

ORDINANCE NO. 5626

AN ORDINANCE TO AMEND THE REGULATION OF SIGHT TRIANGLES BY AMENDING SECTION 17.50.335 OF THE RAPID CITY MUNICIPAL CODE.

WHEREAS, Rapid City has adopted a comprehensive plan and zoning regulations pursuant to the authority granted to it in Chapter 11-4 of the South Dakota Codified Laws; and

WHEREAS, Chapter 17.50.335 of the Rapid City Municipal Code regulates the City's Sight Triangles; and

WHEREAS, the Common Council of the City of Rapid City has determined that it is in the City's best interests to amend Section 17.50.335 of the Rapid City Municipal Code.

NOW THEREFORE, BE IT ORDAINED by the City of Rapid City that, Section 17.50.335 of the Rapid City Municipal Code be and hereby is amended to read as follows:

17.50.335 Sight Triangles.

A. *Definitions.*

1. **SIGHT TRIANGLE.** means The area of visibility required on a corner to allow for the safe operation of vehicles, trains, pedestrians and cyclists in the proximity of intersecting streets, rail lines, sidewalks and bicycle paths.
2. **UNCONTROLLED INTER- SECTION.** An intersection with no traffic control signs (such as, stop and yield signs).
3. **STOP-CONTROLLED INTER- SECTION.** An intersection with traffic control stop signs. Alleys', private roads and driveways intersections are considered as a stop-controlled intersections for the purpose of sight triangle requirements.
4. **YIELD-CONTROLLED INTER- SECTION.** An intersection with traffic control yield signs.
5. **SIGNALIZED INTERSECTIONS.** An intersection with traffic controlled by an automated traffic signal.
6. **PEDESTRIAN SIGHT TRIANGLE.** The area of visibility to allow for the safe passage of a pedestrian.
7. **RAILROAD CROSSING.** That area formed by the intersection of a railroad track with any street, highway, private road, driveway or alley.

B. *Restrictions.*

1. No obstructions to vision shall be allowed within the applicable sight triangle(s). Any object shall be deemed as an obstruction if it is located within any applicable sight triangle and the object is between 2½ feet and 10 feet above the edge of the roadway.
2. When more than 1 sight triangle applies to the same corner all applicable sight triangle requirements must be satisfied.
3. Setback requirements found elsewhere in this code shall not be decreased by this chapter.

C. *Point of measurement.* All distance herein shall be measured from the ~~edge of travel lane curb or, where there is no curb, from the end of the pavement or gravel,~~ unless otherwise specified.

D. *Uncontrolled intersections.* Each uncontrolled intersection shall have a sight triangle of 70 feet on each leg except the intersection of 2 alleys may have a sight triangle of 25 feet on each leg.

E. *Stop-controlled intersections.* Each stop-controlled intersection shall have a sight triangle based on the speed limits of the adjoining accessways. These distances are shown in Figure 1, a copy of which is available in the City's Planning Department.

F. *Yield-controlled intersections.* Each yield-controlled intersection shall have a sight triangle of 70 feet on each leg.

G. *Signalized intersections.* Signalized intersections should be considered as stop-controlled for the purpose of sight triangle requirements.

H. *Pedestrian sight triangle.* At intersecting sidewalks or bicycle paths, and at any intersection of a sidewalk or bicycle path with a street, alley or driveway, a 10-foot pedestrian sight triangle shall be maintained.

I. Pedestrian sight triangle legs are to be measured from the intersecting edges of sidewalks or bicycle paths, and the paved or unpaved edge of a street, alley or driveway.

J. *Railroad crossings.* Each railroad crossing shall have a sight triangle and distance according to Table 15.44.040, as amended.

CITY OF RAPID CITY

Mayor

ATTEST:

Finance Officer
(SEAL)

First Reading:
Second Reading:
Published:
Effective: