



City of Lawton

Lawton City Hall
212 SW 9th Street
Lawton, Oklahoma
73501-3944

Streets and Development Committee

Special Meeting Agenda

Monday, June 1, 2026

10:30 AM

Lawton City Hall
City Council Conference Room

Recommending Body

"Official action can only be taken on items listed on the agenda. As a recommending body, the Committee may review and discuss agenda items, propose and enact floor amendments, and make recommendations to the City Council for further consideration and possible action. Recommendations made by the Committee are not final approvals, and the timing for City Council consideration will vary depending on the item, required legal review, document preparation, and applicable notice requirements, including a minimum thirty (30) day notice period for traffic control matters. Following discussion, items may be recommended for approval, recommended for denial, deferred to a later date, or stricken entirely."

Meeting Called to Order

Statement of Compliance with Oklahoma Open Meeting Act, 25 O.S. 301-314

Roll Call

Introduction of Guests

Consent Agenda

The following items are considered to be routine by the City Council and will be enacted with one motion. Should discussion be desired on an item, that item will be removed from the Consent Agenda prior to action and considered separately.

1. Consider a staff request regarding the intersection of SW Lee and SW 13th Streets and make a recommendation to City Council on or around 23 June 2026 to direct staff to begin the process of removal based on the absence of MUTCD warrants for said signal.
2. Consider a request from JJ Francais at the Lawton Constitution to modify a current no-parking zone and add on-street parking at 102 SW 3rd street, and make a recommendation to the Lawton Parking Authority on or around 23 June 2026 to approve staff's recommendation of requiring at-cost payment for said action.
3. Consider a request from a citizen to change yield signs to stop signs on the intersection of NW Lake and 12th Streets and make a recommendation to City Council on or around 23 June 2026 to approve the request.

4. Consider a request from Councilmember Weger for the installation of traffic-calming measures in the form of speed cushions on NW Oak between NW 53rd and NW 57th and make a recommendation to City Council on or around 14 July 2026 to approve the request.
5. Consider a request from Councilmember Hooton for the installation of traffic control signs in the form of no parking signs on SW 49th between SW H and SW I and make a recommendation to City Council on or around 23 June 2026 to approve the request.
6. Consider a request from Councilmember Brown for the installation of traffic calming measures in the form of speed cushions on NW 35th between NW 54th and NW 35th Place and make a recommendation to City Council on or around 14 July 2026 to approve the request.
7. Consider a request from Councilmember Williams for the installation of traffic-calming measures in the form of speed limit signs on SW 10th between SW Washington and SW Jefferson and make a recommendation to City Council on or around 23 June 2026 to approve the request.
8. Consider a request from Councilmember Dimery on the moving of speed limit signs on SE Aberdeen and make a recommendation to City Council on or around 23 June 2026 to approve the request.
9. Consider a request from Councilmember Dimery on the installation of stop signs along SE Aberdeen where open intersections currently exist, and make a recommendation to City Council on or around 23 June 2026 to approve the request.

Unfinished Business

10. Reconsider previous direction approved by the City Council on October 14, 2025, regarding the installation of protected/permissive left-turn signal phasing at the intersections of NW Rogers Lane and NW 38th Street and NW Rogers Lane and NW 52nd Street, based on a traffic safety study and recommendation from WSB and the City Traffic Engineer advising against the modifications due to safety concerns related to traffic speeds on Rogers Lane, and make a recommendation to the City Council on or around 23 June 2026 regarding cancellation of the prior direction.

Business Items

11. Discuss a request from Councilmember Hooton regarding the condition of the alley located between NW 27th Street and University Drive, parallel to Gore Boulevard, including staff's recommendation to program permanent capital repairs in the FY28 budget and discussion of whether any immediate

temporary repairs may be feasible, and make recommendations to the City Council on any action to take.

12. Discuss the selection process of an engineering firm to conduct a study of the library facility and make a recommendation to City Council.
13. Discuss the design, specifications, and construction engineering for Project PW2602- SW 38th St Pavement Rehabilitation (Lee to Bishop) and make a recommendation to City Council to approve a task order, with the item meeting council on or around 28 July 2026 pending a task order from qualified contractors and legal review.
14. Consider reviewing and discussing Project EN2303 — Sheridan Road Improvements, including project status and coordination.

Adjournment

The City of Lawton encourages participation from all of its citizens. If participation at any public meeting is not possible due to a disability, notification to the City Clerk at (580) 581-3305 at least 48 hours prior to the scheduled meeting is encouraged to make the necessary accommodations. The City may waive the 48 hour rule if interpreters for the deaf (signing) is not the necessary accommodation."

Item Title:

Consider a staff request regarding the intersection of SW Lee and SW 13th Streets and make a recommendation to City Council on or around 23 June 2026 to direct staff to begin the process of removal based on the absence of MUTCD warrants for said signal.

Initiator: Michael Watrous, Director

Information Source: Michael Watrous, Director

Background:

Based on staff studies, the signal at 13th and Lee was targeted for potential removal. Traffic studies were conducted in all approaches to the intersection to determine if the signal met the MUTCD warrants. Based on the data received, this signal does not meet the warrants for a traffic signal.

Correlation to the True North Statement:

Safety, Efficiency, Transparency, Citizen

Exhibit:

All 4 traffic studies, MUTCD reference to traffic warrants

Key Issues:

The intersection does not meet any of the MUTCD warrants for a traffic signal.

DOES NOT MEET Warrant 1: Eight Hour Vehicular Volume: Does not meet the 84 vehicles/hour on minor street approach (one direction only) when the major street exceeds 40 MPH.

DOES NOT MEET Warrant 2: Four-Hour Vehicular Volume: Does not meet the criteria where both traffic counts for a 4 hour period are above the curve

DOES NOT MEET Warrant 3: Peak Hour: Needs to meet all 3 criteria: 1.) delay time (would need to monitor once offline), volume on minor street approach exceeds 100 vehicles/hour (DOES NOT MEET, and thus DOES NOT MEET Warrant 3), Total entering volume serviced exceeds 800 vehicles/hour (MET)

DOES NOT MEET Warrant 4: Pedestrian Volume: This intersection does not meet the minimum criteria of 37 pedestrians per hour (4-hour volume) at this intersection at any point.

DOES NOT MEET Warrant 5: School Crossing: This is not a school crossing.

DOES NOT MEET Warrant 6: Coordinated Signal System: This intersection does not aid in the coordinated corridor on Lee Blvd, and actually hurts it.

DOES NOT MEET Warrant 7: Crash Experience: Currently, the crash data does not suggest an issue with crashes at this intersection. This would be a reason to switch to a flashing signal and to monitor the intersection for potential problems. We have the data to show 18 crashed occurred here between 2017 to 2021, so an average of 3.6/year. If that number spikes, we can revisit before the removal of the equipment, however the MUTCD standard on this is 10 crashes/year so it would have to almost double.

DOES NOT MEET Warrant 8: Roadway Network: It is preferred to actually concentrate traffic on 11th street, not 13th and 13th is not listed as a collector.

DOES NOT MEET Warrant 9: Intersection near a grade crossing: No tracks or train here

Funding Source:

N/A - Labor and Time

Recommended Action:

Make a recommendation to council for staff to turn the intersection to a flashing signal (yellow on Lee, red on 13th) for a period of 6 months to gather information on crash data to confirm warrant 7 with a change, and to remove the signal and all hardware entirely after 6 months if the data confirms that warrant 7 is still met after the study for the purpose of improving traffic efficiency.

ATTACHMENTS:

1. SW 13TH ST AND SW LEE BLVD (EAST BOUND)
2. SW 13TH ST AND SW LEE BLVD (NORTH BOUND)
3. SW 13TH ST AND SW LEE BLVD (SOUTH BOUND)
4. SW 13TH ST AND SW LEE BLVD (WEST BOUND)
5. MUTCD Warrants (1)
6. Screenshot 2026-03-17 135542

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (EAST BOUND)
 SPEED SUMMARY
 Wed 3/4/2026

Page: 1

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0304005.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
11:00	0	0	0	0	0	2	1	0	0	0	3
12:00	7	16	18	16	39	99	123	29	6	0	353
13:00	13	21	16	13	44	106	100	43	6	1	363
14:00	13	27	13	10	63	91	100	28	3	1	349
15:00	23	20	10	9	41	93	125	55	7	1	384
16:00	19	17	18	20	42	78	122	39	7	1	363
17:00	25	17	15	22	66	81	120	45	7	1	399
18:00	13	18	29	7	52	89	123	36	9	1	377
19:00	8	4	15	5	27	86	112	53	9	3	322
20:00	4	2	15	6	13	37	104	75	8	1	265
21:00	2	4	7	2	10	31	80	37	13	0	186
22:00	0	1	5	2	2	19	40	24	8	0	101
23:00	0	1	5	4	1	17	32	23	4	0	87
24:00	0	0	2	0	0	6	13	9	3	0	33
=====											
DAY TOTALS	127	148	168	116	400	835	1195	496	90	10	3585
PERCENTS	3.5%	4.1%	4.7%	3.2%	11.2%	23.3%	33.3%	13.8%	2.5%	0.3%	100%

Statistical Information...

15th Percentile Speed
 21.1 mph

85th Percentile Speed
 35.7 mph

Median Speed
 30.2 mph

Average Speed
 28.6 mph

10 MPH Pace Speed
 25 mph to 35 mph
 2030 vehicles in pace
 Representing 58.9% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (EAST BOUND)
 SPEED SUMMARY
 Thu 3/5/2026

Page: 2

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0304005.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	1	0	0	0	3	16	12	0	0	32
02:00	0	0	0	0	0	7	7	14	5	0	33
03:00	0	1	2	0	0	1	13	4	0	0	21
04:00	0	0	2	0	0	3	10	10	1	1	27
05:00	0	0	2	0	0	3	19	16	3	0	43
06:00	0	1	1	1	4	14	30	39	2	0	92
07:00	2	4	7	4	15	42	61	57	9	2	203
08:00	15	11	25	12	24	74	110	47	10	1	329
09:00	10	8	14	16	29	76	115	60	6	2	336
10:00	9	11	6	8	25	61	127	44	6	2	299
11:00	12	14	18	18	27	76	118	55	4	2	344
12:00	8	16	18	20	45	72	126	38	5	2	350
13:00	21	11	16	20	42	79	104	46	9	2	350
14:00	12	27	20	23	54	81	142	47	7	6	419
15:00	11	20	17	13	58	91	118	63	4	1	396
16:00	17	32	29	23	64	82	128	48	8	5	436
17:00	20	32	20	33	82	88	106	36	10	4	431
18:00	18	20	9	15	53	70	130	53	6	1	375
19:00	5	3	8	2	20	62	112	62	9	0	283
20:00	4	9	5	2	20	52	114	56	5	0	267
21:00	1	0	4	0	7	34	82	38	5	0	171
22:00	0	2	2	0	3	24	48	37	9	2	127
23:00	0	0	1	0	2	10	30	25	3	0	71
24:00	0	0	2	0	3	8	21	24	3	0	61
DAY TOTALS	165	223	228	210	577	1113	1887	931	129	33	5496
PERCENTS	3.0%	4.1%	4.1%	3.8%	10.5%	20.3%	34.3%	16.9%	2.3%	0.6%	100%

Statistical Information...

15th Percentile Speed
 21.2 mph

85th Percentile Speed
 36.4 mph

Median Speed
 30.8 mph

Average Speed
 29.0 mph

10 MPH Pace Speed
 25 mph to 35 mph
 3000 vehicles in pace
 Representing 56.6% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (EAST BOUND)
 SPEED SUMMARY
 Fri 3/6/2026

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0304005.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	0	3	10	15	12	1	0	41
02:00	0	1	2	0	1	4	13	14	2	0	37
03:00	0	0	0	0	0	5	8	17	1	0	31
04:00	0	0	0	2	1	9	25	14	2	0	53
05:00	0	1	0	1	0	5	13	13	2	0	35
06:00	1	1	1	2	3	11	28	32	7	0	86
07:00	3	8	5	3	8	33	88	49	13	2	212
08:00	14	8	18	7	45	65	115	69	8	0	349
09:00	11	12	13	8	39	63	134	52	0	1	333
10:00	8	3	12	6	47	89	94	59	8	0	326
11:00	11	4	13	14	36	59	145	63	8	1	354
12:00	14	9	15	8	50	66	130	55	10	3	360
13:00	7	14	10	18	81	92	134	58	4	7	425
14:00	6	13	18	9	65	88	108	56	10	1	374
15:00	17	22	15	13	64	68	103	55	6	2	365
16:00	36	21	20	11	46	82	119	45	11	4	395
17:00	20	18	18	24	35	78	141	70	11	5	420
18:00	12	14	19	16	26	75	146	76	7	1	392
19:00	5	16	7	14	13	62	123	54	9	0	303
20:00	10	5	14	3	21	54	137	46	3	2	295
21:00	0	3	6	2	10	31	101	51	3	0	207
22:00	1	2	5	2	4	24	57	34	8	0	137
23:00	1	0	6	1	3	17	61	23	2	1	115
24:00	0	1	2	0	0	12	37	32	6	0	90
DAY TOTALS	177	176	219	164	601	1102	2075	1049	142	30	5735
PERCENTS	3.1%	3.1%	3.8%	2.9%	10.5%	19.2%	36.2%	18.3%	2.5%	0.5%	100%

Statistical Information...

15th Percentile Speed
 22.3 mph

85th Percentile Speed
 36.7 mph

Median Speed
 31.2 mph

Average Speed
 29.6 mph

10 MPH Pace Speed
 25 mph to 35 mph
 3177 vehicles in pace
 Representing 57.5% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (EAST BOUND)
 SPEED SUMMARY
 Sat 3/7/2026

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0304005.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	2	0	0	11	19	21	7	1	61
02:00	0	0	2	0	0	7	26	26	8	1	70
03:00	0	0	1	0	1	13	16	22	4	1	58
04:00	0	0	0	1	0	5	18	10	1	0	35
05:00	0	0	0	0	1	6	11	12	1	0	31
06:00	0	0	0	1	1	2	15	12	3	0	34
07:00	1	0	4	2	2	16	36	25	4	1	91
08:00	3	3	9	6	6	35	64	47	6	1	180
09:00	7	6	8	3	3	52	59	35	14	0	187
10:00	9	4	8	3	14	60	68	50	8	2	226
11:00	7	6	12	9	17	61	95	45	12	3	267
12:00	6	9	14	3	32	71	101	42	9	0	287
13:00	8	4	14	6	22	57	117	65	8	1	302
14:00	7	3	11	3	15	52	150	53	1	0	295
15:00	6	10	6	8	29	56	113	66	17	1	312
16:00	4	11	16	4	31	61	125	59	10	0	321
17:00	4	12	13	13	26	52	130	60	9	0	319
18:00	4	4	9	6	14	54	145	54	16	1	307
19:00	4	8	17	11	15	44	100	45	7	0	251
20:00	7	6	8	3	20	52	106	51	5	0	258
21:00	0	1	6	0	4	32	88	52	9	0	192
22:00	0	0	5	0	6	21	65	30	14	1	142
23:00	2	0	2	3	1	30	51	36	6	0	131
24:00	0	0	3	0	7	17	46	33	6	1	113
DAY TOTALS	79	87	170	85	267	867	1764	951	185	15	4470
PERCENTS	1.8%	1.9%	3.8%	1.9%	6.0%	19.4%	39.5%	21.3%	4.1%	0.3%	100%

Statistical Information...

15th Percentile Speed
 25.3 mph

85th Percentile Speed
 37.5 mph

Median Speed
 32.0 mph

Average Speed
 30.9 mph

10 MPH Pace Speed
 30 mph to 40 mph
 2715 vehicles in pace
 Representing 62.0% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (EAST BOUND)
 SPEED SUMMARY
 Sun 3/8/2026

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0304005.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	2	1	2	1	1	7	30	18	5	1	68
02:00	0	1	1	0	1	6	29	26	5	3	72
03:00	0	0	2	1	0	13	23	24	5	0	68
04:00	0	0	0	0	0	2	7	14	1	1	25
05:00	0	0	0	0	2	6	11	8	2	0	29
06:00	0	0	3	1	1	8	23	17	6	0	59
07:00	3	2	13	4	7	16	50	42	4	0	141
08:00	3	2	3	2	4	21	53	41	5	3	137
09:00	2	7	5	0	10	31	65	53	8	1	182
10:00	3	4	7	4	6	31	91	60	14	3	223
11:00	1	1	8	5	14	36	114	46	11	1	237
12:00	2	5	10	6	23	44	109	70	8	1	278
13:00	4	4	13	15	17	42	114	63	5	3	280
14:00	3	4	4	7	25	53	117	78	17	3	311
15:00	8	5	12	6	21	42	108	69	14	0	285
16:00	6	6	5	5	13	31	107	61	20	1	255
17:00	3	4	7	4	11	39	106	72	17	3	266
18:00	4	1	6	8	8	37	110	55	3	4	236
19:00	1	1	9	8	11	35	108	63	4	3	243
20:00	2	3	3	2	2	22	79	53	9	0	175
21:00	1	3	5	1	3	16	51	42	9	2	133
22:00	0	0	5	0	1	9	30	24	6	0	75
23:00	0	0	4	2	2	7	29	18	5	0	67
24:00	0	0	3	0	1	1	24	12	1	0	42
DAY TOTALS	48	54	130	82	184	555	1588	1029	184	33	3887
PERCENTS	1.2%	1.4%	3.3%	2.1%	4.7%	14.3%	40.9%	26.5%	4.7%	0.8%	100%

Statistical Information...

15th Percentile Speed
 26.1 mph

85th Percentile Speed
 38.1 mph

Median Speed
 32.8 mph

Average Speed
 31.8 mph

10 MPH Pace Speed
 30 mph to 40 mph
 2617 vehicles in pace
 Representing 68.8% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (EAST BOUND)
 SPEED SUMMARY
 Mon 3/9/2026

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0304005.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	1	1	1	1	13	7	3	1	28
02:00	0	0	1	1	0	0	11	5	1	0	19
03:00	0	0	0	0	0	0	8	10	2	0	20
04:00	0	0	1	0	0	2	17	15	8	0	43
05:00	0	3	3	2	0	11	40	29	1	1	90
06:00	2	3	5	4	9	25	83	44	10	0	185
07:00	15	18	14	7	14	68	145	63	5	2	351
08:00	4	15	13	8	21	59	173	96	12	1	402
09:00	5	5	6	20	20	58	148	67	11	3	343
10:00	2	9	18	22	33	60	140	65	15	0	364
11:00	10	20	25	33	50	43	126	53	8	2	370
12:00	2	9	29	28	45	83	129	53	10	0	388
13:00	9	6	18	30	48	76	135	74	8	1	405
14:00	7	10	31	33	64	64	138	52	15	4	418
15:00	10	8	21	32	64	87	144	67	14	6	453
16:00	6	7	25	46	65	79	149	64	17	0	458
17:00	5	14	25	47	50	95	149	47	7	2	441
18:00	1	2	14	6	27	67	123	63	15	1	319
19:00	1	2	4	12	13	59	112	45	5	0	253
20:00	0	2	8	7	7	37	88	38	10	2	199
21:00	0	1	1	0	3	20	60	30	7	1	123
22:00	0	1	1	1	3	12	43	31	8	1	101
23:00	0	0	2	2	2	12	26	18	6	0	68
24:00	0	0	1	1	0	6	18	15	3	0	44
DAY TOTALS	79	135	267	343	539	1024	2218	1051	201	28	5885
PERCENTS	1.3%	2.3%	4.5%	5.8%	9.2%	17.4%	37.7%	17.9%	3.4%	0.5%	100%

Statistical Information...

15th Percentile Speed
 21.1 mph

85th Percentile Speed
 36.8 mph

Median Speed
 31.3 mph

Average Speed
 29.5 mph

10 MPH Pace Speed
 30 mph to 40 mph
 3269 vehicles in pace
 Representing 56.6% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (EAST BOUND)
 SPEED SUMMARY
 Tue 3/10/2026

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0304005.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	2	1	0	7	12	8	0	0	30
02:00	0	0	0	0	1	0	10	9	1	0	21
03:00	0	1	2	0	2	5	8	13	2	0	33
04:00	0	0	0	0	0	4	15	19	2	0	40
05:00	0	1	2	1	1	11	33	28	4	0	81
06:00	4	4	8	3	7	31	104	62	8	0	231
07:00	6	7	14	19	37	85	150	61	10	2	391
08:00	4	16	16	18	31	101	148	48	2	3	387
09:00	5	15	9	25	24	55	143	44	12	2	334
10:00	0	10	11	29	27	107	122	56	3	1	366
11:00	3	4	16	17	42	88	150	51	11	1	383
12:00	1	12	25	29	46	92	114	48	7	3	377
13:00	5	22	15	43	54	93	145	54	6	2	439
14:00	16	20	31	44	46	71	158	50	17	3	456
15:00	10	14	24	28	35	84	171	64	6	2	438
16:00	7	17	23	47	40	98	158	64	17	6	477
17:00	16	17	23	47	45	91	120	51	7	4	421
18:00	2	10	5	11	15	84	135	58	11	3	334
19:00	1	4	2	16	13	65	127	49	7	1	285
20:00	0	1	3	2	3	17	62	35	4	0	127
21:00	0	1	2	3	3	24	46	25	5	1	110
22:00	0	1	6	1	5	11	33	26	6	0	89
23:00	0	0	3	0	2	6	18	19	5	0	53
24:00	0	0	2	1	1	5	11	9	3	2	34
DAY TOTALS	80	177	244	385	480	1235	2193	951	156	36	5937
PERCENTS	1.3%	3.0%	4.1%	6.5%	8.1%	20.8%	36.9%	16.0%	2.6%	0.6%	100%

Statistical Information...

15th Percentile Speed
 20.7 mph

85th Percentile Speed
 36.2 mph

Median Speed
 30.9 mph

Average Speed
 29.1 mph

10 MPH Pace Speed
 25 mph to 35 mph
 3428 vehicles in pace
 Representing 58.9% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (EAST BOUND)
 SPEED SUMMARY
 Wed 3/11/2026

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0304005.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	0	1	6	14	13	1	0	35
02:00	0	0	1	0	1	2	15	5	3	0	27
03:00	0	0	2	0	0	4	12	9	0	0	27
04:00	0	0	1	1	0	2	14	16	0	0	34
05:00	1	0	2	2	4	4	47	26	6	1	93
06:00	3	2	8	2	5	43	78	51	16	1	209
07:00	8	8	15	6	23	81	173	73	7	0	394
08:00	11	12	19	9	14	94	150	60	9	0	378
09:00	5	10	12	13	17	77	124	70	17	3	348
10:00	5	8	8	18	22	79	146	60	4	0	350
11:00	1	5	13	24	27	116	138	61	6	2	393
12:00	4	6	17	23	45	123	142	38	4	3	405
13:00	3	10	22	35	47	108	151	50	4	2	432
14:00	8	7	16	41	46	143	137	50	4	5	457
15:00	4	2	17	44	36	141	162	62	9	4	481
16:00	7	10	26	49	60	132	152	52	10	3	501
17:00	4	6	17	32	54	108	158	57	13	1	450
18:00	2	2	7	18	17	89	139	87	12	3	376
19:00	5	5	13	5	17	56	111	67	10	3	292
20:00	2	3	6	0	10	39	79	54	10	2	205
21:00	0	3	4	1	4	20	59	43	8	2	144
22:00	1	0	1	2	4	13	34	31	7	1	94
23:00	2	1	4	1	0	10	23	14	5	1	61
24:00	0	1	2	0	1	8	10	11	3	0	36
DAY TOTALS	76	101	233	326	455	1498	2268	1060	168	37	6222
PERCENTS	1.2%	1.6%	3.7%	5.2%	7.3%	24.1%	36.5%	17.0%	2.7%	0.6%	100%

Statistical Information...

15th Percentile Speed
 22.8 mph

85th Percentile Speed
 36.5 mph

Median Speed
 31.0 mph

Average Speed
 29.7 mph

10 MPH Pace Speed
 25 mph to 35 mph
 3766 vehicles in pace
 Representing 61.6% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (EAST BOUND)
 SPEED SUMMARY
 Thu 3/12/2026

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0304005.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	1	1	2	0	4	9	4	2	0	23
02:00	0	1	0	0	0	3	9	5	1	0	19
03:00	0	0	3	0	0	8	13	2	4	0	30
04:00	0	0	2	1	1	7	12	14	4	0	41
05:00	2	1	1	5	1	15	22	13	4	0	64
06:00	9	7	13	1	7	40	47	27	6	2	159
07:00	22	12	31	16	6	56	78	49	11	0	281
08:00	14	12	18	3	17	60	98	63	15	1	301
09:00	7	6	8	3	23	58	143	61	4	2	315
10:00	4	10	13	16	21	79	157	57	8	1	366
11:00	4	8	14	23	36	93	160	67	11	4	420
12:00	4	10	19	41	43	118	137	60	10	0	442
13:00	2	2	18	36	45	109	138	68	7	1	426
14:00	1	3	5	19	10	63	88	41	5	2	237
DAY TOTALS	69	73	146	166	210	713	1111	531	92	13	3124
PERCENTS	2.2%	2.3%	4.7%	5.3%	6.7%	22.8%	35.6%	17.0%	2.9%	0.4%	100%

Statistical Information...

15th Percentile Speed
 21.7 mph

85th Percentile Speed
 36.6 mph

Median Speed
 31.0 mph

Average Speed
 29.4 mph

10 MPH Pace Speed
 25 mph to 35 mph
 1824 vehicles in pace
 Representing 60.0% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (NORTH BOUND)
 SPEED SUMMARY
 Fri 2/20/2026

Page: 1

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220001.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
15:00	0	1	2	3	3	0	0	0	0	0	9
16:00	0	0	4	11	2	2	0	0	0	0	19
17:00	0	2	1	5	2	1	0	0	0	0	11
18:00	0	1	6	16	2	1	1	0	0	0	27
19:00	0	3	3	5	2	2	0	0	0	0	15
20:00	0	0	1	5	3	0	1	0	0	0	10
21:00	0	0	0	4	0	0	0	0	0	0	4
22:00	0	0	0	2	0	0	0	0	0	0	2
23:00	0	0	1	1	1	0	0	0	0	0	3
24:00	0	0	2	1	0	0	0	0	0	0	3
=====											
DAY TOTALS	0	7	20	53	15	6	2	0	0	0	103
PERCENTS	0.0%	6.8%	19.4%	51.5%	14.6%	5.8%	1.9%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
 12.1 mph

85th Percentile Speed
 22.5 mph

Median Speed
 17.3 mph

Average Speed
 17.5 mph

10 MPH Pace Speed
 10 mph to 20 mph
 73 vehicles in pace
 Representing 70.9% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (NORTH BOUND)
 SPEED SUMMARY
 Sat 2/21/2026

Page: 2

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220001.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	1	0	2	0	0	0	0	0	3
02:00	0	0	0	0	1	0	0	0	0	0	1
03:00	0	0	0	0	1	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	2	0	0	0	0	0	2
08:00	0	0	0	1	4	0	0	0	0	0	5
09:00	0	0	1	1	3	1	0	0	0	0	6
10:00	0	1	5	3	2	1	0	0	0	0	12
11:00	0	1	2	5	5	0	0	0	0	0	13
12:00	0	0	6	5	3	1	0	0	0	0	15
13:00	0	0	2	3	5	1	0	0	0	0	11
14:00	0	0	5	11	2	0	0	0	0	0	18
15:00	0	0	2	5	3	0	0	0	0	0	10
16:00	0	0	3	6	5	0	0	0	0	0	14
17:00	0	0	3	6	7	2	0	0	0	0	18
18:00	0	0	4	6	1	0	0	0	0	0	11
19:00	0	0	2	10	4	1	0	0	0	0	17
20:00	0	0	1	3	2	0	0	0	0	0	6
21:00	0	0	1	4	0	0	0	0	0	0	5
22:00	0	0	1	1	1	0	0	0	0	0	3
23:00	0	0	1	4	3	0	0	0	0	0	8
24:00	0	0	0	1	0	0	0	0	0	0	1
=====											
DAY TOTALS	0	2	40	75	56	7	0	0	0	0	180
PERCENTS	0.0%	1.1%	22.2%	41.7%	31.1%	3.9%	0.0%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
 13.1 mph

85th Percentile Speed
 23.2 mph

Median Speed
 18.2 mph

Average Speed
 18.2 mph

10 MPH Pace Speed
 15 mph to 25 mph
 131 vehicles in pace
 Representing 72.8% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (NORTH BOUND)
 SPEED SUMMARY
 Sun 2/22/2026

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220001.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	1	1	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	1	0	0	0	0	0	1
07:00	0	1	2	0	0	0	0	0	0	0	3
08:00	0	0	2	1	0	0	0	0	0	0	3
09:00	0	1	5	6	2	0	0	0	0	0	14
10:00	0	1	1	3	1	0	0	0	0	0	6
11:00	0	0	3	4	0	1	0	0	0	0	8
12:00	0	1	5	9	2	0	0	0	0	0	17
13:00	0	2	13	14	1	0	0	0	0	0	30
14:00	0	3	6	9	2	1	1	0	0	0	22
15:00	0	0	2	3	4	0	0	0	0	0	9
16:00	0	2	2	3	5	2	0	0	0	0	14
17:00	0	0	3	7	1	1	0	0	0	0	12
18:00	0	1	1	7	1	0	0	0	0	0	10
19:00	0	0	3	3	3	0	0	0	0	0	9
20:00	0	1	2	4	1	2	0	0	0	0	10
21:00	0	0	2	6	1	0	0	0	0	0	9
22:00	0	0	1	1	0	1	0	0	0	0	3
23:00	0	0	1	2	1	0	0	0	0	0	4
24:00	0	0	0	1	0	0	0	0	0	0	1
DAY TOTALS	0	13	54	86	27	8	1	0	0	0	189
PERCENTS	0.0%	6.9%	28.6%	45.5%	14.3%	4.2%	0.5%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
 11.4 mph

85th Percentile Speed
 21.4 mph

Median Speed
 16.6 mph

Average Speed
 16.6 mph

10 MPH Pace Speed
 10 mph to 20 mph
 140 vehicles in pace
 Representing 74.1% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (NORTH BOUND)
 SPEED SUMMARY
 Mon 2/23/2026

Page: 4

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220001.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	2	1	2	0	0	0	0	0	6
07:00	0	0	3	5	1	0	0	0	0	0	9
08:00	0	0	2	3	2	0	0	0	0	0	7
09:00	0	1	6	5	2	0	0	0	0	0	14
10:00	0	0	3	4	3	2	0	0	0	0	12
11:00	0	0	4	9	2	0	0	0	0	0	15
12:00	0	1	7	14	7	0	0	0	0	0	29
13:00	0	1	3	10	7	1	0	0	0	0	22
14:00	0	3	7	11	4	1	1	0	0	0	27
15:00	0	0	2	10	3	1	0	0	0	0	16
16:00	0	0	3	10	3	1	0	0	0	0	17
17:00	0	1	3	19	4	1	0	0	0	0	28
18:00	0	2	6	13	6	1	0	0	0	0	28
19:00	0	2	4	8	4	0	0	0	0	0	18
20:00	0	1	2	3	3	0	0	0	0	0	9
21:00	0	2	0	3	1	1	0	0	0	0	7
22:00	0	0	0	1	0	0	0	0	0	0	1
23:00	0	0	1	0	2	1	0	0	0	0	4
24:00	0	0	0	0	0	0	0	0	0	0	0
DAY TOTALS	0	15	58	131	56	10	1	0	0	0	271
PERCENTS	0.0%	5.5%	21.4%	48.3%	20.7%	3.7%	0.4%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
 12.2 mph

85th Percentile Speed
 22.4 mph

Median Speed
 17.4 mph

Average Speed
 17.3 mph

10 MPH Pace Speed
 10 mph to 20 mph
 189 vehicles in pace
 Representing 69.7% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (NORTH BOUND)
 SPEED SUMMARY
 Tue 2/24/2026

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220001.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	0	1	0	0	0	0	0	1
06:00	0	0	1	0	1	0	0	0	0	0	2
07:00	0	0	0	3	1	0	0	0	0	0	4
08:00	0	2	2	4	2	1	0	0	0	0	11
09:00	0	0	6	8	4	1	0	0	0	0	19
10:00	0	1	8	8	2	0	1	0	0	0	20
11:00	0	1	3	6	5	1	0	0	0	0	16
12:00	0	1	7	13	7	0	0	0	0	0	28
13:00	1	1	7	13	5	0	0	0	0	0	27
14:00	0	2	9	11	12	1	0	0	0	0	35
15:00	0	0	6	9	5	1	0	0	0	0	21
16:00	0	0	6	15	5	1	0	0	0	0	27
17:00	0	1	3	7	6	1	0	0	0	0	18
18:00	0	2	10	6	4	0	0	0	0	0	22
19:00	0	1	2	3	2	0	0	0	0	0	8
20:00	0	1	4	2	3	1	0	0	0	0	11
21:00	0	0	1	1	1	0	0	0	0	0	3
22:00	0	0	1	1	1	0	0	0	0	0	3
23:00	0	0	0	0	1	0	0	0	0	0	1
24:00	0	0	0	0	0	0	0	0	0	0	0
DAY TOTALS	1	13	76	111	68	8	1	0	0	0	278
PERCENTS	0.4%	4.7%	27.3%	39.9%	24.5%	2.9%	0.4%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
 11.9 mph

85th Percentile Speed
 22.6 mph

Median Speed
 17.2 mph

Average Speed
 17.2 mph

10 MPH Pace Speed
 10 mph to 20 mph
 187 vehicles in pace
 Representing 67.5% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (NORTH BOUND)
 SPEED SUMMARY
 Wed 2/25/2026

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220001.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	2	0	0	0	0	0	0	2
07:00	0	0	2	4	1	0	0	0	0	0	7
08:00	0	0	3	5	2	0	0	0	0	0	10
09:00	0	2	4	5	1	0	0	0	0	0	12
10:00	0	3	5	9	3	0	0	0	0	0	20
11:00	0	1	5	7	6	2	0	0	0	0	21
12:00	0	0	3	11	5	2	0	0	0	0	21
13:00	0	1	3	7	2	1	0	0	0	0	14
14:00	0	0	4	10	1	1	0	0	0	0	16
15:00	0	1	3	11	3	2	0	0	0	0	20
16:00	0	0	7	9	4	0	0	0	0	0	20
17:00	0	1	3	6	6	0	0	0	0	0	16
18:00	0	1	8	6	6	2	0	0	0	0	23
19:00	0	2	4	10	2	0	0	0	0	0	18
20:00	0	0	4	6	6	1	0	0	0	0	17
21:00	0	5	4	7	4	1	0	0	0	0	21
22:00	0	0	1	4	2	0	0	0	0	0	7
23:00	0	0	1	4	0	0	0	0	0	0	5
24:00	0	0	1	0	1	0	0	0	0	0	2
DAY TOTALS	1	17	65	124	55	12	0	0	0	0	274
PERCENTS	0.4%	6.2%	23.7%	45.3%	20.1%	4.4%	0.0%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
 11.9 mph

85th Percentile Speed
 22.4 mph

Median Speed
 17.2 mph

Average Speed
 17.1 mph

10 MPH Pace Speed
 10 mph to 20 mph
 189 vehicles in pace
 Representing 69.2% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (NORTH BOUND)
 SPEED SUMMARY
 Thu 2/26/2026

Page: 7

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220001.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	1	2	0	0	0	0	0	0	3
02:00	0	0	1	1	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	0	0	0	0	0	1
05:00	0	0	0	1	0	0	0	0	0	0	1
06:00	0	0	1	2	1	0	0	0	0	0	4
07:00	0	0	1	5	1	0	0	0	0	0	7
08:00	0	3	1	4	1	0	0	0	0	0	9
09:00	0	2	2	7	4	0	0	0	0	0	15
10:00	0	0	5	10	1	0	0	0	0	0	16
11:00	0	0	4	8	5	1	0	0	0	0	18
12:00	0	1	8	13	1	0	0	0	0	0	23
13:00	0	1	6	11	2	1	0	0	0	0	21
14:00	0	0	5	8	3	0	0	0	0	0	16
15:00	0	0	5	6	3	0	0	0	0	0	14
16:00	0	0	5	14	12	1	0	0	0	0	32
17:00	0	0	5	9	8	0	1	0	0	0	23
18:00	0	0	5	8	3	2	0	0	0	0	18
19:00	0	1	3	8	2	0	0	0	0	0	14
20:00	0	0	0	5	4	1	0	0	0	0	10
21:00	0	0	1	5	0	0	0	0	0	0	6
22:00	0	0	1	2	0	0	0	0	0	0	3
23:00	0	0	0	4	1	2	0	0	0	0	7
24:00	0	0	0	2	2	0	0	0	0	0	4
DAY TOTALS	0	8	60	135	55	8	1	0	0	0	267
PERCENTS	0.0%	3.0%	22.5%	50.6%	20.6%	3.0%	0.4%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
 12.7 mph

85th Percentile Speed
 22.2 mph

Median Speed
 17.4 mph

Average Speed
 17.5 mph

10 MPH Pace Speed
 10 mph to 20 mph
 195 vehicles in pace
 Representing 73.0% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (NORTH BOUND)
 SPEED SUMMARY
 Fri 2/27/2026

Page: 8

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220001.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	1	0	1	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	1	4	1	1	0	0	0	0	7
08:00	0	0	2	6	3	0	0	0	0	0	11
09:00	0	0	5	14	2	0	0	0	0	0	21
10:00	0	0	1	9	2	1	0	0	0	0	13
11:00	0	0	5	4	4	0	0	0	0	0	13
12:00	0	1	4	9	4	2	0	0	0	0	20
13:00	0	0	3	10	6	0	0	0	0	0	19
14:00	0	3	5	5	5	1	0	0	0	0	19
15:00	0	1	5	6	6	0	0	0	0	0	18
16:00	1	1	6	7	8	1	0	0	0	0	24
17:00	1	3	3	17	4	0	0	0	0	0	28
18:00	0	1	2	11	5	0	0	0	0	0	19
19:00	0	1	3	5	1	1	1	0	0	0	12
20:00	0	0	2	6	4	1	0	0	0	0	13
21:00	0	0	0	2	2	0	0	0	0	0	4
22:00	0	0	0	5	3	1	0	0	0	0	9
23:00	0	0	0	0	3	0	0	0	0	0	3
24:00	0	0	0	0	1	0	0	0	0	0	1
DAY TOTALS	2	11	49	121	65	9	1	0	0	0	258
PERCENTS	0.8%	4.3%	19.0%	46.9%	25.2%	3.5%	0.4%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
 12.8 mph

85th Percentile Speed
 22.8 mph

Median Speed
 17.8 mph

Average Speed
 17.8 mph

10 MPH Pace Speed
 15 mph to 25 mph
 186 vehicles in pace
 Representing 72.7% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (NORTH BOUND)
 SPEED SUMMARY
 Sat 2/28/2026

Page: 9

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220001.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	0	3	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0	0	1
06:00	0	0	0	1	0	0	0	0	0	0	1
07:00	0	0	1	2	1	0	0	0	0	0	4
08:00	0	0	1	0	1	1	0	0	0	0	3
09:00	0	0	2	4	1	0	0	0	0	0	7
10:00	0	1	1	7	2	0	0	0	0	0	11
11:00	0	0	6	5	6	1	0	0	0	0	18
12:00	0	1	5	7	2	0	0	0	0	0	15
13:00	0	2	1	9	5	0	0	0	0	0	17
14:00	0	3	4	6	3	0	0	0	0	0	16
15:00	0	2	5	11	3	1	0	0	0	0	22
16:00	0	0	2	9	3	1	0	0	0	0	15
17:00	0	1	2	2	4	1	1	0	0	0	11
18:00	0	0	4	5	1	1	0	0	0	0	11
19:00	0	0	4	3	2	0	0	0	0	0	9
20:00	0	1	1	3	2	0	0	0	0	0	7
21:00	0	1	3	2	1	0	0	0	0	0	7
22:00	0	0	1	4	1	0	0	0	0	0	6
23:00	0	0	4	0	3	0	0	0	0	0	7
24:00	0	0	0	1	1	1	0	0	0	0	3
DAY TOTALS	0	12	47	83	45	7	1	0	0	0	195
PERCENTS	0.0%	6.2%	24.1%	42.6%	23.1%	3.6%	0.5%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
 11.8 mph

85th Percentile Speed
 22.6 mph

Median Speed
 17.3 mph

Average Speed
 17.3 mph

10 MPH Pace Speed
 10 mph to 20 mph
 130 vehicles in pace
 Representing 66.7% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (NORTH BOUND)
 SPEED SUMMARY
 Sun 3/1/2026

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220001.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	3	0	0	0	0	0	0	3
02:00	0	0	0	0	1	0	1	0	0	0	2
03:00	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	2	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0	0	1
07:00	0	0	0	1	0	0	0	0	0	0	1
08:00	0	2	1	1	1	0	0	0	0	0	5
09:00	0	1	7	2	2	1	0	0	0	0	13
10:00	0	0	3	5	1	0	0	0	0	0	9
11:00	0	1	7	10	4	0	0	0	0	0	22
12:00	0	1	3	4	3	1	0	0	0	0	12
13:00	0	4	19	8	6	0	0	0	0	0	37
14:00	0	3	7	14	2	2	0	0	0	0	28
15:00	0	0	3	2	5	0	0	0	0	0	10
16:00	0	0	6	8	3	1	0	0	0	0	18
17:00	0	1	6	3	4	0	0	0	0	0	14
18:00	0	0	2	10	0	0	0	0	0	0	12
19:00	0	0	4	6	3	0	0	0	0	0	13
20:00	1	0	5	5	1	0	0	0	0	0	12
21:00	0	1	3	4	1	0	0	0	0	0	9
22:00	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0
DAY TOTALS	1	15	76	89	37	5	1	0	0	0	224
PERCENTS	0.4%	6.7%	33.9%	39.7%	16.5%	2.2%	0.4%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
 11.2 mph

85th Percentile Speed
 21.3 mph

Median Speed
 16.2 mph

Average Speed
 16.3 mph

10 MPH Pace Speed
 10 mph to 20 mph
 165 vehicles in pace
 Representing 74.0% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (NORTH BOUND)
 SPEED SUMMARY
 Mon 3/2/2026

Page: 11

Station #: 000000028198
 Site ID: 000000028198
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220001.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	0	1	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	1	0	0	0	0	0	0	2
07:00	0	0	0	4	1	0	0	0	0	0	5
08:00	0	0	3	3	1	0	0	0	0	0	7
09:00	0	0	5	8	4	0	0	0	0	0	17
10:00	0	0	3	8	2	1	0	0	0	0	14
11:00	1	1	3	9	4	0	0	0	0	0	18
12:00	0	1	3	11	5	1	0	0	0	0	21
13:00	0	3	8	12	4	1	0	0	0	0	28
14:00	0	3	1	13	1	0	0	0	0	0	18
15:00	1	1	0	4	2	0	0	0	0	0	8
=====											
DAY TOTALS	2	9	27	74	25	3	0	0	0	0	140
PERCENTS	1.4%	6.4%	19.3%	52.9%	17.9%	2.1%	0.0%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
 12.2 mph

85th Percentile Speed
 21.5 mph

Median Speed
 17.2 mph

Average Speed
 17.0 mph

10 MPH Pace Speed
 10 mph to 20 mph
 101 vehicles in pace
 Representing 73.2% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (SOUTH BOUND)
 SPEED SUMMARY
 Fri 2/20/2026

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
15:00	1	5	5	0	3	0	0	0	0	0	14
16:00	2	7	3	0	2	3	0	2	0	0	19
17:00	3	5	5	2	1	0	1	0	0	0	17
18:00	2	9	8	0	1	0	0	0	0	0	20
19:00	1	1	2	1	0	1	0	0	0	0	6
20:00	1	1	4	0	1	1	0	0	0	0	8
21:00	0	1	2	0	0	0	0	0	0	0	3
22:00	4	0	0	0	0	0	0	0	0	0	4
23:00	0	0	1	0	0	0	0	0	0	0	1
24:00	0	0	0	0	0	0	0	0	0	0	0
=====											
DAY TOTALS	14	29	30	3	8	5	1	2	0	0	92
PERCENTS	15.2%	31.5%	32.6%	3.3%	8.7%	5.4%	1.1%	2.2%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
 7.0 mph

85th Percentile Speed
 22.7 mph

Median Speed
 11.7 mph

Average Speed
 13.7 mph

10 MPH Pace Speed
 5 mph to 15 mph
 59 vehicles in pace
 Representing 75.6% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (SOUTH BOUND)
 SPEED SUMMARY
 Sat 2/21/2026

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0
11:00	0	2	2	0	0	0	0	0	0	0	4
12:00	0	1	0	3	1	0	0	0	0	0	5
13:00	0	3	5	0	0	0	0	0	0	0	8
14:00	2	8	1	1	0	0	0	0	0	0	12
15:00	0	1	7	3	0	0	0	0	0	0	11
16:00	3	2	5	0	0	1	0	0	1	0	12
17:00	2	3	3	0	0	0	0	0	0	0	8
18:00	2	2	3	1	0	0	1	0	0	0	9
19:00	1	0	2	0	0	2	0	0	0	0	5
20:00	0	0	0	0	0	0	0	0	0	0	0
21:00	1	0	0	0	0	0	2	0	0	0	3
22:00	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0
DAY TOTALS	11	22	28	8	1	3	3	0	1	0	77
PERCENTS	14.3%	28.6%	36.4%	10.4%	1.3%	3.9%	3.9%	0.0%	1.3%	0.0%	100%

Statistical Information...

15th Percentile Speed
 7.3 mph

85th Percentile Speed
 18.8 mph

Median Speed
 12.0 mph

Average Speed
 13.6 mph

10 MPH Pace Speed
 5 mph to 15 mph
 50 vehicles in pace
 Representing 75.8% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (SOUTH BOUND)
 SPEED SUMMARY
 Sun 2/22/2026

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	1	0	0	0	0	0	0	0	1
12:00	1	3	0	2	2	0	0	0	0	0	8
13:00	0	1	1	0	0	0	0	0	0	0	2
14:00	2	8	2	0	2	0	0	0	0	0	14
15:00	2	2	1	0	1	0	2	0	0	0	8
16:00	2	2	1	1	1	1	0	0	0	0	8
17:00	6	2	2	0	0	0	0	0	0	0	10
18:00	2	5	6	1	0	0	0	0	0	0	14
19:00	0	1	0	2	0	0	0	0	0	0	3
20:00	0	1	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0
DAY TOTALS	15	25	14	6	6	1	2	0	0	0	69
PERCENTS	21.7%	36.2%	20.3%	8.7%	8.7%	1.4%	2.9%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
 6.6 mph

85th Percentile Speed
 20.8 mph

Median Speed
 10.7 mph

Average Speed
 12.9 mph

10 MPH Pace Speed
 5 mph to 15 mph
 39 vehicles in pace
 Representing 72.2% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (SOUTH BOUND)
 SPEED SUMMARY
 Mon 2/23/2026

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0
10:00	1	0	1	0	0	0	0	0	0	0	2
11:00	2	1	0	1	0	2	0	0	1	0	7
12:00	1	4	1	4	0	0	0	0	0	0	10
13:00	4	3	2	1	0	0	0	0	0	0	10
14:00	1	7	1	0	0	0	0	0	0	0	9
15:00	2	4	0	4	0	0	0	0	0	0	10
16:00	0	2	3	3	0	0	0	0	0	1	9
17:00	3	2	1	1	0	0	0	1	0	1	9
18:00	0	5	1	1	0	0	0	0	1	0	8
19:00	1	2	3	0	0	1	0	0	2	0	9
20:00	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0
DAY TOTALS	15	30	13	15	0	3	0	1	4	2	83
PERCENTS	18.1%	36.1%	15.7%	18.1%	0.0%	3.6%	0.0%	1.2%	4.8%	2.4%	100%

Statistical Information...

15th Percentile Speed
 6.7 mph

85th Percentile Speed
 19.4 mph

Median Speed
 11.2 mph

Average Speed
 14.3 mph

10 MPH Pace Speed
 5 mph to 15 mph
 43 vehicles in pace
 Representing 65.2% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (SOUTH BOUND)
 SPEED SUMMARY
 Tue 2/24/2026

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0
13:00	0	2	4	0	0	1	0	2	0	0	9
14:00	0	2	0	2	0	0	1	0	0	0	5
15:00	0	4	4	0	0	0	0	0	0	0	8
16:00	3	7	8	1	0	0	0	0	0	0	19
17:00	0	4	2	1	0	0	0	0	0	0	7
18:00	3	5	2	2	0	0	1	0	0	0	13
19:00	1	7	0	0	0	0	0	0	0	0	8
20:00	0	2	0	2	1	0	0	0	0	0	5
21:00	0	3	1	0	0	0	0	0	0	0	4
22:00	0	0	3	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0
DAY TOTALS	7	36	24	8	1	1	2	2	0	0	81
PERCENTS	8.6%	44.4%	29.6%	9.9%	1.2%	1.2%	2.5%	2.5%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
 6.6 mph

85th Percentile Speed
 16.8 mph

Median Speed
 10.2 mph

Average Speed
 12.2 mph

10 MPH Pace Speed
 5 mph to 15 mph
 60 vehicles in pace
 Representing 81.1% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (SOUTH BOUND)
 SPEED SUMMARY
 Wed 2/25/2026

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	0	0	0	0	0	0	0	0
02:00	2	1	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0
09:00	4	0	0	0	0	1	0	0	0	0	5
10:00	3	5	3	1	0	0	0	0	0	1	13
11:00	5	7	1	1	0	0	0	0	0	0	14
12:00	2	1	4	3	0	0	0	0	0	0	10
13:00	3	6	1	1	0	1	1	0	0	0	13
14:00	0	2	1	4	0	0	0	0	0	0	7
15:00	3	4	1	2	0	0	0	0	0	0	10
16:00	3	3	3	2	0	0	0	0	0	0	11
17:00	1	3	0	1	0	0	0	0	0	0	5
18:00	1	4	1	0	1	0	0	0	0	0	7
19:00	2	3	2	1	0	0	0	0	0	0	8
20:00	0	1	2	1	0	0	3	0	0	0	7
21:00	0	0	4	0	0	0	0	0	0	0	4
22:00	0	3	2	0	0	0	0	0	0	0	5
23:00	0	2	0	0	0	0	0	0	0	0	2
24:00	0	0	0	1	0	0	0	0	0	0	1
DAY TOTALS	29	45	25	18	1	2	4	0	0	1	125
PERCENTS	23.2%	36.0%	20.0%	14.4%	0.8%	1.6%	3.2%	0.0%	0.0%	0.8%	100%

Statistical Information...

15th Percentile Speed
 6.6 mph

85th Percentile Speed
 18.0 mph

Median Speed
 10.5 mph

Average Speed
 12.4 mph

10 MPH Pace Speed
 5 mph to 15 mph
 70 vehicles in pace
 Representing 73.7% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (SOUTH BOUND)
 SPEED SUMMARY
 Thu 2/26/2026

Page: 7

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	2	0	0	0	0	0	0	0	2
03:00	2	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	2	0	0	0	0	0	0	0	2
08:00	0	2	1	1	0	0	0	0	0	0	4
09:00	0	2	0	0	1	0	1	0	0	0	4
10:00	2	1	2	1	0	0	0	0	0	0	6
11:00	0	4	0	0	0	0	0	0	0	0	4
12:00	1	0	0	0	0	0	0	0	0	0	1
13:00	4	4	0	0	0	0	0	0	0	0	8
14:00	1	4	2	0	0	0	1	1	0	0	9
15:00	0	6	3	3	1	0	0	0	0	0	13
16:00	1	4	10	2	1	0	0	0	0	0	18
17:00	5	3	1	4	0	1	0	0	0	0	14
18:00	3	3	2	0	0	0	0	0	0	0	8
19:00	1	9	4	2	0	0	0	1	1	0	18
20:00	0	6	2	1	0	0	1	0	0	0	10
21:00	1	4	1	0	0	0	0	0	0	0	6
22:00	1	1	0	1	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0
DAY TOTALS	23	53	32	15	3	1	3	2	1	0	133
PERCENTS	17.3%	39.8%	24.1%	11.3%	2.3%	0.8%	2.3%	1.5%	0.8%	0.0%	100%

Statistical Information...

15th Percentile Speed
6.6 mph

85th Percentile Speed
17.8 mph

Median Speed
10.3 mph

Average Speed
12.5 mph

10 MPH Pace Speed
5 mph to 15 mph
85 vehicles in pace
Representing 77.3% of the total vehicles

Vehicles > 65 MPH
0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (SOUTH BOUND)
 SPEED SUMMARY
 Fri 2/27/2026

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	2	0	0	0	0	1	0	0	3
09:00	0	4	2	0	1	0	0	0	0	0	7
10:00	5	2	1	3	0	0	0	0	0	0	11
11:00	0	3	2	3	2	0	0	0	0	0	10
12:00	0	6	3	1	2	0	0	2	0	0	14
13:00	2	1	3	1	0	1	0	0	0	0	8
14:00	4	1	1	3	0	0	0	0	0	0	9
15:00	3	6	0	1	1	0	0	0	0	0	11
16:00	4	8	2	1	3	0	0	0	0	0	18
17:00	2	5	1	1	1	0	0	0	0	0	10
18:00	11	6	6	0	0	0	0	1	0	0	24
19:00	4	4	7	0	0	0	0	1	0	0	16
20:00	1	3	1	0	1	0	0	0	0	0	6
21:00	1	3	1	0	0	0	0	0	0	0	5
22:00	0	2	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0
DAY TOTALS	37	55	32	14	11	1	0	5	0	0	155
PERCENTS	23.9%	35.5%	20.6%	9.0%	7.1%	0.6%	0.0%	3.2%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
6.6 mph

85th Percentile Speed
19.8 mph

Median Speed
10.6 mph

Average Speed
12.9 mph

10 MPH Pace Speed
5 mph to 15 mph
87 vehicles in pace
Representing 73.7% of the total vehicles

Vehicles > 65 MPH
0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (SOUTH BOUND)
 SPEED SUMMARY
 Sat 2/28/2026

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0
08:00	0	2	0	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0
10:00	2	3	0	0	0	0	0	0	0	0	5
11:00	1	5	0	0	0	0	0	0	0	0	6
12:00	3	7	0	2	1	0	1	0	0	0	14
13:00	3	5	2	2	2	0	0	0	0	0	14
14:00	3	3	2	0	2	1	0	0	0	0	11
15:00	1	5	7	1	0	0	0	0	0	0	14
16:00	2	6	0	0	0	0	0	0	0	0	8
17:00	2	3	1	0	0	0	0	0	0	0	6
18:00	0	0	1	0	0	0	0	0	0	0	1
19:00	0	3	4	0	0	1	0	0	0	0	8
20:00	0	2	2	0	1	0	0	0	0	0	5
21:00	0	1	2	0	0	1	0	0	0	0	4
22:00	1	2	0	0	0	1	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0
DAY TOTALS	18	47	21	5	6	4	1	0	0	0	102
PERCENTS	17.6%	46.1%	20.6%	4.9%	5.9%	3.9%	1.0%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
 6.4 mph

85th Percentile Speed
 18.4 mph

Median Speed
 9.5 mph

Average Speed
 11.7 mph

10 MPH Pace Speed
 5 mph to 15 mph
 68 vehicles in pace
 Representing 81.0% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (SOUTH BOUND)
 SPEED SUMMARY
 Sun 3/1/2026

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	1	0	0	0	0	0	0	1
09:00	0	0	1	0	0	0	0	0	0	0	1
10:00	1	2	2	0	0	0	0	0	0	0	5
11:00	1	3	0	0	0	0	0	0	0	0	4
12:00	0	1	1	0	2	0	0	0	0	0	4
13:00	3	2	0	0	0	0	0	0	0	0	5
14:00	0	5	9	2	0	2	0	0	0	0	18
15:00	2	4	2	0	0	0	0	0	0	0	8
16:00	0	1	0	0	0	0	1	0	0	0	2
17:00	1	3	2	0	1	0	0	0	0	0	7
18:00	1	1	4	1	0	1	0	0	0	0	8
19:00	0	1	0	0	0	0	0	0	0	0	1
20:00	1	1	3	0	1	0	0	0	0	0	6
21:00	0	2	0	0	0	0	0	0	0	0	2
22:00	1	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	1	0	0	0	0	0	0	0	1
DAY TOTALS	11	27	25	4	4	3	1	0	0	0	75
PERCENTS	14.7%	36.0%	33.3%	5.3%	5.3%	4.0%	1.3%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
 6.8 mph

85th Percentile Speed
 18.0 mph

Median Speed
 11.0 mph

Average Speed
 12.4 mph

10 MPH Pace Speed
 5 mph to 15 mph
 52 vehicles in pace
 Representing 81.3% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (SOUTH BOUND)
 SPEED SUMMARY
 Mon 3/2/2026

Page: 11

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0220002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	2	0	0	0	0	0	0	0	3
08:00	1	0	1	0	0	0	0	0	0	0	2
09:00	1	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0
11:00	2	2	0	0	0	0	0	0	0	0	4
12:00	1	1	2	0	0	0	0	0	0	0	4
13:00	3	4	8	0	0	0	0	0	2	0	17
14:00	0	3	1	1	0	0	0	0	0	0	5
15:00	3	3	2	2	1	0	0	0	0	0	11
=====											
DAY TOTALS	11	14	16	4	1	0	0	0	2	0	48
PERCENTS	22.9%	29.2%	33.3%	8.3%	2.1%	0.0%	0.0%	0.0%	4.2%	0.0%	100%

Statistical Information...

15th Percentile Speed
 7.0 mph

85th Percentile Speed
 16.8 mph

Median Speed
 11.4 mph

Average Speed
 13.1 mph

10 MPH Pace Speed
 5 mph to 15 mph
 30 vehicles in pace
 Representing 81.1% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (WEST BOUND)
 SPEED SUMMARY
 Tue 3/3/2026

Page: 1

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0303002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
08:00	21	8	9	17	26	27	19	1	1	0	129
09:00	26	22	29	31	46	80	69	16	2	0	321
10:00	20	30	30	11	29	85	56	7	2	0	270
11:00	34	23	39	16	42	82	67	12	2	0	317
12:00	37	30	30	14	44	72	39	2	1	0	269
13:00	36	32	60	12	28	63	41	11	3	0	286
14:00	39	31	47	12	32	43	54	11	2	1	272
15:00	49	22	40	18	23	74	35	9	0	0	270
16:00	40	34	49	15	41	58	31	0	0	0	268
17:00	48	25	52	22	43	63	44	1	1	0	299
18:00	48	22	47	15	50	52	50	13	1	0	298
19:00	28	21	29	12	40	63	45	4	1	0	243
20:00	17	16	19	3	8	53	59	12	3	1	191
21:00	7	6	10	4	6	41	50	15	1	0	140
22:00	3	6	7	3	9	23	27	4	0	0	82
23:00	3	1	13	3	9	25	20	4	0	0	78
24:00	2	2	4	4	2	13	19	6	0	0	52
=====											
DAY TOTALS	458	331	514	212	478	917	725	128	20	2	3785
PERCENTS	12.1%	8.7%	13.6%	5.6%	12.6%	24.2%	19.2%	3.4%	0.5%	0.1%	100%

Statistical Information...

15th Percentile Speed
 11.6 mph

85th Percentile Speed
 32.6 mph

Median Speed
 25.7 mph

Average Speed
 23.4 mph

10 MPH Pace Speed
 25 mph to 35 mph
 1642 vehicles in pace
 Representing 49.4% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (WEST BOUND)
 SPEED SUMMARY
 Wed 3/4/2026

Page: 2

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0303002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	2	7	0	1	10	10	2	0	0	32
02:00	1	1	3	0	0	11	3	2	0	0	21
03:00	0	0	0	0	1	3	10	4	0	0	18
04:00	0	1	0	2	2	1	10	2	0	0	18
05:00	4	1	0	0	0	4	20	0	0	0	29
06:00	9	2	6	0	4	16	29	12	0	0	78
07:00	26	15	17	11	2	35	37	24	2	0	169
08:00	38	34	26	11	15	70	78	18	3	0	293
09:00	26	20	29	24	42	108	76	27	2	0	354
10:00	12	29	40	20	38	85	83	34	1	0	342
11:00	26	34	34	21	62	90	64	19	4	1	355
12:00	13	53	38	24	63	107	56	12	0	0	366
13:00	22	37	38	28	52	106	80	16	3	0	382
14:00	19	35	47	23	65	109	76	19	1	1	395
15:00	16	35	40	31	61	82	78	17	2	0	362
16:00	28	26	49	37	69	106	79	16	1	1	412
17:00	22	31	42	35	85	105	84	23	4	0	431
18:00	28	26	37	32	82	81	45	1	1	0	333
19:00	18	20	29	12	46	76	56	16	4	2	279
20:00	10	12	18	14	32	64	56	19	4	0	229
21:00	13	6	8	14	21	53	32	14	3	0	164
22:00	8	2	3	6	10	29	42	9	0	0	109
23:00	1	4	3	7	2	20	20	5	0	0	62
24:00	0	0	8	6	4	9	14	7	2	0	50
DAY TOTALS	340	426	522	358	759	1380	1138	318	37	5	5283
PERCENTS	6.4%	8.1%	9.9%	6.8%	14.4%	26.1%	21.5%	6.0%	0.7%	0.1%	100%

Statistical Information...

15th Percentile Speed
 13.0 mph

85th Percentile Speed
 33.3 mph

Median Speed
 26.5 mph

Average Speed
 24.6 mph

10 MPH Pace Speed
 25 mph to 35 mph
 2518 vehicles in pace
 Representing 51.0% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (WEST BOUND)
 SPEED SUMMARY
 Thu 3/5/2026

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0303002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	3	1	3	3	11	11	1	0	0	33
02:00	0	1	1	2	3	4	15	2	0	0	28
03:00	1	1	0	4	1	6	9	1	0	0	23
04:00	1	0	2	2	1	4	10	1	0	0	21
05:00	1	4	5	3	4	5	8	3	0	0	33
06:00	14	3	8	14	8	21	25	3	5	0	101
07:00	21	5	17	12	14	33	58	21	4	0	185
08:00	48	24	25	30	60	62	49	6	0	1	305
09:00	27	28	25	64	72	72	56	4	2	0	350
10:00	34	37	49	57	55	45	45	10	2	1	335
11:00	26	32	35	27	68	65	31	1	0	0	285
12:00	33	36	34	31	51	75	34	7	0	1	302
13:00	27	48	33	34	67	81	31	6	2	0	329
14:00	39	41	22	48	56	66	35	3	0	1	311
15:00	29	25	18	27	72	67	37	9	0	0	284
16:00	49	50	28	33	61	37	33	7	0	0	298
17:00	42	38	33	25	53	60	34	9	0	0	294
18:00	34	35	32	27	51	66	49	6	2	0	302
19:00	33	18	13	7	36	67	38	6	1	0	219
20:00	16	8	17	2	15	29	44	21	0	0	152
21:00	8	10	11	2	9	31	38	12	2	0	123
22:00	9	5	6	2	6	24	19	7	0	0	78
23:00	3	3	8	0	9	13	15	7	0	0	58
24:00	2	0	3	1	4	2	16	14	2	0	44
=====											
DAY TOTALS	497	455	426	457	779	946	740	167	22	4	4493
PERCENTS	11.1%	10.1%	9.5%	10.2%	17.3%	21.1%	16.5%	3.7%	0.5%	0.1%	100%

Statistical Information...

15th Percentile Speed
 11.7 mph

85th Percentile Speed
 32.2 mph

Median Speed
 24.2 mph

Average Speed
 22.9 mph

10 MPH Pace Speed
 20 mph to 30 mph
 1725 vehicles in pace
 Representing 43.2% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (WEST BOUND)
 SPEED SUMMARY
 Fri 3/6/2026

Page: 4

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0303002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	1	0	2	0	8	15	3	1	0	0	30
02:00	1	3	1	0	0	3	8	1	0	0	17
03:00	1	2	0	0	1	3	7	2	0	0	16
04:00	1	3	1	6	2	6	9	1	0	0	29
05:00	1	2	1	2	0	11	12	3	0	0	32
06:00	10	7	2	3	8	14	28	5	1	2	80
07:00	19	11	3	5	21	23	50	23	4	0	159
08:00	36	20	17	19	61	63	47	3	1	2	269
09:00	52	29	16	25	69	72	45	2	0	1	311
10:00	33	19	21	15	68	76	54	5	0	0	291
11:00	26	41	25	29	64	55	51	6	1	0	298
12:00	29	41	30	28	44	71	33	10	0	1	287
13:00	35	31	27	15	42	80	33	14	1	0	278
14:00	36	30	36	27	49	61	37	6	0	0	282
15:00	38	24	34	34	60	98	32	1	0	0	321
16:00	46	35	36	35	43	94	39	4	0	0	332
17:00	35	27	29	30	68	69	69	12	0	0	339
18:00	46	28	19	36	70	70	54	4	0	2	329
19:00	40	24	20	31	50	79	36	6	0	0	286
20:00	14	9	13	10	29	44	50	15	1	0	185
21:00	10	9	7	9	23	54	60	5	1	0	178
22:00	12	5	2	2	21	33	38	1	0	0	114
23:00	6	6	3	1	9	16	19	15	0	0	75
24:00	3	1	1	1	13	17	27	6	1	0	70
DAY TOTALS	531	407	346	363	823	1127	841	151	11	8	4608
PERCENTS	11.5%	8.8%	7.5%	7.9%	17.9%	24.5%	18.3%	3.3%	0.2%	0.2%	100%

Statistical Information...

15th Percentile Speed
 12.9 mph

85th Percentile Speed
 32.3 mph

Median Speed
 25.4 mph

Average Speed
 23.8 mph

10 MPH Pace Speed
 25 mph to 35 mph
 1968 vehicles in pace
 Representing 48.4% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (WEST BOUND)
 SPEED SUMMARY
 Sat 3/7/2026

Page: 5

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0303002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	5	1	2	2	4	6	18	3	0	0	41
02:00	1	1	1	0	4	7	18	4	1	0	37
03:00	0	0	0	0	5	4	7	4	2	0	22
04:00	1	0	0	1	1	5	12	0	0	0	20
05:00	0	0	1	0	1	5	8	1	0	0	16
06:00	1	2	1	0	0	6	15	11	0	0	36
07:00	4	4	5	2	9	29	30	1	0	0	84
08:00	5	2	2	0	8	45	39	1	0	0	102
09:00	10	7	13	4	13	51	47	12	2	0	159
10:00	17	14	14	11	18	67	38	11	0	1	191
11:00	18	10	11	30	55	81	36	4	0	0	245
12:00	27	19	10	29	42	84	32	1	0	0	244
13:00	23	25	18	18	38	65	54	15	4	0	260
14:00	23	35	20	23	52	77	41	10	1	0	282
15:00	33	36	15	44	60	64	35	1	0	0	288
16:00	24	15	23	30	45	80	58	7	0	1	283
17:00	18	20	17	22	34	72	51	10	0	2	246
18:00	11	19	7	16	54	76	53	9	1	0	246
19:00	20	10	8	28	35	59	50	9	3	1	223
20:00	7	12	2	9	23	82	49	6	0	2	192
21:00	9	5	3	2	20	51	47	13	4	0	154
22:00	8	2	5	1	12	33	40	8	0	0	109
23:00	5	3	5	4	5	20	33	9	0	0	84
24:00	1	1	4	3	5	26	24	1	0	0	65
DAY TOTALS	271	243	187	279	543	1095	835	151	18	7	3629
PERCENTS	7.5%	6.7%	5.2%	7.7%	15.0%	30.2%	23.0%	4.2%	0.5%	0.2%	100%

Statistical Information...

15th Percentile Speed
 16.3 mph

85th Percentile Speed
 33.0 mph

Median Speed
 26.9 mph

Average Speed
 25.4 mph

10 MPH Pace Speed
 25 mph to 35 mph
 1930 vehicles in pace
 Representing 57.6% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (WEST BOUND)
 SPEED SUMMARY
 Sun 3/8/2026

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0303002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	5	3	0	1	0	15	21	6	0	0	51
02:00	2	0	2	0	1	14	16	10	0	0	45
03:00	1	0	2	0	9	8	17	3	0	0	40
04:00	2	0	1	0	2	18	10	0	0	0	33
05:00	2	0	5	0	0	9	12	1	0	0	29
06:00	0	2	3	0	0	9	22	14	3	0	53
07:00	1	4	3	0	1	19	17	3	0	0	48
08:00	5	0	8	1	3	37	43	10	0	0	107
09:00	19	4	4	8	7	26	43	16	0	0	127
10:00	12	6	7	4	16	59	53	28	0	0	185
11:00	17	17	11	14	42	67	48	7	2	1	226
12:00	23	21	17	16	55	104	56	2	1	0	295
13:00	22	20	15	16	55	77	57	15	1	0	278
14:00	25	16	24	16	33	69	43	4	2	1	233
15:00	23	18	16	20	26	62	50	11	1	0	227
16:00	15	13	22	15	37	61	68	24	0	1	256
17:00	26	13	9	3	35	68	57	16	2	0	229
18:00	17	7	12	4	32	59	60	3	2	0	196
19:00	18	9	9	6	16	35	52	13	5	0	163
20:00	12	12	2	5	21	41	44	8	2	0	147
21:00	1	6	2	4	17	33	37	12	2	0	114
22:00	3	0	0	2	5	19	19	2	2	0	52
23:00	4	2	2	0	4	12	19	6	0	0	49
24:00	0	1	1	2	0	16	14	0	0	0	34
DAY TOTALS	255	174	177	137	417	937	878	214	25	3	3217
PERCENTS	7.9%	5.4%	5.5%	4.3%	13.0%	29.1%	27.3%	6.7%	0.8%	0.1%	100%

Statistical Information...

15th Percentile Speed
 18.4 mph

85th Percentile Speed
 33.8 mph

Median Speed
 28.1 mph

Average Speed
 26.6 mph

10 MPH Pace Speed
 25 mph to 35 mph
 1815 vehicles in pace
 Representing 61.3% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (WEST BOUND)
 SPEED SUMMARY
 Mon 3/9/2026

Page: 7

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0303002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	1	0	0	2	3	8	3	0	0	17
02:00	0	0	0	0	2	3	13	1	0	0	19
03:00	0	1	0	0	2	3	6	2	0	0	14
04:00	2	0	1	0	3	6	9	3	1	0	25
05:00	3	2	1	2	3	8	28	23	2	1	73
06:00	11	11	5	3	12	40	58	5	1	0	146
07:00	48	26	13	19	35	63	51	6	0	0	261
08:00	34	16	9	19	46	82	69	17	5	0	297
09:00	35	32	22	14	37	61	64	9	9	0	283
10:00	43	22	21	19	60	77	46	3	0	0	291
11:00	23	26	32	25	46	61	48	8	0	0	269
12:00	22	23	28	19	47	68	72	6	0	0	285
13:00	17	17	53	23	37	53	40	5	0	1	246
14:00	23	31	41	28	34	54	50	9	0	0	270
15:00	20	28	45	19	61	58	52	9	0	0	292
16:00	19	31	61	27	53	53	46	10	2	1	303
17:00	18	31	44	26	56	65	35	2	0	0	277
18:00	20	25	10	11	45	55	56	3	0	0	225
19:00	6	11	16	3	30	64	46	17	2	0	195
20:00	9	4	11	10	18	41	46	7	0	0	146
21:00	9	0	3	1	11	36	22	0	1	0	83
22:00	1	3	1	3	8	24	22	13	0	0	75
23:00	1	0	2	1	4	5	12	9	0	0	34
24:00	1	1	1	0	4	11	16	1	0	0	35
DAY TOTALS	365	342	420	272	656	994	915	171	23	3	4161
PERCENTS	8.8%	8.2%	10.1%	6.5%	15.8%	23.9%	22.0%	4.1%	0.6%	0.1%	100%

Statistical Information...

15th Percentile Speed
 12.7 mph

85th Percentile Speed
 33.0 mph

Median Speed
 26.0 mph

Average Speed
 24.2 mph

10 MPH Pace Speed
 25 mph to 35 mph
 1909 vehicles in pace
 Representing 50.3% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (WEST BOUND)
 SPEED SUMMARY
 Tue 3/10/2026

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0303002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	0	1	1	17	0	0	0	19
02:00	0	0	0	1	2	3	7	2	0	0	15
03:00	0	0	0	0	2	9	7	1	0	0	19
04:00	1	0	1	4	5	4	22	3	0	0	40
05:00	4	4	0	1	4	6	34	29	0	0	82
06:00	16	14	9	8	11	37	52	18	3	0	168
07:00	42	39	13	11	27	81	54	10	1	1	279
08:00	40	24	16	21	42	79	63	20	4	0	309
09:00	36	18	14	27	48	77	44	5	1	2	272
10:00	36	29	13	18	58	69	43	6	0	0	272
11:00	31	25	26	26	61	74	49	8	3	0	303
12:00	35	37	38	17	38	47	46	13	1	0	272
13:00	26	43	42	18	64	50	25	5	2	4	279
14:00	30	29	33	31	46	52	49	9	1	2	282
15:00	27	37	45	15	55	61	53	17	1	1	312
16:00	21	29	50	28	44	62	55	16	0	0	305
17:00	22	28	36	28	70	65	43	4	1	1	298
18:00	21	20	22	14	26	68	62	10	1	0	244
19:00	12	5	13	5	23	42	66	21	2	0	189
20:00	7	2	8	1	37	38	9	2	0	2	106
21:00	6	3	2	3	10	19	27	7	1	0	78
22:00	1	0	3	3	10	13	10	9	0	0	49
23:00	0	0	3	0	4	13	11	7	0	0	38
24:00	1	0	0	4	1	8	11	3	0	0	28
DAY TOTALS	415	386	387	284	689	978	859	225	22	13	4258
PERCENTS	9.7%	9.1%	9.1%	6.7%	16.2%	23.0%	20.2%	5.3%	0.5%	0.3%	100%

Statistical Information...

15th Percentile Speed
 12.4 mph

85th Percentile Speed
 33.1 mph

Median Speed
 25.9 mph

Average Speed
 24.1 mph

10 MPH Pace Speed
 25 mph to 35 mph
 1837 vehicles in pace
 Representing 48.0% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (WEST BOUND)
 SPEED SUMMARY
 Wed 3/11/2026

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0303002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	1	1	0	2	2	8	5	0	0	0	19
02:00	0	0	2	0	3	6	7	0	0	0	18
03:00	0	1	0	0	5	3	3	3	0	0	15
04:00	1	1	1	0	1	12	8	2	0	0	26
05:00	9	0	4	2	6	10	31	27	1	0	90
06:00	18	11	7	5	16	36	57	10	1	0	161
07:00	34	17	12	12	27	90	65	7	0	0	264
08:00	31	17	14	12	39	70	83	19	2	0	287
09:00	24	22	19	22	51	75	63	12	0	0	288
10:00	27	18	16	24	36	77	50	7	0	0	255
11:00	36	23	22	25	42	80	55	1	0	1	285
12:00	33	22	31	18	56	75	50	13	0	0	298
13:00	27	23	34	26	64	69	40	10	1	1	295
14:00	27	29	26	25	48	83	44	4	1	1	288
15:00	28	22	39	48	67	62	45	10	0	1	322
16:00	36	26	21	24	49	69	68	7	2	0	302
17:00	43	25	23	38	39	72	49	5	2	0	296
18:00	28	23	15	19	39	69	63	19	3	0	278
19:00	12	7	10	9	28	81	49	6	3	2	207
20:00	16	6	10	9	31	58	44	2	1	0	177
21:00	7	3	4	3	14	37	35	5	0	2	110
22:00	3	3	1	0	7	26	13	11	2	0	66
23:00	1	1	1	0	3	14	27	4	0	0	51
24:00	0	0	2	0	0	8	15	3	1	0	29
DAY TOTALS	442	301	314	323	673	1190	969	187	20	8	4427
PERCENTS	10.0%	6.8%	7.1%	7.3%	15.2%	26.9%	21.9%	4.2%	0.5%	0.2%	100%

Statistical Information...

15th Percentile Speed
 14.7 mph

85th Percentile Speed
 33.0 mph

Median Speed
 26.6 mph

Average Speed
 24.9 mph

10 MPH Pace Speed
 25 mph to 35 mph
 2159 vehicles in pace
 Representing 54.3% of the total vehicles

Vehicles > 65 MPH
 0

City of Lawton Street Division

WO ID: 20653
 SW 13TH ST AND SW LEE BLVD (WEST BOUND)
 SPEED SUMMARY
 Thu 3/12/2026

Page: 10

Station #: 000000028197
 Site ID: 000000028197
 Location:
 Using Per Vehicle Records
 Direction: ROAD TOTAL

File: D0303002.prn
 City:
 County:

TIME	5	10	15	20	25	30	35	40	45	45+	Total
01:00	0	0	0	0	2	10	9	2	0	0	23
02:00	0	0	1	0	0	1	14	0	0	0	16
03:00	0	0	3	0	2	2	6	1	1	0	15
04:00	0	0	1	0	3	11	12	9	1	0	37
05:00	10	1	5	1	2	19	27	7	0	0	72
06:00	20	10	14	2	1	32	52	9	0	0	140
07:00	24	20	18	1	12	60	66	21	3	0	225
08:00	34	22	10	2	17	79	63	14	1	0	242
09:00	28	26	17	11	24	71	63	13	4	0	257
10:00	40	13	22	12	41	81	70	3	0	2	284
11:00	37	27	31	29	36	81	56	11	2	1	311
12:00	34	21	34	25	44	77	56	8	0	0	299
13:00	23	26	38	19	54	93	53	8	0	0	314
14:00	13	12	24	5	22	38	31	4	0	0	149
=====											
DAY TOTALS	263	178	218	107	260	655	578	110	12	3	2384
PERCENTS	11.0%	7.5%	9.1%	4.5%	10.9%	27.5%	24.2%	4.6%	0.5%	0.1%	100%

Statistical Information...

15th Percentile Speed
 13.2 mph

85th Percentile Speed
 33.3 mph

Median Speed
 27.3 mph

Average Speed
 25.1 mph

10 MPH Pace Speed
 25 mph to 35 mph
 1233 vehicles in pace
 Representing 58.2% of the total vehicles

Vehicles > 65 MPH
 0

CHAPTER 4C. TRAFFIC CONTROL SIGNAL NEEDS STUDIES

Section 4C.01 Studies and Factors for Justifying Traffic Control Signals

Standard:

01 Except for a temporary traffic control signal (see Section 4D.11) installed in a temporary traffic control zone, before a traffic control signal is installed at a particular location, 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 that location.

02 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

03 The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Support:

04 Sections 8D.08 and 8D.14 contain information regarding the use of traffic control signals instead of gates and/or flashing-light signals at grade crossings.

Guidance:

05 When considering the installation of a traffic control signal, alternatives to traffic control signals, including those listed in Section 4B.03, should also be considered.

06 A traffic control signal should not be installed unless one or more of the factors described in this Chapter are met.

07 A traffic control signal should not be installed unless an engineering study indicates that installing a traffic control signal will improve the overall safety and/or operation of the intersection.

08 The study should consider the effects of the right-turning vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turning traffic is subtracted from the minor-street traffic count when evaluating the count against the signal warrants listed in Paragraph 2 of this Section.

09 Engineering judgment should also be used in applying various traffic signal warrants to cases where major-street approaches consist of one lane plus one left-turn or right-turn lane. The site-specific traffic characteristics should dictate whether a major-street approach is considered as one lane or two lanes. For example, for a major-street approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left-turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The major-street approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turning vehicles.

10 Similar engineering judgment and rationale should be applied to a minor-street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turning traffic with traffic on the major street should be considered. Thus, right-turning traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The minor-street approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.

11 If a minor-street approach has one combined through/right-turn lane plus a left-turn lane, the approach should either be analyzed as a two-lane approach based on the sum of the traffic volumes using both lanes or as a one-lane approach based on only the traffic volume in the approach lane with the higher volume.

12 At a location that is under development or construction or at a location where it is not possible to obtain a traffic count that would represent future traffic conditions, hourly volumes should be estimated as part of an engineering study for comparison with traffic signal warrants. Except for locations where the engineering study uses the satisfaction of Warrant 8 to justify a signal, a traffic control signal installed under projected conditions should have an engineering study done within 1 year of putting the signal into steady (stop-and-go) operation to determine if the signal is justified. If not justified, the signal should be taken out of steady (stop-and-go) operation or removed.

Option:

- 13 For signal warrant analysis, a location with a wide median may be analyzed as one intersection or as two intersections (see Section 2A.23) based on engineering judgment.
- 14 At an intersection with a high volume of left-turning traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher of the major-street left-turn volumes as the “minor-street” volume and the corresponding single direction of opposing traffic on the major street as the “major-street” volume.
- 15 For signal warrants requiring conditions to be present for a certain number of hours in order to be satisfied, any four consecutive 15-minute periods may be considered as 1 hour if the separate 1-hour periods used in the warrant analysis do not overlap each other and both the major-street volume and the minor-street volume are for the same specific 1-hour periods.
- 16 For signal warrant analysis, bicyclists may be counted as either vehicles or pedestrians.

Support:

- 17 When performing a signal warrant analysis, bicyclists riding in the street with other vehicular traffic are usually counted as vehicles and bicyclists who are clearly using pedestrian facilities are usually counted as pedestrians.

Option:

- 18 Engineering study data may include the following:
- A. The number of vehicles entering the intersection in each hour from each approach during 12 hours of an average day. It is desirable that the hours selected contain the greatest percentage of the 24-hour traffic volume.
 - B. Vehicular volumes for each traffic movement from each approach, classified by vehicle type (heavy trucks, passenger cars and light trucks, public-transit vehicles, and, in some locations, bicycles), during each 15-minute period of the 2 hours in the morning and 2 hours in the afternoon during which the total traffic entering the intersection is the greatest.
 - C. Pedestrian volume counts on each crosswalk during the same periods as the vehicular counts in Item B and during the hours of highest pedestrian volume. Where young, elderly, and/or persons with physical or vision disabilities need special consideration, the pedestrians and their crossing times may be classified by general observation.
 - D. Information about nearby facilities and activity centers that serve the young, elderly, and/or persons with disabilities, including requests from persons with disabilities for accessible crossing improvements at the location under study. These persons might not be adequately reflected in the pedestrian volume count if the absence of a signal restrains their mobility.
 - E. The posted or statutory speed limit or the 85th-percentile speed on the uncontrolled approaches to the location.
 - F. A condition diagram showing details of the physical layout, including such features as intersection geometrics, channelization, grades, sight-distance restrictions, transit stops and routes, parking conditions, pavement markings, roadway lighting, driveways, nearby railroad crossings, distance to the nearest traffic control signals, utility poles and fixtures, and adjacent land use.
 - G. A collision diagram showing crash experience by type, location, direction of movement, severity, weather, time of day, date, and day of week for at least 1 year.
- 19 The following data, which are desirable for a more precise understanding of the operation of the intersection, may be obtained during the periods described in Item B of Paragraph 18 of this Section:
- A. Vehicle-hours of stopped-time delay determined separately for each approach.
 - B. The number and distribution of acceptable gaps in vehicular traffic on the major street for entrance from the minor street.
 - C. The posted or statutory speed limit or the 85th-percentile speed on controlled approaches at a point near to the intersection but unaffected by the control.
 - D. Pedestrian delay time for at least two 30-minute peak pedestrian delay periods of an average weekday or like periods of a Saturday or Sunday.
 - E. Queue length on stop-controlled approaches.

Support:

- 20 The safe and efficient movement of all road users is the primary consideration in the engineering study to determine whether to install a traffic control signal or to install some other type of control or roadway configuration. Installation of a traffic control signal does not necessarily result in improved safety in every case. In some cases, the installation of a traffic control signal at an inappropriate location could adversely impact safety for one or more types of road users. The purpose of the engineering study is to evaluate all of the factors that are relevant to a specific location. The satisfaction of a warrant (or warrants) is one of the relevant factors in the

engineering study, but it is not intended to be the only factor or even the overriding consideration. Agencies can install a traffic control signal at a location where no warrants are met, but only after conducting an engineering study that documents the rationale for deciding that the installation of a traffic control signal is the best solution for improving the overall safety and/or operation at the location.

Section 4C.02 Warrant 1, Eight-Hour Vehicular Volume

Support:

- 01 The Minimum Vehicular Volume, Condition A (see Table 4C-1), is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.
- 02 The Interruption of Continuous Traffic, Condition B (see Table 4C-1), is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.
- 03 It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

Guidance:

- 04 *The need for a traffic control signal should be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:*
 - A. *The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major street and the more critical minor-street approach, respectively, to the intersection; or*
 - B. *The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major street and the more critical minor-street approach, respectively, to the intersection.*

Standard:

- 05 **These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours that are selected for the Condition A analysis shall not be required to be the same 8 hours that are selected for the Condition B analysis.**

**Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume
Condition A—Minimum Vehicular Volume**

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on more critical minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on more critical minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume
^b Used for combination of Conditions A and B after adequate trial of other remedial measures
^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Support:

06 On the minor street, the more critical volume is not required to be on the same approach during each of these 8 hours. The more critical minor-street volume is the one that meets the warranting criteria for that approach, and in the case of a one-lane minor-street approach that is opposite from a multi-lane minor-street approach might not have the higher volume.

Option:

07 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70 percent columns in Table 4C-1 may be used in place of the 100 percent columns.

Guidance:

08 *The combination of Conditions A and B is intended for application at locations where Condition A is not satisfied and Condition B is not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.*

09 *The need for a traffic control signal should be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of an average day:*

- A. *The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 exist on the major street and the more critical minor-street approach, respectively, to the intersection; and*
- B. *The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 exist on the major street and the more critical minor-street approach, respectively, to the intersection.*

Standard:

10 **These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B.**

Support:

11 On the minor street, the more critical volume is not required to be on the same approach during each of the 8 hours. The more critical minor-street volume is the one that meets the warranting criteria for that approach, and in the case of a one-lane minor-street approach that is opposite from a multi-lane minor-street approach might not have the higher volume.

Option:

12 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Section 4C.03 Warrant 2, Four-Hour Vehicular Volume**Support:**

01 The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Guidance:

02 *The need for a traffic control signal should be considered if an engineering study finds that, 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 vehicles per hour on the more critical minor-street approach (one direction only) all fall above the applicable curve in Figure 4C-1 for the existing combination of approach lanes.*

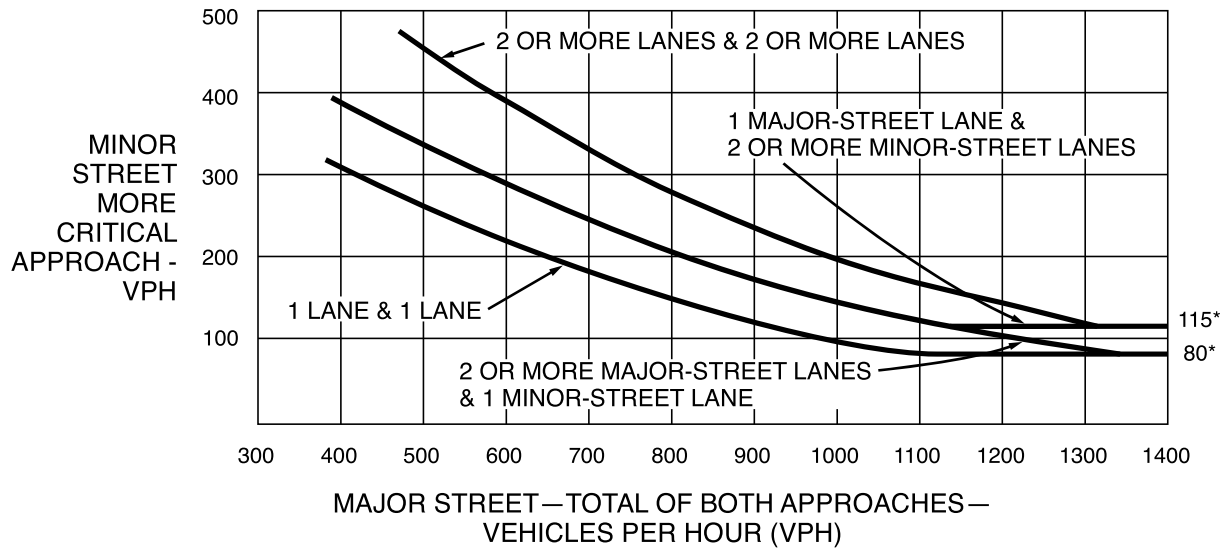
Support:

03 On the minor street, the more critical volume is not required to be on the same approach during each of these 4 hours. The more critical minor-street volume is the one that meets the warranting criteria for that approach, and in the case of a one-lane minor-street approach that is opposite from a multi-lane minor-street approach might not have the higher volume.

Option:

04 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-2 may be used in place of Figure 4C-1.

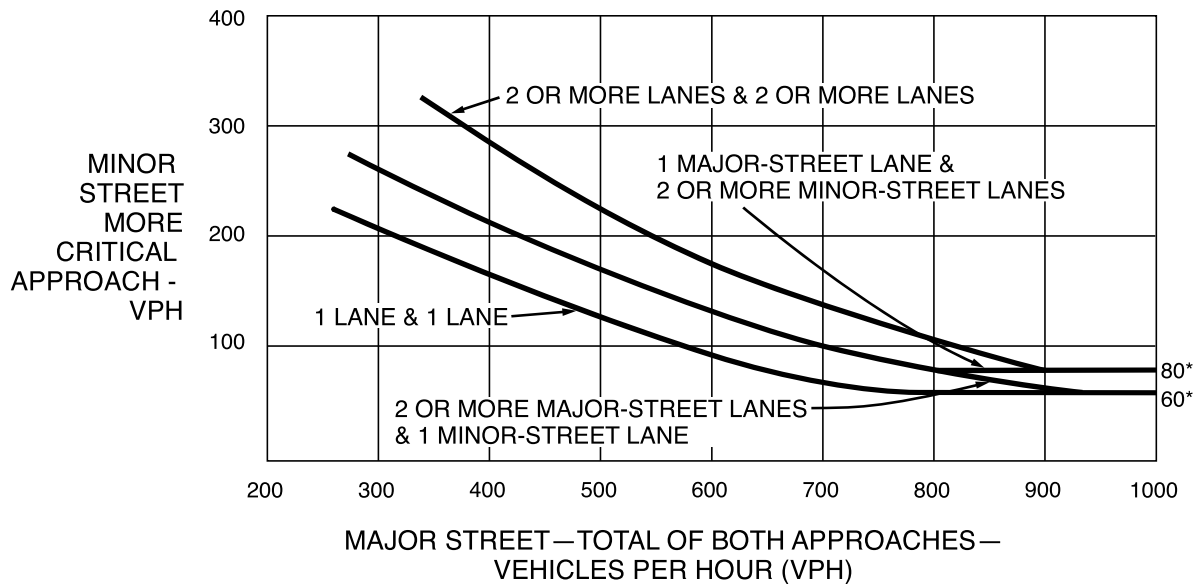
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

Section 4C.04 Warrant 3, Peak Hour**Support:**

01 The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

Guidance:

02 *This signal warrant should be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.*

03 *The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories are met:*

- A. *If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:*
 - 1. *The total stopped-time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach, and*
 - 2. *The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and*
 - 3. *The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.*
- B. *The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the more critical minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.*

Option:

04 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-4 may be used in place of Figure 4C-3 to evaluate the criteria in Item B of Paragraph 3 in this Section.

05 If this warrant is the only warrant met and a traffic control signal is justified by an engineering study, the traffic control signal may be operated in the flashing mode during the hours that the volume criteria of this warrant are not met.

Guidance:

06 *If this warrant is the only warrant met and a traffic control signal is justified by an engineering study, the traffic control signal should be traffic-actuated.*

Section 4C.05 Warrant 4, Pedestrian Volume**Support:**

01 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.

Guidance:

02 *The need for a traffic control signal at an intersection or midblock crossing should 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*
- 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-6.*

Option:

03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 35 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-7 may be used in place of Figure 4C-5 to evaluate Item A in Paragraph 2 of this Section, and Figure 4C-8 may be used in place of Figure 4C-6 to evaluate Item B in Paragraph 2 of this Section.

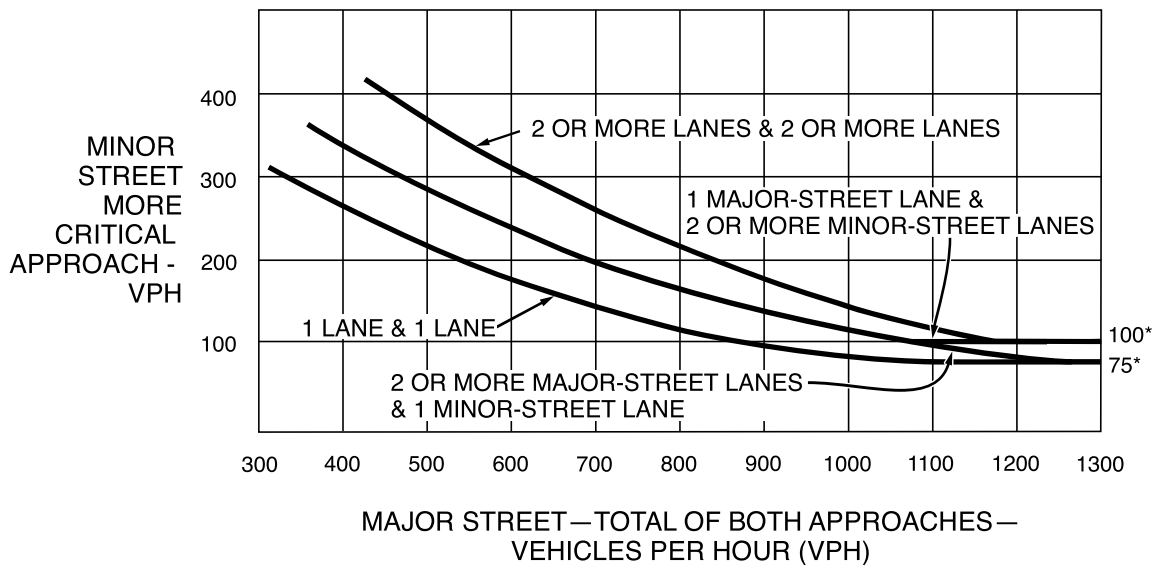
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane

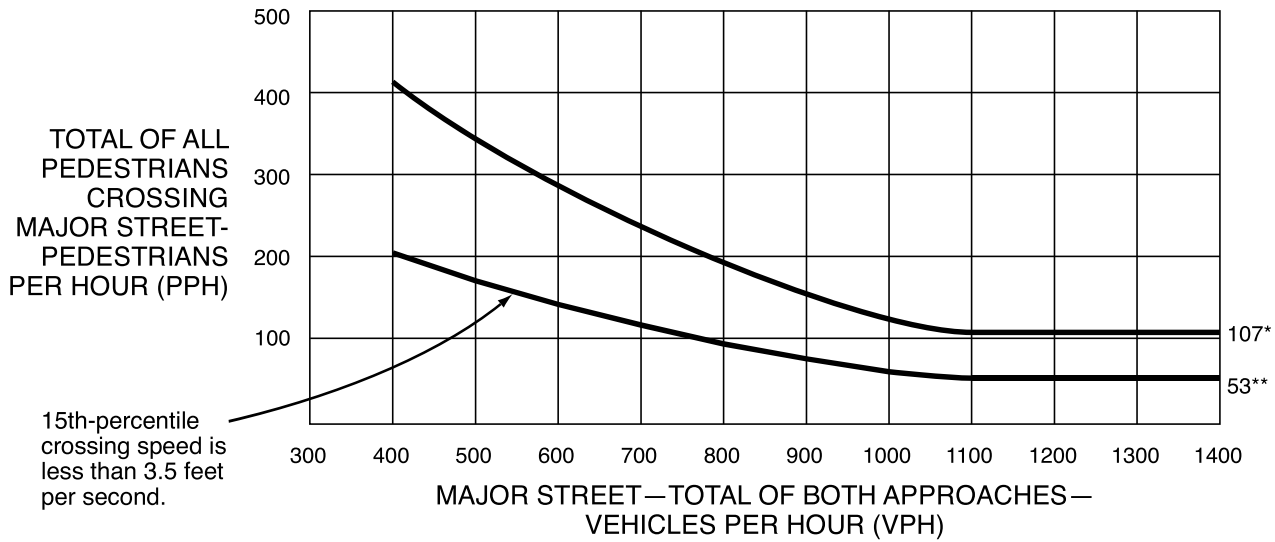
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



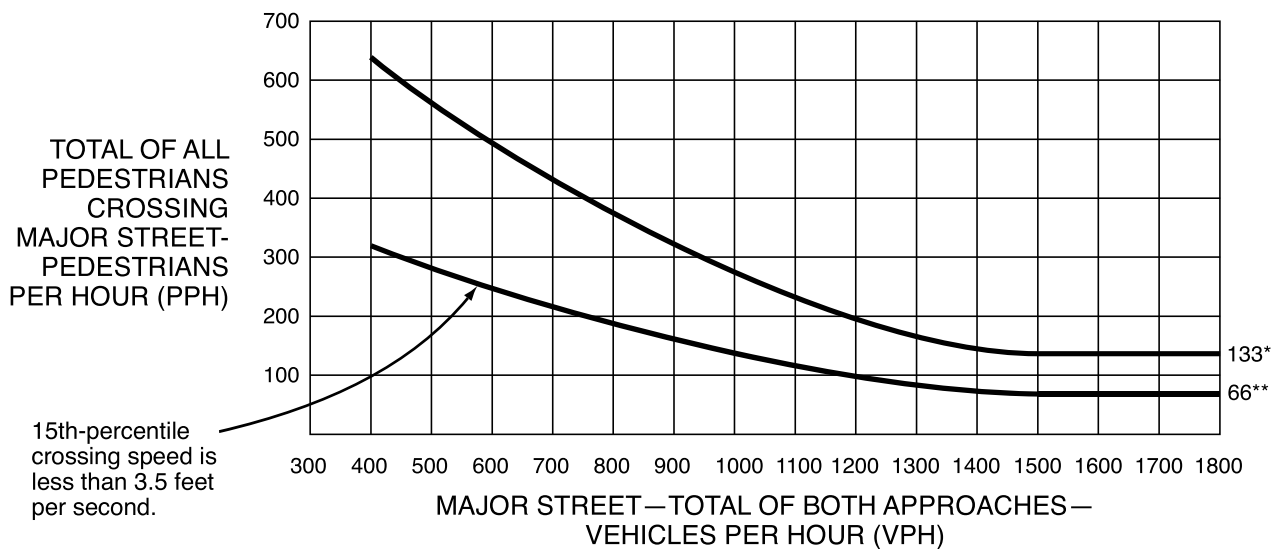
*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane

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



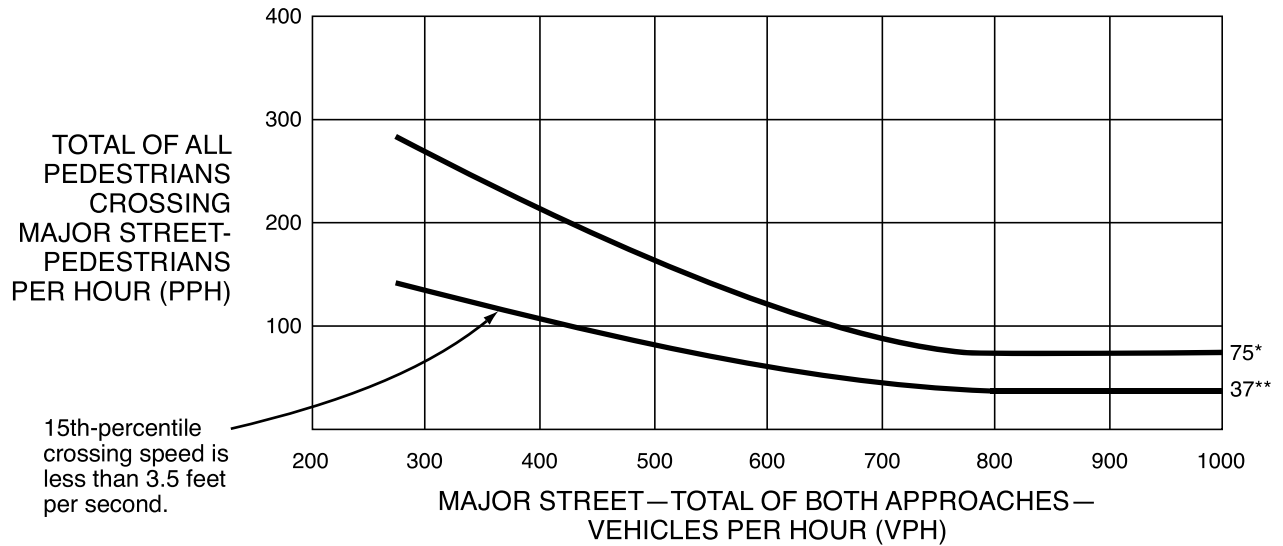
- * 107 pph applies as the lower threshold volume
- ** 53 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

Figure 4C-6. Warrant 4, Pedestrian Peak Hour



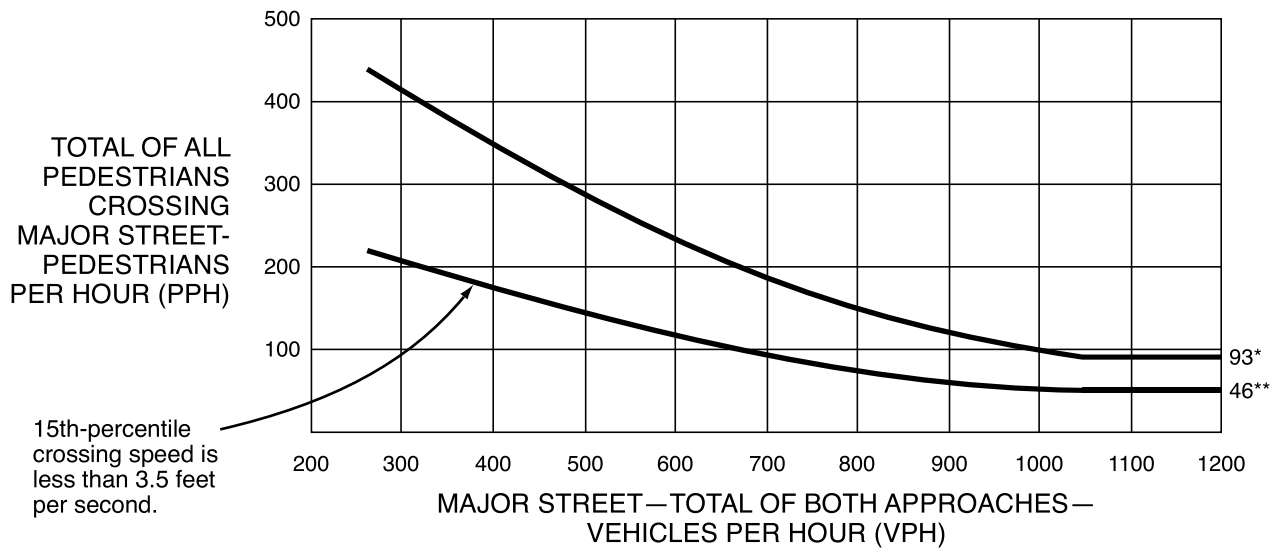
- * 133 pph applies as the lower threshold volume
- ** 66 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

Figure 4C-7. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



* 75 pph applies as the lower threshold volume
 ** 37 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



* 93 pph applies as the lower threshold volume
 ** 46 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

04 Where there is a divided street having a median of sufficient width for pedestrians to wait, the criteria in Items A and B of Paragraph 2 of this Section may be applied separately to each direction of vehicular traffic.

Guidance:

05 *The Pedestrian Volume signal warrant should not be applied at locations where the distance to the nearest traffic control signal or STOP sign controlling the street that pedestrians desire to cross is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.*

Standard:

06 **If this warrant is met and a traffic control signal is justified by an engineering study, the traffic control signal shall be equipped with pedestrian signal heads complying with the provisions set forth in Chapter 4I.**

Guidance:

07 *If this warrant is met and a traffic control signal is justified by an engineering study, then:*

- A. *If it is installed at an intersection or major driveway location, the traffic control signal should also control the minor-street or driveway traffic, should be traffic-actuated, and should include pedestrian detection.*
- B. *If it is installed at a non-intersection crossing, the traffic control signal should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs, and should be pedestrian-actuated. If the traffic control signal is installed at a non-intersection crossing, at least one of the signal faces should be over the traveled way for each approach, parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the crosswalk or site accommodations should be made through curb extensions or other techniques to provide adequate sight distance, and the installation should include suitable standard signs and pavement markings.*
- C. *Furthermore, if it is installed within a signal system, the traffic control signal should be coordinated.*

Option:

08 The criterion for the pedestrian volume crossing the major street may be reduced as much as 50 percent if the 15th-percentile crossing speed of pedestrians is less than 3.5 feet per second (see Figures 4C-5 through 4C-8).

09 A traffic control signal may not be needed at the study location if adjacent coordinated traffic control signals consistently provide gaps of adequate length for pedestrians to cross the street.

Section 4C.06 Warrant 5, School Crossing

Support:

01 The School Crossing signal warrant is intended for application where the fact that schoolchildren cross the major street is the principal reason to consider installing a traffic control signal. For the purposes of this warrant, the word “schoolchildren” includes elementary through high school students.

Guidance:

02 *The need for a traffic control signal should be considered when an engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of schoolchildren at an established school crossing across the major street shows that the number of adequate gaps in the traffic stream during the period when the schoolchildren are using the crossing is less than the number of minutes in the same period and there are a minimum of 20 schoolchildren during the highest crossing hour.*

03 *Before a decision is made to install a traffic control signal, consideration should be given to the implementation of other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing.*

04 *The School Crossing signal warrant should not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.*

Standard:

05 **If this warrant is met and a traffic control signal is justified by an engineering study, the traffic control signal shall be equipped with pedestrian signal heads complying with the provisions set forth in Chapter 4I.**

Guidance:

06 *If this warrant is met and a traffic control signal is justified by an engineering study, then:*

- A. *If it is installed at an intersection or major driveway location, the traffic control signal should also control the minor-street or driveway traffic, should be traffic-actuated, and should include pedestrian detection.*
- B. *If it is installed at a non-intersection crossing, the traffic control signal should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs, and should be pedestrian-actuated. If the traffic control signal is installed at a non-intersection crossing, at least one of the signal faces should be over the traveled way for each approach, parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the crosswalk or site accommodations should be made through curb extensions or other techniques to provide adequate sight distance, and the installation should include suitable standard signs and pavement markings.*
- C. *Furthermore, if it is installed within a signal system, the traffic control signal should be coordinated.*

Section 4C.07 Warrant 6, Coordinated Signal System

Support:

- 01 Progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.

Guidance:

- 02 *The need for a traffic control signal should be considered if an engineering study finds that one of the following criteria is met:*
 - A. *On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.*
 - B. *On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.*
- 03 *The Coordinated Signal System signal warrant should not be applied where the resultant spacing of traffic control signals would be less than 1,000 feet.*

Section 4C.08 Warrant 7, Crash Experience

Support:

- 01 The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Guidance:

- 02 *The need for a traffic control signal should be considered if an engineering study finds that all of the following criteria are met:*
 - A. *Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and*
 - B. *At least one of the following conditions applies to the reported crash history (where each reported crash considered is related to the intersection and apparently exceeds the applicable requirements for a reportable crash):*
 - 1. *The number of reported angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total angle crashes and pedestrian crashes (all severities); or*
 - 2. *The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total fatal-and-injury angle crashes and pedestrian crashes; or*
 - 3. *The number of reported angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total angle crashes and pedestrian crashes (all severities); or*
 - 4. *The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total fatal-and-injury angle crashes and pedestrian crashes; and*
 - C. *For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major street and the more critical minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant (see Section 4C.05).*

Table 4C-2. Minimum Number of Reported Crashes in a One-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) ^a		Total of fatal-and-injury angle and pedestrian crashes ^a	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	5	4	3	3
2 or more	1	5	4	3	3
2 or more	2 or more	5	4	3	3
1	2 or more	5	4	3	3

^a Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Table 4C-3. Minimum Number of Reported Crashes in a Three-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) ^a		Total of fatal-and-injury angle and pedestrian crashes ^a	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	6	5	4	4
2 or more	1	6	5	4	4
2 or more	2 or more	6	5	4	4
1	2 or more	6	5	4	4

^a Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Standard:

03 **These major-street and minor-street volumes shall be for the same 8 hours.**

Support:

04 On the minor street, the more critical volume is not required to be on the same approach during each of these 8 hours. The more critical minor-street volume is the one that meets the warranting criteria for that approach, and in the case of a one-lane minor-street approach that is opposite from a multi-lane minor-street approach might not have the higher volume.

Option:

- 05 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000:
- A. The traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.
 - B. Tables 4C-4 and 4C-5 may be used in place of Tables 4C-2 and 4C-3, respectively.

Table 4C-4. Minimum Number of Reported Crashes in a One-Year Period

Community less than 10,000 population or above 40 mph on major street					
Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) ^a		Total of fatal-and-injury angle and pedestrian crashes ^a	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	4	3	3	3
2 or more	1	10	9	6	6
2 or more	2 or more	10	9	6	6
1	2 or more	4	3	3	3

^a Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Table 4C-5. Minimum Number of Reported Crashes in a Three-Year Period

Community less than 10,000 population or above 40 mph on major street					
Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) ^a		Total of fatal-and-injury angle and pedestrian crashes ^a	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	6	5	4	4
2 or more	1	16	13	9	9
2 or more	2 or more	16	13	9	9
1	2 or more	6	5	4	4

^a Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Option:

- 06 Agencies may calibrate Highway Safety Manual (HSM) (AASHTO, 2010) safety performance functions (SPFs) to their own crash data or develop their own SPFs to produce agency specific average crash frequency values. When documented as part of the engineering study, these agency specific crash frequency values may be used instead of the values shown in Tables 4C-2 through 4C-5 when applying the Crash Experience signal warrant. Support:
- 07 The values in Tables 4C-2 through 4C-5 for Minimum Number of Reported Crashes that correspond to the Crash Experience signal warrant were derived using the safety performance functions (SPFs) in the Highway Safety Manual (HSM) (AASHTO, 2010) for stop-controlled and signalized intersections with characteristics that are considered typical. The values in Tables 4C-2 through 4C-5 are representative of average crash frequency for the given intersection condition. The values correspond to the threshold at which the signalized intersection safety performance outperforms the stop-controlled intersection, for otherwise identical conditions and equivalent traffic.

Section 4C.09 Warrant 8, Roadway Network

Support:

- 01 Installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway network.
- Guidance:*
- 02 *The need for a traffic control signal should be considered if an engineering study finds that the common intersection of two or more major routes meets one or both of the following criteria:*
- A. *The intersection has a total existing, or immediately projected, entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday and has 5-year projected traffic volumes, based on an engineering study, that meet one or more of Warrants 1, 2, and 3 during an average weekday; or*
 - B. *The intersection has a total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday).*
- 03 *A major route as used in this signal warrant should have at least one of the following characteristics:*
- A. *It is part of the street or highway system that serves as the principal roadway network for through traffic flow;*
 - B. *It includes rural or suburban highways outside, entering, or traversing a city; or*
 - C. *It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.*

Section 4C.10 Warrant 9, Intersection Near a Grade Crossing

Support:

- 01 The Intersection Near a Grade Crossing signal warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity of a grade crossing on an approach controlled by a STOP or YIELD sign at a highway-highway intersection is the principal reason to consider installing a traffic control signal.
- Guidance:*
- 02 *This signal warrant should be applied only after adequate consideration has been given to other alternatives or after a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing. Among the alternatives that should be considered or tried are:*
- A. *Providing additional pavement that would enable vehicles to clear the track or that would provide space for an evasive maneuver, or*
 - B. *Reassigning the stop controls at the highway-highway intersection to make the approach across the track a non-stopping approach.*
- 03 *The need for a traffic control signal should be considered if an engineering study finds that both of the following criteria are met:*
- A. *A grade crossing exists on an approach controlled by a STOP or YIELD sign at a highway-highway intersection and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and*
 - B. *During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point representing the vehicles per hour on the major street (total of both approaches) of the highway-highway intersection and the corresponding vehicles per hour on the minor-street approach that crosses the track (one direction only, approaching the intersection) falls above the applicable curve in Figure 4C-9 or 4C-10 for the existing combination of approach lanes over the track and the distance D, which is the clear storage distance as defined in Section 1C.02.*

- 04 The following considerations apply when plotting the traffic volume data on Figure 4C-9 or 4C-10:
- A. Figure 4C-9 should be used if there is only one lane approaching the highway-highway intersection at the track crossing location and Figure 4C-10 should be used if there are two or more lanes approaching the highway-highway intersection at the track crossing location.

Figure 4C-9. Warrant 9, Intersection Near a Grade Crossing (One Approach Lane at the Track Crossing)

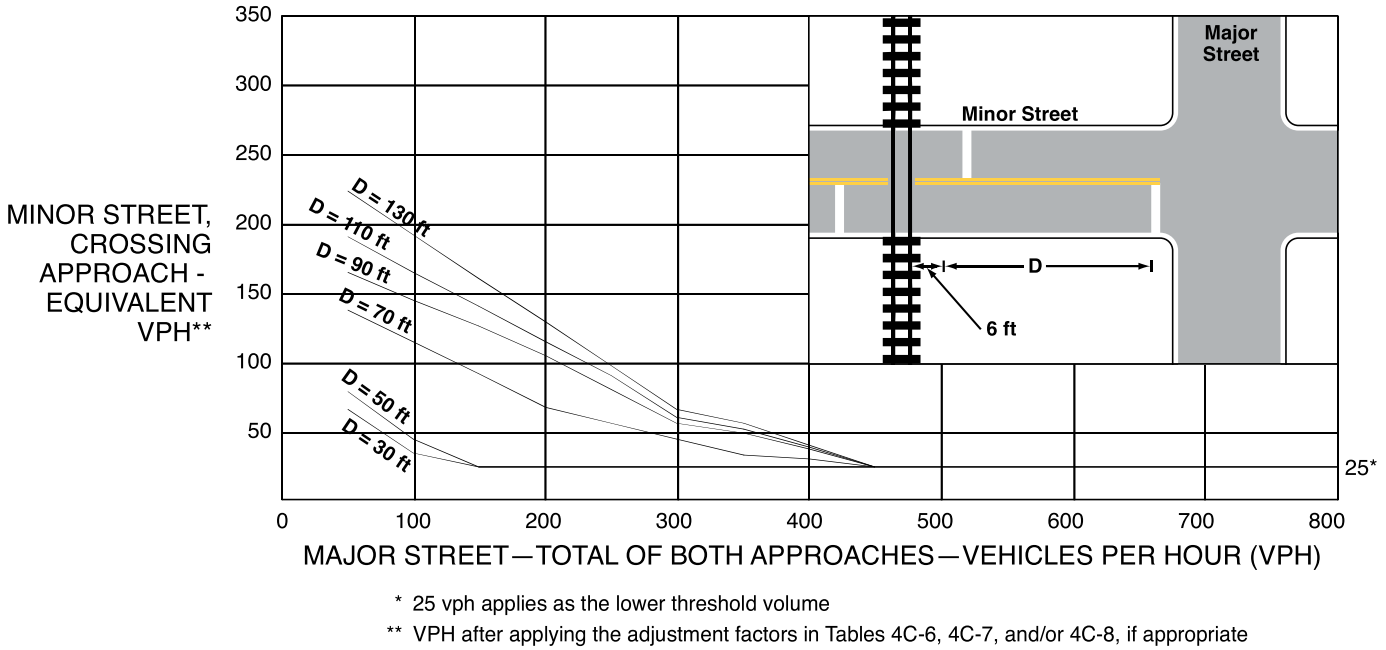
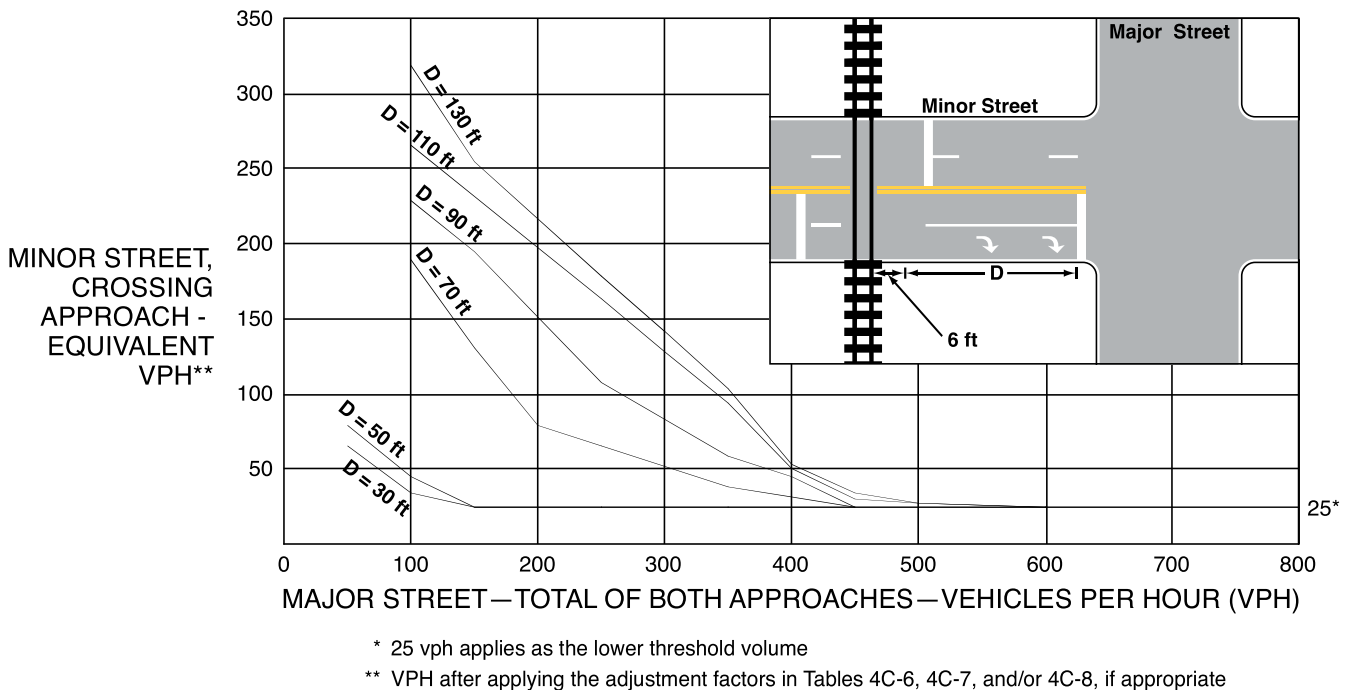


Figure 4C-10. Warrant 9, Intersection Near a Grade Crossing (Two or More Approach Lanes at the Track Crossing)



- B. After determining the actual distance *D*, the curve for the distance *D* that is nearest to the actual distance *D* should be used. For example, if the actual distance *D* is 95 feet, the plotted point should be compared to the curve for *D*=90 feet.
- C. If the rail traffic arrival times are unknown, the highest traffic volume hour of the day should be used.

Option:

- 05 The traffic volume on the minor-street approach to the highway-highway intersection may be multiplied by up to three adjustment factors as provided in Paragraphs 6 through 8 of this Section.
- 06 Because the curves are based on an average of four occurrences of rail traffic per day, the vehicles per hour on the minor-street approach may be multiplied by the adjustment factor shown in Table 4C-6 for the appropriate number of occurrences of rail traffic per day.
- 07 Because the curves are based on typical vehicle occupancy, if at least 2% of the vehicles crossing the track are buses carrying at least 20 people, the vehicles per hour on the minor-street approach may be multiplied by the adjustment factor shown in Table 4C-7 for the appropriate percentage of high-occupancy buses.
- 08 Because the curves are based on tractor-trailer trucks comprising 10% of the vehicles crossing the track, the vehicles per hour on the minor-street approach may be multiplied by the adjustment factor shown in Table 4C-8 for the appropriate distance and percentage of tractor-trailer trucks.

Standard:

- 09 **If this warrant is met and a traffic control signal at the highway-highway intersection is justified by an engineering study, then:**
 - A. The traffic control signal shall have actuation on the minor street,
 - B. Preemption control shall be provided in accordance with Sections 4F.19 and 8D.09, and
 - C. The grade crossing shall have flashing-light signals (see Section 8D.02).

Guidance:

- 10 *If this warrant is met and a traffic control signal at the highway-highway intersection is justified by an engineering study, the grade crossing should have automatic gates (see Section 8D.03).*

Table 4C-6. Warrant 9, Adjustment Factor for Daily Frequency of Rail Traffic

Rail traffic per day	Adjustment factor
1	0.67
2	0.91
3 to 5	1.00
6 to 8	1.18
9 to 11	1.25
12 or more	1.33

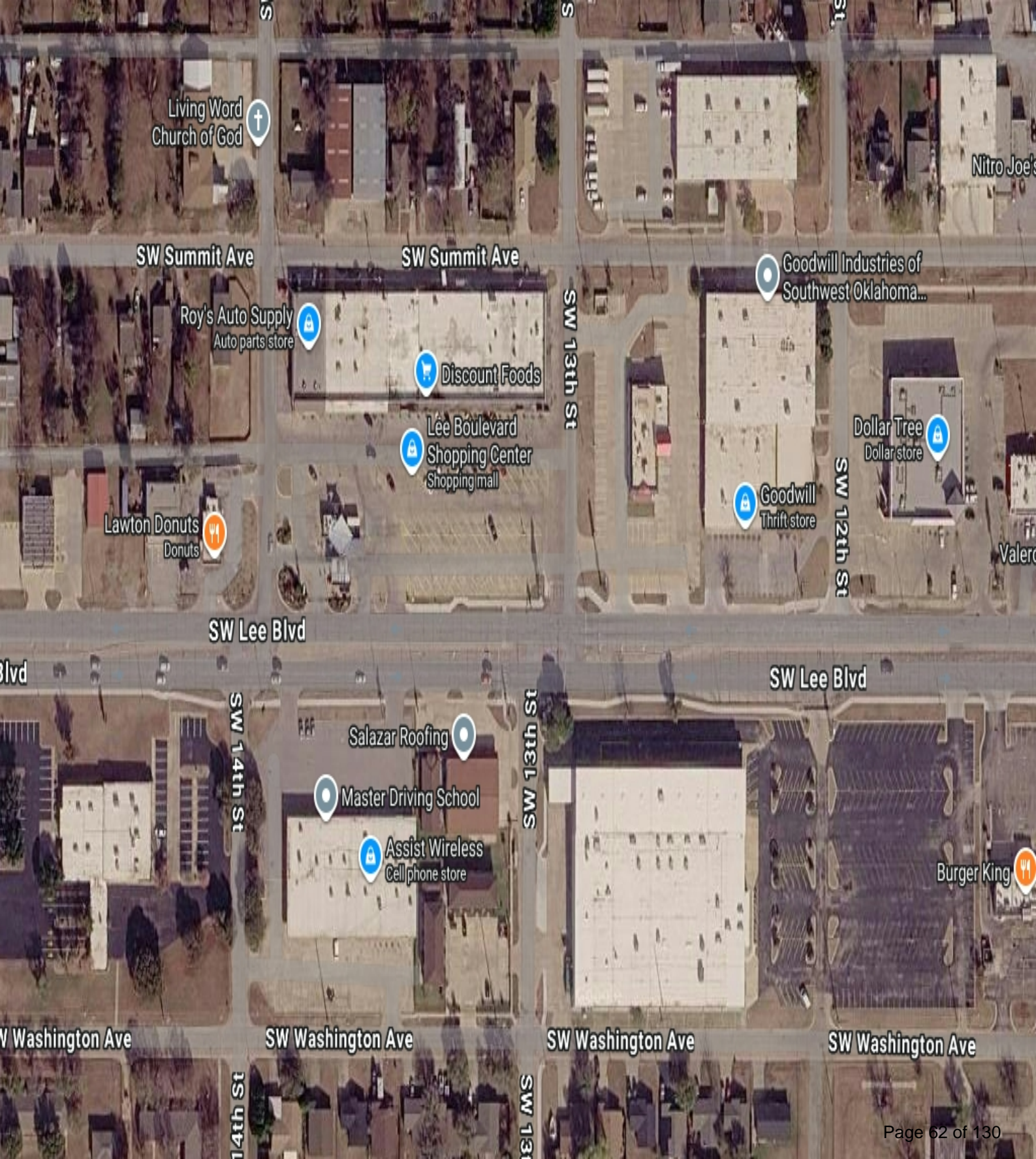
Table 4C-7. Warrant 9, Adjustment Factor for Percentage of High-Occupancy Buses

% of high-occupancy buses* on minor-street approach	Adjustment factor
0%	1.00
2%	1.09
4%	1.19
6% or more	1.32

* A high-occupancy bus is defined as a bus occupied by at least 20 people.

Table 4C-8. Warrant 9, Adjustment Factor for Percentage of Tractor-Trailer Trucks

% of tractor-trailer trucks on minor-street approach	Adjustment factor	
	D less than 70 feet	D of 70 feet or more
0% to 2.5%	0.50	0.50
2.6% to 7.5%	0.75	0.75
7.6% to 12.5%	1.00	1.00
12.6% to 17.5%	2.30	1.15
17.6% to 22.5%	2.70	1.35
22.6% to 27.5%	3.28	1.64
More than 27.5%	4.18	2.09



Living Word Church of God

SW Summit Ave

SW Summit Ave

Roy's Auto Supply
Auto parts store

Discount Foods

Goodwill Industries of Southwest Oklahoma...

Lee Boulevard Shopping Center
Shopping mall

Dollar Tree
Dollar store

Goodwill Thrift store

Lawton Donuts
Donuts

SW Lee Blvd

SW Lee Blvd

Salazar Roofing

Master Driving School

Assist Wireless
Cell phone store

Burger King

SW Washington Ave

SW Washington Ave

SW Washington Ave

SW Washington Ave

Item Title:

Consider a request from JJ Francais at the Lawton Constitution to modify a current no-parking zone and add on-street parking at 102 SW 3rd street, and make a recommendation to the Lawton Parking Authority on or around 23 June 2026 to approve staff’s recommendation of requiring at-cost payment for said action.

Initiator: Michael Watrous, Director

Information Source: Michael Watrous, Director

Background:

On 16 March, Mr. Francias made a request to the City Manager to add on-street parking at 102 SW 3rd Street. Upon clarification, Mr. Francias is requesting public on-street parking at a location currently marked with "no parking" signs. These signs were originally requested by the Lawton Constitution over 30 years ago. This will add 2-3 parking spaces in front of the building.

Correlation to the True North Statement:

Citizen

Exhibit:

Map of area

Key Issues:

This location is just north of the Cental Business District, and thus no parking lease is required per code 18-6-13-642.

Funding Source:

Streets and Traffic Control - Repair and Maintenance FY27 funds

Recommended Action:

Provide a recommendation to the Lawton Parking Authority authorizing on-street parking at this location, and for the city to paint the parking stripes.

ATTACHMENTS:

- 1. Screenshot 2026-03-17 135412



THE LAWTON
CONSTITUTION



Item Title:

Consider a request from a citizen to change yield signs to stop signs on the intersection of NW Lake and 12th Streets and make a recommendation to City Council on or around 23 June 2026 to approve the request.

Initiator: Michael Watrous, Director

Information Source: Michael Watrous, Director

Background:

On 25 March, a citizen submitted an I-help to request a yield sign be changed to a stop sign. Public Works conducted a traffic study at the intersection to determine if vehicles were slowing down and yielding at this intersection. While no accidents were to have been found at this intersection, the speeds recorded seem to indicate that vehicles are not slowing significantly at this intersection prior to entering it and are not conducting proper "yield" traffic behavior, with the average speed in the intersection at 18 MPH.

Correlation to the True North Statement:

Safety

Exhibit:**Key Issues:**

N/A

Funding Source:**Recommended Action:**

Recommend approval to City Council of a request from a citizen to change yield signs to stop signs on the corner of NW Lake and 12th Streets.

ATTACHMENTS:

None

Item Title:

Consider a request from Councilmember Weger for the installation of traffic-calming measures in the form of speed cushions on NW Oak between NW 53rd and NW 57th and make a recommendation to City Council on or around 14 July 2026 to approve the request.

Initiator: Bob Weger, Councilman - Ward 6

Information Source: Michael Watrous, Director

Background:

This report summarizes conditions on the road segment on NW Oak that was requested for Public Works to study by Councilmember Weger on 16 April 2026. In this report, the conditions of the roadway, such as speed and traffic flow are presented, as well as traffic calming options that were reviewed and recommendations for each type of measure. This study utilized the 2 sets of criteria outlined in Council Policy 10-5 as a basis for recommendations.

Correlation to the True North Statement:

Citizen, Safety, Transparency

Exhibit:

Speed Study and Recommendations

Key Issues:

N/A

Funding Source:

Streets and Traffic Control, FY27

Recommended Action:

Recommend approval for the installation of a speed cushion on NW Oak between NW 53rd and NW 57th

ATTACHMENTS:

- 1. Traffic Calming Report - NW Oak

City of Lawton

Department of Public Works



Neighborhood Traffic Calming Report

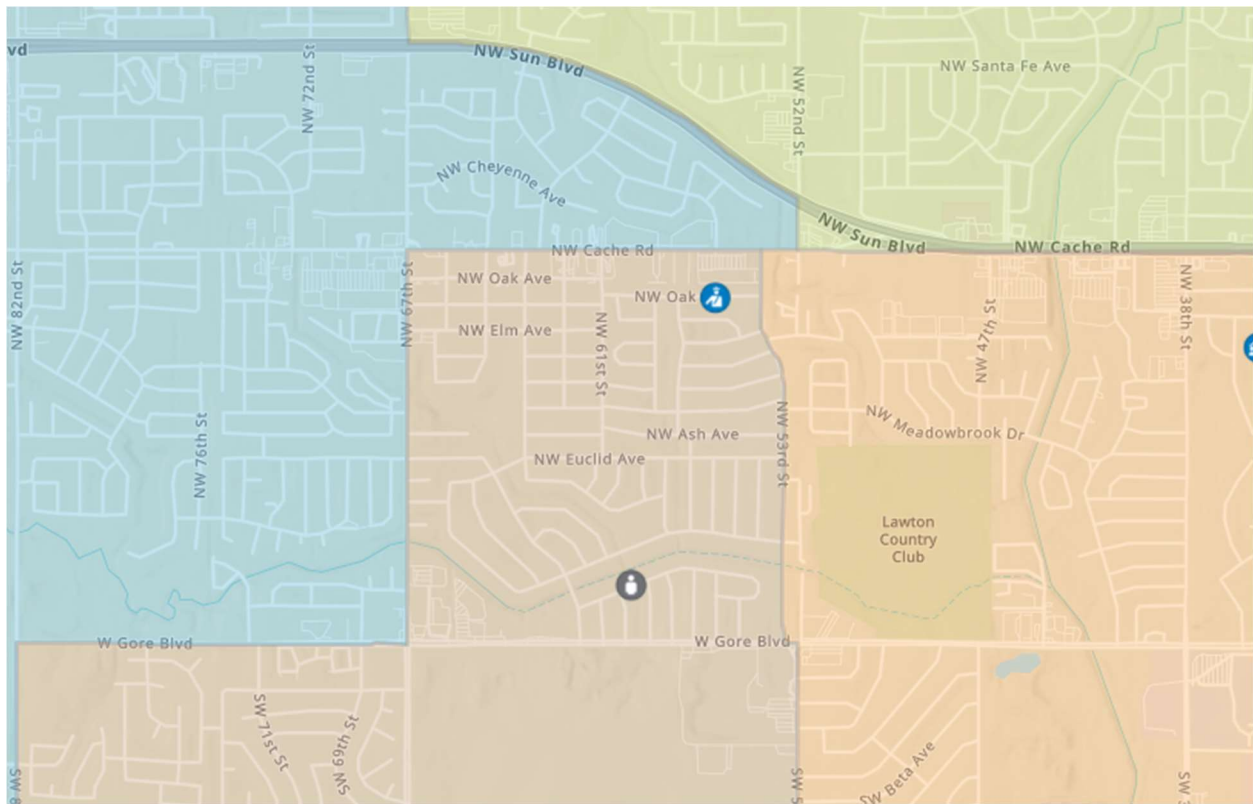
NW Oak

Ward 6

Executive Summary

This report summarizes conditions on the road segment on NW Oak that was requested for Public Works to study by Councilmember Weger on 16 April 2026. In this report, the conditions of the roadway, such as speed and traffic flow are presented, as well as traffic calming options that were reviewed and recommendations for each type of measure. This study utilized the 2 sets of criteria outlined in Council Policy 10-5 as a basis for recommendations.

Location of Request



Based on the information gathered on the area, **Public Works recommends a speed cushion.**

- 38 vehicles were recorded as speeding in this location in a 24 hour period, with 4 over 20 MPH over the speed limit.

Other options are available in the last section of this report in order of Public Works recommendations for the specific area.

Councilmembers Recommendation

- **Speed Cushion**

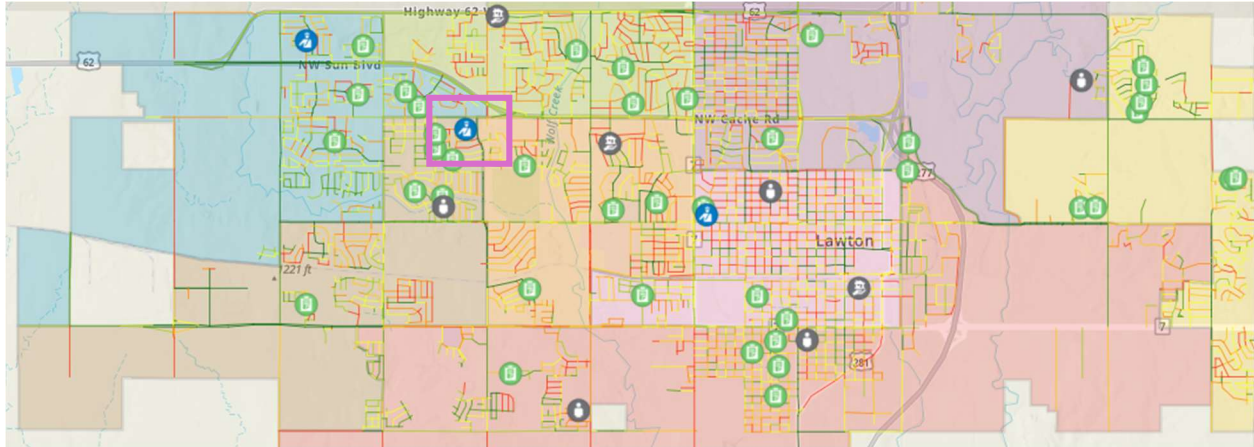
Initial Qualification Criteria

Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all the criteria outlined in the policy, listed below:

- The same or similar request hasn't been rejected in the past 10 years
- Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years
- Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)
- Will not interfere with major public or emergency services
- No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria

Traffic Calming Initial Criteria

Criteria	Met/Not Met	Comments
The same or similar request hasn't been rejected in the past 10 years	Met	No record of this request being rejected is on file.
Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years	Met	This section of road is not currently planned for major work.
Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)	Met	This section has a speed limit of 25 MPH and is not on an arterial section of roadway.
Will not interfere with major public or emergency facilities	Met	There is a speed table on Lake Ave one block to the north, limiting streets that emergency services can enter without encountering delays to service.
No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria	Met	No other traffic measures are in place in this neighborhood.



Speed Study

A speed study was performed on the area to determine traffic conditions so that the best recommendation is made for the roadway and citizen concerns. The City of Lawton Public Works Department conducted a traffic study on 23 April 2026, gathering a 24-hour period of data for the requested location. This study evaluated the traffic speed and Average Daily Traffic (ADT) in this location, using Lawton City Council Policy 10-5: Neighborhood Traffic Calming Procedures as guidance. This policy was created based on generally accepted traffic engineering standards for the placement of speed tables.

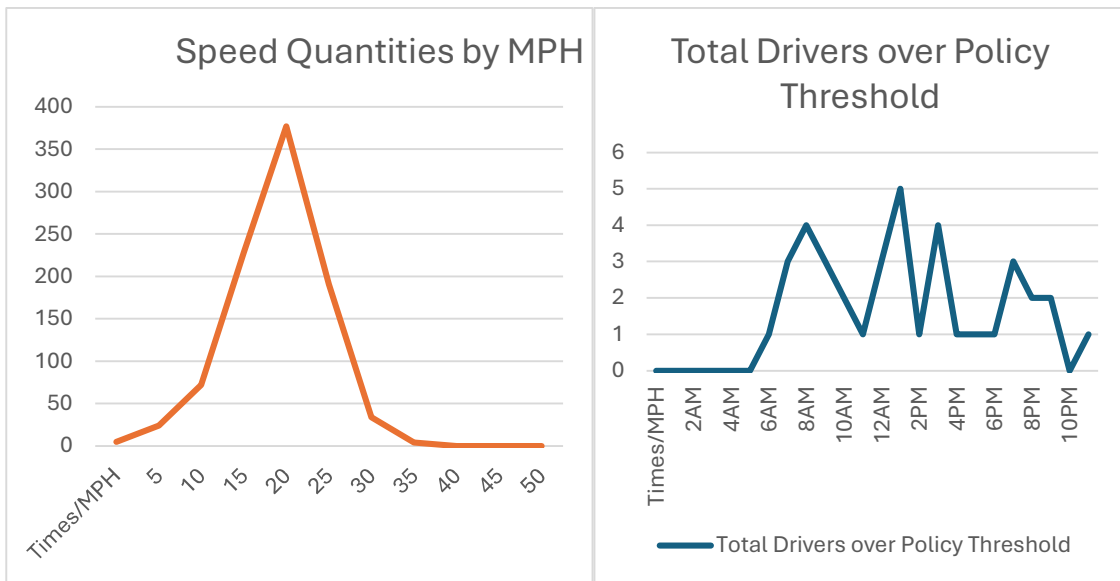
To make a recommendation, data is used from the following nationally recommended standards for speed table implementation, as well as the physical geography and roadways of the area.

- 85th percentile speed \geq 8 mph over the posted speed limit
 - o Criteria was not met, with an 85th percentile speed of 27.4 MPH
- ADT > 600 vehicles/day (vpd)
 - o Criteria was met, with 935 vehicles recorded

Location Specific Data

Street	Location	Median Speed	Average Speed	85 th Percentile Speed	Posted Speed Limit	8 MPH above the posted speed	24-Hour Traffic Count
NW Oak	Between NW 53 rd and NW 57th	21.9 MPH	21.6 MPH	27.4 MPH	25	33	935
Does Not Meet Accepted Criteria				Meets Accepted Criteria			

Quantity of Speeds Recorded

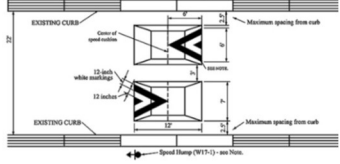
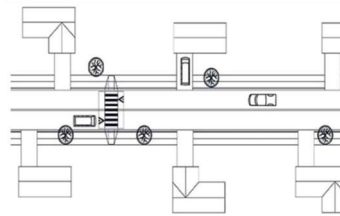



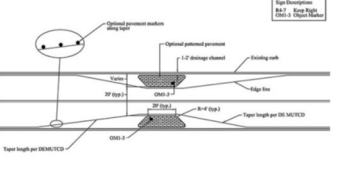
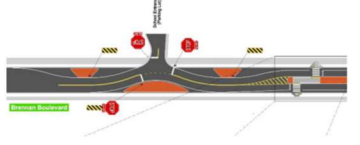

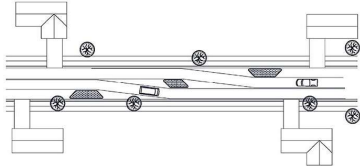


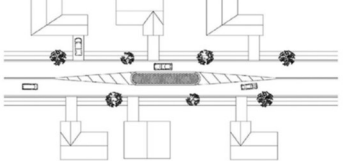
The average speed in the area is 21.6 MPH, with a median speed of 21.9 MPH and a 85th percentile speed of 27.4 MPH. This is below the threshold of the policy and generally accepted standards for traffic calming, with 38 vehicles out of 935 counted (4%) above the 33 MPH standard. Note that the sensor will “hit” on vehicles with double axels, trailers, etc., showing their speed as higher than what is occurring, so it is likely that the number of speeding vehicles is below the number shown.

Traffic Calming Devices Reviewed

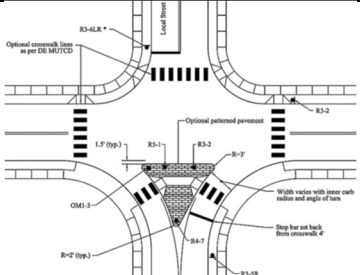


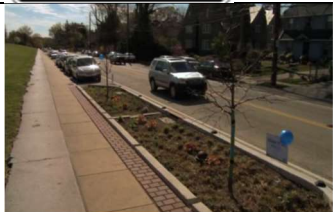

The below traffic calming measures were reviewed during this study. These measures are listed in order of Public Works recommendation based on a point score system, with a “1” being “most recommended” and “99” being “least recommended”. Recommendations do


consider the resources (time/money) needed to implement the measure and may be a factor to consider for the Streets and Bridges Committee or City Council.

Calming Measure	Illustration	Comments	Recommendation Points
Speed Cushion		<p>Speed cushions are designed to keep traffic at 20-25 MPH. This is preferred over a speed table as the road is a thoroughfare in the neighborhood for emergency vehicles responding, which typically results in a delay of response 5.7 to 9.4 seconds per speed table.</p>	30
Speed Table/Raised Crosswalks		<p>These are designed to keep traffic at 25-27 MPH. Speed cushions are recommended over speed tables when possible to allow better emergency vehicle access.</p>	45
Stop Sign		<p>Stop signs can be installed at various intersections to reduce speed. Stop signs should not, alone, be used for traffic calming.</p>	55
No Action		<p>The area does not meet council policy for traffic calming measures.</p>	60
Increased Enforcement		<p>There was only 1 vehicle above the 33 MPH threshold.</p>	70

Choker		The horizontal deflection causes vehicles to slow down, but will limit street parking where implemented.	70
Chicane		A chicane causes vehicles to perform an “S” maneuver, better known as a chicane. This abrupt change in directions causes drivers to slow down.	70
Radar Speed Signs		Radar Speed Signs are an option in this area. These can cause unintended issues though of people using them to get a high speed record.	80
Lateral Shift		Shifting of traffic horizontally reduces lane width and requires drivers to be active and slow down in the area.	95
Speed Hump		This measure is designed to keep traffic between 25 MPH and 35 MPH, which is over the speed limit of the area and would have limited effect.	96
Closure		Closing of this throughfare is not feasible.	NA
Median Island		This installs a median in the center of the road, narrowing both lanes.	N/A

<p>Corner Extension</p>		<p>Placing corner extensions reduces lane width, slowing traffic. This is not recommended at this location.</p>	<p>N/A</p>
<p>Raised Intersection</p>		<p>This is typically used for an intersection with high pedestrian numbers. This could be implemented at this location.</p>	<p>N/A</p>
<p>Mini Roundabout</p>		<p>This device is raised, but in a manner that can be driven over for larger traffic.</p>	<p>N/A</p>
<p>Diagonal Diverter</p>		<p>This measure diverts traffic from going straight, slowing traffic and interrupting through traffic, primarily. This could be implemented here.</p>	<p>N/A</p>
<p>Speed Limit Signs</p>		<p>This measure installs speed limit signs to let travelers know the speed limit of the segment.</p>	<p>N/A</p>
<p>Realigned Intersection</p>		<p>The horizontal deflection causes drivers to slow down.</p>	<p>N/A</p>

<p>Median Barrier/Forced Turn Island</p>		<p>This measure diverts traffic from going straight, slowing traffic and interrupting through traffic, primarily.</p>	<p>N/A</p>
<p>Traffic Circle</p>		<p>Similar to a mini roundabout, this is designed for local streets, but the center of a traffic circle is not traversable. Mini roundabouts are preferred on narrow local streets to allow better movement for larger vehicles, like school buses and fire engines.</p>	<p>N/A</p>
<p>Increased Fine Zone</p>		<p>The Speed Limit for the area currently matches city code for the road type.</p>	<p>N/A</p>
<p>On-Street Parking</p>		<p>On Street Parking is currently allowed</p>	<p>N/A</p>
<p>Roundabout</p>		<p>This is a larger option that would require acquiring land and is not necessary for the size of vehicles in the neighborhood.</p>	<p>N/A</p>
<p>Speed Limit Reduction</p>		<p>The speed limit is at the default speed limit for residential streets and lowering it is not recommended.</p>	<p>N/A</p>

<p>Road Diet</p>		<p>This measure restricts lane widths, which do not exist on this segment of roadway.</p>	<p>N/A</p>
<p>Decoratively Painted Crosswalks</p>		<p>The painted crosswalk option is currently under trial, prior to additional recommendations.</p>	<p>N/A</p>

Item Title:

Consider a request from Councilmember Hooton for the installation of traffic control signs in the form of no parking signs on SW 49th between SW H and SW I and make a recommendation to City Council on or around 23 June 2026 to approve the request.

Initiator: Lane Hooton, Councilman - Ward 1

Information Source: Michael Watrous, Director

Background:

On 15 May, Councilmember Hooton received a citizen request to install no parking signs along a curve in the road on SW 49th street. Upon review, Public Works concurs that vehicles parked on the inside lane of the curve hinders sight lines and presents a safety risk for the driving public on this segment.

Correlation to the True North Statement:

Safety

Exhibit:

Key Issues:

Removing on-street parking will likely increase the speed of traffic on the segment, as on-street parking is a traffic calming measure.

Funding Source:

Recommended Action:

Recommend Approval.

ATTACHMENTS:

None

Item Title:

Consider a request from Councilmember Brown for the installation of traffic calming measures in the form of speed cushions on NW 35th between NW 54th and NW 35th Place and make a recommendation to City Council on or around 14 July 2026 to approve the request.

Initiator: Kirby Brown, Councilman - Ward 3

Information Source: Michael Watrous, Director

Background:

This report summarizes conditions on the road segment on NW 35th Street that was requested for Public Works to study by councilmember Brown on 19 January 2026.

Correlation to the True North Statement:

Safety, Citizen

Exhibit:

Speed Study

Key Issues:

N/A

Funding Source:

1005502 51020 - Streets and Traffic Control Repair and Maintenance - Current Balance: 621,944.22

Recommended Action:

Recommend approval.

ATTACHMENTS:

- 1. Traffic Calming Report - 35th B

City of Lawton

Department of Public Works



Neighborhood Traffic Calming Report

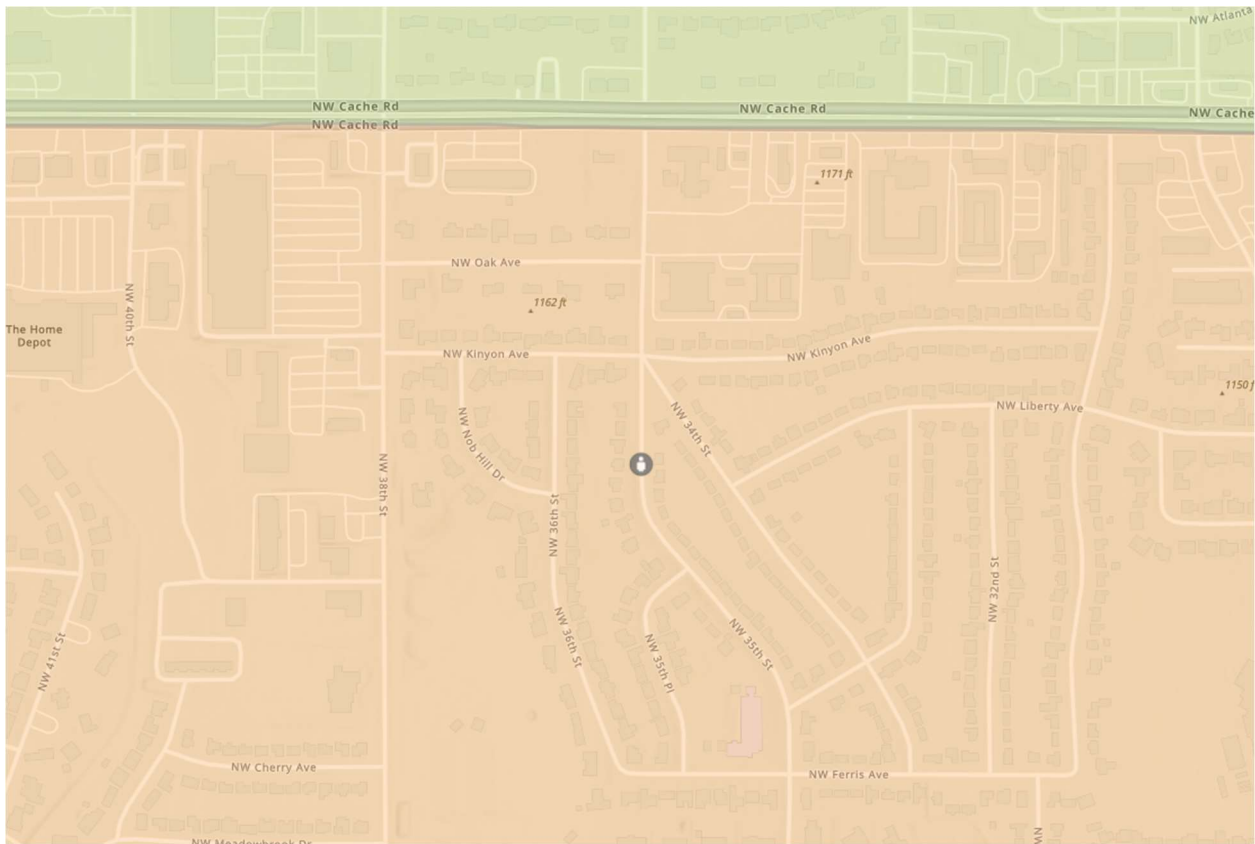
NW 35th Street

Ward 3

Executive Summary

This report summarizes conditions on the road segment on NW 35th Street that was requested for Public Works to study by councilmember Kirby on 19 January 2026. In this report, the conditions of the roadway, such as speed and traffic flow are presented, as well as traffic calming options that were reviewed and recommendations for each type of measure. This study utilized the 2 sets of criteria outlined in Council Policy 10-5 as a basis for recommendations.

Location of Request



Based on the information gathered on the area, **Public Works recommends installing speed cushions on the road segment**

- Speed threshold was not met, with the 85th percentile speed 1.6 MPH below the policy threshold

Other options are available in the last section of this report in order of Public Works recommendations for the specific area.

Councilmembers Recommendation

- Install speed cushions on the segment

Initial Qualification Criteria

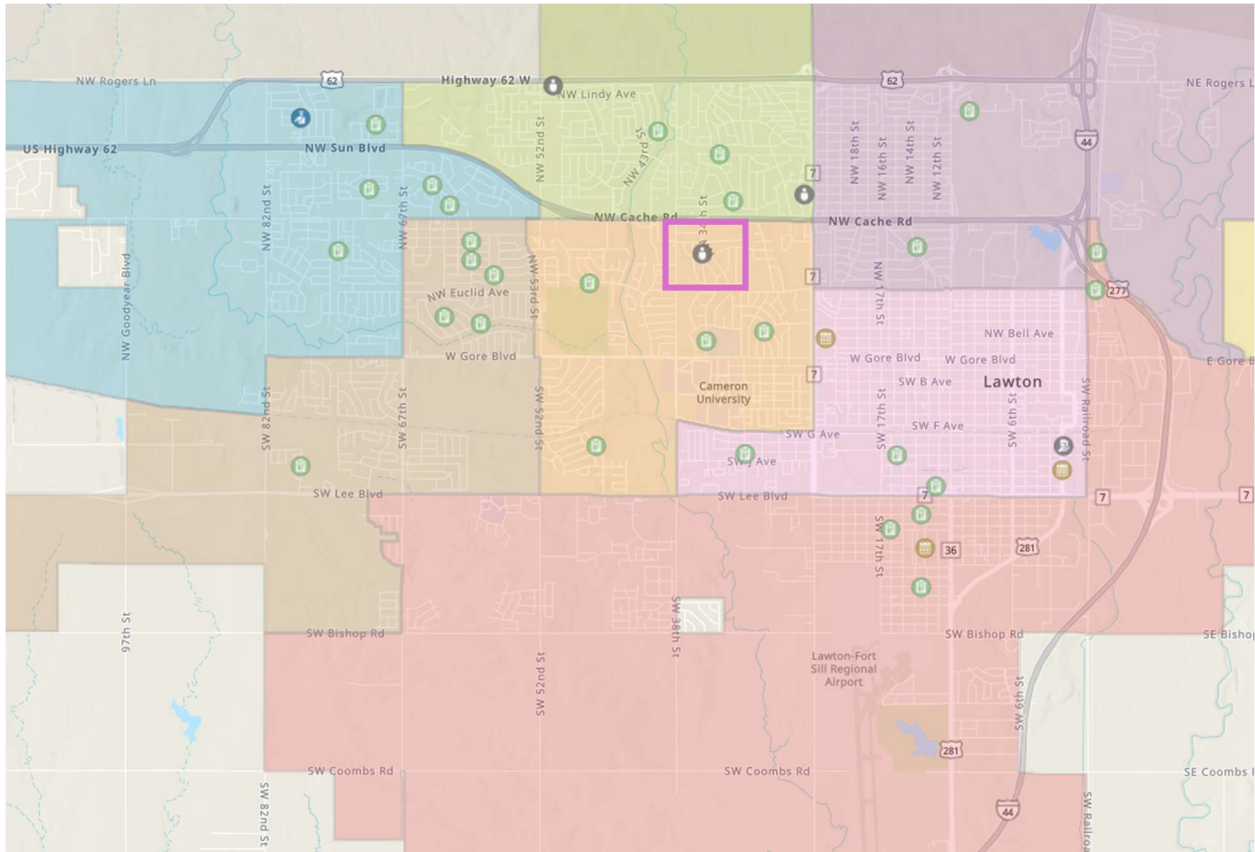
Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all of the criteria outlined in the policy, listed below:

- The same or similar request hasn't been rejected in the past 10 years
- Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years
- Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)
- Will not interfere with major public or emergency services
- No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria

Traffic Calming Initial Criteria

Criteria	Met/Not Met	Comments
The same or similar request hasn't been rejected in the past 10 years	Met	No record of this request being rejected is on file.
Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years	Met	This section of road is not currently planned for major work.
Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)	Met	This section has a speed limit of 25 MPH and is not on an arterial section of roadway.
Will not interfere with major public or emergency facilities	Met	This is the only speed table in the area, but emergency vehicles should expect up to 5-10 extra seconds of response time.
No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria	Met	No other traffic measures are in place in this neighborhood.

Locations of Planned Road Construction and Approved and Requested Traffic Calming Measures, Citywide



Speed Study

A speed study was performed on the area to determine traffic conditions so that the best recommendation is made for the roadway and citizen concerns. The City of Lawton Public Works Department conducted a traffic study on 21 January 2026, gathering a 24-hour period of data for the requested location. This study evaluated the traffic speed and Average Daily Traffic (ADT) in this location, using Lawton City Council Policy 10-5: Neighborhood Traffic Calming Procedures as guidance. This policy was created based on generally accepted traffic engineering standards for the placement of speed tables.

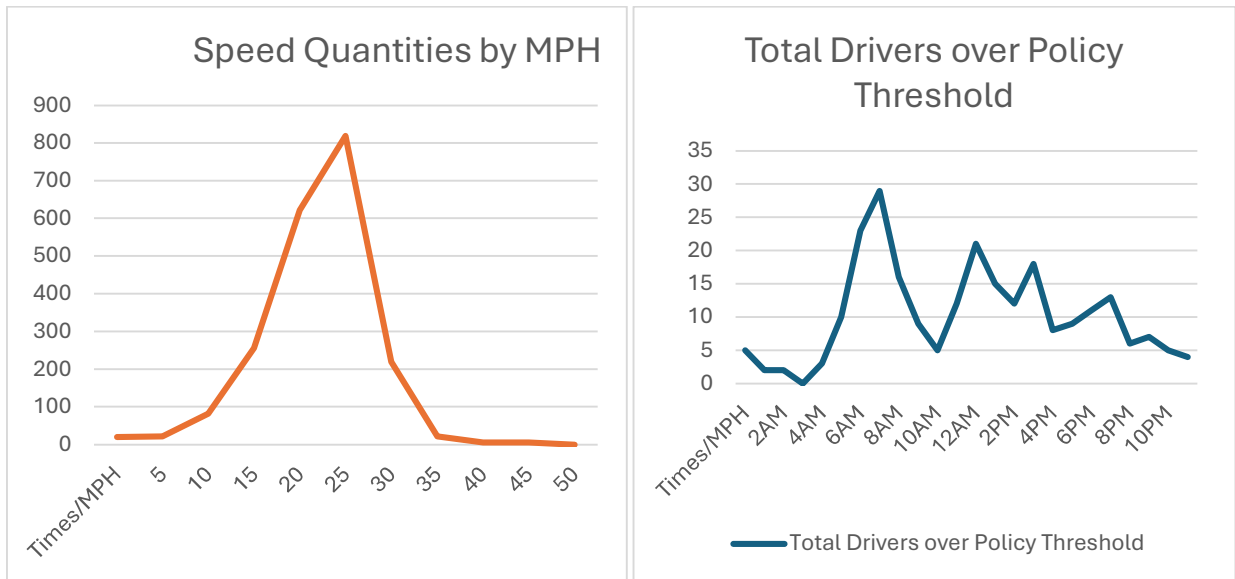
To make a recommendation, data is used from the following nationally recommended standards for speed table implementation, as well as the physical geography and roadways of the area.

- 85th percentile speed \geq 8 mph over the posted speed limit
 - o Criteria was not met, with an 85th percentile speed of 29.6 MPH
- ADT > 600 vehicles/day (vpd)
 - o Criteria was met, with 2070 vehicles present.

Location Specific Data

Street	Location	Median Speed	Average Speed	85 th Percentile Speed	Posted Speed Limit	8 MPH above the posted speed	24-Hour Traffic Count
NW 35 th Street	Between NW 34 th St and NW 35 th Pl	25.3 MPH	24.6 MPH	29.6 MPH	25	33	2070
Does Not Meet Accepted Criteria				Meets Accepted Criteria			


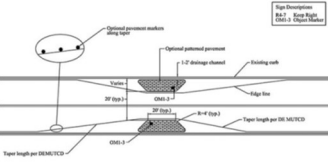
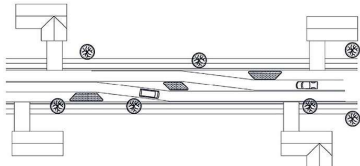
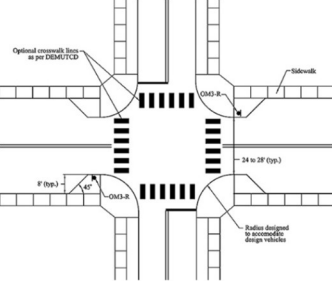
Quantity of Speeds Recorded


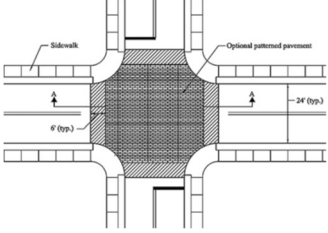
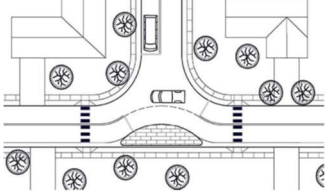
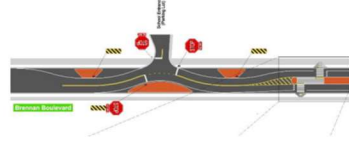







The average speed in the area is 24.6 MPH, with a median speed of 25.3 MPH and a 85th percentile speed of 29.6 MPH. This is below the threshold of the policy and generally accepted standards for traffic calming, with 245 vehicles out of 2070 counted (12%) above the 33 MPH standard. Note that the sensor will “hit” on vehicles with double axels, trailers, etc., showing their speed as higher than what is occurring, so it is likely that the number of speeding vehicles is below the number shown.

Traffic Calming Devices Reviewed

The below traffic calming measures were reviewed during this study. These measures are listed in order of Public Works recommendation based on a point score system, with a “1” being “most recommended” and “99” being “least recommended”. Recommendations do

<p>Closure</p>		<p>Closing of this throughfare is possible, turning the roadway into a one-way westbound and limiting the ingress and egress routes. This segment allows for this option, and may help with traffic congestion during school hours.</p>	<p>60</p>
<p>No Action</p>		<p>The area does not meet council policy for traffic calming measures.</p>	<p>65</p>
<p>Choker</p>		<p>The horizontal deflection causes vehicles to slow down, but will limit street parking where implemented.</p>	<p>65</p>
<p>Lateral Shift</p>		<p>Shifting of traffic horizontally reduces lane width and requires drivers to be active and slow down in the area.</p>	<p>70</p>
<p>Corner Extension</p>		<p>Placing corner extensions reduces lane width, slowing traffic. This could be implemented at various intersections, however the stretch of road is more lengthy and would likely not result in much effect.</p>	<p>85</p>
<p>Stop Sign</p>		<p>Stop signs can be installed at various intersections, however this particular stretch of road is longer and stop signs will likely not provide much effect.</p>	<p>90</p>

<p>Speed Limit Signs</p>		<p>This measure installs speed limit signs to let travelers know the speed limit of the segment.</p>	<p>95</p>
<p>Speed Hump</p>		<p>This measure is designed to keep traffic between 25 MPH and 35 MPH, which is over the speed limit of the area and would have limited effect.</p>	<p>95</p>
<p>Raised Intersection</p>		<p>This is typically used for an intersection with high pedestrian numbers. This could be implemented at various intersections, however the stretch of road is more lengthy and would likely not result in much effect.</p>	<p>95</p>
<p>Realigned Intersection</p>		<p>The horizontal deflection causes drivers to slow down. This is not recommended due to the curvature of the road.</p>	<p>96</p>
<p>Chicane</p>		<p>A chicane causes vehicles to perform an "S" maneuver, better known as a chicane. This abrupt change in directions causes drivers to slow down. The curves on this road segment make this a non-preferred option.</p>	<p>96</p>

Traffic Circle		<p>Similar to a mini roundabout, this is designed for local streets, but the center of a traffic circle is not traversable. Mini roundabouts are preferred on narrow local streets to allow better movement for larger vehicles, like school buses and fire engines.</p>	97
Increased Fine Zone		<p>The Speed Limit for the area currently matches city code for the road type.</p>	N/A
On-Street Parking		<p>On Street Parking is currently allowed</p>	N/A
Roundabout		<p>This is a larger option that would require acquiring land and is not necessary for the size of vehicles in the neighborhood.</p>	N/A
Speed Limit Reduction		<p>The speed limit is at the default speed limit for residential streets and lowering it is not recommended.</p>	N/A
Road Diet		<p>This measure restricts lane widths, which do not exist on this segment of roadway.</p>	N/A

<p>Decoratively Painted Crosswalks</p>		<p>The painted crosswalk option is currently under trial, prior to additional recommendations.</p>	<p>N/A</p>
--	---	--	------------

Item Title:

Consider a request from Councilmember Williams for the installation of traffic-calming measures in the form of speed limit signs on SW 10th between SW Washington and SW Jefferson and make a recommendation to City Council on or around 23 June 2026 to approve the request.

Initiator: Sherene L Williams, Councilwoman - Ward 7

Information Source: Michael Watrous, Director

Background:

c

Correlation to the True North Statement:

Safety, Efficiency, Transparency, Citizen

Exhibit:

Traffic Calming Report

Key Issues:

The speed study found that neither criteria found in council policy 10-05 were met.

Funding Source:

Ward 7 Funds

Recommended Action:

Recommend approval.

ATTACHMENTS:

- 1. Traffic Calming Report - SW 10th

City of Lawton

Department of Public Works



Neighborhood Traffic Calming Report

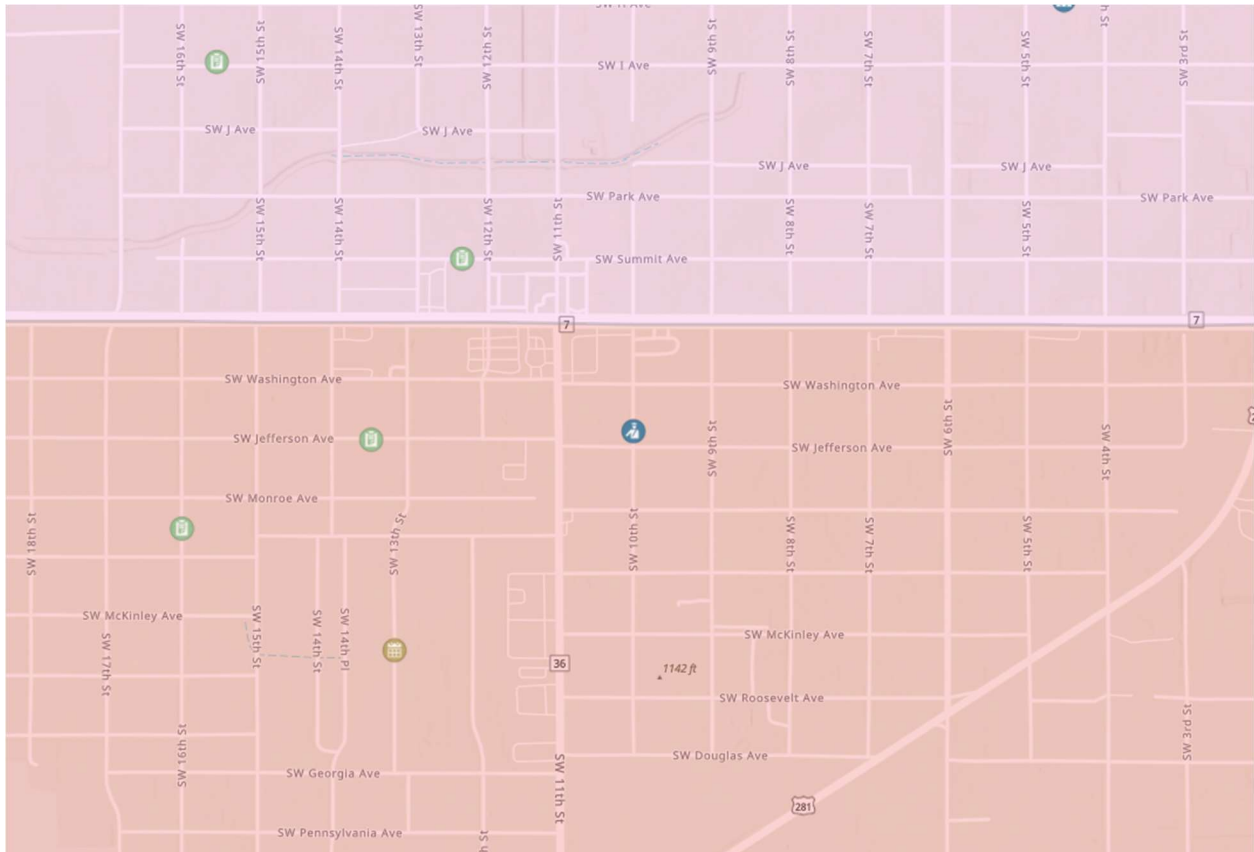
SW 10th Street

Ward 7

Executive Summary

This report summarizes conditions on the road segment on SW 10th Street that was requested for Public Works to study by councilmember Williams on 2 February 2026. In this report, the conditions of the roadway, such as speed and traffic flow are presented, as well as traffic calming options that were reviewed and recommendations for each type of measure. This study utilized the 2 sets of criteria outlined in Council Policy 10-5 as a basis for recommendations.

Location of Request



Based on the information gathered on the area, **Public Works recommends no action.**

- 33 MPH speed threshold was not met, with the 85th percentile speed 11.3 MPH below the policy threshold
- 600 vehicle traffic threshold was not met, with only 168 vehicles recorded

Other options are available in the last section of this report in order of Public Works recommendations for the specific area.

Councilmembers Recommendation

- Install speed limit signs

Initial Qualification Criteria

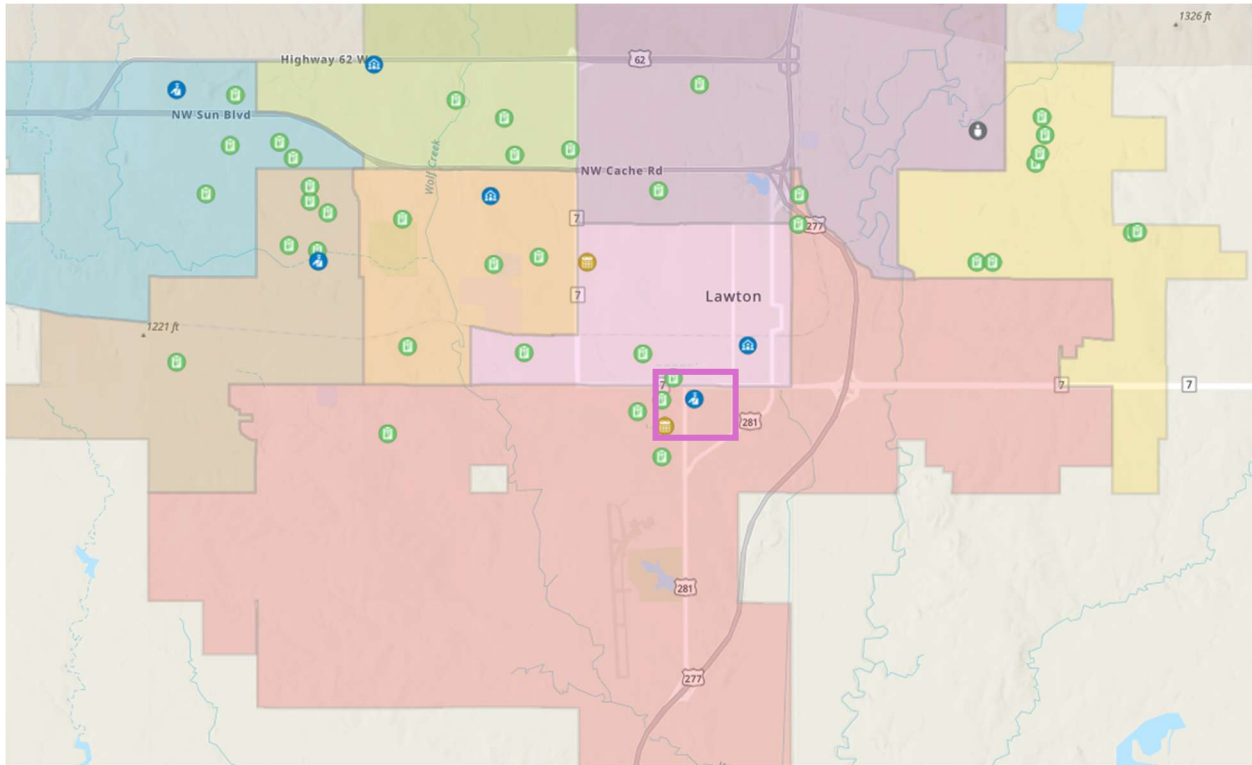
Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all of the criteria outlined in the policy, listed below:

- The same or similar request hasn't been rejected in the past 10 years
- Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years
- Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)
- Will not interfere with major public or emergency services
- No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria

Traffic Calming Initial Criteria

Criteria	Met/Not Met	Comments
The same or similar request hasn't been rejected in the past 10 years	Met	No record of this request being rejected is on file.
Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years	Met	This section of road is not currently planned for major work.
Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)	Met	This section has a speed limit of 25 MPH and is not on an arterial section of roadway.
Will not interfere with major public or emergency facilities	Met	This is the only speed table in the area, but emergency vehicles should expect up to 5-10 extra seconds of response time.
No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria	Met	No other traffic measures are in place in this neighborhood.

Locations of Planned Road Construction and Approved and Requested Traffic Calming Measures, Citywide



Speed Study

A speed study was performed on the area to determine traffic conditions so that the best recommendation is made for the roadway and citizen concerns. The City of Lawton Public Works Department conducted a traffic study on 10 February 2026, gathering a 24-hour period of data for the requested location. This study evaluated the traffic speed and Average Daily Traffic (ADT) in this location, using Lawton City Council Policy 10-5: Neighborhood Traffic Calming Procedures as guidance. This policy was created based on generally accepted traffic engineering standards for the placement of speed tables.

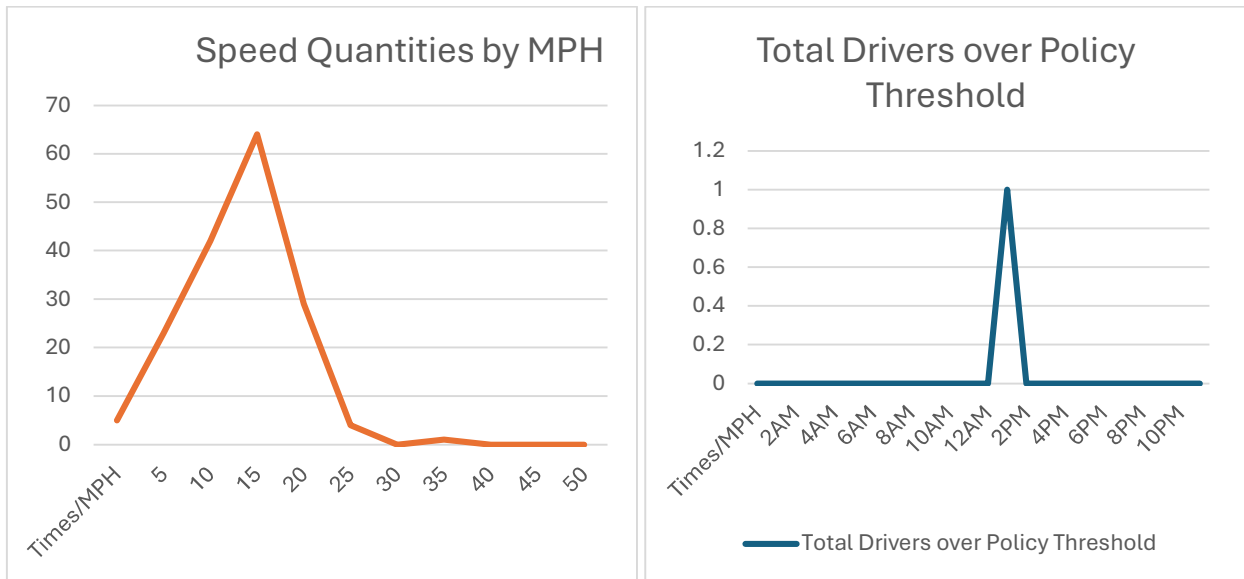
To make a recommendation, data is used from the following nationally recommended standards for speed table implementation, as well as the physical geography and roadways of the area.

- 85th percentile speed \geq 8 mph over the posted speed limit
 - o Criteria was not met, with an 85th percentile speed of 21.7 MPH
- ADT > 600 vehicles/day (vpd)
 - o Criteria was not met, with 168 vehicles present.

Location Specific Data

Street	Location	Median Speed	Average Speed	85 th Percentile Speed	Posted Speed Limit	8 MPH above the posted speed	24-Hour Traffic Count
SW 10th	Between SW Washington and SW Jefferson	16.3 MPH	16.1 MPH	21.7 MPH	25	33	168
Does Not Meet Accepted Criteria				Meets Accepted Criteria			

Quantity of Speeds Recorded

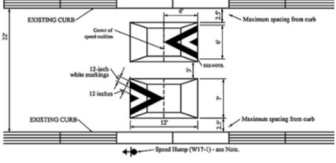
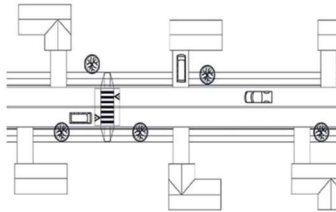





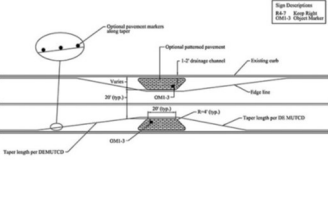
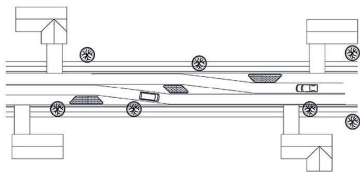
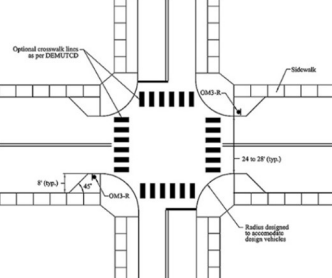
The average speed in the area is 16.1 MPH, with a median speed of 16.3 MPH and a 85th percentile speed of 21.7 MPH. This is below the threshold of the policy and generally accepted standards for traffic calming, with 1 vehicle out of 168 counted (0%) above the 33 MPH standard. Note that the sensor will “hit” on vehicles with double axels, trailers, etc., showing their speed as higher than what is occurring, so it is likely that the number of speeding vehicles is below the number shown.


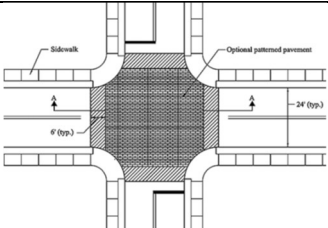
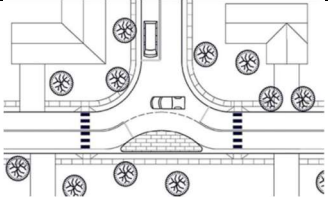

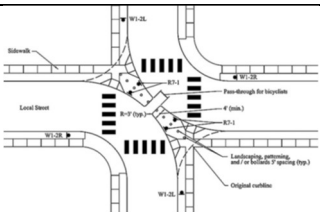
Traffic Calming Devices Reviewed






The below traffic calming measures were reviewed during this study. These measures are listed in order of Public Works recommendation based on a point score system, with a “1” being “most recommended” and “99” being “least recommended”. Recommendations do

consider the resources (time/money) needed to implement the measure and may be a factor to consider for the Streets and Bridges Committee or City Council.

Calming Measure	Illustration	Comments	Recommendation Points
No Action		The area does not meet council policy for traffic calming measures.	1
Speed Cushion	 <p>The diagram shows a cross-section of a road with a speed cushion. It is 24 inches wide and 12 inches high. The cushion is placed between two existing curbs, with a 6-inch gap between them. The center of the speed cushion is aligned with the center of the road. The diagram also shows a speed hump (W15-1) with a 12-inch height and a 4-foot width. The maximum spacing from each curb is 12 feet. A speed hump (W15-1) is shown below the cushion.</p>	Speed cushions are designed to keep traffic at 20-25 MPH. This is preferred over a speed table as the road is a thoroughfare in the neighborhood for emergency vehicles responding, which typically results in a delay of response 5.7 to 9.4 seconds per speed table.	80
Speed Table/Raised Crosswalks	 <p>The diagram shows a top-down view of a road with a raised crosswalk. A vehicle is shown crossing the raised surface. The crosswalk is wider than the road lanes. The diagram also shows a speed hump (W15-1) with a 12-inch height and a 4-foot width. The maximum spacing from each curb is 12 feet.</p>	These are designed to keep traffic at 25-27 MPH. Speed cushions are recommended over speed tables when possible to allow better emergency vehicle access.	92
Increased Enforcement	 <p>The photograph shows a police officer in a patrol car using a radar gun to measure a vehicle's speed. The officer is wearing a uniform and a cap. The radar gun is mounted on the roof of the car. The background shows a road with other vehicles and a grassy area.</p>	There are a large number of vehicles traveling in excess speed in the area and at a peak time frame. With only one vehicle speeding, this is not highly recommended.	97

<p>Closure</p>		<p>Closing of this throughfare is possible, turning the roadway into a one-way westbound and limiting the ingress and egress routes. This segment allows for this option.</p>	<p>97</p>
<p>Radar Speed Signs</p>		<p>Radar Speed Signs are an option in this area. These can cause unintended issues though of people using them to get a high speed record.</p>	<p>98</p>
<p>Choker</p>		<p>The horizontal deflection causes vehicles to slow down, but will limit street parking where implemented.</p>	<p>98</p>
<p>Lateral Shift</p>		<p>Shifting of traffic horizontally reduces lane width and requires drivers to be active and slow down in the area.</p>	<p>98</p>
<p>Corner Extension</p>		<p>Placing corner extensions reduces lane width, slowing traffic. This could be implemented at this location.</p>	<p>98</p>
<p>Stop Sign</p>		<p>Stop signs can be installed at various intersections, however with very limited speeding traffic, this is not recommended.</p>	<p>98</p>
<p>Speed Limit Signs</p>		<p>This measure installs speed limit signs to let travelers know the</p>	<p>98</p>

		speed limit of the segment.	
Speed Hump		This measure is designed to keep traffic between 25 MPH and 35 MPH, which is over the speed limit of the area and would have limited effect.	98
Raised Intersection		This is typically used for an intersection with high pedestrian numbers. This could be implemented at this location.	98
Realigned Intersection		The horizontal deflection causes drivers to slow down. This cannot be implemented at this location.	98
Chicane		A chicane causes vehicles to perform an “S” maneuver, better known as a chicane. This abrupt change in directions causes drivers to slow down. This is not recommended due to the driveway locations.	98
Diagonal Diverter		This measure diverts traffic from going straight, slowing traffic and interrupting through traffic, primarily. This could be implemented here.	98

<p>On-Street Parking</p>		<p>On Street Parking is currently allowed</p>	<p>N/A</p>
<p>Roundabout</p>		<p>This is a larger option that would require acquiring land and is not necessary for the size of vehicles in the neighborhood.</p>	<p>N/A</p>
<p>Speed Limit Reduction</p>		<p>The speed limit is at the default speed limit for residential streets and lowering it is not recommended.</p>	<p>N/A</p>
<p>Road Diet</p>		<p>This measure restricts lane widths, which do not exist on this segment of roadway.</p>	<p>N/A</p>
<p>Decoratively Painted Crosswalks</p>		<p>The painted crosswalk option is currently under trial, prior to additional recommendations.</p>	<p>N/A</p>

Item Title:

Reconsider previous direction approved by the City Council on October 14, 2025, regarding the installation of protected/permissive left-turn signal phasing at the intersections of NW Rogers Lane and NW 38th Street and NW Rogers Lane and NW 52nd Street, based on a traffic safety study and recommendation from WSB and the City Traffic Engineer advising against the modifications due to safety concerns related to traffic speeds on Rogers Lane, and make a recommendation to the City Council on or around 23 June 2026 regarding cancellation of the prior direction.

Initiator: Michael Watrous, Director

Information Source: Michael Watrous, Director

Background:

On 11 September 2025, the Streets, Bridges and Building Development Committee requested that Public Works look into changing signals. The item then met Council on 14 October 2025 with the direction to change Flowermound and E Gore, NW 67th and NW Rogers, and NW Rogers and NW 38th to protected/permissive left turns. Flowermound and Gore changes were accomplished. However, a study was performed on the two intersections on Rogers Lane. The study was received on 9 March 2026, with the Traffic Engineer utilizing FHWA guidelines and recommending against the installation of protected/permissive left turns at these intersections due to the speed on Rogers Lane.

Correlation to the True North Statement:

Safety, Citizen, Transparency

Exhibit:

Traffic Study

Key Issues:

Direction from council was to install permissive left turns at 67th and 38th along Rogers lane.

Funding Source:

N/A

Recommended Action:

Provide direction to staff on how the committee would like the Public Works Department to proceed.

ATTACHMENTS:

- 1. Permissive Left-Turn Study at the Intersection Between Rogers Lane & NW 38th Street-v7-Includes Appendices

**Technical Memorandum:
Westbound Left-Turn Study at the
Intersection of Rogers Lane & NW 38th
Street**



To: Michael Watrous, City of Lawton

From: Hamideh Etemadnia, P.E. , WSB

Date: 03/06/2026

A handwritten signature in black ink that reads "H. Etemadnia".

Re: Rogers Lane & NW 38th Street –Westbound Left-Turn Evaluation

1- Introduction

This memorandum presents a warrant evaluation of the westbound left-turn (WBL) movement at the signalized intersection of Rogers Lane and NW 38th Street in Lawton, Oklahoma (**Figure 1**). Detailed characteristics of the intersection are provided in **Appendix A**. The purpose of this study is to determine the appropriate left-turn control for the westbound approach based on Federal Highway Administration (FHWA) warrant criteria and operational performance measures.

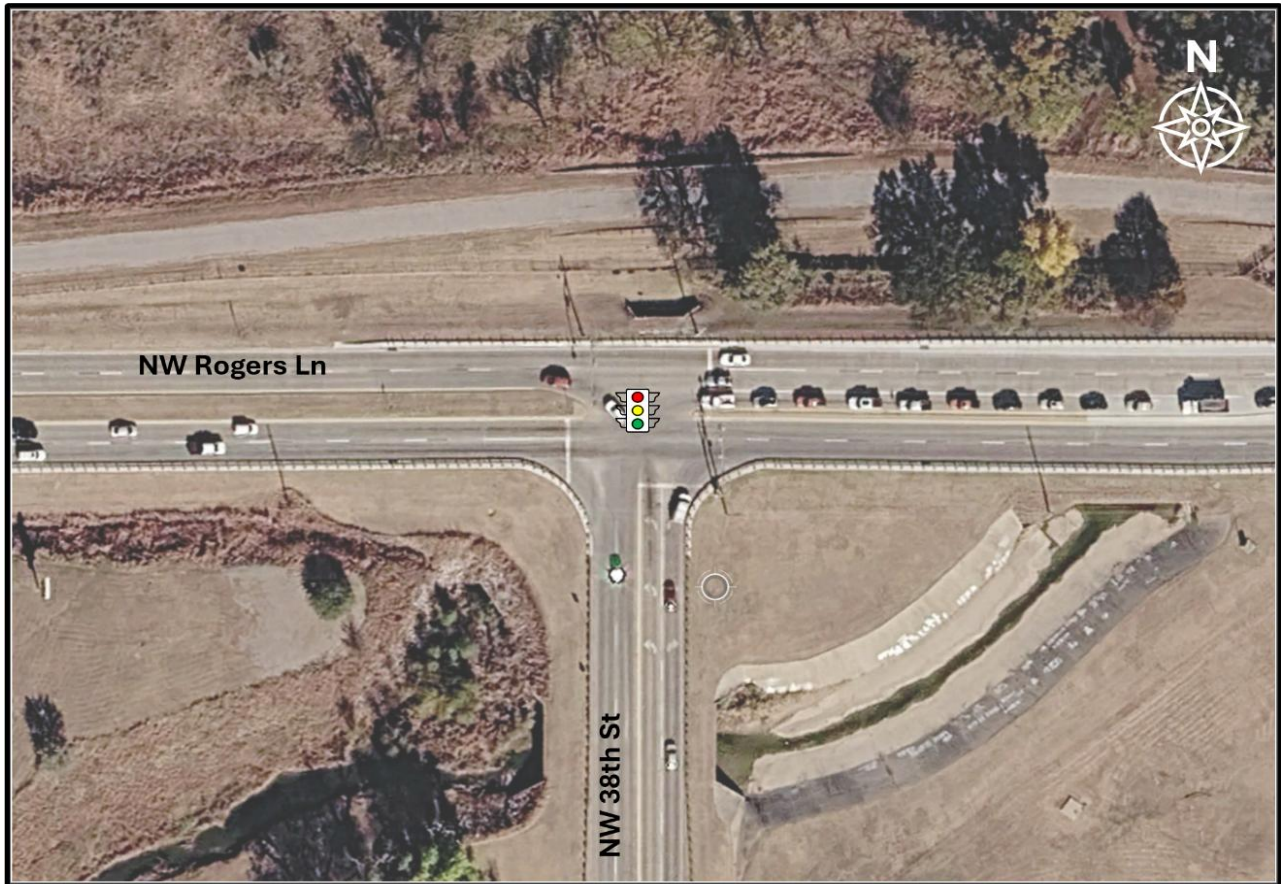


Figure 1 - Rogers Lane and NW 36th Street Intersection

2- Data Collection

Turning-movement counts were collected at the intersection of NW 38th Street and Rogers Lane on Tuesday, February 10, 2026, under representative weekday conditions when schools and businesses were operating normally. Traffic counts were recorded from 6:00 AM to 7:00 PM. The peak periods were identified as the AM peak hour (7:15 AM to 8:15 AM) and the PM peak period (3:00 PM to 5:00 PM). **Figure 2** presents the collected traffic counts.

The existing signal timing information for the study intersection was provided by the city on February 24, 2026. The information provided indicated that the WBL movement currently operates as a protected-only phase. The signal timing information included parameters for each movement, including minimum green, vehicle extension, yellow time, red clearance time, and Max split. However, the documentation did not include the overall cycle length or the phasing sequence. Based on the provided split information, the cycle length was calculated to be 65 seconds. **Appendix B** provides the collected turning-movement counts and the signal timing information provided by the city.



Figure 2 - 2026 Collected Traffic Counts

3- Operation Performance Analysis of the Existing Conditions

The study intersection under existing conditions, including protected-only WBL phasing, was evaluated using Synchro 12 in accordance with the Highway Capacity Manual (HCM), 7th Edition. The model was developed based on existing lane geometry, peak-hour traffic counts, and the signal timing information provided by the city. A 100 second cycle length calculated from the provided split information was used in the analysis, and the phasing sequence was developed using engineering judgment to represent the existing protected-only WBL operation.

The results indicate that the intersection operates at an overall Level of Service (LOS) C in both AM and PM peak hours with an average control delay of 27.4 s/veh in AM peak hour and 21.6 in PM peak hour s/veh. Intersection existing lane configuration and movement LOS are presented in **Figure 3**. Synchro reports, including operational results and the signal timing assumptions and phasing sequence used for modeling, are provided in **Appendix C**.

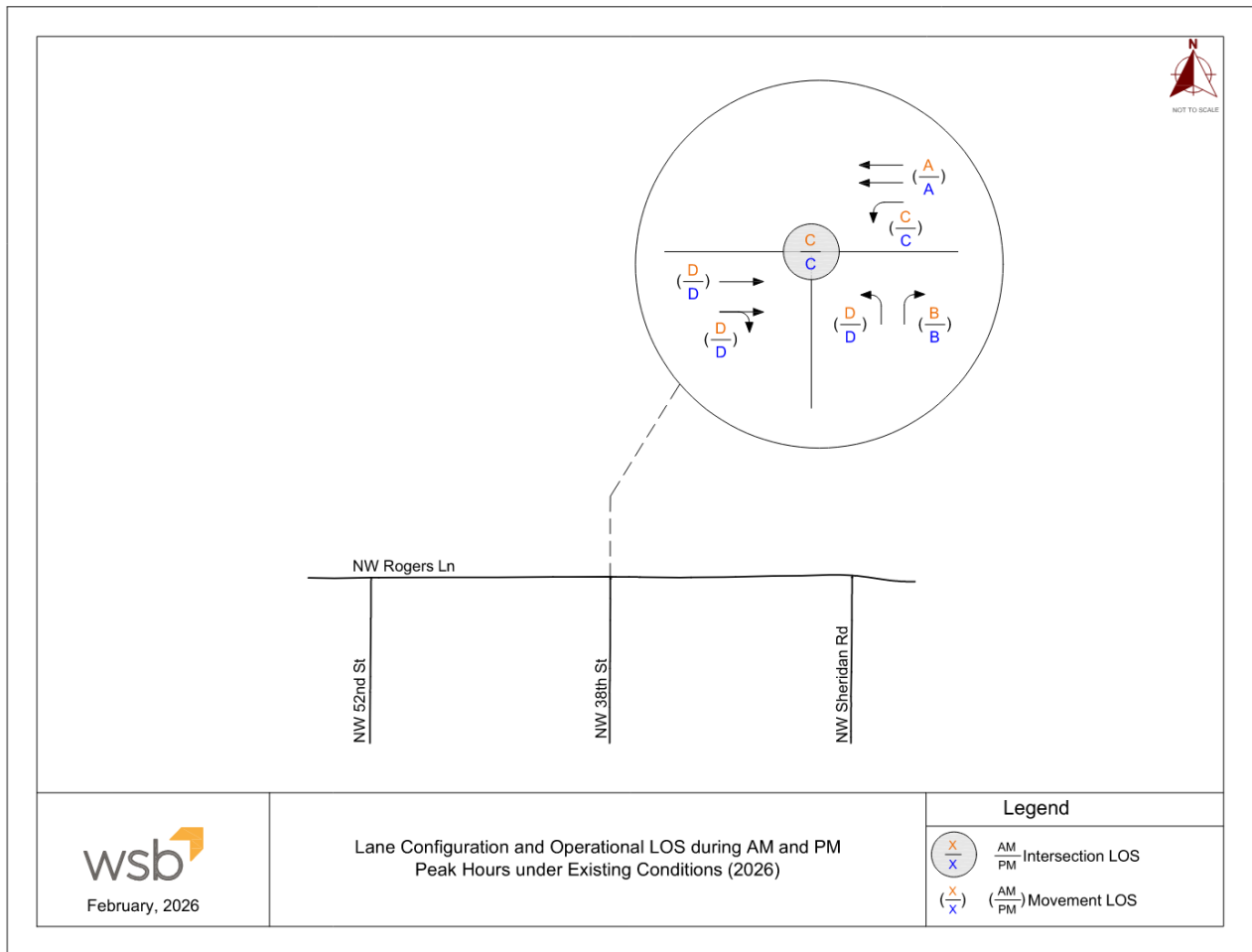


Figure 3 - Lane Configuration and Operational LOS during AM and PM Peak Hours under Existing Conditions (2026)

4- West-Bound Left-Turn (WBL) Phasing Warrant Analysis

The left-turn phasing evaluation was conducted in accordance with the FHWA Traffic Signal Timing Manual, Section 4.3.6 – Guidelines for Selecting Left-Turn Phasing. The analysis utilized PM peak-hour traffic volumes, which represent the critical operating condition for the study intersection.

- **Warrant Analysis under Existing Condition (Speed Limit of 50 mph)**

The current posted speed on Rogers Lane is 50 mph. In accordance with FHWA guidance, opposing speeds greater than 45 mph warrant protected left-turn phasing. Therefore, under existing conditions, protected phasing would be required based solely on the speed criterion.

- **Warrant Analysis under the Reduced Speed Limit (Speed Limit of 45 mph)**

In coordination with the Town of Lawton, a reduced posted speed of 45 mph was assumed to evaluate the feasibility of alternative left-turn control types.

Table 1 summarizes the FHWA criteria for each left-turn control type (protected only, permissive only and protected permissive) and presents the evaluated geometric and operational conditions under the 45-mph scenario. As shown in this table, protected-only and permissive-only phasing are not warranted under the evaluated criteria. The protected–permissive criterion is satisfied. Therefore, protected–permissive left-turn phasing is recommended for the westbound left-turn (WBL) movement at the study intersection. Detailed analysis of the left turn phasing assessment is provided in **Appendix D**.

Table 1 - FHWA Left-Turn Control Decision Process and Resulting Recommendation

Left turn phase	Criteria	Threshold / Requirement	Intersection Condition	Determination	
Protected only	Opposing Speed	> 45 mph	45 mph	Not met	Protected only is not warranted
	# Left-Turn Lanes (WBL)	≥ 2 lanes	1 lane	Not met	
	# Opposing Through Lanes (EBT)	≥ 4 lanes	2 lanes	Not met	
Permissive only	Left-Turn Volume per Cycle	≤ 2 veh/cycle	10.91* veh/cycle	Not met	Permissive only is not warranted
Protected–permissive	Volume Product (LT × Opposing)	≥ 100,000 veh ² /h ²	365,194** veh ² /h ²	Met	Protected–Permissive is warranted

*: WBL volume (DHV) = 391, and the cycle length is 100 s; Therefore: 391 (veh/hour)/(3600s/100 s) = 10.91 (veh/cycle)

** : WBL volume (DHV)=391 (veh/hr), EBR volume=81 (veh/hr), EBR volume= 853 (veh/hr); Therefore: Volume product = 391 (veh/hr) * (853+81) (veh/hr) = 365,194 (veh²/hr²)

5- Operational Evaluation of Recommended Protected-Permissive Control

The recommended Protected-Permissive phasing for the WBL movement was modeled in Synchro 12 using the same geometry, traffic volumes, and signal timing as the existing condition to allow for a direct comparison. The only modifications from the existing model were the assumed speed limit of 45 mph and the change in WBL control from Protected-Only to Protected-Permissive.

Under this scenario, the intersection operates at overall LOS C for both AM and PM peak hours with an average control delay of 25.9 s/veh for AM peak and 20.2 s/veh for PM peak. **Figure 4** presents the movement LOS results for the recommended control based on the 45-mph scenario. Detailed Synchro output reports are provided in **Appendix C**. Compared to the existing protected-only control, the intersection LOS remained the same in AM and PM peak hour. All movements operate at LOS D or better, which is within the acceptable range. The only change within movement LOS is for WBL movement which has improved from LOS C in both AM and PM peak hour to LOS B in both AM and PM peak hour.

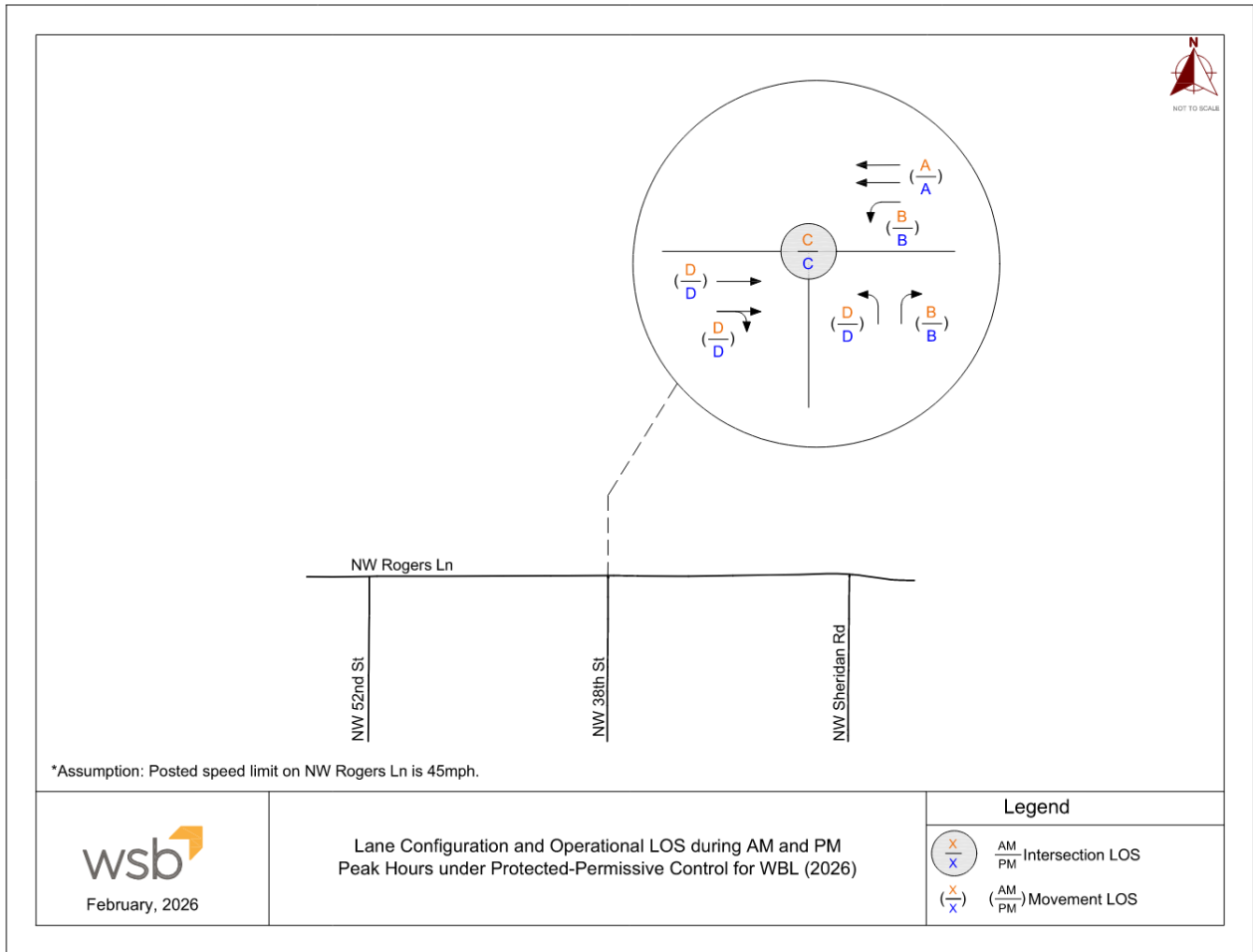


Figure 4 - Lane Configuration and Operational LOS during AM and PM Peak Hours under Protected-Permissive Control for WBL (2026)

6- Summary and Recommendations

The WBL phasing at the intersection of Rogers Lane and NW 38th Street was evaluated in accordance with FHWA guidance, and operational performance was assessed using Synchro. Two speed scenarios were studied to determine the appropriate left-turn control strategy.

- **50 mph Existing Posted Speed:** Under the existing posted speed of 50 mph on Rogers Lane, FHWA criteria warrant Protected left-turn control. The current Protected operation for the WBL movement should remain in place.
- **45 mph Reduced Posted Speed:** A reduction of the posted speed to 45 mph satisfies the FHWA criteria for Protected–Permissive control. Operational analysis indicates that the intersection would continue to operate at acceptable LOS, with operational improvements for the WBL movement.

Appendix A – Intersection Characteristics

The study area includes a single intersection which is a three-leg intersection located at Rogers Lane and NW 38th Street, serving as a main intersection within the surrounding roadway network.

Geometric Configuration

The intersection includes the following geometric attributes:

- **Intersection type:** Three-leg intersection
- **Lane configurations:**
 - Northbound approach (Two lanes): include one lane Left-Turn and one lane Right Turn
 - Westbound approach (Two lanes): include one lane Through and one lane Right Turn
 - Eastbound approach (Two Lanes approach and one auxiliary lane): include two lanes Through and one lane Left-Turn (auxiliary lane)

Operating Speeds

- Posted speed (Rogers Lane): 50 mph
- Posted speed (NW 38th Street): 40 mph

Appendix B - Data Collection

Collected Turning Movement Counts and Provided Signal Timing by the City



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

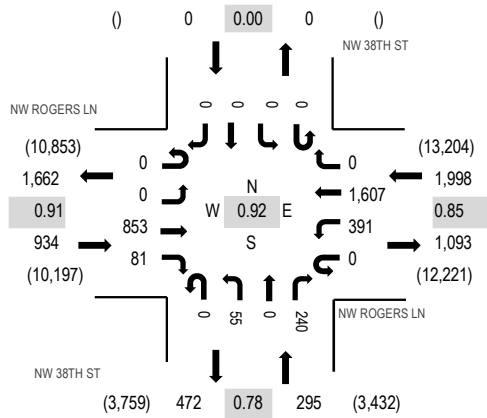
Location: 1 NW 38TH ST & NW ROGERS LN AM

Date: Tuesday, February 10, 2026

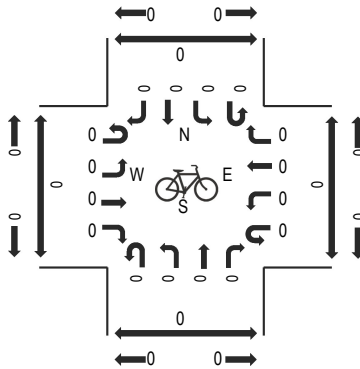
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

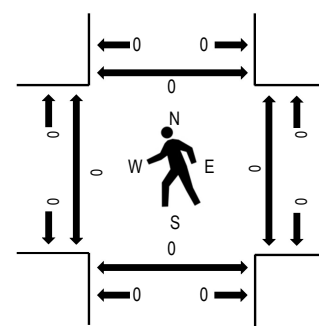
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NW ROGERS LN Eastbound				NW ROGERS LN Westbound				NW 38TH ST Northbound				NW 38TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	119	3	0	19	83	0	0	8	0	40	0	0	0	0	272	1,349	0	0	0	0
6:15 AM	0	0	118	4	0	21	112	0	0	6	0	40	0	0	0	0	301	1,548	0	0	0	0
6:30 AM	0	0	139	12	0	32	113	0	0	8	0	48	0	0	0	0	352	1,791	0	0	0	0
6:45 AM	0	0	207	4	0	44	120	0	0	7	0	42	0	0	0	0	424	2,024	0	0	0	0
7:00 AM	0	0	209	8	0	48	140	0	0	6	0	60	0	0	0	0	471	2,183	0	0	0	0
7:15 AM	0	0	250	6	0	65	153	0	0	11	0	59	0	0	0	0	544	2,239	0	0	0	0
7:30 AM	0	0	258	20	0	69	166	0	0	18	0	54	0	0	0	0	585	2,186	0	0	0	0
7:45 AM	0	0	238	17	0	87	185	0	0	16	0	40	0	0	0	0	583	2,141	0	0	0	0
8:00 AM	0	0	206	18	0	62	174	0	0	14	0	53	0	0	0	0	527	2,099	0	0	0	0
8:15 AM	0	0	209	15	0	67	140	0	0	8	0	52	0	0	0	0	491	1,979	0	0	0	0
8:30 AM	0	0	218	14	0	62	165	0	0	11	0	70	0	0	0	0	540	1,884	0	0	0	0
8:45 AM	0	0	217	7	0	68	169	0	0	17	0	63	0	0	0	0	541	1,739	0	0	0	0
9:00 AM	0	0	161	14	0	50	115	0	0	4	0	63	0	0	0	0	407	1,548	0	0	0	0
9:15 AM	0	0	134	14	0	48	140	0	0	9	0	51	0	0	0	0	396	1,519	0	0	0	0
9:30 AM	0	0	133	14	0	61	135	0	0	10	0	42	0	0	0	0	395	1,471	0	0	0	0
9:45 AM	0	0	139	11	0	41	119	0	0	5	0	35	0	0	0	0	350	1,435	0	0	0	0
10:00 AM	0	0	143	14	0	49	136	0	0	4	0	32	0	0	0	0	378	1,458	0	0	0	0
10:15 AM	0	0	122	12	0	45	108	0	0	14	0	47	0	0	0	0	348	1,457	0	0	0	0
10:30 AM	0	0	114	14	0	55	126	0	0	10	0	40	0	0	0	0	359	1,587	0	0	0	0
10:45 AM	0	0	135	16	0	43	123	0	0	11	0	45	0	0	0	0	373	1,728	0	0	0	0
11:00 AM	0	0	132	8	0	42	142	0	0	13	0	40	0	0	0	0	377	1,832	0	0	0	0
11:15 AM	0	0	142	13	0	74	188	0	0	12	0	49	0	0	0	0	478	1,953	0	0	0	0
11:30 AM	0	0	136	22	0	80	200	0	0	13	0	49	0	0	0	0	500	1,924	0	0	0	0
11:45 AM	0	0	144	14	0	58	183	0	0	15	0	63	0	0	0	0	477	1,888	0	0	0	0
12:00 PM	0	0	163	15	0	60	177	0	0	14	0	69	0	0	0	0	498	1,896	0	0	0	0
12:15 PM	0	0	149	19	0	52	153	0	0	16	0	60	0	0	0	0	449	1,904	0	0	0	0
12:30 PM	0	0	176	10	0	41	148	0	0	12	0	77	0	0	0	0	464	1,888	0	0	0	0
12:45 PM	1	0	202	17	0	36	149	0	0	15	0	65	0	0	0	0	485	1,862	0	0	0	0
1:00 PM	0	0	226	12	0	48	157	0	0	13	0	50	0	0	0	0	506	1,814	0	0	0	0
1:15 PM	0	0	168	15	0	56	134	0	0	18	0	42	0	0	0	0	433	1,744	0	0	0	0
1:30 PM	0	0	166	8	0	46	154	0	0	10	0	54	0	0	0	0	438	1,765	0	0	0	0
1:45 PM	0	0	156	15	0	47	158	0	0	16	0	45	0	0	0	0	437	1,842	0	0	0	0
2:00 PM	0	0	184	12	0	37	151	0	0	8	0	44	0	0	0	0	436	1,918	0	0	0	0
2:15 PM	0	0	169	14	0	42	172	0	0	8	0	49	0	0	0	0	454	2,022	0	0	0	0

2:30 PM	0	0	179	12	0	44	197	0	0	17	0	66	0	0	0	0	515	2,157	0	0	0	0
2:45 PM	0	0	172	11	0	50	207	0	0	15	0	58	0	0	0	0	513	2,248	0	0	0	0
3:00 PM	0	0	189	10	0	66	224	0	0	11	0	40	0	0	0	0	540	2,421	0	0	0	0
3:15 PM	0	0	209	16	0	61	226	0	0	17	0	60	0	0	0	0	589	2,756	0	0	0	0
3:30 PM	0	0	190	16	0	75	241	0	0	24	0	60	0	0	0	0	606	3,023	0	0	0	0
3:45 PM	0	0	221	24	0	67	322	0	0	11	0	41	0	0	0	0	686	3,158	0	0	0	0
4:00 PM	0	0	198	25	0	120	467	0	0	10	0	55	0	0	0	0	875	3,227	0	0	0	0
4:15 PM	0	0	238	29	0	94	417	0	0	10	0	68	0	0	0	0	856	3,206	0	0	0	0
4:30 PM	0	0	201	14	0	98	351	0	0	23	0	54	0	0	0	0	741	3,087	0	0	0	0
4:45 PM	0	0	216	13	0	79	372	0	0	12	0	63	0	0	0	0	755	2,995	0	0	0	0
5:00 PM	0	0	245	20	0	93	387	0	0	24	0	85	0	0	0	0	854	2,838	0	0	0	0
5:15 PM	0	0	198	17	0	90	362	0	0	20	0	50	0	0	0	0	737	2,495	0	0	0	0
5:30 PM	0	0	208	14	0	71	294	0	0	13	0	49	0	0	0	0	649	2,281	0	0	0	0
5:45 PM	0	0	215	26	0	53	243	0	0	9	0	52	0	0	0	0	598	2,092	0	0	0	0
6:00 PM	0	0	177	20	0	41	210	0	0	15	0	48	0	0	0	0	511	1,858	0	0	0	0
6:15 PM	0	0	180	17	0	60	205	0	0	16	0	45	0	0	0	0	523	1,739	0	0	0	0
6:30 PM	0	0	158	11	0	43	167	0	0	18	0	63	0	0	0	0	460		0	0	0	0
6:45 PM	0	0	140	5	0	30	138	0	0	10	0	41	0	0	0	0	364		0	0	0	0
7:00 PM	0	0	140	9	0	29	167	0	0	12	0	35	0	0	0	0	392		0	0	0	0
Count Total	1	0	9,456	740	0	3,019	10,185	0	0	667	0	2,765	0	0	0	0	26,833		0	0	0	0
Peak Hour	0	0	853	81	0	391	1,607	0	0	55	0	240	0	0	0	0	3,227		0	0	0	0

NW 38th St & NW Rogers Ln, Feb, 23rd, 2026								
	N	WLT	E	X	W	X	NRT	X
Phase #	1	2	3	4	5	6	7	8
MIN GRN	7	7	5	7	5	18	5	5
VEH EXT	2.0	2.5	2.5	2.5	5.0	2.5	5.0	2.5
MAX 1	18	25	35	25	0	40	0	0
MAX 2	40	40	40	40	40	40	40	40
YELLOW	3.5	3.5	3.5	3.5	3.0	3.0	3.0	3.0
RED CLR	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phase 1 Northbound 12 seconds green (max).

Phase 2 Westbound Left turn 40 seconds green.

Phase 3 Eastbound 35 seconds green.

Overlap A Westbound runs with Phase 2 or Phase 3.

Overlap B Northbound right turn runs with Phase 1 or Phase 2.

Appendix C – Synchro Reports

Operational Results and Signal Timing Information

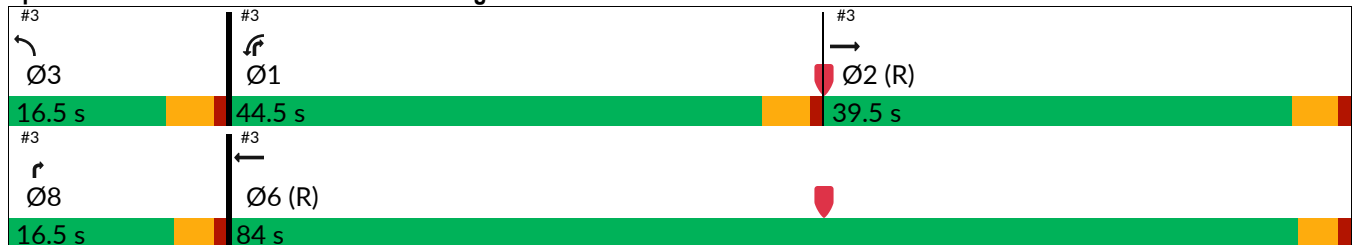
Timing Report, Sorted By Phase
 3: NW 38th St & NW Rogers Ln









Phase Number	1	2	3	6	8
Movement	WBL	EBT	NBL	WBT	NBR
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	Max	Max	Max	Max	Max
Maximum Split (s)	44.5	39.5	16.5	84	16.5
Maximum Split (%)	44.3%	39.3%	16.4%	83.6%	16.4%
Minimum Split (s)	11.5	9.5	14	11.5	14
Yellow Time (s)	3.5	3.5	3.5	3	3
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	7	5	7	5	5
Vehicle Extension (s)	2.5	2.5	2	5	5
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					
Flash Don't Walk (s)					
Dual Entry	No	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	8.5	53	92.5	8.5	92.5
End Time (s)	53	92.5	8.5	92.5	8.5
Yield/Force Off (s)	48.5	88	4	88.5	4.5
Yield/Force Off 170(s)	48.5	88	4	88.5	4.5
Local Start Time (s)	56	0	39.5	56	39.5
Local Yield (s)	96	35	51.5	35.5	52
Local Yield 170(s)	96	35	51.5	35.5	52

Intersection Summary	
Cycle Length	100.5
Control Type	Pretimed
Natural Cycle	60
Offset: 53 (53%), Referenced to phase 2:EBT and 6:WBT, Start of Green	

Splits and Phases: 3: NW 38th St & NW Rogers Ln



HCM 7th Signalized Intersection Summary
 3: NW 38th St & NW Rogers Ln

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Volume (veh/h)	952	61	283	678	59	206
Future Volume (veh/h)	952	61	283	678	59	206
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	1046	67	322	770	64	224
Peak Hour Factor	0.91	0.91	0.88	0.88	0.92	0.92
Percent Heavy Veh, %	2	2	2	5	2	2
Cap, veh/h	1192	76	705	2748	212	816
Arrive On Green	0.35	0.35	0.40	0.79	0.12	0.12
Sat Flow, veh/h	3484	217	1781	3561	1781	1585
Grp Volume(v), veh/h	548	565	322	770	64	224
Grp Sat Flow(s),veh/h/ln	1777	1831	1781	1735	1781	1585
Q Serve(g_s), s	29.2	29.2	13.5	6.0	3.3	8.1
Cycle Q Clear(g_c), s	29.2	29.2	13.5	6.0	3.3	8.1
Prop In Lane		0.12	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	625	644	705	2748	212	816
V/C Ratio(X)	0.88	0.88	0.46	0.28	0.30	0.27
Avail Cap(c_a), veh/h	625	644	705	2748	212	816
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	30.7	22.5	2.8	40.7	13.8
Incr Delay (d2), s/veh	16.0	15.6	2.1	0.3	3.6	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	14.6	5.6	1.1	1.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	46.7	46.4	24.6	3.1	44.3	14.7
LnGrp LOS	D	D	C	A	D	B
Approach Vol, veh/h	1113			1092	288	
Approach Delay, s/veh	46.5			9.4	21.3	
Approach LOS	D			A	C	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	44.5	40.0			84.5	16.5
Change Period (Y+Rc), s	4.5	4.5			* 4.5	4.5
Max Green Setting (Gmax), s	40.0	35.0			* 80	12.0
Max Q Clear Time (g_c+I1), s	15.5	31.2			8.0	10.1
Green Ext Time (p_c), s	0.6	1.9			12.2	0.1
Intersection Summary						
HCM 7th Control Delay, s/veh			27.4			
HCM 7th LOS			C			
Notes						
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.						

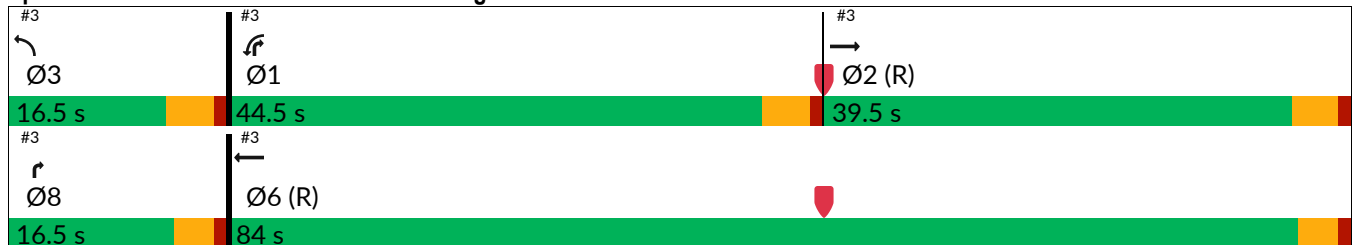
Timing Report, Sorted By Phase
 3: NW 38th St & NW Rogers Ln









Phase Number	1	2	3	6	8
Movement	WBL	EBT	NBL	WBT	NBR
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	Max	Max	Max	Max	Max
Maximum Split (s)	44.5	39.5	16.5	84	16.5
Maximum Split (%)	44.3%	39.3%	16.4%	83.6%	16.4%
Minimum Split (s)	11.5	9.5	14	11.5	14
Yellow Time (s)	3.5	3.5	3.5	3	3
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	7	5	7	5	5
Vehicle Extension (s)	2.5	2.5	2	5	5
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					
Flash Don't Walk (s)					
Dual Entry	No	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	8.5	53	92.5	8.5	92.5
End Time (s)	53	92.5	8.5	92.5	8.5
Yield/Force Off (s)	48.5	88	4	88.5	4.5
Yield/Force Off 170(s)	48.5	88	4	88.5	4.5
Local Start Time (s)	56	0	39.5	56	39.5
Local Yield (s)	96	35	51.5	35.5	52
Local Yield 170(s)	96	35	51.5	35.5	52

Intersection Summary	
Cycle Length	100.5
Control Type	Pretimed
Natural Cycle	70
Offset: 53 (53%), Referenced to phase 2:EBT and 6:WBT, Start of Green	

Splits and Phases: 3: NW 38th St & NW Rogers Ln



HCM 7th Signalized Intersection Summary
 3: NW 38th St & NW Rogers Ln

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Volume (veh/h)	853	81	391	1607	55	240
Future Volume (veh/h)	853	81	391	1607	55	240
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	980	93	460	1891	58	253
Peak Hour Factor	0.87	0.87	0.85	0.85	0.95	0.95
Percent Heavy Veh, %	5	2	2	2	2	2
Cap, veh/h	1125	107	705	2815	212	816
Arrive On Green	0.35	0.35	0.40	0.79	0.12	0.12
Sat Flow, veh/h	3293	304	1781	3647	1781	1585
Grp Volume(v), veh/h	531	542	460	1891	58	253
Grp Sat Flow(s),veh/h/ln	1735	1771	1781	1777	1781	1585
Q Serve(g_s), s	28.9	28.9	21.2	23.9	3.0	9.3
Cycle Q Clear(g_c), s	28.9	28.9	21.2	23.9	3.0	9.3
Prop In Lane		0.17	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	610	623	705	2815	212	816
V/C Ratio(X)	0.87	0.87	0.65	0.67	0.27	0.31
Avail Cap(c_a), veh/h	610	623	705	2815	212	816
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	30.6	24.8	4.7	40.5	14.1
Incr Delay (d2), s/veh	15.7	15.4	4.6	1.3	3.2	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	13.9	9.1	4.7	1.5	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	46.3	46.0	29.5	6.0	43.7	15.1
LnGrp LOS	D	D	C	A	D	B
Approach Vol, veh/h	1073			2351	311	
Approach Delay, s/veh	46.1			10.6	20.5	
Approach LOS	D			B	C	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	44.5	40.0			84.5	16.5
Change Period (Y+Rc), s	4.5	4.5			* 4.5	4.5
Max Green Setting (Gmax), s	40.0	35.0			* 80	12.0
Max Q Clear Time (g_c+I1), s	23.2	30.9			25.9	11.3
Green Ext Time (p_c), s	0.9	2.0			41.7	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			21.6			
HCM 7th LOS			C			
Notes						
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.						

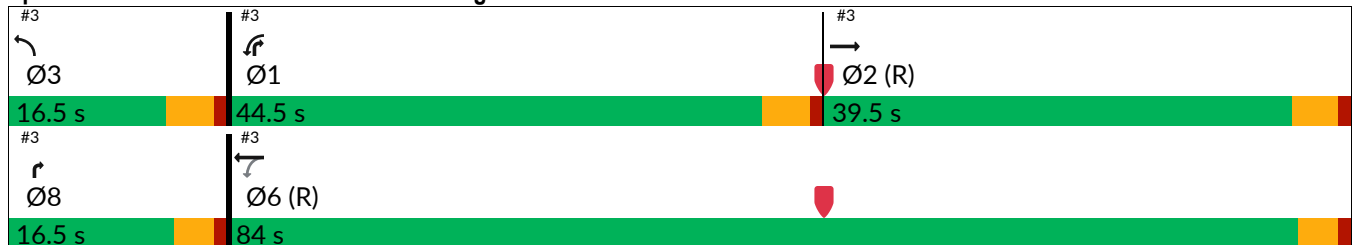
Timing Report, Sorted By Phase
 3: NW 38th St & NW Rogers Ln









Phase Number	1	2	3	6	8
Movement	WBL	EBT	NBL	WBTL	NBR
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	Max	Max	Max	Max	Max
Maximum Split (s)	44.5	39.5	16.5	84	16.5
Maximum Split (%)	44.3%	39.3%	16.4%	83.6%	16.4%
Minimum Split (s)	11.5	9.5	14	11.5	14
Yellow Time (s)	3.5	3.5	3.5	3	3
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	7	5	7	5	5
Vehicle Extension (s)	2.5	2.5	2	5	5
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					
Flash Don't Walk (s)					
Dual Entry	No	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	8.5	53	92.5	8.5	92.5
End Time (s)	53	92.5	8.5	92.5	8.5
Yield/Force Off (s)	48.5	88	4	88.5	4.5
Yield/Force Off 170(s)	48.5	88	4	88.5	4.5
Local Start Time (s)	56	0	39.5	56	39.5
Local Yield (s)	96	35	51.5	35.5	52
Local Yield 170(s)	96	35	51.5	35.5	52

Intersection Summary	
Cycle Length	100.5
Control Type	Pretimed
Natural Cycle	60
Offset: 53 (53%), Referenced to phase 2:EBT and 6:WBTL, Start of Green	

Splits and Phases: 3: NW 38th St & NW Rogers Ln



HCM 7th Signalized Intersection Summary
 3: NW 38th St & NW Rogers Ln

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Volume (veh/h)	952	61	283	678	59	206
Future Volume (veh/h)	952	61	283	678	59	206
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	1046	67	322	770	64	224
Peak Hour Factor	0.91	0.91	0.88	0.88	0.92	0.92
Percent Heavy Veh, %	2	2	2	5	2	2
Cap, veh/h	1192	76	808	2748	212	816
Arrive On Green	0.35	0.35	0.40	0.79	0.12	0.12
Sat Flow, veh/h	3484	217	1781	3561	1781	1585
Grp Volume(v), veh/h	548	565	322	770	64	224
Grp Sat Flow(s),veh/h/ln	1777	1831	1781	1735	1781	1585
Q Serve(g_s), s	29.2	29.2	6.3	6.0	3.3	8.1
Cycle Q Clear(g_c), s	29.2	29.2	6.3	6.0	3.3	8.1
Prop In Lane		0.12	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	625	644	808	2748	212	816
V/C Ratio(X)	0.88	0.88	0.40	0.28	0.30	0.27
Avail Cap(c_a), veh/h	625	644	808	2748	212	816
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	30.7	11.5	2.8	40.7	13.8
Incr Delay (d2), s/veh	16.0	15.6	1.5	0.3	3.6	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	14.7	2.5	1.2	1.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	46.7	46.4	13.0	3.1	44.3	14.7
LnGrp LOS	D	D	B	A	D	B
Approach Vol, veh/h	1113			1092	288	
Approach Delay, s/veh	46.5			6.0	21.3	
Approach LOS	D			A	C	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	44.5	40.0			84.5	16.5
Change Period (Y+Rc), s	4.5	4.5			* 4.5	4.5
Max Green Setting (Gmax), s	40.0	35.0			* 80	12.0
Max Q Clear Time (g_c+I1), s	8.3	31.2			8.0	10.1
Green Ext Time (p_c), s	0.7	2.0			12.6	0.1
Intersection Summary						
HCM 7th Control Delay, s/veh			25.9			
HCM 7th LOS			C			
Notes						
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.						

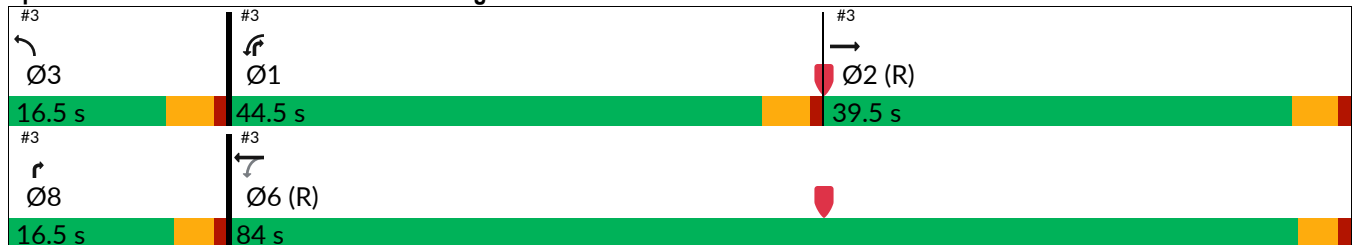
Timing Report, Sorted By Phase
 3: NW 38th St & NW Rogers Ln









Phase Number	1	2	3	6	8
Movement	WBL	EBT	NBL	WBTL	NBR
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	Max	Max	Max	Max	Max
Maximum Split (s)	44.5	39.5	16.5	84	16.5
Maximum Split (%)	44.3%	39.3%	16.4%	83.6%	16.4%
Minimum Split (s)	11.5	9.5	14	11.5	14
Yellow Time (s)	3.5	3.5	3.5	3	3
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	7	5	7	5	5
Vehicle Extension (s)	2.5	2.5	2	5	5
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					
Flash Don't Walk (s)					
Dual Entry	No	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	8.5	53	92.5	8.5	92.5
End Time (s)	53	92.5	8.5	92.5	8.5
Yield/Force Off (s)	48.5	88	4	88.5	4.5
Yield/Force Off 170(s)	48.5	88	4	88.5	4.5
Local Start Time (s)	56	0	39.5	56	39.5
Local Yield (s)	96	35	51.5	35.5	52
Local Yield 170(s)	96	35	51.5	35.5	52

Intersection Summary	
Cycle Length	100.5
Control Type	Pretimed
Natural Cycle	60
Offset: 53 (53%), Referenced to phase 2:EBT and 6:WBTL, Start of Green	

Splits and Phases: 3: NW 38th St & NW Rogers Ln



HCM 7th Signalized Intersection Summary
 3: NW 38th St & NW Rogers Ln

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Volume (veh/h)	853	81	391	1607	55	240
Future Volume (veh/h)	853	81	391	1607	55	240
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	980	93	460	1891	58	253
Peak Hour Factor	0.87	0.87	0.85	0.85	0.95	0.95
Percent Heavy Veh, %	5	2	2	2	2	2
Cap, veh/h	1125	107	811	2815	212	816
Arrive On Green	0.35	0.35	0.40	0.79	0.12	0.12
Sat Flow, veh/h	3293	304	1781	3647	1781	1585
Grp Volume(v), veh/h	531	542	460	1891	58	253
Grp Sat Flow(s),veh/h/ln	1735	1771	1781	1777	1781	1585
Q Serve(g_s), s	28.9	28.9	13.2	23.9	3.0	9.3
Cycle Q Clear(g_c), s	28.9	28.9	13.2	23.9	3.0	9.3
Prop In Lane		0.17	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	610	623	811	2815	212	816
V/C Ratio(X)	0.87	0.87	0.57	0.67	0.27	0.31
Avail Cap(c_a), veh/h	610	623	811	2815	212	816
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	30.6	15.2	4.7	40.5	14.1
Incr Delay (d2), s/veh	15.7	15.4	2.9	1.3	3.2	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	13.9	3.7	4.7	1.5	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	46.3	46.0	18.1	6.0	43.7	15.1
LnGrp LOS	D	D	B	A	D	B
Approach Vol, veh/h	1073			2351	311	
Approach Delay, s/veh	46.1			8.3	20.5	
Approach LOS	D			A	C	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	44.5	40.0			84.5	16.5
Change Period (Y+Rc), s	4.5	4.5			* 4.5	4.5
Max Green Setting (Gmax), s	40.0	35.0			* 80	12.0
Max Q Clear Time (g_c+I1), s	15.2	30.9			25.9	11.3
Green Ext Time (p_c), s	1.0	2.0			41.7	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			20.2			
HCM 7th LOS			C			
Notes						
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.						

Appendix D – FHWA Left-Turn Control Assessment

The diagram follows a top-to-bottom sequence, progressively applying increasingly specific safety and operational screening criteria. Green boxes indicate conditions that satisfy the applicable warrant thresholds, whereas red boxes indicate that the criteria are not met. Each decision branch reaches a decision regarding the necessity of a specific left-turn control treatment.

For this evaluation, the crash history, available sight distance, and opposing approach speed were assumed to be satisfactory; therefore, these factors did not independently warrant protected control.

The analysis next examines geometric characteristics, specifically the number of left-turn lanes and opposing through lanes, relative to the established thresholds (fewer than two left-turn lanes and fewer than four opposing through lanes). Both conditions are satisfied, indicating that protected control is not required based solely on intersection geometry.

The process then evaluates operational demand. The calculated left-turn volume per cycle exceeds the threshold of two vehicles per cycle, indicating that this criterion is not met. Furthermore, the product of the left-turn volume (391 veh/h) and the opposing through volume (934 veh/h) exceeds the 50,000 veh²/h warrant threshold, further supporting the need for enhanced left-turn control.

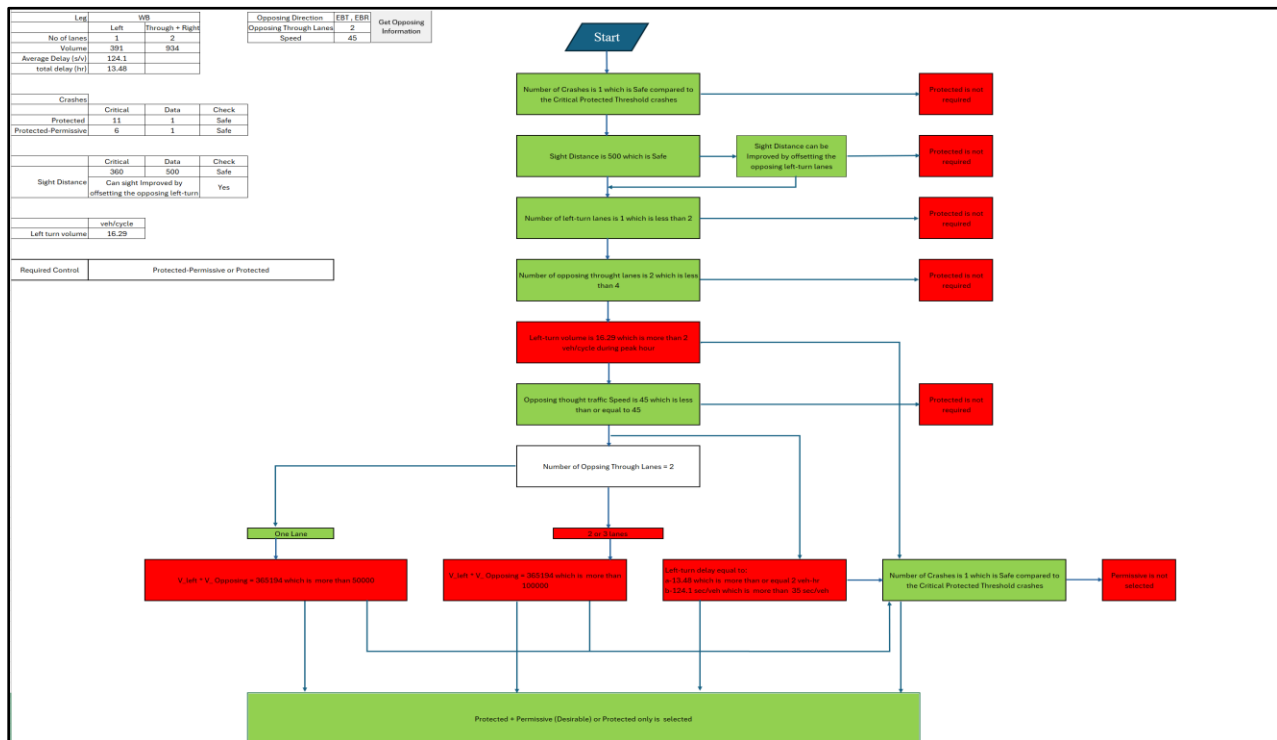


Figure D-1: FHWA Process for Left-Turn Control Warrant Decision Process considering Speed 45 MPH on NW Rogers

Item Title:

Discuss a request from Councilmember Hooton regarding the condition of the alley located between NW 27th Street and University Drive, parallel to Gore Boulevard, including staff's recommendation to program permanent capital repairs in the FY28 budget and discussion of whether any immediate temporary repairs may be feasible, and make recommendations to the City Council on any action to take.

Initiator: Kirby Brown, Councilman - Ward 3

Information Source: Cliff Haggemiller, Deputy Director

Background:

The Public Works Department was asked to check on the condition of this alleyway by Councilman Brown. This report fulfills that request.

Correlation to the True North Statement:

Safety, Transparency

Exhibit:**Key Issues:**

The entire alleyway has issues and should be replaced, not just a small section.

Funding Source:

N/A

Recommended Action:

Make a recommendation to City Council on any action taken.

ATTACHMENTS:

1. Screenshot 2026-03-17 135659

W Gore Blvd

W Gore

Chill Nutrition
Health food store

Comanche County
Sleep Disorder

Subway
Sandwich

La Monarca Michoacana
Ice Cream

Memorial Wound Care

2703

2621

2619

2617

SW Cornell Ave

SW Cornell Ave

SW Cornell Ave

SW Cornell A

University
Church of Christ

SW University Dr

SW University Dr

SW 27th St

SW 27th St

Item Title:

Discuss the selection process of an engineering firm to conduct a study of the library facility and make a recommendation to City Council.

Initiator: Allan Hampton, Councilman - Ward 5

Information Source: Sneha Dongre, Associate Civil Engineer

Background:

On April 13, 2026, the Library of Tomorrow Committee discussed the need for a comprehensive evaluation of the existing Lawton Public Library building as part of its broader review of long-term library options. During that discussion, Committee members emphasized that understanding the current condition of the building, its remaining useful life, and the level of investment required to maintain the facility over time would be critical in evaluating future options, including renovation, expansion, or potential relocation.

Following discussion, the Committee approved a motion requesting that staff obtain estimates for an evaluation of the existing building and return to the City Council with an agenda item for consideration and possible authorization of funding for the study.

On April 28, 2026, the City Council discussed the request from the Library of Tomorrow Committee. During that meeting, staff provided a quote from Guernsey in the amount of \$66,250.00 for the proposed study. Following discussion, concerns were raised that the quoted amount exceeded the scope of work intended by the Committee and may have included additional services beyond the original request. The City Council subsequently approved an amount not to exceed \$32,000.00 for the study and directed that the selection process for the engineering firm be referred to the Streets and Development Committee for review and recommendation.

Correlation to the True North Statement:

Community of Choice Where Families Thrive

Exhibit:

Key Issues:

N/A

Funding Source:

2040 PROPEL CIP Funding

Recommended Action:

Make a recommendation to City Council on any action taken.

ATTACHMENTS:

None

Item Title:

Discuss the design, specifications, and construction engineering for Project PW2602- SW 38th St Pavement Rehabilitation (Lee to Bishop) and make a recommendation to City Council to approve a task order, with the item meeting council on or around 28 July 2026 pending a task order from qualified contractors and legal review.

Initiator: Allan Hampton, Councilman - Ward 5

Information Source: Allan Hampton, Councilman - Ward 5 , George Gill

Background:

The proposed Project PW2602 – SW 38th Street Pavement Rehabilitation (Lee Boulevard to Bishop Road) would address pavement conditions along this segment through rehabilitation and related roadway improvements. The project is anticipated to include the preparation of design plans, specifications, and construction engineering services necessary for construction of the project.

The Streets and Development Committee will consider making a recommendation to the City Council to approve a task order for engineering services upon receipt of a proposal from qualified contractors and completion of legal review.

Correlation to the True North Statement:

Safe Community

Exhibit:

None

Key Issues:

N/A

Funding Source:

Ad Valorem

Recommended Action:

Make a recommendation to City Council to approve a task order for Project PW2602.

ATTACHMENTS:

None

Item Title:

Consider reviewing and discussing Project EN2303 — Sheridan Road Improvements, including project status and coordination.

Initiator: Allan Hampton, Councilman - Ward 5

Information Source: Allan Hampton, Councilman - Ward 5 , George Gill

Background:

This item provides an opportunity for the committee to review and discuss the current status of Project EN2303 — Sheridan Road Improvements. Discussion may include coordination efforts necessary for continued design and development of the project.

Correlation to the True North Statement:

Safe Community

Exhibit:

None.

Key Issues:

N/A

Funding Source:

N/A

Recommended Action:

Discussion only; no action to be taken.

ATTACHMENTS:

None