

UTAH DRIVER HANDBOOK

2020 V.1



THIS HANDBOOK IS AVAILABLE AT dld.utah.gov

Department of Public Safety
Driver License Division
PO Box 144501
Salt Lake City, Utah 84114-4501
801.965.4437; 888.353.4224
dld.utah.gov



Gary R. Herbert, Governor
State of Utah
Jess L. Anderson, Commissioner
Department of Public Safety
Chris Caras, Director
Driver License Division

STATE OF UTAH

UTAH DRIVER HANDBOOK

AAMVA MODEL NON-COMMERCIAL



This handbook is a collaborative effort between **AAMVA** and the Utah Driver License Division and contains the rules which should be followed when operating any vehicle on Utah roads. The operator of a bicycle must obey the same rules of the road, and has the same rights and duties as the operator of a motor vehicle or other vehicle.

For additional driver license information and forms visit our website at dld.utah.gov. Please be aware of imitator sites that do not end in **.gov**.

Help conserve our natural resources. When you are finished with this book, please pass it on to a friend or return it to your local Driver License Office.

Test your knowledge on the rules of the road with our online practice written knowledge test at <https://dld.utah.gov/licensingid-cards/practice-written-test/>.

Driver License Division (DLD) Services:

- Driver License, Commercial Driver License (CDL), Driving Privilege Cards (DPC), Limited-Term Driver License, Identification Cards, Limited-Term Identification Cards, Endorsements (CDL, Taxi, Motorcycle)
- Utah Driving Records (MVR)
- Reinstatement Fees
- Driver Review Exams
- Voter Registration
- Organ Donor Registration

NEW 2019 LAWS

Effective May 14, 2019

Autonomous Vehicle Regulations

HB101—This bill amends provisions regarding traffic laws, licensing, and titling requirements, and adds provisions regarding the operation of autonomous vehicles.

Vehicle Idling Revisions

HB148—This bill repeals provisions limiting a local highway authorities and a city's ability to enact restrictions on vehicle idling.

Traffic Code Amendments (Lane Filtering)

HB149—This bill amends provisions of traffic code to allow lane filtering by a motorcycle.

Driver License Record Amendments

HB290—This bill amends provisions related to driver license records.

Offender Registry Amendments

HB298—This bill modifies provisions relating to the Sex and Kidnap Offender Registry. An offender's driver license or identification card will be issued at a regular 8 years. The sex offender will be required to appear in an office when their address has changed and apply for a duplicate driver license. The sex offender will also be required to appear in an office to renew the driver license or identification card.

Driver License and Implied Consent

SB68—The bill amends provisions related to a driver license, implied consent to a chemical test, and driving under the influence.

Ignition Interlock Amendments

SB131—This bill amends provisions related to the ignition interlock exemption for an individual whose offense for driving under the influence did not involve alcohol.

Effective January 1, 2020

Driver License Renewal Amendments

HB294—This bill changes the required frequency of driver license and identification card renewal from five years to eight years.

Effective July 1, 2020

Tobacco Age Amendments

HB324—This bill modifies provisions related to an individual's age and tobacco, tobacco paraphernalia, or electronic cigarettes and will tier the minimum age from 19 to 20, then to 21 years old (7.1.2021.) As of 7.1.2020 the driver license and identification card will no longer have the "under 19 until xx-xx-xxx" banner.

DRIVER LICENSE HISTORY

Interesting facts about the Utah Driver License Division

- The Bureau of Driver License Services was created on January 1, 1934, when Utah officially adopted the “Uniform Operator’s and Chauffeurs’ License Act.” (Prior to this, the State of Utah had no driver license law.)
- This act required that “every operator of a motor vehicle shall not drive any motor vehicle upon a highway in this state unless such person was licensed to do so.”
- Originally, the Bureau of Driver License Services was an agency within the State Tax Commission.
- The first license in Utah was issued on December 5, 1933. It cost 25¢ and was good until revoked. It was printed in blue on white paper.
- The application card was 6” x 3½” and only asked for name, address, brief description, a few questions and a signature.
- No examination was given until January 1935, when the eye test, written knowledge test, and an occasional driving skills test was given.
- The “good-until-revoked” licenses were issued until December 31, 1935.
- Beginning January 1, 1936, the law was changed to have the driver license expire three years after issuance (not on the birthdate.) The fee was still 25¢.
- One of the biggest changes came in 1951 when the Bureau of Driver License Services moved from the State Tax Commission and became an agency within the Department of Public Safety.
- In 1980, the state decided to reward “good drivers” by developing a system for the applicant to renew their driver license through the mail.
- The Driver License Division began issuing a commercial driver license in 1989.
- The Driver License Division began offering more online services including MVRs and appointments.
- In January 2010, the citizens of Utah started a 5-year process that required all Utah drivers to bring in their identification documents once again. This process was a beginning step to meet the licensing practices for the Federal REAL ID Act.
- January 2010, the renewal-by-mail program was suspended.
- February 13, 2013, the Driver License Division was notified by the Department of Homeland Security that Utah meets the licensing practices of the Federal REAL ID Act.
- April 2013, the renewal-by-mail program was reinstated and renewal-by-internet was a new service.
- May 2015, the Driver License Division began offering online CDL MVR services to authorized drivers and employers.
- In 2016, the Driver License Division stopped conducting driving skills test on an enclosed range. All driving skills tests are performed on public roads.
- In March 2017, tablets were implemented to score driving skills tests rather than paper.
- In December 2018, Utah is the first state in the country to have a blood alcohol concentrate of .05.
- In January 2020, driver license renewals extend from a 5-year renewal to an 8-year renewal.

Did you know the Driver License Division is not part of the DMV?

Our friends at the DMV (Department of Motor Vehicles, under the Utah State Tax Commission) can assist you at 801.297.7780 or dmv.utah.gov.

THE TOP FIVE LEADING CAUSES OF ALL CRASHES ON UTAH HIGHWAYS

1. Following too Closely 21%
2. Speed 11%
3. Failed to Keep in Proper Lane 9%
4. Improper Lane Change 3%
5. Disregard Traffic Signals 3%

THE TOP FIVE LEADING CAUSES OF DEATH ON UTAH HIGHWAYS

1. Failed to Keep in Proper Lane 21%
2. Speed 17%
3. Failed to Yield Right-of-Way 14%
4. Ran Off Road 6%
5. Disregard Traffic Signals 4%

THE TOP FIVE LEADING CAUSE OF CRASHES ON UTAH HIGHWAYS (TEENAGERS 15-19)

1. Following Too Closely 25%
2. Failed to Yield Right-of-Way 19%
3. Speed Too Fast for Conditions 13%
4. Failed to Keep In Proper Lane 10%
5. Improper Turn 5%

THE TOP FIVE LEADING CAUSE OF CRASHES ON UTAH HIGHWAYS (Age 65+)

1. Failed to Yield Right-of-Way 28%
2. Following Too Closely 15%
3. Failed to Keep In Proper Lane 10%
4. Improper Turn 7%
5. Improper Lane Change 7%

Information based on 2017 statistics provided by the Utah Department of Public Safety's Highway Safety office. The percentages are for the top five causes. To see all causes for crashes and fatalities, please visit: highwaysafety.utah.gov.

UTAH DRIVER HANDBOOK

Table of Contents

Section I. Your Driver License	A. Yielding Right-of-Way	17
A. Definitions	B. Traffic Controls.....	17
B. Licensing Requirements	C. Traffic Signals	17
C. Driver License Compact	D. Traffic Signs	17
D. Obtaining a Driver License	E. Pavement Markings	19
E. Driver License Certificate	F. Other Lane Controls.....	19
F. Driver License Examinations		
	Section VIII. General Driving	
Section II. Driver Education and Learner Permits	A. Turning.....	21
A. Driver Education.....	B. Traffic Roundabouts.....	21
B. Learner Permit	C. Single Point Urban Interchange.....	21
C. Driving by Minors Restrictions	D. Changing Lanes.....	21
D. Driver License Fees	E. Intersections.....	22
	F. Entering a Multi-Lane Highway.....	23
Section III. Driver License Information	G. Ramp Meters	23
A. License Types.....	H. Freeway Driving	23
B. Endorsement/Restrictions	I. Passing	23
C. Identity and Residency Requirements ..	J. Exiting a Roadway	24
D. Out-of-State Driver License	K. School Bus.....	24
E. Renewal, Duplicate, Lapsed.....	L. Parking.....	24
F. Address Change	M. Two and Three Point Turns	25
G. Motorcycle Endorsement.....	N. U-Turns.....	26
H. Identification Card	O. Stopping.....	26
Section IV. Ready to Drive	Section IX. Managing Time and Space	
A. Fatigue.....	A. Seeing What's Critical.....	27
B. Driver Distractions.....	B. Managing Speed.....	27
C. Aggressive Driving	C. Adjusting for Road Conditions.....	27
	D. Stopping Distance.....	27
Section V. Before You Drive	E. Managing Space	27
A. Adjusting Your Seat.....	F. Communicating	28
B. Adjusting Your Mirrors.....		
C. Safety Belts and Car Seats	Section X. Avoiding Crashes	
D. Airbags.....	A. Defensive Driving	29
	B. Emergencies and Avoiding Crashes ..	29
Section VI. Getting Started	C. Vehicle Problems	30
A. Starting the Engine.....		
B. Hand Position.....	Section XI. Sharing the Road	
C. Backing	A. Pedestrians	31
D. Signaling	B. Bicycles.....	31
E. Speed	C. Motorcycles	
	D. Large Vehicles	32
Section VII. Rules of the Road	E. Emergency Vehicles	33

F. Police/Traffic Stops	33
G. Slow Moving Vehicles	33
H. Pedestrian Vehicles.....	33
I. Mobility Vehicles	33

A. Financial Responsibility Law	50
B. Insurance Coverage.....	50
C. Involved in a Crash	51
D. Release of Crash Information.....	51
E. Financial Responsibility Act.....	51

Section XII. Special Driving Challenges

A. Night Driving	34
B. Highway Work Zones	34
C. Rural Roads	34
D. Trip Planning.....	35
E. Winter Driving.....	35
F. Skidding	36
G. Tornadoes.....	36
H. Lighting	36
I. Flooding	36
J. Driving in Very Hot Weather	36
K. Distracting Situations.....	37
L. Vehicle Submerged Underwater.....	37
M. Mountain Driving	37
N. Runaway Vehicle Ramps	37
O. Desert Driving	37
P. Avoiding Collisions with Animals	38
Q. Railroad Crossings.....	38
R. Warning Devices	38
S. Vulnerable Users of the Highway	40
T. Special Considerations.....	40
U. Street Legal All-Terrain	40

Section XIII. How to Prepare for Your Driver License

A. Written Knowledge Test	42
B. Driving Skills Test.....	42
C. Driving Maneuvers	42
D. Safe Driving Tips.....	44
E. Test Vehicle Requirements	45

Appendix A. Optional Information

A. Organ Donation.....	46
B. Voluntary Contributions	46
C. Emergency Contact Database.....	46

Appendix B. Motorcycles

A. Sharing the Road	47
---------------------------	----

Appendix C. Identity Fraud

A. Identity Fraud Prevention/Detection ...	50
--	----

Appendix D. Crashes and Insurance

Appendix E. Special Subjects and Interests

A. Physical Health Problems	53
B. Mental and Health Conditions	53
C. Review Examination.....	54

Appendix F. License Revocation and Suspension, Alcohol, Point System, Driving Records

A. License Revocations	55
B. License Suspensions	55
C. Driving and Using Alcohol or Drugs....	56
D. Drinking Driver/Drug User	56
E. Boating While Under the Influence	57
F. Underage Drinking	57
G. Alcohol-Restricted Driver.....	57
H. Ignition Interlock Restricted Driver.....	58
I. Implied Consent Law.....	58
J. Impound of Vehicle	58
K. Driving Denied/Suspended/Revoked..	58
L. Altered or Fictitious License	59
M. Point System.....	59
N. Driving Record (MVR)	59

Appendix G. Vehicle Registration 60

Appendix H. RV's and Large Vehicles

A. Sharing the Road with Truck and Large Vehicles	61
B. Size and Weight Regulations	61
C. Posting of Registered Gross Laden Weight.....	62
D. Equipment.....	62
E. Driving Rules.....	64
F. Convoys, Caravans, and Motorcades.	64
G. Tire Fires.....	65
H. Clearances.....	65
I. Cold Weather and Your Brakes.....	65
J. Backing	66

Appendix I. Bicycles

A. Sharing the Road with Bicyclists	67
B. Riding Rules.....	68
C. Turning.....	68
D. Equipment.....	68
E. Tips for Bicyclists	69

- F. In-Line Skates/Scooters/Skateboards 69
- G. Motor-Assisted Scooters 69

Appendix J. Your Car and Clean Air

- A. Reduce Pollution 70
- B. Avoid Unnecessary Driving 70
- C. Maintain Your Car Properly 71

Appendix K. Pedestrian Safety

- A. Slow Down, Be Aware, And Alert 72
- B. When You are Driving 72
- C. Pedestrian Stats 72

Sample Test Questions

- A. Written Knowledge Test Sample 73

Office Locations

- A. Back of handbook

SECTION 1—YOUR DRIVER LICENSE

This handbook condenses or paraphrases the actual language of the Utah Code. Officers of the courts are guided by the full text and exact language of the law, rather than the Utah driver handbook.

DEFINITIONS

Assumption of Financial Responsibility—an adult signing for liability for civil damages caused by a minor when operating a motor vehicle.

Bicycle—a wheeled vehicle propelled by human power by feet or hands acting upon pedals or cranks, with a seat or saddle and designed to be operated on the ground. Wheels are NOT less than 14 inches in diameter. Bicycle includes an electric assisted bicycle.

Blind Spots—the area of roadway that can't be seen with mirrors while operating a vehicle.

Cancellation—termination of a driver license issued through error, fraud, or upon application for a state issued driver license or ID card, or for which necessary consent has been withdrawn.

Careless Driving—a person operating a motor vehicle is guilty of careless driving if the person commits two or more moving traffic violations within a single continuous period of driving or commits a moving traffic violation while being distracted by one or more activities taking place within the vehicle that are not related to the operation of a motor vehicle, including searching for an item in the vehicle or attending to personal hygiene, or grooming.

Commercial Driver License (CDL)—a license which allows the holder to drive a vehicle with a GVWR of 26,001 lbs. or more, or designed to transport 16 or more passengers, hazardous materials, doubles/triples, bulk liquids (tankers), or school buses.

Denied—withdrawal of driving privilege.

Dependent—a spouse and any unmarried children under the age of 21.

Disqualification—a temporary or permanent withdrawal of a commercial driver license.

Division—the Driver License Division of the Department of Public Safety.

Driving Privilege Card—the evidence of the privilege to drive a motor vehicle in Utah which was obtained **without** providing proof of lawful presence in the United States.

Farm Tractor—every self-propelled vehicle designed and used primarily as a farm implement of husbandry.

Head Checks—checking your blind spot by turning your head and looking over your shoulder in the direction you plan on moving.

Highway—the entire width between property lines of every way or place as a matter of right for vehicular travel.

License—the privilege to drive a motor vehicle.

License Certificate—the evidence of the privilege to drive a motor vehicle.

Limited-Term CDL—the evidence of the privilege to drive a commercial motor vehicle which was obtained by providing proof of lawful presence in the United States by an individual **who is not** a U.S. Citizen, a U.S. National, or a Legal Permanent Resident Alien.

Limited-Term Driver License—the evidence of the privilege to drive a motor vehicle which was obtained by providing proof of lawful presence in the United States by an individual **who is not** a U.S. Citizen, a U.S. National, or a Legal Permanent Resident Alien.

Limited-Term Identification Card—an identification card issued to a person who provided proof of lawful presence in the United States by an individual **who is not** a U.S. Citizen, a U.S. National, or a Legal Permanent Resident Alien.

Low Speed Vehicle—a four-wheeled electric motor vehicle designed to be operated at speeds of not more than 25 miles per hour and that has a capacity of not more than four passengers, including the driver. "Low Speed Vehicle" does not include a golf cart or off-highway vehicle.

Mobility Vehicle—a vehicle used by a person with a physical disability which meets the specifications outlined by the Division and can be operated on a public roadway, within appropriate restrictions and by an individual who holds a valid Mobility Vehicle Permit.

Mobility Vehicle Permit—a permit issued by the Division which grants authority and specifies the conditions for a person with a physical disability to drive a mobility vehicle on a public highway.

Motor Vehicle—every self-propelled vehicle, except motorized wheelchairs, electric personal assistive mobility device and vehicles moved solely by human power.

Motorcycle—a motor vehicle, except farm tractors, having a saddle for the use of the rider, and designed to travel with not more than three wheels in contact with the ground.

Operator—a person who is in actual physical control of a motor vehicle.

Pedestrian Vehicle—any self-propelled conveyance designed, manufactured, and intended for use of persons with a physical disability. The vehicle must not exceed 48 inches in width, have an engine in excess of 300 cubic centimeters (or 12 brake horse power), or be capable of exceeding 30 m.p.h.

Personal Motorized Mobility Device—a self-propelled device with two non-tandem wheels in contact with the ground, a system of steering and stopping the unit under typical operating conditions, a motor not exceeding one horse power of 750 watts, and a deck design for a person to stand while operating the device.

Private Passenger Carrier—any motor vehicle for hire that is designed to transport 15 or fewer passengers, including the driver and operated to transport an employee of the person that hires the motor vehicle.

Provisional License—a Utah license issued to any person under 21 years of age.

Regular CDL—the evidence of the privilege to drive a commercial motor vehicle which was issued to a U.S. Citizen, a U.S. National, or a Legal Permanent Resident Alien.

Regular Identification Card—an identification card issued to a U.S. Citizen, a U.S. National, or a Legal Permanent Resident Alien.

Regular License Certificate—the evidence of the privilege to drive a motor vehicle which was issued to a U.S. Citizen, a U.S. National, or a Legal Permanent Resident Alien.

Revocation—termination of the privilege to drive a motor vehicle.

School Bus—commercial motor vehicle used to transport pre-primary, primary, or secondary school students to and from home and school, or to and from school-sponsored events.

Street-Legal All-Terrain—an all-terrain type I or utility type vehicle, modified to operate on highways.

Suspension—temporary withdrawal of the privilege to drive.

Taxicab—a Class D motor vehicle transporting any number of passengers for hire and which is subject to state or federal regulations as a taxi.

Vehicle—a device by which any person or property may be transported upon a highway except devices used exclusively on stationary rails or tracks.

LICENSING REQUIREMENTS

Every resident of Utah who drives a motor vehicle on the highways (any public roadway) must have a valid Utah driver license, learner permit, or temporary driving permit.

PERSONS BECOME RESIDENTS IF THEY:

- Enter the state with the intention of making Utah their home.
- Remain in the state for a period of six months or more during any calendar year.

- Obtain a driver license or register a motor vehicle in Utah.
- Obtain privileges not extended to non-residents, including school tuition.
- Are gainfully employed in Utah. (This does not apply if you are on a temporary assignment in the state.)

PERSONS WHO DO NOT NEED A UTAH DRIVER LICENSE:

- Non-residents licensed by another state or country may drive in Utah if they are at least 16 years of age.
- Non-residents licensed by another state or country that are temporarily assigned by an employer, religious or private organization, or governmental entity.
- Non-resident military service personnel and dependents who are temporarily assigned in Utah may drive if they have a valid out-of-state or out-of-country driver license.

PERSONS WHO MAY NOT HAVE A UTAH DRIVER LICENSE:

- If you are under the required age of 16.
- If your driving privilege is denied, suspended, revoked, or disqualified in Utah, or any other state.
- If you are unable to understand highway signs in the English language.
- If you are physically or mentally unable to drive safely.
- If you have not passed the required examinations.
- If you have a traffic citation or other warrant which has not been settled.
- If you are not a resident of the state.
- If you are under 18 years of age, and have not held a learner permit for six months.

Persons are not required to obtain a driver license to drive road rollers, road machinery, or farm tractors on Utah highways if the person is driving the vehicle in conjunction with a construction or agricultural activity.

Visitors with a valid out-of-state or out-of-country driver license may drive in Utah for up to six months.

DRIVER LICENSE COMPACT

Utah is a member of both the **Driver License Compact (DLC)** and the **Non-Resident Violator Compact (NRVC)**.

The DLC provides guidelines for greater cooperation among members in driver license matters. Among other things, member jurisdictions exchange driver records and forward convictions for traffic offenses to the driver's home state. Forty-five states, plus the District of Columbia (Washington D.C.), are members of the DLC. States that are **NOT** members of the DLC are: Georgia, Massachusetts, Wisconsin, Michigan and Tennessee.

The **NRVC** provides for members to forward notices from their courts when an out-of-state driver has failed to comply with the terms of a traffic citation.

The driver's home state will suspend the driver's privilege to drive until it receives satisfactory evidence that the driver has complied with the terms of the citation in the member's state.

This compact also facilitates release of out-of-state drivers who are cited by law enforcement, instead of incarcerating them or requiring posting of bond. Forty-four states, plus the District of Columbia (Washington D.C.), are members of the NRVC. States that are **NOT** members of the NRVC are: Alaska, California, Michigan, Montana, Oregon and Wisconsin.

OBTAINING A DRIVER LICENSE

It is always unfortunate when people spend time and gas to come to one of our offices only to find out that they cannot be helped for some reason. Here are some hints to avoid having that happen to you:

- Double check that you have all the correct documentation before visiting a driver license office.
- All documents must be an original or a certified copy by the issuing agency. Faxed or photo copied documents will **NOT** be accepted.
- All documents are subject to department review and approval. Additional information may be required.
- Any name variation from your identity document must be accompanied by legal authorizing documentation. Identifying the updated information (marriage, divorce or court order.)
- In some cases, document approval may **NOT** occur in the same day and may require an additional visit.
- All documents provided to the Division will be imaged and stored in a secure database and will be returned to the applicant.

- Arrive early enough to be able to complete processing, including taking a written knowledge test. More time may be required if you need to take a driving skills test. We cannot guarantee completion of required processing after closing time.
- Driving skills tests (including motorcycle skills tests) are given by appointment only. Driving skills tests will not be given when conditions exist that could create unsafe driving. Those conditions include bad weather and vehicles that are not registered or are unsafe, (i.e., broken windshield or no safety belts.)
- Although you may pay for your driver license by check, credit card, or cash there are a few things you should know. Checks must be made payable to the Department of Public Safety and must be in the correct amount. We cannot cash payroll or two-party checks. If your check is returned by the bank, you will be required to pay a \$20 service charge, if you wish to keep your driving privilege.
- Learners who wish to take a driving skills test must be accompanied by a licensed driver.

For additional information on acceptable documentation, please visit dld.utah.gov/required-documentation/.

Save time and schedule your appointment in advance by visiting our website at dld.utah.gov.

DRIVER LICENSE (CERTIFICATE)

OBTAINING A DRIVER LICENSE CERTIFICATE REQUIRES:

- Certificate of driver education completion, or have a "clear" license status from another state or country.
- Assumption of financial liability.
- Acceptable proof of identity and legal/lawful presence in the United States.
- Two acceptable documents as evidence of your Utah residence address.
- Acceptable proof of your full social security number, or proof of ineligibility to obtain a social security number as a result of legal/lawful presence status.
- Payment of applicable fees.
- Completion of driver license application.
- Eye examination.
- Written knowledge/driving skills test.

- Photo.

DRIVER LICENSE EXAMINATIONS

When you are ready to take the driver license written knowledge test, visit any full service office. See back page for office locations and business hours, or visit our website at dld.utah.gov/office-locations-and-hours/.

Note: Once an application is started at one office all elements of that application must be completed at that office.

THE WRITTEN KNOWLEDGE TEST WILL INCLUDE:

- **Road signs**—you may be shown several common road signs and asked to identify what they mean.
- **Written knowledge test questions**—you will be asked to answer a number of true or false and multiple choice questions based upon information in this handbook, including: the class of license you are applying for, safe driving practices, driving and traffic laws, and license sanctions.

You are allowed to take two written knowledge tests per day, providing the Division can facilitate the testing.

The fee paid allows the applicant not more than three attempts to pass the written knowledge test within six months. After three failed attempts at the written knowledge test the applicant may pay another fee for an opportunity for three more attempts to pass the written knowledge test within six months.

HIGHWAY SAFETY AND TRENDS EXAM

All first time driver license applicants will be required to pass an additional test and receive 100% to obtain their first time regular Class D driver license. This exam is only offered online and may be taken as many times as necessary prior to licensing. 50% of the questions will relate to major causes of traffic related deaths as identified in statistics published by the Utah Highway Safety Office secure.utah.gov/dlexams/.

DRIVING SKILLS TEST

You will be required to demonstrate your driving ability. You will be required to provide the vehicle for the driving skills test. The vehicle must be properly registered and comply with vehicle safety laws; including functioning safety belts. The vehicle may be rejected if its condition could cause harm to the examiner's person or clothes. The applicant and the examiner are the only occupants allowed in the vehicle during the driving skills test. In addition to road rules and regulations, you will be judged on:

- General behavior and attitude.
- The use of proper driving techniques.
- Driving posture and proper use of lanes.

- Left and right turns.
- Starting and stopping.
- Parking on hills and between cars.
- Observance of traffic signs and signals, backing, U-turns, and steering coordination.
- Attention at intersections.
- Overall ability to operate the vehicle safely and appropriately.

During the driving skills test, you will not be asked to do anything that is against the law.

THIRD PARTY TESTERS

Third party testers are available to administer driving skills tests to individuals who are applying for a regular Class D operator driver license.

Third party testers must be certified and licensed both as commercial driver education instructors and as commercial school testers in order to administer the driving skills test. A separate fee for testing will be required by the third party tester, which is not part of the licensing fees collected by the Division. For a current list of certified third party testers, please visit dld.utah.gov/licensingid-cards/driver-education/.

ADDITIONAL TESTING REQUIREMENTS

Applicants may be required to complete additional written knowledge or driving skills testing if they:

- Have an expired learner permit.
- Have not completed the application process within six months of applying.
- Have taken the written knowledge test more than one year prior without completing the driver license application.

SECTION 2—DRIVER EDUCATION AND LEARNER PERMITS

DRIVER EDUCATION

All high school driver education courses in Utah are approved by the State Office of Education.

All private/commercial driver education courses in Utah are approved by the Driver License Division.

REQUIRED DRIVER EDUCATION HOURS:

- 30 hours of Utah approved online/home study, **or** 27 hours of high school classroom instruction, **or** 18 hours of commercial/private school; **and**
- 6 hours behind the wheel instruction; **and**
- 6 hours observation by a licensed instructor.

COMPLETION OF DRIVER EDUCATION YOUNGER THAN 19

Applicants younger than 19 years of age must complete an approved driver education course before being licensed in Utah.

Local school districts may allow a student to complete the classroom instruction portion of driver education in the public schools, through a home study program, or electronic high school, and allow the student to complete the behind-the-wheel portion of driver education with a private provider. A student must also complete 40 hours of driving (10 of which must be during the dark), with a parent or legal guardian.

COMPLETION OF DRIVER EDUCATION OLDER THAN 19

Applicants 19 years of age or older who have *never been licensed* to drive a motor vehicle may be licensed without completing a driver education course if they hold a learner permit for three months and complete at least 40 hours of driving (10 of which must be during the dark.) **OR** applicants may complete an approved driver education course and waive the three month learner permit requirement.

LEARNER PERMIT

ENTRY LEVEL LEARNER PERMIT

All applicants applying for an entry level learner permit (permit will allow the applicant to participate in a driver education course and to practice driving until they are eligible to apply for a driver license) must complete the driver license application, provide required documentation, pay the applicable fee, successfully pass the written knowledge test, eye examination, and complete an online safety trends exam.

The written knowledge test scores for an entry level learner permit are valid for 18 months. If you renew your permit or let it expire more than six months you will be required to retake the written knowledge test.

The entry level learner permit is valid for one year and entitles you to drive a regular motor vehicle if:

- Applicant has reached a minimum age of 15.
- Has a licensed driver who is an approved driving instructor, parent, legal guardian, or responsible adult who signed for financial responsibility, is occupying the seat beside the applicant (passengers may be in the vehicle.)
- Learner permit must be in the applicant's immediate possession.

6-MONTH LEARNER PERMIT (RENEWAL PERMIT):

- Applicant has reached a minimum age of 16.
- Has a licensed driver who is an approved driving instructor, parent, legal guardian, 21 years of age, responsible adult who signed for financial responsibility, is occupying the seat beside the applicant (passengers may be in the vehicle.)
- Applicant has completed driver education, held a learner permit for over six months (16 and 17 years of age), or held the learner permit for over three months (19 years or older.)
- Learner permit must be in the applicant's immediate possession.
- The written knowledge test scores for a learner permit are valid for 12 months. If you renew your permit or let it expire more than six months you will be required to retake the written knowledge test.

LEARNER PERMIT HOLDING PERIODS

Depending on applicant's age a learner permit must be held for a period of time to be eligible to obtain a first time regular Class D driver license:

- Age 16—6 months
- Age 17—6 months
- Age 18—no holding period but applicant must complete an approved driver education course
- Age 19+—3 months (unless applicant completes an approved driver education course)

DRIVING BY MINORS—YOUTHFUL DRIVER RESTRICTIONS

Age	Nighttime restrictions	Exception to nighttime driving restrictions	Front seat passenger restrictions with learner	Other passenger restrictions	Exceptions to other passenger restrictions
15	None	N/A	Front seat passenger must be a parent, guardian, driving instructor, or responsible adult who signed for financial responsibility	None	N/A
16	12 am—5 am	Accompanied by a licensed driver 21 years of age in the front seat On agricultural assignment Driving to and from work Driving to and from a school sponsored activity Emergency situations	Front seat passenger must be a parent, guardian, driving instructor, or responsible adult who signed for financial responsibility	If you have a driver license (not permit) immediate family members only in vehicle until 6 months from issue date	Accompanied by a licensed driver 21 years of age in the front seat On agricultural assignment Emergency situations
17	None	N/A	Front seat passenger must be a parent, guardian, driving instructor, or responsible adult who signed for financial responsibility	If you have a driver license (not permit) immediate family members only in vehicle until 6 months from issue date	
18	None	N/A	Accompanied by a licensed driver 21 years of age in the front seat	None	N/A
19+	None	N/A	Accompanied by a licensed driver 21 years of age in the front seat	None	N/A

DRIVER LICENSE FEES—EFFECTIVE January 1, 2020

Provisional Class D Utah license (under 21)	\$39.00	Extension of license by mail	\$42.00	CDL knowledge test	\$52.00
Regular Class D Utah license (over 21)	\$52.00	Extension of license by mail (65 and older)	\$22.00	CDL skills test	\$78.00
Learner permit	\$19.00	Duplicate license	\$23.00	CDL endorsements	\$9.00
Renewal of license	\$52.00	Identification card	\$23.00	Reinstatement of license	\$40.00
Renewal of license (65 and older)	\$27.00	Disability Identification card	\$17.00	Reinstatement of license for alcohol/drug	\$85.00
Limited-Term license original and renewal	\$32.00	Taxi endorsement	\$14.00	Administrative fee for license alcohol/drug reinstatement	\$255.00
		Motorcycle endorsement	\$18.00	MVR (Driving Record)	\$8.00

SECTION 3—DRIVER LICENSE INFORMATION

LICENSE TYPES

REGULAR CLASS D DRIVER LICENSE

To obtain an original regular Class D license, you must be at least 16 years of age. If you are younger than age 19, you must have completed an approved driver education course or have proof of a license from another state or country. This driver license allows you to drive all personal vehicles (up to 26,000 pounds) with the exception of taxicabs. To drive a taxicab, you must have a taxicab endorsement. Applicants younger than the age of 21 are issued a provisional Class D regular operator driver license for the purpose of using a separate point system.

DRIVING PRIVILEGE CARD (DPC)




A DPC may be issued to a person whose privilege was obtained without providing evidence of lawful presence in the United States. The DPC may be used for driving purposes only; it is not valid identification or age verification. DPC expires each year on the applicant's birthday. Except as provided by law, the same provisions, requirements, classes, endorsements, fees, restrictions, and sanctions apply to the DPC, as apply to the regular Class D driver license.

Note: Utah state law does not allow for the issuance of a temporary driving permit for a DPC. Therefore, no drive time will be permitted until the plastic card is received by mail.

LIMITED-TERM DRIVER LICENSE

A limited-term driver license is issued to an approved asylee or refugee.

UTAH'S CLASSIFIED DRIVER LICENSE SYSTEM (CDL)

<p>CLASS A (CDL) Over 26,000 lbs. towed unit "S" Endorsement Available Intrastate Only restriction</p> 	<p>MIN. AGE 21 18-20</p>
<p>CLASS B (CDL) Over 26,000 lbs. single or comb vehicle Under 10,001 lbs. towed unit "S" Endorsement Available Intrastate Only restriction</p> 	<p>MIN. AGE 21 18-20</p>
<p>CLASS C (CDL) Under 26,000 lbs. if used to transport: 1. 16 + occupants 2. Placarded amounts hazardous materials "S" Endorsement available</p> 	<p>MIN. AGE 21</p>
<p>CLASS D All vehicles not defined as class A, B, C, or motorcycle Taxicab endorsement available</p>	<p>MIN. AGE 16 21</p>

ENDORSEMENTS/RESTRICTIONS

ENDORSEMENT CODES

- H Hazardous Materials
- M Motorcycles
- N Tankers
- P Passengers
- S School Bus
- T Doubles & Triple Tankers
- X Hazmat & Tankers
- Z Taxicab

RESTRICTIONS

- A No Restrictions
- B Driver must wear corrective lenses
- C Mechanical aid or compensatory device required while driving
- D Prosthetic aid must be used while driving
- E Restricts the driver from driving a commercial motor vehicle with a manual transmission
- F Restricted to driving a vehicle with outside rear-view mirrors
- G Restricted to driving during daylight hours only
- J Restricts the driver for any other restrictions deemed necessary by the Division
- K Restricted to intrastate operation of commercial vehicles
- L Restricted to vehicles with no air brakes
- M Restricts driver from transporting passengers using a Class A bus
- N Restricts driver from transporting passengers using a Class A or Class B bus
- O Restricts driver from driving a commercial motor vehicle equipped with a tractor trailer
- P Restricts CDL driver with a school bus or passenger endorsement from having passengers in commercial motor vehicle
- U Restricted to operating only three-wheeled motorcycles

- V Indicates that the driver has been issued a variance by the Federal Motor Carrier Safety Administration in reference to the driver's medical certification status
- Z Restricts driver from driving a commercial motor vehicle with non-fully equipped air brakes
- 1 Driver required to having an ignition interlock device installed while operating a motor vehicle
- 2 Restricted to operating a motorcycle with 249 cc or less
- 3 Restricted to operating a motorcycle with 649 cc or less
- 4 Restricted to operating a street legal ATV
- 5 Restricted to operating a motorcycle with 90 cc or less
- 6 Restricted to operating a motor vehicle on roads with a posted speed limit of 40 mph or less
- 7 Restricts driver to operating a motor vehicle with an automatic transmission

IDENTITY AND RESIDENCY REQUIREMENTS

Every applicant will need to provide acceptable proof of their identity.

The legal/lawful status of an individual will determine what type of driving certificate or identification card the applicant is eligible to obtain.

U.S. Citizens, U.S. Nationals, and Legal Permanent Resident Aliens are eligible to apply for a regular Class D driver license, regular CDL, or a regular identification card.

Applicants who are **not** U.S. Citizens, U.S. Nationals, or Legal Permanent Resident Aliens who have proof of legal/lawful presence in the United States are eligible to apply for a limited-term driver license, limited-term CDL, or a limited-term identification card.

Applicants who do **not** meet the legal/lawful presence requirements to obtain a regular or limited-term driver license may be eligible to apply for a driving privilege card.

Note: When changing a name, a legal document granting the name change must be furnished. *Examples:* government issued marriage certificate, divorce decree, or court order.

In order to protect an applicant's personal identity, the Division has adopted stringent guidelines related to the acceptance of identity documents. **Additionally, the Division seeks prosecution and sanctions against anyone submitting fraudulent documents or committing a fraudulent act in the application process.** The Division seeks the best-documented evidence to establish credible identification of the applicant by asking to see a state-certified birth certificate. **Hospital-issued, miniature,**

laminated or photocopied certificates are not acceptable.

REGULAR CLASS D DRIVER LICENSE/IDENTIFICATION CARD

Acceptable documents for a regular Class D driver license or identification card.

Identity and legal/lawful status verification (**must provide one**):

- Valid, unexpired U.S. passport or passport card; **or**
- Certified copy of a birth certificate filed with the State Office of Vital Statistics or equivalent agency in the individual's state of birth; **or**
- Consular Report of Birth Abroad (CRBA) issued by the U.S. Department of State, form FS-240, DS-1350, or FS-545; **or**
- Valid, unexpired Permanent Resident Card, Conditional Permanent Resident Card, form I-551; **or**
- Certificate of Naturalization issued by DHS, form N-550 or form N-570; **or**
- Certificate of Citizenship, form N-560 or form N-561, issued by DHS.

AND

Social security verification (**must provide one**) and the number is not displayed on the driver license:

- Social security card issued by the U.S. government that has been signed; **or**
- If the social security card is not available, the applicant may present one of the following documents which contain the applicant's name and full SSN:
 - W-2 form
 - SSA-1099 form
 - Non SSA-1099 form
 - Paystub showing applicant's name and full social security number
 - Letter from the Social Security Administration indicating ineligibility to receive a social security number

AND

Utah residency address and mailing address verification if different than current Utah driver license record (**must provide two.**)

Must display the applicant's name and principal Utah residence address which may include:

- Bank statement
- Court documents
- Current mortgage or rental contract
- Major credit card bill
- Property tax notice
- School transcript
- Utility bill (cell phone bill **not** accepted)
- Valid Utah vehicle registration or title
- Residency/ mailing verification dated over 90 days may be reviewed by the Division prior to acceptance and only one document printed from the internet will be accepted

AND

Proof of driving experience required for first Utah driver license (not required when obtaining a learner permit or an identification card):

- Evidence of completion of a course in driver education if under the age of 19; **or**
- Evidence of a driving privilege issued in another state or country.

LIMITED-TERM DRIVER LICENSE

Acceptable documents for a limited-term driving certificate or identification card.

Identity and legal/lawful status verification (**must provide one**):

- Unexpired Employment Authorization Document (EAD) issued by DHS, form I-766 or form I-688B; verified by the Systematic Alien Verification for Entitlements system (SAVE); **or**
- Unexpired foreign passport with a valid visa and I-94 with documentary evidence of the applicant's most recent admittance into the United States verified through SAVE.

AND

A document issued by the U.S. Federal Government that provides **proof of one** of the statuses listed below verifying lawful entrance into the United States of America:

- Unexpired immigrant or nonimmigrant visa status for admission into the United States issued by the U.S. Federal Government; **or**
- Pending or approved application for asylum in the United States; **or**

- Admission into the United States as a refugee; **or**
- Pending or approved application for temporary protected status in the United States; **or**
- Approved deferred action status; **or**
- Pending application for adjustment of status to legal permanent resident or conditional resident; **or**

AND

Social security verification (**must provide one**) and the number is not displayed on the driver license:

- Social security card issued by the U.S. government that has been signed; **or**
- If the social security card is not available, the applicant may present one of the following documents which contain the applicant's name and full SSN:
 - W-2 form
 - SSA-1099 form
 - Non SSA-1099 form
 - Paystub showing applicant's name and full social security number
 - Letter from the Social Security Administration indicating ineligibility to receive a social security number

AND

Utah residency address and mailing address verification if different than current Utah driver license record (**must provide two**.)

Must display the applicant's name and principal Utah residence address which may include:

- Bank statement
- Court documents
- Current mortgage or rental contract
- Major credit card bill
- Property tax notice
- School transcript
- Utility bill (cell phone bill **not** accepted)
- Valid Utah vehicle registration or title

- Residency/ mailing verification dated over 90 days may be reviewed by the Division prior to acceptance and only one document printed from the internet will be accepted

AND

Proof of driving experience required for original Utah driver license (not required when obtaining a learner permit):

- Evidence of completion of a course in driver education if under the age of 19; **or**
- Evidence of a driving privilege issued in another state or country.

DRIVING PRIVILEGE CARD

Acceptable documents for a driving privilege card (DPC.)

Identity and legal/lawful status verification (**must provide one**):

- Foreign birth certificate **or** foreign passport including a certified translation if the document is not in English

AND ONE OF THE FOLLOWING:

- Church records
- Court records
- Driver license
- Employee ID
- Insurance ID card
- Matricular consular card (issued in Utah)
- Mexican voter registration card
- School records
- Utah DPC
- Other evidence considered acceptable by the Division director or designee

AND

Social security verification or individual tax identification number (**must provide one**) and the number is not displayed on the driver license:

- Social security card issued by the U.S. government that has been signed; **or**
- If the social security card is not available, the applicant may present one of the following documents which contain the applicant's name and full SSN:
 - W-2 form
 - SSA-1099 form
 - Non SSA-1099 form

- Paystub showing applicant's name and full social security number
- Individual tax identification number (ITIN) issued by the Internal Revenue Service
- Letter from the IRS verifying the ITIN

AND

Utah residency address and mailing address verification if different than current Utah driver license record (**must provide two.**)

Must display the applicant's name and principal Utah residence address which may include:

- Bank statement
- Court documents
- Current mortgage or rental contract
- Major credit card bill
- Property tax notice
- School transcript
- Utility bill (cell phone bill **not** accepted)
- Valid Utah vehicle registration or title
- Residency/ mailing verification dated over 90 days may be reviewed by the Division prior to acceptance and only one document printed from the internet will be accepted

AND

Fingerprint card and photo (additional fee required.) Must be obtained and placed in a sealed envelope at the Bureau of Criminal Identification (BCI) or a participating law enforcement agency. Required only once for renewal **or** original application on or after July 1, 2011.

AND

Proof of driving experience required for first Utah driver license (not required when obtaining a learner permit):

- Evidence of completion of a course in driver education if under the age of 19; **or**
- Evidence of a driving privilege issued in another state or country.

OUT-OF-STATE DRIVER LICENSE

Drivers who have never been licensed in the state of Utah; first time drivers; drivers that change from one license classification to another will be issued an original driver license. The driver license will expire on the applicant's birthday eight (8) years after issue if an adult. Provisional licenses (license issued to an applicant under 21 years of age) will expire on the applicant's birthday five (5) years after issue.

Note: Your out-of-state driver license must be surrendered upon application for a Utah driver license.

Visitors with a valid out-of-state or out-of-country license may drive in Utah for up to six months.

Drivers with an out-of-state learner permit may NOT drive in Utah.

UTAH DRIVER LICENSE RENEWAL, DUPLICATE, LAPSED, EXPIRED

RENEWAL

You may renew your driver license up to six months prior to the expiration of the license. After paying fees and passing the required tests, you will be issued a new driver license that will expire on the applicant's birthday eight (8) years after issue.

Military personnel, and dependents who reside with them who had a valid Utah driver license at the time of entry into the service may continue to use that driver license up to 90 days after discharge or termination of orders (this provision applies only to members and their dependents who are stationed/residing outside of Utah.)

A civilian employee of the United States Department of Defense or State Department and their dependents working outside of the United States may continue to use their Utah driver license up to 90 days after the assignment has been terminated or changed.

DUPLICATE

If you have lost your Utah driver license you may return to a field office and apply for a duplicate and pay the applicable fee. DPC holders must present proof of their Individual Tax Identification Number (ITIN) or Social Security Number. Limited-term driver license must present acceptable proof of legal/lawful presence documents. In addition, an eye test must be passed and a new photograph taken. The expiration date of a duplicate driver license will be the same date as the license it replaces.

All drivers wishing to change their address must provide two approved forms of address change verification to receive the duplicate and pay the applicable fee.

LAPSED/EXPIRED

Applicant's who let their driver license expire must apply

for a new driver license and be prepared to complete all phases of the testing process, including both the written knowledge and driving skills tests.

UTAH'S GOOD DRIVER PROGRAM EXTENSIONS AND RENEWALS BY INTERNET

If you have NOT received more than six reportable violations in the past eight (8) years, and your driver license status is currently valid, you are eligible for Utah's good driver program. If the Division has record of your current address, you will receive an extension (renewal) notice by mail approximately 90 days prior to your birthday.

ADDRESS CHANGE

If you have a change of address, you are required by law to notify the Division of the new address within **TEN DAYS**. This may be done by mail, online, or in-person at any field office. When appearing at a field office, you must provide two acceptable documents of Utah residency verification. This is very important, because the post office will not forward mail from the Driver License Division. If you would like your new address on your driver license, you will need to purchase a duplicate driver license in person.

MOTORCYCLE ENDORSEMENT

To operate a motorcycle on Utah highways, your driver license must have a motorcycle endorsement. The requirements for this endorsement are the same as for obtaining an operator driver license except that the tests are different. If you have not been licensed to operate a motorcycle previously, you may be issued a motorcycle learner permit.

For further information on the motorcycle learner permit refer to the motorcycle operator manual. The Division may waive the rider skills portion of the test upon successful completion of a division-approved motorcycle education course. (Contact any driver license office or call 801.964.4493 or 1.800.532.7691 for details.) Any motorcycle operator or passenger who is under 21 years of age must wear an approved DOT helmet. Also, all motorcycles licensed for street use must have liability insurance coverage. The signature of a parent or guardian is required for motorcycle applicants under 18 years of age.

IDENTIFICATION CARD

Only a Utah resident may obtain a Utah identification card.

Utah law does NOT allow for an individual to have both a Utah driver license certificate and a Utah identification card at the same time.

SECTION 4—READY TO DRIVE

Driving is one of the most dangerous things that you will ever do. It is very important to be in good health when you drive and to make good choices. Here are ways to be a safer driver.

FATIGUE

When you are physically or mentally tired, that is called fatigue. It can be caused by physical or mental strain, illness or lack of sleep. Fatigue can make you see less clearly. Fatigue can also make your mind and body slow down. When your mind and body slow down, you cannot do things as quickly. You may not stop as fast as you need to if a car suddenly stops in front of you. Do not drive if you are tired. You do not want to fall asleep while you are driving.

BEFORE YOU TAKE A TRIP DO THE FOLLOWING:

- Get enough sleep—most people need 7 to 9 hours of sleep to stay awake during the day.
- Plan to stop about every 2 hours during long trips to take a break from driving.
- Have another person go with you to watch your driving.
- Check the labels on your medicine; some will make you sleepy.
- Do not drink alcohol and drive.
- Do not take other drugs when you drive.

WAYS TO AVOID FATIGUE:

- If you start to feel tired, stop driving; pull off at an exit or rest area and take a 20 minute power nap, or find a place to sleep for the night.
- Do not drive late at night.
- Driving is hard mental work; you will have a much better trip if you are rested and ready.

WARNING SIGNS OF DROWSINESS:

- Can't remember the last few miles driven.
- Hit a rumble strip or drift from your lane.
- Keep pulling vehicle back into the lane.
- Thoughts are wandering and disconnected.
- Yawn repeatedly.
- Have difficulty focusing or keeping your eyes open and your head up.
- Tailgate or miss traffic signs.
- Narrowly missed crashing.

DRIVER DISTRACTIONS

A distraction is anything that takes your mind or body away from driving. Distractions can cause crashes, injuries and deaths. Not looking at the road or taking your hands off the steering wheel is dangerous. Anything that takes your mind away from driving is a hazard.

Try to prevent distractions before driving by turning off mobile devices, setting navigation systems, eating and grooming before you leave, and securing all loose items.

WHEN DRIVING:

- Do not talk on the phone and do not text.
- Don't argue with passengers.
- Do not eat while driving.
- Be sure children are safely buckled up.
- Keep pets in a pet carrier, not loose in vehicle.
- Eliminate things that take your mind away from driving.

HANDHELD WIRELESS COMMUNICATION DEVICE (HWC)

A person may not use a HWC device while operating a moving motor vehicle on a highway in this state to manually write, send, or read a written communication, including: a text message, instant messenger, electronic email, dial a phone number, access the internet, or view or record a video.

Utah law allows drivers over 18 years of age to talk on a HWC device while driving as long as voice commands are used to connect to a call. When using hands-free and voice activated technology the law allows the use of the GPS function, reporting a safety hazard, reporting criminal activity, and medical emergency.

Drivers under the age of 18 may only use a HWC device while operating a motor vehicle during a medical emergency, reporting a safety hazard, reporting criminal activity, or when communicating with a parent or legal guardian.

A person convicted of a texting violation is guilty of a Class C misdemeanor with a maximum fine of \$100 or a Class B misdemeanor if they inflict bodily injury or have a previous violation for this offense. Officers may pull a driver over if they observe a driver texting, etc..

AGGRESSIVE DRIVING

Aggressive driving is dangerous and can harm you and others. Don't get angry when other drivers make mistakes or act rudely. Be patient and courteous to others. Aggressive driving includes: speeding, following too closely, making unsafe lane changes, not signaling when you turn, and not obeying traffic controls (stop signs, yield signs, traffic signals, rail crossing signals, etc..)

SECTION 5—BEFORE YOU DRIVE

ADJUSTING YOUR SEAT

- Sit up straight with your back against the seat and feet on the floor.
- Adjust your seat and mirrors so you can see clearly.
- You should be able to reach the foot pedals.
- You should be able to reach the steering wheel while leaving space for the airbag to open in a crash.
- You should be able to move your foot easily from the brake to the gas pedal and keep your heel on the floor.
- The top of the steering wheel should be no higher than your shoulders. It should be below chin level.
- Ideally leave 10 inches between your chest and the steering wheel. Do not lean the seat back.
- Your head rest should contact the back of your head above the level of your ears.

ADJUSTING YOUR MIRRORS

Adjust the inside mirror so that it frames the rear window. If you have a day/night mirror, make sure it is set for the time of day you are driving.

Adjust outside mirrors to give maximum view to the side and rear. How to adjust your outside mirrors:

- To set the left side mirror, rest your head against the closed left window. Set the mirror so you can barely see the rear left edge of your vehicle.
- To set the right side mirror, lean to the right so your head is directly below the rearview mirror. Set the mirror so that you can barely see the right side of your vehicle.

SAFETY BELTS AND CAR SEATS

Always fasten your safety belt. Everyone in your vehicle must have a fastened safety belt or child seat. Safety belts reduce injuries and deaths in crashes. They keep you from being thrown from the vehicle. They help you keep control of your vehicle. In Utah it is against the law to drive or to ride in the vehicle without wearing a safety belt.

To wear the safety belt correctly wear the shoulder harness across your shoulder and chest. It should be snug. The shoulder harness should not be under your arm or behind your back. This can cause internal injuries in a crash. Fasten the lap belt snug and low across your hips. This helps keep you from sliding out of the belt in a crash.

Motor vehicle crashes continue to be a major cause of death and injury to individuals in Utah.

SAFETY BELT FACTS:

- Buckle up, It's the law. All passengers must wear safety belts and children ages 8 and younger must be properly restrained in a car seat or booster seat.
- Your chances of being killed are 23 times greater if you are thrown from a car. Ejection from the vehicle is one of the most serious events that can happen in a crash. Safety belts help keep you in the car.
- 70% of crashes occur at speeds under 40 mph. A safety belt should be worn at any speed, regardless of how slow you are moving.
- In a crash, the forces exerted on your body equal your weight multiplied by the speed of the car. For example, if you weigh 150 pounds and crash while traveling 30 mph, there would be 4,500 pounds of force on your body. There is no way you can brace yourself against that much force.
- Three out of four crashes resulting in death are within 25 miles of home. Not using a safety belt because you are just going to the store is a poor excuse—and dangerous.
- Less than half of one percent of all injury producing collisions involve fire or submersion. If fire or submersion does occur, a safety belt may keep you from being injured or knocked unconscious, thus increasing your chances to escape.
- Drivers wearing safety belts have more control over their vehicles in emergency situations and are more likely to avoid a crash.
- In Utah, approximately two out of three motor vehicle deaths would not happen if safety belts were worn.

SAFETY BELT VIOLATIONS

Remember safety belts save lives. If you or anyone in your vehicle isn't properly restrained, you can be issued a \$45 citation. The first time you are pulled over you may be issued a warning. The second or subsequent violations can result in a citation. The fine may be waived upon completion of an online, 30-minute safety belt safety course. You may be stopped and cited if anyone under 16 years of age is unrestrained and occupants of the vehicle 16 years and older may be cited for a safety belt violation if stopped for some other reason.

For proper safety belt and car seat usage visit clickitutah.org.

CHILD CAR SEATS

Make sure child safety seats are used correctly:

- All children age 8 and under must be properly secured in an approved child safety seat unless they are 57 inches tall.
- Children until at least 2 years of age and 30 pounds, or longer if the car seat allows need to be rear facing in the back seat.
- Children until at least 4 years of age and 40 pounds, or longer if the car seat allows need to be forward facing with harness in the back seat.
- Children from approximately 4 years of age and 40 pounds need to be in a booster seat until the safety belt fits correctly and they are 57 inches tall.
- Children between 8 and 12 years old must be properly restrained in either an appropriate child restraint device or by a safety belt. Children 12 years of age and younger should continue to ride in the back seat.

CHILD CAR SEAT FACTS:

- Approximately 500 Utah children under the age of five are injured, and as many as 10 are killed each year in motor vehicle crashes.
- Authorized emergency vehicles, mopeds, motorcycles, school buses, and vehicles not equipped with safety belts by the manufacturer are exempt from the motor vehicle safety belt usage act.
- Child car seats must be crash tested in order to be approved for use. Check the labels on your child's car seat to be sure it meets Federal Motor Vehicle Safety Standards.

PROTECTION OF CHILDREN

It is an infraction to be stopped for smoking in a vehicle while transporting children 15 years of age or younger.

AIRBAGS

Air bags work! They save lives. But air bags are designed to work with safety belts, not replace them. They do their job best when everyone is buckled and children are properly restrained in the back seat.

An air bag is not a soft, billowy pillow. To do its important job, an air bag comes out of the dashboard at up to 200 mph—faster than the blink of an eye. The force of an air bag can hurt those who are too close to it. Drivers can entirely eliminate any danger to children from a deploying

air bag by placing children properly restrained in the back seat. With or without an air bag, the back seat is the safest seat for children to ride.

Air bag related injuries can be prevented by following these critical safety points:

- Children 12 and under should ride buckled up in a rear seat and child car seats approved for their age and size.
- Infants should NEVER ride in the front seat of a vehicle with a passenger-side air bag.
- Everyone should buckle up with both lap AND shoulder belts on every trip.
- Driver and front seat passengers should be moved as far back as practical.
- If a child must ride in a seating position with an air bag, move the vehicle seat as far back as possible and ensure they are properly secured in an appropriate child car seat. Many vehicles also have the option of turning off the air bag when a child is present.

Note: It is a Class B misdemeanor if you remove, fail to have repaired, or modify your vehicle's air bag passive restraint system with the intention of rendering the air bag inoperable.

Find more information at safecar.gov.

SECTION 6—GETTING STARTED

STARTING THE ENGINE

Check your owner's manual for how to start the vehicle. Be sure the vehicle is in "P" (park), or the clutch is engaged if operating a vehicle with manual gears. To start the engine, apply the brake, turn the ignition on and check the lights and gauges (fuel level, ABS, air bags, etc.) Turn the ignition switch to start, turn on the low beam headlights and lock the doors.

MOVING FORWARD

Put the vehicle in gear. Check ahead and check for traffic to the sides and behind. Signal, and then gradually accelerate. The top of your foot should be on the gas pedal with your heel on the floor.

STOPPING

Check your mirrors for traffic to the rear. Move your foot to the brake pedal. Press steadily until your vehicle comes to a stop.

HAND POSITION

Always turn the steering wheel in the direction you want to go. This works whether you are going forward or in reverse.

Place your hands on the steering wheel; grip the steering wheel firmly but gently. Use your fingers, not the palms of your hands. Keep your thumbs up along the face of the steering wheel. Never hold the inside of the wheel.

PULL-PUSH STEERING:

- Use pull-push steering when turning.
- Pull down with one hand and push up with the other. This results in smooth steering and reduces the potential for over steering, which can lead to loss of control.
- Keep your hands and thumbs on the outside of the wheel.

HAND-OVER-HAND STEERING

Use hand-over-hand steering when steering is critical, such as when parking, performing sharp right turns or correcting a skid.

ONE-HAND STEERING

It is always best to keep two hands on the steering wheel. However, when performing some maneuvers it is okay to use one-hand steering when backing your vehicle, or when operating vehicle controls.

BACKING

STEPS TO HELP YOU SAFELY BACK YOUR MOTOR VEHICLE UP:

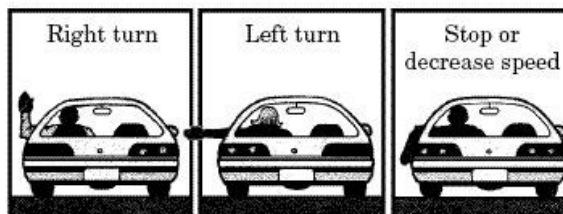
- Check behind the vehicle before you get in. You cannot see children or small objects from the driver's seat.
- Start the vehicle.
- Apply the brake and shift to reverse.
- Grasp the steering wheel with your left hand.
- Put your right arm on the back of the seat and look through the rear window. Your mirrors do not show the area right behind your vehicle.
- Back slowly. It is hard to steer while backing. Steer in the direction you want the rear of the vehicle to move. If turning while backing, make quick checks to the front and sides. Keep looking to the rear until you are stopped. Do not back up on a freeway or interstate.
- Keep your vehicle on the right-hand side of the road and do not back unnecessarily long distances.

SIGNALING

Signals shall be given by the use of turn signals, stop-lights, or your hand and arm. Good drivers always signal their intentions well in advance. Signals are required:

- For two seconds before turning.
- For two seconds before beginning any lane change.
- Any time you pull away from a curb.
- When you intend to slow down or stop. Your brake lights will accomplish this if they are operating properly and can readily be seen.
- In addition, most cars have an emergency flasher system for use when your car is disabled on the highway. Use it!

Hand signals for stops and turns



SPEED

In Utah, there is the basic speed law which states that you may never drive faster than is reasonably safe. However, when there is no sign, and where no special hazards exist, the following speeds are permitted:

20 MILES PER HOUR:

- When passing a school building or grounds during school recess.
- While children are going to or leaving school during opening or closing hours or when flashing lights are operating.

25 MILES PER HOUR:

- In any business or residential area.

55 MILES PER HOUR:

- On major highways, as posted.

65/70/75/80 MILES PER HOUR:

- On rural interstate highways.
- The transition zones in Utah are indicated with pavement markings and additional signs.

In addition to the above speed limits, there are times when the law requires that you slow down. Some of those times include:

- When highway is marked—always be aware of road markings.
- When approaching and crossing an intersection or railroad crossing.
- When approaching and going around a curve.
- When approaching the top of a hill.
- When traveling upon any narrow or winding road.
- When special hazards such as people walking beside the road, heavy traffic, or dangerous road conditions exist.
- During poor weather conditions. Driving on icy road at 10 miles per hour or driving on an open highway on a rainy night at 25 miles per hour may be too fast.
- Any time when you cannot see clearly.
- In any highway work zone where construction, maintenance, or utility work is being done.
- When approaching any authorized vehicle which is flashing red, red and white, or red and blue lights.

Speed causes the person to fail to maintain control of the vehicle or stay within a single lane of travel.

On the other hand, do not drive so slowly that you become a source of danger on the road. Peace officers are allowed to issue you a citation if you are impeding the normal flow of traffic.

SECTION 7—RULES OF THE ROAD

YIELDING RIGHT-OF-WAY



Right-of-way rules tell you and other drivers what to do. These rules say who has right-of-way when two or more streets come together. They also cover other situations.



Never think that you have the right-of-way. Always look at the situation and think about your own safety.

YIELD THE RIGHT-OF-WAY TO:

- A driver who is at the intersection before you.
- Drivers in the opposite lane when you are making a left turn.
- The driver on your right at a four-way stop, if both of you arrive at the same time.
- Drivers on a public road if you are coming from a driveway or a private road.
- Drivers already on an interstate highway if you are on the entrance ramp.
- Pedestrians, bicyclists, and others that are still in the intersection.

Remember, courtesy is the key.

TRAFFIC CONTROLS

Traffic controls include traffic signals, signs and road markings. They also include directions from law enforcement, highway workers and school crossing guards.

TRAFFIC SIGNALS

Traffic lights are usually at intersections. They are red, yellow and green from top to bottom. If traffic lights are horizontal, the red light is on the left, the yellow light is in the middle and the green light is on the right. Some locations have single green, yellow or red lights.



GREEN TRAFFIC LIGHT—you may go through with caution if the way is clear.

GREEN ARROW LIGHT—vehicles may proceed only in the direction of the arrow after yielding to vehicles and pedestrians still in the intersection at the time of the light change.

YELLOW TRAFFIC LIGHT—the light is about to change to red.

FLASHING YELLOW TRAFFIC LIGHT—slow down and proceed with caution. Be prepared to stop for any traffic.

FLASHING YELLOW ARROW LIGHT—turns are permitted, but first yield to oncoming traffic and pedestrians. Oncoming traffic has a green light. Proceed with caution.

RED TRAFFIC LIGHT—you must stop before entering the intersection. You must wait behind the stop line, crosswalk, or intersection until the light turns green. You may make a right turn on a red light after coming to a full and complete stop, unless posted otherwise.

FLASHING RED TRAFFIC LIGHT—stop and look both ways before entering the intersection.

RED ARROW LIGHT (RIGHT TURN)—right turns are prohibited. Stop and remain stopped until an indication to proceed is shown.

RED ARROW LIGHT (LEFT TURN)—left turns are prohibited. Stop and remain stopped until an indication to proceed is shown. If for some reason the light does not change and you have been stranded by the red arrow light (left turn) and it is safe to do so, you may make a left turn from a one-way street onto a one-way street.

TRAFFIC SIGNS

Traffic signs tell you about rules, hazards and road locations. They also give highway directions and show where road services are.

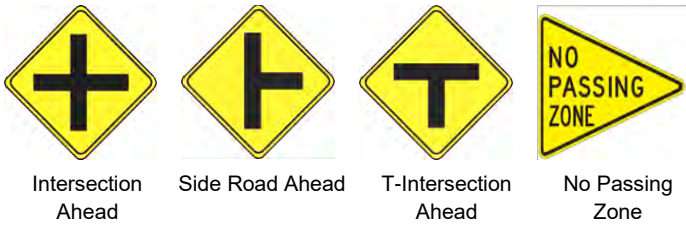
Regardless of what the traffic lights may indicate, always obey the instructions of police or other peace officer at an intersection. For example, if the light is green and an officer tells you to stop, YOU MUST STOP. Also, even if you want to go straight and an officer indicates that you must turn, you are required to turn.

If you approach an intersection where the traffic lights are not working, you must first come to a complete stop before entering the intersection and yield the right-of-way to any vehicle on the right unless otherwise directed by a peace officer.

A driver turning left may see either the green arrow (protected), or the solid green light (permitted), or a flashing yellow arrow (permitted) signal.

WARNING SIGNS

These signs warn of danger ahead. They are usually diamond shaped and yellow with black lettering or symbols. Some common signs are:



Intersection Ahead Side Road Ahead T-Intersection Ahead No Passing Zone



Curvy Road Ahead Right Curve Divided Highway Begins Divided Highway Ends



Lane Ends Merging Traffic Added Lane Traffic Signal Ahead



Stop Sign Ahead Sharp Curve Ahead Advisory Speed Around Curve School Crossing



Pedestrian Crossing Share the Road with Bicycles Bicycle Crossing Slippery when Wet

RAILROAD CROSSING SIGNS

Most railroad crossings have signs or signals. A round yellow warning sign with an "X" symbol and black "RR" cautions you to slow down, look and listen for a train or railroad vehicle. Be prepared to stop.

A white, X-shaped sign with "Railroad Crossing" cautions you a train or railroad vehicle is coming and you must stop behind the stop line or before the intersection.

At crossings with more than one track, the number of tracks may be posted. Not all crossings with more than one track have these signs. Always look for more than one track, train, or railroad vehicle at

each crossing.

When crossing railroad tracks, look both ways and cross the tracks quickly. Do not stop on the railroad tracks. If a train is crossing, wait until the train is well down the track before you drive ahead. If there are lights and gates, wait until they show it is safe to cross. If you must stop for traffic or a signal, wait at the stop line before the tracks.

WORK ZONE SIGNS

Diamond or rectangular and orange with black letters or symbols. These signs warn you of work zones and people working on or near the road. The warnings include: workers ahead, reduced speed, detours, slow moving road machinery or surface changes.

Barriers keep you from entering closed roads or other are-



Flagger Ahead Workers Ahead Road Construction Ahead One Lane Road Ahead



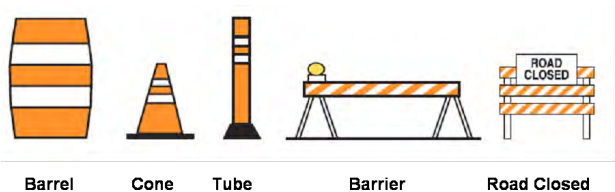
Detour



A flagger may direct traffic in a work zone. You must do as the flagger directs.

as where there is danger. If there is a short-term signal, stop at the white line (if there is one.)

Slowdown in work zones and be ready to stop quickly. Do not tailgate. Fines for speeding in a work zone are doubled.



Barrel Cone Tube Barrier Road Closed

REGULATORY SIGNS


Square, rectangular, or may have a special shape. They are white with black, red or green letters or symbols. These signs tell you about traffic direction, lane use, turning, speed, parking and other special situations. Some signs have a red circle with a red slash across the symbol. This means you cannot do certain things. Here are a few common regulatory signs that we see:





No Left Turn No Right Turn No U-Turn Do Not Enter



Left Turn Only Straight or Turn Right Posted Speed Limit Stop

 A yield sign means you must slow down and yield to traffic that has the right-of-way.

 This sign marks a lane that is only for left turning vehicles. It is not for through traffic or for passing other vehicles.

 Traffic moves only in the direction of the arrow. Do not turn in the opposite direction of the arrow. Never drive the wrong way on a one-way street.

GUIDE SIGNS

Square or rectangular and are green, brown, or blue. They advise you of intersecting roads and direct you to cities and towns. They mark points of interest and help you find hospitals, service stations, restaurants and hotels.

Note: Vandalism and destruction of road signs cost taxpayers thousands of dollars each year and cause confusion and unsafe conditions for you and other travelers.



ROUTE NUMBER SIGNS

The shape and color of route number signs indicate the type of roadway: interstate, U.S., state, city, county, or local road. When planning a trip, use a map to determine the route. During the trip, follow the route signs to prevent from getting lost in an unfamiliar area.



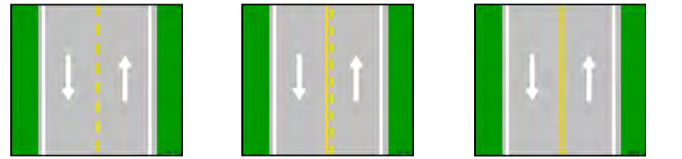
Interstate Route U.S. Route State Route

PAVEMENT MARKINGS

Marks painted on the road give you directions or warnings. They divide lanes and show where you may pass other vehicles or change lanes. They also mark turn lanes and crosswalks. They show where to stop for signs or traffic signals.

YELLOW LANE MARKINGS

WHITE LANE MARKINGS



Two direction roadway, passing permitted Two direction roadway, passing permitted when dashed line is on your side Two direction roadway, passing prohibited in both directions

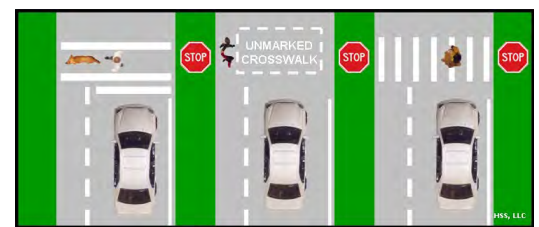


One direction roadway, passing permitted One direction roadway, separating express lane or carpool lane from general lanes—crossing prohibited

CROSS-

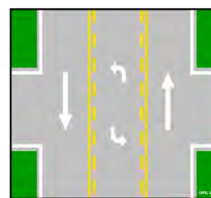
WALKS AND STOP LINES

Crosswalks show where pedestrians may cross the road. At a stop sign or signal, you must stop behind the stop line or crosswalk. If crosswalks are not marked, then you must stop before the intersection or stop sign. You must yield to pedestrians entering or in a crosswalk, even if it is not marked.



OTHER LANE CONTROLS

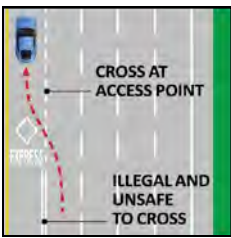
SHARED CENTER LEFT TURN LANE



On many streets where it is hard to make a left turn safely, there is a shared left turn lane located in the middle of the roadway. When using a shared left turn lane check your mirrors and for vehicles ahead, signal left and check your left blind spot. Steer smoothly into the shared left turn lane, when traffic is clear, make your left turn.

When making a left turn from a shared turn lane, you may not enter the lane more than 500 feet prior to making the turn unless the last car is more than 500 feet from the intersection.

EXPRESS LANES



Express lanes are travel lanes on I-15 dedicated for high-occupancy vehicles (2 or more persons) and those single-occupancy vehicles with a registered and active express pass transponder or C decal.

Express lanes are identified by double white lines that separate them from the general purpose lanes. Motorists may only access the express lanes at designated access points, identified by white dashed lines. Crossing the double white lines is unsafe and illegal.

CARPOOL LANE

The express lanes may be used as a carpool lane for those vehicles with high-occupancy (2 or more persons) for free. Motorcycles, buses and vehicles with registered clean fuel vehicle decal (C decal) may also use the express lane free of charge.

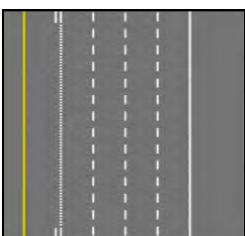
EXPRESS PASS

Drivers of single-occupant vehicles must purchase an express pass and have an active account connected to a credit or debit card to utilize the express lanes. Express pass transponders mounted to the windshield are read at various locations throughout the I-15 express lanes corridor. These readers automatically charge users accounts based on the current express lanes rate and distance traveled. For more information or to purchase an express pass, visit <http://www.udot.utah.gov/expresslanes/>.

C DECALS

C decals allow a limited number of single-occupant clean fuel vehicles to use the express lanes at no cost, after a one-time \$10 registration fee. The decals are small stickers placed on the inside of the vehicles windshield to the right of the rear view mirror. Only certain clean fuel vehicles are eligible for C decals. For a list of qualifying vehicles and information on how to apply for a C decal, visit <https://www.udot.utah.gov/main/>.

It is illegal to cross a double white line. Moving in and out of the carpool lane is not allowed except in specific locations (called access points) that have white dotted striping rather than the solid lines. Access points are about 3,000 feet in length and located at nearly every interchange along the express lanes. It is recommended that vehicles exit the express lanes one interchange before desired exit.



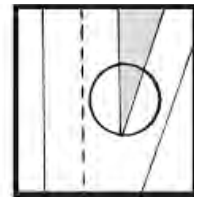
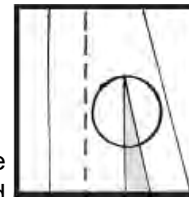
Note: When being followed by an emergency or police vehicle with flashing lights, it is permissible, when safe to do so, make a right hand lane change out of the express lane.

MERGING AND GORE AREA

If you are merging into a lane of traffic, you must yield the right-of-way to all vehicles traveling the continuing lane of traffic and which are close enough to be an immediate threat. It is against the law to cross over or to drive in the "gore area." The gore area is between the white solid lines of a lane of traffic and a lane used to either enter or exit from that traffic lane. The gore area can also appear when two highways merge or split. **Do not cross over the solid white line.**

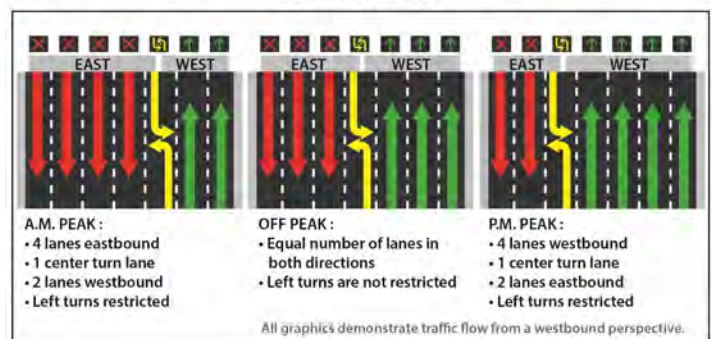
FLEX LANES

A flex lane may be used during rush hours.



The lanes may have double dashed yellow lines to either side. Signals above the lanes show which lane is safe to travel. Some travel lanes are designed to carry traffic in one direction at certain times and in the opposite direction at other times. Before entering the lane, check to see which lanes can be used at that time. A green arrow means you can use the lane. A red X means you cannot use the lane.

FLEX LANES



SECTION 8—GENERAL DRIVING

TURNING

Every turn requires the necessary signal for two seconds and a head check.

When turning check for traffic controls, pedestrians and other vehicles. Signal and safely move into the proper lane well in advance of your turn. If you cannot get into the proper lane at least 100 feet before your turn, do not turn. Look as far as you can through the turn and accelerate smoothly, cancel your turn signal and check to the rear.

RIGHT TURNS

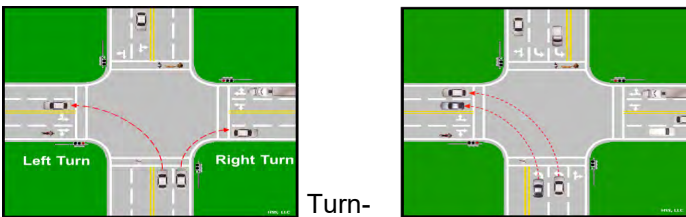
Signal right for two seconds. Do not swing wide to the left before a right turn and always turn right from the right side of your lane.

LEFT TURNS

Signal left for two seconds. Yield to oncoming traffic and always turn left from the left side of your lane.

MULTIPLE LANES

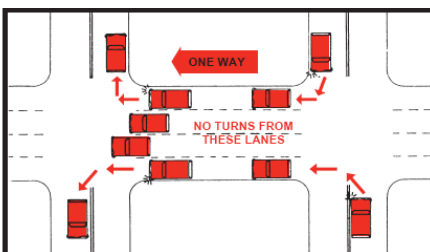
Enter the same lane from which you are turning and stay in that lane until the turn is finished.



Turning

from a two-way street onto a one-way street and from a one-way street onto a two-way street you may turn left onto a one-way street from a one-way street on a red light after first coming to a complete stop.

A person may not operate a vehicle over, across, or within any part of an island.

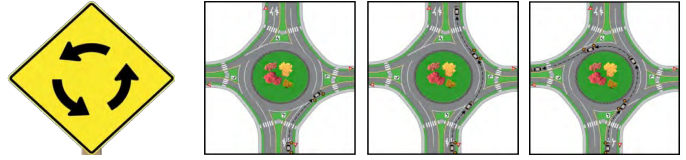


TRAFFIC

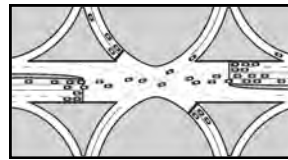
ROUNDBABOUTS

A traffic roundabout is a circular intersection. Roundabouts were created in an effort to reduce the number of points where conflict can occur between vehicles and other vehicles or pedestrians. A roundabout has 12 potential points of conflict compared to 56 potential points of conflict

at a regular “4-leg” intersection. A typical roundabout has a mountable curb around the outside of the center island to accommodate big trucks and semis as necessary. Vehicles travel counterclockwise around a raised center island. Entering traffic yields the right-of-way to traffic in the circle. When using traffic circles slow down to enter the circle. Yield to the traffic and pedestrians in the circle, enter to the right, and signal your exit for two seconds. This



sign warns you that there is a traffic circle ahead.



SINGLE POINT URBAN INTERCHANGE

Single point urban interchanges are becoming more common in the construction of freeway interchanges today.

It is a type of interchange that is located either above or underneath the freeway and is designed in such a way that the intersecting off-ramps and on-ramps are diagonally adjacent to each other.

These interchanges can be confusing. However, there are some things that may help drivers when passing through a single point urban interchange. Dash lines have been added to these interchanges in an effort to guide drivers into the proper lanes. There are also “wrong way” signs placed on the off-ramps and on-ramps to help drivers avoid entering a ramp against traffic.

It is legal to make a U-turn from the off-ramp at a single point urban interchange and re-enter the freeway, as long as you are facing a green arrow at the time you begin the maneuver. When you re-enter the freeway on the on-ramp, you will be facing a red arrow. The red arrow is intended for the traffic adjacent to the light. Do not stop your vehicle in the middle of the intersection; complete the maneuver once it is initiated.

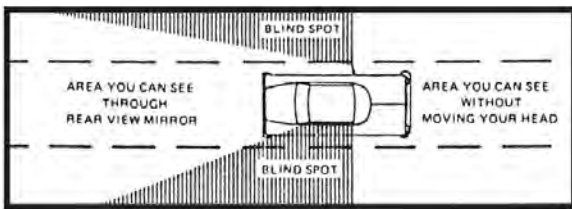
If a power outage occurs, the single point urban interchange is **not** handled the same way as a four-way stop. It is important to proceed with extreme caution and courtesy. Most single point urban interchanges will be supported by battery back-up. However, if a situation occurs where there is not a battery back-up, an officer will be dispatched to the scene for the purpose of traffic control as soon as possible.

CHANGING LANES

- Check your mirrors.
- Check your “blind spot” by turning your head and looking over your shoulder in the direction you plan to move. Blind spots are areas around your vehicle like headrests and door

pillars that block your vision. Blind spots are also areas that are not covered by your mirrors.

- Drive defensively by making sure your lane change can be completed safely. Be aware of the movements of all vehicles around you.
- Whenever possible, maintain your speed when changing lanes. A driver who frequently speeds up or slows down creates a dangerous situation for all drivers on the road.
- Find a gap in traffic, signal, and then look again before changing lanes. Adjust speed and move into the lane. Cancel your turn signal.



INTER-

SECTIONS

At all intersections slow down and search for traffic controls, oncoming traffic and cross traffic, pedestrians and bicyclists, road condition, and objects that block your view.

Do not rely on others to obey traffic signals or signs. They may not yield the right-of-way. Be prepared to avoid a crash.

Before moving after a stop, check for traffic and bicyclists. Look left, then right, then left again before you enter the intersection. When a light turns green, make sure your path of travel is clear and there is no cross traffic.

Never think that another driver will give you any extra space. Do not turn into a lane just because an oncoming vehicle has a turn signal on. The driver may plan to turn after they pass you or they may have forgotten to turn their signal off.

CONTINUOUS FLOW INTERSECTION LEFT TURN

When making a left turn watch for signs and a signal directing you to turn on the left-hand side of the road. Observe the first traffic signal direction, and proceed when green by crossing the oncoming lanes of traffic. Observe the direction of the second signal, which will be on the far left of the intersection, and proceed when green by making your left-hand turn at the intersection.



When traveling through a continuous flow intersection pro-

ceed as you normally would but watch for another light just past the intersection. It's possible to encounter a red light here which allows left turning cars to cross in front of you.

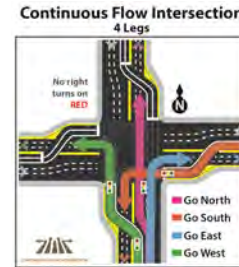
CONTINUOUS FLOW INTERSECTION RIGHT TURN

When making a right turn be sure to yield to traffic, cyclists, and pedestrians. Make your turn, merge with traffic and keep going. In most intersections, motorists have free-right turn access or are allowed to make a right-hand turn on a red light after stopping and yielding to oncoming traffic. Free-right turns during a red light are restricted in this type of continuous flow intersection, along with a traditional right-on-red. Motorists should watch for traffic control signs to know when right turns are or are not permitted.



CONTINUOUS FLOW INTERSECTION FOUR-LEGGED

A four-legged continuous flow intersection functions as a regular continuous flow intersection configuration, but with each leg of the intersection operating with displaced left turns instead of only two legs of the intersection. Follow all directions as with a typical continuous flow intersection on all four legs.



DIVERGING DIAMOND INTERSECTION

A special type of highway interchange in which two directions of traffic on the non-freeway road, cross to the opposite side of the bridge over or under the freeway. It requires traffic on the freeway overpass (or underpass) to briefly drive on the opposite side of the road from what they are accustomed. By eliminating many of the left-turn conflicts at the ramps, this improves interchange efficiency.



THRU-TURN INTERSECTION

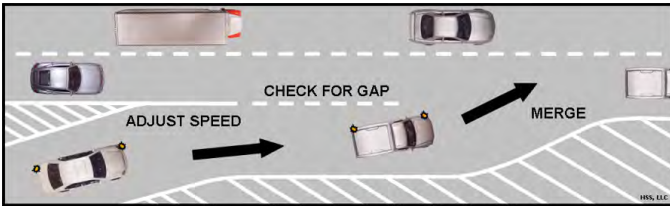
Helps alleviate traffic congestion and improve traffic flow by eliminating left turn movements at the intersection. Motorists instead travel through the intersection, make a signalized U-turn at a location removed from the intersection, and come back to the intersection, where they will make a right turn.



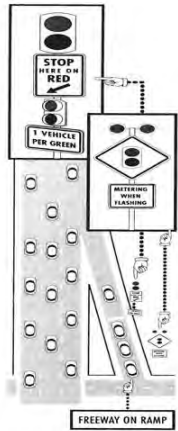
ENTERING A MULTI-LANE HIGHWAY

When on a multi-lane highway you should use the acceleration lane to match your speed with other vehicles before pulling onto the roadway. Find a gap in traffic and merge with the traffic and cancel your turn signal.

RAMP METERS



The population growth in Utah has resulted in an increase in the number of vehicles using our freeways creating more frequent congestion and unpredictable travel times. Ramp meters help prevent slowdowns and “stop-and-go” conditions that freeway travelers frequently encounter at certain times of the day. There are currently some ramp meters along the Wasatch front.



Ramp meters look almost like traffic signals you see at intersections, except they only have red and green lights that alternate. Ramp meters are placed on the freeway on-ramps and allow only one (unless posted differently) vehicle to pass each time the green light comes on.

Ramp metering occurs only when many vehicles are attempting to enter the freeway. A lighted “meter on” sign at the entrance to an on-ramp will indicate when ramp metering is in effect. If the “meter on” sign is not illuminated, drivers are allowed to enter the freeway as usual. Because the “meter on” sign is at the entrance to the freeway on-ramp, drivers will be able to decide whether to enter the on-ramp or take an alternate route and avoid having to stop for the ramp meter.

FREEWAY DRIVING

A freeway gets us where we are going faster and safer than ever before. However, freeway driving is a skill in itself. People drive faster and conditions are not the same as in normal driving.

AVOID FOR FREEWAY DRIVING:

- Do not tailgate—you must remain at a proper following distance and allow enough space in front of your vehicle to let any other vehicle safely enter and occupy that space. You should always remain at least two seconds in following distance behind the vehicle ahead of you. Under adverse conditions, the time needs to be increased.
- Do not make U-turns on the freeway—it is illegal.

- Do not drive in the emergency lane—the area of the freeway on the outside of the solid white line is for emergency use only. It is illegal to pass another vehicle or to stop to pick up passengers in this lane.
- Do not drive so slowly that you block traffic—slow driving is not always safe driving. If your speed is so slow that cars are piling up behind your car you are unsafe, discourteous and breaking the law. In general, you should drive at a speed similar to that which other cars around you are driving. However, you may not legally drive faster than the posted speed limit. This also applies to getting off of the freeway.
- Do not use an entrance ramp to exit the freeway—it is illegal, even in a traffic jam.
- Do not insist on the right-of-way.
- Do not pass unless it is safe.
- Do not drive in the left lane—this is intended to be a passing lane.
- Change lanes only to pass, get off the freeway, or to enter the correct lane for an upcoming route separation in the freeway.

Note: You can be issued a citation for impeding traffic if a vehicle is following behind you in the left lane of travel on a multi-lane highway and you do not change lanes and allow for the other vehicle to pass.

PASSING

On multi-lane roads, the left lane is for passing slower vehicles. Never pass on the shoulder. Pass as quickly and safely as possible. Do not stay alongside the other vehicle any longer than you have to.

HOW TO PASS:

- Check for oncoming traffic.
- Check your mirrors and do a head check for vehicles following or passing you.
- Signal and steer into the passing lane.
- Adjust speed and move completely into the left lane.
- Return to the right hand lane no less than 200 feet of oncoming vehicles.
- Wait until you can see all of the passed vehicles in your rearview mirror.
- Signal before returning to the lane and steer in to the lane and adjust speed.

- When passing on the right it is illegal to leave the roadway.

BEING PASSED

Stay in your lane and hold a steady speed to let the driver pass you.

NEVER PASS:

- If there is an oncoming vehicle.
- If your view is blocked by a curve or hill.
- At intersections, or another car when stopped at a crosswalk.
- Before a railroad crossing or bridge.
- In a no passing zone.
- Slow down when passing bicyclists to give them as much space as you can.

EXITING A ROADWAY

When exiting a roadway you should plan ahead to make a safe exit. Move to the exit lane early to avoid having to make a quick lane change and keep a steady speed as long as you are on the main road. Signal, move to the exit or deceleration lane and slow to exit speed. Check for posted speed in the exit or deceleration lane and cancel your signal.

SCHOOL BUS

If a school bus is displaying alternating flashing red light signals, visible from the front or rear you need to stop immediately before reaching the bus. Do not proceed until the flashing red lights stop.

If you are traveling on a divided highway having four or more lanes with a median separating the traffic, it is only necessary for the vehicles traveling in both lanes behind

the school bus to stop, and not the traffic traveling in the opposite direction. If you are traveling on a two-lane roadway, traffic in both directions are required to stop. If you are traveling on a four-lane roadway without a median, traffic in both directions are required to stop. If you are

PARKING

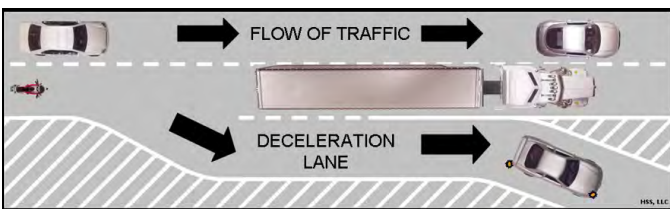
You must make sure that your vehicle is not a hazard when it is parked. Always park in a marked parking area. When parking along the road, park your vehicle as far from traffic as you can. If there is a curb, park close to it.

In the interest of public safety, there are several places where you are not allowed to park:

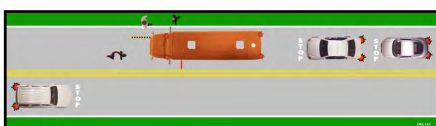
- On a sidewalk.
- In front of a public or private driveway.
- In an intersection.
- Within 15 feet of a fire hydrant.
- On a crosswalk.
- Within 20 feet of a crosswalk.
- Within 30 feet of any flashing beacon, stop sign, yield sign, or traffic control signal.
- In an area which is posted for pedestrian use or within 30 feet of the edges of that area.
- On any railroad track or within 50 feet of the nearest rail of a railroad crossing.
- Within 20 feet of the driveway entrance to any fire station and if signs are posted, you may not park on the opposite side of the road if you are within 75 feet of the fire station entrance.
- Alongside or opposite any street excavation or obstruction when stopping or parking would block traffic.
- On the roadway side of any vehicle stopped or parked at the edge or curb of a street (no double parking.)
- On any bridge or other elevated highway structure, or in a highway tunnel.
- At any place where official signs prohibit stopping.
- On the shoulder of any interstate highway—these areas may be used only if your vehicle breaks down or you are in physical distress.
- Red painted curbs or red zones.

NO PARKING ZONES

Check for signs or painted curbs that may ban or limit parking. Some no parking zones are indicated by colored curb markings.



traveling on a highway having five or more lanes and having a shared center turn lane, it is only required for the vehi-



PERPENDICULAR AND ANGLE PARKING

When entering, find a parking space and check traffic, signal, center your vehicle in the parking space and move to the front of the space and stop.



When exiting the parking space check for traffic then continue to check traffic and back up until your front bumper clears the vehicle beside you. Turn the steering wheel sharply in the direction you want the rear of your vehicle to move and when your vehicle clears the parking space stop and shift to drive and move ahead.

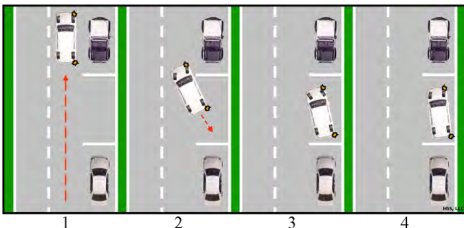


Perpendicular Parking



Angle Parking

ALLEL PARKING



Find a parking space, check traffic and signal. Pull up parallel to the vehicle you are parking behind. When traffic is clear, shift into reverse and look

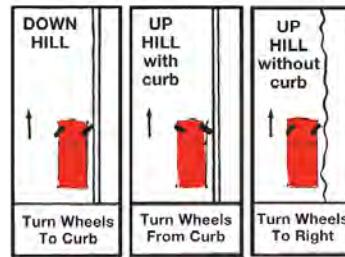
to the rear. Back slowly while turning the steering wheel quickly. Continue backing until your front bumper is in line with the rear bumper of the vehicle you are parking behind. Keep backing slowly while turning the steering wheel rapidly. Center your vehicle in the space and stop before touching the bumper of the vehicle behind you. Shift to drive and adjust your position in the space. The vehicle should be no more than 12 inches from the curb.

When exiting the parking space check traffic and apply the brake. Shift to reverse and back up close to the vehicle parked behind you. Check for traffic and signal. Shift to drive and move forward slowly steering out into the lane. Make sure that the front bumper of your vehicle will clear the vehicle parked ahead of you. If not, shift to reverse and adjust. Move into the traffic lane when the doorpost of your vehicle clears the rear bumper of the vehicle ahead of you.

PARKING ON A HILL

If you are parking uphill beside a curb, turn your front

wheels away from the curb and let your car roll back so that the front tire touches the curb. Never leave your vehicle until you have set the emergency brake, stopped the motor, and locked the doors. Pull as far off the road as reasonable to park. If parking next to a curb, the back wheel of your car must be no further than 12 inches away from the curb. If your parking would block the flow of traffic, find another place to park. If you are parked outside a business or residential area, your vehicle must be clearly seen from 200 feet in each direction. A courteous driver never parks too close to another vehicle. Damage could occur.



If you are parking downhill without a curb, turn your wheels to the right.

TWO AND THREE POINT TURNS

TWO-POINT TURN

A street alley or driveway can be used to turn around when you cannot drive around the block.

REVERSE TWO-POINT TURN

Check that there are no vehicles behind you. Signal a right turn. Drive one car length past the driveway or alley, put your right arm on the seat, look back over your right shoulder and back into the driveway. Shift to drive and check traffic. When it is clear, signal left, turn left into the proper lane and drive away.

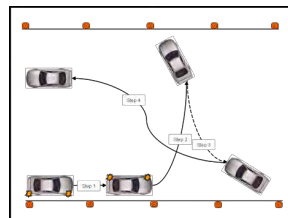
FORWARD TWO-POINT TURN

Check that there is no oncoming traffic and signal a left turn. Move close to the center of the road and turn into the driveway or alley. Turn as near as possible to the right side of the drive. Stop as the rear of the vehicle clears the curb or edge of the driveway. Check for traffic, signal a right turn and shift to reverse. When the path is clear, back up while turning the steering wheel quickly all the way to the right. Straighten your wheels and stop when you are centered in the lane. Shift to drive, cancel your signal and drive away.

THREE-POINT TURN

Use this only if the road is too narrow for a U-turn. It's best to go around the block if you can. This should only be used on a two-lane road.

Check the mirrors and signal a right turn. Stop on the right side of the road. Turn on your left turn signal, check traffic and check over your left shoulder. When traffic is clear, turn hard left and drive to the other side of the road and stop. Shift to reverse. Check traffic and check



your blind spots to both sides. When traffic is clear, turn hard right and back up to the other side of the road and stop. Shift to drive and turn on the left turn signal. Check traffic and blind spots. When traffic is clear, turn hard left and drive forward into the right lane heading in the new direction. Check traffic and cancel your turn signal.

U-TURNS

Never make a U-turn on any curve, near the top of a hill where you cannot see or be seen from both directions for 500 feet, where prohibited by an official traffic control device, on a railroad track or railroad grade crossing, or on a freeway.

Each city has its own law concerning U-turns. Be sure you know the specific law of the city in which you are driving. A U-turn should only be made on a street or highway which is sufficiently wide enough to allow a turn to be made from the left hand lane or just right of the center line or center of the street.

STOPPING

Many people seem to feel that a rolling stop is adequate when they are required to stop. The following situations are times when you must make a complete stop:

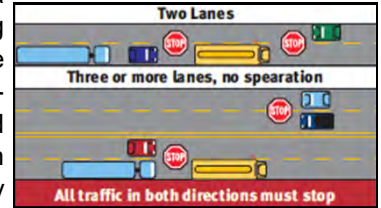


Multi-lane two-way road with shared turn lane Multi-lane two-way road Two-lane two-way road without lane markings Two-lane two-way road Intersections

- Steady (non-flashing) red light or at a flashing red light.
- All stop signs.
- Railroad crossings controlled by flashing signals, gates, a watchman, or stop signs. Stop more than 15 feet (but not more than 50 feet) away from the nearest rail until it is safe to continue. If there is a gate, wait for it to be raised.
- If a school bus is displaying alternating flashing red light signals visible from the front or rear. Stop immediately before reaching the bus. Do not proceed until the flashing red light signal ceases to stop.
- If traveling on a divided highway having four (4) or more lanes with a median separating the traffic, it is only necessary for the vehicles traveling in both lanes behind the school bus to stop, and not the traffic traveling in the op-

posite direction.

- Traveling on a two-lane roadway, traffic in both directions is required to stop.
- Traveling on a four-lane roadway without a median, traffic in both directions is required to stop.
- Traveling on a highway having five or more lanes and having a shared center turn lane, it is only required for the vehicle in both lanes behind the school bus to come to a complete stop. Vehicles traveling in the opposite direction are not legally required to stop.



It is important to note that although you may not be required by law to stop when you see a stopped school bus, you should be aware that students will be getting on and off the bus. Children are unpredictable and could run into the road at any time. Use caution as you are driving near school buses and adjust your speed accordingly.

School bus drivers may report vehicles that improperly pass school buses. The report may be forwarded to the local law enforcement agency for investigation. Fines range from \$100 to \$500; and remember, a conviction for passing a school bus illegally usually means an increase in insurance rates.

- At the scene of any crash in which you may be involved as a driver. You must meet all legal requirements before leaving the crash scene.
- When a police or other officer requests you to stop.
- Prior to a sidewalk area, or street, when coming onto a street or highway from an alley, private driveway, private road, or from a building.

SECTION 9—MANAGING TIME AND SPACE

Driving requires skills you can only gain through practice. This section covers critical skills for safe driving.

SEEING WHAT'S CRITICAL

You need to know what is happening all around you, all the time. Look ahead, to the sides and behind. Have a search pattern to use every time you are driving.

Searching helps you see hazards early. It gives you time to change speed or direction to avoid hazards. Don't stare. Keep your eyes moving. Search for possible problems.

LOOK AHEAD



Looking far ahead gives you time to plan your path. The sooner you see a problem, the more time you have to react.

How far you look down the road depends on where you are driving. In cities and urban areas you may not be able to see as far as on a highway. Don't follow close to larger vehicles. They block your vision. Give yourself space so you can see.

LOOK TO THE SIDES

Make sure other drivers will not cross your path.

LOOK BEHIND

You must be aware of traffic behind you. Check behind you when changing lanes by doing a head check, slowing down or stopping. Check before you enter an intersection.

MANAGING SPEED

Driving safely requires adjusting your speed for road and traffic conditions, keeping a safe following distance, and obeying speed limits.

ADJUSTING FOR ROAD CONDITIONS

CURVES

Always slow down before entering a curve. A safe speed allows you to slightly accelerate through the curve. Slow more if traction is poor, when following other vehicles or if you cannot see the end of the curve. Hard braking in a curve can cause a skid.

SLIPPERY ROADS

Reduce speed at the first sign of rain, snow, sleet or ice. When the roadway is slippery, it will take longer to stop and it will be harder to turn without skidding.

HYDROPLANING

Hydroplaning occurs when the tires start to ride up on pooled water like water skis. Avoid hydroplaning by slowing down in the rain or when the road is wet with puddles.

FLOODED ROADWAYS

Do not drive through large bodies of standing water. If the roadway is flooded find another route.

STOPPING DISTANCE

Total stopping distance is the distance from the time you realize you must stop until your vehicle is completely stopped. Several things affect stopping distance.

SPEED

The faster you are traveling, the more time and distance it takes to stop.

PERCEPTION TIME

The time it takes you to recognize you must stop. The average perception time for an alert driver is 3/4 second to 1 second.

REACTION TIME

The time it takes for you to react and move your foot to begin braking. The average driver has a reaction time of 3/4 second to 1 second.

BRAKING DISTANCE

The distance it takes to stop your vehicle. At 50 mph on dry pavement with good brakes, it can take about 158 feet. Adding perception time and reaction time nearly doubles this distance.

MANAGING SPACE

The more space you allow between your vehicle and other roadway users, the more time you have to react. This is called a space cushion. Always try to maintain a safe space cushion around your vehicle.

Following too close limits your view of the road. It does not allow enough reaction time to avoid a collision. Keep at least two seconds between your car and the vehicle in front.

FOLLOWING DISTANCE

Watch when the rear of the vehicle ahead passes a sign, pole, or any other fixed point. Count the seconds it takes you to reach the same point (one-thousand-one, one-thousand-two.) You are following too close if you pass that point before counting two seconds. Slow down and check your new following interval. Repeat until you are following no closer than



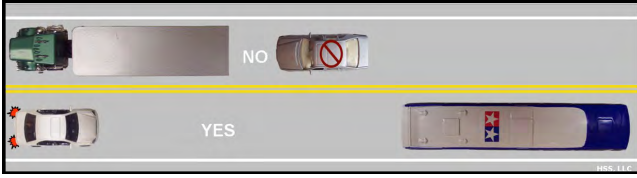
two seconds.

Always increase your following distance on slick roads, when following large vehicles or vehicles pulling a trailer,

at night, in fog, in bad weather and when following vehicles that stop at railroad crossings (transit buses, school buses or vehicles carrying dangerous material.)

an intersection that is after a side street, do not put your turn signal on until after passing the side street.

When reducing speed brake lights let others know that you are slowing down. Flash your brake lights when turning off a road that does not have separate turn or exit lanes, and signal when parking or turning before an intersection.



SPACE CUSHION

A space cushion on the sides of your vehicle allows you to move right or left. Don't drive next to other vehicles, you may be in their blind spot and it reduces the space you need to avoid a crash.

Don't crowd the center line. Keep as much space as you can between you and oncoming traffic.

Make space for vehicles entering multi-lane roadways by moving over a lane or slowing down.

Give more space to pedestrians, children and bicyclists.

When you are passed by a tractor-trailer, move to the right side of your lane. Give yourself space from the tractor-trailer as it passes.

Help keep the driver behind you at a safe distance by holding a steady speed. Always signal before turns and give yourself extra following distance before reducing speed or turning.

COMMUNICATING

Always let other roadway users know where you are and what you plan to do.

ATTRACT ATTENTION

Turning on your headlights helps other roadway users see you. Especially any time conditions keep you from seeing 1,000 feet ahead. These conditions include fog, stormy weather or dust. Headlights need to be turned on no later than half an hour after sunset and keep them on until half hour before sunrise, and when driving away from a rising or setting sun.

Use your horn when pedestrians or bicyclists appear to be moving into your lane of travel, if a passing driver starts to turn into your lane of travel, or if a driver is not paying attention or has trouble seeing you. When you need to signal other road users, use your horn.

SIGNAL

Always signal before your turn or slow down.

Signal before turning gives others time to react. Signal when changing lanes, turning or when merging into traffic. Be sure to cancel your signal afterwards. When turning at

SECTION 10—AVOIDING CRASHES

DEFENSIVE DRIVING

Just knowing the rules of the road is not enough. You need to develop special skills for special situations. One skill that is useful in all situations, however, is defensive driving. Defensive driving involves looking out for possible crashes and mistakes other drivers may make. It is important to learn how to be aware of everything that happens around you.

Over half the drivers killed in two-car crashes in Utah were not at fault. A lot of people think that crashes happen only to the other guy. Remember that one person in four will be in some type of crash in the next four years. There are ways to reduce your chances of being that person.

Studies show your chances of being in a crash will be much less if you take a defensive driving course. Even a defensive driver needs to have some special skills. These skills include freeway driving, night driving and emergency measures.

A national study revealed that driver error is a factor in 75% of all car crashes. The time of day when most crashes happen is between 2 pm and 6 pm. Even though Utah has many roads and highways, the highest rate of reported car crashes occur in shopping and business areas. In America, motor vehicle crashes are the leading cause of death for ages 1—24 years of age.

EMERGENCIES AND AVOIDING CRASHES

Emergencies happen. You will be less likely to panic and will know what to do if you think about emergencies and plan for them before they happen. When you are driving, it is very important to pay attention to the road and other cars and objects around you. You never know when something unexpected is going to happen.

Note: Motorists have been seriously injured or even killed when attending to vehicle malfunctions such as a flat tire, out of gas, and other equipment problems on and off the roadways.

The majority of these incidents are preventable in an effort to minimize death or injury following these simple rules:

- Ensure that your vehicle is properly maintained, including the internal engine components.
- Maintain adequate tire pressure and tread.
- Be sure your vehicle has a sufficient amount of fuel.
- If you do experience a vehicle malfunction, pull off the road as far as possible or exit the freeway completely if possible. A shredded tire or bent rim is better than putting your life in danger.

- If you are off to the side of the road and need help, stay in your vehicle as much as possible and keep walking on the road to a minimum. This opens the door of opportunity for injury or even death.
- Use your mobile device to call the local dispatcher if you need assistance. If you do not have access to a mobile device, leave the hood of your car up and your hazard lights on. This will advise the traveling public that you need assistance.
- Inform family members or other persons when to expect you at your destination.
- Have an emergency kit in the trunk of your vehicle with blankets, extra food and water to sustain you and your family.

TIRE SAFETY

Prior to entering the vehicle, check tire pressure using the recommended psi (pounds per square inch) located in the vehicle owner's manual or the driver's side door jamb of the vehicle. Use a tire pressure gauge to check your psi. If your psi is above the number listed on your door jamb, let air out until it matches. If below, add air (or have a tire professional help you) until it reaches the proper number.

You may also measure tread depth using the penny test. Once every month, or before you embark upon a long road trip, check your tires for wear and damage problems. One easy way to check for wear is by using the penny test.

Take a penny and hold Abraham Lincoln's body between your thumb and forefinger, select a point on your tire where the tread appears to be lowest and place Lincoln's head into one of the grooves. If any part of Lincoln's head is covered by the tread, you're driving with the safe amount of tread. If your tread gets below that, your car's ability to grip the road in adverse conditions is greatly reduced.

TIRE BLOWOUT

Do not slam on the brakes. Let your car roll so that you can steer more easily. Hold the wheel tightly and slowly apply your brakes. When you have slowed down enough, pull all the way off the road. Pick a level spot if possible and turn on your emergency flashers and change the tire.

BRAKING

During an emergency the first action for most drivers is to stop. Many new vehicles have ABS (Anti-lock Braking Systems.) ABS helps you stop without skidding. It helps keep steering control. Be sure to read the vehicle owner's manual on how to use the ABS. To use ABS press the brake pedal as hard as you can and keep applying pressure. ABS only works if you stay on the brake pedal. The pedal may vibrate and you may hear a clicking noise, this is normal and you can still steer with ABS on.

If your vehicle does not have ABS, refer to your vehicle's owner's manual for how to use the brakes.

STEERING

You may be able to avoid a collision by steering around a hazard. This is sometimes called swerving. To quickly steer around a hazard make sure you have a good grip with both hands on the steering wheel and steer in the direction you want to go, but try to avoid other traffic. Once you have missed the hazard, straighten your vehicle and slow down.

SPEEDING UP

You may need to speed up to avoid a collision with a vehicle that is about to hit you from behind or the side.

SKIDS

Skids happen when you are traveling too fast or when you brake too hard. Skids happen whenever your tires cannot grip the road. While the tires are skidding you will not be able to steer. If your vehicle begins to skid release pressure from the brake or accelerator to regain steering, and look where you want to go.

UNEVEN SURFACES/DROP OFFS

Drop-offs can cause crashes unless you handle them right. Don't panic if your wheels drop off the paved road surface. Slow down gradually and then turn back onto the roadway.

VEHICLE PROBLEMS

There is always a chance of having something go wrong with your vehicle. You can avoid most breakdowns by following the maintenance schedule in your owner's manual.

BRAKE FAILURE

A brake warning light tells you that your brakes are not working. Do not drive if you see this warning light. If your brakes stop working while driving use the parking brake. Apply the parking brake slowly to avoid locking the rear wheels. Be ready to release the brake if you start to skid. If the parking brake fails, turn off the engine and look for a safe place to stop. Make sure the vehicle is well off the roadway. **Do not drive without brakes.**

TIRE BLOWOUT

If a front tire blows out, your vehicle will pull hard toward the blown tire. If a rear tire blows out, the vehicle will wobble, shake and pull toward the blown tire. If a tire goes flat grip the steering wheel firmly and steer straight, slow gradually and take your foot off the gas pedal; do not brake. Allow the vehicle to slow by itself. Brake gently only if you have to and do not stop on the road. Pull off the road in a safe place and turn on the emergency flashers.

POWER FAILURE

If the engine shuts off while you are driving keep a strong

grip on the steering wheel. The steering wheel may be hard to turn, but you can turn it. Look for a safe place to pull off, brake gently and use steady pressure on the pedal. Slow down and pull off the road. Try to start the engine, if it won't start, raise the hood and turn on the emergency flashers and call for help.

STUCK GAS PEDAL

If your vehicle is speeding out of control shift to neutral and look for a safe place to pull off and steer smoothly, brake gently, and pull off the road.

BREAKDOWNS

If your vehicle breaks down, make sure that other drivers can see it. Crashes often happen because drivers do not see a disabled vehicle until it's too late to stop. If you have a breakdown get your vehicle off the roadway and away from traffic. Turn on your emergency flashers and get everyone out and away from the car. Warn other roadway users. Put emergency flares or emergency triangles 200 to 300 feet behind your vehicle and give other drivers time to change lanes or slow down, and call the police about the breakdown.

SECTION 11—SHARING THE ROAD

Everyone has a right to the roadway. Remember to be courteous. Communicate to let others know where you are and what you plan to do.

PEDESTRIANS



A driver is required to yield to all pedestrians even if they are not in a marked or unmarked crosswalk. Be aware of pedestrians crossing at mid-block crosswalks. They may not be marked by warning signs and road markings. Always yield to the visually impaired. When a pedestrian is crossing a street with a guide dog or carrying a white cane, you must come to a complete stop. If the traffic light is green you must yield to pedestrians.

Watch for pedestrians when driving next to parked or stopped vehicles and check for pedestrians before backing up. Slow down near playgrounds and in residential areas. Children can run out from between parked vehicles, be ready to stop quickly. When lights are flashing in a school zone children are present, you must obey a slower speed limit. At school crossings where there is a traffic patrol, stop and yield as signaled.

Pedestrians should remember—if there are sidewalks, you must use them. If there are no sidewalks, walk or jog on the left shoulder as far away as possible from the edge of the roadway. Where neither a sidewalk nor shoulder is available, walk as near as possible to the outside edge of the roadway. Always walk or jog facing traffic on the left side of the shoulder or roadway.

BICYCLES

Bicycles are considered vehicles. Bicyclists must follow the same rules of the road as other vehicles. A bicyclist has the same rights and responsibilities as a driver.



Bicycles are hard to see in traffic. Search for them and be extra careful around them. Bicyclists have varying skill levels. A skillful rider is predictable and holds a steady line. An unskillful rider may swerve without notice, ignore traffic signs and signals, and ride without a light at night. Be ready for sudden turns.

A driver must yield to bicyclists at intersections, just like you do for pedestrians and other vehicles. Yield right-of-way when a bicycle path or bike lane crosses a roadway. Do not stop, park or drive in a bicycle lane unless you are entering or leaving an alley or driveway. Slow and allow as much space as you can when approaching or passing a bicycle. Be careful of stopping your vehicle too quickly—your vehicle can stop more quickly than a bicycle and you may cause a crash. Do not use your horn close to the bicyclists unless there is a chance of a crash. Your horn could startle them and cause them to steer into your path. Watch for bicyclists entering your lane. Do not turn sharply in front of a bicyclists and do not force them off the road-

way. Although bicyclists are required to ride in the direction of traffic, you should look for them riding anywhere on the roadway. Be cautious when the roadway is wet or has sand or gravel—this affects bicycles much more than other vehicles. Bicyclists are required to use hand signals when turning and stopping. They may not be able to signal if conditions require both hands on the handlebars. Look for other clues of what they plan to do. Bicyclists will usually turn their head or look over their shoulder before changing lanes.

Utah law requires a minimum three feet of distance from any bicyclist or vulnerable user of the highway you are passing.

When parked on the street, check to the sides and rear for bicycles before you open your door. Check for bicyclists in your path before backing up. Be extra cautious near schools or residential areas where riders may be present. Never attempt to ride a bicycle while impaired. Alcohol can affect your balance and judgment.



MO-

MOTORCYCLES

Motorcyclists have the same rights and responsibilities as other drivers. There are things you need to know to safely share the roadway with motorcycles:

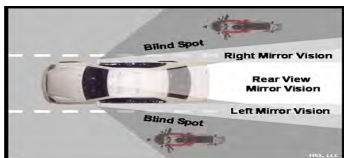
- Give motorcycles a full lane. Do not share the lane. Motorcycles need space to react to other traffic.
- Motorcycles are small and can be difficult to see. Always check your mirrors and blind spots for them.
- Before turning left be alert for motorcycles. Look carefully to the front and sides.
- Do not believe a motorcycle is turning when it has a turn signal flashing. Many motorcycle turn signals do not self-cancel. The rider may have forgotten to cancel the signal.
- When following a motorcycle, stay at least 4 seconds back. When it is wet on the roadway increase this distance. Riders may suddenly change speed or lane position to avoid potholes, gravel, wet or slick places. They may also change speed or direction because of pavement seams, railroad crossings and grooved paving. All of these can be deadly to a motorcyclist.

- Remember that scooters and mopeds travel at a much lower speed than motorcycles.
- Lane Filtering**—Motorcycle operators may pass another vehicle stopped in the same direction of travel in the same lane when the following conditions exist:



- The individual is on a roadway divided into two or more adjacent traffic lanes in the same direction of travel.
- The individual is on a roadway with a speed limit of 45 miles per hour or less.
- The motorcycle is traveling at a speed of 15 miles per hour or less.
- The movement may be made safely.
- For more information on lane filtering visit: dld.utah.gov/lane-filtering/

Note: An operator of a motorcycle, moped, or bicycle who is 16 years of age or older, may after bringing the vehicle to a complete stop at the intersection or stop line and determines that the traffic-control signal has not detected the operator's presence by waiting a reasonable period of time and not less than 90 seconds at the intersection or stop line may proceed across the roadway if there is no other vehicles or pedestrians near the intersection.



LARGE VEHICLES

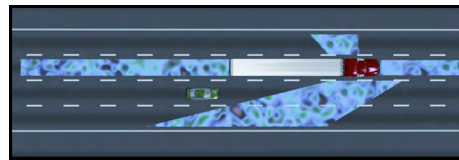
Over 250,000 crashes occur between cars and large vehicles each year. Many of these crashes could be avoided by keeping these points in mind. Large vehicles are bigger and harder to handle than a car. They have much larger blind spots than cars, and they take more space to speed up, stop and turn.



THE NO-ZONE

The no-zone is the area around large vehicles that is in the driver's blind spots. These blind spots are on the sides, rear and front.

SIDE NO-ZONE



Large trucks and buses have big no-zones on both sides. A truck's largest blind spot is on the right

side. It starts behind the cab and goes the length of the truck. If you cannot see a driver's face in the side view mirror, they cannot see you. Do not drive alongside a large vehicle any longer than you have to. If the driver needs to swerve or change lanes, you could collide.

FRONT NO-ZONE



Because they are so big and heavy, large vehicles take longer to stop than cars. A loaded truck at 55 mph takes at least 335 feet to stop. That's more than 1.5 times the distance a car takes.

Never pull out in front of a large vehicle or change lanes in front of them. When passing, make sure you can see the whole front of the vehicle in your rear-view mirror before pulling back into the lane.

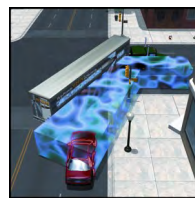
REAR NO-ZONE



Large vehicles have huge blind spots up to 200 feet behind them. If you are too close, the driver cannot see your vehicle and you cannot see what is ahead of you. Do not follow too closely. Place yourself so the driver can see you in their side mirrors. When stopped behind

a large vehicle on a hill, be aware that the large vehicle may stall or roll backwards colliding with your vehicle.

TURNING AND ONCOMING LARGE VEHICLES



Watch for large vehicles' turn signals and give them lots of room. Large vehicles sometimes swing wide to the left to clear a curb on a right turn. Avoid a crash by not turning until the vehicle has finished its turn. Avoid wind blast when you meet a truck by moving as far as you can to the right side of the road.

Many crashes with large vehicles occur at intersections. Drivers often misjudge the vehicle's speed before turning left. If you are not sure about the speed of an oncoming truck, do not turn in front of it. It may be going faster than you think. It also takes much longer for them to stop. Stop lines at intersections are designed to give larger vehicles more turning space. Always stop behind the stop lines. Do not cut in front of a truck in traffic. Do not try to beat a truck into a single-lane construction zone. Trying to save a few seconds could cost your life.

EMERGENCY VEHICLES

When police cars, fire engines, ambulances, or other emergency vehicles approach using sirens, emergency lights, or other warning devices, you **MUST YIELD** the right-of-way. **DRIVE AT ONCE TO THE RIGHT SIDE OF THE ROAD AND STOP** until the emergency vehicle has passed.

Unless you are on official business, do not follow within **500 feet** of any fire vehicle responding to an alarm. You may not drive or park on the same block where the fire vehicle has stopped to answer an alarm.

MOVE OVER LAW

When approaching a stationary emergency vehicle with flashing lights, you must reduce your speed, provide as much space as practical to the emergency vehicle, and if practical and it is safe to do so, make a lane change into a lane away from the emergency vehicle.

If you are convicted for NOT making a lane change or slowing down when approaching a stopped emergency vehicle, you must attend a four (4) hour live classroom defensive driving course within 90 days of conviction. If you fail to attend the defensive driving class, your license will be suspended for 90 days.

POLICE/TRAFFIC STOPS

If you are pulled over by the police move to the right side



of the road and make sure you are in a safe spot. Stay in the vehicle unless asked to get out. Turn off your engine and turn on your hazard flashers. At night, turn on your inside lights so the officer can see inside the vehicle. Roll down your window so that you and the officer can talk. Remain calm and keep your safety belt fastened. Ask your passenger(s) to do the same. Keep your hands on the steering wheel. The officer may ask for documentation—keep one hand on the wheel and reach slowly for the documents. Answer the officer's questions and never try to run from the law; many fatal crashes result from police chases.

SLOW MOVING VEHICLES

Watch for slow moving vehicles, especially in rural areas. A fluorescent or reflective orange and red triangle displayed on the rear means the vehicle is moving less than 25 mph. Use caution when you see them and be sure it is safe before you pass.



FARM MACHINERY

Watch for farm equipment moving across the road or driving on state highways in rural areas. Pass with care. Remember the driver cannot hear your vehicle.



ANIMAL DRAWN VEHICLES AND HORSEBACK RIDERS

You may share the road with horse drawn vehicles or horseback riders.

They have the same right to the road as a motor vehicle. They must follow the same rules you do.

Pass with care. Do not use your horn or "rev" the engine. This may scare the horse and cause a crash. Watch out for left turns into fields and driveways. Warning signs may be posted in areas where you are likely to find horse drawn vehicles and horseback riders. Be alert.



PEDESTRIAN VEHICLES

A pedestrian vehicle is designed and manufactured for the use of the disabled. It must be less than 48 inches wide, have an engine displacement of less than 300 cubic centimeters and less than 12 brake horsepower, and not be capable of exceeding 30 mph.

MOBILITY VEHICLES

A mobility vehicle is a vehicle used by a person with a physical disability which meets the specifications outlined by the Division and can be driven on a public roadway, within appropriate restrictions and by an individual who holds a valid mobility vehicle permit. This permit issued by the Division grants authority and specifying the conditions for a person with a physical disability to operate a mobility vehicle on a public highway.

Note: Pedestrian and mobility vehicles may be used on the highways and are exempt from registration, inspection and the usual operator license requirements. Authority to operate pedestrian vehicles is governed by the Commissioner of Public Safety.

SECTION 12—SPECIAL DRIVING CHALLENGES

NIGHT DRIVING



Driving at night is harder and more dangerous than driving in daylight. The distance you can see is limited. Turn on your headlights no later than half an hour after sunset and keep them on until half an hour before sunrise. If your vehicle's high beam lights are

on and a car is coming toward you, dim your lights before you get within 500 feet of the oncoming car. Dim your high beams for oncoming traffic. If an oncoming vehicle does not dim, look at the right side of the road. This helps avoid being blinded by the headlights, and dim your lights anyway. If you are following a car, dim your lights when you are within 300 feet of the vehicle ahead of you.

Use your lights any time conditions keep you from seeing



1,000 feet ahead. These conditions include fog, stormy weather or dust. In fog, rain or snow, use your low beams to avoid glare. Some vehicles have fog lights. Avoid looking directly into headlights. Keep your eyes searching the road in front of your vehicle.

Search well ahead of your headlight beams. Look for dark shapes on the roadway. Glance to the right and left to check for the edge of the pavement and hazards on the sides.

Do not wear sunglasses or colored lenses at night or on cloudy days. Tinted or colored lenses reduce the light you need for good vision. Increase your following distance by at least a second at night. Add at least two seconds for night driving on strange roads. It is wise to slow down a little at night. The law requires that you drive at a reasonable and prudent speed. That means, especially at night, if you drive the posted speed limit, it may be too fast.

HIGHWAY WORK ZONES

Highway work zones are those portions of a street or highway where construction, maintenance or utility work is being done to the road, its shoulders, or any other items related to the roadway. This includes work such as underground and overhead utility work, tree trimming, and surveying activities. Highway work zones are easily recognized by the presence of orange signing and other orange traffic control devices, flashing lights on equipment, and workers dressed in highly visible clothing.

Each year nearly a thousand people are killed and thousands are injured as a result of crashes in highway work zones. Some of these are highway workers, flaggers, or law enforcement officials. However, over 80% of the fatalities and injuries are suffered by drivers, passengers, and pedestrians. Many of these work zone crashes are preventable.

Highway workers are trained on how to set up safe work zones with directional traffic signs and devices. Motorists and pedestrians are responsible for knowing how to read

and react to these directions. Paying attention and driving cautiously and courteously are the most important steps in preventing crashes while driving through highway work zones.

Work zones may involve lane closings, detours and heavy equipment moving on or near the road.



signs, cones, barrels, large vehicles and workers in work zones. Work zone signs have an orange background and black letters or symbols. Always slow down even if there are no workers. Narrow lanes and rough pavement can be dangerous.

The courts are required to fine a driver who speeds in a highway construction zone at least twice the amount of the regular fine for speeding.

In a work zone slow down and increase your following distance and be prepared to stop. Be very careful when driving through a work zone at night even if no workers are there. Stay well away from workers and construction vehicles. Obey the posted work zone signs until you see "end road work." Expect delays and plan to leave early and finish your trip on time. If possible use a different route to avoid work zones.



RURAL ROADS

Driving on rural roads can be dangerous. Stay alert, watch for warning signs and obey the speed limit. Some problems and driving hazards are unique to rural roads.

GRAVEL OR DIRT—there is less traction on gravel or dirt roads. Slow down and increase your following distance. You may skid when stopping your vehicle.

NARROW ROADS—rural roads are narrower and may have ditches or drop offs instead of shoulders. Slow down and center your vehicle in your lane. Look out for oncoming traffic that may be in your lane.

NARROW BRIDGES AND SINGLE LANE BRIDGES—the first driver to the bridge has right-of-way. Take turns crossing the bridge.

OPEN BRIDGE GRATINGS OR STEEL BRIDGES—reduce your speed, increase your following distance and keep a firm grip on the steering wheel.

LIMITED VIEW—wooded areas, crops growing in fields and steep hills can block your view. In these areas, slow down and be ready to stop.

UNCONTROLLED INTERSECTIONS—these intersections can be very dangerous. Approach them with caution. Slow down and be ready to stop for crossing or oncoming traffic.

TRIP PLANNING

There are ways you can help reduce your driving costs. First, determine your overall transportation needs. For each trip, determine if it is necessary. If so, there may be times you do not need to drive yourself. You might car-pool with someone else or you could take public transportation if it is available. The best way to extend the life of your vehicle and save on fuel is to use it as little as possible. Avoid driving during heavy traffic—It causes extra wear and tear on you and the vehicle. Make a list of the things you need and the places you need to go. Go to as many places as possible on any one trip and call ahead to make sure that they have what you need or that what you are picking up is ready.

By doing these things you can help cut down on the amount of traffic on the road, cut your travel costs and save yourself time and effort.

To prepare a vehicle for any trip be sure to check the important mechanical components such as windshields and windows, lights, tires, all fluid levels, belts, hoses and brakes. Get a good night's sleep the night before the start of the trip.

Before going on a trip, consider the time of day to avoid congestion in city areas. Have a plan for the route including the route number, entrance and exit numbers of the final destination. Consider rest stops, fuel stops, food stops and potential construction areas.

Determine the number of miles to be traveled daily. The average number of miles driven on major highways is 100 to 110 miles every two hours with 10 to 15 minute breaks every 2 to 3 hours and 1 hour stops for meals. When traveling on secondary roads, which go through towns and cities or traveling through mountains, it will take longer to get to your destination. If one person will be doing all of the driving, 6 to 8 hours of driving in any one day should be considered the limit. When two or more persons can share the driving, total driving time should not exceed 10 to 11 hours. Avoid driving after dark when visibility is limited and particularly after 11 p.m. when you are more apt to fall asleep while driving.

Be prepared when going on any trip. Remember to take an extra set of keys in case you lock your keys in the vehicle or lose them. Insurance information in case you are in a crash. Money for expected and unexpected travel expenses. Vehicle owner's manual in case your vehicle breaks down, and maps of local areas in case you get lost and do not have internet connection.

WINTER DRIVING

Winter is the most difficult driving season. Not only do you have snow and ice to deal with, but there are fewer hours of daylight as well. Before winter weather arrives, make sure your vehicle is in good condition. Make sure your vehicle has good snow tires. Put them on the vehicle before the first snowfall. Front-wheel drive vehicles, it is best to put snow tires or "all-season" tires on all four wheels, not just the front. Snow tires with metal studs may be used October 15 through March 31 of each year.

During ice or snowstorms, especially when a weather advisory is issued, do not drive unless it is absolutely necessary. If you must drive, first clear the ice and snow from your vehicle, including the headlights and taillights, the windshield wipers and all of the windows. Be sure to use a freeze-resistant cleaning solution for the wipers and that the reservoir is filled adequately.

Drive slowly. Even if your vehicle has good traction in ice and snow, other drivers will be traveling with caution. Do not disrupt the flow of traffic by driving faster than everyone else drives. When sleet, freezing rain or snow starts to fall, remember that bridges, ramps, and overpasses are likely to freeze first. Also, be aware that slippery spots may remain after road crews have cleared the roadways.

An emergency situation on the road can happen at any time. Be prepared with a survival kit that should always remain in the vehicle and replenished after each use. Supplies include a properly inflated spare tire, a shovel, jumper cables, tow and tire chains, a bag of salt or sand and a tool kit. Working flashlight and extra batteries, reflective triangles and brightly colored cloth, compass, first aid kit, exterior windshield cleaner, ice scraper, snow brush, matches in a waterproof container, blankets, woolen gloves, socks, hat, water and non-perishable foods that give you energy such as unsalted canned nuts, dried fruits and hard candy.

If you become stranded while traveling in cold weather, stay with your vehicle. Do not leave your vehicle unless you know exactly where you are and how far it is to help. Most deaths under these circumstances occur when people get out of their vehicles, become lost and suffer prolonged exposure to the cold. Stay calm, wait for help to arrive and use the following tips:

- Turn on your hazard warning lights.
- To attract attention, light two flares and place one at each end of the vehicle a safe distance away. Hang a brightly colored cloth from your driver side window, mirror or door handle.
- Keep the exhaust pipe clear of snow and debris. Fumes from the exhaust can leak into the vehicle and can cause you to black out or even cause death.
- Run the engine and heater until the vehicle is

reasonably warm and then turn it off. Repeat this process as long as fuel is available. Running the engine for approximately 10 minutes each hour, in order to charge the battery and warm the interior, is recommended.

- Even in extremely cold temperatures, leave at least one window partially open to let fresh air in. Occupants of an idling vehicle can suffer carbon monoxide poisoning if ventilation is not adequate and heavy snow and ice can seal a vehicle shut.
- At least one person in the vehicle should remain awake at all times.
- To protect yourself from frostbite and hypothermia use woolen items and blankets to keep warm.

SKIDDING

Most of us think of ice and snow when we think of skidding. Remember that skidding can also happen on roads that are wet. Your car may start to hydroplane at speeds over 35 mph. Hydroplaning occurs when your front tires start to ride on water instead of the road. As you go faster, the problem becomes worse and you will lose control of your steering.

In Utah, we also have a special problem with black ice. Black ice is very difficult to see on the roadway and appears more like a wet spot than a patch of ice.



Unfortunately, many crashes occur each year from skids caused by black ice.

The best policy is to keep a skid from happening. Slow down to a speed at which you can control the car. If you do skid, slowly take your foot off the gas pedal. If your rear wheels skid to the right, turn your front wheels to the right. If the rear wheels skid to the left, turn left.

Do not steer too far though, as that will make the car skid in the other direction. Do not slam on your brakes. Once your car regains traction, straighten out your wheels.

TORNADOS

Vehicles are notorious as death traps in tornadoes because they are easily tossed and destroyed. If you spot a tornado either leave the vehicle for sturdy shelter or drive out of the tornado's path. Avoid seeking shelter under bridges or overpasses. If a tornado moves through, winds will actually be stronger beneath the overpass due to a wind tunnel effect. Bridges and overpasses provide little protection from flying objects.

LIGHTNING

Only a hard-topped vehicle will protect you in a lightning storm. Make sure all doors are closed and windows are up. Do not touch any metal surfaces. Do not use radios connected to an external antenna mounted on the vehicle. Otherwise, the safest place to be during a thunderstorm is inside a well-constructed building with plumbing and electric wiring.

FLOODING

Flooding can occur when streams and rivers flow over their banks, when dams or levees break, when there is run-off from deep snow or anytime there is heavy rainfall. Floodwaters can be found on roads, bridges, and low areas. Flash floods can come rapidly and unexpectedly. They can occur within a few minutes or hours of excessive rainfall.

Do not drive through flooded areas. If you see a flooded roadway ahead, turn around and find another route to get to your destination. Be cautious, especially at night, when visibility is limited. Remember, six inches of water will reach the bottom of most passenger cars, causing loss of control or possible stalling. Two feet of moving water can carry away most vehicles including sport utility vehicles and pick-up trucks. Even if the water appears shallow enough to cross, do not attempt to cross a flooded roadway. Water can hide dips, or worse, floodwaters can damage roadways by washing away the underlying road surface. If there is no other route, proceed to higher ground and wait for the waters to subside.

DRIVING IN VERY HOT WEATHER

When driving in very hot weather pay special attention to these items:

TIRES—check the tire mounting and air pressure. Inspect the tires every two hours or every 100 miles. Air pressure increases with the temperature. Do not let air out or the pressure will be too low when the tires cool off.

ENGINE OIL—the engine oil helps keep the engine cool. Make sure there is enough oil. If you have an oil temperature gauge, make sure the temperature is within the proper range while you are driving.

ENGINE COOLANT—before driving, make sure the engine cooling system has enough water and antifreeze. When driving check the water temperature or coolant temperature gauge from time to time. Make sure that it remains in the normal range. If the gauge goes above the highest safe temperature, there may be something wrong that could lead to engine failure and possibly fire. Stop driving as soon as safely possible to find out what is wrong.

WATCH FOR BLEEDING TAR—tar in the road pavement frequently rises to the surface in very hot weather. Spots where tar bleeds to the surface can be very slippery so use caution when you see it.

GO SLOW ENOUGH TO PREVENT OVERHEATING—high speeds create more heat for tires and the engine. In de-

sert conditions, the heat may build up to the point where it is dangerous. The heat will increase chances of tire failure, or even fire and engine failure.

DISTRACTING SITUATIONS

Sometimes while driving you may drop something, lose a contact lens, be stung by a bee, or be distracted in some other way. Some people panic when something like this happens. They become more concerned with the problem than about their driving and often run off the road or into the car in front of them. Don't let this happen to you. If you have a problem or there is a distraction, pull over to the side of the roadway immediately and then take care of the problem.

VEHICLE SUBMERGED UNDERWATER

If you are in a crash and your vehicle enters a pond, lake, river or other body of water you should remain calm and assess the situation. If your vehicle enters water, it will only float on the surface for 30 to 60 seconds so make every attempt to get out of the vehicle immediately. First remove your safety belt, then lower the window and climb onto the top of the vehicle. Before trying to swim away, assess the current of the water.

If the vehicle is sinking quickly and you cannot get the door or window open you will have to wait for the pressure to equalize. Take off heavy clothing that will cause you to sink, but keep your shoes on in case you have to kick the window to escape. When the water along the window is to your shoulder, try to open the door. If you are able to, there will still be a rush of water coming into the vehicle.

If you cannot open the door or window, there will be a small air pocket near the part of the vehicle which is highest in the water. If you can't get a side window open, take a breath and kick the window out. Go to the air pocket for one more breath and then escape.

MOUNTAIN DRIVING

Mountain driving can be very different from normal driving conditions. Some hazards you should be aware of are steep hills, wildlife, rocks in the roadway, and changing weather conditions. Gravity plays a major role in mountain driving because it slows your vehicle down on an upgrade. To drive up hills and mountains that are steep, you need to use lower gears. When coming down steep hills or mountains gravity causes the speed of your vehicle to increase, therefore, you must select a safe speed, use proper braking techniques and use a low gear.

You should try to plan ahead and obtain information about any long steep grades along your planned route of travel. If possible, speak to other drivers who are familiar with the grades to find out what speeds are safe. Here are some more tips to use when driving up hills or mountains:

- If your vehicle experiences difficulty traveling up steep roadways, pull off the road at a safe place or stay in the right lane to allow other

vehicles to pass.

- Pay special attention to speed limit signs and warning signs, such as those warning of curves, steep hills or other hazards.
- If a speed limit is posted or there is a sign indicating maximum safe speed, never exceed the speed shown.
- You must yield to vehicles going uphill if you are traveling downhill on a narrow road.
- Do not coast downhill by shifting into neutral or disengaging the clutch.
- Stay close to the right edge of the road to stay away from oncoming traffic.
- Sound the horn when approaching any sharp curve on a narrow road where the view is obstructed.

RUNAWAY VEHICLE RAMPS

You may **NOT** use a runaway vehicle ramp unless you are in an emergency situation requiring use of the ramp to stop your vehicle. You are prohibited from stopping, standing or parking on a runaway vehicle ramp or in the pathway of a runaway vehicle ramp.

DESERT DRIVING

Desert driving is normally done on reasonably good roads with gas, food, water and accommodations available at convenient intervals. Unless you are really going off-road, most roads will be paved or gravel condition. Except during the summer months deserts get really hot, with daily temperatures in the 100 degrees Fahrenheit range and with low to zero humidity. Some tips to use when driving in the desert:

- If you are not used to high temperatures, do not drive through the desert in the summer. If you have to drive through the desert in the summer, stay on the freeways and use a vehicle with air conditioning.
- Always carry enough water for you and your passengers to survive in the desert if your vehicle breaks down.
- Carry water for your vehicle's radiator. The vehicle's cooling system can be affected, so watch the radiator temperature and coolant levels.
- If your vehicle breaks down in the desert, stay with it. Do not wander away from the vehicle unless it is to get help from a clearly-visible call box on the road or an inhabited building within a few minutes' walk.
- When you are off the freeways or major high-

ways, make sure you have enough gas and water. You can never have enough water and gas in the vehicle while driving in the desert.

- Do not take side roads off the freeway or highway unless you know for sure where they go.

AVOIDING COLLISIONS WITH ANIMALS

You can reduce your chances of colliding with an animal by using caution when driving at dawn and dusk when animals are most active. Being alert when driving on roadways marked with deer crossing signs. These signs are placed in areas that have had a large number of deer/vehicle collisions. Looking well down the road and at the sides of the road. Slow down and use caution when approaching animals that are standing near the roadway, they may bolt or change direction at the last minute and there may be other deer following. Do not swerve to avoid the animal, your risk of personal injury may be greater if you do. Keep your vehicle under control and in the travel lane. Watch for dogs and cats in residential areas and try to avoid hitting them.

If you need help pull to the side of the road, turn on your emergency flashers, raise your hood, and tie something white or orange on the antenna or left door handle.

RAILROAD CROSSINGS

As the number of drivers increase, more and more people die at railroad crossings. In a car-train collision, the odds that those in the car will live are not very good. Learn what to do at railroad crossings so that you do not have a collision. Use extreme caution at all railroad crossings and remember to always slow down. Never pass a car that is going your direction at a railroad crossing. Do not park closer than 50 feet from a railroad crossing unless signs indicate that you may or it is allowed by local law. When you stop at a railroad crossing, you must be between 15 and 50 feet from the nearest rail. Trains sound their horns as they approach a crossing; therefore, turning down the car radio is a good safety measure.

Every railroad crossing should be taken seriously. At night, do not assume that a train is not coming just because you do not see any lights. Slow down or stop and look before crossing the tracks. If lights are flashing, you must come to a complete stop. You may not proceed while the lights are flashing. After coming to a complete stop, if you suspect the flashing lights are not working properly, you may drive through the railroad crossing only if you have a clear line of sight of at least one mile down



the tracks in both directions, there is not evidence of an approaching train, and you can cross the tracks safely, and you may not drive through, around, or under any crossing gate or barrier at a rail-

road crossing while they are down or being opened or closed.

WARNING DEVICES

Public railroad crossings have been marked with warning devices for your safety by highway departments and the railroad companies. Learn what the warning devices are and watch for them. With these warning devices and caution on your part, railroad-crossing crashes may never happen.

ADVANCE WARNING SIGNS

Advance warning signs are posted before you reach the crossing and tell you to slow down, look, listen, and be prepared to stop at the crossing ahead.

PAVEMENT MARKINGS

A stop line, an "X" and the letters "RR" may be painted on the pavement in front of railroad crossings. These markings warn you to be aware of the crossing ahead and to pay particular attention to the possible approach of a train.

RAILROAD CROSSBUCK SIGNS

Crossbuck signs are found at all public crossings. If there are more than one set of tracks, a sign below the crossbuck indicates the number of tracks. Be prepared to stop at the tracks if a train is coming. **You must yield to train traffic.**

FLASHING LIGHTS

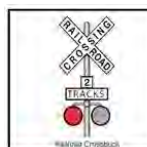
Flashing lights and bells are used with crossbuck signs at many railroad crossings. Always STOP when lights begin to flash or bells begin to ring, which means a train is coming. If there are more than one set of tracks, make sure all tracks are clear before starting to cross.



GATES



Gates are used with flashing light signals at some railroad crossings. Stop when the lights begin to flash and before the gates begin to lower across your lane of traffic. Remain stopped until the gates are raised and the lights stop flashing. **DO NOT DRIVE AROUND THE GATES.**



MOTORCYCLES AND BICYCLES—riders should approach a railroad crossing with caution. Do not swerve to get a better angle for crossing.

SCHOOL BUSES—drivers are required to stop at all railroad crossings. The driver must check both directions and listen for approaching trains, proceed only when it is clearly safe to do so and never shift gears on the crossing.

TRUCKS CARRYING HAZARDOUS MATERIALS—drivers are required to stop at all railroad crossings. Drivers should make a safe, gradual stop to minimize the possibility of causing a crash. Do not shift gears when crossing the tracks. When possible, reroute away from railroad crossings or use a crossing which utilizes flashing red lights and/or



gates.

GENERAL RAILROAD SAFETY INFORMATION



Expect a train on any track at any time. Freight trains do not travel on a predictable schedule. Schedules for passenger trains change.

Train tracks are private property, no matter which railroad owns them.

Trains have the right-of-way 100% of the time—over ambulances, fire engines, cars, the police and pedestrians.

If there are rails on the railroad ties, assume that the track is in use, even if there are weeds or the track looks rusty.

A typical locomotive weighs approximately 400,000 pounds or 200 tons. When 100 railcars are added to the locomotive, the train can weigh approximately 6,000 tons. The weight ratio of an automobile to a train is proportional to a soda can and an automobile.

A train may extend three feet or more outside the steel rail, which makes the safety zone for pedestrians well beyond the rails themselves.

Trains cannot stop quickly. It is simple law of physics: the huge weight and size of the train and the speed of the train dictate how quickly it can stop under ideal conditions. A 100-car freight train traveling at 55 mph will need more than a mile to stop—that's approximately 18 football fields—once the train is set into emergency braking.

There are roughly 200,000 miles of railroad tracks in the United States. Trains can move in either direction at any time. Trains are sometimes pushed by locomotives instead of being pulled. This is especially true in commuter and light rail passenger service.

Modern trains are quieter than ever, with no telltale “clackety-clack.” Also, an approaching train will always be closer and moving faster than you think.

Cross tracks only at designated pedestrian or roadway crossings. Observe and obey all warning signs and signals.

Never walk down a train track; it's illegal and dangerous. By the time the locomotive engineer can see a trespasser or a vehicle on the tracks, it is too late. The train cannot stop quickly enough to avoid a collision.

If your vehicle stalls on a crossing, immediately get everyone out of the car and off the tracks. Notify local authorities immediately. If a train is coming, stay clear of the

tracks and run toward the approaching train at an angle away from the train. By moving in the direction of the approaching train, you will be less likely to be hit by flying debris. If no train is in sight, post lookouts and try to start or move the vehicle.

TRAX LIGHT RAIL AND STREETCARS

Utah Transit Authority currently operates a light rail system throughout the Salt Lake valley. The system currently consists of over 45 miles of track and has 67 actively used grade crossings.

Light rail cars are powered by overhead electrical lines. Each car is 88 feet long and weighs approximately 88,000 pounds. Trains size can vary from one to four cars in length. It is important to know that light rail vehicles accelerate quickly and can reach speeds up to 65 mph within 21 seconds. Never try to beat a light rail train through a railroad crossing.

Light rail grade crossings must be treated in the same manner as all train crossings. Motorists must wait until the gates have completely raised and the red lights have stopped flashing before entering the crossing. It is also important to ensure there is enough room to completely clear the tracks before entering the crossing. Never stop on the tracks.

There are many areas where light rail trains operate through the same intersections and streets as automobiles. Extra attention to traffic signals and posted signs must be taken when driving in these areas.

At some locations in the system, an overhead sign will flash the logo of a train. This means a train is approaching the area, you should pay extra attention to obey traffic signals at these intersections. The flashing train logo is **not** an indication to stop, but merely an additional warning device.

VULNERABLE USERS OF THE HIGHWAY

Utah law defines a vulnerable user of the highway as a pedestrian, including a person engaged in work upon a highway or utilities facilities along a highway or providing emergency services within the right-of-way of a highway, a person riding an animal, and a person operating any of the following on a highway: farm tractor or implement of husbandry without an enclosed shell, skateboard, roller skates, in-line skates, bicycle, electric-assisted bicycle, electric personal assistive mobility device, moped, motor-driven cycle, motorized scooter, motorcycle, and wheel-chairs.

A person who distracts or attempts to distract a vulnerable user of a highway with the intent to cause violence or injury, or force a vulnerable user off the roadway may be given a traffic citation. If convicted in court, this type of traffic

citation will appear on a person's driving record and points will be assessed.

SPECIAL CONSIDERATIONS



People walking, jogging, riding bicycles, or operating pedestrian vehicles on the roadway can cause special problems for drivers. Besides being hard to see, they sometimes do the unexpected. As a driver, you must always have your car under control and be ready to react to any sudden action of others using the roadway.

STREET LEGAL ALL-TERRAIN

It is possible to register an all-terrain type 1 vehicle (ATV), a utility vehicle (UTV), or a full-size all-terrain (FSV) vehicle as a street-legal all-terrain vehicle when certain conditions are met.

ATV—TYPE 1

Any motor vehicle 52 inches or less in width, having an unladen dry weight of 1,500 pounds or less, traveling on three or more low pressure tires, having a seat designed to be straddled by the operator and designed for, or capable of travel over unimproved terrain.

UTV—UTILITY TYPE VEHICLE

Any recreational vehicle designed for and capable of travel over unimproved terrain. Traveling on four (4) or more tires and having a width that when measured at the widest point of the vehicle is not less than 30 inches and does not exceed 70 inches. An unladen dry weight of 2,200 pounds or less. Having a seat height of 25 to 40 inches when measured at the forward edge of the seat bottom. Having side by side seating with a steering wheel for control.

FSV—FULL-SIZE ALL-TERRAIN VEHICLE

Any recreation vehicle designed for and capable of travel over unimproved terrain. Traveling on four (4) or more tires and having a width that, when measured at the widest point of the vehicle is not less than 55 inches and does not exceed 92 inches. Having an unladen dry weight of 6,500 pounds or less. Having a maximum seat height of 50 inches when measured at the forward edge of the seat bottom and having a steering wheel for control.

REGISTRATION

A street-legal all-terrain type 1, utility type vehicle, and full-size vehicle will need to comply with county motor vehicle emissions inspections and maintenance programs.

LICENSING

The street-legal ATV/UTV and FSV shall comply with the same requirements as a motorcycle as to following traffic rules, registering, titling, odometer statement, vehicle iden-

tification, license plates, and registration fees.

Note: If you have a Class D or CDL, you are licensed to drive a street-legal ATV/UTV or FSV.

HIGHWAY USE

All-terrain type 1, a UTV or a FSV that meets the requirements may be operated as a street-legal ATV/UTV or a FSV on a street or highway that is a highway with one lane in each direction.

The street-legal ATV/UTV or FSV operating on a highway may not exceed the lesser of the posted speed limit or 50 miles per hour. If operating on a highway with posted speed higher than 50 miles per hour the operator shall operate the street-legal ATV/UTV or FSV on the extreme right hand side of the roadway, and shall equip the street-legal ATV/UTV with a reflector or reflective tape.

A street-legal ATV/UTV or FSV shall be equipped with one or more headlamps, one or more tail lamps, either a tail lamp or a separate lamp to illuminate the rear license plate with a white light, one or more red reflectors on the rear, one or more stop lamps on the rear, amber or red electric turn signals on each side front and rear, a braking system other than a parking brake, a horn or other warning device, a muffler and emission control system which complies with Utah requirements, rearview mirrors on the left side of the driver, a windshield (unless the operator wears eye protection while operating the vehicle), a speedometer illuminated for nighttime operation and tires no larger than the tires the ATV manufacturer made available for the ATV and have at least 2/32 inches or greater tire tread.

Anyone younger than 21 years of age is required to wear a DOT approved helmet.

For information regarding the usage of, or to register for the youth training courses, contact the Department of Natural Resources State Parks and Recreation at 801.538.7220 or at stateparks.utah.gov.

SECTION 13—HOW TO PREPARE FOR YOUR DRIVER LICENSE

WRITTEN KNOWLEDGE TEST

The primary purpose of a written knowledge test is to ensure you have the information needed to drive safely. The written knowledge test measures a sample of what you know, but it shows you have a basic understanding of Utah laws and safe driving practices. The questions are based on the information provided in this handbook. The written knowledge test is not timed, but generally takes 30 to 35 minutes to finish and you must pass with a score of 80% or better. You may go to any full service Driver License Office to take the written knowledge test.

PASSING THE WRITTEN KNOWLEDGE TEST

If you pass the written knowledge test you are eligible to take the driving skills test. After you pass the written knowledge test and receive your learner permit, you may make an appointment to take the driving skills test at the same office where you received your learner permit. You must pass the eye, written knowledge and the driving skills test to receive your driver license certificate.

FAILING THE WRITTEN KNOWLEDGE TEST

If you fail the written knowledge test you should study the driver handbook further and retake the test. You may take the written knowledge test twice in one day and failure to pass the written knowledge test in three attempts will result in having to pay another fee.

Note: Please allow adequate time to complete the testing process by arriving at our office at least **one hour prior** to closing.

DRIVING SKILLS TEST

The examiner may require you to demonstrate your driving ability. If so, you must provide the vehicle to be used. It must be properly registered and comply with vehicle safety laws, including functioning safety belts. The vehicle may be rejected if its condition could cause harm to the examiner's person or clothes. The license applicant and the driver license examiner are the only occupants allowed in the vehicle during the driving skills test.

In addition to road rules and regulations, you will be evaluated on the use of proper driving techniques and other important elements of safe driving, such as your general behavior and attitude. During the driving skills test, the driver license examiner will drive you over a test route that may have a variety of traffic situations. You will be asked to follow the directions of the examiner who will be scoring you on specific driving maneuvers. You will not be asked to do anything that is against the law. You may be judged on driving posture, observance of traffic signs and signals, left and right turns, proper use of lanes, backing, starting and stopping, U-turns, attention at intersections, steering, parking on hills and between vehicles, coordination, three

point turns, and parallel parking.

If you fail the driving skills test, you will be expected to practice before taking another test. You may only take one driving skills test in a day and may have to wait several days or weeks before attempting additional tests. The failure to pass the driving skills test in three attempts will result in having to pay another fee (two attempts for CDL.) All tests must be completed within six months from the day you pay your fee.

Any person may be asked to complete additional testing if the examiner feels the applicant's ability to drive may be in question.

Note: Driving skills tests (including motorcycle skills tests) are given by appointment only.

PREPARE FOR YOUR DRIVING SKILLS TEST

To be successful on your driving skills test it is recommended that you practice with a parent/guardian or friend, who is properly licensed and over the age of 21. Practice driving in low traveled, residential areas until you are confident you can drive in other types of traffic situations, such as urban area and expressways.

For a video presentation of the driving skills test, check out our video at [youtube.com/watch?v=RTUCmTbPQfo](https://www.youtube.com/watch?v=RTUCmTbPQfo).

Prior to taking the driving skills test you should have made an appointment for your test. When arriving at the office for your scheduled time, present to the driver license examiner your learner permit, valid vehicle registration, insurance and a valid driver license of the person, who is at least (21) years of age or a parent, guardian or spouse who is at least (18) years of age, accompanying you to the Driver License Office.

DRIVING MANEUVERS

URNS

You have been asked to make a turn—

- As you approach the turn check traffic in all directions, use the correct turn signal, brake smoothly and evenly, safely get into the correct lane needed for the turn.

If you must stop before making the turn because of traffic, signal or signs—

- Smoothly come to a complete stop without skidding behind the stop line, crosswalk, or stop sign. A safe gap when stopping behind another vehicle is to stop where you can see the rear tires of the vehicle ahead of you. Keep the front wheels aimed straight ahead.

When ready to turn—

- Check traffic in all directions. Keep both hands on the steering wheel during the turn. Maintain smooth even acceleration and yield

to pedestrians and other traffic. Keep checking your mirror to make sure the vehicle does not hit anything on the inside of the turn. Do not move into oncoming traffic or drive over the curb. Keep the vehicle in the proper lane.

After turn—

- Make sure you finish completing the turn in the correct lane and that your turn signal has cancelled. Accelerate to the speed of traffic, use your turn signal, check your blind spots by looking over your shoulder (head check), check your mirrors and move into the right-most lane when it is safe to do so (if not already there.)

INTERSECTIONS

As you approach an intersection—

- Check traffic thoroughly in all directions. Brake smoothly and evenly and maintain lane position.

When stopping at an intersection—

- Come to a complete stop behind any stop signs, signals, sidewalks or stop lines. If stopping behind another vehicle maintain a safe gap. You should be able to see the rear tires of the vehicle ahead of you.

Driving through an intersection—

- Check traffic thoroughly in all directions. Keep both hands on the wheel and slow down and yield to any pedestrians or traffic in the intersection. Do not change lanes while proceeding through the intersection.

Once through the intersection—

- Continue checking mirrors and traffic behind you. Accelerate smoothly. If there are multiple lanes of traffic, accelerate to the speed of traffic, use your turn signal, check your blind spots by looking over your shoulder (head check), check your mirrors and move into the right-most lane when it is safe to do so (if not already there.)

LANE CHANGES

During multiple lane portions of the test, you will be asked to change lanes to the left, and then back to the right. You should make the necessary traffic checks first by looking in your mirrors and checking your blind spots by looking over your shoulder (head check.) Make sure you use the correct turn signal and smoothly change lanes when it is safe

to do so. Cancel your turn signal upon completion and check traffic.

TRAFFIC SIGNS

During the driving skills test you will be asked to identify a number of traffic signs. They can be located anywhere on the driving skills test. If the examiner asks you what road sign you just passed you should be able to tell the examiner.

GENERAL DRIVING

Proper braking—

- Do not brake harshly, but rather smoothly using steady pressure. Come to a complete stop at traffic signs and signals.

Proper steering—

- Keep both hands on the outside of the steering wheel at all times unless using other controls. Once you have completed using other controls return both hands to the steering wheel. All methods of steering are acceptable (i.e., hand-over-hand and push/pull) as long as both hands are on the outside of the wheel.

Proper lane usage—

- Do not put vehicle over curbs, sidewalks or lane markings. Complete a turn in the proper lane on a multiple lane road (vehicle should finish a left turn in the left-most lane, the one directly to the right of the centerline.) Finish a right turn in the right-most (curb) lane. Move to or remain in the right-most lane unless lane is blocked. Do not attempt lane changes at intersections.

Regular traffic checks/head checks—

- Check traffic and mirrors regularly. Check traffic and mirrors before, while in and after an intersection, turn or lane change. Watch for hazards by searching left and right at intersections, driveways, store entrances, railroad tracks or any other areas where traffic intersects. Scan and check traffic in high volume areas and areas where pedestrians are expected to be present. Check traffic by looking over your shoulder (head check) when necessary (i.e. lane change, merging.)

Use of turn signals—

- Use turn signals when required. Do not signal too early or too late. Cancel turn signals upon completion of a turn or lane change.

Stopping at stop line, crosswalk, or gap—

- When stopping at a stop sign or traffic signal do not stop over marked stop line, pedestrian

crosswalk, sidewalk or other marker. Do not stop vehicle in the intersection. When stopping behind another vehicle make sure you can see the rear wheels of the vehicle in front of you.

PARALLEL PARKING

When initiating a parallel park—

- Find a parking space. Check traffic, signal and head check.
- Pull up parallel to the vehicle you are parking behind.
- When traffic is clear, shift to reverse and look to the rear.
- Back slowly while turning the steering wheel quickly. Continue backing until your front bumper is in line with the rear bumper of the vehicle you are parking behind.
- Keep backing slowly while turning the steering wheel rapidly. Center your vehicle in the space and stop before touching the bumper of the vehicle behind you. Shift to drive and adjust your position in the space. The vehicle should be no more than 12 inches from the curb.

When exiting—

- Check traffic and apply the brake. Shift to reverse and back up close to the vehicle parked behind you.
- Check for traffic and signal. Shift to drive and move forward slowly. Steer out into the lane.
- Make sure that the front bumper of your vehicle will clear the vehicle ahead. If not, shift to reverse and adjust.
- Move into the traffic lane when the doorpost of your vehicle clears the rear bumper of the vehicle ahead of you.

DANGEROUS ACTIONS/AUTOMATIC FAILURES

If any of the following errors occur during the driving skills test, the test will result in automatic failure:

- If you receive a traffic citation for a moving violation, disobey signs or signals, speed, roll through stops, or ignore traffic laws.
- If you do not yield to pedestrians or other roadway users.
- If you are involved in an avoidable crash or if your vehicle has physical contact with other vehicles, objects or pedestrians.
- If you commit any unsafe act or if another driv-

er is forced to take evasive action in order to prevent a crash.

- If you put the vehicle over sidewalks or curbs unnecessarily.
- If the examiner has to take control of the vehicle.

WHAT TO EXPECT

You can expect to be treated with respect, fairness, and courtesy during the entire examination process. If you were not treated in this manner, please contact the office supervisor.

At the end of the driving skills test, the examiner will discuss the results of the test and provide recommendations for possible improvement.

The driving skills test for the regular Class D driver license is the same for all drivers regardless of age. An adult driver takes the same type of driving test as a teenager driver. A driver with a physical and/or mental condition may take additional tests to determine their ability to drive safely.

Remember, the examiner will ride with you only to make sure that you can drive safely and obey traffic laws. Your driving skills test will last about 20 minutes and will consist of basic maneuvers mentioned above.

If you have any questions, please ask the examiner before your driving skills test begins. During the test, the examiner will ask you questions or give your directions, but he/she will not engage in general conversation.

We want you to pass your driving skills test. Study this handbook, relax and do your best.

SAFE DRIVING TIPS

Practice these tips to improve your driving skills:

- Steer smoothly at all times with both hands on the outside of the wheel. May use hand-over-hand or push-and-pull method.
- Accelerate smoothly. Don't race the engine or make it stall.
- Stop the vehicle gently. Start braking well ahead of where you must stop to avoid sudden jerks. Know where to stop. Be aware of crosswalks. If your view is blocked at a crosswalk, move forward carefully and look both ways before entering the intersection.
- Be sure your vehicle is in the correct gear. Don't grind the gears. Don't coast to a stop.
- Always obey the posted speed limits. If needed, reduce your speed to adjust for existing weather, road, and other traffic conditions.

- Follow at a safe distance. Use the two-second rule. Increase your following distance in bad weather or poor visibility.
- Know what the traffic signals mean and obey them at all times.
- Always use the proper lane. Turn from the correct lane into the correct lane.
- Signal for all lane changes and turns.
- Always look for potential hazards (scan.) Check your mirrors frequently. Always look over the proper shoulder before making lane changes, pulling away from the curb, or making turns.
- Drive defensively. Anticipate another driver's errors.

with unexpected situations is to always use the safe driving habits and the responsible and courteous attitude you demonstrated on your test.

Good luck!

TEST VEHICLE REQUIREMENTS

You must provide the vehicle for your driving skills test. You must ensure the vehicle is registered, clean and free of unnecessary debris and odor, and safe to drive. To avoid having to reschedule your driving skills test please ensure that your vehicle has:

- Two license plates. The rear plate must show current registration.
- Both front and back turn signal lights and working brake lights.
- A working horn designed for the vehicle.
- Tires with no bald spots.
- Adequate brake pressure (you may be asked to step on the brake pedal to see if it works properly.)
- A driver's side window that rolls down.
- A windshield that allows a full unobstructed field of vision.
- Two rear view mirrors (one must be on the outside, to the driver's left.)
- Driver and front passenger doors that open from both the inside and outside.
- A passenger seat permanently attached to the vehicle.
- Working safety belts.
- Working emergency/parking brake.

Learning to drive safely does not end with your driving skills test. Your driver license means you have met the driving test requirements. However, in everyday driving you will have to deal with many situations and problems you did not encounter on the test. The best way to deal

APPENDIX A—OPTIONAL INFORMATION

ORGAN DONATION



You have the power to save lives, by becoming an organ and tissue donor.

People who choose to become organ and tissue donors see it as a way to make a difference in the world. They say it feels good to know they can help others. As of August 2019 about 123,000 patients in the U.S. are waiting for life-saving organ transplants. That's more people than most football or baseball stadiums can seat, and the list grows each day.

When applying for or renewing your driver license or state ID, you have the opportunity to register your wish to be an organ, eye or tissue donor. You will then be registered on the Yes Utah Donor Registry.

If you do **not** wish to be an organ, eye or tissue donor, nothing further needs to be done.

One organ donor can potentially save the lives of nine (9) people. Someone who donates tissues can help over 50 people. An open casket funeral is still possible and there is NO charge to the donor's family for the recovery of organs and tissues.

It also is important to tell your family and significant others that you wish to be a donor so they can serve as your advocate and speak on your behalf at your time of death. In addition, it is helpful to cover all your bases by carrying a donor card in your wallet and telling your physician, faith leader and attorney of your intent.

You may have more questions about organ and tissue donation. To get the facts, contact:

- DonorConnect 866.937.8824 or yesutah.org.
- Donate Life America at 1.800.355.7427 or donatelifenet.net.
- US Department of Health and Human Services at organdonor.gov.

VOLUNTARY CONTRIBUTIONS

The following opportunities have been made available for Utah residents to make a voluntary contribution to one or more organizations. The voluntary contributions are not part of the driver license, driving privilege card, identification card, or vehicle registration fees.

FRIENDS FOR SIGHT

Utah residents may make a voluntary contribution of \$2.00 for vision screening when applying for a vehicle registration, a driver license, a driving privilege card, or an identification card, or a renewal of any of the four. The contribution will be forwarded to Friends For Sight.

For more information, please visit friendsforsight.org.

ORGAN DONATION

Utah residents may make a voluntary contribution of \$2.00 to the Organ Donation Contribution Fund when applying for a vehicle registration, a driver license, a driving privilege card, or an identification card, or renewal of any of the four. The funds will be administered by the Department of Health and dispersed to organizations that promote and support organ donation, assist in maintaining and operating a statewide organ donation registry and provide donor awareness education. For more information, please visit yesutah.org.

MOBILITY ASSISTANCE

Utah residents may make a voluntary contribution of \$1.00 to the "Out and About" Homebound Transportation Assistance Fund when applying for a driver license or identification card, or a renewal of either. The funds will be administered by the Department of Human Services, Division of Aging and Adult Services, and will be used for public transportation assistance for seniors or people with disabilities. For more information, please visit dspd.utah.gov.

EMERGENCY CONTACT DATABASE

A Utah license certificate holder or identification card holder may provide the Division with information for two individuals who may be contacted by law enforcement in the event of a motor vehicle crash or other emergency situation if the certificate holder is unable to communicate with the contact person(s.)

The license holder may provide this information to the Division by completing a form at any Utah Driver License Office or through the internet at dld.utah.gov.

APPENDIX B—MOTORCYCLES

SHARING THE ROADWAY: MOTORISTS & MOTORCYCLES IN TRAFFIC

DRIVING AND RIDING

As vehicle patterns change, motorists are learning that other vehicles on the roadway are not operated in the same manner as an automobile. The motorcycle is obviously different from a car in size and handling.

The Motorcyclist, for instance, uses his/her hands to operate throttle, clutch, front brake, as well as turn signals, light switches, and horn. In addition, the motorcyclist maintains steering control with his/her hands.

The Motorist, by comparison, uses his/her hands only to operate turn signals, light switches, horn, and steering wheel—and steering is frequently power assisted.

The Motorcyclist, is exposed to all the elements. The motorcyclist relies on all his/her senses, including touch, in operating the motorcycle. Clothing is dictated by this exposure: motorcycle helmet manufactured to meet Department of Transportation (DOT) standards, eye protection, over-the-ankle boots, full-fingered gloves, long sleeved jacket, and long pants all protect the rider.

The Motorist, by contrast, is protected by lots of steel in an enclosed compartment. Operation is within the vehicle, and insulated from traffic noises and weather. Four wheels and heavy weight offer stability.

The Motorcyclist, must add skills of balance and heightened awareness to the other skills necessary for safe vehicle operation. The motorcyclist must be more alert than the motorist because he/she is relatively inconspicuous in traffic. He/she must ride assuming that motorists who don't see him/her in traffic constantly violate his/her right-of-way.

It is vital for motorists to condition themselves to look for motorcyclist in traffic. The appearance of a motorcycle in traffic situations when the motorist is not prepared can lead to a hazardous situation. A University of Southern California (USC) study showed that motorists' failure to detect and recognize motorcycles in traffic is the predominant cause of motorcycle crashes. The driver of the vehicle did not see the motorcycle before the collision, or did not see it until it was too late to avoid the crash. Motorcyclists are not difficult to see if the motorist expects to see them. **"I didn't see him," usually results from not looking for a motorcyclist.**

Both the motorist and the motorcyclist can benefit from using a simple system to heighten awareness of potential problems while on the roadway. It's known as **SEE** process and consists of the following steps:

- **S—search for factors in the area**
- **E—evaluate the potential risks and options**

- **E—execute with control and precision**

This process causes drivers to scan ahead for potential trouble spots. You learn not to fix your gaze on any one object for more than a moment. How and where to look for hazards will become automatic and safer highway sharing will be the result.

Attitude plays an important part in creating a safe highway environment. Sharing the roadway is a good indication that motorists and motorcyclist both recognize the importance of cooperation. By curbing aggressive behavior and operating the vehicles in accordance with common sense, courtesy, and the law, motorists and motorcyclists can ride together on the road.

Today's motorcycle riders are friends, relatives, and neighbors. The motorcyclist has the same rights and responsibilities on the roadway as drivers of other vehicles. Motorists should recognize this and not attempt to crowd motorcycles or take the right-of-way from motorcyclists.



Motorcyclists, on the other hand, must operate as responsible road users and not take unsafe advantage of the motorcycle's narrow silhouette and maneuverability.

LIGHTS AND SIGNALS

Communication with other roadway users is an important part of vehicle operation. This is true for both motorists and motorcyclists.

Hand signals are a fast-disappearing technique for communicating. Motorists should pay attention to the electric turn signals on motorcycles, and riders should heed the turn signals of the vehicle ahead.

The Motorist, must be careful not to misinterpret a rider's intentions. You must remember that **most motorcycle turn signals are not self-canceling** like those of an automobile. The turn signals could be inadvertently left on even after a turn is completed. Be aware that a motorcyclist riding with his/her turn signal on is not always going to turn.

The Motorcyclist, must use signals and lane position to communicate with other roadway users. Remember to cancel your signal after a turn so you do not confuse other drivers. You can use hand signals to augment the electric turn signal, especially if you are unsure others see the original signal. One means of making the motorcycle more visible in traffic is to use headlights during the daytime. Some states require headlight use at all times by law. Most motorcycle headlights come on automatically when the engine is started.

FOLLOWING DISTANCE

Being able to judge distances accurately is one of the most important abilities any motorist or motorcyclist can have.

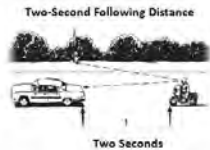
Tailgating of other vehicles by motorcyclists, or motorcyclists by other vehicles—is a hazardous, unwise practice. Insufficient stopping room and reduced ability to see conditions ahead may cause both riders and drivers to make incorrect decisions. This leads to crashes.

The Motorist, can handle a tailgater in several ways. Flash the brake lights or pull off the road when conditions permit. Increasing your following distance from the vehicle in front of you will give you more time to react so you will not be forced to brake suddenly, nor cause the tailgater to do so as well.

The Motorcyclist, can choose any of their methods, but must also be conscious of riding in a position to discourage lane sharing.

Both rider and driver, should know what a safe following distance is, and how to maintain it under traffic conditions.

Using the two-second count is a simple way to establish a safe following distance on a clear, sunny day. The rider or driver should pick a fixed point (shadow, pavement marker, or pole) ahead of the lead vehicle. Once the lead vehicle has passed the point, the motorist or motorcyclist should be able to count off two seconds (one-thousand, one-thousand two) before passing the reference point.



Following distance establishes time and space in which to maneuver or respond. It is not enough space to stop. Therefore, following distance should be adjusted depending upon roadway conditions.

Advantages of a safe following distance are the ability to be seen, ability to see around and over other vehicles, time and space to react to road-surface changes covered by preceding vehicles, and time and space to react to vehicles ahead.

LANE POSITION

Because of a motorcycle's size, its position within a lane of traffic will change as traffic conditions change.

The Motorcyclist, should choose a position in the lane to be seen. This sometimes means you will ride in the left portion of a traffic lane.

This position gives him/her a better view of traffic and the road ahead, as well as making the motorcycle more visible to other traffic in most situations.

As a motorcyclist, you should change position within your lane as needed to maximize distance from potential hazards.

Lateral movements within a lane may be necessary at times to increase your chance of being seen. Avoid riding for any length of time in a driver's blind spot. Experienced riders realize that the best position within a lane of traffic is dictated by the situation.

The Motorist, should respect the vehicle space of a motorcycle and its position in traffic. Although there is often enough room, refrain from sharing a lane with a motorcyclist. The rider needs that space to maneuver for safety reasons.

BLIND SPOTS

The Motorcyclist, due to its relatively small size, is sometimes difficult to see. Coupled with the fact that all automobiles have blind spots to the left and right rear, problems can occur. This is especially true when motorists do not expect motorcycles to appear in the traffic stream.

The Motorist, in developing proper search patterns in traffic, should always be on the lookout for the unexpected. Expect to see motorcycles in traffic at any time.

The Motorcyclist, can minimize the problem of blind spots by spending as little time as possible in the blind spot of an automobile. Take a position that offers maximum visibility of your motorcycle to other traffic. You should avoid riding too closely behind large trucks or cars. Like other motor vehicles, the motorcycle also has blind spots to the left and right. A mirror and a head check is required for motorcyclists making lane changes or turning.

INTERSECTIONS

According to the USC study, intersections are the most likely place for motorcycle crashes to occur.

For crashes involving a motorcycle and another vehicle, the other vehicle violates the motorcyclist's right-of-way two-thirds of the time.

The Motorist, should be prepared to yield the right-of-way to oncoming vehicles, including motorcycles. A motorcycle's small size (which makes it difficult to spot in traffic) requires you, as a driver, to aggressively and consciously look for motorcycles in changing traffic situations. Determining the speed of an oncoming motorcycle is not easy. Whether it is a day or night, when you spot a motorcycle, make sure you have accurately judged its speed and distance.

The small silhouette and lack of accurate reference scale can lead to misjudging the actual distance between the car and the motorcycle. Give the scene a second look and your decision a second thought.

The Motorcyclist, should approach intersections with caution. Never assume the other vehicle drivers see you and will yield. Before riding through an intersection, check traffic from the right, left, rear, and front. Especially check oncoming traffic for vehicles that may be turning left. The USC study found that about 25 percent of all motorcycle



crashes studied were the result of the other vehicle turning left across a motorcyclist's path.

At intersections where vision is limited by buildings, parked vehicles, and shrubbery, traffic hazards may be obscured. *The MOTORIST AND MOTORCYCLIST* should slow down, check traffic and adjust position.

Special problems arise at signal-controlled intersections. Drivers and riders should be aware that cross traffic may be going through the intersection on a yellow light. Also, oncoming motorists may try to make a quick left turn in front of other traffic.

The Motorcyclist, should be aware that home driveways present special hazards. Since automobiles are often backed out of driveways, the driver may have difficulty seeing an oncoming motorcycle. Make sure the driver sees you before you reach the driveway entrance. Also, slow down and be prepared to stop.

Remember that alleys, parking lot corners, traffic circles, and highway entrance and exit ramps are also intersections. These require motorcyclists to exercise the same care used when approaching the more typical street intersections.

PASSING AND BEING PASSED



The rules for passing other vehicles are similar for motorcycles. The most important considerations: Do the other vehicle operators see me? Do I have time and space to complete the ma-

neuver safely?

The Motorist, being overtaken by a motorcycle should maintain lane position and speed, allowing the motorcyclist to complete the pass and assume proper lane position as quickly and safely as possible.

When passing a motorcycle, allow a full lane to the motorcycle—never crowding the motorcycle in the same lane. Avoid returning to the original lane too early. You may cause the motorcyclist to swerve into traffic to avoid you, or you might force him/her off the road. Either way, it could cause a crash or injuries.

The Motorcyclist, should pass only when it is safe. Before passing, you should make sure your motorcycle is in the left portion of the lane at a safe following distance. Avoid crowding the automobile when passing.

Both Motorist and Motorcyclist, should avoid accelerating when being passed—this action is discourteous, improper, and hazardous. Both rider and driver should use mirrors and head checks of traffic to ensure that the passing maneuver can be accomplished safely.



ROAD HAZARDS

Most drivers take for granted the ability of their automobile to handle minor road hazards such as potholes or railroad tracks. What are minor problems for four-wheeled vehicles can be major problems for two-wheeled motorcycles.

For motorcyclists, potholes, railroad tracks, oil slicks puddles, road debris, ruts, and other hazards may require sudden changes of lane position and direction.

The Motorist, needs to be alert to how the motorcyclist “sets up” when encountering such hazards. You should expect the motorcyclist to make sudden changes in position and directions. Drive accordingly.

The Motorcyclist, can watch the movement of vehicles ahead for clues to road hazards. Keep an appropriate following distance so you have time to react. If possible, you should try to go around an obstacle rather than over it, and reduce speed as needed before reaching it.

While the road surface is important to safe vehicle operation for drivers or motorists, it is *critical* to motorcyclists. Sand, mud, and water force the motorcyclist to ride with extreme caution to avoid skidding or sliding. Even wet paint stripes can increase the likelihood of a skid.

The Motorcyclist, it is imperative to be aware of road conditions and give yourself plenty of time and space to react.

The Motorist, it is imperative to be aware of how road conditions can affect motorcycle operation so you are not surprised by the rider's actions.

SHARING THE ROAD

The driving attitude by both motorcyclists and other highway users will make our roadways a safe place for all.

Making this a reality requires **motorists** actively looking for and granting motorcyclists their space on the roadway coupled with **motorcyclists** operating within the rules of the road.

**“Sharing the Roadway: Motorists & Motorcycles”
courtesy of Motorcycle Safety Foundation.**

APPENDIX C—IDENTITY FRAUD

IDENTITY FRAUD PREVENTION AND DETECTION

The issue of preventing identity fraud has always been a key concern for the Division. Nationally and locally, the cases of identity fraud reported to the Federal Trade Commission ID Theft Database show an alarming trend. The Federal Trade Commission estimates that as many as 9 million Americans have their identities stolen each year.

Utah law states a person is guilty of identity fraud when that person knowingly or intentionally “obtains personal identifying information of another person and uses, or attempts to use, that information with fraudulent intent, including obtaining, or attempting to obtain, credit, goods, services, any other thing of value, or medical information.”

Identity fraud is a felony.

The Driver License Division has an ongoing program to train its employees to identify fraudulent documents. Technological advances are being utilized to both identify fraudulent documents and safeguard the documents issued by the Division. The Driver License Division cooperates fully with all local, state, and federal law enforcement agencies in identifying and prosecuting cases of identity fraud.

To protect yourself keep your personal identification documents such as birth certificates, social security card, and marriage certificates in a secure location. Carry with you only the information and bankcards that you need. Guard your mail and trash from theft. Don't give out personal information over the phone, through the mail, or over the Internet unless you have initiated the contact or are sure you know with whom you are dealing. Before giving out any personal information ask how that information will be used and secured. Annually review your credit report and closely examine all your financial statements. Stay informed.

The Federal Trade Commission has a great deal of information available in printed form and on the Internet. Their web address is consumer.ftc.gov.

APPENDIX D—CRASHES AND INSURANCE

UTAH MOTOR VEHICLE FINANCIAL RESPONSIBI-

BILITY LAW

Requires that every resident owner of a motor vehicle, including motorcycles shall maintain owner's or operator's security (proof of financial responsibility) in effect at any time the motor vehicle is operated on a highway, or on a quasi-public road, or parking area within the state.

Anyone who knowingly operates a motor vehicle, or permits one to be operated without owner's security is guilty of a class B misdemeanor and may have their driving privileges suspended or revoked, and their vehicle impounded.

Motor vehicle insurance is the most convenient and least expensive way to comply with this law.

INSURANCE COVERAGE

The most important types of insurance coverage are:

Bodily injury and property damage liability—

- Mandatory coverage that provides payment for injuries or damages caused through your negligence to another person or another person's property. This coverage can be used to meet the requirements of the Utah Motor Vehicle Financial Responsibility Law.

Uninsured motorist—

- Covers injuries to you and your passengers if you are in a crash that is caused by another driver who does not have insurance or by a “hit-and-run” driver. Property damage losses are not normally paid under this coverage.

Personal injury protection (also known as “no-fault” or “PIP”)—

- Mandatory and provides some basic benefits and coverage for bodily injury to you and others without having to determine “fault” in a crash.

Collision—

- Covers repairs to your vehicle for damage caused by a collision, subject to a deductible, usually in a case when no other person is at fault. This coverage is not required by law, but is usually required by a lien holder.

Comprehensive—

- Covers repairs to your vehicle for damage caused by some reason other than collision, such as fire, theft, vandalism or glass breakage. This coverage is not required by law, but may be required by a lien holder.

INVOLVED IN A CRASH

Stop immediately. You may be penalized severely for not remaining at the scene of a crash in which you are involved. Your driver license may be suspended or revoked for up to one year. In addition, you may receive a jail sentence of up to one year, a fine of up to \$2,500 or both.

Render aid if possible or find someone trained in first aid. Until medical help arrives, you should avoid moving anyone who appears to be seriously injured unless such action is necessary to avoid further injury.

You are required to render reasonable assistance to any person injured in the crash, including transporting or making arrangements for transporting of the injured person to a physician or hospital for medical treatment if it is apparent that treatment is necessary, or transportation is requested by the injured person.

Note: It is a third degree felony for a person to fail to stop at the scene of an injury crash.

If the crash results in property damage only and there are no injuries, the law allows for the operator of a vehicle with knowledge that the operator was involved in, or who has reason to believe that the operator may have been involved in, an accident resulting only in damage to another vehicle or other property; may move the vehicle as soon as possible out of the travel lanes on any roadway to an adjacent shoulder, the nearest suitable cross street, or other suitable location that does not obstruct traffic; or off the freeway main lines, shoulders, medians, or adjacent areas to the nearest safe location on an exit ramp shoulder, a frontage road, the nearest suitable cross street, or other suitable location that does not obstruct traffic; and shall remain at the scene of the accident or the location described until all other requirements are fulfilled.

If the crash results in injuries, death, or at least \$2500 in total property damage, you must notify the police, sheriff, or Highway Patrol as soon as possible. This rule applies to all types of crashes, regardless of whether another driver was involved. You may also be requested to provide insurance information to the Financial Responsibility Section, Driver License Division.

The following information must be exchanged between drivers or other persons involved in the crash:

- Your name and address.
- Vehicle registration number.
- Your insurance information including agent or provider's name and phone number.

If the owner of an unattended vehicle is not available or cannot be found, leave a note providing this information:

- Name and address of the driver of your vehicle.

- Vehicle registration number of the vehicle that caused the crash.

Note: The operator of a vehicle that provides the information required to a police officer at the scene of the crash is exempt from providing the information to other persons involved.

RELEASE OF CRASH REPORT INFORMATION

Crash reports are protected and may be released only as provided by the law. A report may be released to persons involved in the crash, excluding witnesses; anyone they name as a representative, with signed permission from person involved in crash; parents or legal guardian, attorney, insurance company, licensed private investigator, or the media.

Information released to the news media is limited to name, age, sex, city of residence, make and model of vehicles (whether or not the vehicles were insured), and the location and description of the crash.

Note: If you are convicted in a court of law of a violation for driving without insurance or driving without proof of insurance, you will be required to carry an SR-22 for three years and pay a \$40 reinstatement fee.

FINANCIAL RESPONSIBILITY ACT

The Financial Responsibility Act is designed to protect the public from losses due to motor vehicle crashes. This law requires that you have your vehicle or yourself, as a driver, insured. Failure to obey this law may result in the loss of your driver license, motor vehicle registration, and license plates.

To regain these items, you must provide proof of adequate financial security; pay required reinstatement fees, and fines up to \$1,000.

PROVIDING SECURITY AFTER A CRASH

There are two ways you can provide the required security after a crash in which you were the at-fault driver:

1. Depositing money with the Financial Responsibility Section in the amount of the loss suffered by the other parties involved; **or**
2. Showing that at the time of the crash you were covered by automobile liability insurance. If you were not covered by such insurance, you must file one of the following:
 - Evidence that you have been released from liability by all parties involved in the crash.
 - Evidence that you have agreed in writing to make payments for any damages or injuries suffered by the other party or parties.

- Evidence that you have been found not liable by a court of law.
- Evidence that the operator was in compliance with the operator's security requirement.

If your driving privilege is suspended under this act, it may be reinstated by complying with one of the above listed procedures or one year following the effective date of suspension, if no civil action arising out of the accident has been instituted.

UNSATISFIED JUDGMENT

A court may render a judgment against you for damages to other injured parties. If this judgment is not satisfied within 60 days after the court decision, your driving privilege will be suspended. This rule may apply not only to drivers, but also to those who own or maintain the vehicle. If your driving privilege is withdrawn, the suspension will be in effect until the judgment is satisfied and you have filed "future proof" of financial responsibility in the form of an SR-22.

SR-22 INSURANCE

"Future proof" of financial responsibility is evidence that you will be able to pay for any damage to others if you are responsible for a future accident. It is required if you have failed to satisfy a judgment as explained above or if your driving privilege is suspended for a violation of the financial responsibility laws. This proof must be maintained for **three years** following the date of the suspension or revocation or, in the case of an unsatisfied judgment, three years from the date of reinstatement.

The most common way to file "future proof" is to furnish evidence that you are covered by an SR-22 automobile liability insurance policy.

You may obtain additional information on financial responsibility by contacting the Customer Service Section, Driver License Division at 801.965.4437.

UNINSURED MOTORIST

If a vehicle owner is convicted of driving without insurance, is suspended for driving without insurance, or is identified in the computer records as having no insurance, the Department of Motor Vehicles is required to revoke the vehicle registration unless insurance is purchased within 30 days.

Note: The law states that **any time** anyone drives a motor vehicle, proof of insurance for the vehicle and/or the operator **must be in the vehicle** and must be shown to any peace officer that asks to see it. It is acceptable for you to provide proof of insurance to a peace officer electronically using a **mobile electronic device**. UCA 41-12a-303.2(2)(a)(i) and 41-12a-303.2(2)(d)(i)(B)

APPENDIX E—SPECIAL SUBJECTS AND INTERESTS FOR DRIVER

PHYSICAL HEALTH PROBLEMS AND DRIVING SAFETY

In 1979, the Utah State Legislature made provisions for increasing highway safety and at the same time allowing many people with health concerns to drive within appropriate safety limits.

The law states that **individuals are personally responsi-**

ble to be sure they are in reasonably good health when they drive. If a person has a health condition which may affect their ability to safely drive a vehicle, they are responsible to report it to the Driver License Division and are expected to seek competent medical evaluation and advice. Their physicians are responsible to advise them about their health as it relates to driving safety. A physician does not have authority to restrict anyone's driving, but is responsible to report accurately about a patient's health status. This report may permit an unlimited license, one with restrictions or, in some cases, a denial of a license for safety reasons.

The legislature also set up a Driver License Medical Advisory Board to advise physicians and the Driver License Division. The board emphasizes functional ability to drive a vehicle safely, rather than stressing impairments. It developed a form, "Functional Ability Evaluation Medical Report," or "Guidelines" to help physicians advise their patients and simplify reporting.

The guidelines include possible health concerns in the following 11 categories:

- (A) Diabetes and metabolic condition
- (B) Cardiovascular (heart)
- (C) Pulmonary (lung)
- (D) Neurologic (nervous system)
- (E) Seizures or episodic conditions
- (F) Learning and memory
- (G) Mental health conditions
- (H) Alcohol and other drugs
- (I) Visual disorders
- (J) Musculoskeletal abnormality
- (K) Alertness or sleep disorders

In some circumstances, it might be appropriate for the Medical Advisory Board to review a case to help determine driving eligibility.

Applicants for a driver license will be asked to answer health-related questions. If there is a health concern, they will be given a Functional Ability Evaluation form to take to their health care provider, who will complete a Functional Ability Safety Assessment.

The form is then returned to the Driver License Division and, if appropriate, a license to drive will be issued based upon previously determined levels of driving risk. For example, if there is a vision problem and the person cannot read highway signs at a distance, the individual may be considered safe to drive, but at reduced speeds, and a restricted license could then be issued.

If you have a health problem, you should ask your physician about how it might affect your driving. Many medica-

tions may cause drowsiness or other difficulties; therefore, a physician may advise against driving until a suitable dosage schedule has been worked out that will not impair driving. Abuse or excessive use of prescription drugs has caused many serious accidents and should be avoided. Individual drivers have the final responsibility for knowing their abilities and for driving safely.

The **guidelines** require higher standards of fitness for drivers of commercial motor vehicles than for private vehicles, but the principles are the same.

EYE (VISION) TEST

The Division requires 20/40 vision and peripheral fields (side vision) of 90° in at least one eye to pass the vision test. If you fail to meet this standard with or without glasses, you will be required to get a statement from your eye doctor. The statement must be presented before your application can be completed. It should indicate specific vision problems and suggested restrictions, if any. A vision test is required on all applications processed in a field office. Everyone age 65 and older is required to pass a vision examination with every license application.

MENTAL AND HEALTH CONDITIONS

Mental and health conditions is just as important as physical health concerns. If your mind is not on your driving, you are probably not driving safely. Some forms of behavior which often provide hints about our mental health are:

- Finding that you are always mad at other drivers and sometimes try to "get even."
- Having a tendency to be excessively confused or frustrated when traffic becomes heavy.
- Being so depressed and worried about things that your attention is not always on the road.
- Finding that you are frequently getting traffic citations.
- Having trouble adjusting to an emotional shock such as the loss of a loved one.

If you are angry or excited, give yourself time to cool off. Take a walk or talk to a friend. Do anything, but stay off the road until you have cooled down.

If you are worried about something, do something that will allow you to concentrate on your driving. Listen to the radio or sing to yourself.

If you are impatient, give yourself extra time. If you leave a few minutes early, you will not feel the need to speed, beat traffic signals, or do other things that can get you a traffic citation or cause a crash.

REVIEW EXAMINATION

Sometimes the Division will request that a driver appear for a review examination. The request for an evaluation may be based upon a request from:

- Medical professional.
- Confidential reporting.
- Law enforcement officer who observed a driving situation which calls into question the driver's ability to safely operate a motor vehicle.
- Another individual or agency which indicates that the driver may be impaired.
- Have a medical condition which requires an assessment of the driver's functional ability to drive.

A review examination does not necessarily lead to the withdrawal of the driving privilege. In most cases, upon completion of the review process, a driver is allowed to drive under applicable restrictions if deemed safe by the Division. If an individual does not complete a required review examination, the driving privilege will be withdrawn.

After the review examination has been completed, a hearing officer will discuss the results with the driver and will review the medical evaluation. The hearing officer will take into account:

- The driving needs of the individual.
- The type of roads or highways used.
- The traffic conditions usually experienced, etc.

The hearing officer will also refer to guidelines established by the Driver License Medical Advisory Board as they relate to the medical form provided by the driver. The hearing officer will then decide whether any restrictions need to be placed upon the driver license. Only when the Division determines that a driver cannot operate a vehicle safely under any conditions is the driver license withdrawn. Often no restrictions are required, but when they are, one or more of the restrictions listed in Section 3 are specified on the driver license.

Remember, it is your responsibility to find out about and report mental or health problems, just as you must for physical problems.

The Driver License Division staff will be happy to provide information about the medical guidelines as they apply to the licensing program.

APPENDIX F—LICENSE REVOCATION AND SUSPENSION, ALCOHOL, POINT SYSTEM, DRIVING RECORDS

Some drivers do not meet acceptable driving standards. The Driver License Division is here to help those drivers, if possible, and to take corrective action, if necessary. The Division also deals with cases of license fraud and alteration.

The various driver control programs are designed to result in improved driver attitude and performance. In most cases, the treatment programs are successful. However, some drivers are unable or unwilling to correct their bad habits. Those drivers can expect revocation, suspension, denial, or disqualification of their driving privileges.

LICENSE REVOCATIONS

Your driving privilege will result in a mandatory revocation if a court finds you guilty of any of the following:

- Manslaughter or negligent homicide while driving.
- A second or subsequent conviction for driving or being in actual physical control of a motor vehicle or a motorboat while intoxicated or while any measurable controlled substance or metabolite of a controlled substance is in your body (including prescribed medications.)
- Making a false statement under oath when applying for a driver license.
- Using a motor vehicle to commit or facilitate a felony, including automobile homicide.
- Failure to stop and give aid if you are involved in a motor vehicle crash resulting in the death of, or personal injury to another.
- Two charges of reckless driving or impaired driving in one year. (The court may recommend that your license be suspended for three months on the first conviction.) Reckless driving is defined as operating a vehicle in a willful and/or wanton disregard for the safety of persons or property.
- Attempting to flee or refusing to stop after receiving a visual or audible signal from a police officer.
- Discharging or allowing the discharge of a firearm from a vehicle.
- Using, allowing the use of, or causing to be used any explosive, chemical or incendiary device from a vehicle.
- Driving with a measurable or detectable amount of alcohol in your system when you

have an alcohol-restricted status.

- Driving a vehicle without an ignition interlock device installed when you have an ignition interlock restricted status.
- You have been convicted of careless driving and a judge has ordered revocation of your driver license. If you forfeit bail after being arrested, for one of the above, your driver license will be revoked/suspended as if you had appeared in court and been found guilty.
- You have been convicted of automobile homicide using a handheld wireless communication device.

LICENSE SUSPENSIONS

Your driving privilege will result in a mandatory suspension and may be suspended for as long as two years or until your 21st birthday for any of the following:

- You have been convicted of an offense for which mandatory suspension is required.
- You have caused or contributed to a crash by reckless or unlawful conduct, in which someone was injured or killed, or which resulted in serious property damage.
- You are incompetent to drive, or have a mental or physical condition that would make you an unsafe driver.
- You have unlawfully or fraudulently used your license or permitted its use by someone else.
- You have refused to take or failed to pass a review examination as ordered by the Division.
- You have been convicted of sufficient traffic violations to be subject to the Division point system.
- You have been arrested for DUI or been found guilty of any drug offense.
- As a Utah driver, you failed to appear in court for a traffic violation when it occurred in Utah or in a Non-Resident Violator Compact member state, or you failed to satisfy fees, fines, or restitution to the court on any criminal charge.
- You failed to show proof of no-fault insurance or other security as required under the Utah Automobile No-Fault Insurance Act.
- You operated a vehicle or allowed a vehicle registered to you to be operated without required insurance or proof of financial responsibility.
- You failed to pay child support.

- You have been convicted for a texting violation or for stealing gas from a retail establishment and the judge has ordered suspension of your license.
- You are under the age of 21 and have used false or improper proof of age in order to obtain or consume alcohol, or gain admittance to a bar.
- You have been convicted for custodial interference.
- You have been convicted for a violation related to approaching an emergency vehicle, and have failed to complete a four-hour live classroom course on driving safety offered by an approved entity.
- Drugs and alcohol should not be taken at the same time. Alcohol can have an unpredictable effect on drugs, which in turn, will react much differently in your body.
- If an officer requests you to take a test to see if you have alcohol or drugs in your system (including prescription medication) and you refuse to be tested, **your license may be revoked for 18 months for the first offense, and 36 months for a second or subsequent offense. If you are under the age of 21, the license will be revoked for either two years for a first offense, or 36 months for a second offense; or until you reach the age of 21, whichever is longer.** This is called the **Utah Implied Consent Law.**
- Studies show that people who use marijuana make more driving mistakes and are arrested for more traffic violations. They are more likely to be bothered by headlight glare.

DRIVING AND USING ALCOHOL OR DRUGS

Driving after even one drink is asking for trouble. The bottom line is that when you drive after drinking, you are driving with impairment. After alcohol reaches your stomach, it enters the blood stream and goes to all parts of your body and reaches your brain in 20 to 40 minutes. Alcohol affects those parts of your brain that control your judgment and motor skills. The more you drink, the more trouble you will have judging distances, speeds, and the movement of other vehicles. You will also have much more difficulty controlling your own car.

Remember, one of the most dangerous things about alcohol is that your judgment is the first thing to be impaired. It is a fact that over half of all drivers have driven after they have been drinking. Whether you drink all the time or never drink, you should know that somewhere down the road you will meet a driver who has been drinking.

Drugs have become a problem with many drivers on the roads. The “drug addict” is not the only person causing a problem. Most of the drugs for headaches, colds, hay fever, allergies, or nerves can make you sleepy and affect your control of the vehicle. Be sure you know how any drugs or medication you take may affect your driving and ability to drive a vehicle safely on our highways.

FACTS ABOUT DRINKING AND THE USE OF DRUGS:

- If your blood or breath alcohol concentration level is .05, the point of presumed intoxication in Utah, you are six times more likely to have a crash than if you are sober.
- Almost half of the crashes in which people are killed nationally involve drinking. There are more than 16,000 of those crashes each year.
- The average person is likely to be legally intoxicated after consuming three mixed drinks, three glasses of wine, or three cans of beer in one hour, and will stay drunk by having only one additional drink every hour.

DRINKING DRIVER/DRUG USER

Too many people are killed in alcohol-related crashes each year in Utah, and many more are seriously or permanently injured. To help keep the drinking driver off the road, various laws have been enacted. These laws provide severe penalties for the intoxicated driver.

In the 2017 legislative session the DUI laws were changed to reduce the DUI legal limit. Effective December 30, 2018 the legal limit for driving under the influence of alcohol was reduced from .08 to .05 blood alcohol concentration (.04 for commercial motor vehicle operators – refer to the CDL manual for details regarding CDL disqualifications.) Utah law also states it is a violation to drive if you are impaired to a degree that it is unsafe to operate a vehicle even if you are under the legal limit.

If you are convicted of, plead guilty to, or forfeit bail for driving or being in actual physical control of a motor vehicle or a motorboat while under the influence of alcohol or drugs, your punishment may be as much as six (6) months in jail and a fine.

Your license will be suspended for 120 days if 21 or older, or for one year, or until you reach the age of 21, whichever is longer, on the first conviction if under the age of 21. Second and subsequent convictions will result in a two year revocation or until you reach the age of 21, whichever is longer. A mandatory jail sentence or requirement to perform community service will be ordered upon conviction of driving under the influence.

A plea of “guilty” or “no contest” for a criminal charge of DUI that is held in abeyance by the court will not appear on the Motor Vehicle Report (MVR) unless you hold a CDL license, or were operating a commercial motor vehicle at the time you were cited. Although a plea held in abeyance for the DUI violation will not result in suspension or revocation of your regular operator privilege, it will result in the disqualification of your CDL privilege. In addition, the

abeyance will be considered a “prior offense” in combination with any subsequent offenses. This law applies to the following convictions:

- Driving under the influence of alcohol or drugs.
- Reckless driving.
- Automobile homicide.

Utah’s law also allows a peace officer to confiscate your Utah driver license upon arrest for driving under the influence and allows the Division to suspend your license beginning on the 30 day after the date of arrest.

You may receive similar fines and jail sentences for any additional convictions for drunk driving or driving under the influence of alcohol or drugs. A repeat offender may also be found to be a habitual user of alcohol or drugs and be refused a driver license indefinitely, or for life.

BOATING WHILE UNDER THE INFLUENCE

If you operate a motorboat while under the influence of alcohol, the same laws apply as if you were operating a motor vehicle while under the influence of alcohol. Your driver license will be suspended or revoked if you are convicted of DUI or alcohol-related reckless driving in a motorboat. If you are arrested for operating a motorboat while under the influence of alcohol, administrative action may be taken against your privilege to drive a motor vehicle, even if you are not convicted in court.

If you have been drinking any alcoholic beverages, don’t take a chance. Let someone who has not been drinking alcoholic beverages do the driving.

Note: It is unlawful in the state of Utah for a person to use or possess powdered alcohol for human consumption.

UNDERAGE DRINKING

An individual between the ages of 13 and 20 who is convicted in court for possession or consumption of alcohol or for being in a bar and being under age will have their driver license suspended for one year for a first offense and two years for a second or subsequent offense as ordered by the court. If the court orders suspension for a driver under the age of 16, the suspension time will begin on the date of conviction and extend for one to two years from their 16th birthday.

“NOT A DROP” ACT PROVIDES THAT:

- A person under 21 years of age driving with ANY MEASUREABLE AMOUNT of alcohol in their body will have all driving privileges denied for a first offense for six months.
- A second or subsequent offense within ten years of a prior denial will result in loss of driving privileges for two years, or until they reach the age of 21, whichever is longer.

- An individual who has not yet been issued a license will be denied or suspended even though they have not yet obtained a license. The license will be denied for six month for a first offense and for two years for a second or subsequent arrest if under the age of 21.

Note: If you are suspended as a result of a Not-A-Drop arrest, you must also provide proof of successful completion of an alcohol assessment and any recommendations made by a substance abuse provider licensed by either the Department of Human Services or the Department of Health and approved by the local substance abuse authority before you will again be allowed driving privileges.

ALCOHOL-RESTRICTED DRIVER

When action is taken against a driving privilege for an alcohol-related offense, the driver is placed under an alcohol-restricted status for two, three, five, or ten years depending on the number and type of offenses. A lifetime alcohol-restricted status will result when a driver is convicted for automobile homicide or a felony DUI.

The alcohol-restricted status begins on the effective date of revocation or suspension for DUI, alcohol-related reckless driving, impaired driving, automobile homicide, per se arrest, refusal to submit to a chemical test, driving with alcohol in the body while on an alcohol-restricted status, or driving without an ignition interlock device installed in the vehicle while on an ignition interlock restricted status.

Once a driver has reinstated the driving privilege following an applicable alcohol offense, the alcohol-restricted status remains in effect for the two, three, five, or ten year period, or lifetime from the effective date of the original suspension or revocation action. Following reinstatement of the driving privilege, the driver will retain full driving privileges; however, if convicted of driving with any measurable amount of alcohol during the alcohol-restricted period, the driver license will be revoked for one year.

IGNITION INTERLOCK RESTRICTED DRIVER SUSPENSION

When you are an ignition interlock restricted driver, your driving privilege will be suspended. The suspension may be reinstated by having an ignition interlock device (IID) installed in your vehicle and payment of the required reinstatement fee to the Driver License Division. If the ignition interlock device is removed from the vehicle prior to the ending date of your alcohol-restricted driver restriction period, your driving privilege will be re-suspended.

For a list of certified ignition interlock system providers please visit: dld.utah.gov/IIDproviderlist.

When an individual has been convicted of a first DUI, they are automatically restricted to driving a vehicle that has an IID installed for a period of eighteen months from the date of conviction or effective date of the license suspension, or

three years if they are under the age of 21 when they are arrested.

When an individual has been convicted of a second or subsequent DUI impaired driving, or alcohol-related reckless driving violation, or they have been revoked for refusal to submit to a chemical test after being arrested for driving under the influence, they are automatically restricted to driving a vehicle that has an IID installed for a period of three years from the date of conviction or effective date of the revocation.

Felony DUI carries a six year IID restriction, and automobile homicide carries a ten year IID restriction.

If an individual drives a vehicle without an IID installed when they are restricted, the vehicle may be impounded.

In addition, the driver may be cited for violating the Interlock Restricted Driver (IRD) law. A conviction for violating the IRD law will result in a driver license revocation for a period of one year and an additional three year IID restriction from the date of conviction.

IMPLIED CONSENT LAW

When you drive a vehicle or a motorboat in the state of Utah, it is implied that you will submit to a chemical test of your breath, blood, urine, or oral fluids to determine the alcohol or drug content, if asked to do so by a peace officer. This is called the IMPLIED CONSENT LAW.

Utah accepts the results of chemical tests to help determine whether an individual has been driving or in actual physical control of a vehicle or a motorboat while under the influence of alcohol, drugs, or both. If an officer arrests you for driving while in such a condition, you must submit to the chemical tests selected or designated by the officer.

If you refuse to do so, your driver license will be revoked for 18 months for a first offense and 36 months for second or subsequent offenses.

If you are under the age of 21, the license will be revoked for either two years for a first offense, or 36 months for a second offense; or until you reach the age of 21, whichever is longer. If asked to take any chemical tests, you may **not** choose which tests you will take, or consult with an attorney or doctor before agreeing to take such tests.

Any time your license is suspended/revoked for an alcohol-related offense, you may apply for a new driver license after the suspension/revocation period by paying a reinstatement fee, and the regular license fee and by taking the required examinations. An additional administration fee may be required in some cases. If a driver does not comply with the court orders, the court will notify the Driver License Division, which will suspend the driver license until the driver has done all that the court ordered.

IMPOUND OF VEHICLE

If a driver is arrested for DUI, the officer may have the ve-

hicle or motorboat impounded. If a vehicle is impounded, the DMV will notify the owner of the vehicle and provide information of what must be done to get the vehicle out of impound. The impounded vehicle will not be released to the owner until all requirements have been met and all fees and charges paid. Fees the owner must pay include towing, storage charges, and administrative costs. If an impounded vehicle is not claimed within the allowed time, it shall be sold.

Note: The court may order the arrested person to pay all fees associated with the impound or reimburse anyone who may have paid the fees.

If a driver is convicted in court for a violation of DUI, driving with a controlled substance in the body, or automobile homicide, and was previously convicted for felony DUI, a felony drug related driving violation, or automobile homicide for a violation that occurred after May 1, 2009, and had their license suspended or revoked in connection with the violation, their impounded vehicle may be subject to criminal forfeiture, and may be sold.

DRIVING WHILE DENIED, SUSPENDED, OR REVOKED

If you drive while your driver license is denied, suspended, or revoked you may be sentenced to jail for 90 days and be required to pay a fine.

Also, the length of time your driver license was originally denied, suspended, or revoked will be increased by the amount of the original time period. For example, if your license was originally suspended for three months, an additional three months would be added to your suspension. If your original suspension or revocation is based upon an alcohol-related offense, the fine may be up to \$1000, and you may be imprisoned for up to six months. If you drive while your license is suspended or revoked for DUI, metabolite of a drug, automobile homicide, a violation of the alcohol-restricted driver law or refusal to submit to a chemical test, your vehicle may be impounded.

ALTERED OR FICTITIOUS LICENSE

It is unlawful to display a license which you know has been canceled, suspended, or altered. It is also illegal to alter a driver license. Either of these actions could result in your licensed being suspended.

POINT SYSTEM

OVER 21 YEARS OF AGE

The point system is part of Utah's Driver Improvement Program. Points are assigned for specific types of violations. If you acquire 200 or more points within a three year period, you will be asked to appear for a hearing. Based on the hearing, you may be placed on probation, requested to take the defensive driving course, or have your driving privilege suspended. The suspension may be for three months, six months, or one year, depending on your driving record.

UNDER 21 YEARS OF AGE

Utah drivers under the age of 21 are subjected to a more stringent point system. An accumulation of 70 points or more within a three year period may result in a hearing and a subsequent suspension or denial of driving privileges from 30 days up to one year.

POINT DISTRIBUTION

Note: Except for speeding citations, points may vary plus or minus 10%, depending upon the recommendation of the court.

CLEAR POINTS FROM RECORD

By driving safely, you can clear points from your own record. The point system provides that when you drive one

Reckless driving	80	full year without being convicted of a moving traffic violation, half of the total points on your record will be removed. If you drive two successive years without a conviction, all points will be re-
Speeding (depending on severity)	35-75	
Failure to yield right-of-way	60	
Following too closely (tailgating)	60	
Wrong side of road	60	
Wrong way on one-way street	60	
Red light	50	
Stop sign	50	
Improper lookout	50	
Improper passing	50	
Negligent collision	50	
Other moving violations	40	

removed from your record. Points for individual convictions are automatically removed from your record three years after the date of the violation.

As a further incentive, 50 points may be removed from

your record upon completion of a defensive driving course recommended by the Division. This 50-point reduction will be permitted only once during any three year period. For more information view the website for Utah Safety Council at: utahsafetycouncil.org/defensive_driving/.

Note: The defensive driving course required to reduce 50 points from your driving record is different than traffic school offered by some courts.

DRIVING RECORD (MVR)

The Driver License Division maintains a computerized driving and crash record of every driver in the state. It contains a record of convictions for moving traffic violations and suspensions within the past three years. All alcohol/drug-related violations, suspensions, and revocations remain on the record for ten years. When a driver is convicted of a moving traffic violation, notice of the court action is sent to the Division for posting on the driver's record.

If you are a commercial driver, your driving record will be submitted to the commercial driver license information system and a record of suspensions and revocations will be forwarded to the national driver register.

APPENDIX G—VEHICLE REGISTRATION

In Utah the Division of Motor Vehicles (DMV) handles vehicle, vessel, and aircraft registration, while driver license and identification cards are handled through the Driver License Division (DLD.)

WHAT VEHICLES MUST BE REGISTERED

Cars, watercraft, trucks, off-highway vehicles, trailers, snowmobiles, campers, aircraft, motorcycles, low speed electric vehicles, and street legal ATV's.

Trailers weighing less than 750 pounds when empty and not used for commercial purposes are not required to be registered. However, any trailer may be registered for the resident's convenience.

WHO MUST REGISTER THEIR VEHICLES

Utah residents must register any of the above vehicles for use in the state.

Non-residents using their watercraft in Utah for more than 60 days per year must register in Utah.

Non-residents using their off-highway vehicle or snowmobile in Utah pay an annual user fee to the Division of Parks and Recreation. Upon payment of the fee, a user receives a decal for display on the off-highway vehicle or snowmobile. Decals are available from Parks and Recreation or their authorized agents.

Exceptions: Non-resident students who pay non-resident tuition, certain military personnel, temporary workers, and individuals temporarily in Utah engaged in public or charitable service may be exempt from registering vehicles in Utah.

WHEN REGISTERING VEHICLES IN UTAH

Contact the Department of Motor Vehicles (DMV) at 801.297.7780 or their website at dmv.utah.gov for more information on vehicle registration and emissions.

APPENDIX H—RV'S AND LARGE VEHICLES

SHARING THE ROAD WITH TRUCK AND LARGE VEHICLES

It may sound obvious, but trucks are not large cars. To reduce the chance of a crash with a large tractor-trailer, the so-called “18-wheeler”, motorists must be familiar with a truck’s physical capabilities and common maneuvers. According to the National Highway and Traffic Safety Administration (NHTSA), 71% of fatal crashes involving two or more vehicles, in which one is a truck, are caused by the other vehicle, usually a car.

BRAKING

Tractor-trailers take longer to stop than a car traveling at the same speed. The average passenger car traveling at 55 mph can stop in about 130-140 feet, less than half the length of a football field. A fully-loaded tractor-trailer may take more than 400 feet to come to a complete stop, or one-third more than the length of a football field.

TURNING

With any turning vehicle, the rear wheels follow a shorter path than the front wheels. The longer the vehicle, the greater the difference. That’s why the drivers of tractor-trailers must often swing out to the left as the first step in making a right turn. When following a tractor-trailer, observe its turn signals before trying to pass. If it appears to be starting a left turn, wait a moment to check and see which way the driver is going to turn before passing on the right.

A TRUCKER’S BLIND SPOT

It is important to be seen whenever you are driving. Many motorists falsely assume that truckers can see the road better because they sit twice as high as the driver of a car. While truckers do enjoy a better forward view and have bigger mirrors, they still have **SERIOUS BLIND SPOTS** into which a car can disappear from view — **UP TO 20 FEET IN FRONT OF THE CAB, ON EITHER SIDE OF THE TRACTOR-TRAILER, PARTICULARLY ALONGSIDE THE CAB, AND UP TO 200 FEET IN THE REAR.**

Motorists lingering in blind spots on the sides or at the rear of large trucks hamper the truckers’ ability to take evasive action to avoid dangerous situations, thus increasing the possibility of a crash. An excellent rule of thumb for motorists sharing the road with a tractor-trailer is, “if you can’t see the truck driver in his side mirror, he can’t see you.”

MANEUVERABILITY

Trucks are designed to carry products to and from towns and cities; they are not designed to be as maneuverable as cars. Trucks have longer stopping and accelerating distances, wider turning area, and weigh more. On multi-lane highways tractor-trailers stay in the center lane to help the flow of local traffic on and off the highway. Staying in the middle lane also increases a truck driver’s op-

tions if he or she has to switch lanes in order to avoid a dangerous situation or a crash.

Listed below are common mistakes motorists must avoid when driving around trucks:

- Cutting off a truck in traffic or on the highway to reach your exit or turn. Cutting into the open space in front of a truck removes the truck driver’s cushion of safety. Trying to beat a truck to a single-lane construction zone represents a particularly dangerous situation. Take a moment to slow down and exit behind a truck—it takes only a few extra seconds and can avoid causing a crash.
- Don’t linger alongside a truck when passing. Always pass a tractor-trailer completely and always on the left side. If you linger when passing, your position makes it impossible for the trucker to take evasive action if an obstacle appears in the road ahead.
- Following too close or tailgating. When following behind a truck, if you can’t see the truck driver’s rear view mirrors, there is no way the truck driver can see you. Tailgating a truck or car is dangerous because you take away your own cushion of safety if the vehicle in front of you stops suddenly, and if the vehicle you are following hits something in the road, you will have no time to react before it hits your car.
- Never underestimate the size and speed of an approaching tractor-trailer. Because of its large size, a tractor-trailer often appears to be traveling at a slower speed than it is. A substantial number of car-truck collisions take place at intersections because the driver of the car does not realize how close the truck is or how quickly it is approaching.

SIZE AND WEIGHT REGULATIONS

It is illegal to move any vehicle which exceeds the legal size, and weight limits on any highway, except with a special permit. This section describes some of those limits. Remember, no local authority has the power to alter these limitations.

WIDTH

No vehicle shall have a total outside width, including load, of more than 8 1/2 feet. One exception to this rule is farm tractors. Their width may not exceed 9 feet. In addition, farm machinery may move short distances upon the highway, regardless of their size, if they are actually engaged in farm operations.

HEIGHT

No vehicle shall exceed a height of 14 feet, including any load that may be carried.

LENGTH

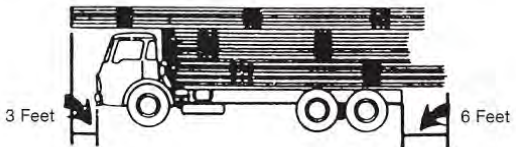
No single vehicle, except for fire-fighting equipment, shall exceed an overall length of 45 feet, including the front and rear bumpers. A truck tractor coupled to a semi-trailer or trailers is considered to be two vehicles.

Note: All other combinations of vehicles, with or without a load, (such as a motor home pulling a boat) may not exceed a total length of 65 feet in length, 8 feet in width and 14 feet in height.

LOADS PROJECTING TO THE FRONT AND REAR

No train of vehicles or single vehicle shall carry a load extending more than 3 feet to the front, nor more than 6 feet to the rear of the body of the vehicle. Requirements for placement of flags, if required, are listed later in this chapter.

LOADS PROJECTING TO THE SIDES



No vehicle, including a passenger vehicle, may carry any load extending beyond

the line of the fenders on the left side of the vehicle nor extending more than 6 inches beyond the line of the fenders on the right side of the vehicle. Requirements for lighting and flagging loads that project beyond the sides or ends of a vehicle are discussed later in this section.



POSTING OF REGISTERED GROSS LADEN WEIGHT

The Utah State Tax Commission requires that every vehicle registered for 16,001 pounds or more have the weight for which it is registered displayed upon both the left and right sides of the vehicle. This can be done with paint, stencil, or decals. The information must be in letters not less than 2 inches high and placed in a location that is easily seen.

EQUIPMENT

The following list will serve as a handy guide to Utah's equipment regulations (an * indicates equipment required for all motor vehicles.)

*HEADLIGHTS

All vehicles, except motorcycles, must have at least two operational headlights (one on each side) which are white in color and can shine 350 feet on high beam and 100 feet on low beam. All vehicles must have a high beam indicator light.

*TAIL AND STOP LIGHTS

Vehicles must have two red tail/stop lights mounted on the rear of the vehicle. The lights must be visible from 500 feet to the rear in normal sunlight. One tail/stop light is permissible on motorcycles and certain vehicles manufactured prior to 1956.

*TURN SIGNALS

Two red, yellow or amber lights must be mounted on the rear of the vehicle and two white, yellow or amber lights must be mounted on the front of each vehicle. These lights must be visible from 100 feet in normal sunlight. Turn signals are not required on vehicles manufactured before 1953, if the vehicle is less than 80 inches wide.

*PARKING LIGHTS

One or more white or amber colored lights are to be mounted on the front of each vehicle.

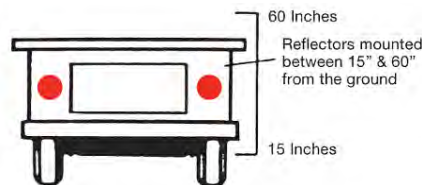
*LICENSE PLATE LIGHT

All vehicles will have one white light mounted on the rear of the vehicle so that the license number may be clearly read at a distance of at least 50 feet. This light may be part of the tail lamp assembly.

*REFLECTORS

Vehicles must have one amber reflector on each side of the vehicle located at or near the front, and one red reflector on each side located at or near the rear of the vehicle. The reflectors must be visible from 500 feet at night and must be placed not less than 15 inches nor more than 60 inches above the ground. If the highest part of the permanent structure is less than 15 inches, the reflectors must be mounted as high as possible.

Vehicles with an overall length of 30 feet or more must have one amber reflector on each side of the vehicle located at or near the center of each side. The visibility and height requirements are the same.



CLEARANCE LIGHTS

Buses, RV's, and trailers 80 inches or more in width must have two amber lights on the front and one on each side. Two red lights are required on the rear and one on each side at the rear. Lights must be visible from 500 feet at night.

SIDE MARK LIGHTS

Buses, recreational vehicles, and trailers 80 inches or more in width must have two side markers on each side (amber in front and red at the rear.) The lights must be visible at night from 500 feet to the side.

*FLAGS AND LIGHTS FOR EXTENDING LOADS

Each vehicle which carries a load extending four feet or

more beyond the bed or body of the vehicle must display two flags or lights located on the rear of the load.

The flags may be used during daytime only and must be at least 12 inches square. Lights are for use during nighttime and must be visible for at least 500 feet. Some loads may also require red reflectors in addition to the lights.

RED OR BLUE LIGHTS VISIBLE FROM THE FRONT

Red or blue lights that are visible from the front of a vehicle may not be used except by emergency, school, snow removal, or other authorized vehicles.

SLOW-MOVING VEHICLE EMBLEM

All vehicles limited to speeds of 25 mph or less must display the approved red and orange emblem. The emblem should be placed at least three feet above the ground and as near as possible to the rear center of the vehicle.

***BRAKES**

All motor vehicles must have brakes which meet federal standards on all wheels. An exception to the law is any truck or truck tractor with three or more axles, which must have brakes on all wheels except the front wheels.

Note: If your vehicle is equipped with ABS brakes, it is not necessary to pump them when braking in a slippery situation, apply constant and firm pressure and your vehicle will make a smooth, safe stop.

Consult the Utah Highway Patrol or the U.S. Department of Transportation Federal Highway Administration for brake requirements on trailers.

***PARKING BRAKE**

All vehicles, except motorcycles, must be equipped with one functional parking brake.

***HORN**

All motor vehicles must have one functioning horn which must be heard under normal conditions from a distance of not less than 200 feet.

***WINDSHIELD**

A windshield is required on all vehicles except motorcycles.

***WINDSHIELD WIPER**

All vehicles with windshields must have at least one wiper adequate enough to clean rain, snow, or other moisture from the windshield. If your vehicle was originally equipped with two windshield wipers, both must function properly. A wiper system with two or more speeds is required on all vehicles manufactured after 1967.

SIRENS, WHISTLES, AND BELLS

Only authorized emergency vehicles may be equipped with sirens, whistles, or bells.

SAFETY CHAINS OR CABLES

All towed vehicles, in addition to regular hitches or couplings, must have one chain or cable strong enough to prevent the vehicles from separating.

POLLUTION CONTROL DEVICES

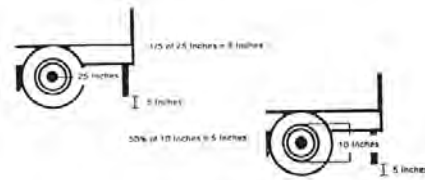
Owners of vehicles equipped by the manufacturer with pollution control devices are required to keep and maintain the equipment as effective as the original equipment.

Note: This law does not apply to vehicles altered to use propane, if the emissions meet all existing standards.

MUD FLAPS OR GUARDS

Any vehicle with a gross vehicle weight rating of 10,500 pounds or more, any vehicle with altered suspension or tire size, or any trailer with an unladen weight of 750 pounds or more shall be equipped with wheel covers, mudguards, flaps, or splash aprons behind the rearmost wheels. The flaps or guards must be at least as wide as the tires and made of metal or flexible material which will prevent most road materials from being thrown into the windshield of any following vehicle. The ground clearance must not be more than 50% of the diameter of the wheel that is on the rearmost axle, nor more than one-fifth the distance from the center of the diameter of the rearmost axle to the flaps (see illustration above.)

FLARES, REFLECTORS, ELECTRIC LIGHTS, AND FLAGS



Trucks, truck tractors, and buses must have three flares, portable red emergency reflectors, or red electric lights and two red flags with standards.

Emergency flares, reflectors, and lights must be capable of being seen and distinguished at a distance of not less than 600 feet. Flares must be capable of burning for 12 hours. Fuses must meet the New York Bureau of Explosives Standards and burn for at least 15 minutes. Vehicles transporting explosive or flammable materials may not use flares or fuses.

FIRE EXTINGUISHER

Although fire extinguishers are not required for all vehicles, it is recommended that all drivers carry at least one. By stopping a fire in its early stages, you can avoid expensive property loss and prevent an extremely hazardous condition. Fire extinguishers, however, are not effective unless handled properly.

DRIVING RULES

TOWING VEHICLES

On occasion, you may be called upon to tow another vehicle. In this situation there are only three rules to remember:

- The draw-bar or other connections between any tow vehicles may not exceed 15 feet in length from one vehicle to the other.
- When a connection consists of a chain, rope, or cable, there shall be a red flag or other signal attached to the connecting device. The flag shall be no smaller than 12 inches square (one foot square.)
- No person shall operate a train of vehicles when any trailer or other vehicle being towed whips or swerves dangerously or unreasonably from side to side.



PLACEMENT OF WARNING DEVICES

Your vehicle may break

down on the road at some point. It is important to know when and how to place the flares, flags, lights, etc.. Warning devices must be displayed any time your vehicle is at least 80 inches wide or 30 feet long, and is disabled or stopped along the road for more than 10 minutes. The warning devices are not required if you are:

- Legally parked in an urban district.
- Lawfully picking up or letting off passengers.
- Stopped to avoid conflict with other traffic.
- Complying with directions from a police officer or an official traffic control device.

Two simple steps for placing warning devices in emergency situations are:



- Immediately place a flare, lighted fuse, electric lantern, or emergency reflector to the side of the vehicle (in the direction of the nearest oncoming traffic.)
- Next, place flares, electric lights, or reflectors 100 feet to the front and rear of the vehicle. Also, place a warning device on the traffic side of, and not less than 10 feet from, the rear of your vehicle.

REMEMBER, FLARES AND FUSES MAY NOT BE CARRIED IN VEHICLES TRANSPORTING EXPLOSIVES, FLAMMABLE LIQUIDS OR COMPRESSED GAS.

Listed below are a few additional points you need to know about the placement of warning devices:

- On a one-way street, the rear flag should be placed 200 feet to the rear.
- Warning devices need not be displayed if there is sufficient light to reveal persons or vehicles from 1,000 feet.
- If your vehicle breaks down within 500 feet of a curve, hilltop, or something else that obstructs a clear view, the warning device in that direction shall be placed far enough away to give ample warning to approaching motorists. The warning device, however, may not be placed more than 500 feet away from the vehicle nor closer than 100 feet to the vehicle.

Note: All warning devices must be placed in the center of the lane in which your vehicle is stopped. If your vehicle is entirely off the road, place the devices on the shoulder of the road as close as possible to the road surface.

SAFE USE OF FLARES AND FUSES

Warning devices such as flares and fuses are meant as safety aids. Do not let them become a safety liability. Careful and safe use of these devices involves:

- Keeping the lighted end well away from your face and eyes. Fuses, especially, can cause bad burns.
- Not attaching any flare or fuse to your vehicle. Not only is this a very dangerous action, but it is also illegal.
- Keeping the burning flares or fuses away from fuel leakages and spills.

CONVOYS, CARAVANS AND MOTORCADES

If you are part of a convoy, caravan, or motorcade, you must allow sufficient space between your vehicle and the vehicle ahead of you for an overtaking vehicle to pass you and safely occupy that space. You should always maintain a safe following distance, whether you are part of a procession or not.

TIRE FIRES

Tire fires can be a serious problem for drivers. The best way to avoid this problem is to prevent it in the first place. The following are a few things you can do to decrease the chance of having a tire fire:

- Check tires and brakes frequently for unusual heat. If any tires are soft or flat, change them.
- Never drive for an extended period of time on a soft or flat tire or with a brake that is dragging. These situations can result in heat

buildup and cause a tire fire.

- Never ignore a tire that is hot. Either stay with the vehicle until the tire is cool or change it.
- Remember to always release your parking brake before moving the vehicle.
- Remain alert for potential problems from brakes that are dragging or overheated, leaking oil seals that may splash oil on a hot tire, or dual tires that are partially deflated. When this condition exists, your odds for a fire are very high.

IF A TIRE FIRE DOES OCCUR, THESE ACTIONS WILL HELP:

- A large supply of water is probably the best remedy for a tire fire. If possible, get to a fire station for assistance.
- Fire extinguishers are usually not very effective for this type of fire. Shoveling dirt on the tire can sometimes retard the fire enough for you to get the tire off.
- If you cannot get the tire off, try driving until the tire burns off of the rim or until you reach a good source of water. This alternative is certainly better than just waiting. If you just sit and wait, your vehicle will probably burn up.

As a last resort, drop your trailer. By doing that, you will at least save one of the units.

GENERAL FIRE INFORMATION

Not all fires will be tire fires and you need to be prepared for them when they do occur. Some general hints include:

- Do not waste the contents of your fire extinguisher. The contents are limited, so take careful aim and make every burst count.
- Fight fires with the wind at your back. If you are using an extinguisher, your efforts will be more effective and you will avoid having poisonous or caustic gases blown into your face.
- Be familiar with different types of fires. For example, fighting a gasoline or oil fire with water will only spread the fire.

CLEARANCES

As you drive, you need to be aware of the increased height, width, and length of your vehicle. Bridges, tunnels, and overhanging trees that were not a problem when you were driving your car can be a definite safety hazard when driving a larger vehicle. Some precautions you can take include:

- Knowing the dimensions of your vehicle. Squeezing through a tight place is risky. In

those instances in which your clearance is less than six inches, be safe and slow down. Hazards such as rough roads might cause you to bounce into a low ceiling or swerve into a close wall.

- Being aware that some bridges and tunnels are not made for a car and a truck to pass through at the same time. If you have any doubts, let the other vehicle go through first.
- Keeping an eye out for fire escapes, low hanging tree limbs, and filling station canopies. Be especially alert when you bring your vehicle in for a driving skills test. A few of the Driver License offices have canopies that are prime targets for unaware drivers.

COLD WEATHER AND YOUR BRAKES

In freezing weather a number of things can happen to your brakes:

- They may be completely ineffective for several hundred feet, then suddenly grab as the friction dries out the brakes.
- All moving parts can freeze solid resulting in the complete loss of brakes.
- The brakes may not release once they are applied.

To help prevent problems from occurring, lightly touch your brakes occasionally.

BACKING

One final safety tip involves backing. When backing, you should use a guide if at all possible. Even if a guide is available, you should get out of your vehicle and look the area over before you begin to back. Never back an RV or any large vehicle into traffic.

APPENDIX I—BICYCLES

Bicycle riders on public streets and highways have the same rights and responsibilities as automobile drivers. Drivers of motor vehicles must treat bicycle riders the same as drivers of other vehicles. Bicyclists are not out of place on the roadway—they are part of the traffic and share the road with other drivers. They must obey stop signs, traffic lights, and most other traffic laws and signs. Special care must be used near bicyclists because any collision with them may result in serious injury. This means that automobile drivers must leave safe passing room and must not turn so close to a bicyclist that he/she is in danger of being hit.

Although bicyclists will normally ride near the right-hand curb or edge of the roadway, they can legally move left to turn left, to pass a vehicle or another bicycle, or to avoid debris or parked cars. Expect any of these moves by bicyclists in a regular traffic lane. The relatively small size of bicycles makes it difficult for drivers to see them in traffic. Parked cars or other roadside objects may limit the ability of both the bicyclist and the motorist to see each other. Drivers need to remember that a bicyclist is hampered by road hazards that may not be easily noticed by drivers of cars and trucks. Hazards that could cause problems for a bicyclist include potholes, glass, litter, storm grates and railroad crossings, as well as opened doors of parked vehicles. Any of these items could cause a bike rider to move into your path or to slow down.

You should give bicyclists plenty of clearance on the street so they will have room to maneuver around these types of hazards. Utah law requires a minimum three feet of distance from any bicyclist or vulnerable user of the highway you are passing.

Bicyclists must use reasonable care and keep a constant lookout for other vehicles in traffic. However, some bicyclists are less experienced than others, and their actions will be less predictable. Look for signs that may tell you when a bicyclist is inexperienced, such as whether the bicycle rider is riding in a smooth and straight manner or is weaving and wobbling.

Children on bicycles can create some special problems. They cannot see things out of the corner of their eyes as well as adults can. Therefore, even though children glance toward you, they may not actually see you before they pull out in front of you. They also have trouble judging the speed and distance of oncoming cars and they lack a sense of danger. They believe that adults will look out for them. Be aware that their actions could be very unpredictable.

SHARING THE ROAD WITH BICYCLISTS

Motorists should take the following precautions when sharing the road with bicyclists:

- Do not drive in a bicycle lane except when making a turn, entering or leaving an alley,

private road or driveway, or when you need to cross the bicycle lane to park near the curb. Do not park in a bicycle lane. Dedicated bicycle lanes are marked with solid white lines.

- When changing lanes or making turns, check for bicyclists in your blind spot.
- You must yield to bicycles in a bicycle lane or on a sidewalk prior to turning across the lane or sidewalk.
- At intersections, you must yield to bicycle riders on the road, the same as for other types of vehicles.
- Do not crowd bicyclists. When the lane is too narrow to pass a cyclist safely, wait until the next lane is clear and give the bicycle all the rights of any other slow moving vehicle.
- Pass a bicycle in the same manner you would a car.
- The operator of a motor vehicle may not knowingly, intentionally, or recklessly drive a motor vehicle within three feet of a moving bicycle, unless the vehicle driver drives the motor vehicle within a reasonable and safe distance of the bicycle. If a bicycle is traveling at less than reasonable speed, you may drive in a center lane that is a two-way left turn lane if the center lane is on a roadway divided into three or more lanes that provides for two-way movement of traffic.
- Dim your headlights within 500 feet when approaching or overtaking bicyclists at night. The bike rider could be blinded by the glare.
- If parked at a curb, do not open a door on the traffic side of your vehicle without looking for other vehicles, including bicycles.
- Do not honk or yell at a bicyclist except in an emergency. The loud noise could startle the bicycle rider and cause him/her to spill the bike. There may be good reason for the bicyclist to be riding in the travel lane, such as roadway hazards not clear to motorists.
- **BE ESPECIALLY CAREFUL AROUND CHILDREN RIDING BICYCLES.**
- Be aware that riders cannot always hear approaching vehicles. Passing closely and rapidly can startle bicycle riders.
- Over 39,000 bicyclists are killed or injured in the United States every year. Bicyclists have the same rights on the road as cars. Be cautious and courteous when you approach someone on a bicycle.

RIDING RULES

Bicyclists must ride with the flow of traffic and as near to the right side of the road or street as is safe and practical. On a one-way street in a city, a bike rider may ride as near as possible to either the right or left side of the street or roadway.

There are some exceptions to the above rule, such as when a bicyclist is overtaking and passing another bicycle or vehicle or when a bicyclist is getting ready to make a left turn. A bike rider should ride in the middle of the traffic lane if the lane is too narrow to let a bicycle and vehicle travel side-by-side or if riding close to the edge of the roadway is unsafe because of parked vehicles, fixed or moving objects, animals, or road surface hazards. When lane width permits, bicyclists may ride two abreast.

When riding upon a sidewalk or in a crosswalk, bicyclists have all the rights and duties applicable to pedestrians under the same circumstances. When riding a bicycle on a sidewalk or crosswalk bike riders must ride slowly, **must yield the right-of-way** to any pedestrian, and shall give an audible signal before overtaking and passing a pedestrian.

Individuals riding a bicycle may not attach it or themselves to any moving vehicle upon a street or highway.

A bicycle may not be used to carry more persons at one time than the number for which it is designed or equipped, except that an adult rider may carry a child securely attached to his/her person in a backpack or sling. There are trailers and child seats specifically designed for bicycles which provide good security for the children and would be less cumbersome for the rider. The Utah Chapter of the American Academy of Pediatricians **STRONGLY** recommends the use of approved bicycle carriers or trailers for young children when they ride with adults. It is recommended that all children and adults always wear a helmet when on a bicycle. The force of impact of a person's head hitting the ground from a non-moving bicycle is 12 mph.

Bicycle riders may not carry any package, bundle, or article which prevents the use of both hands in the control and operation of the bicycle.

BICYCLISTS MUST KEEP AT LEAST ONE HAND ON THE HANDLEBARS AT ALL TIMES.

TURNING

Bicyclists **must signal** at any time when turning right or left or when changing lanes. Signals are to be given using the standard hand and arm signals.

The signal shall be given for at least the last 100 feet before turning. A signal by hand and arm does not need to be given continuously if the hand is needed to control or operate the bike. However, the bicyclist must let other drivers know what the bicyclist intends to do.

Note: When turning left, a bike rider can either turn from the left lane or the left-turn lane, or can continue in the

right lane across the intersection, stop, turn left, wait for the signal to turn green and then continue to travel with the normal flow of traffic.

An operator of a motorcycle, moped, or bicycle who 16 years of age or older, may after bringing the vehicle to a



complete stop at the intersection or stop line and determines that the traffic-control signal has not detected the operator's presence by waiting a reasonable period of time and not less than 90 seconds at the intersection or stop line may proceed across the roadway if there is no other vehicles or pedestrians near the intersection.

EQUIPMENT

SIRENS

A bicycle must not be equipped with any siren or whistle.

BRAKES

Every bicycle will be equipped with a brake or brake system which enables the rider to stop the bike within 25 feet from a speed of 10 mph.

LIGHTS

Every bicycle used upon the streets and highways between the periods one-half hour after sunset and one-half hour before sunrise must be equipped with a forward facing lamp on the front which emits a white light visible from a distance of at least 500 feet to the front.

Each bicycle operated on the streets and highways during the period one-half hour after sunset and one-half hour before sunrise must also be equipped with a rear facing red reflector and red bicycle tail light that emits a flashing or non-flashing light, which is visible for 500 feet to the rear when directly in front of lower beams of headlights on a motor vehicle.



Every bicycle, when used during the above period, must also be equipped with reflective material of sufficient size and reflectivity to be visible from both sides for 500 feet when directly in front of lower beams of headlights on a motor vehicle.

HELMETS

Every bicyclists should always wear a CPSC (Consumer Product Safety Commission) approved bicycle helmet when riding, which greatly improves the chances of surviving a crash.

TIPS FOR BICYCLISTS

OBEY TRAFFIC SIGNS AND SIGNALS—bicyclists must drive like other vehicles if they are to be taken seriously by

motorists.

NEVER RIDE AGAINST TRAFFIC—motorists do not look for or expect bicyclists riding on the wrong side of the roadway.

USE HAND SIGNALS—hand signals tell motorists what you intend to do. Signal as a matter of law, of courtesy, and of self-protection.

RIDE IN A STRAIGHT LINE—whenever possible, ride in a straight line and to the right of traffic but about the width of a car door away from parked cars.

FOLLOW LANE MARKINGS—do not turn left from the right lane. Do not go straight in a lane marked for right turns only.

PASSING ON THE RIGHT—as a general rule, it is not safe to pass on the right side of vehicles in traffic at intersections. You may drive off the roadway to pass a vehicle on the right when you are sure the vehicle you are passing is making or preparing to make a left turn, or traveling straight ahead.

CAUTION: Motorists turning right may not look for or see a bicycle passing on the right.

WATCH FOR CARS PULLING OUT—even though you make eye contact with drivers, you must assume that they do not see you and may pull out in front of you.

SCAN THE ROAD BEHIND YOU—learn to look back over your shoulder without losing your balance or swerving left. Some riders use rear-view mirrors.

KEEP BOTH HANDS READY TO BRAKE—you may not stop in time if you brake one-handed. Allow extra distance for stopping in the rain or on wet surfaces because brakes are less effective when wet.

It is also important to know that there are steps that you should take as a pedestrian or bicyclist to stay alive.

IN-LINE SKATES, SCOOTERS, SKATEBOARDS

Follow the same rules as pedestrians. Protect your head by wearing a helmet. Do not ride at dusk or at night. Never ride in traffic. Ride on sidewalks, driveways, in parks, and in parking lots (where permitted), and yield to other pedestrians on sidewalks.

MOTOR-ASSISTED SCOOTERS

Follow the same rules as a bicycle, moped, or motorcycle. A person under the age of **15** may **not** operate a motor-assisted scooter unless the person is under the direct supervision of the person's parent or guardian. A person may **not** operate a motor assisted scooter:

- In a public parking structure.
- On public property posted as an area prohibiting skateboards.

- On a highway with four or more lanes.
- On a highway with a posted speed limit greater than 25 mph.

APPENDIX J—YOUR CAR AND CLEAN AIR

REDUCE POLLUTION

The U.S. Environmental Protection Agency has prepared this fact sheet to answer some of the most common questions about reducing emissions from private vehicles. This is an important concern, as cars are a major source of air pollution in the United States. Vehicle emissions contribute to health and environmental problems such as urban smog, air toxics, and global warming. Yet individual driving habits make a big difference in the amount of pollution a car produces.

Three easy things you can do to help keep emissions as low as possible are to avoid unnecessary driving, maintain your car properly, and drive your car wisely.

By combining these strategies, you can very effectively reduce the amount your car pollutes. And there are additional benefits; your car will last longer and you will save money.

HELPFUL HABITS TO REDUCE POLLUTION

Even a perfectly maintained car will pollute more than necessary if it is driven carelessly. Your car's emissions will be lower if you apply common sense to your driving and follow basic rules of the road. Driving situations likely to increase pollution include:

IDLING—you will save gas by turning the engine off and restarting it again if you expect to idle for more than 30 seconds. You will also prevent pollution by avoiding long idles. Try parking your car and going into restaurants, banks, and the like instead of idling in drive-up lanes.

STOP AND GO DRIVING—driving in traffic is not always avoidable. But whenever possible, plan trips outside rush hour and peak traffic periods. Try to “smooth” your driving by accelerating and decelerating gradually, anticipating stops and starts for traffic lights, changing traffic speeds, and so on.

AIR CONDITIONING—use of a vehicle air conditioner increases load on the engine. This can increase emissions and decrease fuel economy. Try opening the window or the fresh air vent to cool the inside of your vehicle. Also, park in the shade if you can to prevent your vehicle from heating up in the sun. Besides keeping the interior temperature of your car more comfortable, you will lessen the pollution and waste that occurs when gasoline evaporates from the engine and gas tank.

HIGH ENGINE LOADS—your car burns more gas and emits more pollution when the engine is operating under high load; that is, when it is working especially hard. Extra load is created by running the air conditioner, quick accelerations, high-speed driving, climbing grades, revving the engine, and carrying extra weight.

COLD TEMPERATURES—emission control systems take longer to warm up and become fully operational in cold

weather. However, idling will not help. Modern vehicles need little warm-up; they're most efficient when being driven. Idling for long periods in cold weather can actually cause excessive engine wear.

REFUELING—spilled gasoline pollutes the air when it evaporates. Watch what you do at the gas station to prevent spills and overfills. It's best to avoid “topping off,” especially in hot weather. Apply the same precautions against sloppy handling when refueling outdoor power equipment such as lawnmowers and outboard motors.

For more information visit the United States Environmental Protection Agency at epa.gov or locally at Utah Department of Environmental Quality at deq.utah.gov.

AVOID UNNECESSARY DRIVING

The most effective way to reduce emissions from your vehicle is to use it less. Vehicle travel in this country is doubling every 20 years. Several options are available to help you reduce the amount you drive. These include:

- Consolidating trips.
- Telecommuting.
- Carpooling.
- Using public transit.
- Choosing clean transportation alternatives such as biking or walking.

By planning errands, you will get the most out of time you do spend behind the wheel. For example:

- Call ahead to confirm that the product you need is in stock before you drive to the store.
- Plan to do several tasks when you go somewhere.
- Drive to a central location and park.
- Walk between nearby destinations.
- Ridesharing can be an ideal way to reduce your personal contribution to pollution.
- Every time you share a ride and eliminate a trip, you help the environment.
- Try pairing up for trips to work or to social events; even an occasional carpool or ride on public transportation will make a difference.

Biking or walking to your destination creates no pollution at all. And you'll increase your fitness level at the same time.

MAINTAIN YOUR CAR PROPERLY

You will reduce your car's emissions and enhance its performance if you follow the manufacturer's recommended maintenance guidelines. By taking proper care of your

car, you will also extend its life, increase its resale value, and optimize its “gas mileage” or fuel economy. The owner’s manual that comes with your car contains a wealth of information.

Every car has some items that need to be checked on a regular basis and others that need to be replaced periodically. These include the air filter, vacuum and coolant hoses, oil, oil filter, and fluids, belts, and so on.

It’s also important to keep the tires inflated to the recommended pressure. This will minimize tire wear and help your car get the best possible fuel economy.

Be sure to have your car serviced by a skilled technician who understands modern emission control systems. The type of simple adjustments that once occurred during tune-ups will no longer correct the problem. Finally, be aware that pollution will increase dramatically if you tamper with your car’s emission control system or use leaded gasoline in a vehicle designed for unleaded gasoline. These activities are illegal—for individual vehicle owners as well as for fleet operators and auto technicians. Fortunately, such fuel-switching practices are becoming increasingly rare as leaded gasoline becomes harder to find. It is now illegal to manufacture or sell new vehicles requiring leaded gasoline. Sale of motor vehicle gasoline containing lead or lead additives was prohibited in the United States beginning January 1, 1996. Many drivers ask about use of “premium” or “super” grade gasoline’s. These fuels contain additives to increase octane. Octane is a measure of how much a fuel can be compressed in an engine before it spontaneously combusts. It is not a measure of fuel power or quality.

APPENDIX K—PEDESTRIAN SAFETY

SLOW DOWN, BE AWARE, AND ALERT

Drivers play a key role in keeping pedestrians and bicyclists safe on our roads. Pedestrians and bicyclists are much more vulnerable than people in vehicles.

Drive like you would want people to drive around you and your family. Slow down when you see pedestrians or bicyclists or when visibility is reduced, such as in bad weather or when it's dark. Understand that higher speeds lead to greater injuries to pedestrians and bicyclists. Recognize that you are driving through our community and your choices can have significant impacts on other people's lives.

WHEN YOU ARE DRIVING

- Look out for pedestrians everywhere, at all times. Safety is a shared responsibility.
- Take extra care when turning, look twice for pedestrians.
- Many pedestrian-motor vehicle crashes happen when vehicles are turning.
- Use extra caution when driving in hard-to-see conditions, such as nighttime, early morning, or in bad weather.
- Slow down and be prepared to stop when turning or otherwise entering a crosswalk.
- Always follow all traffic laws, including speed limits.
- Yield to pedestrians in crosswalks and stop before the crosswalk to give other vehicles an opportunity to see the crossing pedestrians so they stop too.
- Be extra cautious when backing up, pedestrians can move into your path.
- Never pass vehicles stopped at a crosswalk, there may be people crossing that you can't see.
- Never assume the right-of-way.
- Never drive under the influence of alcohol and/or drugs.

- Over 10 years (2005-2014) the months with the most pedestrian deaths were:
 - December (42)
 - October (39)
 - November (31)
 - March (31)
- Over 10 years (2005-2014) the hours with the most pedestrian deaths were:
 - 6 p.m. (33)
 - 9 p.m. (25)
 - 7 a.m. (24)
 - 7 p.m. (22)
 - 5 p.m. (20)
- The leading pedestrian contributing factors in deaths in 2017 were:
 - Improper crossing of roadway or intersection (jaywalking)
 - Dart out or failing to yield right-of-way
- The leading driver contributing factors in pedestrian deaths in 2017 were:
 - Failing to yield right-of-way
 - Overcorrecting

Information provided by the Utah Highway Safety Office and peds.org.

IMPORTANT PEDESTRIAN STATS

In 2017 there were a total of 53 pedestrian fatalities.

SAMPLE TEST QUESTIONS FOR THE WRITTEN KNOWLEDGE TEST

SECTION 1

1. Head check means to turn your head, look to the left or right checking for traffic which can't be seen in a mirror? True or False
2. You may keep your out-of-state driver license when applying for a Utah driver license? True or False
3. Third party testers are available to administer:
 - a. Written knowledge tests
 - b. Driving skills tests
 - c. Both written knowledge and driving skills tests

SECTION 2

1. If you are 19 years of age or older and never had a driver license, you do not have to take a driver education course? True or False
2. If you are 17 years of age or younger you need to hold a learner permit for 9 months? True or False

SECTION 3

1. A Utah driver license will expire after _____ years?
 - a. Three
 - b. Four
 - c. Five
2. You may renew your driver license _____ months before it expires?
 - a. Four
 - b. Five
 - c. Six

SECTION 4

1. When driving on long trips, you should plan on stopping every two hours and take a break? True or False
2. Listening to the radio is a good way to help you stay awake when driving at night? True or False
3. You may talk on the phone while driving if you are older than 18 years of age? True or False

SECTION 5

1. Children ten years of age must be properly restrained in a car seat? True or False

2. It is an infraction to smoke with passengers in the car younger than _____ years of age?
 - a. 15
 - b. 16
 - c. 17
3. An airbag operates at a speed of up to 200 mph or at a blink of an eye? True or False

SECTION 6

1. You should signal anytime:
 - a. You pull away from a curb
 - b. For two seconds before making a turn
 - c. Both of the above
2. For best steering control you should use the push-pull method? True or False
3. On a vehicle with an automatic transmission, the transmission must be in (P) park for the vehicle to start? True or False

SECTION 7

1. Traffic control includes:
 - a. Signals
 - b. Road markers
 - c. Both of the above
2. Courtesy is the key when yielding right-of-way? True or False
3. A flagger may direct traffic in a work zone. You must obey the flagger? True or False

ANSWERS:

Section 1—1.True 2. False 3. B

Section 2—1. True 2. False

Section 3—1. C 2. C

Section 4—1. True 2. False 3. True

Section 5—1. False 2. A 3. True

Section 6—1. C 2. True 3. True

Section 7—1. C 2. True 3. True

FIELD OFFICES WHERE YOU MAY APPLY AND TAKE TESTS FOR A DRIVER LICENSE

We recommend that an individual contact our Customer Service Section at 801.965.4437 or toll free at 888.353.4224 regarding office hours or closures, or visit our website at dld.utah.gov.

Beaver
105 East Center Street 2nd floor
(part time office)

Blanding
151 East 500 North
(part time office)

Brigham City
285 West 1100 South
(full time office)

Cedar City
181 East DL Sargent Drive
(full time office)

Delta
39 South 300 East
(part time office)

Dixie
102 South 5300 West, Hurricane
(full time office)

Ephraim
10 West 1st South
(part time office)

Fairpark
1095 West Motor Avenue
(full time office)

Farmington
631 North Lagoon Drive
(full time office)

Fillmore
55 West 100 North
(part time office)

Heber
69 North 600 West
(full time office)

Kanab
468 East 300 South
(part time office)

Logan
110 East 700 South
(full time office)

Moab
1165 South HWY 191, Suite 8

(part time office)

Nephi
1143 East Highway 132
(part time office)

Ogden
615 East 5300 South South Ogden
(full time office)

Orem
759 North 1370 West
(full time office)

Panguitch
55 South Main Street, Basement
(part time office)

Price
940 South Carbon Avenue
(full time office)

Richfield
1160 South Highway 118
(full time office)

Roosevelt
30 West 425 South
(part time office)

South Valley
14555 South Minuteman Drive, Draper
(full time office)

Springville
2277 West 700 South, Suite 1
(full time office)

Tooele
1929 North Aaron Drive, Suite G
(full time office)

Vernal
230 South 1000 East
(part time office)

West Valley
2780 West 4700 South
(full time office)