad companies, and local authorities to erect experimental signs and warning devices at certain highway railroad grade crossings.	Eliminates both the requirement that all standard crossbuck signs be accompanied by the additional three-panel reflective sign and the authority of the Director of ODOT, railroad companies, and local authorities to erect experimental signs and warning devices at certain highway railroad grade crossings.
R.C. 4510.31 and 4511.041		Technical changes only.

HISTORY

ACTION	DATE
Introduced	10-20-11
Reported, H. Transportation, Public Safety & Homeland Security	12-01-11
Passed House (90-2)	12-13-11

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