

City Manager
Matt Andrews

Assistant City Manager
Brody Flint

City Recorder
Brittany Fowers



Mayor
Robert Dandoy

Council Members
Ann Jackson
Diane Wilson
Joe Paul
Randy Scadden
Sophie Paul

ROY CITY COUNCIL SPECIAL WORK SESSION AGENDA **OCTOBER 17, 2023 – 5:30 P.M.**

ROY CITY COUNCIL CHAMBERS 5051 S 1900 W ROY, UTAH 84067

This meeting will be streamed live on the Roy City YouTube channel.

A. Welcome & Roll Call

B. Discussion Items

1. Traffic/Crosswalk Beacons
2. Transient Room Tax
3. Aquatic Center Rentals
4. 2024 Roy Days Recommendations

C. City Manager & Council Report

D. Adjournment

In compliance with the Americans with Disabilities Act, persons needing auxiliary communicative aids and services for these meetings should contact the Administration Department at (801) 774-1020 or by email: admin@royutah.org at least 48 hours in advance of the meeting.

Pursuant to Section 52-4-7.8 (1)(e) and (3)(B)(ii) "Electronic Meetings" of the Open and Public Meetings Law, Any Councilmember may participate in the meeting via teleconference, and such electronic means will provide the public body the ability to communicate via the teleconference.

Certificate of Posting

The undersigned, duly appointed City Recorder, does hereby certify that the above notice and agenda was posted in a public place within the Roy City limits on this 13th day of October 2023. A copy was also posted on the Roy City Website and Utah Public Notice Website on the 13th day of October 2023.

Visit the Roy City Web Site @ www.royutah.org

Roy City Council Agenda Information – (801) 774-1020

Brittany Fowers
City Recorder



Roy City Council Agenda Worksheet

Roy City Council Meeting Date: 17 Oct 2023 Work Session

Agenda Item Number: Discussion Item #1

Subject: Traffic / Crosswalk Beacon

Prepared By: Matt Andrews / Bob Dandoy

Background:

- In the 2 May 2023, City Council meeting family members around 4000 South requested the city to place a Hybrid Flashing Crosswalk Beacon on 4000 South. During the meeting it was suggested that the city could do it immediately without guidance from an Engineering Study. The Council approved the city staff to place the beacon at the 4000 South Crosswalk. That beacon is now in place.
- In the 18 July 2023, City Council meeting there was a discussion on speeding concerns on Midland Drive. Additional speeding sensors were ordered.
- In the 15 Aug 2023, City Council Meeting there was a discussion on a 4-way Stop Sign at 5175 S 2500 W.
 - During the 8/15/2023 Council Meeting, David & Carrie Mcilrath proposed a request for a four-way stop sign to be installed at 2500 W 5175 S.
 - David pointed out the seriousness of recent accidents and lack of visibility that prompted their request after a family member was involved in an accident at the intersection.
 - Mayor Dandoy stated it was worth looking into and he would ask for information from Police Chief Gwynn.
 - Police Chief Gwynn has provided the following:
 - Since 2017 there have been 3 accidents. Accidents included are 2 auto v auto accidents and 1 auto-pedestrian accident with the auto-pedestrian accident being the most recent in 2023.

It was directed that this issue be addressed in a separate Council Work Session.

- During the 5 Sept 2023 City Council meeting in public comments there was a discussion about the need for a flashing pedestrian light at 5757 South 4300 West.
- During the 5 Sep 2023, City Council in the Public Comment period there was a discussion on a 3 way STOP at 2175 West 2500 South.

Discussion:

- See attached document.

Recommendation (Information Only or Decision): Information Only

Contact Person / Phone Number: Matt Andrews / Bob Dandoy

September 22, 2023



TRANSPORTATION ENGINEERING

RE: 2500 West and 5175 South Stop Sign Warrant, Roy, Utah

This memo presents the Stop Sign Warrant (Multi-Way) for the intersection of 2500 West and 5175 South in Roy, Utah. The intersection is currently operating as a two way stop controlled intersection with free north/south direction and stop controlled in the east/west direction. The intersection is a single lane in each direction and both roads have a posted speed limit of 25 MPH. The site location is shown in Figure 1. The intersection looking southbound from the north is shown in Figure 2.

Figure 1: Aerial of 2500 West and 5175 South Intersection

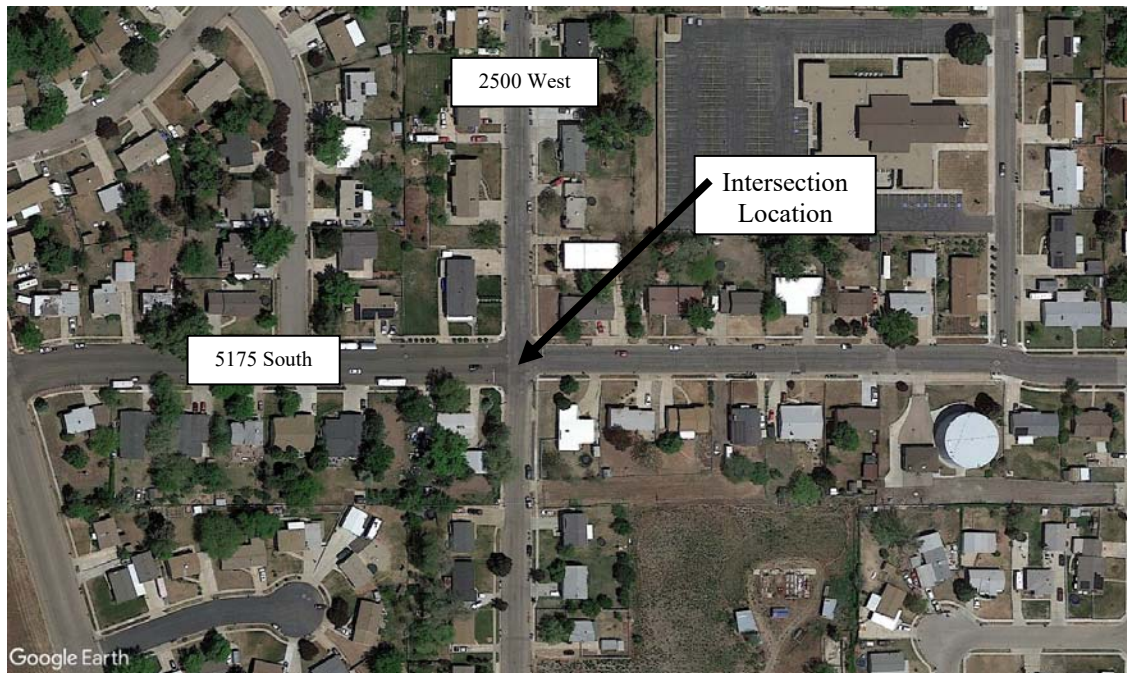


Figure 2: Southbound at 2500 West and 5175 South Intersection



2500 West and 5175 South are classified by Roy City (Figure 6 Transportation Master Plan) as Residential Roadways.

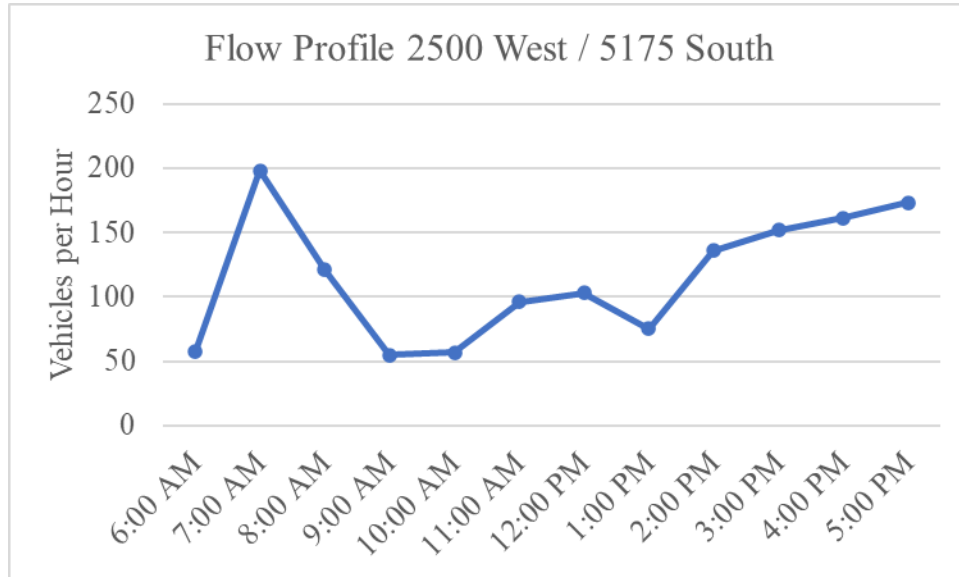
Existing Traffic Data

Existing traffic data was collected at the intersection of 2500 West / 5175 South from 6:00 AM to 6:00 PM on September 14, 2023. The hourly traffic counts are shown in Table 1 and the flow profile of the day is shown in Figure 3. The overall peak and AM peak hour occurred between 7:00 – 8:00 AM. The PM peak occurred between 5:00 – 6:00 PM.

Table 1: Existing Traffic Counts

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
6:00 AM	7:00 AM	4	9	0	2	3	3	0	15	4	0	16	2	58
7:00 AM	8:00 AM	16	29	0	7	13	13	2	49	19	3	46	1	198
8:00 AM	9:00 AM	8	18	2	4	15	14	3	30	8	2	16	1	121
9:00 AM	10:00 AM	9	8	3	3	6	3	4	8	0	2	9	0	55
10:00 AM	11:00 AM	10	13	1	3	5	5	1	7	4	0	8	0	57
11:00 AM	12:00 PM	6	13	0	1	12	15	2	22	2	1	21	1	96
12:00 PM	1:00 PM	7	15	0	5	18	11	2	25	6	1	9	4	103
1:00 PM	2:00 PM	0	8	1	2	13	10	5	11	5	2	14	4	75
2:00 PM	3:00 PM	2	26	1	10	26	19	4	26	7	0	14	1	136
3:00 PM	4:00 PM	6	25	3	7	31	28	2	33	1	3	12	1	152
4:00 PM	5:00 PM	14	25	3	7	31	28	2	33	1	3	12	2	161
5:00 PM	6:00 PM	13	21	6	6	30	25	8	32	8	3	15	6	173
Sum		91	201	20	55	200	171	35	276	61	20	176	21	
		Northbound			Eastbound			Southbound			Westbound			
Directional Sum		312			426			372			217			

Figure 3: Flow Profile at 2500 West / 5175 South Intersection



Level of Service Analysis

The Highway Capacity Manual (published by the Transportation Research Board) defines the Level of Service (LOS) for both signalized and unsignalized intersections as a range of average experienced delay. LOS is a qualitative rating of traveler satisfaction from A to F whereby LOS A is good and LOS F is poor. Table 2 shows the LOS range by delay for unsignalized and signalized intersections and accesses.

Table 2: Intersection LOS-Delay Relationship

	Unsignalized	Signalized
Level of Service	Total Delay per Vehicle (sec)	Total Delay per Vehicle (sec)
A	≤ 10.0	≤ 10.0
B	> 10.0 and ≤ 15.0	> 10.0 and ≤ 20.0
C	> 15.0 and ≤ 25.0	> 20.0 and ≤ 35.0
D	> 25.0 and ≤ 35.0	> 35.0 and ≤ 55.0
E	> 35.0 and ≤ 50.0	> 55.0 and ≤ 80.0
F	> 50.0	> 80.0

Source: Highway Capacity Manual

The intersection is evaluated in the critical peak hour (7:00 – 8:00 AM) with the existing control (N/S Free, E/W Stop) and as a 4 way stop control intersection. Table 3 shows the level of service analysis results.

The analysis indicates that the intersection will operate with side street delay at LOS B as a two way stop controlled intersection and LOS A for all approaches as a four way stop.

Table 3: Intersection Level of Service

	EB	WB	NB	SB	INT
Existing Geometry (E/W Stop)	10.3/B	9.6/A	0.2/A	2.6/A	4.9/A
Existing Geometry (All-Way Stop)	7.6/A	7.3/A	7.5/A	7.6/A	7.5/A

Stop Sign Warrant

Section 2B.07 of the MUTCD for Multi-Way Stop Applications states:

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The traffic on 5175 South is approximately 95% of the traffic along 2500 West. The roads are approximately equal in volume. Per this guideline, this is an appropriate location for an all-way stop controlled intersection.

02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

03 The decision to install multi-way stop control should be based on an engineering study.

04 The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

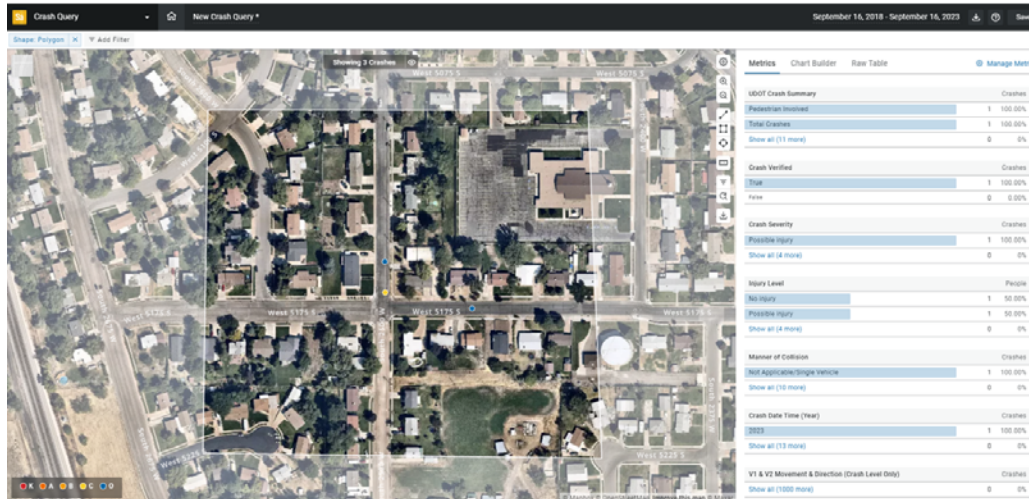
- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

Not applicable

- B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*

Crash data was evaluated over the last 5 years. There were three total accidents. Two involving parked cars and one involving a pedestrian. All three were possible or minor injury accidents. Figure 4 shows the accident report. **Criteria Not Met**

Figure 4: 2500 West / 5175 South Accident Summary



C. *Minimum volumes:*

1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*

Currently the volumes on major street do not meet this requirement for any hour.

Criteria Not Met.

2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*

Volumes on minor street are not met for any hour. Delay on side street does not exceed 30 seconds. **Criteria Not Met.**

3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*

No speed data was collected however the posted speed is 25 MPH therefore it is unlikely that this criteria is met. **Criteria Not Met.**

No minimum volumes warrants are met at this location.

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Criteria Not Met.

Option:

05 Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts; **Criteria Not Met.**
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes; **Criteria Not Met.**
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and

There is a potential sight triangle infringement for the eastbound direction due to foliage on the southwest corner of the intersection. Sight Triangle requirements comes from AASHTO Green Book which provides the minimum and recommended sight distance to provide sufficient sight triangles that allow for vehicles to enter and exit the roadway safely. The AASHTO requirements are shown in Table 4. The approximate sight triangles for Case B1 are shown in Figure 5.

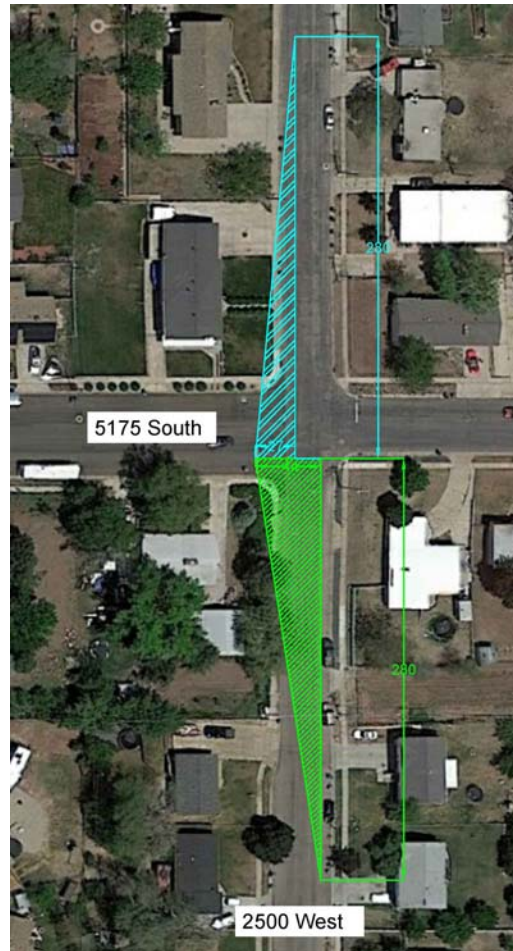
Table 4: AASHTO Sight Distance Requirements

Sight Triangle Sight Distance (ft)								
From Minor Street	Case	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph
Left Turn	B1	280	335	390	445	500	555	610
Right Turn	B2	240	290	335	385	430	480	530

TS – Two-Way Stop

The information comes from the AASHTO Green Book, Exhibit 3-1 on page 3-4 and 3-5 for Stopping Sight Distance and Intersection Sight Triangle – p 9-38 to -p 9-51.

Figure 5: Case B1 Approximate Sight Triangles



Sight triangle infringement appears to exist for eastbound traffic on southwest corner of the intersection for the traffic approaching from the right. **Criteria Met**

- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

5175 South and 2500 West have similar classifications, volumes and cross sections. **Criteria Met.**

Per Section 2B.07 of the MUTCD, a Multi-Way Stop is warranted at this location per Other Criteria C and D.

Summary

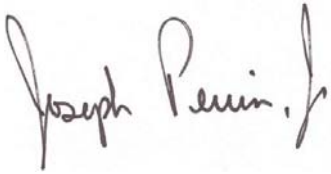
The intersection of 2500 West and 5175 South in Roy, Utah was evaluated as a potential all-way stop location. The intersection is currently operating as a two way stop controlled intersection with free north/south direction and stop controlled in the east/west direction. The level of service analysis indicates that the intersection operates with side street delay at LOS B as a two way stop controlled intersection and LOS A for all approaches as a four way stop. The overall LOS for the intersection increases as an all-way stop but is still at LOS A.

Per Section 2B.07 of the MUTCD, a Multi-Way Stop is warranted at this location per Other Criteria C and D. The traffic on 5175 South is approximately 95% of the traffic along 2500 West. The roads are approximately equal in volume, classification and design. As both roads are very similar this suggests this location is a good candidate for an all-way stop. A sight triangle infringement appears to exist for eastbound traffic on southwest corner of the intersection for the traffic approaching from the right, this sight triangle infringement causes the intersection to warrant an all-way stop or clearing of vegetation to remove the visual impairment.

Please let me know if you have any questions.

Sincerely,

A-Trans Engineering

A handwritten signature in dark ink, appearing to read "Joseph Perrin, Jr.", with a stylized flourish at the end.





Joseph Perrin, PhD, PE, PTOE
Principal

HCM 6th TWSC
1: 2500 West & 5175 South

09/21/2023

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	46	1	7	13	13	2	49	19	16	29	1
Future Vol, veh/h	3	46	1	7	13	13	2	49	19	16	29	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	54	1	8	15	15	2	58	22	19	34	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	161	157	35	173	146	69	35	0	0	80	0	0
Stage 1	73	73	-	73	73	-	-	-	-	-	-	-
Stage 2	88	84	-	100	73	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	804	735	1038	790	745	994	1576	-	-	1518	-	-
Stage 1	937	834	-	937	834	-	-	-	-	-	-	-
Stage 2	920	825	-	906	834	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	771	725	1038	736	735	994	1576	-	-	1518	-	-
Mov Cap-2 Maneuver	771	725	-	736	735	-	-	-	-	-	-	-
Stage 1	936	823	-	936	833	-	-	-	-	-	-	-
Stage 2	888	824	-	834	823	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.3		9.6		0.2		2.6					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1576	-	-	732	819	1518	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.08	0.047	0.012	-	-				
HCM Control Delay (s)	7.3	0	-	10.3	9.6	7.4	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-				

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	46	1	7	13	13	2	49	19	16	29	1
Future Vol, veh/h	3	46	1	7	13	13	2	49	19	16	29	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	54	1	8	15	15	2	58	22	19	34	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.3	7.5	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	6%	21%	35%
Vol Thru, %	70%	92%	39%	63%
Vol Right, %	27%	2%	39%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	50	33	46
LT Vol	2	3	7	16
Through Vol	49	46	13	29
RT Vol	19	1	13	1
Lane Flow Rate	82	59	39	54
Geometry Grp	1	1	1	1
Degree of Util (X)	0.091	0.069	0.043	0.063
Departure Headway (Hd)	3.988	4.2	4.021	4.224
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	890	844	879	840
Service Time	2.05	2.271	2.1	2.289
HCM Lane V/C Ratio	0.092	0.07	0.044	0.064
HCM Control Delay	7.5	7.6	7.3	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.1	0.2

September 22, 2023



RE: 4300 West & 5750 South Crosswalk Enhancement Evaluation, Roy, Utah

The purpose of this memo is to discuss the pedestrian treatment options for the existing pedestrian crossing located along 4300 West at 5750 South in Roy, Utah. The crossing is currently indicated by pavement marking and signage. The purpose of this pedestrian evaluation is to:

- evaluate the crossing usage,
- evaluated the need for enhanced control
- provide options for pedestrian control / protection enhancements.

The crossing location is shown in Figure 1 and the existing crossing features are shown in Figure 2.

Figure 1: Pedestrian Crossing Location



P.O. Box 521651 Salt Lake City, UT 84152
(801) 949-0348 atrans@comcast.net

Figure 2: Existing Pedestrian Crossing



Existing Conditions

Pedestrian counts were taken at the intersection and were collected for 12 hours Thursday September 14th and Saturday September 16th using the LTAP center for data collection. The peak hour for pedestrian crossings were determined as 8:00 – 9:00 AM and 3:00 – 4:00 PM on Thursday and 12:00 – 1:00 PM on Saturday. Table 1 shows the summary of Peak Hour Data Collection.

Table 1: Data Collection Peak Hour Summary

Day	Time	Total Pedestrians	Pedestrian Groups
Thursday September 14	8:00 – 9:00 AM	9	5
Thursday September 14	3:00 – 4:00 PM	16	8
Saturday September 16	12:00 – 1:00 PM	20	11

4300 South (Rt 1483) at the crosswalk location has one northbound lane and one southbound lane with 42 feet of asphalt. UDOT Traffic on Utah Highways 2021 has a recorded AADT of 1,086 veh/day. The posted speed along 4300 West is 25 MPH.

Speed Data

Speed data was collected on Thursday September 14, 2023 along 4300 West near the pedestrian crossing. A summary of the collected data is shown in Table 2.

Table 2: Speed Data Summary

	Northbound (MPH)	Southbound (MPH)
Average	29	28
85 th Percentile	35	31

The posted speed along 4300 West is 25 MPH. The average speed along this section is 29 MPH NB and 28 MPH SB which is within 5 MPH of the posted speed. The 85th Percentile speed exceeds 30 MPH with 35 MPH NB and 31 MPH SB. This road is functioning and as collector and the speed data suggests that a posted speed of 30 MPH is probably more appropriate.

HAWK Beacon Warrant Analysis

Two MUTCD warrants are performed for this location to determine if a HAWK crossing or Pedestrian Hybrid Beacon would be appropriate at this location. They are summarized below.

Section 4C.05 Warrant 4, Pedestrian Volume

Support: The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

Standard: The need for a traffic control signal at an intersection or midblock crossing shall be considered if an engineering study finds that one of the following criteria is met:

A. For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in Figure 4C-5; or **(none of the processed peak hours are above the curve – Warrant Not Met)**

B. For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in Figure 4C-7. **(critical peak hour applied - Warrant Not Met)**

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume

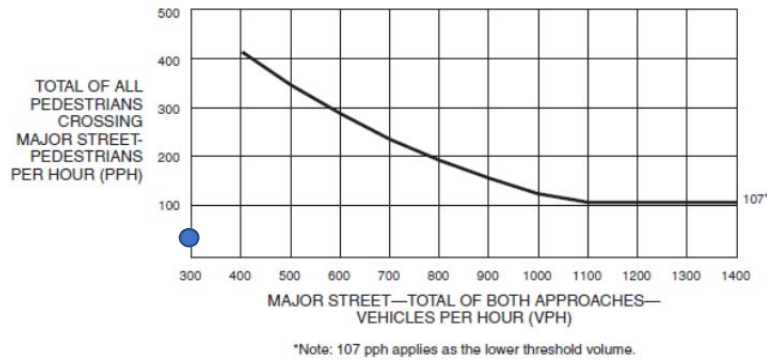
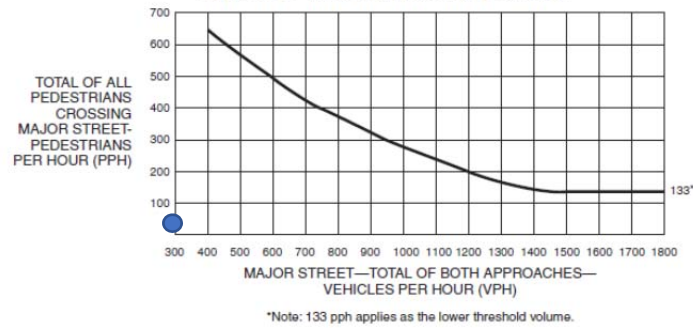


Figure 4C-7. Warrant 4, Pedestrian Peak Hour



A pedestrian signal warrant is not met at this location.

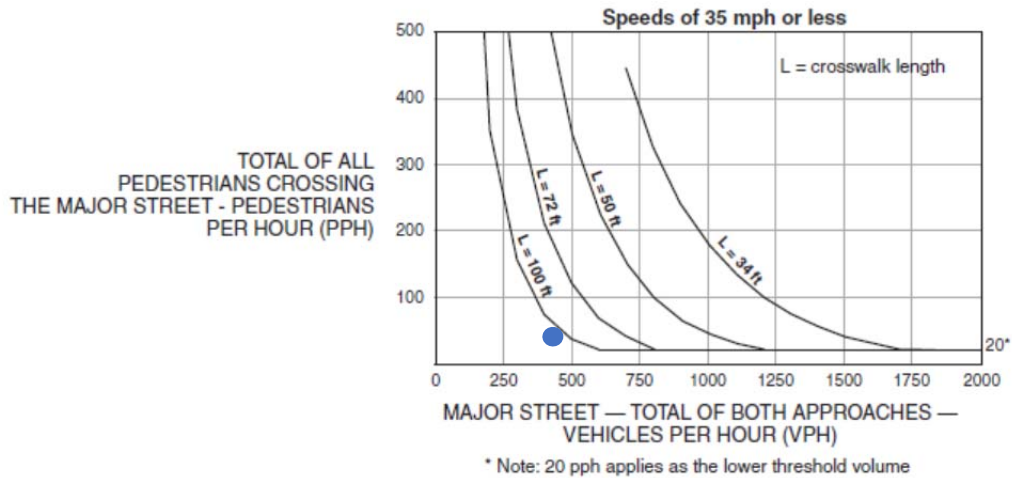
Section 4F.01 Application of Pedestrian Hybrid Beacons

Support: A pedestrian hybrid beacon is a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.

Standard: If used, pedestrian hybrid beacons shall be used in conjunction with signs and pavement markings to warn and control traffic at locations where pedestrians enter or cross a street or highway. A pedestrian hybrid beacon shall only be installed at a marked crosswalk.

For a major street where the posted or statutory speed limit or the 85th-percentile speed is 35 mph or less, the need for a pedestrian hybrid beacon should be considered if the engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4F-1 for the length of the crosswalk. **(Critical peak hour applied for 42 ft crosswalk - Warrant Not Met)**

Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways



A pedestrian hybrid beacon warrant is not met at this location.

Unsignalized Pedestrian Crossing Evaluation

The Federal Highways Administration (FHA) has released a Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations. (July 2018). Enhanced crosswalks are pedestrian crossing countermeasures used in addition to the pavement markings typically used at pedestrian crossings. FHWA's Table 1: Application of pedestrian crash countermeasures by roadway feature is shown below and a summary of countermeasures deemed appropriate are shown in Table 3.

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	1 2 3 4 5 6	1 5 6 7 9	1 5 6 7 9	1 4 5 6 7 9	1 5 6 7 9	1 5 6 7 9	1 4 5 6 7 9	1 5 6 7 9	1 5 6 9
3 lanes with raised median (1 lane in each direction)	1 2 3 4 5	1 5 6 7 9	1 3 5 6 7 9	1 3 4 5 7 9	1 3 5 6 7 9	1 3 5 6 7 9	1 3 4 5 7 9	1 3 5 6 7 9	1 3 5 6 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	1 2 3 4 5 6 7 9	1 5 6 7 9	1 3 5 6 7 9	1 3 4 5 6 7 9	1 3 5 6 7 9	1 3 5 6 7 9	1 3 4 5 6 7 9	1 3 5 6 7 9	1 3 5 6 9
4+ lanes with raised median (2 or more lanes in each direction)	1 3 5 6 7 8 9	1 5 6 7 8 9	1 3 5 6 8 9	1 3 5 6 7 8 9	1 3 5 6 7 8 9	1 3 5 6 8 9	1 3 5 6 7 8 9	1 3 5 6 8 9	1 3 5 6 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	1 3 5 6 7 8 9	1 5 6 7 8 9	1 3 5 6 8 9	1 3 5 6 7 8 9	1 3 5 6 7 8 9	1 3 5 6 8 9	1 3 5 6 7 8 9	1 3 5 6 8 9	1 3 5 6 8 9

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**

*Refer to Chapter 4, "Using Table 1 and Table 2 to Select Countermeasures," for more information about using multiple countermeasures.

**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

Table 3: Data Collection Peak Hour Summary

1	High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs. Crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.
2	Raised Crosswalk
4	In-Street Pedestrian Crossing sign
5	Curb extension
6	Pedestrian refuge island

Summary and Recommendations

Per the MUTCD a Pedestrian Signal (HAWK) and a Pedestrian Hybrid Beacon (RRFB) are not warranted at this location. Per the FHWA at a minimum, high-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs should occur at this location. This criteria has already been met by existing features.

Additional enhancements that are warranted at this location include:

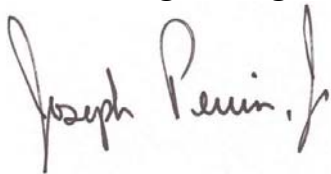
- A raised crosswalk as a tactile method of alerting drivers to the crosswalk
- The addition of in-street pedestrian crossing signs
- Add curb extensions along 4300 West to alert drivers of the crossing location
- Add a pedestrian refuge island in center of roadway.



Please let me know if you have any questions.

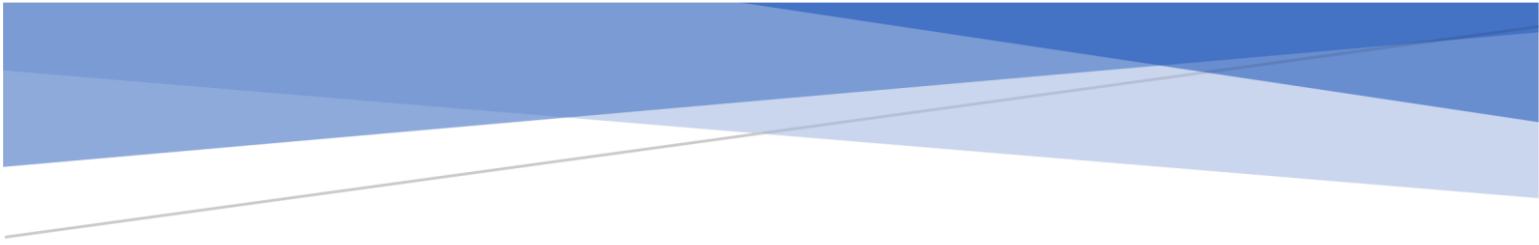
Sincerely,

A-Trans Engineering



Joseph Perrin, PhD, PE, PTOE
Principal

P.O. Box 521651 Salt Lake City, UT 84152
(801) 949-0348 atrans@comcast.net



DRAFT TRAFFIC AND CROSSWALK RELATED IMPROVEMENTS

Robert Dandoy, Mayor Roy City
rdandoy@royutah.org
Sept XX, 2023

Issue:

- Often the Mayor, City Council members, and/or Senior leadership will receive a resident request to address a traffic / pedestrian issue. Whether the request be speeding vehicles on city streets, addition of intersection stop signs, and/or pedestrian protection on crosswalks, we are continually asked to address these types of concerns. The question is, how are we expected to fix the problem, assuming there is a problem. How do we take a traffic / speeding study and decide whether it provides the required justifiable information for the City Council to approve the placement of a device on a street and/or crosswalk!

Background:

- The US Department of Transportation - Federal Highway Administration published “The Manual on Uniform Traffic Control Devices (MUTCD)” that sets minimum standards and provides guidance to ensures uniformity of traffic control devices across the nation. Specifically, the manual states; “the MUTCD is incorporated by reference in 23 Code of Federal Regulations (CFR), Part 655, Subpart F and shall be recognized as the national standard for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel”.
- Embedded within this manual are engineering and safety study requirements that can be and should be used to justify placing specific devices on streets and crosswalks.
- The MUTCD information found in Attachment 1, should be used to help the City Council and Senior Staff to address speeding, intersection stop signs, and pedestrian hybrid beacons requests from residents.
- There are two basic terms used in addressing traffic / pedestrian safety devices. They are Traffic Control Devices and Traffic Calming Devices. Details are provided to help understand the differences in these devices.
 - It is important to note that Traffic Calming Devices are used to physically slow traffic down on city streets and NOT Traffic Control Devices such as stop signs. The MUTCD, Section 2B.04 Right-of-Way at Intersections states “YIELD” or “STOP” signs should not be used for speed control.
- Traffic Control Devices are all signs, signals, markings, and other devices used to regulate, warn, or guide traffic (see Figure 1).



Figure 1

Traffic Control Devices are critical for the safe and efficient transportation of people and goods. This Manual on Uniform Traffic Control Devices (MUTCD) is referenced in Utah Code, Title 41, Chapter 6a,

Section 301, and is recognized as the State of Utah standard for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel.

- Traffic Calming Devices are tools to combat speeding and other unsafe behaviors of drivers in the neighborhoods. They are physical devices to include speed humps, speed cushions, chicanes, traffic circles, chokers, and lane narrowing to name a few (see Attachment 2). In addition, there are visual devices such as radar speeding signs. Such physical and visual reminder tools normally slow cars to between 10 and 25 miles per hour.
 - Radar speed signs (also known as driver feedback signs, speed display signs, “YOUR SPEED” signs, and radar speed displays) are traffic calming devices designed to slow speeders down by alerting them of their speed.

Discussion / Recommendation:

- Over the years when resident requests have asked for solutions to traffic and pedestrian related issues, the City Council has called for traffic / speed studies to determine the best and appropriate mitigating action. Samples of these studies are in Attachment 3. Not all resident requests resulted in conducting a study and not all completed studies resulted in changes. The process to effectively address a resident concern is sometimes hit or miss, or as we seen recently with the request for a rectangular rapid-flashing beacon at the crosswalk on 4000 south, completely arbitrary. The challenge is to determine an effective way to ensure the resident request to fix a traffic / pedestrian issue is justified. If it found to be justifiable, we fix it. If it found not to be, then we don't. The city can afford to place Traffic Control or Calming Devices everywhere based on the desires of residents.
- This document addresses the top three (3) resident requests for speeding mitigation, intersection stop signs, and pedestrian hybrid beacons. Since the requests are different, the approach is also different and requires that we discuss each of them separately.
 - **Vehicles traveling at high speeds on city streets.**
 - Routinely, the city gets requests from concerned residents about vehicles speeding through their neighborhoods. The Roy City Police Department does what it can to manage the situations, but they can't be everywhere at the same time. Certainly, concentrated patrols in specific areas have found good success, but it is not sustainable without more law enforcement.
 - The importance of reducing vehicle speeds cannot be overstated in an area where there is potential for conflict between a pedestrian and a motor vehicle. The slower the speed of the motor vehicle, the greater the chances are for survival for the pedestrian. This point is made clear in Figure 2.

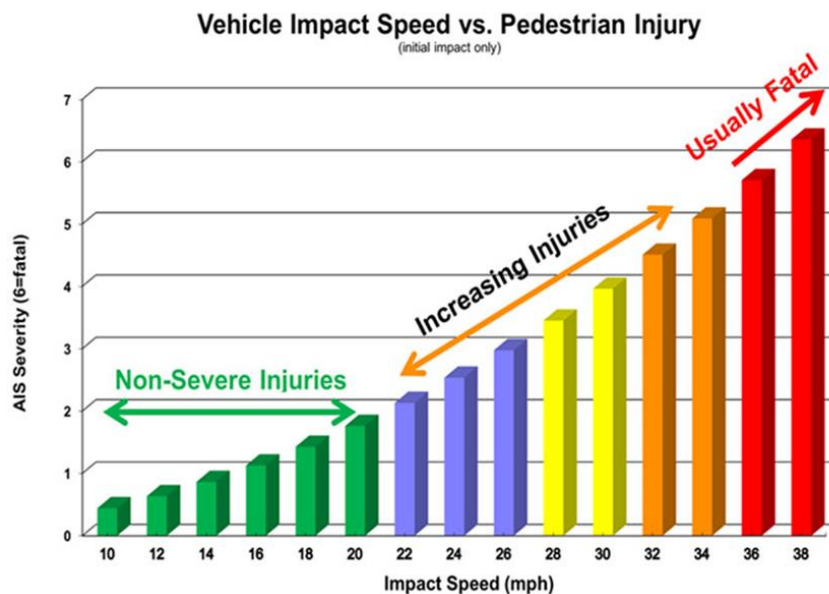


Figure 2

- There are a few ways that the City Council and Leaders can address speeding complaints within the city.
 - First, the City Council can direct a Speed Study be conducted to assess the existing speeding conditions. Pass samples of these type of studies are found in Attachment 3. These can be done using active patrol officers or the installation of passive speed sensors. From the study, leadership can better assess the appropriate way to address the issue to include take no action. Assuming some action needs to be done, certainly implementing traffic control devices and/or installing traffic calming devices can be considered.
 - The use of Traffic Control Devices to address speeding can be considered. The Manual on Uniform Traffic Control Devices, Section 2B.13 Speed Limit Sign (see attachment 1) states:
 - Speed zones (other than statutory speed limits) shall only be established based on an engineering study that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.
 - Utah Code 41-6a-603 “Speed Limits Established by Counties and Municipalities” authorizes the City Council to adjust limits without the need for a traffic engineering and safety study. Although it may appear that Utah Code is conflicting to Federal Code, there is no conflict here since the Federal Highway Administration’s MUTCD document does allow the legislative body to establish statutory speeding limits without a study.
 - When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th-percentile speed of free-flowing traffic. The Speed Study will help determine this.
 - There are streets within Roy City with speed limits under what would be normally found in other areas. This could be a root cause for speeding complaints. The City Council can change the speed limits to bring the regulatory requirements more in line with the existing conditions. The Speed Study can help determine this type of situation.
 - Second, City leadership can have a traffic engineering and safety study completed much like UDOT would do, that includes:
 - the design speeds.
 - prevailing vehicle speeds.
 - accident history.
 - highway, traffic, and roadside conditions, and
 - other highway safety factors.

There is no requirement to conduct a traffic engineering and safety study but undoubtedly leadership can have one done to help determine the appropriate next step in resolving a speeding problem. This will require a licensed transportation engineer to conduct the detail study. Information from a speed study would be used.
 - Third, based on a traffic engineering and safety study and expected recommendation, the City Council / leadership can consider implementing traffic calming devices to help mitigate vehicle speeding issue. This option can provide a solution but with it comes with an expense.
 - The Federal Highway Administration (FHWA) defines the primary purpose of Traffic Calming Devices is to support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network. Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception means to produce desired effects.
 - The typical traffic calming devices are physical changes to the streets. They include speed humps, speed cushions, chicanes, traffic circles, chokers, and lane narrowing.

They can be more passive devices that remind drivers of speed such as radar speeding signs.

- It is important to know that for a traffic calming device effort to be successful and effective, the city must get the directly affected property owners involved in the process.

▪ **Recommendation:**

- If city leadership is requested to address a vehicle speeding problem on a specific street from an email, letter, and/or during a city council meeting, it is recommended we take the following steps:
 - Initially determine if the request warrants some type of study. This can be done by reviewing existing traffic data from the Police Department. If there is no supporting evidence that there is a continuous problem, monitor the situation and inform the individual(s) who requested the fix.
 - If there is supporting evidence that there could be a problem, conduct a speeding study. Determine, from the collected data if 85 percent of the recorded traffic is within 5 mph of the posted speed limit. If the 85 percent of the traffic is within the posted speed limit, establish normal patrol of the street.
 - If the data shows significantly lower percent of the traffic is within the posted speed limit, decide whether to:
 - Increase patrol on the street,
 - Change the posted speed limit, and/or
 - Conduct a more extensive traffic engineering and safety study. If the study provides justification, place a physical / passive traffic calming device(s) on the street.

○ **Establish a 4-way or 3-way Stop Signage at an Intersection.**

- It is important to determine if a request for a 3-way and/or 4-way intersection stop signs is generated from issues associated with speeding. If so, the MUTCD, Section 2B.04 Right-of-Way at Intersections states “YIELD” or “STOP” signs should not be used for speed control.
- If it is determined that there is an acceptable reason to consider a request to added STOP signs to a specific intersection, then an engineering study should be performed to justify doing it.
- The Federal Highway Administration - The Manual on Uniform Traffic Control Devices (MUTCD) states:
 - Section 2B.07 Multi-Way Stop Applications
 - Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
 - The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.
 - The decision to install multi-way stop control should be based on an engineering study.
 - The following criteria should be considered in the engineering study for a multi-way STOP sign installation:
 - A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
 - B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
 - C. Minimum volumes:
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches)

averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

- 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.
- Other criteria that may be considered in an engineering study include:
 - A. The need to control left-turn conflicts;
 - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
 - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
 - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.
- **Recommendation:**
 - If city leadership is requested to place a 3-way or 4-way stop signage at an intersection, the city will follow the approval engineering study requirements outlined in Section 2B.07 Multi-Way Stop Applications located in the Federal Highway Administration – Manual on Uniform Traffic Control Devices before authorizing additional stop signs to an intersection. This may require the hiring of an engineer with the required knowledge / skills to conduct an engineering study.
- **Install Pedestrian Hybrid Beacons at Crosswalks.**
 - Pedestrian Hybrid Beacons are effective and popular. The placement of these devices on the streets connected to the Denver & Rio Grande Rail Trail have been very effective. The city is considering the use of this type of device along 1900 West close to the fire station, and we have a request to install this device on 4300 West along the west side of Emma Russel Park. Like a normal traffic control signal, this beacon provides similar safety characteristics for crosswalks.
 - The Federal Highway Administration - The Manual on Uniform Traffic Control Devices (MUTCD) provides clear justification requirements for traffic control signals under 9 different traffic signal warrants. The manual does state a pedestrian hybrid beacon may be considered for installation to facilitate pedestrian crossings at a location that does not meet traffic signal warrants. That would be the case where existing beacons are located in the city.
 - The Federal Highway Administration - The Manual on Uniform Traffic Control Devices (MUTCD) states:
 - Section 4C.01 Studies and Factors for Justifying Traffic Control Signals (Pages 438 through 450).
 - An engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location.
 - The investigation of the need for a traffic control signal shall include an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following traffic signal warrants:
 - Warrant 1, Eight-Hour Vehicular Volume
 - Warrant 2, Four-Hour Vehicular Volume
 - Warrant 3, Peak Hour
 - Warrant 4, Pedestrian Volume

- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing
- The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.
- Section 4F.01 Application of Pedestrian Hybrid Beacons
 - A pedestrian hybrid beacon is a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk (see figure 3).

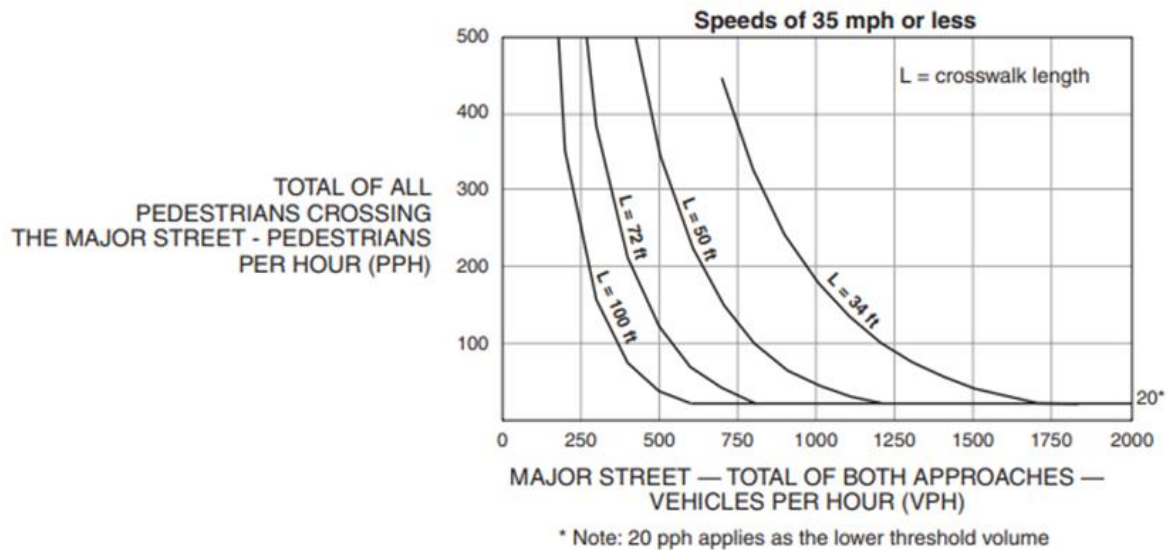
Rectangular Rapid Flashing Beacons (RRFB)



Figure 3

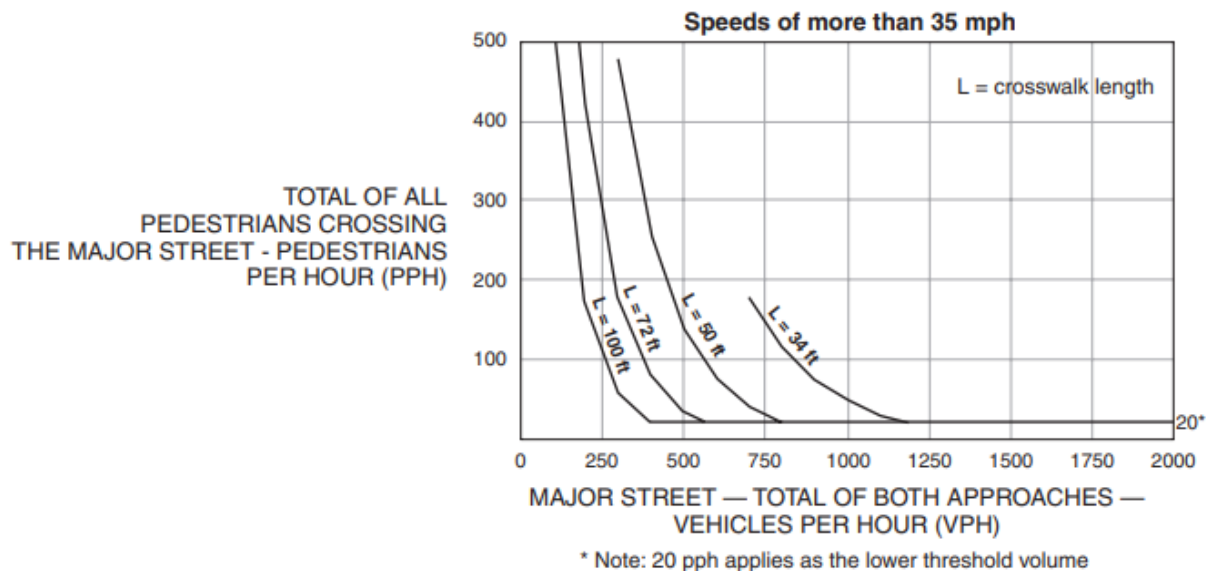
- A pedestrian hybrid beacon may be considered for installation to facilitate pedestrian crossings at a location that does not meet traffic signal warrants (see Chapter 4C), or at a location that meets traffic signal warrants under Sections 4C.05 and/or 4C.06 but a decision is made to not install a traffic control signal.
- If used, pedestrian hybrid beacons shall be used in conjunction with signs and pavement markings to warn and control traffic at locations where pedestrians enter or cross a street or highway. A pedestrian hybrid beacon shall only be installed at a marked crosswalk.
- If one of the signal warrants of Chapter 4C is met and a traffic control signal is justified by an engineering study, and if a decision is made to install a traffic control signal, it should be installed based upon the provisions of Chapters 4D and 4E.
- If a traffic control signal is not justified under the signal warrants of Chapter 4C and if gaps in traffic are not adequate to permit pedestrians to cross, or if the speed for vehicles approaching on the major street is too high to permit pedestrians to cross, or if pedestrian delay is excessive, the need for a pedestrian hybrid beacon should be considered on the basis of an engineering study that considers major-street volumes, speeds, widths, and gaps in conjunction with pedestrian volumes, walking speeds, and delay.
- For a major street where the posted or statutory speed limit or the 85th-percentile speed is 35 mph or less, the need for a pedestrian hybrid beacon should be considered if the engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4F-1 for the length of the crosswalk.

Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways



- For a major street where the posted or statutory speed limit or the 85th-percentile speed exceeds 35 mph, the need for a pedestrian hybrid beacon should be considered if the engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4F-2 for the length of the crosswalk.

Figure 4F-2. Guidelines for the Installation of Pedestrian Hybrid Beacons on High-Speed Roadways



- For crosswalks that have lengths other than the four that are specifically shown in Figures 4F-1 and 4F-2, the values should be interpolated between the curves.
- **Section 4B.04 Alternatives to Traffic Control Signals** states that since vehicular delay and the frequency of some types of crashes are sometimes greater under traffic signal control than under STOP sign control, consideration should be given to providing alternatives to traffic control signals even if one or more of the signal warrants has been satisfied. These alternatives may include, but not limited to:
 - L. Installing a pedestrian hybrid beacon.
- **Recommendation**
 - If the city leadership receives a request to place a Pedestrian Hybrid Beacon at any crosswalk, the request must first meet the criteria outlined in the Federal Highway Administration – Manual on Uniform Traffic Control Devices (MUTCD), Section 4C.01 Studies and Factors for Justifying Traffic Control Signals.
 - Selecting one of the applicable nine Warrants is appropriate when determining justification for the Pedestrian Hybrid Beacon. But if the Warrants don't fit the application, then Section 4F.01 Application of Pedestrian Hybrid Beacons should be considered. This will require the City Manager / Department Director to assign a qualified individual(s) to perform an engineering assessment on pedestrians and vehicles over a specific period and the desired location. Once the data is collected, and other measurements gathered, the use of Figure 4F-1 or 4F-2 charts in the MUTCD could establish the justification needed to move forward in establishing a pedestrian hybrid beacon or not.

Attachments:

- Attachment 1 – Applicable portion of the Manual on Traffic Control Devices (MUTCD) for Streets and Highways (2009 Edition)
- Attachment 2 - Traffic Calming Devices
- Attachment 3 - Samples of Roy City Speed Studies
- Attachment 4 - Utah Code on Motor Vehicle and Traffic
- Attachment 5 - Manual on Traffic Control Devices (MUTCD) for Streets and Highways, specifically Chapter 4 Pedestrian Hybrid Beacons (2009 Edition)

Attachment 1

Manual on Traffic Control Devices for Streets and Highways 2009 Edition

Including Revision 1 dated May 2012

Revision 2 dated May 2012

and Revision 3 dated July 2022

US Department of Transportation – Federal Highway Administration

Section 1A.09 Engineering Study and Engineering Judgment

Support:

01 Definitions of an engineering study and engineering judgment are contained in Section 1A.13.

Standard:

02 This Manual describes the application of traffic control devices but shall not be a legal requirement for their installation.

Guidance:

03 The decision to use a particular device at a particular location should be made on the basis of either an engineering study or the application of engineering judgment. Thus, while this Manual provides Standards, Guidance, and Options for design and applications of traffic control devices, this Manual should not be considered a substitute for engineering judgment. Engineering judgment should be exercised in the selection and application of traffic control devices, as well as in the location and design of roads and streets that the devices complement.

04 Early in the processes of location and design of roads and streets, engineers should coordinate such location and design with the design and placement of the traffic control devices to be used with such roads and streets.

05 Jurisdictions, or owners of private roads open to public travel, with responsibility for traffic control that do not have engineers on their staffs who are trained and/or experienced in traffic control devices should seek engineering assistance from others, such as the State transportation agency, their county, a nearby large city, or a traffic engineering consultant.

Support:

06 As part of the Federal-aid Program, each State is required to have a Local Technology Assistance Program (LTAP) and to provide technical assistance to local highway agencies. Requisite technical training in the application of the principles of the MUTCD is available from the State's Local Technology Assistance Program for needed engineering guidance and assistance.

Section 1A.10 Interpretations, Experimentations, Changes, and Interim Approvals

Standard:

01 Design, application, and placement of traffic control devices other than those adopted in this Manual shall be prohibited unless the provisions of this Section are followed.

Support:

02 Continuing advances in technology will produce changes in the highway, vehicle, and road user proficiency; therefore, portions of the system of traffic control devices in this Manual will require updating. In addition, unique situations often arise for device applications that might require interpretation or clarification of this Manual. It is important to have a procedure for recognizing these developments and for introducing new ideas and modifications into the system.

Section 1A.13 Definitions of Headings, Words, and Phrases in this Manual

64. Engineering Judgment—the evaluation of available pertinent information, and the application of appropriate principles, provisions, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. Engineering judgment shall be exercised by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. Documentation of engineering judgment is not required.

65. Engineering Study—the comprehensive analysis and evaluation of available pertinent information,

and the application of appropriate principles, provisions, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. An engineering study shall be performed by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. An engineering study shall be documented.

142. Pedestrian Hybrid Beacon—a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.

214. Speed—speed is defined based on the following classifications:

- (a) Average Speed—the summation of the instantaneous or spot-measured speeds at a specific location of vehicles divided by the number of vehicles observed.
- (b) Design Speed—a selected speed used to determine the various geometric design features of a roadway.
- (c) 85th-Percentile Speed—the speed at or below which 85 percent of the motor vehicles travel.
- (d) Operating Speed—a speed at which a typical vehicle or the overall traffic operates. Operating speed might be defined with speed values such as the average, pace, or 85th-percentile speeds.
- (e) Pace—the 10 mph speed range representing the speeds of the largest percentage of vehicles in the traffic stream.

238. Traffic Control Device—a sign, signal, marking, or other device used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, private road open to public travel, pedestrian facility, or shared-use path by authority of a public agency or official having jurisdiction, or, in the case of a private road open to public travel, by authority of the private owner or private official having jurisdiction.

239. Traffic Control Signal (Traffic Signal)—any highway traffic signal by which traffic is alternately directed to stop and permitted to proceed.

253. Warrant—a warrant describes a threshold condition based upon average or normal conditions that, if found to be satisfied as part of an engineering study, shall result in analysis of other traffic conditions or factors to determine whether a traffic control device or other improvement is justified. Warrants are not a substitute for engineering judgment. The fact that a warrant for a particular traffic control device is met is not conclusive justification for the installation of the device.

Section 2B.04 Right-of-Way at Intersections

Support:

01 State or local laws written in accordance with the “Uniform Vehicle Code” (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection.

When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right.

The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Guidance:

02 Engineering judgment should be used to establish intersection control. The following factors should be considered:

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;
- B. Number and angle of approaches;
- C. Approach speeds;
- D. Sight distance available on each approach; and
- E. Reported crash experience.

03 YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B. A street entering a designated through highway or street; and/or
- C. An unsignalized intersection in a signalized area.

04 In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.

05 YIELD or STOP signs should not be used for speed control.

Support:

06 Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection.

Guidance:

07 Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.

08 A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.

Support:

09 The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

Standard:

10 Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:

- A. If the signal indication for an approach is a flashing red at all times;
- B. If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or
- C. If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.

11 Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.

12 Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.

13 A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.

Option:

14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.

Support:

15 Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/roadway intersection.

Section 2B.06 STOP Sign Applications

Guidance:

01 At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).

02 The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
- C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Support:

03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

03 The decision to install multi-way stop control should be based on an engineering study.

04 The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
 - 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

05 Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;

- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Section 2B.13 Speed Limit Sign (R2-1)

Standard:

- 01 Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering study that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.
- 02 The Speed Limit (R2-1) sign (see Figure 2B-3) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency based on the engineering study. The speed limits displayed shall be in multiples of 5 mph.
- 03 Speed Limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another.
- 04 At the downstream end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. Additional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.
- 05 Speed Limit signs indicating the statutory speed limits shall be installed at entrances to the State and, where appropriate, at jurisdictional boundaries in urban areas.

Support:

- 06 In general, the maximum speed limits applicable to rural and urban roads are established:
 - A. Statutorily – a maximum speed limit applicable to a particular class of road, such as freeways or city streets, that is established by State law; or
 - B. As altered speed zones – based on engineering studies.
- 07 State statutory limits might restrict the maximum speed limit that can be established on a particular road, notwithstanding what an engineering study might indicate.

Option:

- 08 If a jurisdiction has a policy of installing Speed Limit signs in accordance with statutory requirements only on the streets that enter a city, neighborhood, or residential area to indicate the speed limit that is applicable to the entire city, neighborhood, or residential area unless otherwise posted, a CITYWIDE (R2-5aP), NEIGHBORHOOD (R2-5bP), or RESIDENTIAL (R2-5cP) plaque may be mounted above the Speed Limit sign and an UNLESS OTHERWISE POSTED (R2-5P) plaque may be mounted below the Speed Limit sign (see Figure 2B-3).

Guidance:

- 09 A Reduced Speed Limit Ahead (W3-5 or W3-5a) sign (see Section 2C.38) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph, or where engineering judgment indicates the need for advance notice to comply with the posted speed limit ahead.
- 10 States and local agencies should conduct engineering studies to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review, such as the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes in traffic control signal coordination, or significant changes in traffic volumes.
- 11 No more than three speed limits should be displayed on any one Speed Limit sign or assembly.
- 12 When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th-percentile speed of free-flowing traffic.
- 13 Speed studies for signalized intersection approaches should be taken outside the influence area of the traffic control signal, which is generally considered to be approximately 1/2 mile, to avoid obtaining skewed results for the 85th-percentile speed.

Support:

- 14 Advance warning signs and other traffic control devices to attract the motorist's attention to a signalized intersection are usually more effective than a reduced speed limit zone.

Guidance:

15 An advisory speed plaque (see Section 2C.08) mounted below a warning sign should be used to warn road users of an advisory speed for a roadway condition. A Speed Limit sign should not be used for this situation.

Option:

16 Other factors that may be considered when establishing or reevaluating speed limits are the following:

- A. Road characteristics, shoulder condition, grade, alignment, and sight distance;
- B. The pace;
- C. Roadside development and environment;
- D. Parking practices and pedestrian activity; and
- E. Reported crash experience for at least a 12-month period.

17 Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or minimum speed limit that might apply; and the other to show any special speed limits for trucks and other vehicles.

18 A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is displayed at the proper times.

19 A changeable message sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign.

Guidance:

20 If a changeable message sign displaying approach speeds is installed, the legend YOUR SPEED XX MPH or such similar legend should be displayed. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors.

Support:

21 Advisory Speed signs and plaques are discussed in Sections 2C.08 and 2C.14. Temporary Traffic Control Zone Speed signs are discussed in Part 6. The WORK ZONE (G20-5aP) plaque intended for installation above a Speed Limit sign is discussed in Section 6F.12. School Speed Limit signs are discussed in Section 7B.15.

Attachment 2

Traffic Calming Devices

Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists.

1. Speed Humps

Speed humps are rounded, raised areas of pavement that require drivers to reduce their speed to maintain comfort and prevent vehicle damage. Speed humps are not to be confused with speed bumps, which are taller and less wide, making bumps more jarring for drivers.

Speed BUMPS and speed HUMPS are not the same (see Figure 1). The primary objective of these two devices is to control the speed of vehicles, but they have different designs and allowable uses.

Speed humps are typically parabolic, circular, or sinusoidal in shape and are a gentle version of the speed bump (see Figure 1). Speed humps create a gentle vehicle rocking motion at low speeds but can jolt a vehicle at higher speeds. They are typically designed to reduce the speed of vehicles to about 15 miles per hour (mph).

Speed bumps, on the other hand, have a more abrupt design. Most speed bumps are found in parking lots and/or along private roadways. Their height is typically between three and six inches and can vary in length. Speed bumps produce substantial driver discomfort if encountered at too high a speed. This is one reason speed bumps are not used on public roadways. In general, vehicles must slow to about five miles per hour or less for a speed bump (compared to 15 mph for a speed hump)



FIGURE 1 Schematic differences between a speed bump and speed hump.

2. Chicanes



Chicanes are sidewalk extensions that create a zigzag pattern with alternating curves to disturb the straight path of the roadway. This requires motorists to steer back and forth to navigate the road, causing speed reductions and more cautious driving.

3. Traffic Circles

Traffic circles are raised islands at the center of one lane, unsignalized intersections, where traffic circulates around the island to cross.



4. Chokers



A choker, also known as a corner extension or bulb-out, is a horizontal extension of the sidewalk meant to narrow the roadway for a section of the street, rather than the whole street.

5. Lane Narrowing

Lane narrowing, also known as a road diet, is the narrowing of travel lanes. Lane narrowing can be accomplished through widening of sidewalks, creating bicycle lanes, landscaping, or inserting raised medians in the center of the roadway. Narrow lanes encourage driver alertness, and cause motorists to slow down to increase driving comfort.



6. Radar Speed Signs



Radar speed signs (also known as driver feedback signs, speed display signs, YOUR SPEED signs, and radar speed displays) are traffic calming devices designed to slow speeders down by alerting them of their speed.

Attachment 3

Roy City Speed Studies

Dec 2018 - 5700 South Speed Comparison

There was a reported speeding concern along 5700 South from 3500 West to the Emma Russell Park. A speed analysis was provided at 3750 West and 5700 South which indicated that the 85th percentile was 31 MPH. This is considered a slight speeding concern as usually a speeding concern exists once the 85th percentile is more than 5 MPH above the posted speed (25 MPH).

An all-way stop was proposed but standard traffic engineering practice is to NOT address speeding concerns with stop signs because research indicates that when installed for this reason, there is a higher rate of violation and speed to either side of the stop sign increase. Therefore, stop signs should be reserved for intersection control as defined by the AASHTO Green Book and MUTCD and not as attempted speed control.

As a test traffic calming device, a traffic circle was installed at 3750 West with a planned total of three planned for the corridor.

A speed comparison was completed on December 5, 2018 at the three locations along 5700 South.

- 3600 West / 5700 South
- 3750 West / 5700 South (the traffic circle)
- 3850 West / 5700 South

The results indicated that the 85th percentile at 3750 West / 5700 South was reduced from 31 MPH to 28 MPH. At both 3600 West and 3850 West, the speeds remain higher. It is expected that the corridor will experience and overall, 3-4 MPH reduction once the other two traffic circles are installed which would represent a successful traffic calming installation.

May 2021 - 4950 South 2675 West

This speed study was conducted between May 13, 2021 and May 20, 2021 at 4950 South 2675 West. The study was directed at northbound traffic headed towards 4800 South 2675 West.

During the week, a total of 1,739 vehicles were counted. The speed limit in the area is posted at 25 mph.

The following data was recorded:

- Highest Speed Recorded – 56 mph
- Average Speed Overall – 26 mph
- Average Maximum Speed – 30 mph
- Average Minimum Speed – 22 mph
- Average 85% - 28 mph

Tolerated Speed for this location has been set at 37 mph. Most officers will not stop or cite until this speed is reached. Using 37 mph as a tolerated speed we identified 86% of drivers were at or below the tolerated speed.

June 2021 - 5250 South 3100 West; Northbound

This speed study was conducted between June 23, 2021, and July 1, 2021 at 5250 South 3100 West. The study was directed at northbound traffic headed towards 5200 South 3100 West.

During this period, a total of 10,134 vehicles were counted.

The speed limit in the area is posted at 30 mph. The following data was recorded:

- Highest Speed Recorded – 53 mph
- Average Speed Overall – 32 mph
- Average Maximum Speed – 38 mph
- Average Minimum Speed – 24 mph

- Average 85% - 35 mph

During this study 2% of vehicles were traveling 11 mph, or greater, over the speed limit of 30 mph. These are the vehicles that are likely to be stopped and/or cited by officers. Of these vehicles only .3% were traveling at speeds greater than 46 mph.

Compared to the southbound survey conducted at 5100 South 3100 West this stretch of road saw approximately 300 fewer vehicles during a 7-day period. Speeds on average were approximately 1 mph slower, with fewer speeding vehicles overall than the previous study.

November 2021 - 6000 South 2700 West; Eastbound

This speed study was conducted November 22-28, 2021, at 6000 South 2700 West. The study was directed at eastbound traffic on 6000 South between the rail trail 2700 West.

During this period, a total of 13,095 vehicles were counted. The speed limit in the area is posted at 35 mph. The following data was recorded:

- Highest Speed Recorded – 60 mph
- Average Speed Overall – 31 mph
- Average Maximum Speed – 38 mph
- Average Minimum Speed – 24 mph
- Average 85% - 35 mph

During this study 87.6% of vehicles were respecting the speed limit of 35 mph. 99.9% of vehicles were within the tolerated range of up to 45 mph. Only 11 vehicles (.084%) of vehicles were above the tolerated range. These are the vehicles that are likely to be stopped and/or cited by officers.

Attachment 4

Utah Code on Motor Vehicles and Traffic

41-6a-602. Speed limits established on state highways.

- (1)
 - (a) The Department of Transportation shall determine the reasonable and safe speed limit for each highway or section of highway under its jurisdiction.
 - (b) For each highway or section of highway, each speed limit shall be based on a traffic engineering and safety study consistent with the requirements and recommendations in the most current version of the "Manual on Uniform Traffic Control Devices."
 - (c) The traffic engineering and safety studies shall include:
 - (i) the design speed;
 - (ii) prevailing vehicle speeds;
 - (iii) accident history;
 - (iv) highway, traffic, and roadside conditions; and
 - (v) other highway safety factors.
- (2) The Department of Transportation may establish different speed limits on a highway or section of highway based on:
 - (a) time of day;
 - (b) highway construction;
 - (c) type of vehicle;
 - (d) weather conditions; and
 - (e) other highway safety factors.
- (3)
 - (a) Except as provided in Subsection (3)(b) and (c), a posted speed limit may not exceed 65 miles per hour.
 - (b) Except as provided in Subsection (3)(c), a posted speed limit on a freeway or other limited access highway may not exceed 75 miles per hour.
 - (c)
 - (i) The Department of Transportation may establish a posted speed limit on a freeway or other limited access highway that exceeds the maximum speed limit in Subsection (3)(b) if the speed limit is based on a highway traffic engineering and safety study.
 - (ii) If the Department of Transportation establishes a posted speed limit that exceeds the limit under Subsection (3)(b), the Department of Transportation shall evaluate the results and impacts of increasing a speed limit under this Subsection (3)(c).
 - (d) This Subsection (3) is an exception to the provisions of Subsections (1) and (2).
- (4) When establishing or changing a speed limit, the Department of Transportation shall consult with the following entities prior to erecting or changing a speed limit sign:
 - (a) the county for state highways in an unincorporated area of the county;
 - (b) the municipality for state highways within the municipality's incorporated area;
 - (c) the Department of Public Safety; and
 - (d) the Transportation Commission.
- (5) The speed limit is effective when appropriate signs giving notice are erected along the highway or section of the highway.

41-6a-603. Speed limits established by counties and municipalities.

- (1) A county or municipality may determine the reasonable and safe speed limit for each highway or section of highway under its jurisdiction as specified under Title 72, Chapter 3, Highway Jurisdiction and Classification Act.
- (2) Each speed limit shall be established in accordance with the provisions of Subsections 41-6a-602(2), (3), and (5).

Attachment 5

Manual on Traffic Control Devices for Streets and Highways 2009 Edition

Including Revision 1 dated May 2012

Revision 2 dated May 2012

and Revision 3 dated July 2022

US Department of Transportation – Federal Highway Administration

CHAPTER 4F. PEDESTRIAN HYBRID BEACONS

Section 4F.01 Application of Pedestrian Hybrid Beacons

Support:

01 A pedestrian hybrid beacon is a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.

Option:

02 A pedestrian hybrid beacon may be considered for installation to facilitate pedestrian crossings at a location that does not meet traffic signal warrants (see Chapter 4C), or at a location that meets traffic signal warrants under Sections 4C.05 and/or 4C.06 but a decision is made to not install a traffic control signal.

Standard:

03 If used, pedestrian hybrid beacons shall be used in conjunction with signs and pavement markings to warn and control traffic at locations where pedestrians enter or cross a street or highway. A pedestrian hybrid beacon shall only be installed at a marked crosswalk.

Guidance:

04 If one of the signal warrants of Chapter 4C is met and a traffic control signal is justified by an engineering study, and if a decision is made to install a traffic control signal, it should be installed based upon the provisions of Chapters 4D and 4E.

05 If a traffic control signal is not justified under the signal warrants of Chapter 4C and if gaps in traffic are not adequate to permit pedestrians to cross, or if the speed for vehicles approaching on the major street is too high to permit pedestrians to cross, or if pedestrian delay is excessive, the need for a pedestrian hybrid beacon should be considered on the basis of an engineering study that considers major-street volumes, speeds, widths, and gaps in conjunction with pedestrian volumes, walking speeds, and delay.

06 For a major street where the posted or statutory speed limit or the 85th-percentile speed is 35 mph or less, the need for a pedestrian hybrid beacon should be considered if the engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4F-1 for the length of the crosswalk.

07 For a major street where the posted or statutory speed limit or the 85th-percentile speed exceeds 35 mph, the need for a pedestrian hybrid beacon should be considered if the engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4F-2 for the length of the crosswalk.

08 For crosswalks that have lengths other than the four that are specifically shown in Figures 4F-1 and 4F-2, the values should be interpolated between the curves.

Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways

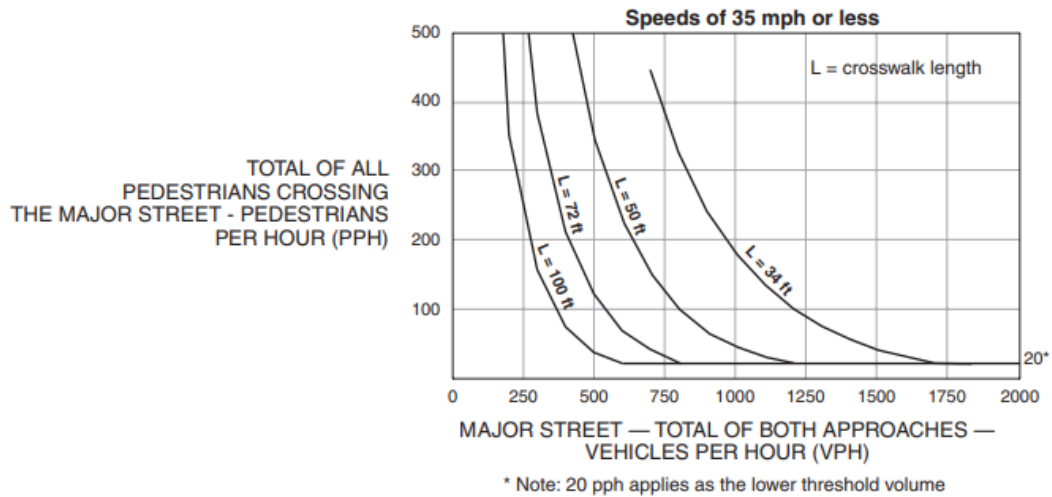
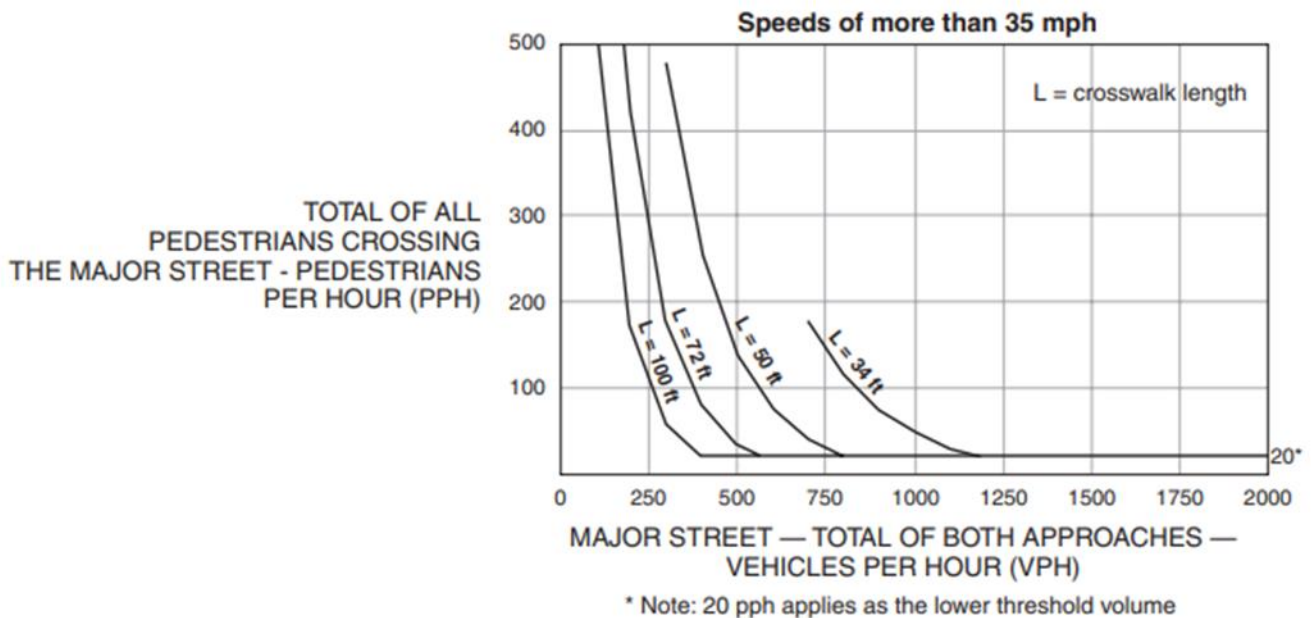


Figure 4F-2. Guidelines for the Installation of Pedestrian Hybrid Beacons on High-Speed Roadways



Section 4F.02 Design of Pedestrian Hybrid Beacons

Standard:

01 Except as otherwise provided in this Section, a pedestrian hybrid beacon shall meet the provisions of Chapters 4D and 4E.

02 A pedestrian hybrid beacon face shall consist of three signal sections, with a CIRCULAR YELLOW signal indication centered below two horizontally aligned CIRCULAR RED signal indications (see Figure 4F-3).

- 03 When an engineering study finds that installation of a pedestrian hybrid beacon is justified, then:
- A. At least two pedestrian hybrid beacon faces shall be installed for each approach of the major street,
 - B. A stop line shall be installed for each approach to the crosswalk,
 - C. A pedestrian signal head conforming to the provisions set forth in Chapter 4E shall be installed at each end of the marked crosswalk, and
 - D. The pedestrian hybrid beacon shall be pedestrian actuated.

Guidance:

- 04 When an engineering study finds that installation of a pedestrian hybrid beacon is justified, then:
- A. The pedestrian hybrid beacon should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs,
 - B. Parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the marked crosswalk, or site accommodations should be made through curb extensions or other techniques to provide adequate sight distance,
 - C. The installation should include suitable standard signs and pavement markings, and
 - D. If installed within a signal system, the pedestrian hybrid beacon should be coordinated.

05 On approaches having posted or statutory speed limits or 85th-percentile speeds in excess of 35 mph and on approaches having traffic or operating conditions that would tend to obscure visibility of roadside hybrid beacon face locations, both of the minimum of two pedestrian hybrid beacon faces should be installed over the roadway.

06 On multi-lane approaches having a posted or statutory speed limits or 85th-percentile speeds of 35 mph or less, either a pedestrian hybrid beacon face should be installed on each side of the approach (if a median of sufficient width exists) or at least one of the pedestrian hybrid beacon faces should be installed over the roadway.

07 A pedestrian hybrid beacon should comply with the signal face location provisions described in Sections 4D.11 through 4D.16.

Standard:

08 A CROSSWALK STOP ON RED (symbolic circular red) (R10-23) sign (see Section 2B.53) shall be mounted adjacent to a pedestrian hybrid beacon face on each major street approach. If an overhead pedestrian hybrid beacon face is provided, the sign shall be mounted adjacent to the overhead signal face.

Option:

09 A Pedestrian (W11-2) warning sign (see Section 2C.50) with an AHEAD (W16-9P) supplemental plaque may be placed in advance of a pedestrian hybrid beacon. A warning beacon may be installed to supplement the W11-2 sign.

Guidance:

10 If a warning beacon supplements a W11-2 sign in advance of a pedestrian hybrid beacon, it should be programmed to flash only when the pedestrian hybrid beacon is not in the dark mode.

Standard:

11 If a warning beacon is installed to supplement the W11-2 sign, the design and location of the warning beacon shall comply with the provisions of Sections 4L.01 and 4L.03.

Section 4F.03 Operation of Pedestrian Hybrid Beacons

Standard:

01 Pedestrian hybrid beacon indications shall be dark (not illuminated) during periods between actuations.

02 Upon actuation by a pedestrian, a pedestrian hybrid beacon face shall display a flashing CIRCULAR yellow signal indication, followed by a steady CIRCULAR yellow signal indication, followed by both steady CIRCULAR RED signal indications during the pedestrian walk interval, followed by alternating flashing CIRCULAR RED signal indications during the pedestrian clearance interval (see Figure 4F-3). Upon termination of the pedestrian clearance interval, the pedestrian hybrid beacon faces shall revert to a dark (not illuminated) condition.

03 Except as provided in Paragraph 4, the pedestrian signal heads shall continue to display a steady UPRAISED HAND (symbolizing DONT WALK) signal indication when the pedestrian hybrid beacon faces are either dark or displaying flashing or steady CIRCULAR yellow signal indications. The pedestrian signal heads shall display a WALKING PERSON (symbolizing WALK) signal indication when the pedestrian hybrid beacon faces are displaying steady CIRCULAR RED signal indications. The pedestrian

signal heads shall display a flashing UPRAISED HAND (symbolizing DONT WALK) signal indication when the pedestrian hybrid beacon faces are displaying alternating flashing CIRCULAR RED signal indications. Upon termination of the pedestrian clearance interval, the pedestrian signal heads shall revert to a steady UPRAISED HAND (symbolizing DONT WALK) signal indication.

Option:

04 Where the pedestrian hybrid beacon is installed adjacent to a roundabout to facilitate crossings by pedestrians with visual disabilities and an engineering study determines that pedestrians without visual disabilities can be allowed to cross the roadway without actuating the pedestrian hybrid beacon, the pedestrian signal heads may be dark (not illuminated) when the pedestrian hybrid beacon faces are dark.

Guidance:

05 The duration of the flashing yellow interval should be determined by engineering judgment.

Standard:

06 The duration of the steady yellow change interval shall be determined using engineering practices.

Guidance:

07 The steady yellow interval should have a minimum duration of 3 seconds and a maximum duration of 6 seconds (see Section 4D.26). The longer intervals should be reserved for use on approaches with higher speeds.

CHAPTER 4L. FLASHING BEACONS

Section 4L.01 General Design and Operation of Flashing Beacons

Support:

01 A Flashing Beacon is a highway traffic signal with one or more signal sections that operates in a flashing mode. It can provide traffic control when used as an intersection control beacon (see Section 4L.02) or it can provide warning when used in other applications (see Sections 4L.03, 4L.04, and 4L.05).

Standard:

02 Flashing Beacon units and their mountings shall comply with the provisions of Chapter 4D, except as otherwise provided in this Chapter.

03 Beacons shall be flashed at a rate of not less than 50 or more than 60 times per minute. The illuminated period of each flash shall be a minimum of 1/2 and a maximum of 2/3 of the total cycle.

04 A beacon shall not be included within the border of a sign except for SCHOOL SPEED LIMIT sign beacons (see Sections 4L.04 and 7B.15).

Guidance:

05 If used to supplement a warning or regulatory sign, the edge of the beacon signal housing should normally be located no closer than 12 inches outside of the nearest edge of the sign.

Option:

06 An automatic dimming device may be used to reduce the brilliance of flashing yellow signal indications during night operation.

TRANSIENT ROOM TAX INFORMATION

Municipalities and Transient Room Tax

- Utah Code Ann. § 59-12-352 provides that a municipality may impose a tax of no more than 1% on accommodations on “amounts paid or charged for tourist home, hotel, motel, or trailer court accommodations and services that are regularly rented for less than 30 consecutive days.” Utah Code Ann. § 59-12-103(i). A municipality may increase or decrease the tax by ordinance. Revenues from the Transient Room Tax (“TRT”) may be used for general fund purposes.
- This is a use tax, not a general property tax; the only persons paying this are those using the service, i.e. renting a motel, hotel, or Airbnb in Roy.
- The numbers for all entities that have a transient room tax are posted online by the State Tax Commission. Here are some examples of revenues generated by other municipalities between January and September of 2023:
 - Weber County - \$255,519.36
 - Davis County - \$268,804.78
 - Ogden - \$25,596.63
 - Farr West - \$1,805.03
 - Marriott Slaterville - \$4,533.11
 - Logan - \$29,455.99
 - Layton - \$31,028.04
 - Statewide entities’ information will be included with this information.
- Of all Weber County cities, the only cities that have a hotel/motel and have not adopted the transient room tax are Roy and Eden.
 - Eden has one bed and breakfast and they have not passed the transient room tax.

Establishing a TRT

- A municipality establishes a TRT by ordinance. The enactment of the tax will take effect on the first day of the billing period on the first day of a calendar quarter and 90 days after the State Tax Commission receives notice meeting certain requirements from Roy City. The notice sent to the State Tax Commission shall state that the city will enact the tax, the statutory authority for the tax, the effective date of the tax, and the tax rate.
- It should be noted that a municipality may not impose the TRT “within a project area described in the project area plan adopted by the authority under Title 63H, Chapter 1, Military Installation Development Authority Act.” Utah Code Ann. § 59-12-352(5)(a).



UTAH STATE TAX COMMISSION
DIVISION OF REVENUE ACCOUNTING
TRANSIENT ROOM REVENUE
SEPTEMBER 2023

UT_fr023

2024-03	TOTAL DISTRIB	TOTAL DEDUCT	FINAL DISTRIB	DIVERSIONS	BALANCE OWED	EXTERNAL FUND	TOTAL PAID	BALANCE FWD
Trans Room Grand Totals:	\$10,898,427.12	\$70,839.84	\$10,827,587.28	\$383,880.35	\$0.00	\$171,209.83	\$10,272,502.06	-\$4.91
Cnty Trans Room Totals:	\$8,999,951.31	\$58,499.68	\$8,941,451.63	\$383,880.35	\$0.00	\$138,598.43	\$8,418,972.84	\$0.00
Munic Trans Room Totals:	\$1,898,475.81	\$12,340.16	\$1,886,135.65	\$0.00	\$0.00	\$32,611.40	\$1,853,529.22	-\$4.91

CNTY / CITY	LOCALITY	TOTAL DISTRIB	TOTAL DEDUCT	FINAL DISTRIB	DIVERSIONS	BALANCE OWED	EXTERNAL FUND	TOTAL PAID	BALANCE FWD
01000	Beaver County	\$64,598.26	\$419.89	\$64,178.37	\$0.00	\$0.00	\$0.00	\$64,178.37	\$0.00
01002	Beaver City	\$13,004.69	\$84.53	\$12,920.16	\$0.00	\$0.00	\$0.00	\$12,920.16	\$0.00
01008	Milford	\$528.03	\$3.43	\$524.60	\$0.00	\$0.00	\$0.00	\$524.60	\$0.00
01009	Minersville	\$32.36	\$0.21	\$32.15	\$0.00	\$0.00	\$0.00	\$32.15	\$0.00
02000	Box Elder County	\$63,978.96	\$415.86	\$63,563.10	\$0.00	\$0.00	\$0.00	\$63,563.10	\$0.00
02017	Brigham City	\$7,941.59	\$51.62	\$7,889.97	\$0.00	\$0.00	\$0.00	\$7,889.97	\$0.00
02069	Mantua	\$20.15	\$0.13	\$20.02	\$0.00	\$0.00	\$0.00	\$20.02	\$0.00
02086	Perry	\$2,069.33	\$13.45	\$2,055.88	\$0.00	\$0.00	\$0.00	\$2,055.88	\$0.00
02113	Tremonton	\$4,012.85	\$26.08	\$3,986.77	\$0.00	\$0.00	\$0.00	\$3,986.77	\$0.00
02120	Willard	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
03000	Cache County	\$158,765.24	\$1,031.97	\$157,733.27	\$0.00	\$0.00	\$0.00	\$157,733.27	\$0.00
03038	Logan	\$29,455.99	\$191.46	\$29,264.53	\$0.00	\$0.00	\$0.00	\$29,264.53	\$0.00
03049	North Logan	\$3,296.08	\$21.42	\$3,274.66	\$0.00	\$0.00	\$0.00	\$3,274.66	\$0.00
03056	Providence	\$301.42	\$1.96	\$299.46	\$0.00	\$0.00	\$0.00	\$299.46	\$0.00
04000	Carbon County	\$48,774.87	\$317.04	\$48,457.83	\$0.00	\$0.00	\$0.00	\$48,457.83	\$0.00
04016	Helper	\$525.67	\$3.42	\$522.25	\$0.00	\$0.00	\$0.00	\$522.25	\$0.00
04035	Price	\$9,695.99	\$63.02	\$9,632.97	\$0.00	\$0.00	\$0.00	\$9,632.97	\$0.00
04053	Wellington	\$711.18	\$4.62	\$706.56	\$0.00	\$0.00	\$0.00	\$706.56	\$0.00
05000	Daggett County	\$44,059.30	\$286.39	\$43,772.91	\$0.00	\$0.00	\$0.00	\$43,772.91	\$0.00
05002	Dutch John	\$3,023.14	\$19.65	\$3,003.49	\$0.00	\$0.00	\$0.00	\$3,003.49	\$0.00
05006	Manila	\$549.73	\$3.57	\$546.16	\$0.00	\$0.00	\$0.00	\$546.16	\$0.00
06000	Davis County	\$268,804.78	\$1,747.23	\$267,057.55	\$0.00	\$0.00	\$0.00	\$267,057.55	\$0.00
06004	Bountiful	\$1,589.63	\$10.33	\$1,579.30	\$0.00	\$0.00	\$0.00	\$1,579.30	\$0.00
06008	Clearfield	\$1,375.13	\$8.94	\$1,366.19	\$0.00	\$0.00	\$0.00	\$1,366.19	\$0.00
06017	Farmington	\$10,404.61	\$67.63	\$10,336.98	\$0.00	\$0.00	\$0.00	\$10,336.98	\$0.00
06030	Layton	\$31,028.04	\$201.68	\$30,826.36	\$0.00	\$0.00	\$0.00	\$30,826.36	\$0.00
06035	North Salt Lake	\$5,791.16	\$37.64	\$5,753.52	\$0.00	\$0.00	\$0.00	\$5,753.52	\$0.00
06045	South Weber	\$112.89	\$0.73	\$112.16	\$0.00	\$0.00	\$0.00	\$112.16	\$0.00
06048	Sunset	\$392.96	\$2.55	\$390.41	\$0.00	\$0.00	\$0.00	\$390.41	\$0.00
06057	Woods Cross	\$6,795.23	\$44.17	\$6,751.06	\$0.00	\$0.00	\$0.00	\$6,751.06	\$0.00
06061	West Bountiful	\$2,585.97	\$16.81	\$2,569.16	\$0.00	\$0.00	\$0.00	\$2,569.16	\$0.00
07000	Duchesne County	\$8,488.73	\$55.18	\$8,433.55	\$0.00	\$0.00	\$0.00	\$8,433.55	\$0.00
07019	Roosevelt	\$837.09	\$5.44	\$831.65	\$0.00	\$0.00	\$0.00	\$831.65	\$0.00
08000	Emery County	\$51,825.47	\$336.87	\$51,488.60	\$0.00	\$0.00	\$0.00	\$51,488.60	\$0.00
08001	Castle Dale	\$179.47	\$1.17	\$178.30	\$0.00	\$0.00	\$0.00	\$178.30	\$0.00



UTAH STATE TAX COMMISSION
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		<u>TOTAL DISTRIB</u>	<u>TOTAL DEDUCT</u>	<u>FINAL DISTRIB</u>	<u>DIVERSIONS</u>	<u>BALANCE OWED</u>	<u>EXTERNAL FUND</u>	<u>TOTAL PAID</u>	<u>BALANCE FWD</u>
Trans Room Grand Totals:		\$10,898,427.12	\$70,839.84	\$10,827,587.28	\$383,880.35	\$0.00	\$171,209.83	\$10,272,502.06	-\$4.91
Cnty Trans Room Totals:		\$8,999,951.31	\$58,499.68	\$8,941,451.63	\$383,880.35	\$0.00	\$138,598.43	\$8,418,972.84	\$0.00
Munic Trans Room Totals:		\$1,898,475.81	\$12,340.16	\$1,886,135.65	\$0.00	\$0.00	\$32,611.40	\$1,853,529.22	-\$4.91
CNTY / CITY	LOCALITY	TOTAL DISTRIB	TOTAL DEDUCT	FINAL DISTRIB	DIVERSIONS	BALANCE OWED	EXTERNAL FUND	TOTAL PAID	BALANCE FWD
08009	Ferron	\$454.95	\$2.96	\$451.99	\$0.00	\$0.00	\$0.00	\$451.99	\$0.00
08011	Green River	\$10,645.65	\$69.20	\$10,576.45	\$0.00	\$0.00	\$0.00	\$10,576.45	\$0.00
08012	Huntington	-\$4.88	\$0.03	-\$4.91	\$0.00	\$0.00	\$0.00	\$0.00	-\$4.91
09000	Garfield County	\$312,142.71	\$2,028.93	\$310,113.78	\$0.00	\$0.00	\$0.00	\$310,113.78	\$0.00
09002	Boulder	\$980.52	\$6.37	\$974.15	\$0.00	\$0.00	\$0.00	\$974.15	\$0.00
09003	Bryce Canyon	\$47,664.69	\$309.82	\$47,354.87	\$0.00	\$0.00	\$0.00	\$47,354.87	\$0.00
09004	Cannonville	\$474.20	\$3.08	\$471.12	\$0.00	\$0.00	\$0.00	\$471.12	\$0.00
09005	Escalante	\$1,214.57	\$7.89	\$1,206.68	\$0.00	\$0.00	\$0.00	\$1,206.68	\$0.00
09006	Hatch	\$835.90	\$5.43	\$830.47	\$0.00	\$0.00	\$0.00	\$830.47	\$0.00
09008	Henrieville	\$114.54	\$0.74	\$113.80	\$0.00	\$0.00	\$0.00	\$113.80	\$0.00
09011	Panguitch	\$4,873.17	\$31.68	\$4,841.49	\$0.00	\$0.00	\$0.00	\$4,841.49	\$0.00
09015	Tropic	\$4,155.30	\$27.01	\$4,128.29	\$0.00	\$0.00	\$0.00	\$4,128.29	\$0.00
10000	Grand County	\$666,244.89	\$4,330.59	\$661,914.30	\$0.00	\$0.00	\$0.00	\$661,914.30	\$0.00
10011	Moab	\$153,175.84	\$995.64	\$152,180.20	\$0.00	\$0.00	\$0.00	\$152,180.20	\$0.00
11000	Iron County	\$200,858.97	\$1,305.58	\$199,553.39	\$0.00	\$0.00	\$0.00	\$199,553.39	\$0.00
11003	Cedar City	\$34,863.39	\$226.61	\$34,636.78	\$0.00	\$0.00	\$0.00	\$34,636.78	\$0.00
11019	Parowan	\$236.73	\$1.54	\$235.19	\$0.00	\$0.00	\$0.00	\$235.19	\$0.00
11028	Brian Head	\$10,303.44	\$66.97	\$10,236.47	\$0.00	\$0.00	\$0.00	\$10,236.47	\$0.00
11501	Inland Port Iron Spring	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
12000	Juab County	\$34,140.36	\$221.91	\$33,918.45	\$0.00	\$0.00	\$0.00	\$33,918.45	\$0.00
12024	Mona	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
12026	Nephi	\$6,404.42	\$41.63	\$6,362.79	\$0.00	\$0.00	\$0.00	\$6,362.79	\$0.00
13000	Kane County	\$284,445.18	\$1,848.89	\$282,596.29	\$0.00	\$0.00	\$0.00	\$282,596.29	\$0.00
13002	Glendale	\$1,359.19	\$8.83	\$1,350.36	\$0.00	\$0.00	\$0.00	\$1,350.36	\$0.00
13004	Kanab	\$24,855.25	\$161.56	\$24,693.69	\$0.00	\$0.00	\$0.00	\$24,693.69	\$0.00
13007	Orderville	\$5,752.44	\$37.39	\$5,715.05	\$0.00	\$0.00	\$0.00	\$5,715.05	\$0.00
13010	Big Water	\$3,338.65	\$21.70	\$3,316.95	\$0.00	\$0.00	\$0.00	\$3,316.95	\$0.00
14000	Millard County	\$31,273.23	\$203.28	\$31,069.95	\$0.00	\$0.00	\$0.00	\$31,069.95	\$0.00
14010	Delta	\$3,155.75	\$20.51	\$3,135.24	\$0.00	\$0.00	\$0.00	\$3,135.24	\$0.00
14014	Fillmore	\$2,742.84	\$17.83	\$2,725.01	\$0.00	\$0.00	\$0.00	\$2,725.01	\$0.00
15000	Morgan County	\$6,763.80	\$43.96	\$6,719.84	\$0.00	\$0.00	\$0.00	\$6,719.84	\$0.00
15007	Morgan City	\$436.42	\$2.84	\$433.58	\$0.00	\$0.00	\$0.00	\$433.58	\$0.00
16000	Piute County	\$3,237.96	\$21.05	\$3,216.91	\$0.00	\$0.00	\$0.00	\$3,216.91	\$0.00
16007	Marysville	\$143.57	\$0.93	\$142.64	\$0.00	\$0.00	\$0.00	\$142.64	\$0.00
17000	Rich County	\$321,990.46	\$2,092.94	\$319,897.52	\$0.00	\$0.00	\$0.00	\$319,897.52	\$0.00
17001	Garden City	\$64,171.08	\$417.11	\$63,753.97	\$0.00	\$0.00	\$0.00	\$63,753.97	\$0.00
18000	Salt Lake County	\$2,575,945.97	\$16,743.65	\$2,559,202.32	\$383,880.35	\$0.00	\$0.00	\$2,175,321.97	\$0.00
18010	Brighton	\$6,167.48	\$40.09	\$6,127.39	\$0.00	\$0.00	\$0.00	\$6,127.39	\$0.00
18019	Bluffdale	\$682.89	\$4.44	\$678.45	\$0.00	\$0.00	\$0.00	\$678.45	\$0.00
18020	Cottonwood Heights	\$11,890.48	\$77.29	\$11,813.19	\$0.00	\$0.00	\$0.00	\$11,813.19	\$0.00
18039	Draper	\$23,144.98	\$150.44	\$22,994.54	\$0.00	\$0.00	\$0.00	\$22,994.54	\$0.00
18060	Herriman	\$1,067.91	\$6.94	\$1,060.97	\$0.00	\$0.00	\$0.00	\$1,060.97	\$0.00
18065	Holladay	\$16,029.51	\$104.19	\$15,925.32	\$0.00	\$0.00	\$0.00	\$15,925.32	\$0.00



UTAH STATE TAX COMMISSION
DIVISION OF REVENUE ACCOUNTING

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	<u>TOTAL DISTRIB</u>	<u>TOTAL DEDUCT</u>	<u>FINAL DISTRIB</u>	<u>DIVERSIONS</u>	<u>BALANCE OWED</u>	<u>EXTERNAL FUND</u>	<u>TOTAL PAID</u>	<u>BALANCE FWD</u>
Trans Room Grand Totals:	\$10,898,427.12	\$70,839.84	\$10,827,587.28	\$383,880.35	\$0.00	\$171,209.83	\$10,272,502.06	-\$4.91
Cnty Trans Room Totals:	\$8,999,951.31	\$58,499.68	\$8,941,451.63	\$383,880.35	\$0.00	\$138,598.43	\$8,418,972.84	\$0.00
Munic Trans Room Totals:	\$1,898,475.81	\$12,340.16	\$1,886,135.65	\$0.00	\$0.00	\$32,611.40	\$1,853,529.22	-\$4.91

CNTY / CITY	LOCALITY	TOTAL DISTRIB	TOTAL DEDUCT	FINAL DISTRIB	DIVERSIONS	BALANCE OWED	EXTERNAL FUND	TOTAL PAID	BALANCE FWD
18093	Midvale	\$24,086.19	\$156.56	\$23,929.63	\$0.00	\$0.00	\$0.00	\$23,929.63	\$0.00
18094	Millcreek	\$808.94	\$5.26	\$803.68	\$0.00	\$0.00	\$0.00	\$803.68	\$0.00
18096	Murray	\$24,121.78	\$156.79	\$23,964.99	\$0.00	\$0.00	\$0.00	\$23,964.99	\$0.00
18118	Riverton	\$988.85	\$6.43	\$982.42	\$0.00	\$0.00	\$0.00	\$982.42	\$0.00
18122	Salt Lake City	\$362,174.83	\$2,354.14	\$359,820.69	\$0.00	\$0.00	\$0.00	\$359,820.69	\$0.00
18131	Sandy	\$50,073.53	\$325.48	\$49,748.05	\$0.00	\$0.00	\$0.00	\$49,748.05	\$0.00
18138	South Jordan	\$21,868.96	\$142.15	\$21,726.81	\$0.00	\$0.00	\$0.00	\$21,726.81	\$0.00
18139	South Salt Lake	\$4,628.57	\$30.09	\$4,598.48	\$0.00	\$0.00	\$0.00	\$4,598.48	\$0.00
18142	Taylorsville	\$1,653.68	\$10.75	\$1,642.93	\$0.00	\$0.00	\$0.00	\$1,642.93	\$0.00
18155	West Jordan	\$12,960.73	\$84.24	\$12,876.49	\$0.00	\$0.00	\$0.00	\$12,876.49	\$0.00
18167	West Valley City	\$60,610.83	\$393.97	\$60,216.86	\$0.00	\$0.00	\$0.00	\$60,216.86	\$0.00
18601	SLC Convention Hotel	\$172,329.97	\$1,120.14	\$171,209.83	\$0.00	\$0.00	\$171,209.83	\$0.00	\$0.00
19000	San Juan County	\$75,744.61	\$492.34	\$75,252.27	\$0.00	\$0.00	\$0.00	\$75,252.27	\$0.00
19002	Blanding	\$2,845.75	\$18.50	\$2,827.25	\$0.00	\$0.00	\$0.00	\$2,827.25	\$0.00
19004	Bluff	\$3,186.64	\$20.71	\$3,165.93	\$0.00	\$0.00	\$0.00	\$3,165.93	\$0.00
19009	Monticello	\$1,443.43	\$9.38	\$1,434.05	\$0.00	\$0.00	\$0.00	\$1,434.05	\$0.00
20000	Sanpete County	\$23,804.13	\$154.73	\$23,649.40	\$0.00	\$0.00	\$0.00	\$23,649.40	\$0.00
20020	Manti	\$351.61	\$2.29	\$349.32	\$0.00	\$0.00	\$0.00	\$349.32	\$0.00
20024	Mt. Pleasant	\$304.28	\$1.98	\$302.30	\$0.00	\$0.00	\$0.00	\$302.30	\$0.00
20031	Spring City	\$237.88	\$1.55	\$236.33	\$0.00	\$0.00	\$0.00	\$236.33	\$0.00
21000	Sevier County	\$85,225.40	\$553.97	\$84,671.43	\$0.00	\$0.00	\$0.00	\$84,671.43	\$0.00
21001	Annabella	\$8.56	\$0.06	\$8.50	\$0.00	\$0.00	\$0.00	\$8.50	\$0.00
21025	Joseph	\$92.39	\$0.60	\$91.79	\$0.00	\$0.00	\$0.00	\$91.79	\$0.00
21031	Monroe	\$403.33	\$2.62	\$400.71	\$0.00	\$0.00	\$0.00	\$400.71	\$0.00
21034	Richfield	\$14,498.43	\$94.24	\$14,404.19	\$0.00	\$0.00	\$0.00	\$14,404.19	\$0.00
21035	Salina	\$3,030.66	\$19.70	\$3,010.96	\$0.00	\$0.00	\$0.00	\$3,010.96	\$0.00
22000	Summit County	\$944,478.48	\$6,139.11	\$938,339.37	\$0.00	\$0.00	\$0.00	\$938,339.37	\$0.00
22006	Coalville	\$3,656.28	\$23.77	\$3,632.51	\$0.00	\$0.00	\$0.00	\$3,632.51	\$0.00
22017	Henefer	\$9.39	\$0.06	\$9.33	\$0.00	\$0.00	\$0.00	\$9.33	\$0.00
22030	Park City	\$200,929.82	\$1,306.04	\$199,623.78	\$0.00	\$0.00	\$0.00	\$199,623.78	\$0.00
23000	Tooele County	\$66,634.60	\$433.12	\$66,201.48	\$0.00	\$0.00	\$0.00	\$66,201.48	\$0.00
23031	Lake Point City	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
23048	Tooele City	\$3,551.47	\$23.08	\$3,528.39	\$0.00	\$0.00	\$0.00	\$3,528.39	\$0.00
24000	Uintah County	\$120,860.54	\$785.59	\$120,074.95	\$0.00	\$0.00	\$0.00	\$120,074.95	\$0.00
24014	Naples	\$3,409.96	\$22.16	\$3,387.80	\$0.00	\$0.00	\$0.00	\$3,387.80	\$0.00
24024	Vernal	\$16,969.06	\$110.30	\$16,858.76	\$0.00	\$0.00	\$0.00	\$16,858.76	\$0.00
24028	Ballard	\$5,387.93	\$35.02	\$5,352.91	\$0.00	\$0.00	\$0.00	\$5,352.91	\$0.00
25000	Utah County	\$568,531.25	\$3,695.45	\$564,835.80	\$0.00	\$0.00	\$0.00	\$564,835.80	\$0.00
25002	American Fork	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
25030	Eagle Mountain	\$426.69	\$2.77	\$423.92	\$0.00	\$0.00	\$0.00	\$423.92	\$0.00
25066	Lehi	\$25,843.05	\$167.98	\$25,675.07	\$0.00	\$0.00	\$0.00	\$25,675.07	\$0.00
25070	Lindon	\$532.87	\$3.46	\$529.41	\$0.00	\$0.00	\$0.00	\$529.41	\$0.00
25083	Orem	\$25,497.30	\$165.73	\$25,331.57	\$0.00	\$0.00	\$0.00	\$25,331.57	\$0.00



UTAH STATE TAX COMMISSION
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		TOTAL DISTRIB	TOTAL DEDUCT	FINAL DISTRIB	DIVERSIONS	BALANCE OWED	EXTERNAL FUND	TOTAL PAID	BALANCE FWD
Trans Room Grand Totals:		\$10,898,427.12	\$70,839.84	\$10,827,587.28	\$383,880.35	\$0.00	\$171,209.83	\$10,272,502.06	-\$4.91
Cnty Trans Room Totals:		\$8,999,951.31	\$58,499.68	\$8,941,451.63	\$383,880.35	\$0.00	\$138,598.43	\$8,418,972.84	\$0.00
Munic Trans Room Totals:		\$1,898,475.81	\$12,340.16	\$1,886,135.65	\$0.00	\$0.00	\$32,611.40	\$1,853,529.22	-\$4.91
CNTY / CITY	LOCALITY	TOTAL DISTRIB	TOTAL DEDUCT	FINAL DISTRIB	DIVERSIONS	BALANCE OWED	EXTERNAL FUND	TOTAL PAID	BALANCE FWD
25085	Payson	\$1,883.42	\$12.24	\$1,871.18	\$0.00	\$0.00	\$0.00	\$1,871.18	\$0.00
25088	Pleasant Grove	\$5,142.46	\$33.43	\$5,109.03	\$0.00	\$0.00	\$0.00	\$5,109.03	\$0.00
25090	Provo	\$53,339.74	\$346.71	\$52,993.03	\$0.00	\$0.00	\$0.00	\$52,993.03	\$0.00
25103	Spanish Fork	\$5,677.63	\$36.90	\$5,640.73	\$0.00	\$0.00	\$0.00	\$5,640.73	\$0.00
25106	Springville	\$16,326.46	\$106.12	\$16,220.34	\$0.00	\$0.00	\$0.00	\$16,220.34	\$0.00
25117	Vineyard	\$846.24	\$5.50	\$840.74	\$0.00	\$0.00	\$0.00	\$840.74	\$0.00
26000	Wasatch County	\$325,084.22	\$2,113.05	\$322,971.17	\$0.00	\$0.00	\$0.00	\$322,971.17	\$0.00
26008	Heber	\$14,459.42	\$93.99	\$14,365.43	\$0.00	\$0.00	\$0.00	\$14,365.43	\$0.00
26011	Midway	\$12,626.01	\$82.07	\$12,543.94	\$0.00	\$0.00	\$0.00	\$12,543.94	\$0.00
26020	Hideout	\$143.26	\$0.93	\$142.33	\$0.00	\$0.00	\$0.00	\$142.33	\$0.00
26300	Military Rec-Wasatch	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
26301	Military Rec-Hideout	\$107.12	\$0.70	\$106.42	\$0.00	\$0.00	\$0.00	\$106.42	\$0.00
27000	Washington County	\$1,172,227.68	\$7,619.48	\$1,164,608.20	\$0.00	\$0.00	\$0.00	\$1,164,608.20	\$0.00
27002	Apple Valley	\$1,001.08	\$6.51	\$994.57	\$0.00	\$0.00	\$0.00	\$994.57	\$0.00
27008	Hurricane	\$37,427.44	\$243.28	\$37,184.16	\$0.00	\$0.00	\$0.00	\$37,184.16	\$0.00
27010	Ivins	\$6,193.84	\$40.26	\$6,153.58	\$0.00	\$0.00	\$0.00	\$6,153.58	\$0.00
27011	La Verkin	\$10,623.52	\$69.05	\$10,554.47	\$0.00	\$0.00	\$0.00	\$10,554.47	\$0.00
27012	Leeds	\$471.19	\$3.06	\$468.13	\$0.00	\$0.00	\$0.00	\$468.13	\$0.00
27019	Rockville	\$3,186.80	\$20.71	\$3,166.09	\$0.00	\$0.00	\$0.00	\$3,166.09	\$0.00
27020	St. George	\$77,260.70	\$502.19	\$76,758.51	\$0.00	\$0.00	\$0.00	\$76,758.51	\$0.00
27021	Santa Clara	\$18,923.58	\$123.00	\$18,800.58	\$0.00	\$0.00	\$0.00	\$18,800.58	\$0.00
27023	Springdale	\$61,261.75	\$398.20	\$60,863.55	\$0.00	\$0.00	\$0.00	\$60,863.55	\$0.00
27024	Toquerville	\$902.67	\$5.87	\$896.80	\$0.00	\$0.00	\$0.00	\$896.80	\$0.00
27026	Virgin	\$15,284.11	\$99.35	\$15,184.76	\$0.00	\$0.00	\$0.00	\$15,184.76	\$0.00
27027	Washington City	\$22,211.23	\$144.37	\$22,066.86	\$0.00	\$0.00	\$0.00	\$22,066.86	\$0.00
27035	Hildale	\$952.28	\$6.19	\$946.09	\$0.00	\$0.00	\$0.00	\$946.09	\$0.00
28000	Wayne County	\$75,996.69	\$493.98	\$75,502.71	\$0.00	\$0.00	\$0.00	\$75,502.71	\$0.00
28001	Bicknell	\$501.72	\$3.26	\$498.46	\$0.00	\$0.00	\$0.00	\$498.46	\$0.00
28005	Hanksville	\$949.85	\$6.17	\$943.68	\$0.00	\$0.00	\$0.00	\$943.68	\$0.00
29000	Weber County	\$255,519.36	\$1,660.88	\$253,858.48	\$0.00	\$0.00	\$0.00	\$253,858.48	\$0.00
29012	Farr West	\$1,805.03	\$11.73	\$1,793.30	\$0.00	\$0.00	\$0.00	\$1,793.30	\$0.00
29019	Huntsville	\$1,681.00	\$10.93	\$1,670.07	\$0.00	\$0.00	\$0.00	\$1,670.07	\$0.00
29022	Marriott-Slaterville	\$4,533.11	\$29.47	\$4,503.64	\$0.00	\$0.00	\$0.00	\$4,503.64	\$0.00
29027	Ogden	\$25,596.63	\$166.38	\$25,430.25	\$0.00	\$0.00	\$0.00	\$25,430.25	\$0.00
29036	Riverdale	\$1,384.24	\$9.00	\$1,375.24	\$0.00	\$0.00	\$0.00	\$1,375.24	\$0.00
29043	Uintah	\$1,597.11	\$10.38	\$1,586.73	\$0.00	\$0.00	\$0.00	\$1,586.73	\$0.00
29051	West Haven	\$7,165.49	\$46.58	\$7,118.91	\$0.00	\$0.00	\$0.00	\$7,118.91	\$0.00

Roy City Council Agenda Worksheet

Roy City Council Meeting Date: 17 Oct 2023 Work Session

Agenda Item Number: Discussion Item #3

Subject: Aquatic Center Rental Policy

Prepared By: Bob Dandoy

Background:

- A few years ago, the Roy City Council approved changes to the Roy Aquatic Center Evening Facility Rental Policy. Those changes included:
 - Fee adjustment for residents, city businesses, and non-residents.
 - Roy residents and businesses have priority in scheduling the Center.
- The Roy Aquatic Center has been thought of as a regional facility capturing customers from local surrounding communities. Some cities in the broader community reserve the Center for city-wide events.
- In the Sept 5, 2023, City Council meeting staff received direction to discuss this topic in a separate Council Work Session.

Discussion:

- Considering that the Roy Aquatic Center is used by both residents and non-residents alike, it is no wonder that other communities recognize it has an important resource for their community members. Even though the price is more for their residents, other cities pay that additional rental price to use during the evening to support their community needs.
- Some local communities reserve the Center in support of their annual events, like Roy Days, and market to their residents the availability of this facility to use during that set day and time. However, because the current policy only allows another city to reserve the Center starting on the second working day in January, a good chance the need date during their annual celebration is already taken from someone the day earlier.
- It is suggested that Roy City modify the current policy to allow another city to reserve the Roy Aquatic Center during the first working day in January along with Roy residents and businesses. Only one day can be reserved and that day must be in conjunction with their annual celebration and not a day that the Center is normally closed.
- Any other day(s) another municipality may wish to reserve the Center, needs to be done in accordance with existing policy.
- Supporting this proposed change to the existing policy will help ensure that the Roy Aquatic Center will be maintained and supported as a regional resource for all to enjoy.

Recommendation (Information Only or Decision): Information Only

Contact Person / Phone Number: Bob Dandoy

ROY AQUATIC CENTER EVENING FACILITY RENTAL POLICY

DAYS: TUESDAY – SATURDAY

TIME: 6:30 PM – 8:30 PM

COST: ROY (RESIDENT OR BUSINESS) \$1,000.00
ALL OTHER \$1,500.00

APPLICATION PROCEDURE:

Reservations will begin on the first working day of January for Roy residents and businesses. Reservations or online, www.royrecreation.com . The second working day of January will be when non- Roy residents can start signing up. Reservations are accepted on first come basis only with completion of application and payment. The person signing the application will be considered the responsible party in case of damage, theft, or disturbances during the event; unless some other designee is approved and willing to accept responsibility for the group.

PAYMENT PROCEDURE:

The \$1,000.00 or \$1,500.00 fee must be paid at the time of submitting the reservation application to secure the facility for a requested date.

CANCELLATION POLICY

Cancellations made up to 30 days prior to the event for a full refund. There will be no refund within the 30 days prior to the event.

LIABILITY AGREEMENT:

A liability agreement must be signed by the responsible party.

STAFF AVAILABILITY

Roy City Staff will be assigned to meet all safety requirements. A staff supervisor will be available to answer questions about the facility during the event. Children under the age of 4 years must wear a swim diaper and plastic pants in the pools; Available at the Aquatic Center for \$1.00 and \$3.00.

Please Refer to Facility Rules

Roy City Council Agenda Worksheet

Roy City Council Meeting Date: 17 Oct 2023 Work Session

Agenda Item Number: Discussion Item #4

Subject: Roy Days and Art Council Recommendations **Prepared**

By: Sophie Paul

Background:

Discussion:

- Concerts in the Park.
 - Well attended. Good variety of shows.
 - Attendance 75-115 people a night, 6 concerts.
- The Arts Council has received a budget.
- Salmon Bake tickets for Arts Council
- They have the list for next year's concerts, any suggestions.
- Float for the 2024 Parade (How much money is set for this)
- Roy Connection Magazine –
 - Discussion about adding more pages for the Roy Days (Specifically to add more advertising for Roy Days)

Recommendation (Information Only or Decision): Information Only

Contact Person / Phone Number: Sophie Paul