

AN ORDINANCE TO PROVIDE FOR A VISIBILITY TRIANGLE

BE IT ORDAINED BY THE CITY COUNCIL OF URBANA, ILLINOIS, that the City Council of the City of Urbana, Illinois, finds and determines that it is necessary to protect the safety of its citizens and the motorists using the streets and thoroughfares of the City of Urbana; that obstructions within the visibility triangle, as set forth herein, must be controlled and eliminated to the extent feasible.

Section 1. The existing Section 21.21 and Section 21.22 of the Urbana City Code dealing with fences, are hereby repealed upon taking effect of this ordinance.

Section 2. Definitions.

- A. Property Owner. The record owner or contract purchaser of any parcel of land.
- B. Control or Controlled. The legal relationship of a person to a parcel of land giving such person the right to possession or use of such or the right to lease such parcel of land to another.
- C. Obstruction. Any physical barrier which impairs visibility, provided, however, it shall not include wire fences or chain link fences which are more than ninety-five percent (95%) open. And provided further, it shall not be construed to include any physical barrier which is less than two feet or more than seven feet from an elevation line extending between the surface of the pavement at points B and C as described below in this Ordinance of two intersecting pavements. Traffic controls, illuminators, or public utility devices and items which are less than twelve inches in width will not be defined as obstructions.
- D. Traffic Hearing Board. A board comprised of the chairperson of the Traffic Commission, the chairperson of the Environmental Committee, and one member of the Public Safety Committee appointed by the Mayor with the advice and consent of the Council.
- E. Visibility Triangle. The area within the vertices as indicated in Section 4 hereof.
- F. Width of Street. The distance measured from curb to curb or in the absence of curb, the distance measured from edge of paving surface to opposite edge of paving surface.

Section 3. No person shall suffer or permit the continuance of an obstruction of the sightlines within the visibility triangle as determined by the Director of Public Works or his/her agent in accordance with this Ordinance, on any property owned or controlled by such person after having received notice to remove the obstruction pursuant to this Ordinance.

Section 4. Determining the area of the visibility triangle. In determining the area of the visibility triangle, the following criteria shall be used to define the three vertices.

I. Controlled Intersections.

A. 4-Way Stop or Traffic Control Signal. The visibility triangle for a four-way stop or traffic signal controlled intersection shall be described as follows:

Point A - Located at the intersection of the centerlines of Street "X" and Street "Y".

Point B - Located on the centerline of Street "Y" at a distance from Point A equal to one and one-half times the average width of Street "X" and Street "Y".
i.e. distance from Point A =

$$\frac{3}{4} (\text{Width of Street "X" + Width of Street "Y"})$$

Point C - Located on the centerline of Street "X" at a distance from Point A equal to one and one-half times the average width of Street "X" and Street "Y".
(same as above)

B. 3-Way Stop. The visibility triangle for a three-way stop at a T-intersection shall be described the same as for the 4-way stop.

C. 2-Way Stop. The visibility triangle for a two-way stop controlled intersection shall be described as follows: (Street "Y" has stop control.)

Point A - Located at the intersection of the centerlines of Street "X" and Street "Y".

Point B - Located on the centerline of Street "Y" at a distance from Point A equal to one-half the width of Street "X" plus 15 feet.

i.e. distance from Point A =

$$\left(\frac{\text{Width of Street "X"}}{2} \right) + 15'$$

Point C - Located on the centerline of Street "X" at a distance from Point A given by Table 1 according to the speed limit and width of Street "X". (See Table 1)

Table 1

Width of Street X	Speed Limit of Street X				
	20	25	30	35	40
16-20	90	120	155	190	220
21-25	95	135	170	205	245
26-30	105	145	185	225	265
31-35	115	160	200	245	290
36-40	125	170	215	265	310
41-45	130	180	230	280	330
46-50	140	195	250	300	355
51-55	150	205	265	320	375
56-60	160	220	280	340	400

- D. 1-Way Stop. The visibility triangle for a one-way stop at a T-intersection shall be the same as for the 2-way stop.
- E. 2-Way Yield. The visibility triangle for a two-way yield controlled intersection shall be described as follows:

(Street "Y" has yield control)

Point A - Located at the intersection of the centerline of Street "X" and Street "Y".

Point B - Located on the centerline of Street "Y" at a distance from Point A equal to half the width of Street "X" plus 50 feet.

$$\text{i.e. distance from Point A} = \frac{\text{Width of Street "X"}}{2} + 50'$$

Point C - Located on the centerline of Street "X" at a distance from Point A given by Table 2, according to the speed limit of Street "X".

- F. 1-Way Yield. The visibility triangle for a one-way yield at a T-intersection shall be described the same as for the 2-way yield.
- G. Special. The visibility triangle for all other types of controlled intersections shall be described as combinations of the above visibility triangles.

II. Uncontrolled Intersections.

A. 4-Leg and 3-Leg Intersections. Other than "T" intersections, the visibility triangle for these types of intersections shall be described as follows:

Point A - Located at the intersection of the centerlines of Street "X" and Street "Y".

Point B - Located on the centerline of Street "X" at a distance from Point A given by Table 2, according to the speed limit of Street "X". (See Table 2)

Point C - Located on the centerline of Street "Y" at a distance from Point A given by Table 2, according to the speed limit of Street "Y". (See Table 2)

B. "T" Intersections. The visibility triangle shall be determined as in paragraph I(F) above.

Table 2

	Speed Limit				
	20	25	30	35	40
Distance from Point A	60	85	110	140	180

Section 5. The Director of Public Works or his/her agent shall notify by certified mail, the person who owns or controls any property whereon a violation of this Ordinance is occurring, of his/her determination that a violation is occurring and require in writing that the obstruction be eliminated, at the expense of the such person, within thirty (30) calendar days of date such notice is sent. If the obstruction occurs within the public right-of-way, the Director of Public Works, or his/her agent, shall cause the removal of the obstruction at the expense of the City.

Section 6. Appeal. The person who owns or controls any property, after being notified pursuant to Section 5 by the Director of Public Works that an obstruction exists on his/her property, may appeal that determination in the manner set forth herein. Appeal of such determination shall be taken by filing a written appeal from such not more than fifteen (15) days following the date of mailing of the Notice of Violation provided for in Section 5 above. The appeal shall be addressed to the Traffic Hearing Board of the City of Urbana, through the office of the Director of Public Works. The Traffic Hearing Board shall notify the person appealing of the date and time of their consideration of the appeal and such person may appear and be heard by the Traffic Hearing Board. The determination

of the Director of Public Works shall not be reversed except by an affirmative vote of two-thirds of the members of the Traffic Hearing Board. The Director of Public Works shall promptly notify the person who appealed of the decision of the Traffic Hearing Board. If the determination of the Director of Public Works is not reversed as provided for herein, then the Director of Public Works or his/her agent shall require in writing by certified mail that the obstruction be removed within fifteen (15) calendar days from the date of Notice.

Section 7. In the event that the obstruction is not removed within thirty (30) days, as provided in Section 5 above, or in the event of appeal within fifteen (15) days following Notice of the Director of Public Works that the Traffic Hearing Board failed to reverse the determination, the Director of Public Works shall cause the removal of the obstruction and the cost of such removal shall be charged against the property on which the obstruction occurred. The failure of the person notified to eliminate the obstruction as required by a Notice to do so from the Director of Public Works within the time allowed therein shall constitute a violation of this Ordinance.

Section 8. When in the opinion of the Traffic Hearing Board it is deemed inadvisable or infeasible to remove obstacles such as existing buildings, or trees with diameters in excess of one foot, which violate the area defined as within the visibility triangle, the Traffic Hearing Board may recommend to the Traffic Commission the redesignation of street speed limit or change of the intersection traffic control signalization or both, to establish a new visibility triangle for the intersection in question. The provisions of Section 4 will be used for this purpose.

Section 9. The visibility standards set forth in this Ordinance shall prevail and govern over any screening height required and over building setback regulations of the Urbana Zoning Ordinance. In the event that construction is desired or intended which will violate a defined visibility triangle, appeal may be made, as provided in Section 6, to request resignalizing or change of speed limit of streets in question.

Section 10. Any person violating any of the provisions of this Ordinance shall, upon conviction thereof, be punished by a fine not to exceed \$200.00. Each day that a violation occurs shall be considered a separate violation for the purpose of this Ordinance.

PASSED by the City Council of the City of Urbana, Illinois, this 15th day of November, 1976.

Duané Eckerty
Duané Eckerty, City Clerk
Hiram Paley
Hiram Paley, Mayor

APPROVED by the Mayor this 17 day of November, 1976.