

The road is the place where pedestrians, bicyclists and vehicles all come together. As we've seen from the previous chapters, there are a lot of laws that keep us safe while we're on the road. Here in this last chapter we will look at some traffic lanes and right-of-way rules of the road you're probably already familiar with.

11.1 Use Of Lanes



Bike Boxes (part of lane) are used to alert other traffic that bicyclists are allowed to occupy this travel lane. When used appropriately, bike boxes can also help bicyclists to maintain a safe lane position.

A **Bicycle Lane** is a designated traffic lane for bicyclists. These lanes are marked by a solid white line which becomes a dotted line ending before it reaches the corner. Different from a simple white line showing the edge of the road, a bicycle lane follows specific width requirements and is clearly marked as a bike lane with symbols and/or signs. Bicycle lanes are sometimes painted a bright green color in order to increase visibility. Treat a bicycle lane painted bright green just like any other bicycle lane.



Current Decal Program

Orange decals expire Jan 1, 2024

Regarding **HOV Lanes**, the California DMV began the new Clean Air Vehicle (CAV) decal program on January 1, 2019 for qualifying vehicles that have never received a CAV decal. Each year the California DMV has established a new CAV decal color. CAV decals expire on January 1st of the fourth year after the year they are issued. This provides an access period of three full years plus the partial year from when the decal was issued. For example, if a decal was issued anytime in 2021, it expires January 1, 2025. **Clean Air Vehicle Decals are non-renewable.**

Please note that the CAV decal program will end, and any remaining valid decals will expire on September 30, 2025.

CVC21655.9 states:

(a) (1) Whenever the Department of Transportation or a local authority authorizes or permits exclusive or preferential use of highway lanes or highway access ramps for high-occupancy vehicles pursuant to Section 21655.5, the use of those lanes or ramps shall also be extended to vehicles that are issued distinctive decals, labels, or other identifiers pursuant to Section 5205.5 regardless of vehicle occupancy or ownership.

(2) A local authority during periods of peak congestion shall suspend for a lane the access privileges extended pursuant to paragraph (1) for those vehicles issued distinctive decals, labels, or other identifiers pursuant to Section 5205.5, if a periodic review of lane performance by that local authority discloses both of the following factors regarding the lane:

(A) The lane, or a portion of the lane, exceeds a level of service C, as described in subdivision (b) of Section 65089 of the Government Code.

(B) The operation or projected operation of vehicles in the lane, or a portion of the lane, will significantly increase congestion.

(b) A person shall not drive a vehicle described in subdivision (a) of Section 5205.5 with a single occupant upon a high-occupancy vehicle lane pursuant to this section unless the decal, label, or other identifier issued pursuant to Section 5205.5 is properly displayed on the vehicle, and the vehicle registration described in Section 5205.5 is with the vehicle.

(c) A person shall not operate or own a vehicle displaying a decal, label, or other identifier, as described in Section 5205.5, if that decal, label, or identifier was not issued for that vehicle pursuant to Section 5205.5. A violation of this subdivision is a misdemeanor.

(d) If the provisions in Section 5205.5 authorizing the department to issue decals, labels, or other identifiers to hybrid and alternative fuel vehicles become inoperative, vehicles displaying those decals, labels, or other identifiers shall not access high-occupancy vehicle lanes without meeting the occupancy requirements otherwise applicable to those lanes.

(e) (1) This section shall become inoperative on the date the federal authorization pursuant to Section 166 of Title 23 of the United States Code expires, or the date the Secretary of State receives the notice described in subdivision (i) of Section 5205.5, whichever occurs first.

(2) With respect to a vehicle described in subparagraph (B) of paragraph (1) of subdivision (a) of Section 5205.5, this section shall become inoperative on January 1, 2019.

(f) (1) The Department of Transportation shall prepare and submit a report to the Legislature on or before December 1, 2017, on the degradation status of high-occupancy vehicle lanes on the state highway system.

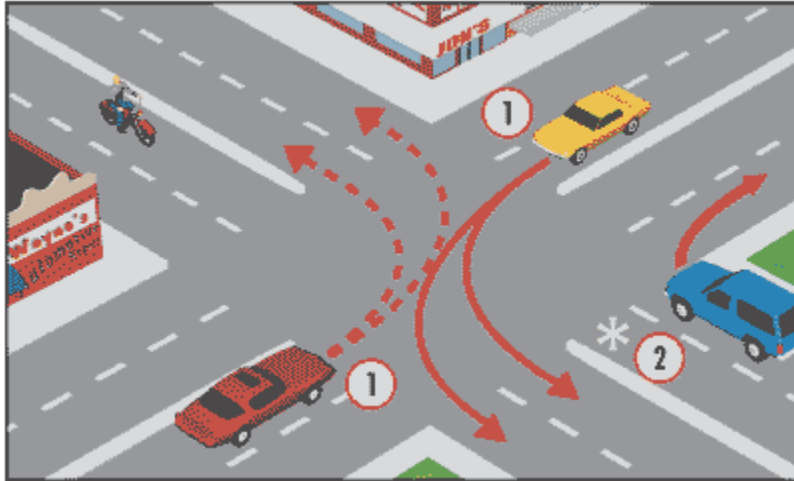
(2) The requirement that a report be submitted pursuant to paragraph (1) shall be inoperative on December 1, 2021, pursuant to Section 10231.5 of the Government Code.

(3) A report submitted pursuant to paragraph (1) shall be submitted in compliance with Section 9795 of the Government Code.

(g) This section is repealed as of September 30, 2025.

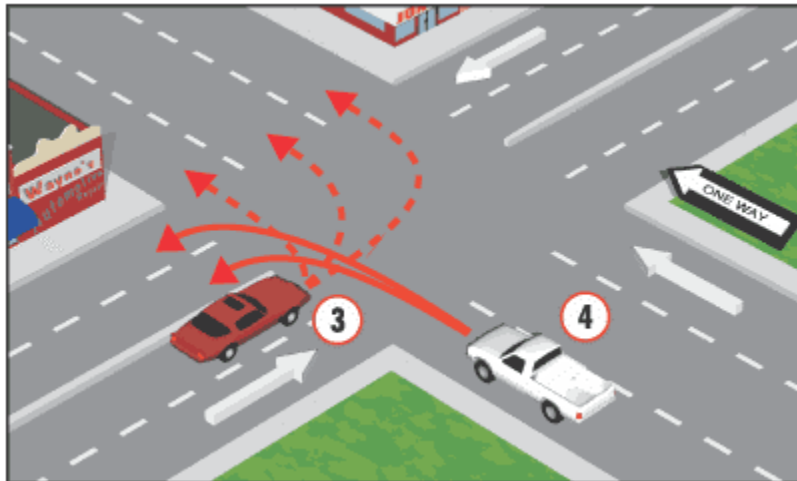
Ending turn Lane (Left turn from a two-way street): When making a left turn from a two-way street onto a two way street start the turn in the left lane closest to the middle of the street. Complete the turn, if safe, in either lane of the cross street (shown by the red and yellow cars #1). Use the center two-way left-turn lane if one is available. A left turn may be made from the other lane, if permitted by signs or arrows.

Ending turn Lane (Right turns): When making a right turn begin and end the turn in the lane nearest the right-hand curb. Do not swing wide into another lane of traffic. Watch for pedestrians, motorcyclists, and bicyclists between your vehicle and the curb. Sometimes, signs or pavement markings will let you turn right from another lane (as shown by the blue car #2)



Ending turn Lane (Left turn from a two-way street into a one-way street): Start the turn from the lane closest to the middle of the street. Turn into any lane that is safely open, (as shown by the red car #3)

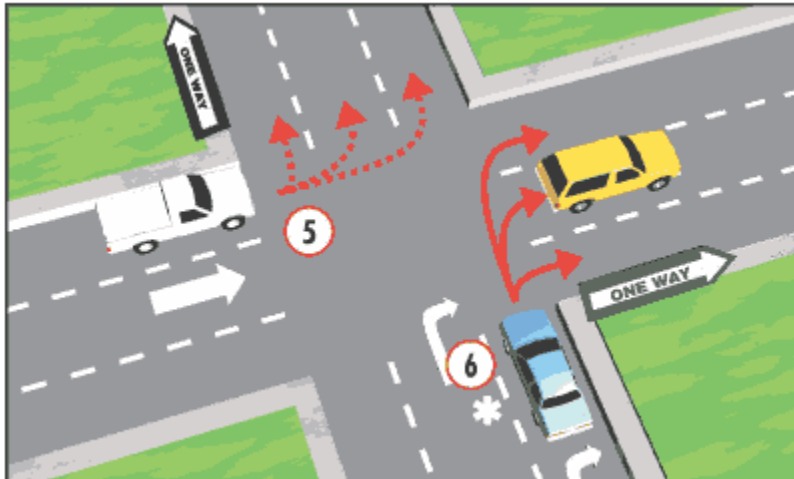
Ending turn Lane (Left turn from a one-way street into a two-way street): Start the turn from the far left lane. Turn into either of the lanes that are safely open (as shown by the white car #4)



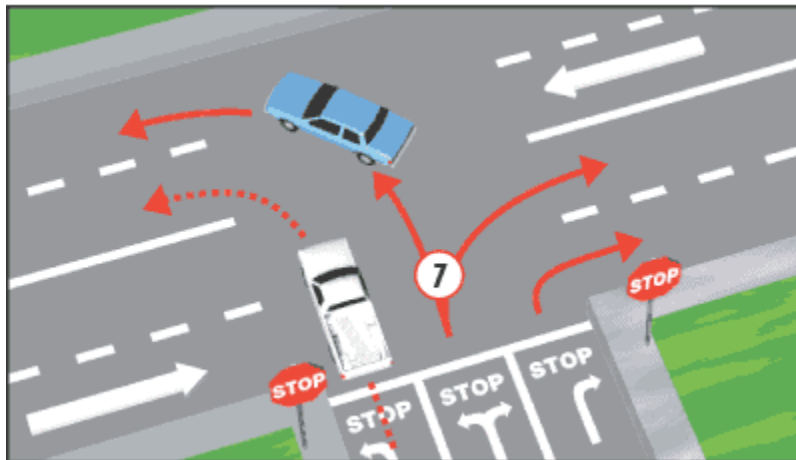
Ending turn Lane (Left turn from a one-way street into a one-way street): Start the turn from the far left lane. Watch for pedestrians, motorcyclists, and bicyclists between your

vehicle and the curb because they can legally use the left turn lane for their left turns. Turn into any lane that is safely open, (as shown by the white car #5)

Ending turn Lane (Right turn from a one-way street into a one-way street): Start the turn in the far right lane. If safe, you may end the turn in any lane. Sometimes, signs or pavement markings will let you turn right from another lane (as shown by the light blue car #6)



Ending turn Lane (Turn at a “T” intersection from a one-way street into a two-way street): Through traffic has the right-of-way. You may turn either right or left from the center lane. Watch for vehicles, motorcyclists, and bicyclists inside your turn (as shown by the light blue car #7).





A **Center Two-way Left-turn Lane** is

located in the middle of a two-way street and is marked on both sides by two painted lines. The inner line is broken and the outer line is solid. If a street has a center two-way left-turn lane, you must use it to prepare for or make a left turn, or to prepare for or make a permitted U-turn (CVC §21460.5 (c)). **You may only drive for 200 feet in the center two-way left-turn lane. This lane is not a regular traffic lane or a passing lane.** To turn left from this lane, signal, look over your shoulder, and drive completely inside the center two-way left-turn lane. Do not stop with the back of your vehicle blocking traffic. Make sure the lane is clear in both directions and then turn only when it is safe. Look for vehicles coming toward you in the same lane, preparing to start their left turn.

When turning left from a side street or driveway, signal and wait until it is safe. Then you may drive into the center two-way left-turn lane. Enter traffic only when it is safe.

The term “**Lane Splitting**,” also known as lane sharing, filtering, or white-lining refers to the process of a motorcyclist riding between lanes of stopped or slower-moving traffic or moving between lanes to the front of traffic stopped at a traffic light. Vehicles and motorcycles each need a full lane to operate safely. Riding between rows of stopped or moving vehicles in the same lane can leave you vulnerable. A vehicle could turn suddenly or change lanes, a door could open, or a hand could come out a window.

Passing and being passed by a larger vehicle is not much different than with a smaller passenger vehicle. However, visibility is more critical. Be sure other drivers see you and that you see potential hazards. When passing other vehicles, motorcyclists should:

Ride in the left portion of your lane at a safe following distance to increase your line of sight and make you more visible. Signal and check for oncoming traffic. Use your mirrors and turn your head to look for traffic behind.

When safe, move into the left lane and accelerate. Select a lane position that doesn't crowd the vehicle you are passing and provides space to avoid hazards in your lane.

Ride through the driver's blind spot as quickly as possible.

Signal again and complete mirror and head checks before returning to your original lane. Then cancel your turn signal.

Remember, passing must be completed within posted speed limits, and only where permitted.

11.2 Passing Other Vehicles

When approaching vehicles to pass look ahead for road conditions and traffic that may cause other vehicles to move into your lane. Only pass when safe to do so. You must judge whether or not you have enough room to pass whenever you approach: an oncoming vehicle, a hill or a curve, an intersection, a road obstruction, or a bicyclist.

Passing is illegal and unsafe under the following conditions:

Your line-of-sight is restricted or limited by a curve, hill, or weather conditions, e.g., fog, rain, snow.

When space is narrowed, and your front zones are closed.

Cross-traffic is present, even if there are no warning signs.

When there is a solid yellow line on your side of the roadway.

A school bus is loading or unloading children while it displays a flashing red light signal and the STOP arm is extended.

Attempting to pass a long line of vehicles.

A vehicle ahead has indicated an intention to turn or stop.

Traffic is too close.

If you are unable to complete the pass before reaching the no-passing zone lane marking. It is important to note that this IS NOT an illegal action, however, it may be unsafe to attempt to pass and not be able to complete the pass before reaching the no pass zone.

Do Not Pass:

If you are approaching a hill or curve and cannot see if other traffic is approaching.

Within 100 feet of an intersection bridge, tunnel, railroad crossing, or areas that could cause concern.

Passing for vehicles with three axles or more, as well as trucks towing vehicles:

California law prohibits any vehicle with three axles or more, as well as trucks towing vehicles, from operating in the left-hand lane. Large trucks and other vehicles with at least three axles must instead use the right-most lane on a highway with three or fewer lanes of traffic in. If the highway has four or more lanes of traffic traveling in the same direction, the truck can use the right two lanes. **The truck driver may only enter the lane to the left when overtaking and passing another vehicle.** California is one of the only states with such strict lane requirements for large trucks.

Dangerous situations often present themselves when you're on the road. Always be prepared by increasing your following distance and allow a bigger space cushion for drivers who may be potentially dangerous. Persons who present dangers are:

- Drivers who cannot see you because their view is blocked by buildings, trees, or other cars.
- Drivers backing out of driveways or parking spaces.
- Drivers who pass you when there is a curve or oncoming vehicle(s) ahead.
- Drivers about to be forced into your lane to avoid a vehicle, pedestrian, bicyclist, obstruction, or because of fewer lanes ahead.
- Pedestrians with umbrellas in front of their faces or hats pulled down over their eyes.
- Distracted people, such as:
 - Delivery persons.
 - Construction workers.
 - Distracted pedestrians, such as those talking or texting on their electronic wireless communications device.
 - Children, who often run into the street without looking.
 - Drivers talking or texting on their electronic wireless communications device or speaking to their passengers.

- Drivers taking care of children, eating, or looking at maps while driving.
- Confused people, such as:
 - Tourists, often at complicated intersections.
 - Drivers who are looking for a house number or slow down for no apparent reason.

11.3 Right-Of-Way Situations – Pedestrians

Pedestrians: Pedestrian safety is a serious issue. A pedestrian is a person on foot or who uses a conveyance such as roller skates, skateboard, etc., other than a bicycle. A pedestrian can also be a person with a disability using a tricycle, quadricycle, or wheelchair for transportation.

Vehicle code 21950 states: (a) The driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection, except as otherwise provided in this chapter. (b) This section does not relieve a pedestrian from the duty of using due care for his or her safety. No pedestrian may suddenly leave a curb or other place of safety and walk or run into the path of a vehicle that is so close as to constitute an immediate hazard. No pedestrian may unnecessarily stop or delay traffic while in a marked or unmarked crosswalk. (c) The driver of a vehicle approaching a pedestrian within any marked or unmarked crosswalk shall exercise all due care and shall reduce the speed of the vehicle or take any other action relating to the operation of the vehicle as necessary to safeguard the safety of the pedestrian. (d) Subdivision (b) does not relieve a driver of a vehicle from the duty of exercising due care for the safety of any pedestrian within any marked crosswalk or within any unmarked crosswalk at an intersection.

Right-of-way rules, together with courtesy and common sense, help to promote traffic safety. Never assume other drivers will give you the right-of-way. Yield your right-of-way when it helps to prevent collisions. It is important to respect the right-of-way of others, especially pedestrians, motorcycles and bicycle riders.

In California, pedestrian deaths occur in approximately 22% of all traffic fatalities. Drive cautiously when pedestrians are near because they may suddenly cross your path. Be aware that pedestrians may be at risk walking near hybrid and electric vehicles because these vehicles are virtually silent while operating. Use extra caution when driving near pedestrians. Remember to respect the right-of-way of pedestrians. Always stop for any pedestrian crossing at corners or other crosswalks, even if the crosswalk is in the middle of

the block, at corners with or without traffic signal lights, whether or not the crosswalks are marked by painted lines. Do not pass a vehicle stopped at a crosswalk. A pedestrian you cannot see may be crossing the street. Stop and proceed when all pedestrians have crossed the street. Do not drive on a sidewalk, except to cross it to enter or exit a driveway or alley. When crossing, yield to all pedestrians. Do not stop in a crosswalk. You will place pedestrians in danger. Allow older pedestrians, disabled pedestrians, and pedestrians with young children sufficient time to cross the street. Lastly, Obey signs pertaining to pedestrians.

11.4 Right-Of-Way Situations – Bicyclists

Bicyclists: Each year in California, more than 100 people are killed and hundreds of thousands more are injured in bicycle collisions. Some bicycle related crashes are connected to the bicyclist's behavior, while others are due to the motorist's lack of attention.

Bicycle riders on public roads have the same rights and responsibilities as motorists and are subject to the same rules and regulations.

When it comes to where a bicyclist can ride:

If you're moving slower than traffic, you can still "take the lane." The law says that people who ride bikes must ride as close to the right side of the road as practicable except under the following conditions: when passing, preparing for a left turn, avoiding hazards, if the lane is too narrow to share, or if approaching a place where a right turn is authorized. CVC § 21202

CVC § 21202 states that (a) Any person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:

- (1) When overtaking and passing another bicycle or vehicle proceeding in the same direction.
- (2) When preparing for a left turn at an intersection or into a private road or driveway.
- (3) When reasonably necessary to avoid conditions (including, but not limited to, fixed or moving objects, vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes) that make it unsafe to continue along the right-hand curb or edge, subject to the provisions of Section 21656. For purposes of this section, a "substandard width lane" is a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.

(4) When approaching a place where a right turn is authorized.

(b) Any person operating a bicycle upon a roadway of a highway, which highway carries traffic in one direction only and has two or more marked traffic lanes, may ride as near the left-hand curb or edge of that roadway as practicable.

Use the bicycle lane. On a roadway with a bike lane, bicyclists traveling slower than traffic must use the bike lane except when making a left turn, passing, avoiding hazardous conditions, or approaching a place where a right turn is authorized. CVC § 21208

CVC § 21208 states that (a) Whenever a bicycle lane has been established on a roadway pursuant to Section 21207, any person operating a bicycle upon the roadway at a speed less than the normal speed of traffic moving in the same direction at that time shall ride within the bicycle lane, except that the person may move out of the lane under any of the following situations:

(1) When overtaking and passing another bicycle, vehicle, or pedestrian within the lane or about to enter the lane if the overtaking and passing cannot be done safely within the lane.

(2) When preparing for a left turn at an intersection or into a private road or driveway.

(3) When reasonably necessary to leave the bicycle lane to avoid debris or other hazardous conditions.

(4) When approaching a place where a right turn is authorized.

(b) **No person operating a bicycle shall leave a bicycle lane until the movement can be made with reasonable safety and then only after giving an appropriate signal** in the manner provided in Chapter 6 (commencing with Section 22100) in the event that any vehicle may be affected by the movement.

Ride with traffic. Bicyclists must travel on the right side of the roadway in the direction of traffic. CVC § 21650.1 states - A bicycle operated on a roadway, or the shoulder of a highway, shall be operated in the same direction as vehicles are required to be driven upon the roadway.

When it comes bicycle helmets:

Helmets: Bicyclists and bicycle passengers under age 18 must wear an approved helmet when riding on a bicycle. CVC § 21212

CVC § 21212 states that (a) A person under 18 years of age shall not operate a bicycle, a nonmotorized scooter, or a skateboard, nor shall they wear in-line or roller skates, nor ride upon a bicycle, a nonmotorized scooter, or a skateboard as a passenger, upon a street,

bikeway, as defined in Section 890.4 of the Streets and Highways Code, or any other public bicycle path or trail unless that person is wearing a properly fitted and fastened bicycle helmet that meets the standards of either the American Society for Testing and Materials (ASTM) or the United States Consumer Product Safety Commission (CPSC), or standards subsequently established by those entities. This requirement also applies to a person who rides upon a bicycle while in a restraining seat that is attached to the bicycle or in a trailer towed by the bicycle.

(b) Any helmet sold or offered for sale for use by operators and passengers of bicycles, nonmotorized scooters, skateboards, or in-line or roller skates shall be conspicuously labeled in accordance with the standard described in subdivision (a) which shall constitute the manufacturer's certification that the helmet conforms to the applicable safety standards.

(c) No person shall sell, or offer for sale, for use by an operator or passenger of a bicycle, nonmotorized scooter, skateboard, or in-line or roller skates any safety helmet which is not of a type meeting requirements established by this section.

(d) Any charge under this subdivision shall be dismissed when the person charged alleges in court, under oath, that the charge against the person is the first charge against that person under this subdivision, unless it is otherwise established in court that the charge is not the first charge against the person.

(e) Except as provided in subdivision (d), a violation of this section is an infraction punishable by a fine of not more than twenty-five dollars (\$25).

When it comes to cellphone use:

Cell phones: Unlike motorists, cyclists are permitted to use a handheld cell phone while riding. Be careful!!

As motorists, look carefully for bicyclists before turning left or right, merging into bicycle lanes, and opening doors next to moving traffic. Also, as of 2024 bicyclist now have the ability to get a head start on crossing some intersections. It gives cyclists the same benefit of a "walk" sign as pedestrians already enjoy. It's hoped the change can reduce bicycle vs. vehicle accidents. This

11.5 Right-Of-Way Situations – Intersections

Intersections: An intersection is any place where one line of roadway meets another roadway. Intersections include cross streets, side streets, alleys, freeway entrances, and any other location where vehicles traveling on different highways or roads join each other.

Driving through an intersection is one of the most complex traffic situations motorists encounter. Intersection collisions account for more than 45% of all reported crashes and 21% of fatalities according to the Federal Highway Administration.

At intersections without “STOP” or “YIELD” signs, slow down and be ready to stop. Yield to traffic and pedestrians already in the intersection or just entering the intersection. Also, yield to the vehicle or bicycle that arrives first, or to the vehicle or bicycle on your right if it reaches the intersection at the same time as you.

At “T” intersections without “STOP” or “YIELD” signs, yield to traffic and pedestrians on the through road. They have the right-of-way.

When you turn left, give the right-of-way to all vehicles approaching that are close enough to be dangerous. Also, look for motorcyclists, bicyclists, and pedestrians. Safety suggestion: While waiting to turn left, keep your wheels pointed straight ahead until it is safe to start your turn. If your wheels are pointed to the left, and a vehicle hits you from behind, you could be pushed into oncoming traffic.

When you turn right, be sure to check for pedestrians who want to cross the street and bicyclists riding next to you.

On divided highways or highways with several lanes, watch for vehicles coming in any lane you cross. Turn either left or right only when it is safe.

When you approach an intersection and you see a “YIELD” sign before the intersection, you are driving on an unprotected route. You must slow down and yield to pedestrians and approaching cross-traffic. Although the law does not require you to come to a complete stop, you may have to do so to let cross-traffic pass.

A four-way stop intersection has stop signs installed at every entry to the intersection and is usually marked by the “FOUR-WAY STOP” sign. You have to stop before the intersection no matter what direction you are coming from. The vehicle that arrives at the intersection first has the right-of-way and must go first. When two vehicles arrive at a four-way stop intersection at the same time, the driver on the left must yield to the driver on the right. If traveling from opposite directions, both vehicles can proceed.

Traffic Signal Light Not Working (Blackout)–The traffic signal light is not working and/or no lights are showing on the signal. Proceed cautiously as if the intersection is controlled by “STOP” signs in all directions.

11.6 Right-Of-Way Situations – Gridlock

Gridlock: Gridlock means that traffic at an intersection is so heavy that vehicles are unable to pass through or complete turns. These vehicles become stranded in the middle of the intersection and thereby prevent drivers traveling in the opposite direction from passing through. If you block an intersection, you can be cited. In order to prevent gridlock, regardless of whether you have the right-of-way, you must not enter an intersection unless there is sufficient space on the other side of the intersection or marked crosswalk to accommodate the vehicle driven without obstructing the through passage of vehicles from either side.

CVC 22526 States:

(a) Notwithstanding any official traffic control signal indication to proceed, a driver of a vehicle shall not enter an intersection or marked crosswalk unless there is sufficient space on the other side of the intersection or marked crosswalk to accommodate the vehicle driven without obstructing the through passage of vehicles from either side.

(b) A driver of a vehicle which is making a turn at an intersection who is facing a steady circular yellow or yellow arrow signal shall not enter the intersection or marked crosswalk unless there is sufficient space on the other side of the intersection or marked crosswalk to accommodate the vehicle driven without obstructing the through passage of vehicles from either side.

(c) A driver of a vehicle shall not enter a railroad or rail transit crossing, notwithstanding any official traffic control device or signal indication to proceed, unless there is sufficient undercarriage clearance to cross the intersection without obstructing the through passage of a railway vehicle, including, but not limited to, a train, trolley, or city transit vehicle.

(d) A driver of a vehicle shall not enter a railroad or rail transit crossing, notwithstanding any official traffic control device or signal indication to proceed, unless there is sufficient space on the other side of the railroad or rail transit crossing to accommodate the vehicle driven and any railway vehicle, including, but not limited to, a train, trolley, or city transit vehicle.

(e) A local authority may post appropriate signs at the entrance to intersections indicating the prohibition in subdivisions (a), (b), and (c).

(f) A violation of this section is not a violation of a law relating to the safe operation of vehicles and is the following:

(1) A stopping violation when a notice to appear has been issued by a peace officer described in Section 830.1, 830.2, or 830.33 of the Penal Code.

(2) **A parking violation when a notice of parking violation is issued by a person, other than a peace officer described in paragraph (1), who is authorized to enforce parking statutes and regulations.**

(g) **This section shall be known and may be cited as the Anti-Gridlock Act of 1987.**

11.7 Right-Of-Way Situations – School Buses / Entering the Freeway

School Buses: Section 22454 of the California Vehicle Code (CVC) states the following in summary:

(A) **The driver of any vehicle, upon meeting or overtaking, from either direction, any school bus equipped with signs as required in this code, that is stopped for the purpose of loading or unloading any schoolchildren and displays a flashing red light signal and stop signal arm, as defined in paragraph (4) of subdivision (b) of Section 25257, if equipped with a stop signal arm, visible from front or rear, shall bring the vehicle to a stop immediately before passing the school bus and shall not proceed past the school bus until the flashing red light signal and stop signal arm, if equipped with a stop signal arm, cease operation.**

(B) **The driver of a vehicle upon a divided highway or multiple-lane highway need not stop upon meeting or passing a school bus that is upon the other side of the roadway. For the purposes of this subdivision, a multiple-lane highway is any highway that has two or more lanes of travel in each direction."**

OK, that's the legal explanation, but what does it mean?

School buses flash yellow lights when preparing to stop to let children off the bus. The yellow flashing lights warn you to slow down and prepare to stop. When the bus flashes red lights (located at the top front and back of the bus), you must stop from either direction until the children are safely across the street and the lights stop flashing. The law requires you remain stopped as long as the red lights are flashing. Keep in mind that older-model school buses do not have the red stop sign that folds out. So as long as you see the flashing lights come on, you have to stop and wait when on the same side of the roadway.

On the other hand, it is not necessary to stop for a school bus with flashing red lights and/or a stop sign that is on the opposite side of the road if it is a multiple-lane or divided highway.

Multiple-lane highways are easy to distinguish because they have at least two lanes in each direction. Divided highways are those highways with a center median physically separating each direction of traffic.

Divided highways also exist when opposite directions of travel are separated by two sets of solid yellow lines that are at least 24-inches apart. (Smith, 2013)

PENALTIES: According to vehicle code 22454.5, it states that a person convicted of a first violation of Section 22454 shall be punished by a fine of not less than one hundred fifty dollars (\$150) or more than two hundred fifty dollars (\$250). A person convicted of a second separate violation of Section 22454 shall be punished by a fine of not less than five hundred dollars (\$500) or more than one thousand dollars (\$1000). If a person is convicted of a third or subsequent violation of Section 22454 and the offense occurred within three years of two or more separate violations of Section 22454 , the Department of Motor Vehicles shall suspend the person's privilege to operate a motor vehicle for one year.

When entering the freeway, do so at or near the speed of traffic. (Remember that the maximum speed allowed is 65 mph on most freeways.) Do not stop before merging into freeway traffic, unless it is absolutely necessary. Freeway traffic has the right-of-way.



Any time you merge with other traffic, you need a gap of at least 4 seconds, which gives both you and the other vehicle only a 2 second following distance. When it is safe, go back to following the “3-second rule”.

Do not try to squeeze into a gap that is too small.

Watch for vehicles around you. Use your mirrors and turn signals. Turn your head to look quickly over your shoulder before changing lanes or merging in traffic. Leave 3 seconds of space between you and the vehicle ahead of you. Make sure you can stop safely, if necessary.

If you need to cross several freeway lanes, cross them one at a time. If you wait until all of the lanes are clear, you may cause traffic delays or a collision.

11.9 Right-Of-Way Situations – Illegal U-Turns

Never make a U-turn:

At or on a railroad crossing.

On a divided highway by crossing a dividing section, curb, strip of land, or two sets of double yellow lines.

Where you cannot see clearly 200 feet in each direction because of a curve, hill, rain, fog, or other reason.

Where a “No U-Turn” sign is posted.

When other vehicles may hit you.

On a one-way street.

In front of a fire station. Never use a fire station driveway to turn your vehicle around.

In business districts. Areas with churches, apartments, multifamily housing units, and public buildings (except schools) are also considered to be business districts. Turn only at an intersection, unless a sign prohibits it, or where openings are provided for turns.

11.10 Right-Of-Way Situations – Railroad Crossings

The speed limit is 15 mph within 100 feet of a railroad crossing where you cannot see the tracks for 400 feet in both directions. You may drive faster than 15 mph if the crossing is controlled by gates, a warning signal, or a flag man.

At railroad or train crossings:

Look in both directions and listen for trains. Many crossings have multiple tracks; so, be ready to stop before crossing, if necessary. Cross railroad tracks only at designated crossings and only when it is safe to do so.



Expect a train on any track, at any time, traveling in either direction. If you need to stop after crossing the tracks, wait until you can completely cross the tracks before proceeding. Make sure your vehicle clears the tracks before you stop.

Never stop on the railroad tracks. Remember that a train cannot stop quickly or swerve out of the way. If you are on the tracks, you risk injury or death.

Watch for vehicles that must stop before they cross train tracks. These vehicles include buses, school buses, and trucks transporting hazardous loads.

Remember that flashing red traffic signal lights mean STOP! Stop at least 15 feet, but no more than 50 feet, from the nearest track when the crossing devices are active or a person warns you a train is coming. Stop if you see a train coming or you hear the whistle, horn, or bell of an approaching train.

Do not go under lowering gates or around lowered gates. Flashing red warning lights indicate you must stop and wait. Do not proceed over the railroad tracks until the red lights stop flashing, even if the gate rises. If the gates are lowered and you do not see a train approaching, call the posted railroad emergency toll-free number or 9-1-1. Be ready to give a detailed description of your location.

11.11 Right-Of-Way Situations – Traffic Breaks

Traffic breaks are used by law enforcement to:

Slow or stop traffic to remove hazards from the roadway.

Conduct emergency operations.

Prevent traffic collisions in heavy fog or unusually heavy traffic.

During a traffic break, the officer turns on the rear emergency lights, slows the vehicle, and drives across the lanes of traffic in a serpentine manner. To assist the officer in conducting a traffic break:

Activate your emergency flashers to warn other drivers there is a hazard ahead.

Slowly begin to decrease your speed. Do not slow abruptly unless it is necessary to avoid a collision. Slow to the same speed as the officer while keeping a safe distance from the patrol vehicle ahead of you.

Do not attempt to drive past the patrol vehicle. Do not accelerate until the patrol vehicle has turned off its emergency lights and traffic conditions ahead allow the return to normal speeds.

11.12 Right-Of-Way Situations – Where Road or Lane Narrows

The road narrows sign is a warning sign. Road narrows signs indicate that the road ahead will not be as wide as the road you're currently on. This sign is a warning of upcoming potential hazards but no immediate action is required.



11.13 Adjusting Your Driving For Road Conditions

Small changes in your driving habits can help relieve chronic traffic congestion and prevent accidents. Below are a few situations that will require you to adjust your driving for certain situations:

- **Adjusting Your Driving For Stationary Authorized Emergency Vehicles**

Beginning January 2021, drivers must adjust their driving speed when approaching stationary authorized emergency vehicles. If possible, make a lane change into an available lane not immediately adjacent to the authorized emergency vehicle.

According to vehicle code 21809 (a) A person driving a vehicle on a highway approaching a stationary authorized emergency vehicle that is displaying emergency lights, a stationary tow truck that is displaying flashing amber warning lights, or a stationary marked

Department of Transportation vehicle that is displaying flashing amber warning lights, **shall approach with due caution and, before passing in a lane immediately adjacent to the authorized emergency vehicle, tow truck, or Department of Transportation vehicle,** absent other direction by a peace officer, proceed to do one of the following:

(1) Make a lane change into an available lane not immediately adjacent to the authorized emergency vehicle, tow truck, or Department of Transportation vehicle, with due regard for safety and traffic conditions, if practicable and not prohibited by law.

(2) If the maneuver described in paragraph (1) would be unsafe or impracticable, slow to a reasonable and prudent speed that is safe for existing weather, road, and vehicular or pedestrian traffic conditions.

(b) A violation of subdivision (a) is an infraction, punishable by a fine of not more than fifty dollars (\$50).

(c) The requirements of subdivision (a) do not apply if the stationary authorized emergency vehicle that is displaying emergency lights, the stationary tow truck that is displaying flashing amber warning lights, or the stationary marked Department of Transportation vehicle that is displaying flashing amber warning lights is not adjacent to the highway or is separated from the highway by a protective physical barrier.

- **Adjusting Your Driving For Various Weather Conditions**

Driving hazards such as rain, snow and high winds can make driving difficult. And a safe driver will adjust his/her driving to prepare for any unforeseen problems. These adjustments come in the form of driving speed and knowing how to brake if you were to lose control of the car.

Slow down when there is a lot of water on the road. In a heavy rain at speeds of 50 mph or more, your tires can lose all contact with the road and then your vehicle will be riding on water or “hydroplaning.” A slight change of direction or a gust of wind could throw your vehicle into a skid. If your vehicle starts to hydroplane, slow down gradually—do not apply the brakes.

Slow down at the first sign of rain, especially after a dry spell. This is when many roads are the most slippery, because oil and dust have not washed away. A slippery road will not give your tires the grip they need. Drive more slowly than you would on a dry road. Adjust your speed as follows:

Wet road—go 5 to 10 mph slower.

Packed snow—reduce your speed by half.

Ice—slow to a crawl.

Some road surfaces are more slippery than others when wet and usually have warning signs posted. Here are some clues to help you spot slippery roads:

On cold, wet days, shade from trees or buildings can hide spots of ice. These areas freeze first and dry out last.

Bridges and overpasses tend to freeze before the rest of the road does. They can hide spots of ice.

If it starts to rain on a hot day, the pavement can be very slippery for the first several minutes. Heat causes oil in the asphalt to come to the surface. The oil makes the road slippery until the rain washes the oil off the surface of the road.

High winds can be a hazard while driving, especially to larger vehicles, trucks, campers, and vehicles with trailers. Some precautions for driving in high winds include:

Reduce your speed. Slowing down gives you better control over the vehicle and will give you more time to react in the event your vehicle gets hit by a strong gust of wind.

Maintain a firm hand position on the steering wheel. Strong wind gusts are unpredictable, and if you are not holding the wheel properly, gusts can be strong enough to cause the steering wheel to be jerked out of your hands.

Be alert. Look well ahead and watch for any debris on the road. High winds can cause debris to litter the highway or can even throw debris directly into your path. By looking ahead you give yourself more time to react to road hazards.

Do not use cruise control. You can maintain maximum control of the gas pedal when unpredictable gusts of wind occur.

Be proactive. Wait for the storm to blow over. It may be safer to pull over and take a break.

The End

You've done it! It took a bit of time, but you're done. **It's now time to take that Final Exam and DMV REQUIRED Course Evaluation.** Breathe, stretch, and relax; you've got this. Click the green button below that says "**You have now completed the course. Click here and return to the lesson page**". There you will now see the last box that contains the Final Exam. **AFTER** taking the Final Exam, **YOU MUST COMPLETE THE DMV required course evaluation BEFORE EXITING THE COURSE.** The course evaluation is accessed when you click on the **SUBMIT TO COURT & DMV** button. If you exit the course before submitting the

evaluation, you will not be able to re-enter the course to take it. If that happens, we will not be notified of your course completion.

There are 25 multiple choice questions and all you need is a passing score of 70%. None of the quiz questions that you answered in chapters 1 - 10 will appear on the final exam.

During the exam, you will have access to the [DMV handbook](#) , the course lessons and any notes you may have taken.

The exam is not timed. If for some reason you do not pass the first exam, a second exam will become available. It is not the same as the first exam. If you pass the second exam, great! If not, the course will reset itself so you may begin taking the course again. You may also choose to complete traffic school with another provider if ours does not work for you.

If you have any questions or concerns, do not hesitate to email us at kwiley@crossroadventuratrafficschool.com. We can also be reached by cell/messaging at (805) 833-0041 Monday - Friday from 8:00am - 4:00pm.