

METROPOLITAN
AIRPORTS COMMISSION
ORDINANCE NO. 59

An Ordinance to promote and conserve Public Safety, Health, Peace, Convenience, and Welfare, by regulating the use by the public of properties owned by or under the supervision and control of the Metropolitan Airports Commission, including the Regulation of Pedestrians, Vehicles, and Drivers and Owners thereof on and about streets, roads, highways, parking areas, aircraft loading aprons, ramps, service areas, runways, taxiways or feeder strips laid out over, under and across such properties; prescribing the penalties for violation thereof; and repealing and superseding ordinance numbered 12 of the said Metropolitan Airports Commission.

The Metropolitan Airports Commission does ordain:

Section 1 - DEFINITIONS - The following words and phrases when used in this Ordinance shall have the meanings respectively ascribed to them in this section:

- 1.1 Airport limousine. "Airport limousine" means every vehicle other than buses or taxicabs designed and used under license from the Public Service Commission of the State of Minnesota to carry passengers for hire over predetermined routes between airports owned or operated by the Commission and predetermined termini.
- 1.2 Authorized emergency vehicle. "Authorized emergency vehicle" means any of the following vehicles when equipped and identified according to law: (1) a vehicle of a fire department (2) a publicly owned police vehicle or a privately owned vehicle used by a police officer for police work under agreement, express or implied, with the local authority to which he is responsible; (3) a vehicle of a licensed land emergency ambulance service, whether publicly or privately owned; (4) an emergency vehicle of a municipal department or a public service corporation, approved by the commissioner of public safety of the State of Minnesota or the chief of police of a municipality; (5) any volunteer rescue squad operating pursuant to Chapter 53, Laws 1959; (6) a vehicle designated as an authorized emergency vehicle upon a finding by the commissioner of public safety of the State of Minnesota that designation of that vehicle is necessary to the preservation of life or property or to the execution of emergency governmental functions.

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- 1.3 Bus. "Bus" means every motor vehicle except airport limousines designed for carrying more than ten passengers and used for the transportation of persons, and every motor vehicle other than a taxicab or an airport limousine designed and used for the transportation of persons for compensation.
- 1.4 Commercial Vehicle. "Commerical vehicle" means any vehicle being used to do business upon property owned by or under the supervision and control of the Commission.
- 1.5 Commission. "Commission" means the Metropolitan Airports Commission, a public corporation and agency of the State of Minnesota, or its designated representative.
- 1.6 Crosswalk. "Crosswalk" means (1) that portion of a roadway ordinarily included within the prolongation or connection of the lateral lines of sidewalks at intersections; (2) any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.
- 1.7 Curb. "Curb" means the lateral boundaries of a roadway whether or not marked by curbing.
- 1.8 Double parking. "Double parking" means the standing of a vehicle upon a street, road or highway alongside of and parallel to another vehicle which is parked at the curb.
- 1.9 Driver. "Driver" means every person who drives or is in actual physical control of a vehicle.
- 1.10 Gross vehicle weight. "Gross vehicle weight" means the unloaded weight of a vehicle or the unloaded weight of a truck-tractor and semi-trailer combination, plus the weight of the load.
- 1.11 Intersection. "Intersection" means (a) the area embraced within the prolongation or connection of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways of two streets, roads or highways which join one another, at, or approximately at, right angles, or the area within which vehicles traveling upon different streets, roads or highways joining at any other angle may come in conflict; or (b) where a street, road or highway includes two roadways 30 feet or more apart, then every crossing of each roadway of such divided street, road or highway by an intersecting street, road or highway shall be regarded as a separate intersecting street, road or highway. In the event

such intersecting street, road or highway also includes two roadways 30 feet or more apart, then every crossing of two roadways of such streets, roads or highways shall be regarded as a separate intersection.

- 1.12 Laned roadway. "Laned roadway" means a street, road or highway the roadway of which is divided into two or more clearly marked lanes for vehicular traffic.
- 1.13 Official traffic control devices. "Official traffic control devices" means all signs, signals, markings, and devices not inconsistent with this ordinance placed or erected by authority of the Commission, for the purpose of regulating, warning or guiding traffic.
- 1.14 One-way roadway. "One-way roadway" means a street, road or highway or roadway designated and sign-posted for one-way traffic and on which all vehicles are required to move in one indicated direction.
- 1.15 Owner. "Owner" means a person who holds the legal title of a vehicle, or in the event a vehicle is the subject of an agreement for the conditional sale or lease thereof with the right of purchase upon performance of the conditions stated in the agreement and with an immediate right of possession vested in the conditional vendee or lessee or in the event a mortgagor of a vehicle is entitled to possession, then such conditional vendee or lessee or mortgagor shall be deemed the owner for the purpose of this ordinance.
- 1.16 Parking. "Parking" means the standing of a vehicle upon a street, road or highway, parking area, aircraft loading apron, ramp, service area, runway, taxiway or feeder strip whether accompanied or unaccompanied by the operator thereof.
- 1.17 Pedestrian. "Pedestrian" means any person afoot.
- 1.18 Public passenger terminal area. "Public passenger terminal area" means streets, roads, highways, parking areas or other properties adjacent to the international charter terminal, main passenger terminal or loading piers.
- 1.19 Right-of-way. "Right-of-way" means the privilege of the immediate use of street, road or highway.
- 1.20 Roadway. "Roadway" means that portion of a street, road or highway improved, designed, or ordinarily used for vehicular travel, exclusive of the sidewalk

or shoulder even though such sidewalk or shoulder is used by persons riding bicycles or other human powered vehicles. In the event a street, road or highway includes two or more separate roadways the term "roadway" as used herein shall refer to any such roadway separately but not to all such roadways collectively.

- 1.21 Sidewalk. "Sidewalk" means that portion of a street, road or highway between the curb lines, or the lateral lines of a roadway, and the adjacent property lines intended for the use of pedestrians.
- 1.22 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.
- 1.23 Stop. "Stop" means complete cessation from movement.
- 1.24. Stopping. "Stopping" means any halting or 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.
- 1.25 Street, road or highway. "Street", "road" or "highway" means the entire width between boundary lines of any way or place when any part thereof is open to vehicular traffic.
- 1.26 Taxicab. "Taxicab" means any vehicle other than buses or airport limousines carrying passengers for pay or hire upon public streets and upon the streets, roads and highways of the Commission, equipped with a taximeter and subject to call upon such public streets and highways of the Commission or from a garage or other established place of business.
- 1.27 Taximeter. "Taximeter" means any instrument or device attached to a vehicle and designed to measure mechanically the distance travelled by such vehicle to record the time said vehicle travels or is in waiting and to indicate upon such record, by figure or designs, the fare to be charged.
- 1.28 Through street, road or highway. "Through street, road or highway" means every street, road or highway or portion thereof at the entrances to which vehicular traffic from intersecting streets, roads or highways is required to stop before entering or

crossing the same and when stop signs are erected as provided in this ordinance.

- 1.29 Traffic. "Traffic" means pedestrians, ridden or herded animals, vehicles, street cars, and other conveyances, either singly or together, while using any street, road, highway, parking area, aircraft loading apron, ramp, service area, runway, taxiway or feeder strip for purposes of travel.
- 1.30 Traffic control signal. "Traffic control signal" means any device, whether manually, electrically or mechanically operated, by which traffic is alternately directed to stop and permitted to proceed.
- 1.31 U-Turn. "U-Turn" means the turning of any vehicle completed within the confines of a street, road or highway so as to proceed in the opposite direction.
- 1.32 Vehicle. "Vehicle" means every device excluding aircraft in, upon, or by which any person or property is or may be transported or drawn upon a street, road or highway or within parking areas, or on aircraft loading aprons, ramps, service areas, runways, taxiways or feeder strips, except devices moved by human power or used exclusively upon stationary rails or tracks.

Section 2 - TRAFFIC PROVISIONS.

- 2.1 No vehicle shall be driven or operated upon properties owned by or under the supervision and control of the Commission except upon streets, roads, highways, parking areas, aircraft loading aprons, ramps, service areas, runways, taxiways or feeder strips laid out and established on such properties and then only when and where authorized by the Commission or appropriate federal agency. Such driving or operation shall be subject to the provisions hereinafter set forth.
- 2.2 No person shall drive a vehicle on streets, roads, highways, parking areas, aircraft loading aprons, ramps, service areas, runways, taxiways or feeder strips at a speed greater than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing. In every event speed shall be so restricted as may be necessary to avoid colliding with any person, vehicle, or other conveyance on or entering the street, road, highway, parking area, aircraft loading apron, ramp, service area, runway, taxiway or feeder strip in compliance with legal

requirements and the duty of all persons to use due care.

- 2.3 No vehicle shall be driven at a speed in excess of thirty (30) miles per hour on any street, road, highway, parking area, aircraft loading apron, ramp, service area, runway, taxiway or feeder strip on which a different speed has not been established by special regulation of the Commission.
- 2.4 Where the Commission has established a speed limit other than thirty (30) miles per hour by special regulation and official traffic control devices have been placed calling attention to such limit, no vehicle shall be driven at a speed greater than that.
- 2.5 It shall be unlawful for any person to so drive and operate, stop or park a vehicle upon streets, roads, highways, parking areas, aircraft loading aprons, ramps, service areas, runways, taxiways or feeder strips as to needlessly, unnecessarily and unwarrantedly block, obstruct or interfere with the orderly flow of traffic on said streets, roads, highways, parking areas, aircraft loading aprons, ramps, service areas, runways, taxiways or feeder strips. Proof that such traffic was blocked, obstructed, or interfered with shall be prima facie evidence that such blocking, obstructing and interference was needless, unnecessary and unwarranted.
- 2.6 (a) Any person who shall operate or halt any vehicle upon property owned by or under the supervision and control of the Commission in such a manner as to indicate either a wilful or a wanton disregard for the safety of persons or property is guilty of reckless driving, and such reckless driving shall be a misdemeanor.
- (b) Any person who shall operate or halt any vehicle upon property owned by or under the supervision and control of the Commission carelessly or heedlessly in disregard of the rights or safety of others, or in a manner so as to endanger or be likely to endanger any person or property, is guilty of careless driving, and such careless driving shall be a misdemeanor.
- 2.7 DRIVERS UNDER INFLUENCE OF ALCOHOL OR CONTROLLED SUBSTANCE. Subdivision 1. Crime. It shall be a misdemeanor for any person to drive, operate or be in physical control of any vehicle upon properties owned by or under the supervision and control of the Commission:

(a) When the person is under the influence of alcohol;

(b) When the person is under the influence of a controlled substance;

(c) When the person is under the influence of a combination of any two or more of the elements named in clauses (a) and (b); or

(d) When the person's alcohol concentration is 0.10 or more.

The provisions of this subdivision apply, but are not limited in application, to any person who drives, operates, or is in physical control of any vehicle in the manner prohibited by this subdivision upon the ice of any lake, stream, or river, including but not limited to the ice of any boundary water.

When an accident has occurred, a peace officer may lawfully arrest a person for violation of this section without a warrant upon probable cause, without regard to whether the violation was committed in the officer's presence.

Subd. 2. Evidence. Upon the trial of any prosecution arising out of acts alleged to have been committed by any person arrested for driving, operating, or being in physical control of a vehicle in violation of subdivision 1, the court may admit evidence of the amount of alcohol or a controlled substance in the person's blood, breath, or urine as shown by a medical or chemical analysis thereof, if the test is taken voluntarily or pursuant to section 169.123 of Minnesota Statutes.

For the purposes of this subdivision:

(a) evidence that there was at the time an alcohol concentration of 0.05 or less is prima facie evidence that the person was not under the influence of alcohol;

(b) evidence that there was at the time an alcohol concentration of more than 0.05 and less than 0.10 is relevant evidence in indicating whether or not the person was under the influence of alcohol.

Evidence of the absence of tests is admissible in a prosecution under this section without any comment and with a jury instruction, where applicable, that there shall be no speculation as to the reason for the absence and that no inference is to be drawn from the absence.

For purposes of this ordinance, the result of an evidentiary test administered within two hours of the alleged violation is deemed to be the alcohol concentration at the time of the violation.

The foregoing provisions do not limit the introduction of any other competent evidence bearing upon the question whether or not the person was under the influence of alcohol or a controlled substance, including tests obtained more than two hours after the alleged violation.

Subd. 3. Criminal penalties. A person who violates Section 2.7 of this ordinance shall be guilty of a misdemeanor.

Subd. 4. The court may stay imposition or execution of any sentence authorized by subdivision 3 on the condition that the convicted person submit to treatment by a public or private institution or a facility providing rehabilitation for chemical dependency licensed by the department of public welfare of the State of Minnesota. A stay of imposition or execution shall be in the manner provided in section 609.135 of Minnesota Statutes. The court shall report to the commissioner of public safety any stay of imposition or execution of sentence granted under the provisions of this section.

Subd. 5. Preliminary screening test. When a peace officer has reason to believe from the manner in which a person is driving, operating, controlling, or acting upon departure from a vehicle, or has driven, operated, or controlled a vehicle, that the driver may be violating or has violated subdivision 1, he may require the driver to provide a sample of his breath for a preliminary screening test using a device approved by the commissioner of public safety of the State of Minnesota for this purpose. The results of this preliminary screening

test shall be used for the purpose of deciding whether an arrest should be made and whether to require the chemical tests authorized in section 169.123 of Minnesota Statutes but shall not be used in any court action except to prove that a chemical test was properly required of a person pursuant to Minnesota Statutes section 169.123, subdivision 2. Following the screening test additional tests may be required of the driver pursuant to the provisions of Minnesota Statutes, section 169.123.

The driver who refuses to furnish a sample of his breath is subject to the provisions of Minnesota Statutes section 169.123 unless, in compliance with Minnesota Statutes section 169.123, he submits to a blood, breath or urine test to determine the presence of alcohol or a controlled substance.

Subd. 6. Alcohol assessment. When the evidentiary test shows an alcohol concentration of 0.07 or more, that result shall be reported to the commissioner of public safety of the State of Minnesota.

2.8

DRIVING RULES. Subdivision 1. Keep to the right. Upon all roadways of sufficient width a vehicle shall be driven upon the right half of the roadway, except as follows:

- (1) When overtaking and passing another vehicle proceeding in the same direction under the rules governing such movement;
- (2) When the right half of a roadway is closed to traffic while under construction or repair;
- (3) Upon a roadway divided into three marked lanes for traffic under the rules applicable thereon; or
- (4) Upon a roadway designed and sign-posted for one-way traffic as a one-way roadway.

Subd. 2. Meeting. Drivers of vehicles proceeding in opposite directions, shall pass each other to the right, and upon roadways having width for not more than one line of traffic in each direction each driver shall give to the other at least one-half of the main traveled portion of the roadway, as nearly as possible.

Subd. 3. Passing. The following rules shall govern the overtaking and passing of vehicles proceeding in the same direction, subject to the limitations, exceptions, and special rules hereinafter stated:

(1) The driver of a vehicle overtaking another vehicle proceeding in the same direction shall pass to the left thereof at a safe distance and shall not again drive to the right side of the roadway until safely clear of the overtaken vehicle;

(2) Except when overtaking and passing on the right is permitted, the driver of an overtaken vehicle shall give way to the right in favor of the overtaking vehicle on audible warning, and shall not increase the speed of his vehicle until completely passed by the overtaking vehicle.

Subd. 4. Passing on right. The driver of a vehicle may overtake and pass upon the right of another vehicle only upon the following conditions:

(a) When the vehicle overtaken is making or about to make a left turn;

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

(c) Upon a one-way street, or upon any roadway on which traffic is restricted to one direction of movement, where the roadway is free from obstructions and of sufficient width for two or more lines of moving vehicles;

(d) The driver of a vehicle may overtake and pass another vehicle upon the right only under conditions permitting such movement in safety. In no event shall such movement be made by driving off the pavement or main traveled portion of the roadway.

Subd. 5. Driving left of roadway center. (a) No vehicle shall be driven to the left side of the center of the roadway in overtaking and passing another vehicle proceeding in the same direction unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be completely made without interfering with the safe operation of any vehicle approaching from the opposite direction or any vehicle overtaken. In every event the overtaking vehicle must return to the righthand side of the roadway before coming

within 100 feet of any vehicle approaching from the opposite direction;

(b) Except on a one-way roadway, no vehicle shall, in overtaking and passing another vehicle or at any other time, be driven to the left half of the roadway under the following conditions:

(1) When approaching the crest of a grade or upon a curve in the street, road or highway where the driver's view along the street, road or highway is obstructed within a distance of 700 feet;

(2) When approaching within 100 feet of any underpass or tunnel, or railroad grade crossing, or when approaching within 100 feet of or traversing any intersection upon property owned by or under the supervision and control of the Commission;

(3) Where official signs are in place prohibiting passing, or a distinctive center line is marked, which distinctive line also so prohibits passing.

Subd. 6. One-way traffic. (a) Upon a roadway designated and sign-posted for one-way traffic as a one-way roadway, a vehicle shall be driven only in the direction designated;

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

Subd. 7. Laned roadways. When any roadway has been divided into two or more clearly marked lanes for traffic, the following rules, in addition to all others consistent herewith, shall apply:

(a) A vehicle shall be driven as nearly as practicable entirely within a single lane and shall not be moved from such lane until the driver has first ascertained that such movement can be made with safety;

(b) Upon a roadway which is not a one-way roadway and which is divided into three lanes, a vehicle shall not be driven in the center lane except when overtaking and passing another vehicle where the roadway is clearly visible and such center lane is clear of traffic within a safe distance, or in preparation for a left turn or where such center lane is at the time allocated exclusively to traffic moving in the direction the vehicle is proceeding, and is sign-posted to give notice of such allocation. The left lane of a three-lane roadway

which is not a one-way roadway shall not be used for overtaking and passing another vehicle;

(c) Official signs may be erected directing slow-moving traffic to use a designated lane or allocating specified lanes to traffic moving in the same direction, and drivers of vehicles shall obey the directions of every such sign;

(d) Whenever a bicycle lane has been established on a roadway, any person operating a motor vehicle on such roadway shall not drive in the bicycle lane except to park where parking is permitted, to enter or leave the street, road or highway, or to prepare for a turn as provided in section 2.9, subdivision 1 of this ordinance.

Subd. 8. Following vehicle too closely. The driver of a motor vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of such vehicles and the traffic upon and the conditions of the street, road or highway.

Subd. 9. Divided streets, roads or highways; crossovers. Whenever any street, road or highway has been divided into two or more roadways by leaving an intervening space or by a physical barrier or clearly indicated dividing section so constructed as to impede vehicular traffic, every vehicle shall be driven only upon the right-hand roadway unless directed or permitted to use another roadway by official traffic-control devices or police officers. No vehicle shall be driven over, across, or within any such dividing space, barrier section, except through an opening in such physical barrier, or dividing section or space or at a crossover or intersection established by the Commission.

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.

Subd. 11. Unreasonable or unnecessary acceleration. No person shall start or accelerate any

motor vehicle with an unreasonable or unnecessary exhibition of speed on any property owned by or under the supervision and control of the Commission. Prima facie evidence of such unreasonable or unnecessary exhibition of speed shall be unreasonable squealing or screeching sounds emitted by the tires or the throwing of sand or gravel by the tires or both.

2.9

TURNING AND STARTING. Subdivision 1. Turning at intersections. 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 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) The Commission 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;

(7) Whenever it is necessary for the driver of a motor vehicle to cross a bicycle lane to travel to make a turn, the driver shall drive the motor vehicle into the bicycle lane prior to making the turn, and shall make the turn, yielding the right of way to any vehicles approaching so close thereto as to constitute an immediate hazard.

Subd. 2. U-turns. No vehicle shall be turned so as to proceed in the opposite direction upon any curve, or upon the approach-to or near the crest of a grade, where such vehicle cannot be seen by the driver of any other vehicle approaching from either direction within 1,000 feet. In every event no U-turn shall be made in a manner other than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing.

Subd. 3. Moving parked car. No person shall move a vehicle which is stopped, standing or parked unless and until such movement can be made with reasonable safety.

Subd. 4. Change of course. No person shall turn a vehicle at an intersection unless the vehicle is in proper position upon the roadway as required in this section, or turn a vehicle to enter a private road or driveway or otherwise turn a vehicle from a direct course or move right or left upon a street, road or highway unless and until the movement can be made with reasonable safety after giving an appropriate signal in the manner hereinafter provided.

Subd. 5. Signal to turn. A signal of intention to turn right or left shall be given continuously during not less than the last 100 feet traveled by the vehicle before turning.

Subd. 6. Signal to stop. No person shall stop or suddenly decrease the speed of a vehicle without first giving an appropriate signal in the manner provided herein to the driver of any vehicle immediately to the rear unless there is a good and sufficient reason for not being able to do so.

Subd. 7. Signaling methods. The signals herein required shall be given either by means of the hand and arm or by a signal lamp or signal device of a type approved by the commissioner of public safety of the State of Minnesota, but when a vehicle is so constructed or loaded that a hand and arm signal would not be visible in normal sunlight, and at night both to the front and rear of such vehicle, then the signals must be given by such a lamp or device.

Subd. 8. Hand signals. When the signal is given by means of the hand and arm the driver shall indicate his intention to start, stop or turn by extending the hand and arm from and beyond the left side of the vehicle in the following manner and these signals shall indicate as follows:

(1) Left turn -- Hand and arm extended horizontally.

(2) Right turn -- Hand and arm extended upward, except that a bicyclist or motorcyclist may extend the right hand and arm horizontally to the right side of the bicycle or motorcycle.

(3) Stop or decrease speed -- Hand and arm extended downward.

2.10

SIGNS, SIGNALS, MARKINGS. Subdivision 1.
Placement and maintenance by the Commission. The Commission through its authorized representatives shall place and maintain such traffic control devices upon properties owned by or under the supervision and control of the Commission as it may deem necessary to indicate and to carry out the provisions of this ordinance or to regulate, warn, or guide traffic.

Subd. 2. Obedience to traffic-control devices.

(a) The driver of any vehicle shall obey the instructions of any official traffic control device applicable thereto, unless otherwise directed by a traffic or police officer, subject to the exceptions granted the driver of an authorized emergency vehicle in this ordinance.

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

(c) Whenever official traffic control devices are placed in position approximately conforming to the requirements of state law or regulation, such devices shall be presumed to have been so placed by the official act or direction of lawful authority, unless the contrary shall be established by competent evidence.

(d) Any official traffic control device placed pursuant to the provisions of this ordinance and purporting to conform to the lawful requirements pertaining to such devices shall be presumed to comply with the requirements of this ordinance, unless the contrary shall be established by competent evidence.

Subd. 3. Traffic control signals. Whenever traffic is controlled by traffic control signals exhibiting different colored lights, or colored lighted arrows, successively one at a time or in combination, only the colors Green, Red and Yellow shall be used, except for special pedestrian signals carrying a word legend, and said lights shall indicate and apply to drivers of vehicles and pedestrians as follows:

(a) Green indication:

(1) Vehicular traffic facing a circular green signal may proceed straight through or turn right or left unless a sign at such place prohibits either such turn. But vehicular traffic, including vehicles turning right or left, shall yield the right of way to other vehicles and to pedestrians lawfully within the intersection or adjacent crosswalk at the time such signal is exhibited.

(2) Vehicular traffic facing a green arrow signal, shown alone or in combination with another indication, may cautiously enter the intersection only to make the movement indicated by such arrow, or such other movement as is permitted by other indications shown at the same time. Such vehicular traffic shall yield the right of way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.

(3) Unless otherwise directed by a pedestrian control signal as provided in subdivision 6, pedestrians facing any green signal, except when the sole green signal is a turn arrow, may proceed across the roadway within any marked or unmarked crosswalk.

(b) Steady yellow indication:

(1) Vehicular traffic facing a circular yellow signal is thereby warned that the related green movement is being terminated or that a red indication will be exhibited immediately thereafter when vehicular traffic shall not enter the intersection, except for the continued movement allowed by any green arrow indication simultaneously exhibited.

(2) Pedestrians facing a circular yellow signal, unless otherwise directed by a pedestrian control signal as provided in subdivision 6, are thereby advised that there is insufficient time to cross the roadway before a red indication is shown and no pedestrian shall then start to cross the roadway.

(3) Vehicular traffic facing a steady yellow arrow signal is thereby warned that the protected vehicular movement permitted by the corresponding prior green arrow indication is being terminated.

(c) Steady red indication:

(1) Vehicular traffic facing a circular red signal alone shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then before entering the intersection and shall remain standing until a green indicator is shown, except as follows: (i) the driver of a vehicle which is stopped as close as practicable at the entrance to the crosswalk on the near side of the intersection or, if none, then at the entrance to the intersection in obedience to a red or stop signal, and with the intention of making a right turn may make such right turn, after stopping, unless an official sign has been erected prohibiting such movement, but shall yield the right of way to pedestrians and other traffic lawfully proceeding as directed by the signal at said intersection; or (ii) the driver of a vehicle on a one-way roadway which intersects another one-way roadway on which traffic moves to the left shall stop in obedience to a red or stop signal and may then make a left turn into said one-way roadway, unless an official sign has been erected prohibiting the movement, but shall yield the right of way to pedestrians and other traffic proceeding as directed by the signal at said intersection.

(2) Unless otherwise directed by a pedestrian control signal as provided in subdivision 6, pedestrians facing a steady red signal alone shall not enter the roadway.

(3) Vehicular traffic facing a steady red arrow signal, with the intention of making a movement indicated by the arrow, shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then before entering the intersection and shall remain standing until a permissive signal indication is displayed.

(d) In the event an official traffic control signal is erected and maintained at a place other than an intersection, the provisions of this section are applicable except those which can have no application. Any stop required shall be made at a sign or marking on the pavement indicating where the stop shall be made, but in the absence of any such sign or marking the stop shall be made at the signal.

(e) When a traffic control signal indication or indications placed to control a certain movement or lane are so identified by placing a sign near the indication or indications, no other traffic-control signal indication or indications within the intersection shall control vehicular traffic for such movement or lane.

Subd. 4. Pedestrian control signals. Whenever special pedestrian control signals exhibiting the words "Walk" or "Don't Walk" are in place such signals shall indicate follows:

(a) "Walk" -- flashing or steady -- Pedestrians facing such signals may proceed across the roadway in the direction of the signal and shall be given the right-of-way by the drivers of all vehicles.

(b) "Don't Walk" -- flashing or steady -- No pedestrians shall start to cross the roadway in the direction of such signals, but any pedestrian who has partially completed his crossing on the "Walk" signal shall proceed to a sidewalk or safety island while the "Don't Walk" signal is showing.

Subd. 5. Flashing signals. When flashing red or yellow signals are used they shall require obedience by vehicular traffic as follows:

(1) When a circular red lens is illuminated with rapid intermittent flashes, drivers of vehicles shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering the intersection, and the right to proceed shall be subject to the rules applicable after making a stop at a stop sign.

(2) When a red arrow lens is illuminated with rapid intermittent flashes drivers of vehicles with the intention of making a movement indicated by the arrow shall stop at a clearly marked stop line, but

if none, before entering the crosswalk on the near side of the intersection or if none, then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering the intersection, and the right to proceed shall be subject to the rules applicable after making a stop at a stop sign.

(3) When a circular yellow lens is illuminated with rapid intermittent flashes, drivers of vehicles may proceed through the intersection or past the signals only with caution.

(4) When a yellow arrow indication is illuminated with rapid intermittent flashes, drivers of vehicles with the intention of making a movement indicated by the arrow may proceed through the intersection or past the signals only with caution.

Subd. 6. Lane direction control signals. When lane direction control signals are placed over individual lanes of a street, road or highway, vehicular traffic may travel in lanes as follows:

(a) Vehicular traffic facing a green arrow indication is permitted to drive in the lane over which the arrow signal is located.

(b) Vehicular traffic facing a red "X" indication shall not drive in the lane over which the signal is located.

(c) Vehicular traffic facing a steady yellow "X" indication is thereby warned that use of the lane over which the signal is located is being terminated, or that a red "X" indication will be exhibited immediately thereafter when vehicular traffic shall not drive in the lane.

(d) Vehicular traffic facing a yellow "X" indication illuminated with rapid intermittent flashes is permitted to use a lane over which the signal is located for a left turn or for a passing maneuver, using proper caution.

2.11

No driver of a vehicle or pedestrian or person riding an animal or bicycle shall disobey the instructions of any official traffic control device unless at the time otherwise directed by a peace officer invested by law with authority to direct, control or regulate traffic.

2.12

No person shall wilfully fail or refuse to comply

with any lawful order or direction of any peace officer invested by law with authority to direct, control or regulate traffic.

2.13

Within and upon properties owned by or under the supervision and control of the Commission, the Commission may from time to time by special regulations control the use of streets, roads, highways, parking areas, aircraft loading aprons, ramps, service areas, runways, taxiways and feeder strips by owners and drivers of vehicles and by pedestrians and others using the same. All such special regulations after adoption by the Commission shall be published and filed with the Secretary of State as provided by law, provided further, however, that special regulations establishing speed limits other than 30 miles per hour or altering speed limits on streets, roads or highways shall require investigation and approval thereof by the Commissioner of Highways of the State of Minnesota. Copies of such special regulations shall be kept on file in the office of the aforesaid Commission and in the airport office of each airport affected thereby, and such regulation shall be implemented by and shall not be effective until official traffic control devices are suitably placed to indicate the traffic regulation covered thereby. The scope of such special regulations, which regulation shall apply and take precedent over provisions inconsistent therewith appearing elsewhere in this ordinance, is as follows:

- (a) Speed limits.
- (b) One-way roadways.
- (c) Left or right turn only intersections.
- (d) Through streets, roads or highways.
- (e) Streets, roads or highways restricted as to type of vehicle or as to gross vehicle weight.
- (f) Crosswalks.

Section 3 - PARKING REGULATIONS.

3.1

No vehicle shall be parked on properties owned by or under the supervision and control of the Commission, except in parking areas laid out and designated as such by the Commission and elsewhere as required or permitted by special regulations of the Commission. Without limiting the foregoing, no vehicle shall be

parked or permitted to stand, whether attended or unattended, upon any street, road or highway in any of the following places:

- (a) On the sidewalk.
- (b) In front of a public or private driveway.
- (c) Within an intersection.
- (d) Within ten (10) feet of a fire hydrant.
- (e) On a crosswalk.
- (f) Within thirty (30) feet of any flashing beacon, stop sign or traffic control signal located at the side of a roadway.
- (g) Within fifty (50) feet of the nearest rail of a railroad crossing.
- (h) Alongside or opposite any street excavation or obstruction when such stopping, standing or parking would obstruct traffic.
- (i) On the roadway side of any vehicle stopped or parked at the edge or curb of a street, road or highway.
- (j) At any place where traffic-control devices prohibit stopping or where the curb at the edge of the street, road or highway is painted yellow.

3.2

No person shall stop, stand or park a vehicle other than a taxicab authorized under agreement with the Commission in an area officially designated for taxicabs and appropriately marked; no person shall stop, stand or park a vehicle other than an airport limousine authorized under agreement with the Commission in an area officially designated for airport limousines and appropriately marked; and no person shall stop, stand or park a vehicle other than a bus in an area officially designated for buses and appropriately marked.

3.3

Every vehicle parked on streets, roads or highways upon which parking is permitted by the Commission shall be parked parallel to the curb and with the right-hand wheels of the vehicle within twelve (12) inches of the curb, or if there is no curb then to the right of the main traveled portion of such street, road or highway with the righthand wheels parallel thereto and off the main traveled portion thereof and in such manner as to not interfere with the free flow of traffic.

- 3.4 No person shall stand or park a vehicle on a one-way roadway except when such vehicle is so parked as to have the front part of such vehicle facing in the same direction on the one-way as the traffic thereon is permitted to pass.
- 3.5 Upon streets, roads or highways and within parking areas which have been marked or signed for angle parking, vehicles shall be parked at an angle to the curb or parking areas as indicated by such marks and signs.
- 3.6 No person driving or in charge of a motor vehicle shall permit it to stand unattended on a grade without effectively setting the brakes thereon and turning the front wheels to the curb or side of the street, road or highway.
- 3.7 No person shall at any time leave a vehicle standing or parked upon property owned by or under the supervision and control of the Commission with the wheels chained, blocked or fastened in such a manner that such motor vehicle cannot be easily moved in case of emergency. Locking of a vehicle so as to permit the vehicle to be moved by hand shall be allowed.
- 3.8 No person shall stop, stand or park a vehicle for any purpose or period of time other than for the expeditious loading or unloading of passengers or luggage in any place officially designated and marked as a loading zone, and in no event shall a vehicle be left unattended in any place officially designated and marked as a loading zone.
- 3.9 No person shall stop, stand or park a commercial vehicle in the public passenger terminal area except in places designated for the stopping, standing or parking of such commercial vehicles.
- 3.10 No person shall park any vehicle for a longer period than is designated on traffic control devices marking such zone.
- 3.11 When any vehicle shall be parked in any space alongside of or next to which a parking meter is located upon entering the said parking space, unless the meter indicates unused parking time, there shall immediately be deposited in such parking meter coins of the United States of America in such amounts as shown on said meter. The said parking space may be used by such vehicle for the parking time as shown on said meter. If said vehicle shall remain in any such parking space beyond the parking time limit for such

parking space and the parking meter shall have displayed a sign showing illegal parking, such vehicle shall be considered as parked overtime and such overparking shall be a violation of this ordinance.

- 3.12 No vehicle shall be parked for a longer period than twelve (12) hours within the free parking areas or upon streets, roads or highways, within or upon which parking is permitted with no stated time limitation.
- 3.13 No person shall intentionally refuse or neglect to pay for the use of a parking space.
- (a) "Use of a parking space" includes a person who allows a vehicle registered in that person's name or operated by that person to be parked in a parking space.
- (b) The issuance of a bill, forced charge or other demand for payment to a person shall not mitigate a violation of this subsection.
- 3.14 No person shall stop or park a vehicle on a street, road, highway, parking area, aircraft loading apron, ramp, service area, runway, taxiway, or feeder strip when directed or ordered to proceed by any peace officer invested by law with authority to direct, control or regulate traffic.
- 3.15 No person shall leave a vehicle, including a commercial vehicle, unattended on any properties owned by or under the supervision and control of the Commission, except rental automobile service areas which are leased from the Commission and adequately secured by fencing or other means, without first stopping the engine, locking the ignition, removing the key and taking it with him. "Unattended" means that the vehicle is not in the actual physical presence of its owner or operator.
- (a) Violation of any of this subsection shall not mitigate the offenses of stealing a motor vehicle, nor shall such violation be used to affect a recovery in any civil action for theft of a motor vehicle, or the insurance thereon, or have any other bearing in any civil action.
- (b) Whenever any police officer of the Commission shall find any motor vehicle standing in violation of this ordinance, the officer is authorized and directed to remove the vehicle's keys and to deliver them to the desk officer at the Commission's Police Department.
- 3.16 On all properties owned by or under the supervision and control of the Commission, the Commission may

from time to time by special regulation control the parking of vehicles. All such special regulations after adoption by the Commission shall be published and filed with the Secretary of State as by law provided. Copies thereof shall be kept on file in the office of the Commission and in the airport office at each airport in which there is any such property subject to special regulation, and such special regulations shall be implemented by and shall not be effective until appropriate traffic control devices, which may be signs, signals or markings indicating the parking regulation covered thereby, are suitably placed upon such property owned by or under the supervision and out of the Commission. The scope of such special regulations, which regulations shall apply and take precedence over provisions inconsistent therewith appearing elsewhere in this ordinance, is as follows:

- (a) Establishment of loading zone.
- (b) Establishment of taxi, limousine and bus stands.
- (c) Establishment of areas where angle parking is required.
- (d) Establishment of parking zones with parking time limitations.
- (e) Establishment of parking meter zones and installation of parking meters therein, such meters to be so set as to display a signal showing legal parking for such periods of time upon deposit of monies in coin of the United States of America as such periods of time and as such parking rate may be established by such special regulation, which parking limits as shown on said meters shall be the parking limits established for the areas in which such meters are installed. Upon such meters there shall be devices clearly setting forth such signals and which shall continue in operation from the time of depositing therein the monies required in coins of the United States of America until the expiration of the time fixed by the deposit of such coin or coins. Said meters shall be so arranged that upon expiration of the parking limit they shall indicate by mechanical operation that the parking time has expired.

Section 4 - MISCELLANEOUS PROVISIONS.

- 4.1 No person shall deposit or cause to be deposited in any parking meter any slug, device or metallic substitute for a coin of the United States.

- 4.2 No person shall injure, deface, hamper with, open or wilfully break, destroy or impair the usefulness of any parking meter installed under the provisions of this ordinance.
- 4.3 This ordinance shall have no application to authorized emergency vehicles responding to emergency calls or to vehicles operated on behalf of the Commission in road repair or maintenance operations including snow removal.
- 4.4 Each airport director in administrative control of properties owned by or under the supervision and control of the Commission or his authorized representative is hereby empowered to cause to be removed and towed away and to be stored in other areas on the airport or in a public garage any unattended vehicle standing or parked in violation of the terms of this ordinance. Where such vehicle is towed away and stored in other areas on the airport or in such public garage, such vehicle will not be returned to the owner thereof except upon satisfactory proof of ownership and upon payment of the reasonable cost for towage and storage of such vehicle.
- 4.5. It shall be a violation of this ordinance for any person to drive or for the owner to cause or knowingly permit to be driven upon property owned by or under the supervision and control of the Commission any vehicle or combination of vehicles that is in an unsafe condition.
- 4.6 Within and upon public passenger aircraft loading areas, including passenger loading piers and aircraft loading aprons, ramps and aircraft servicing areas, situated on or a part of properties owned by or under the supervision and control of the Commission it shall be the sole responsibility of the airline or aircraft operators having control of such aircraft loading areas to see that all doors and other public safeguards are at all times secured, closed or under guard so as to protect the public.
- (a) All aircraft servicing vehicles operated on said areas shall be equipped with operating headlights and tail lights, or in the case of baggage carts with reflectors affixed to the rear of such carts. All aircraft servicing vehicles of the tug type shall be equipped with operating governors by which the maximum speed of such vehicles is limited to 10 miles per hour. All aircraft servicing vehicles operating in said areas

shall be so marked as to indicate ownership. All ramp equipment shall be parked and kept in a neat and orderly manner. No receptacles, chests, cans or housing shall be left on aircraft loading aprons, ramps or service areas when not in use.

Section 5 - PENALTY PROVISION.

5 Violations of the provisions of this Ordinance shall constitute petty misdemeanors consistent with and to the extent that such violations under Section 169.89 of Minnesota Statutes are so considered as petty misdemeanors. The penalty for violations constituting petty misdemeanors, upon conviction, shall be a fine as provided in Minnesota Statutes, section 169.89. Violations of the provisions of this ordinance which, consistent with the provisions of Section 169.89 of Minnesota Statutes do not constitute petty misdemeanors, unless specific penalty is otherwise stated herein as applicable thereto, shall constitute misdemeanors. The penalty for violations constituting misdemeanors, upon conviction, shall be as provided in Minnesota Statutes, section 609.03.

Section 6 - SAVING CLAUSE

If any part or parts of this Ordinance shall be held to be unconstitutional, such unconstitutionality shall not affect the validity of the remaining parts of this Ordinance. The Commission hereby declares it would have passed the remaining parts of this Ordinance if it had known that such part or parts thereof would be declared unconstitutional.

Section 7 - REPEALER

Ordinance No. 12 is hereby superseded and repealed, such repeal to take effect upon this Ordinance taking effect as hereinafter provided.

Section 8 - EFFECTIVE DATE

This Ordinance shall be in force and effect upon the filing of the same with proof of publication thereat with the Secretary of State of Minnesota.

STATE OF MINNESOTA
DEPARTMENT OF STATE

FILED

JAN 31 1983

Anderson
Secretary of State

34355