

than 5 mills on the dollar of all taxable property located in the city for library purposes.

Sec. 2. The city council may levy the taxes authorized by this act without limitation as to rate or amount, and the levy of such taxes shall not cause the amount of other taxes levied or to be levied by the city, which are subject to any such limitation, to be reduced in any amount whatsoever.

Sec. 3. This act shall be effective upon its approval by a majority of the electors voting on the question at a special election, the city primary election, or at the city general election as determined by the city council. The city council may submit the approval of this act to the voters at a city primary or city general election or it may call a special city election on the question. If a special city election is called, it shall be conducted in all respects as regular city general elections. The question shall be stated on the ballot as follows:

“Shall Laws of 1957, Chapter ..... authorizing a 5 mill levy for library purposes be approved?

Yes.....

No .....

Approved April 24, 1959.

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CHAPTER 521—H. F. No. 265

[Coded in Part]

*An act relating to highway traffic regulations; amending Minnesota Statutes 1957, Sections 169.01, by adding Subdivisions thereto; 169.18, by adding a Subdivision thereto; 169.19, Subdivision 1; 169.201; 169.56; 169.50, Subdivisions 1 and 3; 169.57, Subdivision 1; 169.59; 169.64, Subdivision 3; and 169.71.*

Be it enacted by the Legislature of the State of Minnesota:

Section 1. Minnesota Statutes 1957, Section 169.01 is amended by adding the following subdivisions:

*Subd. 54. Controlled access highway. “Controlled access highway” means, in Chapter 169, every highway, street or roadway in respect to which the right of access of the owners or occupants of abutting lands and other persons has been acquired and to which the owners or occupants of*

*abutting lands and other persons have no legal right of access to or from the same except at such points only and in such manner as may be determined by the public authority having jurisdiction over such highway, street or roadway.*

*Subd. 55. Implement of husbandry. "Implement of husbandry" means every vehicle designed and adapted exclusively for agricultural, horticultural, or livestock-raising operations or for lifting or carrying an implement of husbandry and in either case not subject to registration if used upon the highways.*

*Subd. 56. Stand or standing. "Stand or standing" means the halting of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in receiving or discharging passengers.*

*Subd. 57. Stop. "Stop" means complete cessation from movement.*

*Subd. 58. Stopping. "Stopping" means any halting even momentarily of a vehicle, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or traffic control sign or signal.*

*Subd. 59. Urban district. "Urban district" means the territory contiguous to and including any street which is built up with structures devoted to business, industry, or dwelling houses situated at intervals of less than 100 feet for a distance of a quarter of a mile or more.*

Sec. 2. Minnesota Statutes 1957, Section 169.18 is amended by adding the following new subdivision:

*Subd. 10. Slow moving vehicles. Upon all roadways any vehicle proceeding at less than the normal speed of traffic at the time and place and under the conditions then existing shall be driven in the right-hand lane then available for traffic, or as close as practicable to the right-hand curb or edge of the roadway, except when overtaking and passing another vehicle proceeding in the same direction, or when preparing for a left turn at an intersection or into a private road or driveway, or when a specific lane is designated and posted for a specific type of traffic.*

Sec. 3. Minnesota Statutes 1957, Section 169.19, Subdivision 1 is amended to read:

169.19 Subdivision 1. **Turning at intersection.** The

driver of a vehicle intending to turn at an intersection shall do so as follows:

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

(2) Approach for a left turn on other than one-way roadways shall be made in that portion of the right half of the roadway nearest the center line thereof, and after entering the intersection the left turn shall be made so as to leave the intersection to the right of the center line of the roadway being entered. *Whenever practicable the left turn shall be made in that portion of the intersection to the left of the center of the intersection;*

(3) Approach for a left turn from a two-way roadway into a one-way roadway shall be made in that portion of the right half of the roadway nearest the center line thereof and by passing to the right of such center line where it enters the intersection;

(4) A left turn from a one-way roadway into a two-way roadway shall be made from the left hand lane and by passing to the right of the center line of the roadway being entered upon leaving the intersection;

(5) Where both streets or roadways are one way, both the approach for a left turn and a left turn shall be made as close as practicable to the left-hand curb or edge of the roadway;

(6) Local authorities in their respective jurisdictions may cause markers, buttons, or signs to be placed within or adjacent to intersections and thereby require and direct that a different course from that specified in this section be traveled by vehicles turning at an intersection, and when markers, buttons, or signs are so placed no driver of a vehicle shall turn a vehicle at an intersection other than as directed and required by such markers, buttons, or signs.

Sec. 4. Minnesota Statutes 1957, Section 169.201 is amended to read:

**169.201 Yield right of way signs, duty of driver.** The driver of a vehicle approaching a YIELD RIGHT OF WAY sign shall slow to a speed that is reasonable for conditions of traffic and visibility, and stop if necessary, and yield the right of way to *any pedestrian legally crossing the roadway on which he is driving, and to all vehicles on the*

intersecting street or highway which are so close as to constitute an immediate hazard.

Sec. 5. Minnesota Statutes 1957, Section 169.56 is amended to read:

169.56 *Subdivision 1. Spot lights.* Any motor vehicle may be equipped with not to exceed two spot lamps and every lighted spot lamp shall be so aimed and used upon approaching another vehicle that no part of the high intensity portion of the beam will be directed on the road surface to the left of the center of the vehicle, nor more than 100 feet ahead of the vehicle upon which such lamps are mounted.

*Subd. 2. Fog lights.* Any motor vehicle may be equipped with not to exceed two fog lamps mounted on the front at a height not less than 12 inches nor more than 30 inches above the level surface upon which the vehicle stands and so aimed that when the vehicle is not loaded none of the high-intensity portion of the light to the left of the center of the vehicle shall at a distance of 25 feet ahead project higher than a level of four inches below the level of the center of the lamp from which it comes. Lighted fog lamps meeting the above requirements may be used with lower headlamp beams as specified in section 169.60.

*Subd. 3. Auxiliary passing lights.* Any motor vehicle may be equipped with not to exceed two auxiliary passing lamps mounted on the front at a height of not less than 24 inches nor more than 42 inches above the level surface upon which the vehicle stands. The provisions of section 169.60 shall apply to any combination of headlamps and auxiliary passing lamps.

*Subd. 4. Auxiliary driving lights.* Any motor vehicle may be equipped with not to exceed two auxiliary driving lamps mounted on the front at a height not less than 16 inches nor more than 42 inches above the level surface upon which the vehicle stands. The provisions of section 169.60 shall apply to any combination of headlamps and auxiliary driving lamps.

Sec. 6. Minnesota Statutes 1957, Section 169.50, Subdivision 1 is amended to read:

169.50 *Subdivision 1. Requirements.* Every motor vehicle and every vehicle which is being drawn at the end of a train of vehicles shall be equipped with at least one tail lamp, exhibiting a red light plainly visible from a distance of 500 feet to the rear. And further, every such above-mentioned vehicle, other than a truck tractor, registered in

*this state and manufactured or assembled after January 1, 1960, shall be equipped with at least two tail lamps mounted on the rear, on the same level and as widely spaced laterally as practicable, which, when lighted as herein required, shall comply with the provisions of this section.*

Sec. 7. Minnesota Statutes 1957, Section 169.50, Subdivision 3 is amended to read:

Subd. 3. **Reflectors.** On and after January 1, 1960, each new motor vehicle, trailer, or semi-trailer, hereafter sold and each such vehicle hereafter operated on a highway, shall carry at the rear either as a part of the rear lamp or separately, *at least two reflectors. The reflectors shall be of a type approved by the commissioner and shall be mounted as close as is practicable to the extreme edges of the vehicle at a height not more than 60, nor less than 24, inches above the surface upon which the vehicle stands. Each such reflector shall be so designed and maintained as to be visible at night from all distances within 300 to 50 feet from the vehicle, except that on a commercial vehicle the reflectors shall be visible from all distances within 500 to 50 feet from the vehicle, when directly in front of a motor vehicle displaying lawfully lighted headlamps.*

Sec. 8. Minnesota Statutes 1957, Section 169.57, Subdivision 1 is amended to read:

169.57 Subdivision 1. **Stop lights.** (a) Any vehicle may be equipped and when required under this chapter, shall be equipped with *at least two stop lamps* on the rear which shall emit a red or yellow light and which shall be actuated upon application of the service (foot) brake and which may, but need not be, incorporated with *the tail lamps* and which shall be plainly visible and understandable from a distance of 100 feet to the rear during normal sunlight and at night.

(b) *No person shall sell or offer for sale or operate on the highways any motor vehicle registered in this state and manufactured or assembled after January 1, 1960, unless it is equipped with at least two stop lamps meeting the requirements of this section, except that a motorcycle, motor-driven cycle, or truck tractor manufactured or assembled after said date shall be equipped with at least one stop lamp meeting the requirements of this section.*

Sec. 9. Minnesota Statutes 1957, Section 169.59 is amended to read:

169.59 *Subdivision 1. Fender lights.* Any vehicle may be equipped with not more than two side cowl or fender lamps, one on each side which shall emit a white light without glare.

*Subd. 2. Runningboard lights.* Any vehicle may be equipped with not more than one runningboard courtesy lamp on each side thereof, which shall emit a white or yellow light without glare.

*Subd. 3. Back-up lights.* Any vehicle may be equipped with *not more than two* back-up lamps, either separately or in combination with another lamp, except that no such back-up lamp shall be continuously lighted when the vehicle is in forward motion, nor shall it project a glaring light.

*Subd. 4. Flashing warning lights.* Any vehicle may be equipped with lamps which may be used for the purpose of warning the operators of other vehicles of the presence of a vehicular traffic hazard requiring the exercise of unusual care in approaching, overtaking, or passing, and when so equipped may display such warning in addition to any other warning signals required by this act. The lamps used to display such warnings to the front shall be mounted at the same level and as widely spaced laterally as practicable, and shall display simultaneously flashing white or amber lights, or any shade of color between white and amber. The lamps used to display such warnings to the rear shall be mounted at the same level and as widely spaced laterally as practicable, and shall show simultaneously flashing amber or red lights, or any shade of color between amber and red. These warning lights shall be visible from a distance of not less than 500 feet under normal atmospheric conditions at night.

Sec. 10. Minnesota Statutes 1957, Section 169.64, Subdivision 3 is amended to read:

*Subd. 3. Flashing lights.* Flashing lights are prohibited, except on an authorized emergency vehicle, school bus, road maintenance equipment or on any vehicle as a means of indicating a right or left turn, or the presence of a vehicular traffic hazard requiring unusual care in approaching, overtaking, or passing.

Sec. 11. Minnesota Statutes 1957, Section 169.71 is amended to read:

169.71 **Windshields.** No person shall drive or operate any motor vehicle with a windshield cracked or discolored

to an extent to limit or obstruct proper vision, or with any objects suspended between the driver and the windshield, other than sun visors and rear vision mirrors, or with any sign, poster, or other non-transparent material upon the front windshield, sidewings, side or rear windows of such vehicle, other than a certificate or other paper required to be so displayed by law, or authorized by the state director of civil defense. *or the car high*

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

No person shall drive any motor vehicle with the windshield or front side windows covered with steam or frost to such an extent as to prevent proper vision.

Approved April 24, 1959.

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CHAPTER 522—H. F. No. 1707

[Not Coded]

*An act to authorize the Village of Milaca to issue storm sewer bonds and excluding such bonds from the net debt limitation of said village.*

Be it enacted by the Legislature of the State of Minnesota:

**Section 1. Storm sewer bonds.** The village of Milaca is authorized to issue and sell its negotiable coupon storm sewer bonds in an amount not to exceed \$140,000 in accordance with the authority granted by the voters of the village at a village election heretofore called and held, and such bonds shall be valid and binding obligations of the village payable from unlimited ad valorem taxes but shall not be included in computing the net debt limitation of said village.

**Sec. 2.** This act shall become effective only after its approval by the village council of the village of Milaca.

Approved April 24, 1959.

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