

## CHAPTER 160

## PRIMARY ROAD EXTENSIONS IN CITIES AND TOWNS

AN ACT to provide for the designation and marking of lateral or detour routes passing through the business district of cities and towns on the primary road system.

*Be it enacted by the General Assembly of the State of Iowa:*

1 SECTION 1. Any city or town located on the primary road system  
2 and in which the primary road extension as officially designated does  
3 not pass through the main part or business district of such city or  
4 town, may designate and mark a lateral or detour route in order to  
5 facilitate such primary road traffic as may desire to get into and out  
6 of such business district.

1 SEC. 2. Such lateral or detour routes shall be marked with standard  
2 markings adopted by the state highway commission therefor, which  
3 markings shall clearly indicate that such lateral route is not the offi-  
4 cial primary road extension but is in fact a lateral or detour extending  
5 to the business district.

1 SEC. 3. The cost of such markings shall be without expense to the  
2 state.

Senate File No. 119. Approved April 18, A. D. 1929.

## CHAPTER 161

## SPEED OF VEHICLES IN CITIES AND TOWNS

AN ACT to amend sections five thousand thirty (5030), five thousand thirty-b-two (5030-b2), five thousand seventy-nine-b-one (5079-b1), five thousand seventy-nine-b-two (5079-b2) and five thousand seventy-nine-b-three (5079-b3), and to repeal section five thousand thirty-b one (5030-b1), of the code, 1927, relating to the speed of vehicles within cities and towns, to prohibit the obstruction of extensions of primary roads within cities and towns, to prohibit the erection or maintenance of traffic signs or signals inconsistent with law, and to provide penalties therefor.

*Be it enacted by the General Assembly of the State of Iowa:*

1 SECTION 1. That section five thousand thirty (5030) of the code,  
2 1927, is hereby amended to read as follows:

3 "For the purpose of controlling traffic on their streets and high-  
4 ways, cities and towns are hereby divided into business districts,  
5 residence districts, school districts and suburban districts, as follows:

6 a. "Business district". The territory contiguous to a highway  
7 when fifty per cent or more of the frontage thereon for a distance of  
8 three hundred feet or more is occupied by buildings in use for busi-  
9 ness;

10 b. "School district". The territory contiguous to a highway for  
11 a distance of two hundred feet in either direction from a schoolhouse.

12 c. "Residence district". The territory contiguous to a highway,  
13 not comprising a business district or a school district where forty  
14 per cent or more of the frontage on such highway for a distance of