

Sec. 27-615. Visibility at intersections.

- (a) On corner lots at the intersection of all streets, except those intersections which are controlled by stop signs or traffic signals, no fence, hedge, wall, shrub, structure or vision impediment over thirty-six (36) inches in height above an established top-of-curb grade shall be located within a triangular area formed by the intersecting street centerlines and a straight line joining such intersecting lines at points one hundred and ten (110) feet distant from the point of intersection measured along the centerlines of the streets (See BMCC section 27-618, Figure 3).
- (b) On corner lots at intersections where one (1) or more approaches are controlled by either a stop sign or a traffic signal, no fence, hedge, wall, shrub, structure or vision impediment over thirty-six (36) inches in height above an established top-of-curb grade shall be located within a triangular area formed by the intersecting lines at points twenty-five (25) feet distant from the point of intersection as measured along the property lines (See BMCC section 27-618, Figure 2).
- (c) On the street side of all lots where an alley or private driveway enters the street right-of-way, a triangular clear vision zone shall be maintained. Such zone shall be measured ten (10) feet into the lot from the edge of the sidewalk nearest the property line or where no sidewalk exists, from the edge of the property line, and twenty (20) feet parallel to the street measured from the edge of any alley, away from the alley, along the edge of the sidewalk nearest the property line or, where no sidewalk exists, along the property line. No fence, hedge, wall, shrub or structure over thirty-six (36) inches in height above an established top-of-curb grade shall be erected or maintained within the above defined this clear vision triangle (See BMCC section 27-618, Figure 1). If no sidewalk exists, the point of reference for all measurements shall be determined by the city engineer or county public works director.
- (c) Approved advertising signs, and public use controls and systems may be permitted in this above defined triangular area. In addition, trees with a maximum trunk diameter of one (1) foot measured four (4) feet above the ground line, and trimmed of all branches between the ground line and eight (8) feet in height, may be permitted in this above defined triangular area.

(Ord. No. 97-5048, § 5, 12-22-97)

10/22/08 DPARS
HANDOUT

Proposed Clear Vision Modifications

Sept. 22, 2008

INTERSECTIONS	Current Ordinance	Proposed Requirements
--Minor Street Stop	25' x 25' along property line	Entering Local Street—10' x 55' (along property lines) Entering Collector Street—10' x 75' (along property lines) Entering Arterial Street—10' x 95' (along property lines)
--All-Way Stop	Same	20' x 20' along property lines
--Yield	Same	25' x 60' along property lines
--Traffic Signal	Same	Same as minor street stop looking toward oncoming traffic Same as all way stop looking opposite direction
--Open (uncontrolled)		
4-legged	110' x 110' along street centerline	No Change (110' x 110' along street centerline)
2-legged (sub-standard right angle curve)	Same	80' x 80' along street centerlines (extended)
"T" intersection	Same	25' along stem x 60' along "top" of "T" measured along street centerlines (see note 1)

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	Current Ordinance	Proposed Requirements
DRIVEWAYS --Commercial drive and all alleys (comm'l anything 3 plex and above)	10' x 20' (10' into property along edge of driveway and 20' along back walk)	15' from back curb or 10' from back walk, whichever is greater, measured into the property along the edge of the driveway, then continuing to a point 5' behind walk and 30' from the edge of the driveway, then continuing along a line 5' from and parallel to the back of walk to a point located --- 70' from centerline drive along local streets --- 90' from centerline drive along collector streets --- 110' from centerline drive along arterial streets
--Residential (SF or duplex)	Same	12' from back of walk into property measured along the edge of the drive, to a point 5' behind sidewalk & 20 feet from edge of drive, thence continuing along a line 5' behind and parallel to the back of walk to a point --- 70' from centerline drive on local streets --- 90' from centerline drive on collector streets --- 110' from centerline drive on arterial streets

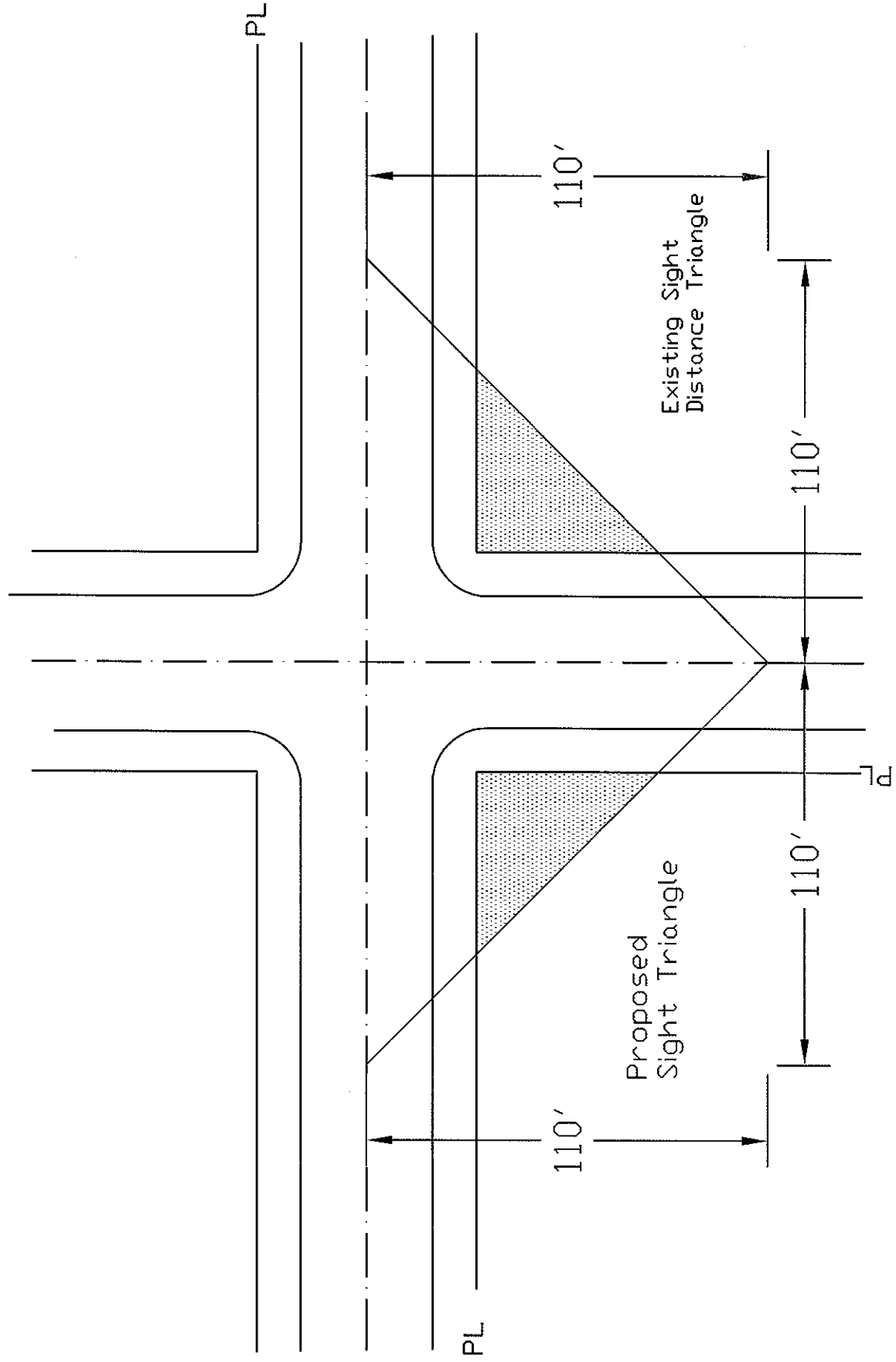
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NOTES & Exceptions:

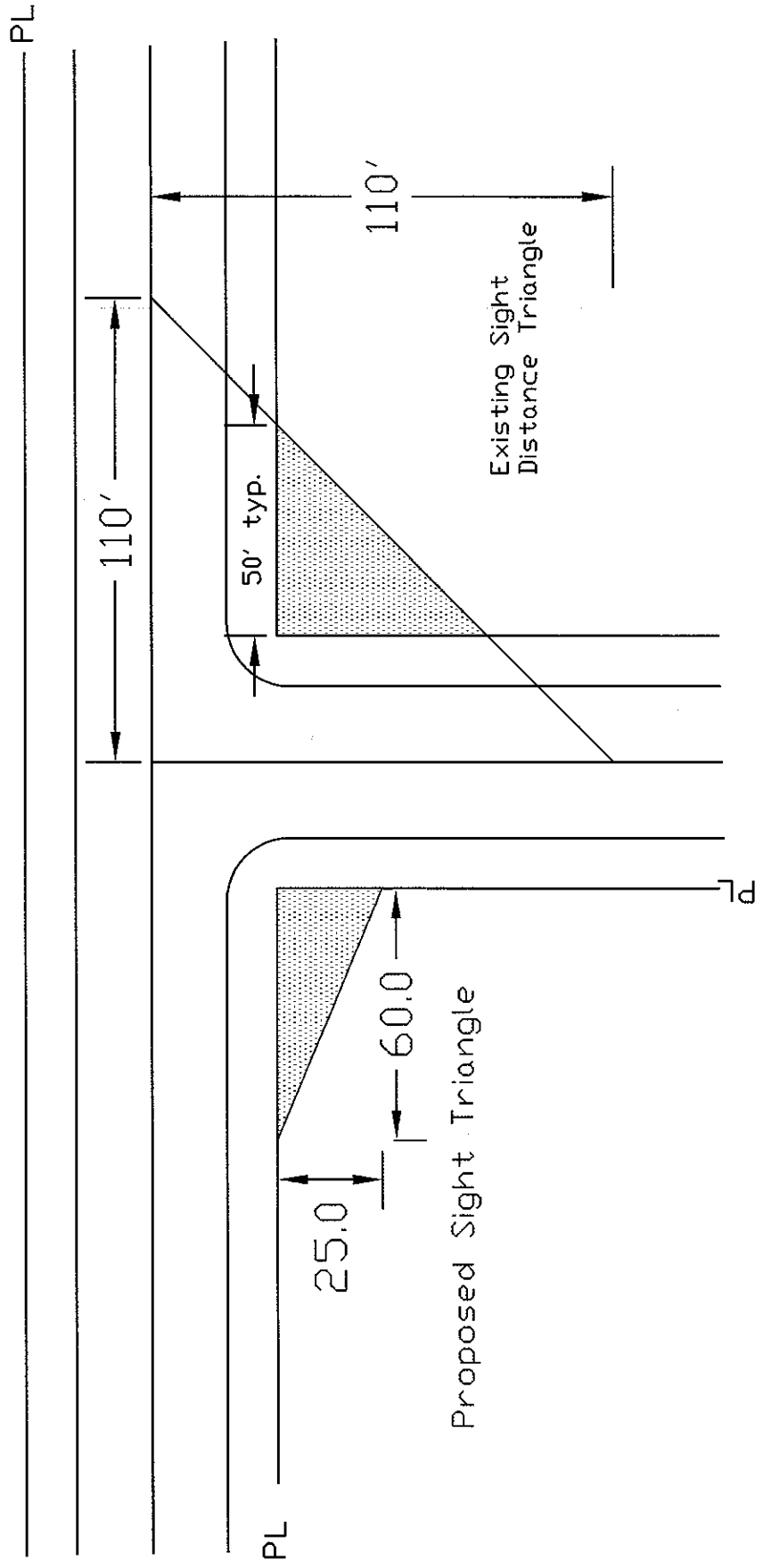
- 1) Only applies to "permanent" T-intersections where there is no chance of the street extending thru. Intersections where the property along the top of the "T" is not subdivided or is split into lots significantly larger than the majority of lots in the subdivision, or where there is a private street extending into the adjacent property opposite the stem of the "T" will be treated as a 4-legged intersection
- 2) In cases where there is a curve coming into the intersection or the street alignment near the intersection deviates by more than 5 degrees from tangent may be subject to increased (additional) restrictions based on technical review by the Engineering Division
- 3) Along arterial and collector streets where the "major" street curbline is more than 20 feet from the property line, the clear vision zone may be reduced to that provided for a stop controlled local street intersection
- 4) For commercial driveways, the "centerline" measurement reference shall be the painted centerline when there are 2 or more exit lanes.
- 5) Where no sidewalk exists, all measurements for driveway zones shall be made from and along the property line.
- 6) Along private streets where there is no property line, controlled intersection zones shall be measured as though there is a property line 12 feet behind the curbline of the private street.

10/28/08 DPARR
Havbont

"Uncontrolled" Intersection



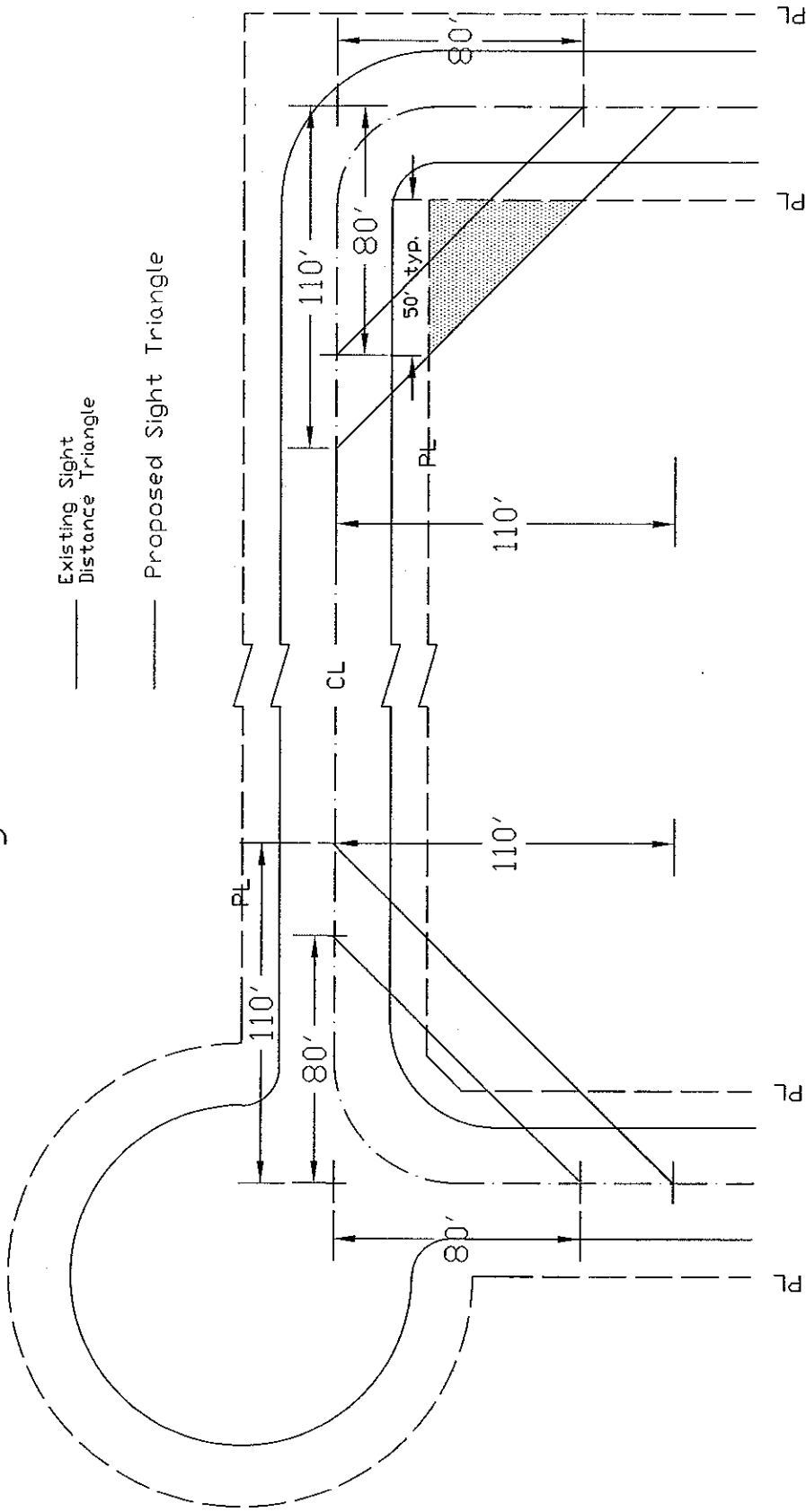
Permanent "T" Intersection



2-Leg Intersection

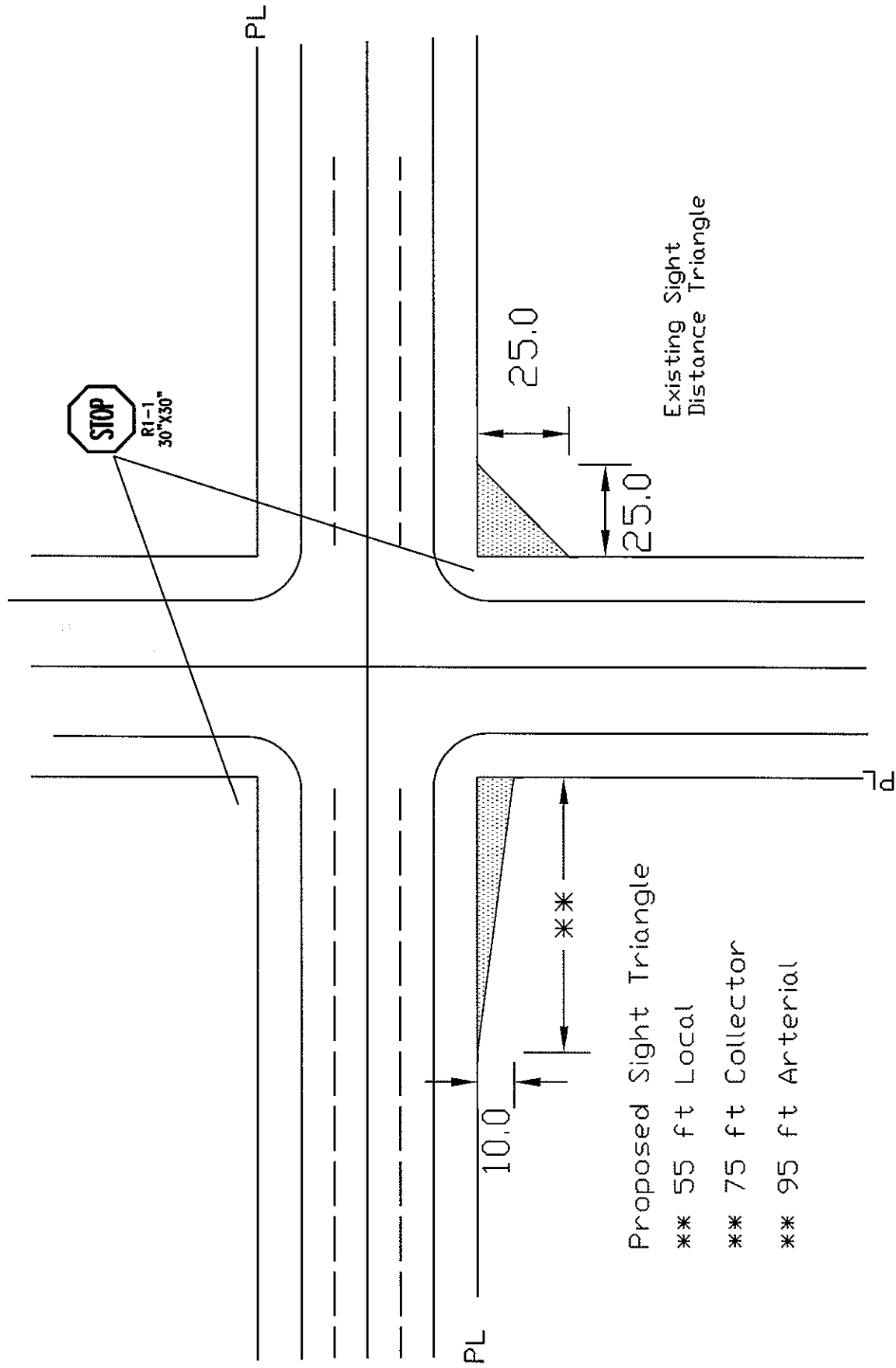
Existing Sight Distance Triangle

Proposed Sight Triangle



10/21/08 HTS

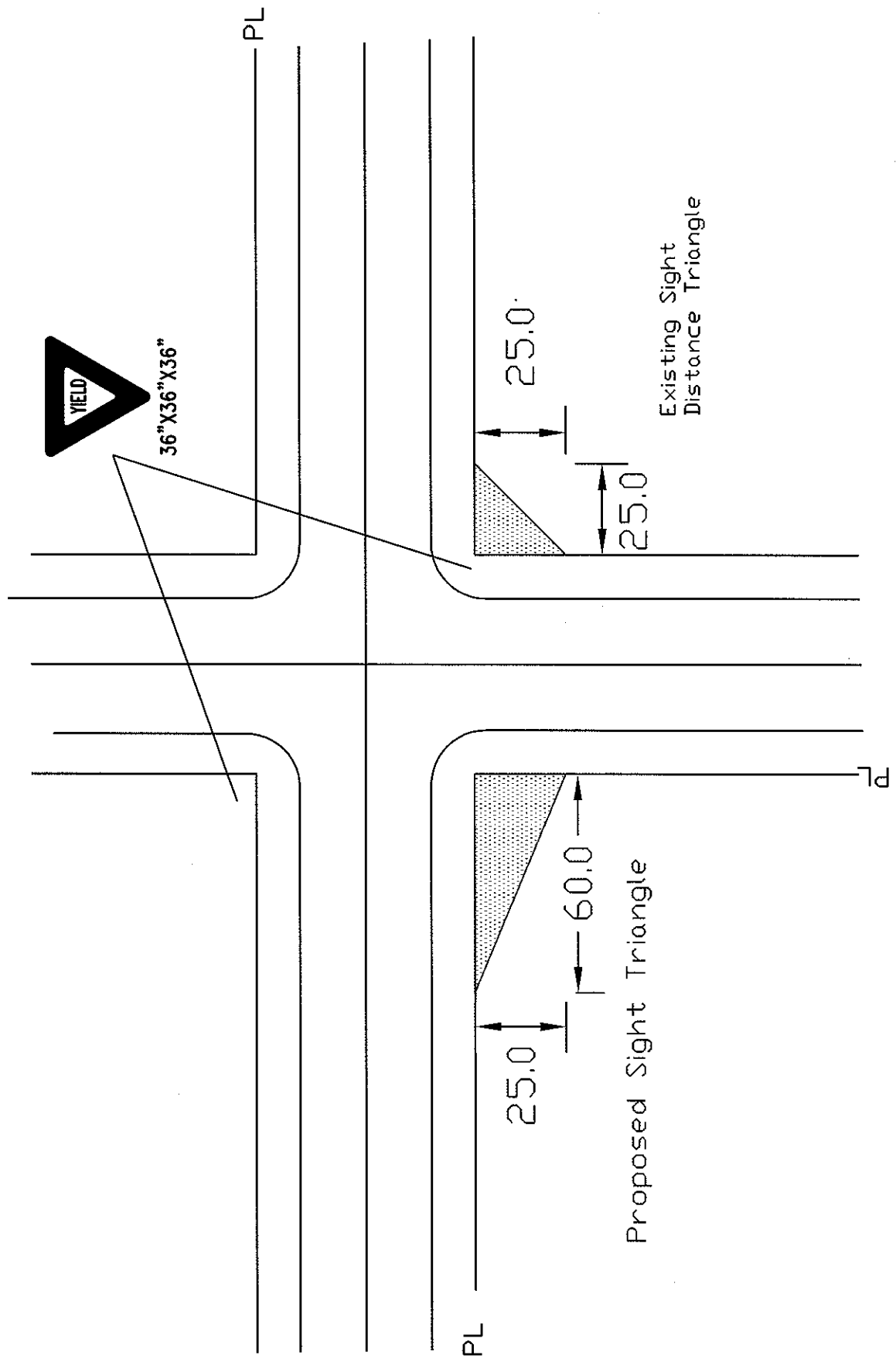
Minor Street Stop



Proposed Sight Triangle

- ** 55 ft Local
- ** 75 ft Collector
- ** 95 ft Arterial

Minor Street Yield



Proposed Driveway Clear Vision Zones

