



City Council Meeting
Tuesday, January 5, 2021
City Hall Council Chambers
5249 South 400 East, Washington Terrace City
801-393-8681
www.washingtonterracecity.com

* **Note:** The Centers for Disease Control and Utah Department of Health have declared a national and state pandemic for COVID-19 where social distancing and other requirements are in place to prevent the spread of this infectious disease. Members of the Public may view the meeting via the City's Facebook page at: Washingtonterracecity.com. Comments on appropriate agenda items may be emailed to: amy@washingtonterracecity.org, or typed into the Facebook live stream at the citizen's comments agenda item.

1. WORK SESSION: 5:00 P.M.

Topics to include; but are not limited to:

- Terrace Capital Investment Projects (TCIP)
- Truth In Taxation

2. ROLL CALL 6:00 P.M.

3. PLEDGE OF ALLEGIANCE

4. WELCOME

5. CONSENT ITEMS

5.1 APPROVAL OF AGENDA

Any point of order or issue regarding items on the Agenda or the order of the agenda need to be addressed here prior to the approval of the agenda.

5.2 APPROVAL OF DECEMBER 15, 2020 MEETING MINUTES

**5.3 APPOINTMENT OF COUNCIL MEMBER BROWN TO SERVE AS BOARD
MEMBER ON THE WEBER MOSQUITO ABATEMENT DISTRICT
BOARD OF TRUSTEES**

6. CITIZEN COMMENTS

This is an opportunity to address the Council regarding your concerns or ideas that are not on the agenda as part of a

For more information on these agenda items, please visit our website at www.washingtonterracecity.com

In compliance with the Americans with Disabilities Act, persons who have need of special accommodation should contact the City Recorder at 801-395-8283.

CERTIFICATE OF POSTING

The undersigned, duly appointed City Recorder, does hereby certify that the above notice and agenda was posted in three public places within the City of Washington Terrace City limits and sent to the *Standard Examiner* at least 24 hours prior to the meeting. Amy Rodriguez, City Recorder.

public hearing. Please limit your comments to no more than 3 minutes.

7. **COUNCIL/STAFF RESPONSE AND CONSIDERATION TO CITIZEN COMMENTS**

Council and staff will consider and address concerns and take appropriate measures to follow up on any comments made in the citizen comments item on the agenda

8. **NEW BUSINESS**

8.1 DISCUSSION/ACTION: 2021 RECREATION ARTS MUSEUM PARKS (R.A.M.P) APPLICATION CONSIDERATIONS

Consideration for RAMP projects for application submittals for 2021.

8.2 DISCUSSION: TERRACE DAYS 2021 DISCUSSION

Discussion on Terrace Days 2021 beginning planning phase and Council considerations on holding the event.

**8.3 MOTION/ORDINANCE 21-01 : AMENDING MUNICIPAL CODE 10.16.050
“WINTER PARKING “ TO DEFINE INFRACTION AMOUNT**

Discussion and motion on Ordinance 13-07 “Winter Parking” associated fees.

**8.4 DISCUSSION: TERRACE CAPITAL INVESTMENT PROJECTS (TCIP) AND
POSSIBLE TRUTH IN TAXATION FOR FISCAL YEAR 2022**

Discussion on the need for a possible Truth in Taxation for Fiscal Year 2022.

9. **COUNCIL COMMUNICATION WITH STAFF**

This is a discussion item only. No final action will be taken.

10. **ADMINISTRATION REPORTS**

This is an opportunity for staff to address the Council pertaining to administrative items.

11. **UPCOMING EVENTS**

January 18th: City Offices Closed for Martin Luther King Jr Holiday

January 19th: City Council Work Session 5:00 p.m.

January 19th: City Council Meeting 6:00 p.m.

January 28th: Planning Commission Meeting 6:00 p.m.

February 2nd: City Council Work Session 5:00 p.m.

February 2nd: City Council Meeting 6:00 p.m.

12. **ADJOURN THE MEETING: MAYOR ALLEN**

13. **REDEVELOPMENT AGENCY MEETING (THE RDA MEETING WILL IMMEDIATELY FOLLOW THE REGULAR MEETING)**

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City of Washington Terrace

Minutes of a Regular City Council meeting

Held on December 15, 2020

City Hall, 5249 South 400 East, Washington Terrace City,

County of Weber, State of Utah

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MAYOR, COUNCIL, AND STAFF MEMBERS PRESENT AT WORK SESSION

Mayor Mark C. Allen
Council Member F. Carey Seal
Council Member Blair Brown
Council Member Larry Weir
Council Member Scott Barker
Council Member Jeff West
General Planner Tyler Seaman
Public Works Director Jake Meibos
City Manager Tom Hanson
City Recorder Amy Rodriguez

Others Present

1. WORK SESSION:

5:00 P.M.

Topics to include; but are not limited to:

- **Public Works Department Heavy Equipment**
- **Capital Investment Plan**

Hanson stated that Director Meibos will be going through the Public Works heavy equipment and strategy.

Meibos stated that he has reviewed the fleet management plan concerning replacement criteria for heavy equipment and has evaluated each equipment piece and has prioritized them based on the following criteria.

- Dependability
- Total usage time
- Total condition, cosmetics, operating conditions
- Operations and maintenance cost
- Down time
- Age of equipment

- Replacement costs

The replacement considerations for the equipment has been prioritized as the following:

1. Vac Truck: Used on a daily basis: sewer cleaning, water leaks, excavation, etc. Meibos stated that it has been out of service for at least 10 weeks. He stated that they have used South Ogden's vac truck in the meantime on certain jobs. Meibos stated this vehicle is a critical piece of equipment. He stated that we are about 90 percent behind on sewer cleaning for the year due to downtime. He stated that this truck is not dependable. He noted that every time they take it out, something else breaks and it is in downtime again. He stated that a similar truck would cost \$419,000. He anticipates that they would be able to maintain this truck for around 10 years. Meibos stated that the estimates are based off of auction prices. Meibos stated that a five year old vehicle, out of warranty, was priced at \$226,000. He stated that the pump that we are replacing is estimated to go out about every five years, noting that we would have to replace the pump within 5 years, which costs around \$12,000. Council Member Seal suggested that if we bought the used vehicle, we could purchase the replacement parts now and have them available and save us around \$100,000 by not buying a new vehicle. Meibos stated that we could look into buying a used vehicle. Meibos stated that there is \$54,000 trade in value on the current Vac Truck. Meibos stated that there are two different manufacturers from which we could choose. Mayor Allen stated that it reminds him of the used Vac Truck we bought in 2011, and five years later we had to invest in major repairs. He stated that we are in the same boat now. He stated that we got a great deal ten years ago, but realizes prices may have gone up. Mayor Allen stated that we had gone a long time without a Vac Truck, and once we received it, we realized what all we could do with it. He stated that this is the most used equipment that we have. Council Member Weir stated that he agrees that we might go new on this truck and used on the rest of the equipment.

2. International Bobtail (1995): Meibos stated that this was purchased new in 1995. The estimated value on this vehicle now is \$33,000. He stated that repair cost and downtime is increasing on this vehicle. He stated that minor repairs cause major down time. He stated that this vehicle is used for plowing. He stated that there are exhaust system issues and rusty frame. Meibos stated that to replace the truck (keeping the plow and sander) would be \$128,000. He stated that if we sold the bobtail truck and used the proceeds from the 2018 Chevy truck that was sold today, we could use the \$66,300 to put towards a new 5500 Dodge truck with a snow plow package to replace a fleet passenger truck and the bobtail truck and it would be a total cost of \$23,700. Mayor Allen stated that the truck would be a more multi-use truck than the bobtail and the numbers sound good. Meibos stated that this would be used for snow plowing, especially smaller roads like cul-de-sacs, along with everyday uses. He stated that it would still leave us with two bobtails. Hanson stated that this would be more of a daily use vehicle. Meibos stated that currently have a Dodge 5500 that we use, however, there is not a sander on that truck. He stated that we would have 5 vehicles with plows.

3. Backhoe (2011): Meibos stated that this is another essential piece of equipment that is used daily for water leaks and road repairs. It was purchased new on a trade for \$15000. The current trade value is \$38,000. A replacement cost is \$101,865. Meibos stated that the longer we keep it, the less it is worth and the more it will cost to replace it. He stated that it is still in fairly good condition. Meibos explained the purchase versus buy back options. Meibos recommends the buy back option once we feel that it is ready to be replaced. He stated that any time after three years, routine maintenance costs will be put into the vehicle. Meibos expects that an auction price will be in the \$38,000 range. Council Member Brown asked how many hours we put on the vehicles yearly. Meibos stated that we average around 150 hours a year. He stated that there is a 300 hour a year maximum on buy back options. Council Member Brown stated that he would like for us to pass over on this vehicle this year and deal with other

equipment first. He stated that this is the least priority in his opinion. Meibos stated that he placed it in this order in the priority list due to replacement costs and current value of the vehicle. Mayor Allen stated that the top two for this year is the Vac Truck and 5500 with the dump. He stated that the bobtail is not scheduled until 2022. Mayor Allen stated that things may change depending on budget.

4. International Bobtail (1995 #2)- Meibos stated that the estimated value on this vehicle is \$33,000. He stated that it is in good operating condition under normal use. He stated that it is 25 years old and the longer we keep it, value goes down and replacement costs go up. He stated that there are minor repairs that may not cost much, however, those lead to downtime.

5. International Bobtail (1994). Meibos stated that the estimated value is the same as the others at \$33,000. He stated that to replace one of the bobtails with the snow package is \$164,676. He stated that if we put our own sanders on them it would save us some money. He stated that if we kept the spreader and bed that we have purchased, we would save \$5,800 dollars. He stated that the best option is to strip everything off of what we have and put on a new Chasse, costing \$110,000.

6. Street Sweeper (2001) Tymco. Meibos stated that they have discontinued making parts for this vehicle. He stated that it is estimated to be valued at \$34,000. He stated that it is semi -dependable. He stated that it works efficiently for what we use it for. He stated that it is used for street sweeping and water clean up after leaks. He stated that it is a back-up for the Vac Truck. He stated that replacement costs are rising. A new truck is around \$350,000. He stated that a similar used vehicle would be around \$150,000, and recommends looking for a used vehicle. Meibos stated that he has looked into contracting street sweeping services and it costs the same. He noted that if we contract, we would not have the vehicle for emergency use. He recommends owning our own, and it does not have to be new.

7. Dodge 5500 Dump Truck (2015): Meibos stated that it is five years old and is in excellent condition. He stated that it can be used as an everyday vehicle as well. He stated that we would replace this vehicle when it is cost effective.

8. International 10 Wheel Dump Truck (1999): Meibos stated that it is in good condition and is estimated at \$40,000. He stated that it is not used every day, however, it is nice to have when we need it.

9. John Deere Loader (2004). Meibos stated that it is estimated at \$30,000 and is in good working condition. He stated that it is showing rust, but that is cosmetic. He stated that he feels that this does not need to be replaced right now.

Meibos stated that that he feels the Vac Truck and the International Bobtail dump truck need to be replaced immediately. He stated that the backhoe and the two bobtails can be replaced within 2 years. He stated that the street sweeper can be replaced within 4 years with a used vehicle. Council Member West asked if South Ogden has a 10 Wheel Dump Truck that we could rent or use when we need it. Meibos stated that they do have a new one. Meibos stated that we would not replace the 10 Wheel with a new vehicle. Council Member West asked if we could coordinate use and sell the vehicle at auction for \$40,000. Meibos stated that it is low maintenance and it is nice to have in our fleet when we need it.

142 **MAYOR, COUNCIL, AND STAFF MEMBERS PRESENT**

143 Mayor Mark C. Allen
144 Council Member F. Carey Seal
145 Council Member Blair Brown
146 Council Member Larry Weir
147 Council Member Scott Barker
148 Council Member Jeff West
149 Public Works Director Jake Meibos
150 GIS/Storm Water Kuyler Thompson
151 General Planner Tyler Seaman
152 City Manager Tom Hanson
153 City Recorder Amy Rodriguez
154 Lt Ryan Colby

155 **Others Present**

156 The meeting was held electronically by zoom, and live streamed on facebook.
157
158
159

160 **2. ROLL CALL**

6:00 P.M.

161
162 **3. PLEDGE OF ALLEGIANCE**

163
164 **4. WELCOME**

165
166 **5. CONSENT ITEMS**

167 **5.1 APPROVAL OF AGENDA**

168 **5.2 APPROVAL OF DECEMBER 1, 2020 MEETING MINUTES**

169 Items 5.1 and 5.2 were approved by general consent.
170

171 **6. CITIZEN COMMENTS**

172 There were no citizen comments.
173

174 **7. COUNCIL/STAFF RESPONSE AND CONSIDERATION TO CITIZEN**
175 **COMMENTS**

176 Due to lack of citizen comments in item 6, item 7 is unnecessary.
177
178

179 **8. NEW BUSINESS**

180 **8.1 DISCUSSION: CAPITAL INVESTMENT PLAN DISCUSSION**

181 Hanson introduced a new concept (TCIP) is when the project is moved from a plan to an action. The
182 TCIP is the Terrace Capital Investment Plan. Hanson stated that the things we are looking at tonight are
183 items that we are moving forward with. He stated that the mapping was done by Thompson. He stated
184 that he created an interactive map that is on our Washington Terrace Webpage. Hanson stated that we
185 have been talking about these projects for years during our retreats. Hanson stated that the new plan
186 focuses in on the projects.
187

188 Hanson stated that TCIP has taken the place of the formerly known project OTIS II.

189 Hanson stated that the new plan is more of a strategic “move, replace, or repair”, based on specific needs.
190 Hanson navigated the interactive TCIP plan on the webpage and gave a broad brush of what the projects
191 looks like. He stated that the map is 0-5 years, and 5-10 year plans.
192 Hanson covered upcoming sewer projects, water lines, water valve projects, and road reconstructions.
193 Mayor Allen stated that the work Thompson has done on the maps is amazing and thanked him for his
194 work.
195 Council Member Barker stated that the booklet has a listing for parks, however, there is nothing on the
196 website concerning parks and inquired as to why. Hanson stated that we have a Parks Master Plan that
197 will be re-evaluated to see where we can go with parks. He stated that Parks needs more planning before
198 we can present a Capital Investment Plan or TCIP. He stated that it is contingent on what we can afford
199 and what we can maintain. Hanson stated that the master plan was generated over 10 years ago. Council
200 Member Barker stated that it would be nice to have some ideas or plans on the website so that residents
201 can comment.
202 Mayor Allen stated that OTIS I re-did much of the area in the North back in 2001-2003. Hanson stated
203 that taking the areas in sections based on need is more manageable and affordable.
204
205

206 **8.2 DISCUSSION: PUBLIC WORKS HEAVY EQUIPMENT DISCUSSION**

207 There were no further discussions on the continuation of the work session concerning the Heavy
208 Equipment.
209

210 **8.3 DISCUSSION/ACTION: DIRECTION TO MOVE FORWARD AND BRING** 211 **BACK HEAVY EQUIPMENT REPLACEMENT AND FINANCE OPTIONS** 212 **TO COUNCIL FOR FUTURE ACTION**

213 Mayor Allen asked if there were any questions on Meibos’s priority plan that was outlined in the work
214 session (please review work session minutes attached).
215 Council Member Barker stated that we should move forward with purchasing a new Vac Truck.
216 He clarified that we could sell one more passenger truck, along with the Bobtail Truck and purchase a
217 5500 Dump truck so that we would have two 5500 trucks to be used as part of our fleet. Meibos stated
218 that this is a good option and will leave us with two 5500 trucks and two bobtails and three passenger
219 trucks. Mayor Allen stated that one passenger truck leaves the city every night with the on-call duty
220 person. Meibos stated that we receive a good rate of return on the passenger trucks when we sell them.
221 Mayor Allen stated that the work session was a good discussion and agrees that the first four items in the
222 priority list need replacements, however, he noted that the rest of the fleet looks good. Meibos stated that
223 the ages of the fleet runs to 26 years and wants to make sure that Council is aware of where we stand
224 with current fleet and noted that as the years run up, values decrease.
225 Council Member Brown asked if the motion is to buy a new Vac Truck. The Mayor stated that is not the
226 motion and that the motion is that staff is to bring back replacement options on priorities 1-4 and bring
227 back financial options on 1 and 2 and possible 3.
228 Council Member Brown stated that he is for buying a new Vac Truck and would like to have Meibos
229 look at the numbers on the new one and save time. Mayor Allen stated that if we can get new one, we
230 may not have major repairs for 10-15 years. Mayor Allen stated that he would like numbers on both new
231 and used vehicles.
232
233

Motion by Council Member Barker

Seconded by Council Member Seal

To approve moving forward and bring back replacement and finance options

On a new Vac Truck and other heavy equipment listed in the plan

Approved unanimously (5-0)

9. COUNCIL COMMUNICATION WITH STAFF

Council Member Barker stated that the Terrace Plaza Playhouse is looking great with all the work they are doing to façade and inquired if the other businesses been visited. Hanson stated that they have not, but stated that the car lot is doing a good job on their business model.

Council Member Barker asked if the information requested of the sheriff at the last work session has been provided. Hanson stated that he has not received the final summary amount.

He asked if Meibos was able to look at storm drain by hospital. Meibos stated that he does not believe that it is connected to anything at this time.

Council Member Barker asked if the crosswalk been determined for new lights on Adams and 5700 South. Hanson stated that he has put cones out to show where we are anticipating the crosswalk.

Mayor Allen asked about the winter parking ordinance and other snow removal items. Meibos stated that sidewalks were fine, and thanked the fire department for taking care of the sidewalks at the senior center. He stated that parked cars are still quite a challenge, mainly between 500 West and 4300 South. Meibos stated that Seaman has done a great job going door to door with notices, however there are still cars out on the street. He stated that parked cars are still a challenge almost to where they couldn't get the plows down some of the roads.

Hanson read the notice given out for winter parking, noting that it does not reference that they can park on the lawn. Hanson stated that residents must get them off of the street during snow events. Hanson stated that it is very tight getting the plows down the road when residents park in the street so that they can clean their driveways.

Hanson stated that we went to significant efforts to get the word out. Hanson stated that no warning will be given from this point out and tickets will be issued.

Council Member Seal stated that we are allowing people to park on grassy areas during the events.

Mayor Allen stated that the ordinance number is on the notice and notices were in the newsletter which explained that residents can park on the grass but they must take care of the grass during the springtime.

Lt Colby stated that the parking citations are pretty easy and take about 5-10 minutes. He stated that crews try to patrol the area. Mayor Allen asked to set a goal of 5-10 citations a night. Lt. Ryan stated that was possible depending on call volume and noted that it has been brought up to the patrol seargents working in the Terrace.

Mayor Allen asked if it is too late to increase the citation fee of \$10.00 to \$25.00 or event \$50.00 .

Hanson stated that we would have to change our ordinance. Hanson stated that we can work with Tyler on an ordinance change. Council Member Seal stated that even if the fee was \$50.00, it would be cheaper for the residents than paying a towing bill. Lt. Colby stated that depending on the situation and if it is a nuisance, vehicles can be towed that night. Vehicles can be towed at any time if it is dangerous for the snow plows.

Council Member Brown stated that the idea is to get vehicles off the street, and suggested that we can make it clear where residents can park if the ordinance is re-written.

Council Member Barker suggested that repeat offenders get a notice and then raise the rate to \$25.00.

Seaman stated that certain households that have more cars than others, and noted that it is part of the

281 problem in general. He stated that it is a challenge because there wasn't much thought when the city was
282 established that people would have more than one or two cars. He stated that there are a lot of city's that
283 have had to go away from parking ordinances for that issue. Seaman stated that he can appreciate Council
284 Member Brown's comments. He stated that the door hanger notices were a new thing this year and there
285 was a valiant effort made by himself, the fire department, Mayor and Council. He stated that there have
286 been newsletter articles and facebook posts as to what is allowed. He stated that we are trying to
287 accomplish the goal of keeping roads clear for the plows.
288 Council Member West stated that we have a responsibility to plow road but questioned what kind of
289 liability do we have if we cannot plow because of cars in the road. He questioned if we could send
290 notices to residents saying we couldn't plow because we couldn't get safely down the road. Council
291 Member Seal cautioned that that would be pinning neighbor against neighbor. He noted that we have
292 plenty written in ordinance, we have put out fliers, and suggests increasing the fine up to \$50.00 and tow
293 the vehicle after the 3rd offense.
294 Hanson stated that we will come back with proposals and options to vote on. Hanson stressed tht they
295 need to do citations at night and also during the day during snow events while we are plowing and doing
296 clean up. Hanson noted that people are placing trash cans to strategically not allow the plows to plow
297 snow in driveways.
298 Mayor Allen would like Hanson to direct staff to proceed with the fines that we have on books now and
299 have the sheriffs do 5-10 tickets per night.
300

301 **10. ADMINISTRATION REPORTS**

302 Hanson stated that the Candy Cane run is this Saturday and thanked the Lion's Club for sponsoring. It
303 will be held at 8:00 am
304 Hanson stated that the Shop with a Hero happened this last Saturday.
305 Hanson stated that staff is in the budget process currently and that he is in conversations with the CRA
306 team working on details.
307 Hanson stated that Seaman pushed the weeds and dirt back on the corner of 5600 South to prepare for
308 winter.
309 Hanson stated that we are working with the Fire Chief on the point of distribution concerning the
310 vaccine.
311 Hanson stated that he is working on the newsletter article concerning the recycling program and will
312 follow that up with the survey that will be sent to residents.
313

314 **11. UPCOMING EVENTS**

315 December 17th Planning Commission Meeting 6:00 p.m.
316 December 25th : City Offices closed for Christmas Holiday
317 January 1st : City Offices closed for New Years Holiday
318 January 5th : City Council Meeting 6:00 p.m.

319 **12. ADJOURN THE MEETING: MAYOR ALLEN**

320
321 **Motion by Council Member Barker**
322 **Seconded by Council Member West**
323 **To adjourn the meeting**
324 **Approved unanimously (5-0)**
325 **Time: 7:33 p.m.**
326

327
328 **Date Approved** _____

City Recorder

City Council



Author: Aaron Solomon

Subject: RAMP Grant Applications

Date: 12-30-20

Type of Item: Motion

Summary Recommendations: Staff is requesting formal action from Council to commit to the 2021 RAMP applications for the Rohmer Park horseshoe pits lighting system and the Cities Parks Tree renewal system.

Description:

- A. **Background:** The City is applying for two Weber County Ramp Grants 1. Renewing horseshoe pit lighting at the horseshoe pits at Rohmer Park. 2. Park tree renewal throughout the City for trees that the windstorm destroyed.
- B. **Project Descriptions:**
 - Rohmer Park horseshoe pit lighting renewal:** The lighting down at the horseshoe pits needs updating and repairs. The bids are not in yet but we suspect a very minimal cost for the repair of the project.
 - Park Tree Renewal throughout the City:** The City lost a lot of trees throughout it's Parks during the most recent windstorm and are in need of replacing. The bids are not in yet, but we suspect a very minimal cost for the repair of the project.

Alternatives:

- A. **Approve the Request:** Council may approve the request.
- B. **Deny the Request:** Council may deny the request.
- C. **Consequences of not taking the recommended action:** The City may lose funding for the projects.



City Council Staff Report

Author: Tyler D. Seaman, Community Development

Subject: Amending 13.07 Winter Parking Regulations

Date: January 5, 2021

Type of Item: Discussion/Action

Summary Recommendations: By motion amend the municipal code Chapter 13.07 Winter Parking Regulations to define the infraction fine amount. And add the caveat of allowing a vehicle to be towed if tickets for previous parking infractions are not paid.

Description:

A. Topic: Define the fine amount with a discussion and a motion to approve the amendment to 13.07

B. Background: The City has a rich history of military style housing. The layout of the neighborhoods and streets were not necessarily designed for multiple vehicles at each house. The lack of street width from curb to curb in these neighborhoods allowed for higher density housing but did not take into consideration the growth of the automobile use in our current day.

C. Analysis: The need to open up our roadways is evident. Our standard snowplow width is 12 feet. When vehicles are left overnight or during a snow event it becomes very unsafe for our plow drivers to navigate the neighborhoods to clean up our roads.

- i. How can we more effectively clear the road ways at night and during the snow events?
 1. Raising the infraction amount.
 2. Raising the fee amount if not paid within 14 days of infraction.

North Salt Lake:

\$15.00 if paid before 7 days. \$40.00 if paid after 7 days.

Clearfield:

\$100.00 and if paid within 20 days is reduced to \$50.00

Roy

\$35.00 is max amount.

Brigham City

\$500.00 is the max amount punishable for violation of winter parking.

- ii. Safety is our number one concern. Using a more aggressive infraction amount with the ability to tow a vehicle if ticket(s) go unpaid will create a sense of urgency for vehicles to be removed from our roads during 1 a.m. and 5 a.m. and during the snow event.

D. Department Review: City Staff recommends defining the infraction. This amount will change from \$10.00 to \$20.00 within the first (14) days and will increase to \$50.00 if not paid within the (14) days. We also recommend the unpaid violations to allow for towing the vehicles.

Alternatives:

A. Approve the Request: The City Council should review the proposed ordinance amendment and approve by motion.

B. Deny the Request: The City Council can deny this request.

C. Continue the Item: The City Council could table the item to a later Council meeting, for action at that time.

Significant Impacts: Safely and effectively clearing the roads of hazardous conditions.

**CITY OF WASHINGTON TERRACE
ORDINANCE NO 21-01**

WINTER PARKING AMENDED

**AN ORDINANCE OF THE CITY OF WASHINGTON TERRACE,
UTAH, AMENDING THE *WASHINGTON TERRACE MUNICIPAL
CODE* RELATING TO WINTER PARKING REGULATIONS;
SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.**

WHEREAS, the City of Washington Terrace, Utah, (hereafter referred to as “City”) is a municipal corporation, duly organized and existing under the laws of the State of Utah;

WHEREAS, *Utah Code Annotated* §10-8-11, 1953 as amended, empowers the City to regulate the use of streets, avenues, alleys, sidewalks, crosswalks, parks and public grounds, prevent and remove obstructions and encroachments thereon . . .”;

WHEREAS, *Utah Code Annotated* §10-8-84, 1953 as amended, grants municipalities broad authority to provide for safety and preserve health, and promote prosperity, improve morals, peace and good order, comfort, convenience, and for the protection of property;

WHEREAS, *Utah Code Annotated* §10-8-60, 1953 as amended, grants municipalities broad authority to declare what shall be a nuisance, abate the same, and to impose fines for the such nuisances;

WHEREAS, the City Council finds that parking space constraints necessitate certain residences parking on soft surfaces during the winter months as a method to alleviate ongoing parking and snow removal problems;

WHEREAS, the City Council finds that it is in the best interest of the health, safety, and welfare of the citizens of the City amend its winter parking regulations mitigate the impacts of nuisance activity in the City;

NOW, THEREFORE, be it ordained by the City Council of the City of Washington Terrace, Utah, as follows:

Section 1. Repealer. Section 10.16.050 of the *Washington Terrace Municipal Code* relating to winter parking permit is hereby repealed in its entirety. Any other word, sentence, paragraph, or phrase in the municipal code inconsistent with this Ordinance is hereby repealed and any reference thereto is hereby vacated.

Section 2. **Enactment.** Section 10.16.050 of the Washington Terrace Municipal Code is hereby reenacted to read as follows:

10.16.050. **Winter parking regulations.**

1. Purpose. The purpose of this section is to balance the need of winter snow removal on public roads and community aesthetics between allowing adequate parking for residents in certain areas in the city where competing parking interest exist.
2. Winter parking restricted. In order to adequately remove snow and to avoid property damage as far as possible, it is necessary to keep the city roads clear of all parked vehicles and other obstacles stationed on or adjacent to the travel-way as follows:
 - a. Restrictions. Unless otherwise posted, it is unlawful for any person who owns, controls, possesses, or otherwise operates a vehicle, trailer, or object to park such, or allow such to be placed or parked, upon any public road, including the road shoulder:
 - i. Between December 1 until March 1 each year, and/or during a snow or ice storm event;
 - ii. Between the hours of 1:00 AM and 5:00 AM, and/or during a snow or ice storm event; or,
 - iii. Within in seventy-two (72) hours after a snow or ice storm event.
 - b. Any vehicle, trailer, or object so parked or placed in violation of this part is hereby declared a public nuisance and may be towed, removed, or relocated by the city at the expense of the owner. **Any vehicle or trailer with unpaid Washington Terrace parking ticket(s) is subject to impound at the owner's expense.**
3. Winter parking areas. Residents in the “winter parking area” may park on soft surfaces within their yard area at-will and during a snow and or ice event and or between December 1 and until March 1 each year notwithstanding regulations otherwise in this section. All vehicles parked on a soft surface for winter parking must be removed from the soft surface environment by March 1, except where there may be an additional accumulating snow event.
4. Parking limitations. The winter soft surface parking allowance is subject to the following:
 - a. No parking for any “recreational/utility type vehicles” including, but not limited to, motor homes, trailers of any kind, water craft, snowmobiles, four-wheelers, ATVs, or fifth wheels.
 - b. That all available parking area at a residence is currently utilized for parking area, not for storage or other non-parking use.
 - c. That all parked vehicles owned by the resident are properly licensed, registered, and in an operable condition.

WTC Ord. 21-01 Winter Parking Amended

5. Spring restoration. Any yard area damaged as a result of winter soft-surface parking authorized by this section shall be restored to its original or better condition on or before April 30. In addition to the penalty provided in this section, any spring restoration is not completed as provided in this part may be enforced by the city as a nuisance violation.
6. Penalty. A violation of this section is an infraction. **All parking violations are a set fine of \$20.00, but are substantially increased if paid after fourteen (14) days. If after fourteen(14) days, the fine will increase up to \$50.00**

Section 3. Severability. If a court of competent jurisdiction determines that any part of this Ordinance is unconstitutional or invalid, then such portion of the Ordinance, or specific application of the ordinance, shall be severed from the remainder, which remainder shall continue in full force and effect.

Section 4. Effective Date. This ordinance shall take effect immediately after publication and posting.

PASSED AND APPROVED by the City Council this ____ day of _____, 20__.

MARK C. ALLEN, Mayor,
City of Washington Terrace

ATTEST:

AMY RODRIGUEZ, City Recorder

RECORDED this ____ day of _____, 2021.

PUBLISHED OR POSTED this ____ day of _____, 2021.

CERTIFICATE OF PASSAGE AND PUBLICATION OR POSTING

According to the provision of U.C.A. §10-3-713, 1953 as amended, I, the municipal recorder of Washington Terrace City, hereby certify that foregoing ordinance was duly passed and published, or posted at 1) _____ 2) _____ and 3) _____ on the above referenced dates.

DATE: _____
AMY RODRIGUEZ, City Recorder



City of Washington Terrace
Redevelopment Agency Meeting
Tuesday, January 5, 2021
following the Regular City Council Meeting
City Hall Council Chambers
5249 South 400 East, Washington Terrace City

1. **ROLL CALL**

2. **INTRODUCTION OF GUESTS**

3. **CONSENT ITEMS**

Any point of order or issue regarding items on the Agenda or the order of the agenda need to be addressed here prior to the approval of the agenda.

3.1 **APPROVAL OF AGENDA**

3.2 **APPROVAL OF MEETING MINUTES FROM NOVEMBER 17, 2020
MEETING**

4. **RECURRING BUSINESS**

4.1 **DISCUSSION: UPDATE ON COMMUNITY REINVESTMENT AREA (CRA)
FOR “SOUTHPOINTE REINVESTMENT AREA”**

4.2 **MOTION: APPROVAL TO PURCHASE CARMANAH SOLAR
CROSSWALK PACKAGE FOR INTERSECTION OF 5700 SOUTH AND
ADAMS AVENUE**

5. **COMMENTS CONSIDERED**

6. **ADJOURNMENT OF MEETING**

CERTIFICATE OF POSTING

I, Amy Rodriguez, The undersigned duly appointed City Recorder of the City of Washington Terrace do hereby certify that the above agenda was posted in three public places within the City limits and sent to the *Standard Examiner* at least 24 hours prior to the meeting.

For Packet Information, please visit our website at www.washingtonterracecity.org

City of Washington Terrace

Minutes of a Redevelopment Meeting

Held on November 17, 2020

Following the Regular City Council Meeting

City Hall, 5249 South 400 East, Washington Terrace City,

County of Weber, State of Utah

CHAIR, BOARD, AND STAFF MEMBERS PRESENT

Chair Allen

Board Member Seal

Board Member Brown

Board Member Weir

Vice- Chair Barker- excused

Board Member West

General Planner Tyler Seaman

City Manager Tom Hanson

City Recorder Amy Rodriguez

Others Present

Meeting was held by zoom.

1. ROLL CALL

2. INTRODUCTION OF GUESTS

3. CONSENT ITEMS

3.1 APPROVAL OF AGENDA

3.2 APPROVAL OF MEETING MINUTES FROM NOVEMBER 3, 2020 MEETING

Items 3.1 and 3.2 were approved by general consent.

4. NEW BUSINESS

4.1 MOTION/RESOLUTION 20-21: RESOLUTION ACCEPTING THE TRANSFER OF REAL PROPERTY FROM WASHINGTON TERRACE CITY AND AUTHORIZING THE EXECUTION OF THE PAYBACK AGREEMENT

Hanson stated that the property at 5580 South Adams Avenue has been transferred from the Council to the RDA. Staff recommends approving the resolution to accept the land in order to develop and sell the land with the understanding in the payback agreement that all proceeds from the sale (less expenses) will be transferred back to the City. Chair Allen stated that this item has

46 been discussed for a few months. He noted that these items have been brought before the Board
47 before for review and discussion.

48
49 **Motion by Board Member Weir**
50 **Seconded by Board Member West**
51 **To approve Resolution 20-21 accepting**
52 **The transfer of real property from Washington Terrace City and**
53 **Authorizing the execution of the payback agreement**
54 **Approved unanimously (4-0)**
55 **Roll Cal Vote**
56

57
58 **5. ADJOURNMENT OF MEETING: CHAIR ALLEN**
59

60 **Motion by Board Member Brown**
61 **Seconded by Board Member Seal**
62 **To adjourn the meeting**
63 **Approved unanimously (4-0)**
64 **Time: 6:57 p.m.**
65

66
67 _____
Date approved

City Recorder

Rectangular Rapid Flashing Beacons (RRFBs)

APPLICATION GUIDE



Introduction

This guide illustrates the current industry recommendations for selecting and installing an RRFB crosswalk using information from the Federal Highway Administration (FHWA). RRFBs are included in the [Manual on Uniform Traffic Control Devices \(MUTCD\) under Interim Approval 21 \(IA-21\)](#).

This guide will help explain (click to jump to the section):

- [Best practices for RRFBs: what road conditions facilitate selecting an RRFB](#)
- [FHWA / MUTCD IA-21 requirements](#)
- [Installation examples and equipment options](#)

The information provided by Carmanah Technologies is for general informational purposes only. Please consult your local or state transportation department for recommendations and guidelines on RRFB crosswalk installations.

Proper engineering judgment should always be exercised in the selection, application and installation of an RRFB.



Considerations before selecting an RRFB

Before selecting a crosswalk treatment, municipalities should first seek to understand the various safety issues facing each uncontrolled marked crossing. Consult the Federal Highway Administration's (FHWA) [*Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*](#) for more information.

1. Collect data and engage the public

- Gather pedestrian crash and safety data
- Review and evaluate local pedestrian safety policies (e.g. Complete Streets and Vision Zero) and master plans
- Review the selection of product available on the region's approved product list (APL)

2. Inventory conditions and prioritize locations

- Locate high-risk / high-crash areas
- Inventory the various roadway characteristics (average daily traffic, posted speed limit, number of lanes, etc.)
- Inventory observed pedestrian crossing and overall traffic behavior

3. Analyze crash types and safety issues

- Perform a [*Road Safety Audit \(RSA\)*](#)
- Identify and diagram crash factors and addressable safety issues



Best Practices for Selecting an RRFB



Minimum MUTCD guidance for non-intersection crossings

MUTCD 3B.18.11

*Because non-intersection pedestrian crossings are generally unexpected by the road user, **warning signs should be installed for all marked crosswalks at non-intersection locations** and adequate visibility should be provided by parking prohibitions.*

MUTCD 3B.18.09

New marked crosswalks alone, without other measures designed to reduce traffic speeds, shorten crossing distances, enhance driver awareness of the crossing, and/or provide active warning of pedestrian presence, should not be installed across uncontrolled roadways where the speed limit exceeds 40 mph and either:

- A. The roadway has four or more lanes of travel without a raised median or pedestrian refuge island and an ADT of 12,000 vehicles per day or greater; or*
- B. The roadway has four or more lanes of travel with a raised median or pedestrian refuge island and an ADT of 15,000 vehicles per day or greater.*



Minimum MUTCD guidance for school crossings

MUTCD 7C.02.01

Crosswalks should be marked at all intersections on established routes to a school where there is substantial conflict between motorists, bicyclists, and student movements; where students are encouraged to cross between intersections; where students would not otherwise recognize the proper place to cross; or where motorists or bicyclists might not expect students to cross.

MUTCD 7C.02.03

Because non-intersection school crossings are generally unexpected by the road user, warning signs should be installed for all marked school crosswalks at non-intersection locations. Adequate visibility of students by approaching motorists and of approaching motorists by students should be provided by parking prohibitions or other appropriate measures.



Marked crosswalks alone are compliant, but not enough to make drivers yield

While signs and road markings legally establish a crosswalk, they are often not enough to make drivers yield to pedestrians.

A study comparing the marked versus unmarked crosswalks at uncontrolled locations found:

- On two-lane and multilane roads with annual average daily traffic (AADT) of under 12,000, there were no significant differences in pedestrian crash rates
- On multilane roads with AADTs of 12,000+, sites with marked crosswalks had higher pedestrian crash rates than unmarked crosswalks, increasing significantly as ADT increased

A study evaluating RRFB effectiveness found:

- Driver yield rates before RRFB installation averaged between 18 – 28%, with some locations as low as 0%

Safety Recommendations

Municipalities should avoid using marked crosswalks alone on:

- Two-lane roads with AADTs of 12,000+
- Multilane roads with AADTs of 9,000+



RRFB effectiveness

A range of studies have found that RRFBs have a significant effect on increasing pedestrian safety at uncontrolled crossings, such as midblock crosswalks and roundabouts.

- Pedestrian crashes reduced by 47%
 - Crash modification factor (CMF) = 0.53
- Driver yield rates between 73 – 96% depending on the location
- \$22,250 average cost including installation, labor and materials



Sources: National Academies of Sciences, Engineering, and Medicine, NCHRP Report 841, [Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments](#)

Federal Highway Administration, "[Rectangular Rapid-Flashing Beacon \(RRFB\) Safe Transportation for Every Pedestrian Countermeasure Tech Sheet](#)"



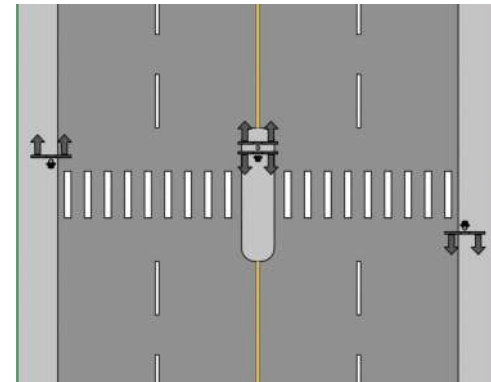
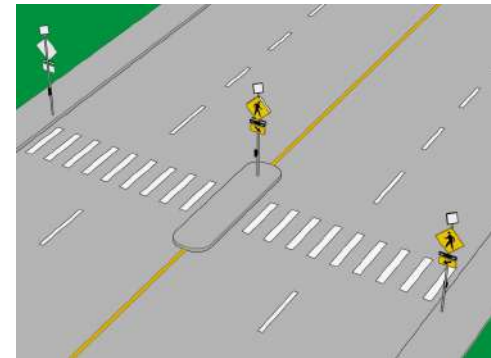
Road conditions associated with highest RRFB effectiveness

The following roadway and traffic control device conditions are associated with the highest RRFB driver yield rates:

- When the distance being crossed is shorter (e.g. how many lanes the pedestrian needs to cross)
- When a median / pedestrian refuge is present
- When the crossing has only two legs (rather than four legs)

Safety Recommendations for High Yield Rates

- Consider shortening the crossing distance (e.g. with curb extensions or pedestrian refuge).
- For 3+ lane roads with AADTs above 12,000, consider installing median-mounted RRFBs together with roadside RRFBs for the best driver compliance (where practical).



When to consider installing an RRFB

The following pages feature selection guides showing where RRFBs are recommended based on particular roadway and crossing conditions.

However, municipalities should always consider RRFBs for roadways 40 mph and under if an uncontrolled crosswalk is experiencing one or more of the following safety issues:



Drivers aren't yielding to pedestrians at the crosswalk



Previous conflicts and/or incidents have occurred at the crosswalk



Visibility of the crosswalk and/or pedestrians is poor



RRFB Selection Matrix

Legend



= RRFBs are not recommended but are an optional enhancement with or following engineering judgment



= RRFBs are a candidate treatment to improving crossing safety on this roadway



= RRFBs are an ideal treatment for this roadway

Use this chart to determine the roadway conditions where RRFBs are recommended or should be considered to maximize pedestrian safety.

Crossing distance (e.g. number of lanes)	Median presence	Posted Speed Limit (mph) and Annual Average Daily Traffic (AADT)								
		< 9,000 AADT			9,000 – 15,000 AADT			> 15,000 AADT		
2 lanes (1 lane in each direction)	-	Engineering judgment	Consider	Recommended	Engineering judgment	Consider	Recommended	Consider	Consider	✗
3 lanes (1 lane in each direction with two-way left-turn lane)	Yes	Engineering judgment	Consider	Recommended	Consider	Recommended	Recommended	Consider	Recommended	✗
	No	Consider	Consider	✗	Consider	Recommended	✗	Consider	✗	✗
4+ lanes (2 or more in each direction)	Yes	Consider	Consider	✗	Consider	Recommended	✗	Recommended	✗	✗
	No	Consider	Consider	✗	Consider	Recommended	✗	Recommended	✗	✗

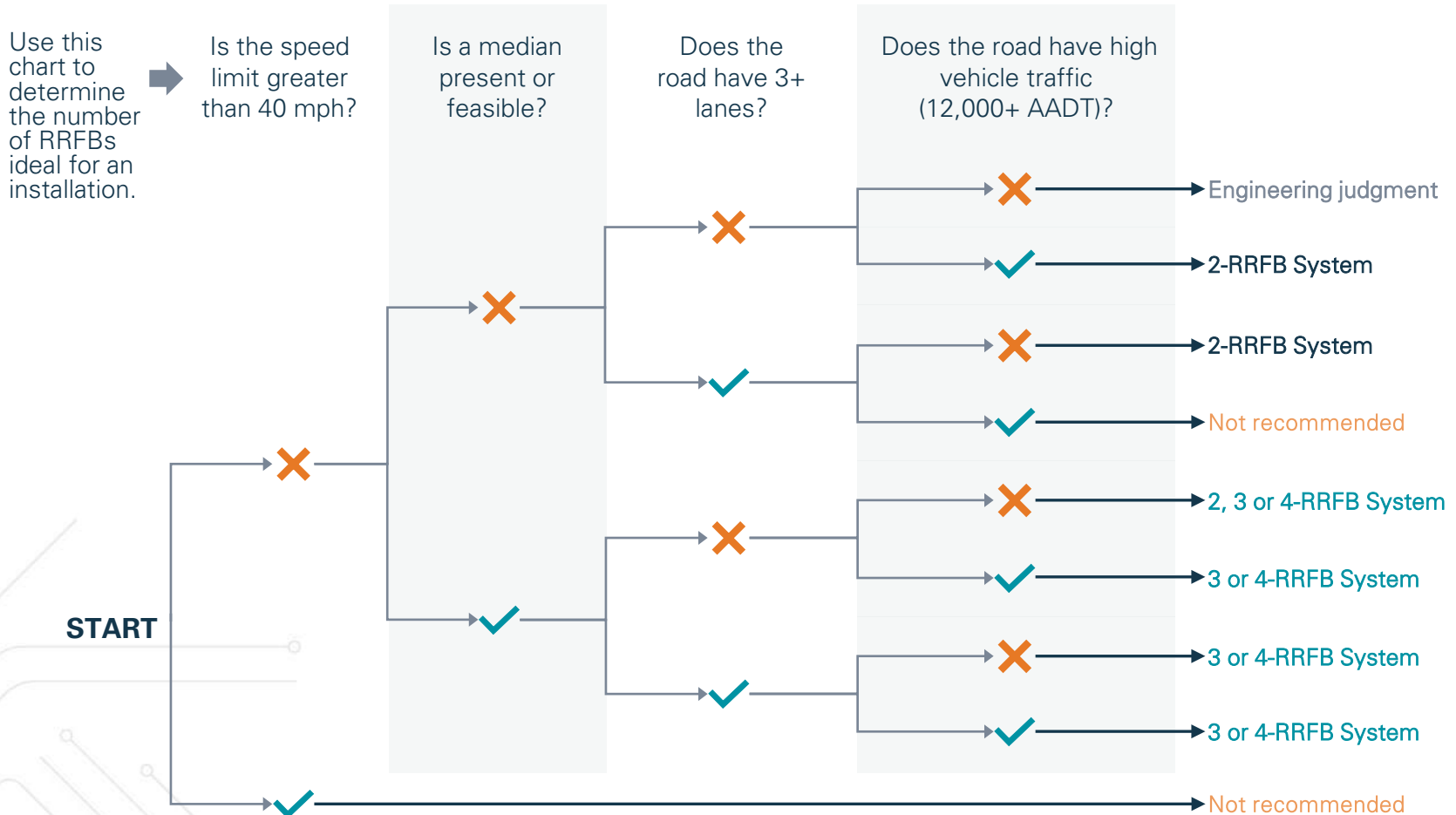
Source: Adapted from Federal Highway Administration, Report No. FHWA-SA-17-072, [Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#)



RRFB Selection Flowchart

Legend

- Engineering judgment = RRFBs are not recommended but are an optional enhancement with or following engineering judgment
- 2-RRFB System = Two RRFB units mounted at the roadside
- 3 or 4-RRFB System = Two RRFB units mounted at the roadside + one to two RRFB units mounted on the median refuge



Minimum Crosswalk Sight Distance

The following table suggests the minimum recommended sight distances (in feet) that a crosswalk should be visible to drivers on all approaches per the road's posted speed limit.

If a crosswalk is not visible within the recommended stopping sight distance for the road's speed limit, **installing an advance crosswalk warning sign using an RRFB system is recommended by the MUTCD**. The advance RRFB system should communicate in conjunction with the RRFB crossing.

Posted speed limit (MPH)	Stopping sight distance (ft)*
15	70
20	90
25	115
30	140
35	165
≤40**	195

* Stopping sight distance may vary based on road grade.

** RRFBs may not be sufficient on roads with speeds 40 mph and greater.



Complementary Treatments: Pedestrian Refuge Island

Pedestrian refuge islands reduce exposure to traffic by providing a refuge for pedestrians crossing a multilane road, allowing them to focus on one direction of traffic at a time.

- Can reduce pedestrian crashes by 32%
- RRFBs installed on the roadside and pedestrian refuge can consistently increase driver yield rates to over 90%

Safety Recommendations

- Pedestrian refuges are recommended on RRFB crossings at 3+ lane roadways with 12,000 AADT and above



Complementary Treatments: Advance Stop / Yield Markings

Advance stop or yield lines encourage drivers to stop further back from the crosswalk, increasing pedestrian visibility and reducing multiple-threat collisions when crossing more than one lane in each direction.

- Can reduce pedestrian crashes by 25%

Safety Recommendations

- Advance markings are recommended on RRFB crossings with 12,000 AADT and above.



R1-5 yield here to pedestrians sign



FHWA Guidelines and Compliance for RRFB Installation



FHWA Interim Approval 21

Issued on March 20, 2018, all new RRFB installations must comply with the conditions detailed in the FHWA Interim Approval 21 (IA-21).

State and local agencies must request and receive permission to use this new Interim Approval from the Federal Highway Administration (FHWA) in accordance with the provisions of Section 1A.10 of the MUTCD before they can use the RRFB, even if prior approval had been given for Interim Approval 11 (IA-11), now terminated.

- Existing RRFB units that use the flash pattern designated by the previous Interim Approval 11 must be reprogrammed to the newly required wig-wag plus simultaneous (WW+S) flash pattern as part of an upgrading process



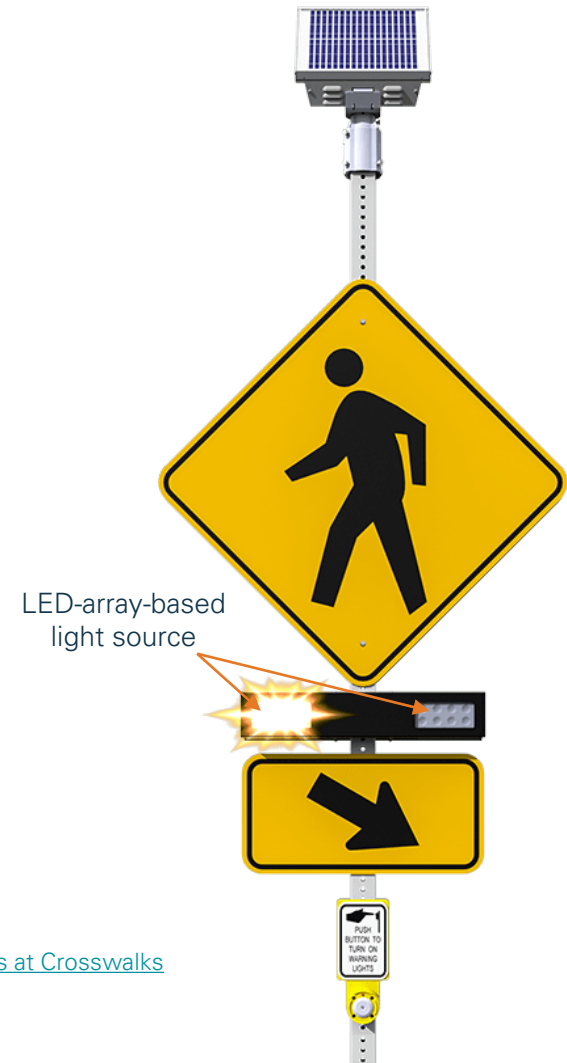
General Conditions

IA-21 Condition 1

Each RRFB unit shall consist of two rapidly flashing rectangular-shaped yellow indications with an LED-array-based light source.

The use of RRFBs is optional. If an agency opts to use an RRFB, it must meet the conditions of IA-21.

The requirements of IA-21 override any conflicting provisions provided by the MUTCD.



Allowable Signs

IA-21 Condition 2

An RRFB shall only be used to supplement the following post-mounted or overhead-mounted signage located at or immediately adjacent to an uncontrolled marked crosswalk:



W11-2 pedestrian crossing sign



S1-1 school zone crossing sign



W11-15 bicycle and pedestrian crossing sign

These signs should be paired with a W16-7P diagonal downward arrow plaque:



Prohibited Signs

IA-21 Condition 2

Except for crosswalks in roundabouts, RRFBs shall not be used for crosswalks controlled by YIELD signs, STOP signs, traffic control signals or pedestrian hybrid beacons.



R1-1 stop sign



R1-2 yield sign



Above: Pedestrian hybrid beacon

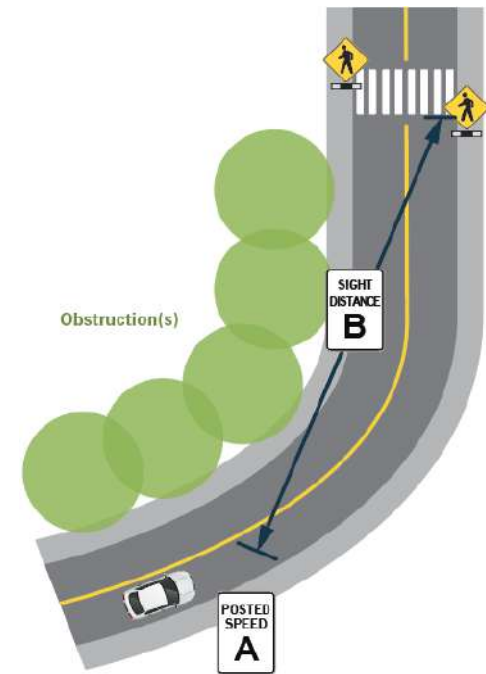


Advance Signs

IA-21 Condition 2

If driver sight distance approaching the crosswalk is low, an additional RRFB may be installed on that approach in advance of the crosswalk. This advance RRFB is supplemental and cannot replace the RRFBs at the crosswalk.

Here are three examples showing when an advance RRFB is recommended to improve visibility of an upcoming crosswalk.



Posted speed (MPH)	Stopping sight distance (ft)
15	70
20	90
25	115
30	140
35	165
≤40	195

	A (posted speed, mph)	B (sight distance to crosswalk, ft)	Recommended stopping sight distance (ft)	Advance RRFB
Example #1	25	70	115	Recommended
Example #2	35	180	165	Optional
Example #3	30	150	140	Recommended

Sources: Federal Highway Administration, [Interim Approval 21 – Rectangular Rapid-Flashing Beacons at Crosswalks](#);

AASHTO, [A Policy on Geometric Design of Highways and Streets](#), Chapter 9-33 Uncontrolled Intersections



Advance Signs

IA-21 Condition 2

An advance RRFB should supplement the W11-2 (pedestrian), S1-1 (school), or W11-15 (trail) with an AHEAD (W16-9P) or distance (W16-2P or W16-2aP) plaque.



W16-9P AHEAD
plaque



W16-2P distance
plaque



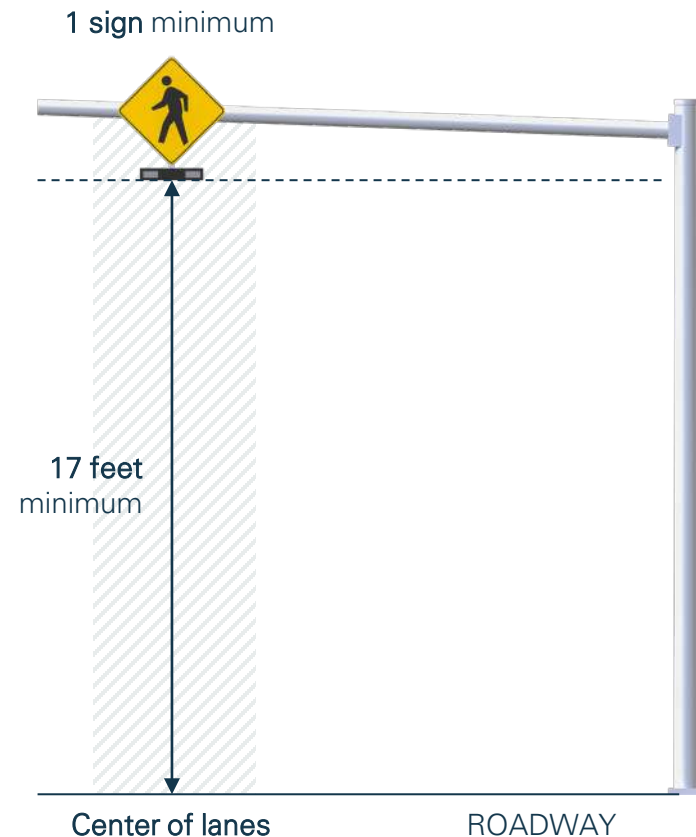
Overhead Signs

MUTCD 2A.18.14

Overhead signs shall provide a vertical clearance of not less than **17 feet to the sign**, light fixture, or sign bridge over the entire width of the pavement and shoulders except where the structure on which the overhead signs are to be mounted or other structures along the roadway near the sign structure have a lesser vertical clearance.

FHWA Interpretation Letter 4-376(I)

- A minimum of one overhead sign and RRFB system per approach is required.
- The sign and RRFB unit should be located over the approximate center of the lanes or where optimum visibility can be achieved.
- No diagonal arrow plaque is required.



Source: FHWA Manual of Uniform Traffic Control Devices, [Chapter 2A](#)

FHWA Interpretation Letter 4-376(I), [RRFB Overhead Mounting](#)

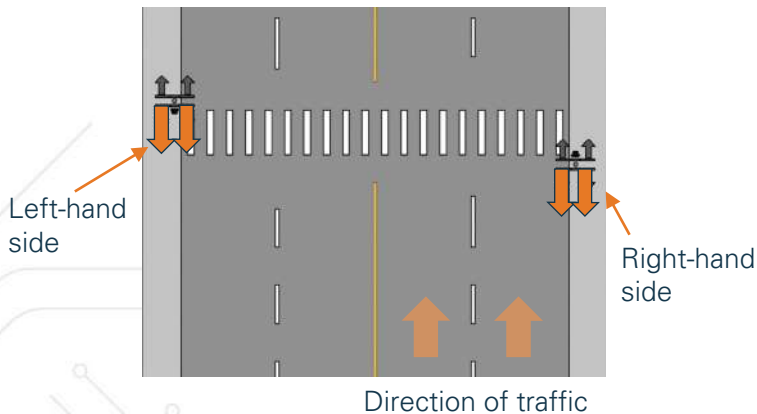


Sign and Beacon Assembly Locations

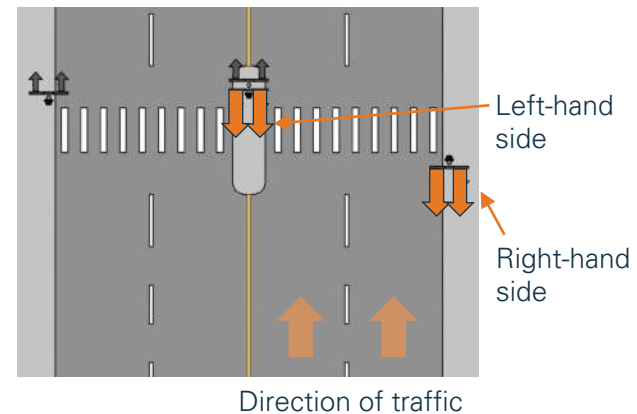
IA-21 Condition 3

For any approach where RRFBs are used to supplement post-mounted signs, at least two W11-2, S1-1, or W11-15 crossing signs (each with an RRFB unit and a W16-7P plaque) shall be installed at the crosswalk.

For non-divided roadways, one shall be installed on the right-hand side of the roadway and one on the left-hand side.



For divided roadways, the left-hand side should be installed on the median if practical.



Sign and Beacon Assembly Locations

IA-21 Condition 3

RRFBs shall not be installed independently of the crossing warning signs.

For post-mounted signs, they should be installed on the same support as the crossing warning signage.



For overhead-mounted sign, they should be mounted directly below the bottom of the sign.

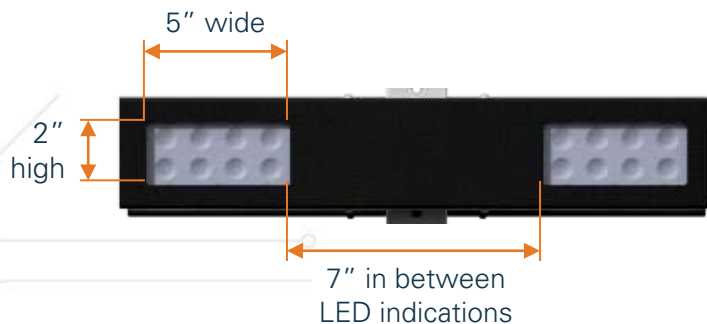


Beacon Dimensions

IA-21 Condition 4

RRFBs shall consist of two rectangular-shaped yellow indications each with an LED-array-based light source.

Each RRFB indication shall be a minimum of 5 inches wide by 2 inches high and aligned horizontally with a minimum space of 7 inches in between.



The outside edges of the RRFB indications shall not project beyond the outside edges of the crossing warning sign it supplements.



Outside edges must remain within edges of warning sign



Beacon Mounting

IA-21 Condition 4

An RRFB supplementing a post-mounted sign and plaque may be mounted either directly below the crossing warning sign (and above the plaque) or within 12 inches above it.

Evidence:

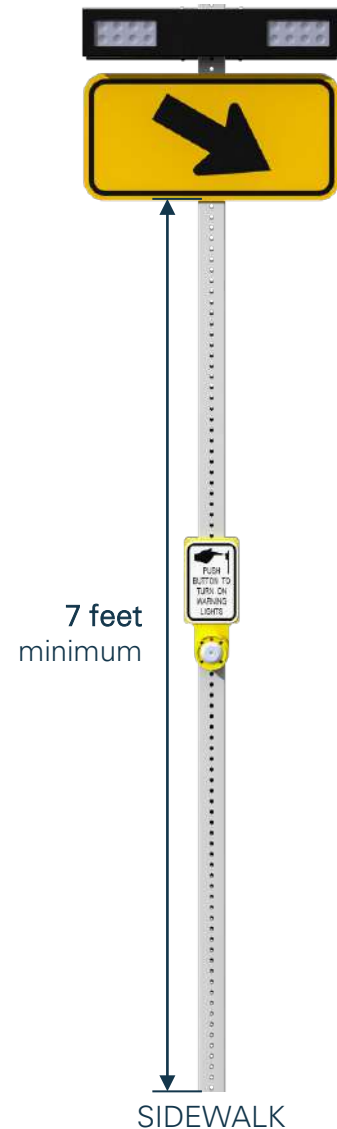
- [FHWA-HRT-16-040](#)
 - Open-road study investigating driver yielding when the beacons were located above and below the warning sign at 13 sites
 - Results indicated that any differences between the above and below positions were minor and statistically insignificant.
 - “The position of the yellow RRFB did not have an impact on whether a driver decided to yield to the waiting pedestrians.”



Sign Mounting

MUTCD Chapter 2A.18.07-08

The W16-7P plaque shall be mounted below the crossing sign and the RRFB light bar at a minimum of 7 feet from the bottom of the plaque to the sidewalk.



Source: FHWA Manual of Uniform Traffic Control Devices, [MUTCD 2A.18.07-08](#)



Beacon Flashing

IA-21 Condition 5

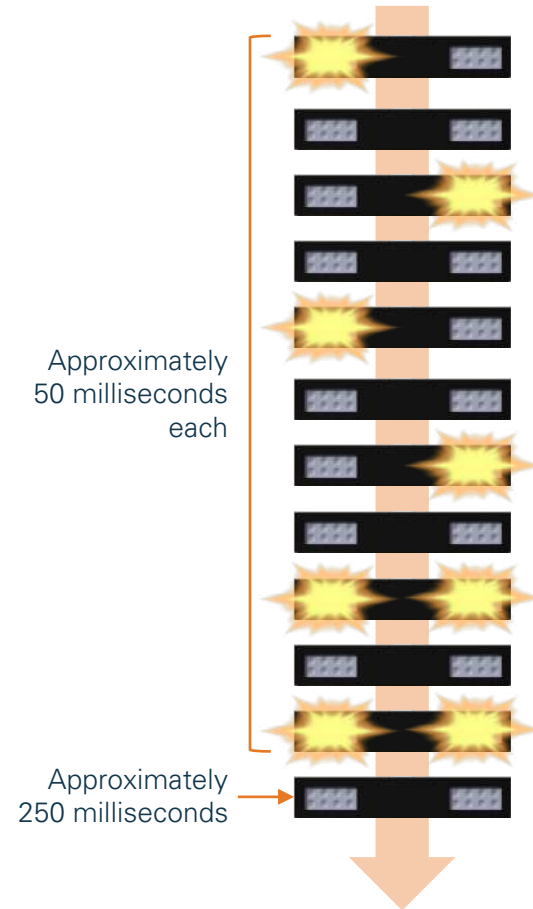
When activated, all RRFB units at the crossing shall flash in sync using a wig-wag plus simultaneous flash pattern (WW+S).

Daytime light intensity shall meet the minimum specifications for **Class 1 yellow peak luminous intensity in the Society of Automotive Engineers (SAE) Standard J595:**

- 600 candela (cd) minimum measured at horizontal and vertical angle of 0 degrees

Light intensity must dim automatically at night to minimize excessive glare.

WW+S flash pattern order



Beacon Flashing Length

IA-21 Condition 6

The duration of the predetermined flash period should be based on the procedures of Section 4E.06 of the MUTCD.

MUTCD 4E.06.14

The total of the walk interval and pedestrian clearance time should be sufficient to allow a pedestrian crossing in the crosswalk who left the pedestrian detector to travel at a walking speed of 3 feet per second to the far side of the traveled way being crossed.

MUTCD 4E.06.10

Where pedestrians who walk slower than 3.5 feet per second or who use wheelchairs routinely use the crosswalk, a walking speed of less than 3.5 feet per second should be considered in determining the pedestrian clearance time.

Beacons should flash at the duration of a pedestrian walking speed of approximately 3 ft/s crossing the length of the crosswalk



Beacon Operation

IA-21 Condition 6

If pedestrian pushbutton detectors are used, a Push Button To Turn On Warning Lights (R10-25) sign shall be installed explaining the purpose and use of the pushbutton.

For ADA compliance, the pushbutton shall be installed at a height of approximately 3.5 feet and no higher than 4 feet.



R10-25 pushbutton sign



ADA Compliance:
3.5 feet
(no higher than 4 feet)



Pedestrian Detection

Various pedestrian detection methods are available for RRFBs.

Standard pushbutton detector (audible tone and LED indicator)



Accessible Pedestrian Signal (APS) audible pushbutton



IA-21 Condition 7

If a speech pushbutton message is used, a locator tone shall be provided, shall not use vibrotactile indications, and should speak "Yellow lights are flashing" twice.

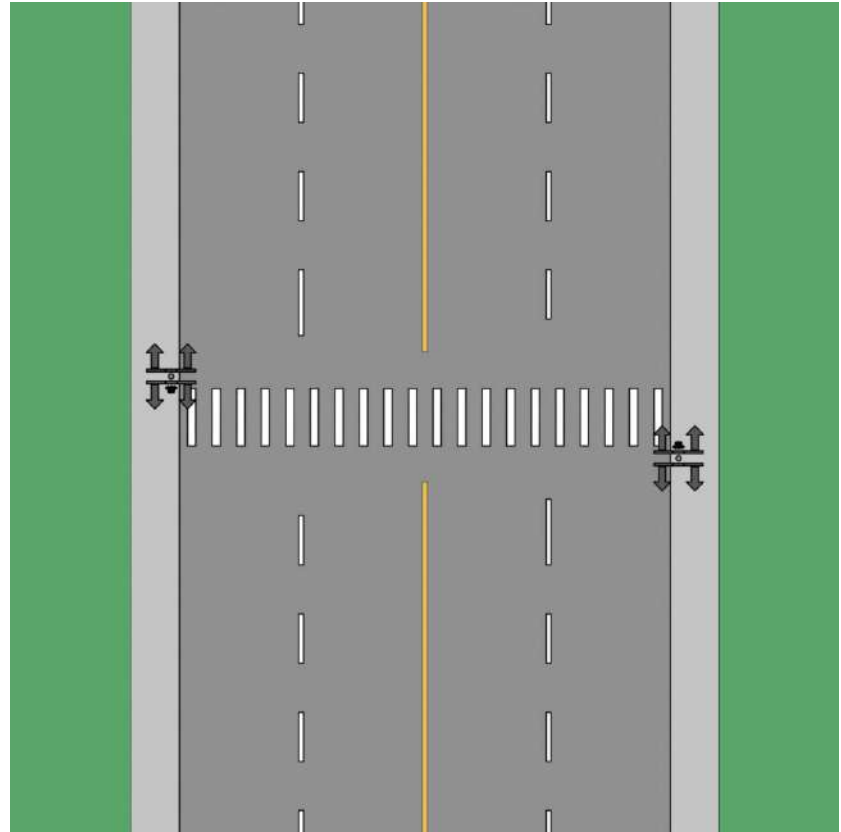
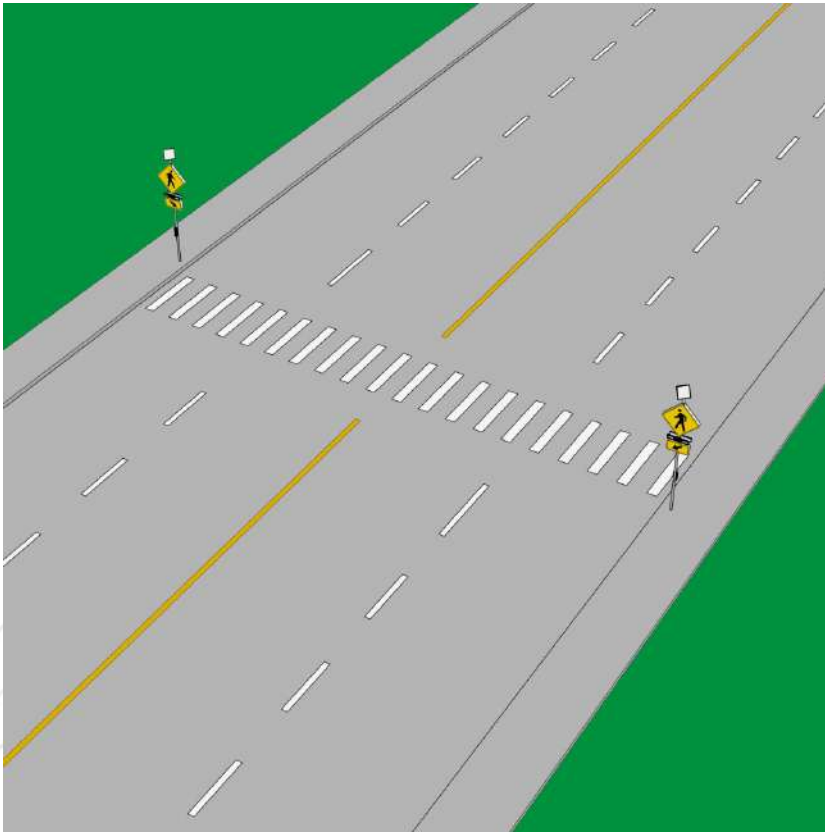
Passive pedestrian microwave detector



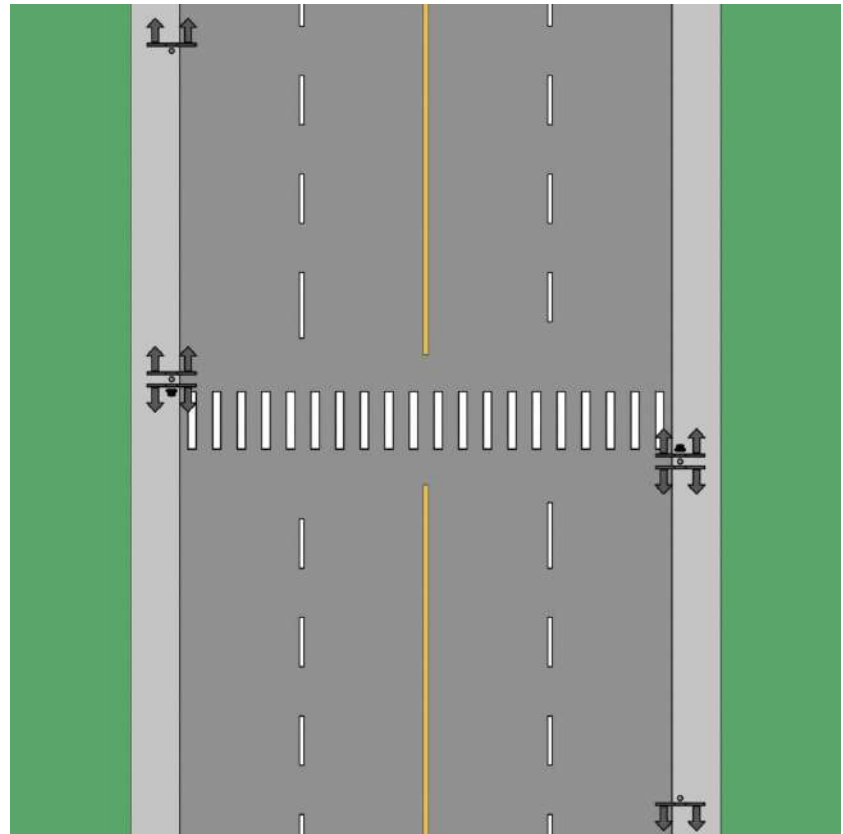
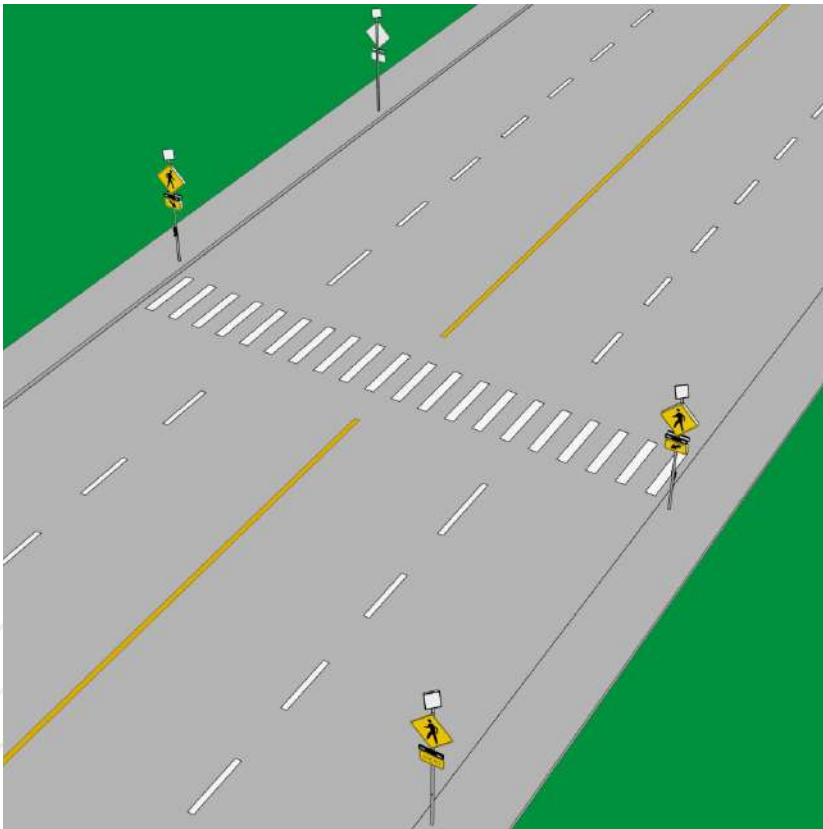
RRFB Installation Examples



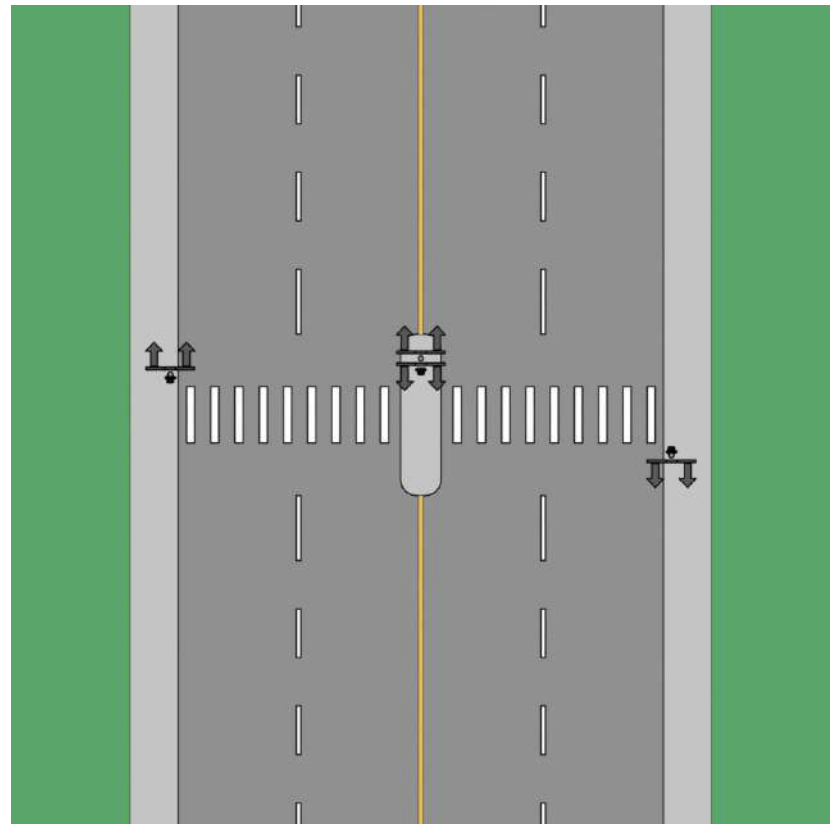
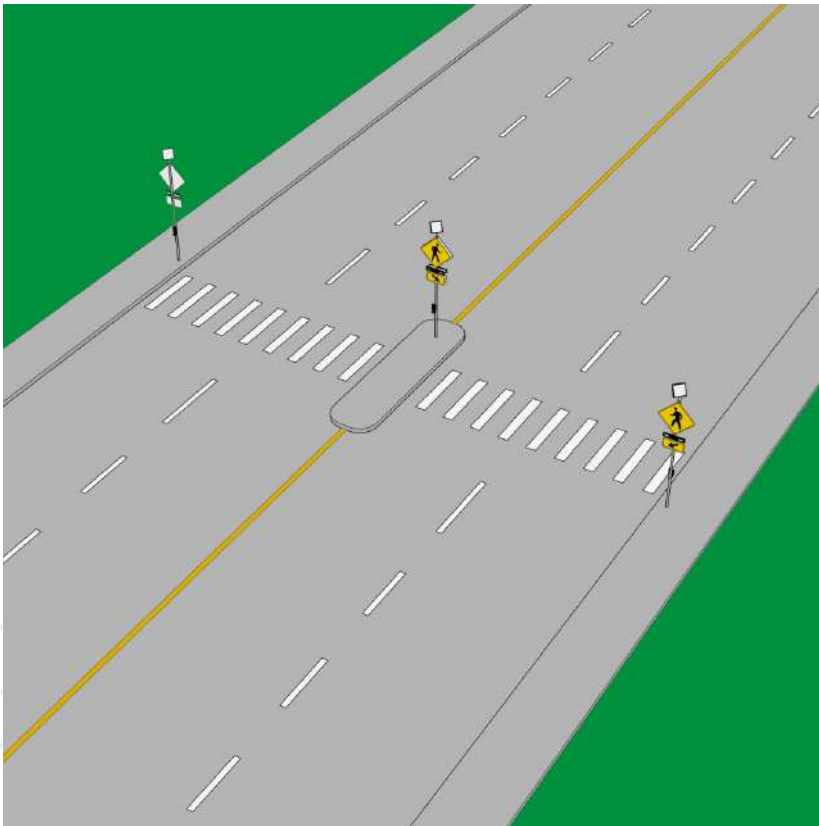
Standard Two-Way Road



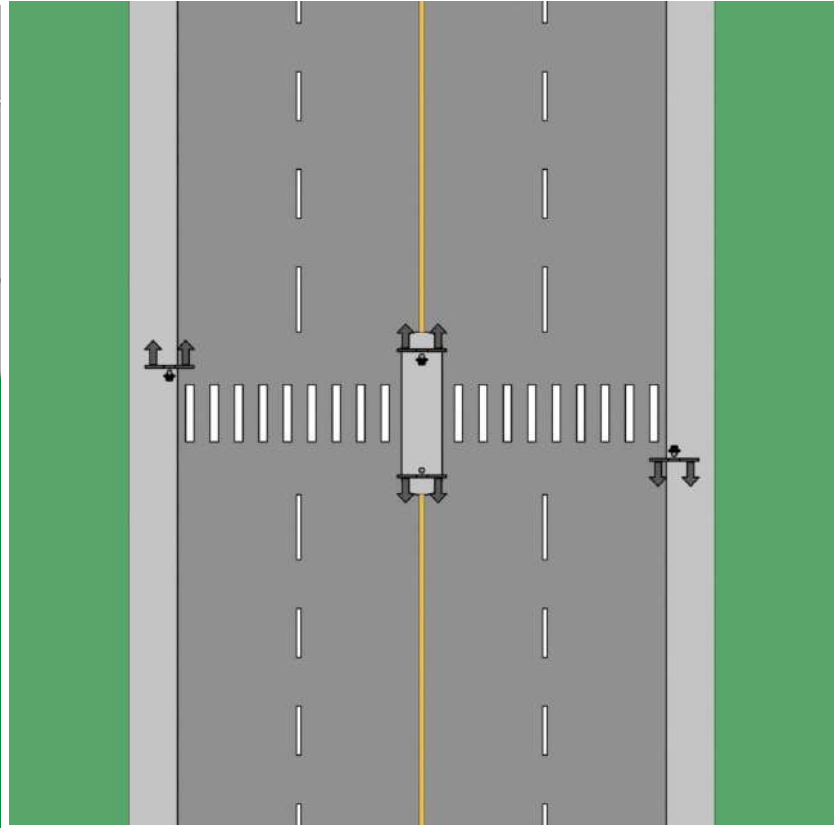
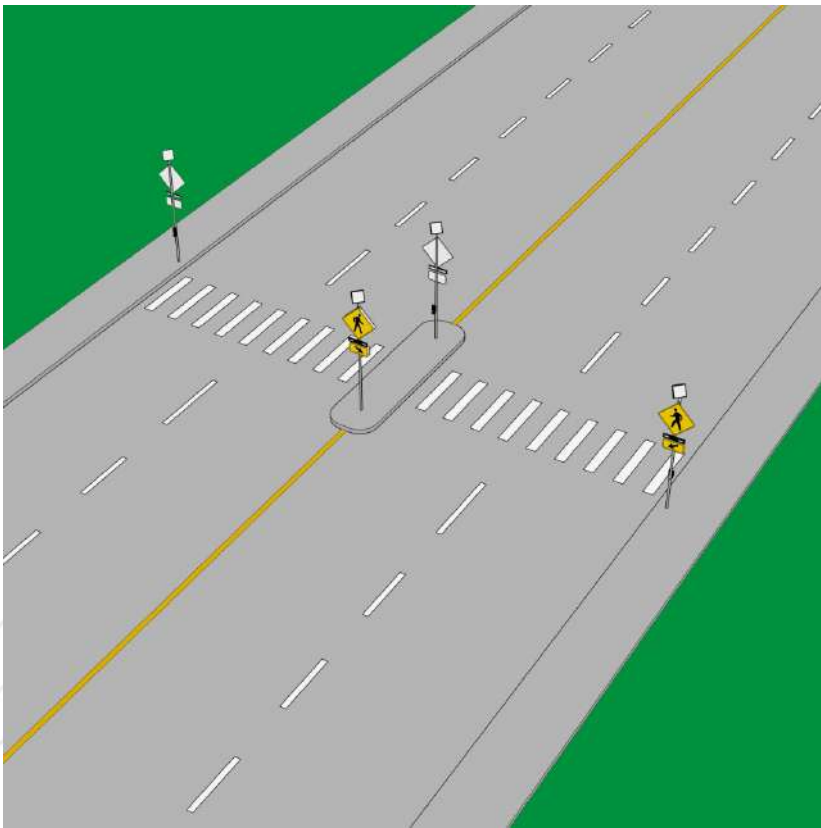
Advance Two-Way Road



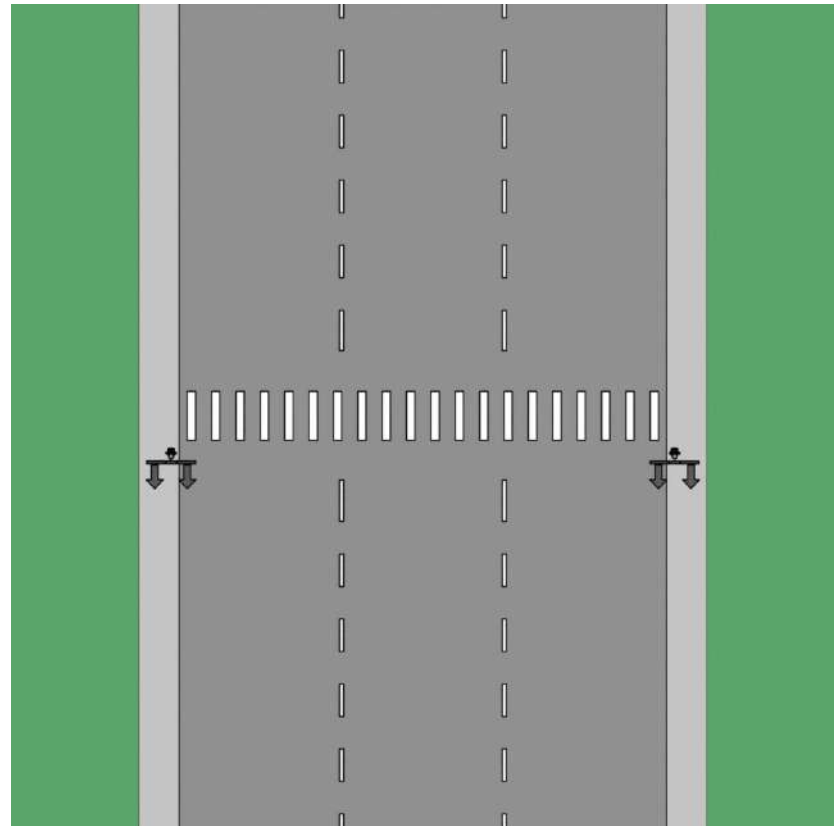
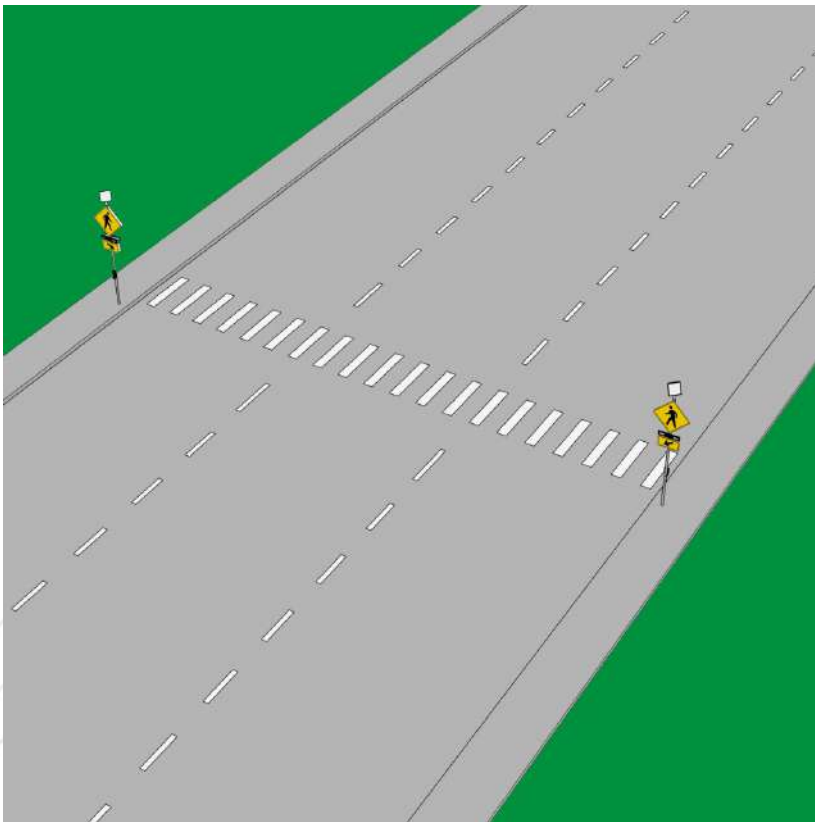
Median Two-Way Road



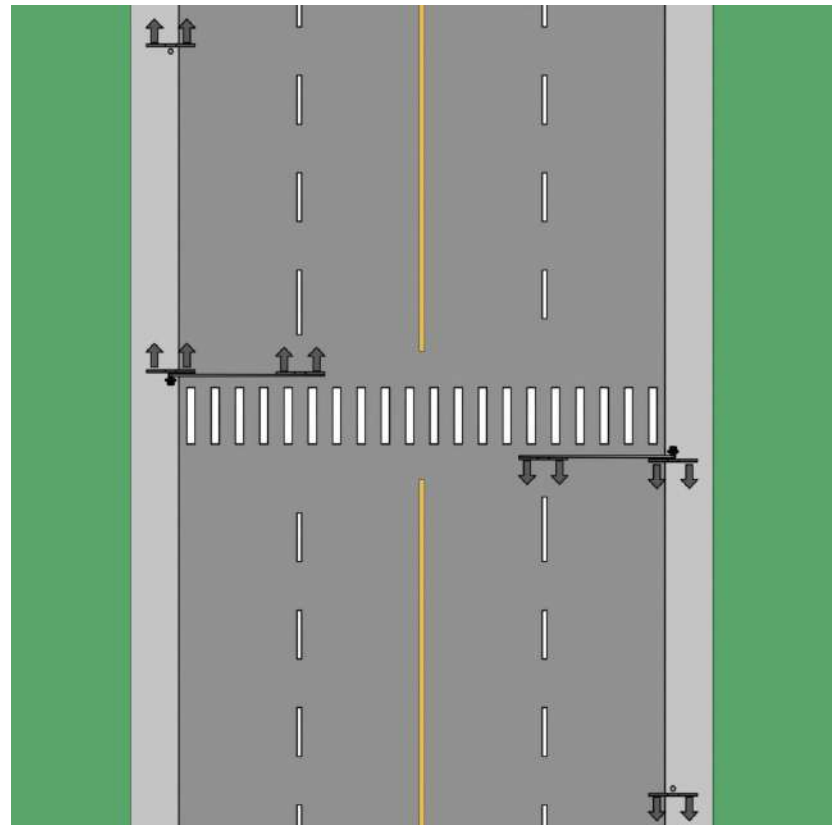
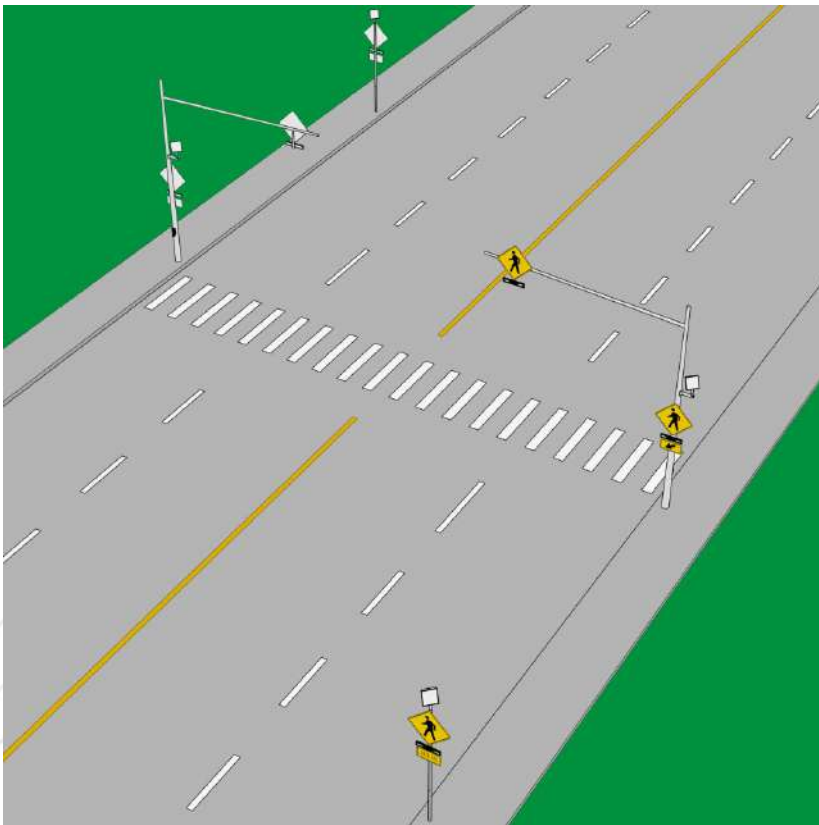
Two-Pole Median Two-Way Road



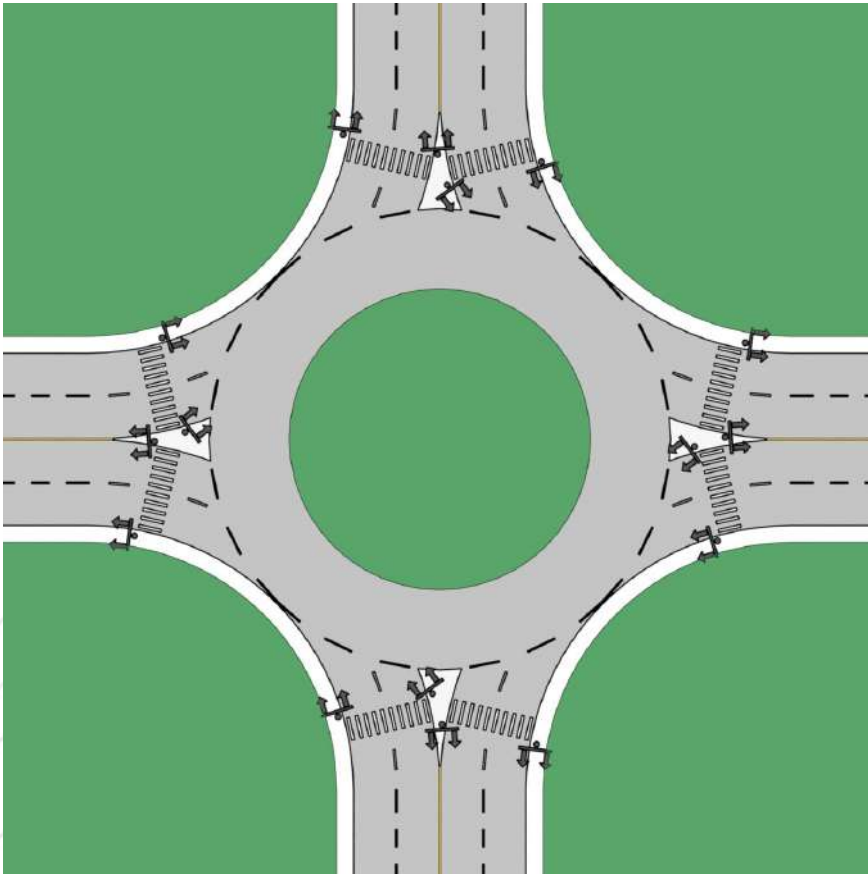
Standard One-Way Road



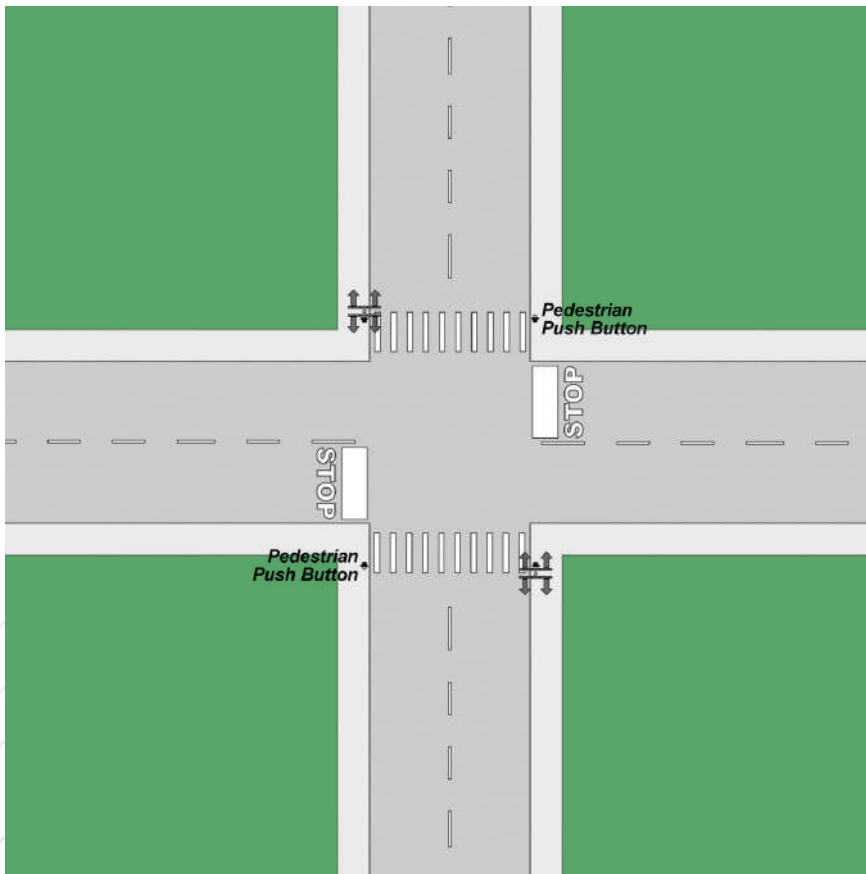
Overhead Two-Way Road



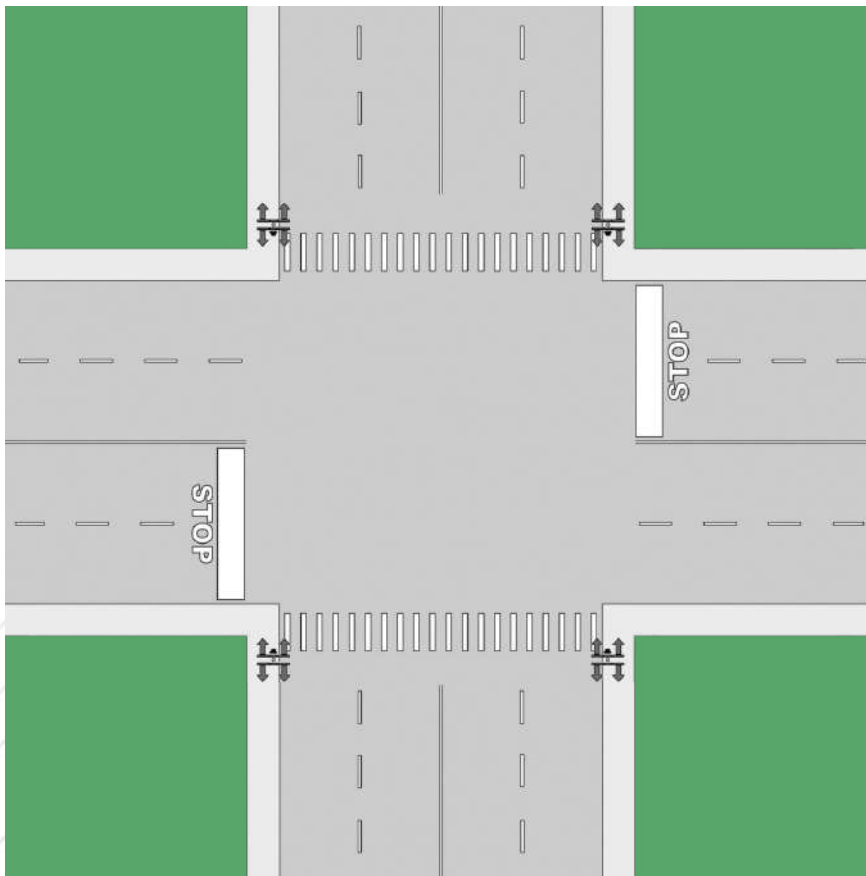
Roundabout



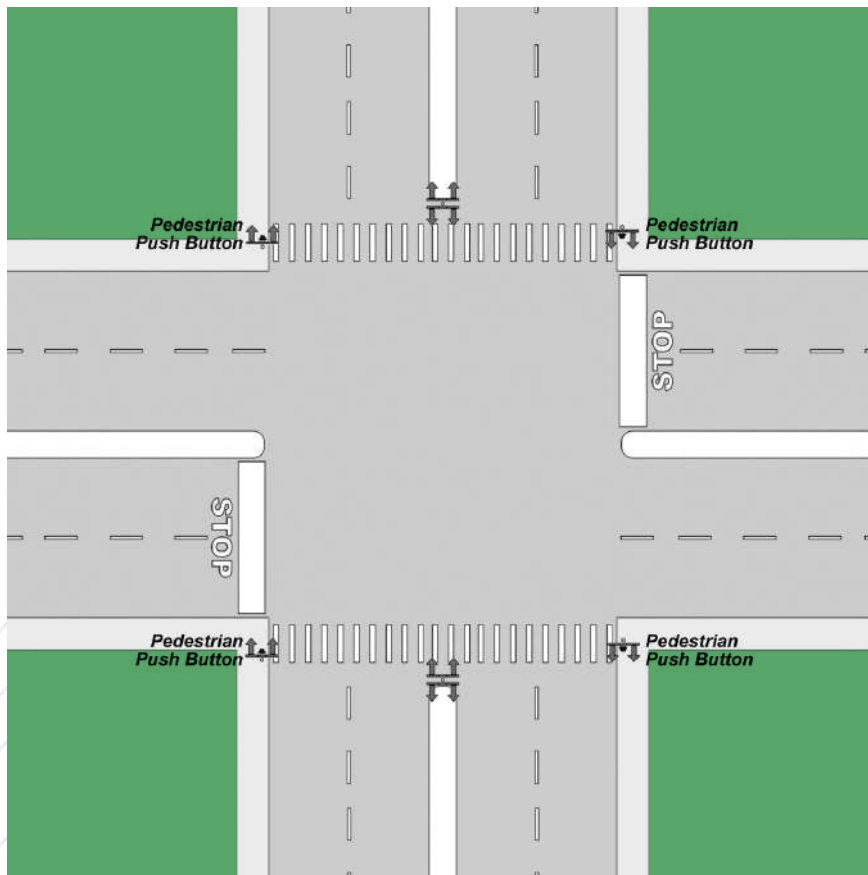
Two-Pole Parallel Crosswalk



Four-Pole Parallel Crosswalk



Four-Pole Parallel Crosswalk with Median



RRFB Equipment Options



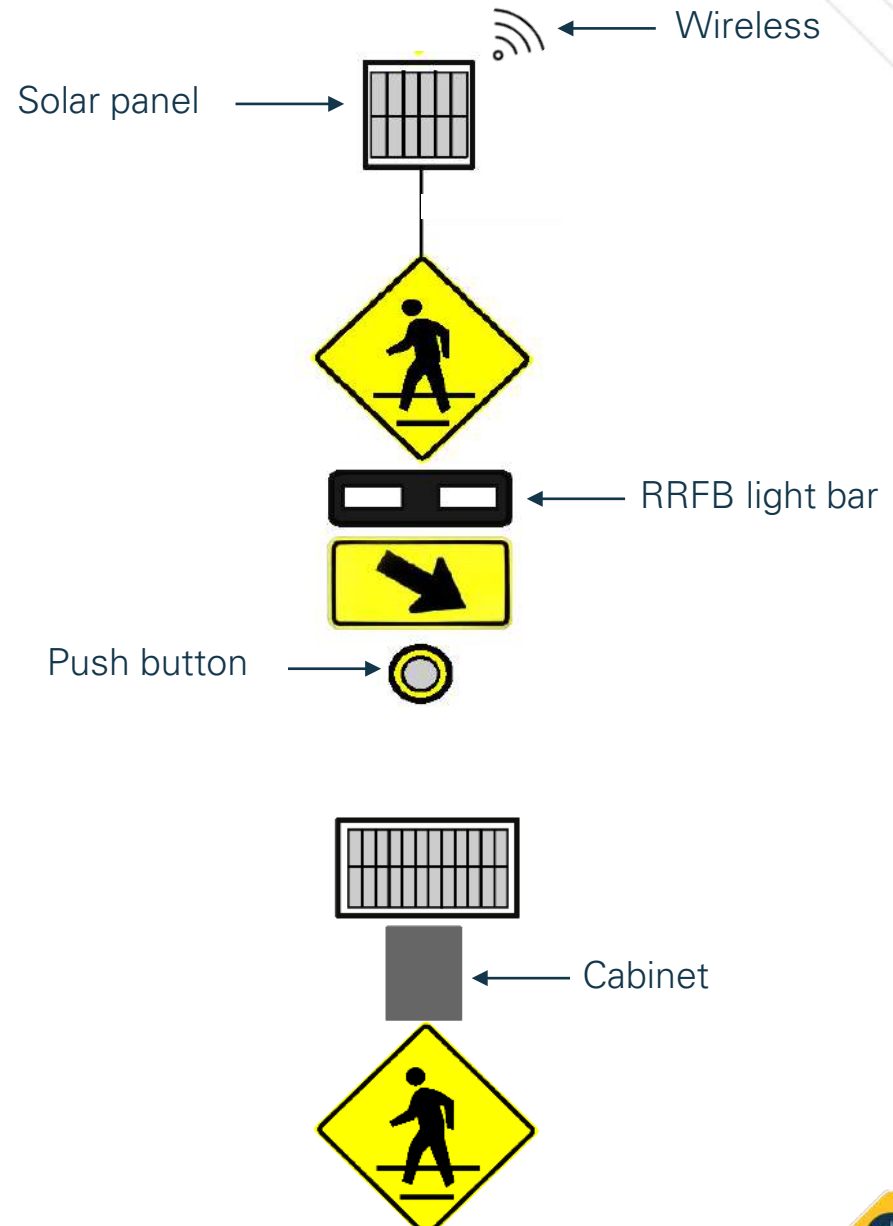
Equipment Options

Based on Carmanah RRFB models:

- [R920-E](#)
- [R920-F](#)
- [SC315-G](#)

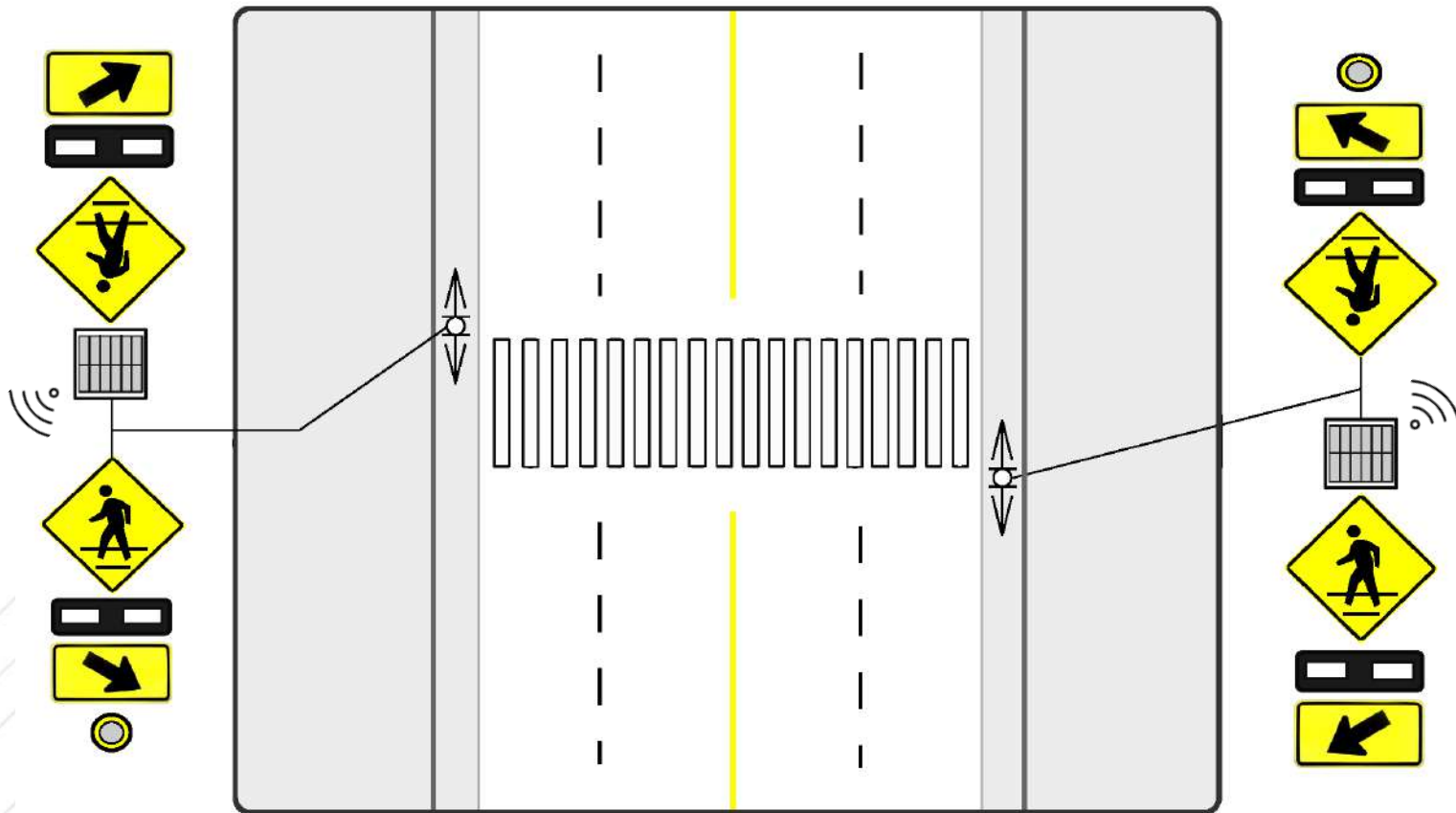
Provides options for:

- Built-in wireless functionality, or
- Trenching some or all of wiring



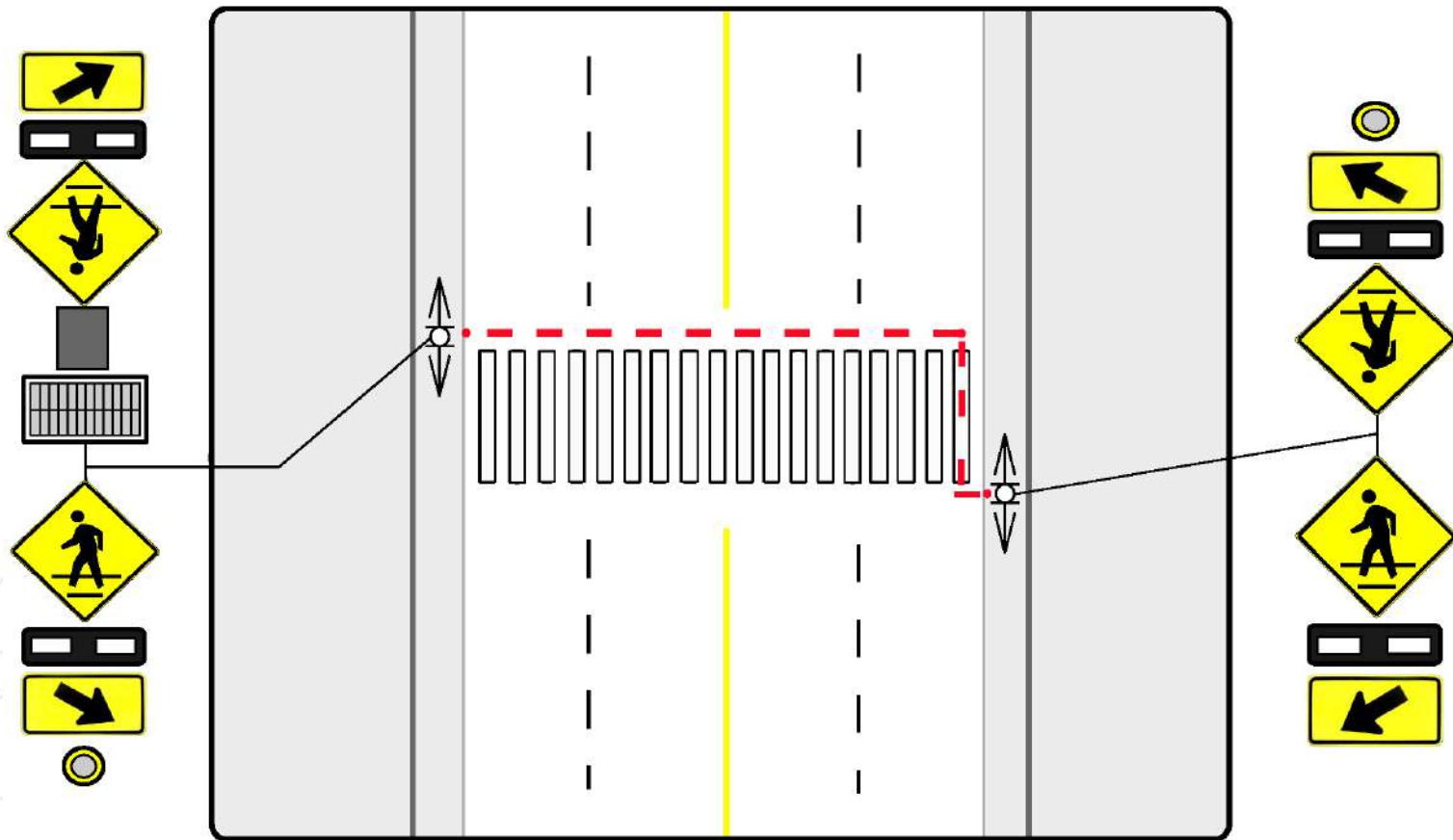
Standard Two-Way Road

Solar-powered with wireless communication



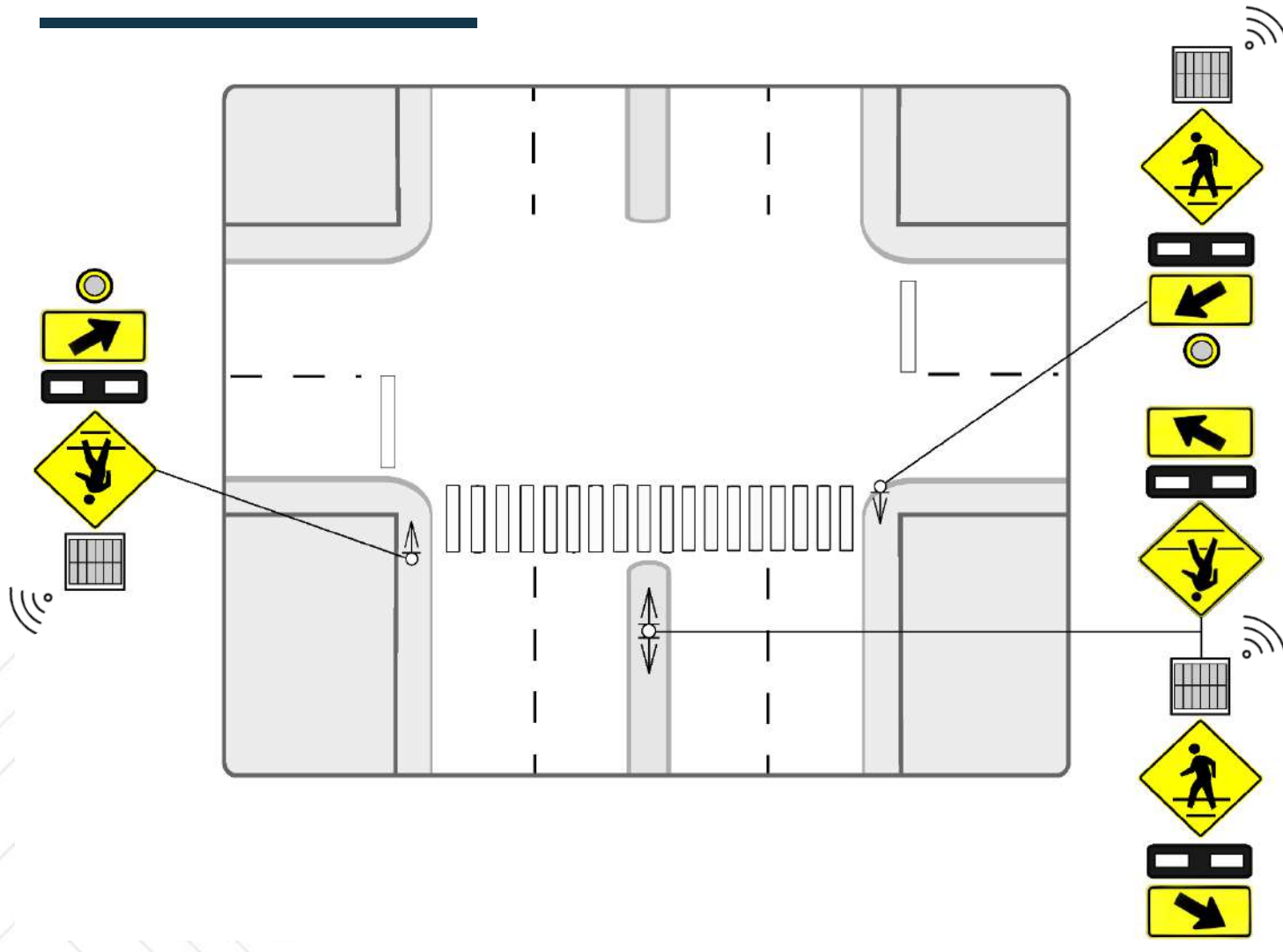
Standard Two-Way Road

Solar-powered with hardwiring



Median Two-Way Road

Solar-powered with wireless communication

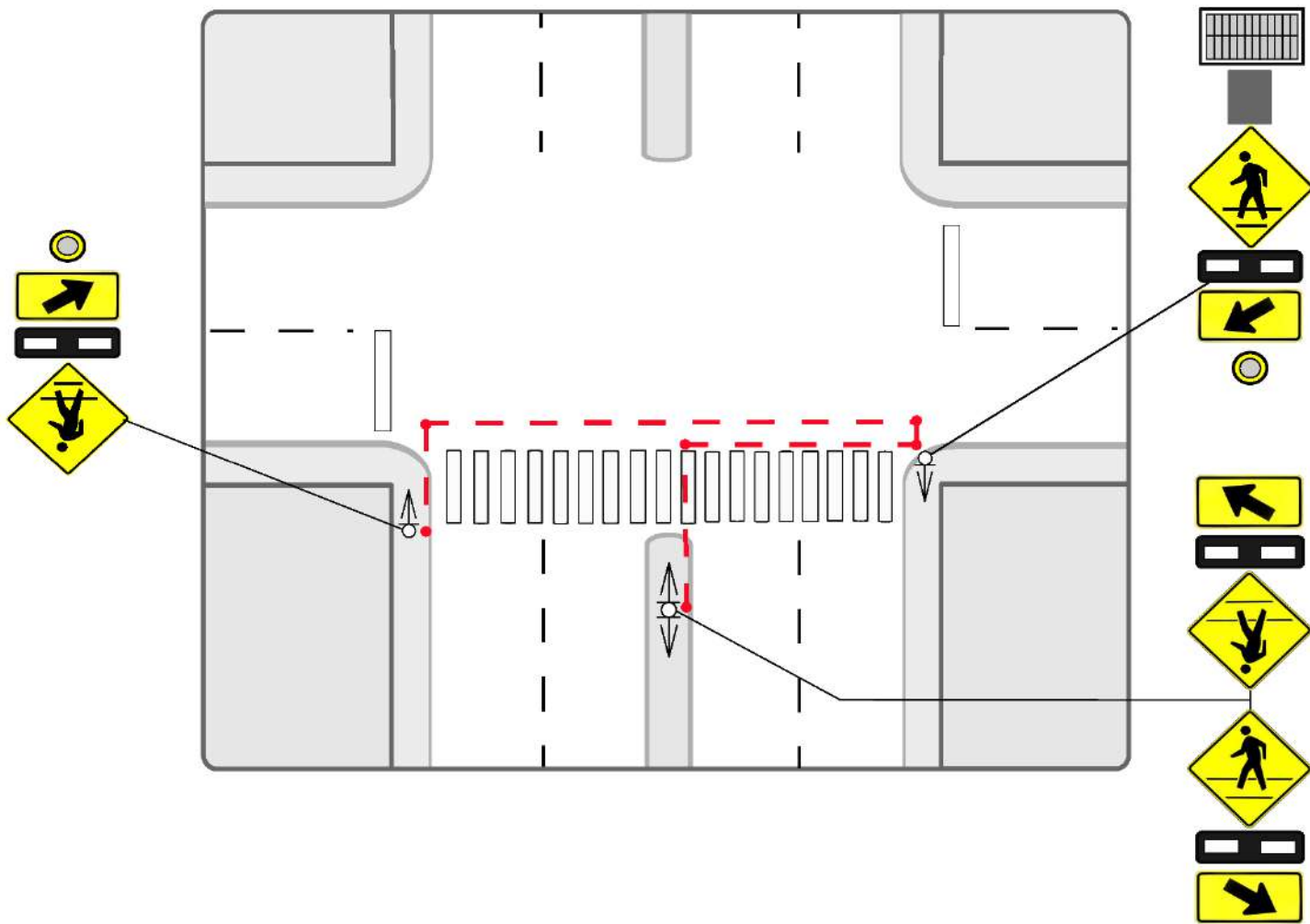


Solar-powered with wireless and partial hardwiring

Solar-powered with wireless and partial hardwiring

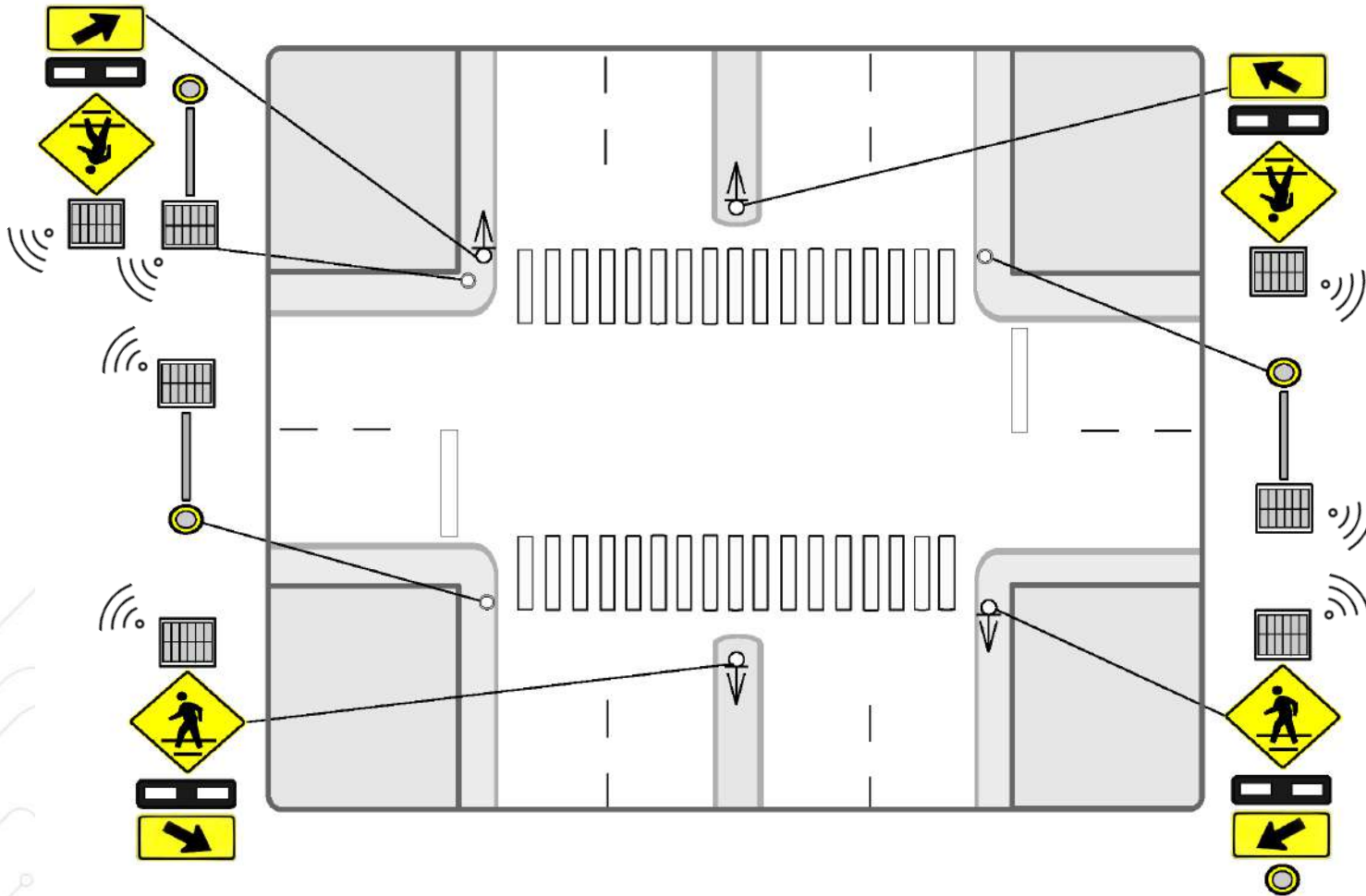


Solar-powered with hardwiring



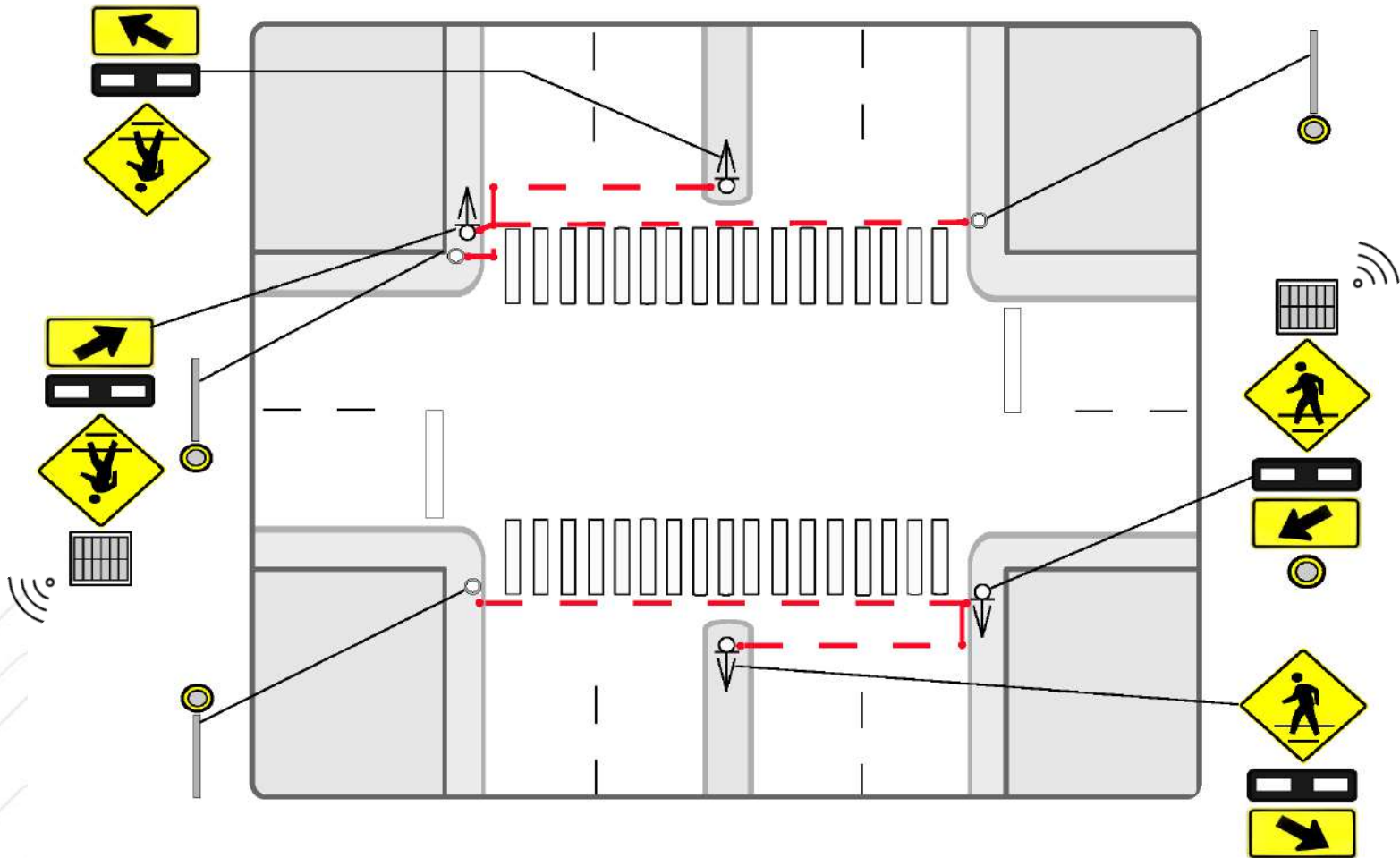
Parallel Crosswalk with Median

Solar-powered with wireless communication



Parallel Crosswalk with Median

Solar-powered with wireless and partial hardwiring



Resources

Learn more:

- [Rectangular Rapid Flashing Beacons](#)
- [School Zone Safety: Rectangular Rapid Flashing Beacons](#)
(6 min. video)

Stay connected with us!



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