



City of Lawton

Streets and Development Committee

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

Special Meeting Agenda

Tuesday, September 8, 2026

11:00 AM

Lawton City Hall
City Council Conference Room

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 committee 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 request from Councilman Weger, received through a citizen, regarding the installation of a "Stop" sign on the private road leading to Chick-fil-A off 82nd Street, and provide a recommendation to Council regarding appropriate action. Planning has not yet assigned a name to this private road abutting 82nd Street.
2. Consider a request from Councilman Weger, received through a citizen, regarding the installation of "Stop signs" at the two drives off of SE Flower Mound Road going in and out of the Stone Ridge Apartments located at 3011 E Gore Boulevard.
3. Consider a request from Councilman Weger, received through a citizen, to install speed limit signage at or near 6704 NW Graysons Mountain Drive in response to the initial citizen request for the installation of speed tables.
4. Consider a request from Councilman Weger for increased enforcement in the vicinity of 1136 NW 75th Street in response to the findings of a speed study that was conducted on June 17, 2026 in the area.

Unfinished Business

5. Consider a request from Councilmember Hampton for the installation of traffic-calming measures in the form of speed cushions on SW H between SW 4th and SW 3rd and consider staff's recommendation of no action instead based on the results of a traffic study, making a recommendation to council on

any action to take.

This item was tabled at the July 27, 2026 meeting.

6. Consider a request from Councilmember Hooton for the installation of traffic-calming measures in the form of speed cushions on NW Ozmun between NW 52nd and NW 49th and consider staff's recommendation of speed limit signs instead based on the results of a traffic study, making a recommendation to council on any action to take.

This item was tabled at the July 27, 2026 meeting.

7. Consider a request from Councilmember Hampton for the installation of traffic-calming measures in the form of a speed table on NW Arlington between NW Sheridan and NW Morford and consider staff's recommendation of no action based on the results on a traffic study, making a recommendation to council on any action to take.

This item was tabled at the July 27, 2026 meeting.

8. Consider a request from Councilmember Williams for the installation of traffic-calming measures in the form of a speed table on SW Rolling Hills SW Sunflower and SW 40th and consider staff's recommendation of no action based on the results of a traffic study, making a recommendation to council on any action to take.

This item was tabled at the July 27, 2026 meeting.

9. Consider a request from Councilmember Dimery for the installation of traffic-calming measures in the form of a speed table on SE Aberdeen and consider staff's recommendation of no action based on the results of a traffic study, making a recommendation to council on any action to take.

This item was tabled at the July 27, 2026 meeting.

10. Consider a request from Councilmember Williams for the installation of traffic-calming measures in the form of a speed table and speed limit signs on SE Camelot, making a recommendation to council on any action to take.

This item was tabled at the July 27, 2026 meeting.

11. Consider a request from Councilmember Epps for the installation of traffic-calming measures in the form of a speed table and decorative crosswalks on NW Pershing and consider staff's recommendation of no action based on the results of a traffic study, making a recommendation to council on any action to take.

This item was tabled at the July 27, 2026 meeting.

Business Items

12. Consider a staff request, via citizen, to install "No Truck" signs on 67th street from SW Lee to SE Combs rd, and make a recommendation to council on the

topic.

13. Consider a staff request to reduce the number of "stay right" signs on arterial medians and make a recommendation to council on any action to take.

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 request from Councilman Weger, received through a citizen, regarding the installation of a “Stop” sign on the private road leading to Chick-fil-A off 82nd Street, and provide a recommendation to Council regarding appropriate action. Planning has not yet assigned a name to this private road abutting 82nd Street.

Initiator: Willie Whisenhunt, Director

Information Source: Willie Whisenhunt, Director

Background:

A citizen request was received by Councilman Weger on July 28, 2026, regarding the installation of a "Stop sign" on the roadway leading to Chick-fil-A from 82nd Street. The requested improvement is intended to enhance traffic safety by requiring vehicles exiting the access road to stop before entering traffic on 82nd Street, rather than proceeding directly onto the roadway.

Correlation to the True North Statement:

This item reflects the goal of a Safe Community as outlined in the True North Culture Statement.

Exhibit:

None

Key Issues:

Does the Committee recommend that the City Council approve the installation of a "Stop sign" on the roadway leading to Chick-fil-A from 82nd Street?

Funding Source:

Street and Traffic Control Repair and Maintenance Account 1005502-51020, current balance \$414,352.89.

Recommended Action:

Discuss the placement of a "Stop sign" on the roadway leading to Chick-fil-A from 82nd Street and make a recommendation to City Council as deemed necessary.

ATTACHMENTS:

None



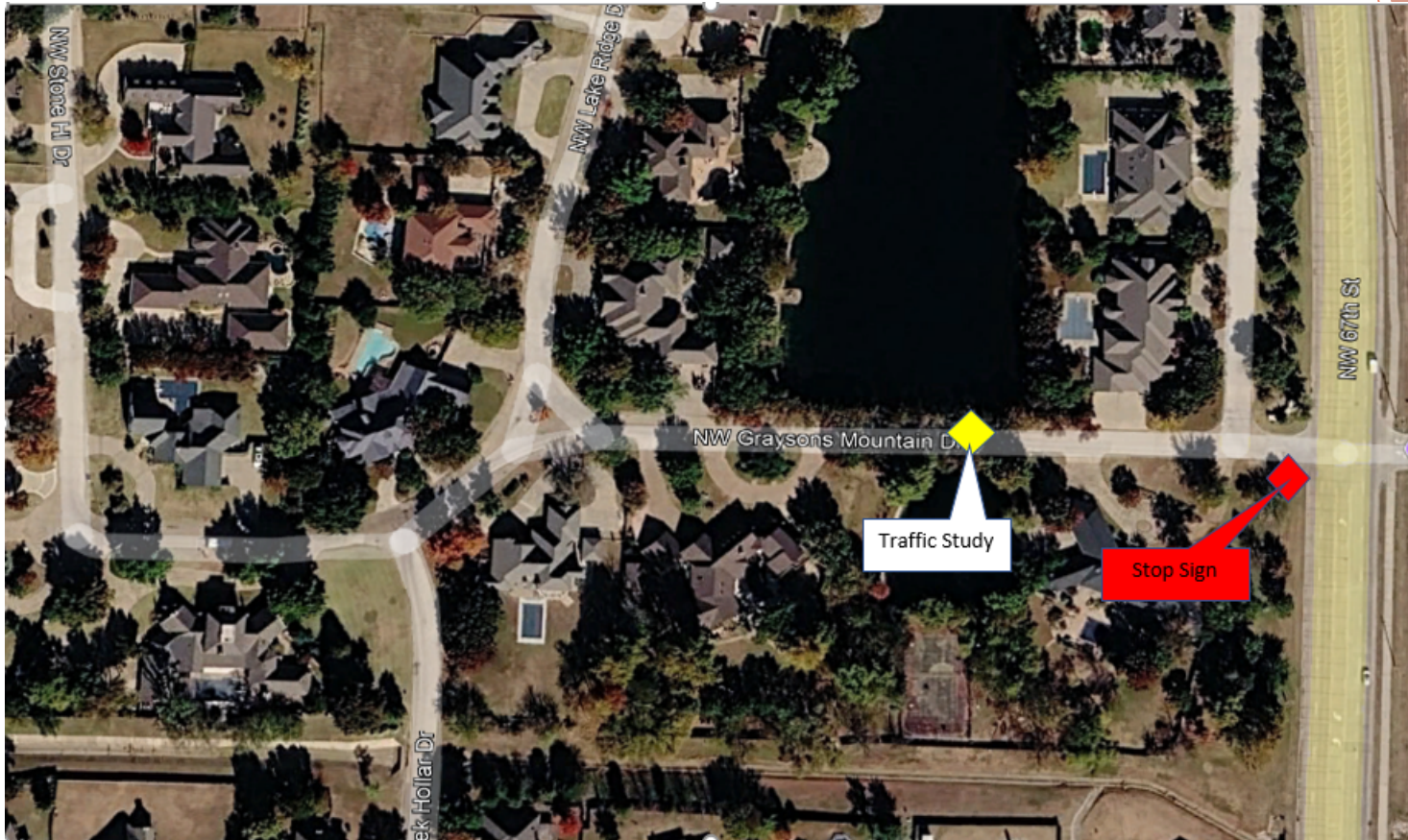
City of
Lawton

Neighborhood Traffic Calming Report

NW Graysons Mountain Dr

Ward 6
July 17, 2026

This report summarizes conditions on the road segment on NW Graysons Mountain Dr



The speed limit for the road is 25mph.
There are no posted speed limit signs. There is one stop sign located at the exit of the neighborhood.



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.

Street	Location	Median Speed	Average Speed	85 th Percentile Speed	Posted Speed Limit	8 MPH above the posted speed	24-Hour Traffic Count
NW Graysons Mountain Ave	At or near 6704 NW Graysons Mountain Dr.	19.4 MPH	19.6 MPH	25.5 MPH	25	33	301
Does Not Meet Accepted Criteria				Meets Accepted Criteria			

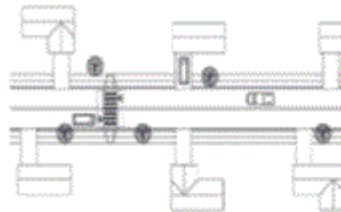
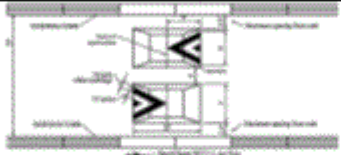
- 85th percentile speed $\geq$ 8 mph over the posted speed limit
 - o Criteria was not met, with an 85th percentile speed of 25.5 MPH vs 33 MPH
- ADT > 600 vehicles/day (vpd)
 - o Criteria was not met, with 301 vehicles recorded

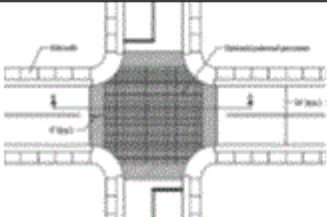
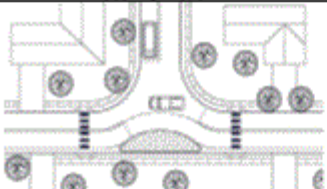
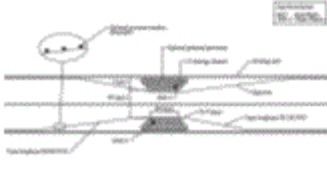
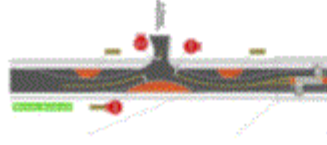
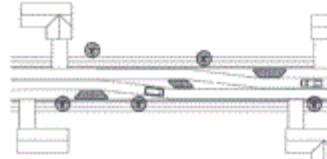
Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all the criteria outlined in the policy, listed below:

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	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.

Recommendations

- ◆ Based on the information gathered on the area, **Public Works recommends installation of a speed limit sign.**
- ◆ 48 vehicles were recorded as speeding in this location in a 24-hour period
- ◆ Other options are available in the last section of this report in order of Public Works recommendations for the specific area.
- ◆ **Councilmembers Recommendation** _____

Calming Measure	Illustration	Comments
No Action		The area does not meet council policy for traffic calming measures.
Speed Table/Raised Crosswalks		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.
Speed Cushion		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.
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.
Closure		Closing of a road and changing the roadway to a one-way slows vehicles at the entrance/exit.
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.

Calming Measure	Illustration	Comments
Raised Intersection		This is typically used for an intersection with high pedestrian numbers. This could be implemented at this location.
Realigned Intersection		The horizontal deflection causes drivers to slow down.
Choker		The horizontal deflection causes vehicles to slow down but will limit street parking where implemented.
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.
Lateral Shift		Shifting of traffic horizontally reduces lane width and requires drivers to be active and slowdown in the area.
Median Island		This installs a median in the center of the road, narrowing both lanes.



City of
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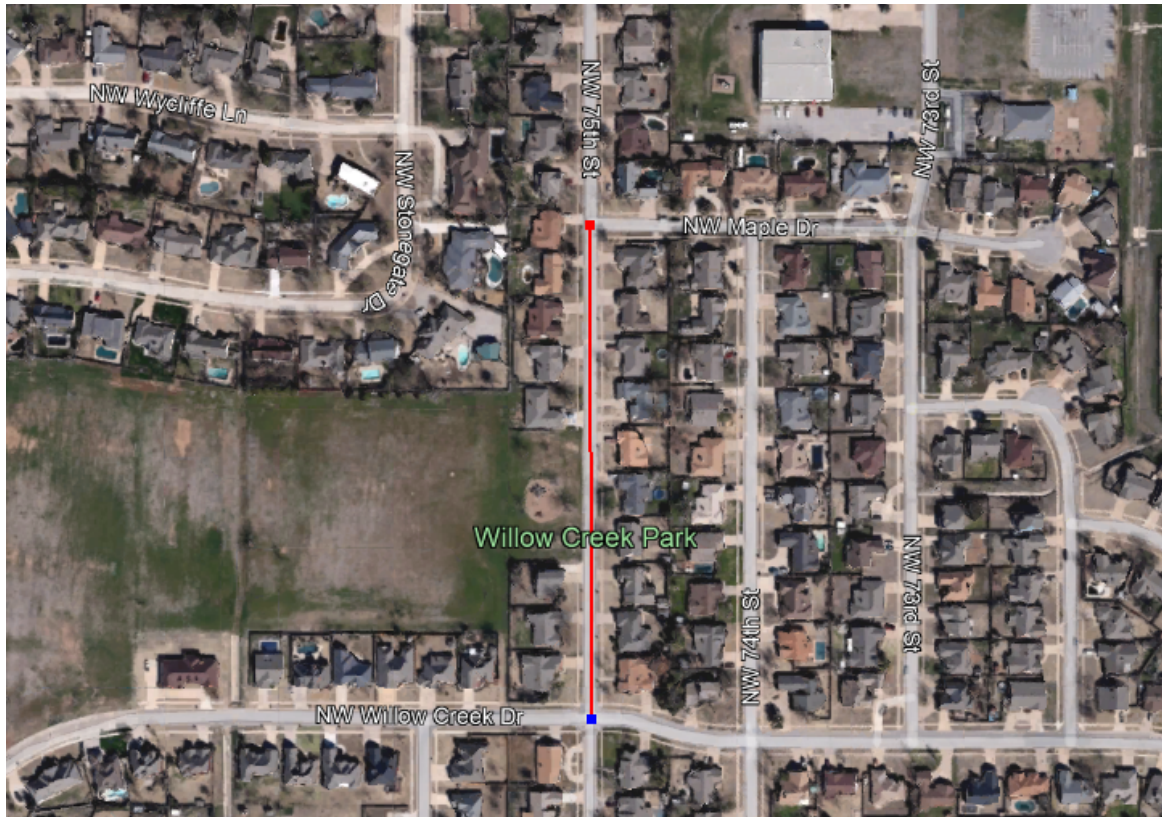
Neighborhood Traffic Calming Report

NW 75th Street

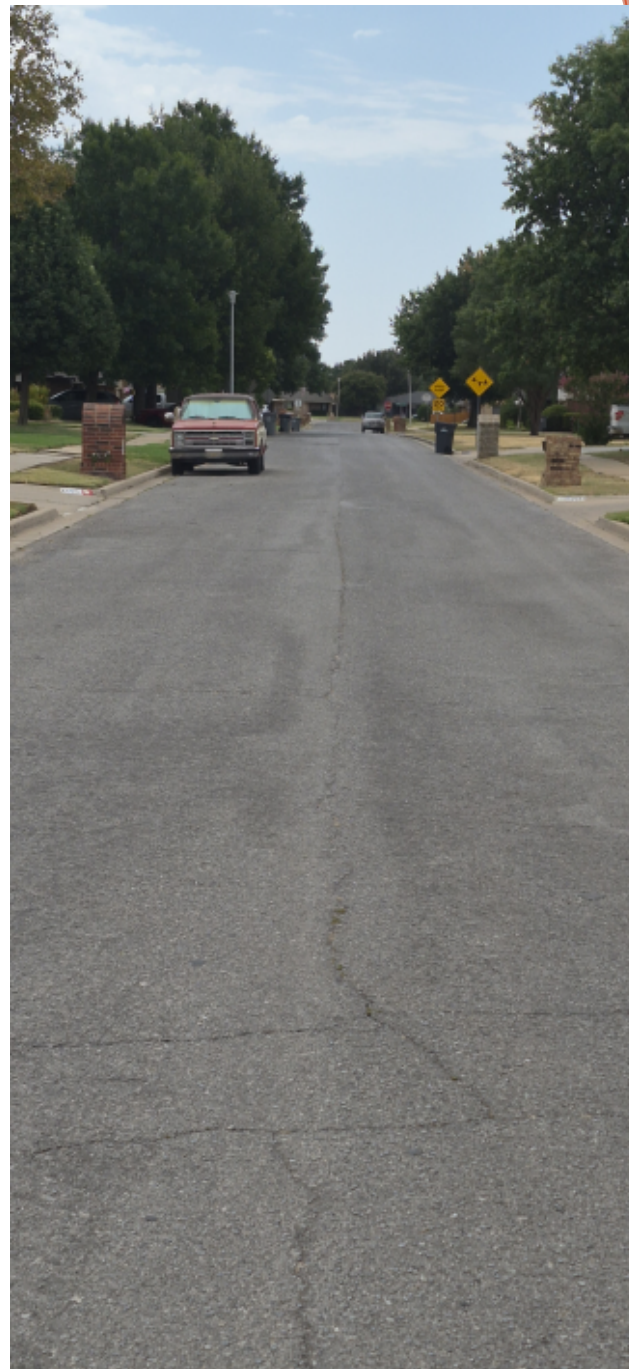
Ward 6

May 13, 2026

This report summarizes conditions on the road segment on NW 75th St.



The speed limit for the road is 25mph.
From NW Maple to NW Willow Creek, there are no posted speed limit signs.



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.

Steet	Location	Median Speed	Average Speed	85 th Percentile Speed	Posted Speed Limit	8 MPH above the posted speed	24-Hour Traffic Count
NW 75 th St.	Between NW Maple and NW Willow Creek	22.4 MPH	22.3 MPH	28.3 MPH	25	33	541
Does Not Meet Accepted Criteria				Meets Accepted Criteria			

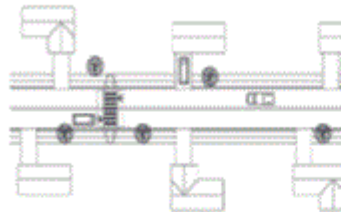
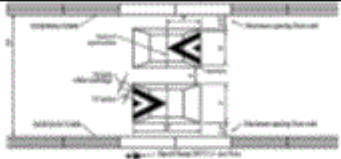
- 85th percentile speed $\geq$ 8 mph over the posted speed limit
 - o Criteria was not met, with an 85th percentile speed of 28.3 MPH vs 33 MPH
- ADT > 600 vehicles/day (vpd)
 - o Criteria was not met, with 541 vehicles recorded

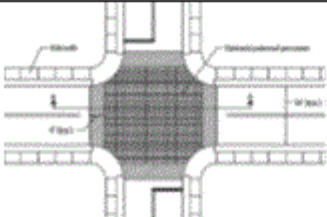
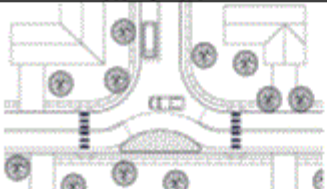
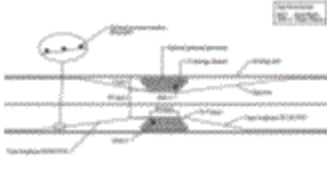
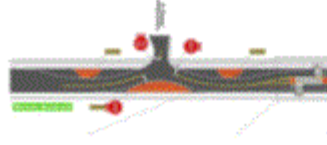
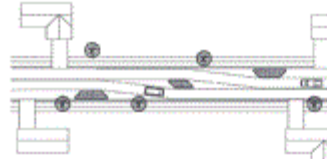
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The same or similar request hasn't been rejected in the past 10 years	Met	No record of this request being rejected is on file.
Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years	Met	This section of road is not 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	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.

Recommendations

- ◆ Based on the information gathered on the area, **Public Works recommends increased enforcement.**
- ◆ 34 vehicles were recorded as speeding in this location in a 24-hour period
- ◆ Other options are available in the last section of this report in order of Public Works recommendations for the specific area.
- ◆ **Councilmembers Recommendation**
INCREASED ENFORCEMENT

Calming Measure	Illustration	Comments
No Action		The area does not meet council policy for traffic calming measures.
Speed Table/Raised Crosswalks		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.
Speed Cushion		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.
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.
Closure		Closing of a road and changing the roadway to a one-way slows vehicles at the entrance/exit.
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.

Calming Measure	Illustration	Comments
Raised Intersection		This is typically used for an intersection with high pedestrian numbers. This could be implemented at this location.
Realigned Intersection		The horizontal deflection causes drivers to slow down.
Choker		The horizontal deflection causes vehicles to slow down but will limit street parking where implemented.
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.
Lateral Shift		Shifting of traffic horizontally reduces lane width and requires drivers to be active and slowdown in the area.
Median Island		This installs a median in the center of the road, narrowing both lanes.



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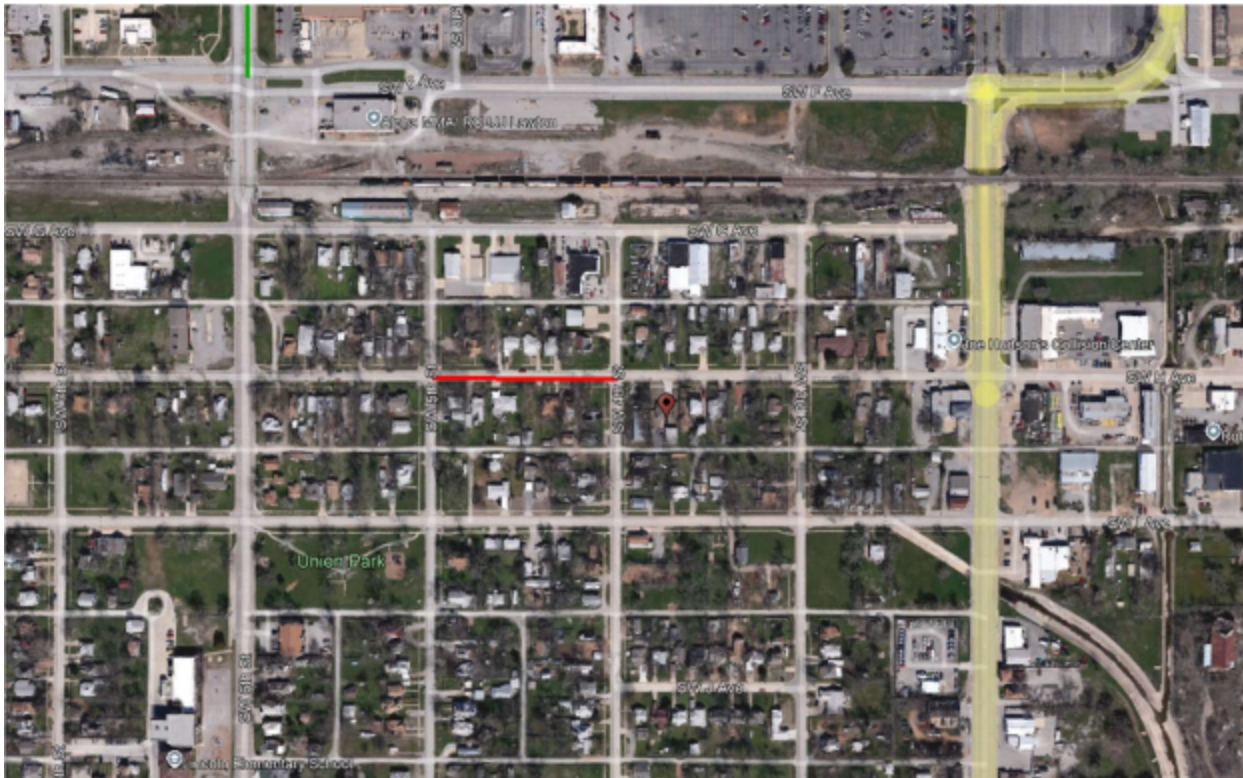
Neighborhood Traffic Calming Report

SW H Ave

Ward 5

October 28, 2025

This report summarizes conditions on the road segment on SW H Ave.



The speed limit for the road is 25mph.
From SW 4th to SW 5th St. on H Ave, there are no posted speed limit signs.





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.

Street	Location	Median Speed	Average Speed	85 th Percentile Speed	Posted Speed Limit	8 MPH above the posted speed	24-Hour Traffic Count
SW H Ave	Between SW 4 th and 5 th Streets	19.7 MPH	19.6 MPH	26.3 MPH	25	33	122
Does Not Meet Accepted Criteria				Meets Accepted Criteria			

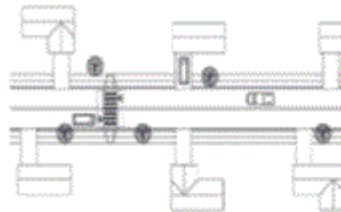
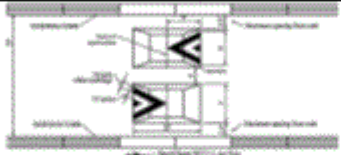
- 85th percentile speed $\geq$ 8 mph over the posted speed limit
 - o Criteria was not met, with an 85th percentile speed of 26.3 MPH vs 33 MPH
- ADT > 600 vehicles/day (vpd)
 - o Criteria was not met, with 122 vehicles recorded

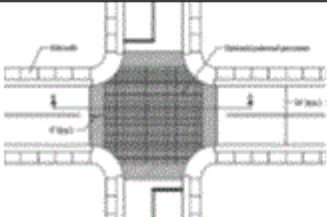
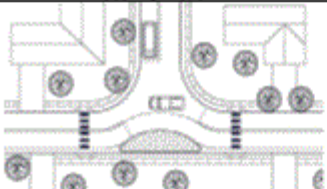
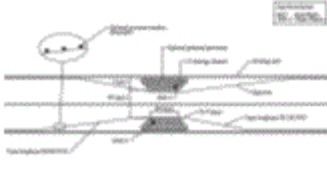
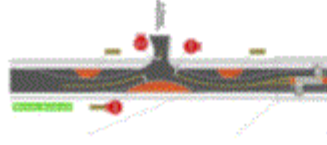
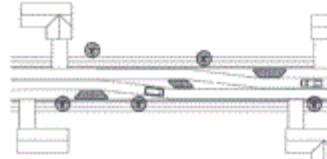
Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all the criteria outlined in the policy, listed below:

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	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.

Recommendations

- ◆ Based on the information gathered on the area, **Public Works recommends installation of a speed limit sign.**
- ◆ 30 vehicles were recorded as speeding in this location in a 24-hour period
- ◆ Other options are available in the last section of this report in order of Public Works recommendations for the specific area.
- ◆ **Councilmembers Recommendation** _____

Calming Measure	Illustration	Comments
No Action		The area does not meet council policy for traffic calming measures.
Speed Table/Raised Crosswalks		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.
Speed Cushion		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.
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.
Closure		Closing of a road and changing the roadway to a one-way slows vehicles at the entrance/exit.
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.

Calming Measure	Illustration	Comments
Raised Intersection		This is typically used for an intersection with high pedestrian numbers. This could be implemented at this location.
Realigned Intersection		The horizontal deflection causes drivers to slow down.
Choker		The horizontal deflection causes vehicles to slow down but will limit street parking where implemented.
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.
Lateral Shift		Shifting of traffic horizontally reduces lane width and requires drivers to be active and slowdown in the area.
Median Island		This installs a median in the center of the road, narrowing both lanes.



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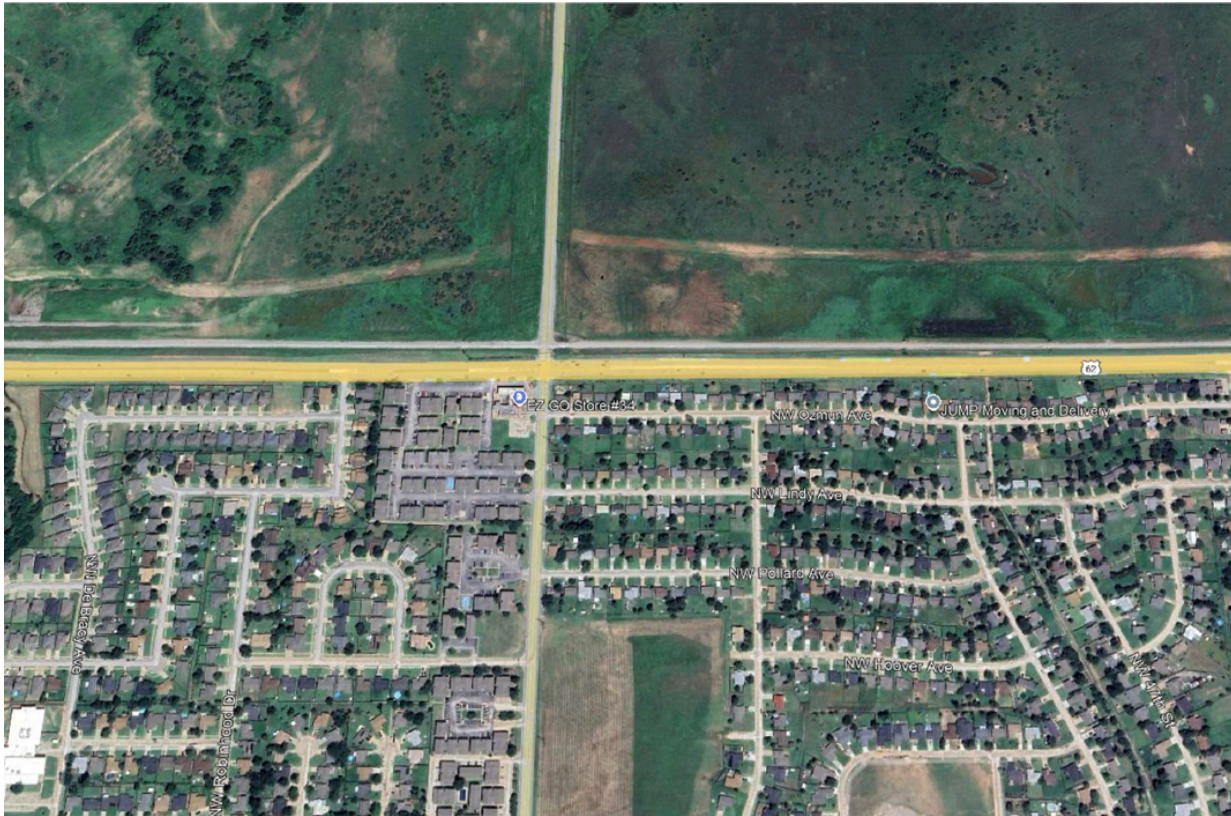
Neighborhood Traffic Calming Report

NW Ozmun Ave

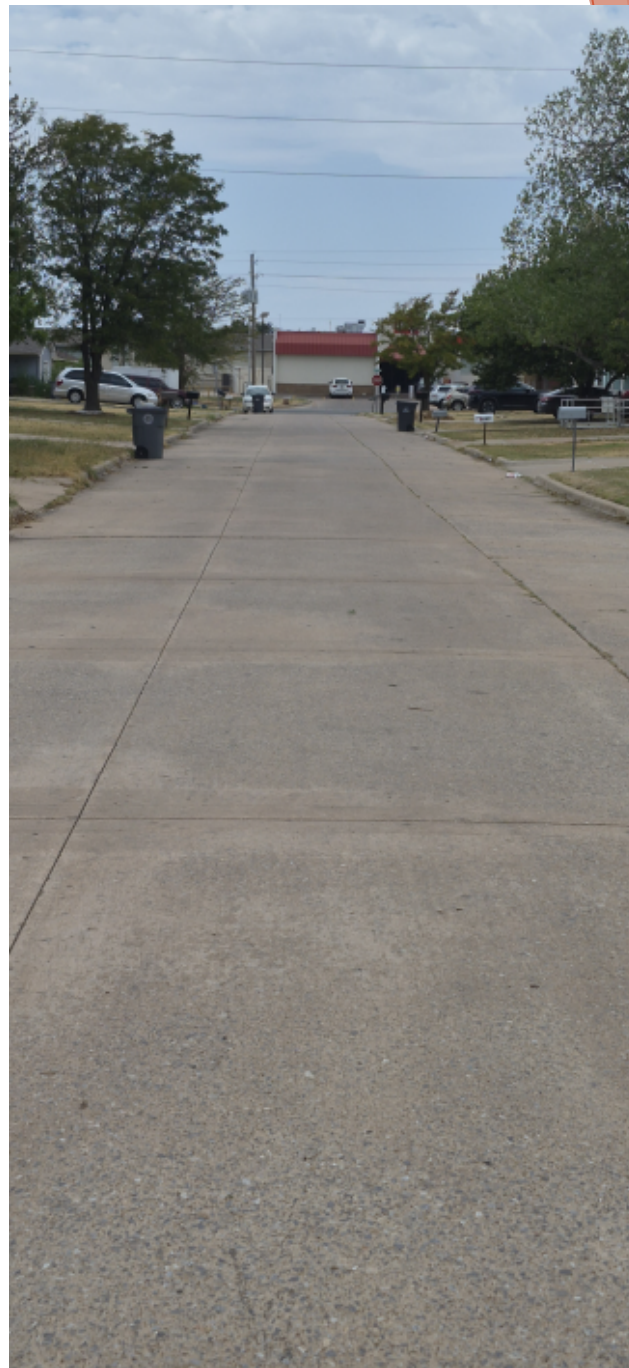
Ward 1

December 1, 2025

This report summarizes conditions on the road segment on NW Ozmun Ave.



The speed limit for the road is 25mph.
From NW 52nd to 49th there are no posted speed limit signs.



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.

Steet	Location	Median Speed	Average Speed	85 th Percentile Speed	Posted Speed Limit	8 MPH above the posted speed	24-Hour Traffic Count
NW Ozmun	Between NW 52 nd and NW 49 th St	23.4 MPH	23.3 MPH	34.1 MPH	25	33	487
Does Not Meet Accepted Criteria				Meets Accepted Criteria			

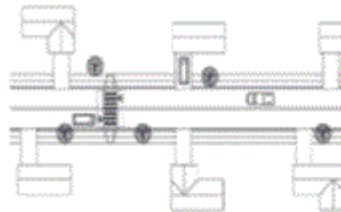
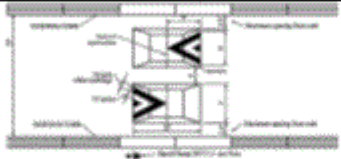
- 85th percentile speed $\geq$ 8 mph over the posted speed limit
 - o Criteria was not met, with an 85th percentile speed of 31.4 MPH vs 33 MPH
- ADT > 600 vehicles/day (vpd)
 - o Criteria was not met, with 480 vehicles recorded

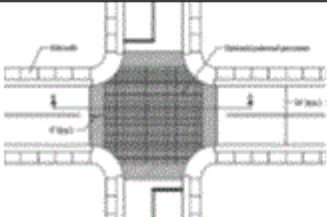
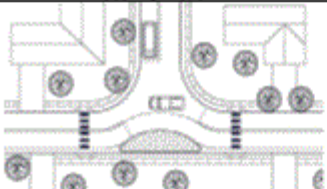
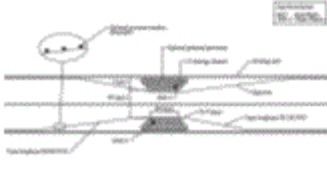
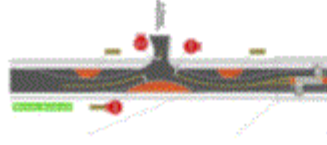
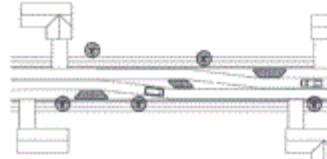
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Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)	Met	This section has a speed limit of 25 MPH and is not on an arterial section of roadway.
Will not interfere with major public or emergency facilities	Met	Emergency services can 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.

Recommendations

- ◆ Based on the information gathered on the area, **Public Works recommends installation of a speed limit sign.**
- ◆ 89 vehicles were recorded as speeding in this location in a 24-hour period
- ◆ 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**

Calming Measure	Illustration	Comments
No Action		The area does not meet council policy for traffic calming measures.
Speed Table/Raised Crosswalks		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.
Speed Cushion		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.
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.
Closure		Closing of a road and changing the roadway to a one-way slows vehicles at the entrance/exit.
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.

Calming Measure	Illustration	Comments
Raised Intersection		This is typically used for an intersection with high pedestrian numbers. This could be implemented at this location.
Realigned Intersection		The horizontal deflection causes drivers to slow down.
Choker		The horizontal deflection causes vehicles to slow down but will limit street parking where implemented.
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.
Lateral Shift		Shifting of traffic horizontally reduces lane width and requires drivers to be active and slowdown in the area.
Median Island		This installs a median in the center of the road, narrowing both lanes.



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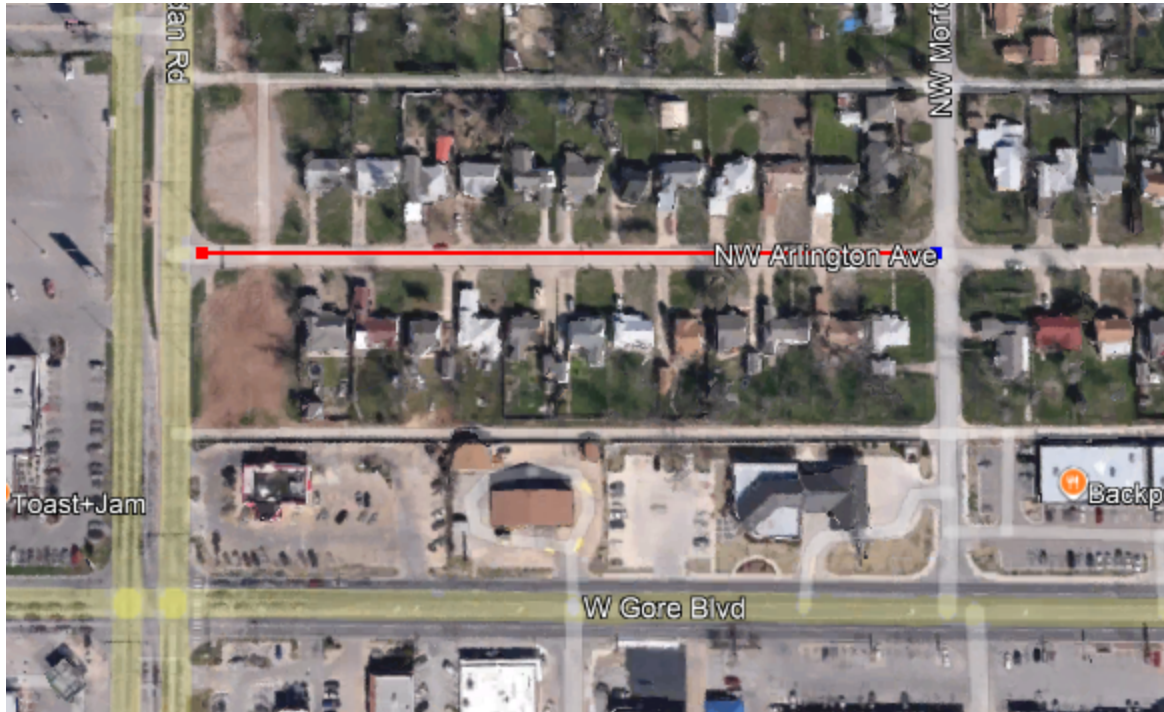
Neighborhood Traffic Calming Report

NW Arlington Ave

Ward 5

March 9, 2026

This report summarizes conditions on the road segment on NW Arlington Ave.



The speed limit for the road is 25mph.
From NW Sheridan to NW Morford Dr there are no posted speed limit signs.



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.

Street	Location	Median Speed	Average Speed	85 th Percentile Speed	Posted Speed Limit	8 MPH above the posted speed	24-Hour Traffic Count
NW Arlington Ave	Between NW Sheridan Rd & NW Morford Dr	18.7 MPH	18.5 MPH	24.3 MPH	25	33	402
Does Not Meet Accepted Criteria				Meets Accepted Criteria			

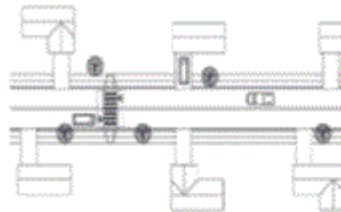
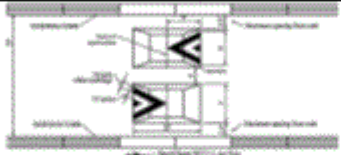
- 85th percentile speed less than 8 mph over the posted speed limit
 - o Criteria was not met, with an 85th percentile speed of 18.5 MPH vs 33 MPH
- ADT > 600 vehicles/day (vpd)
 - o Criteria was not met, with 402 vehicles recorded

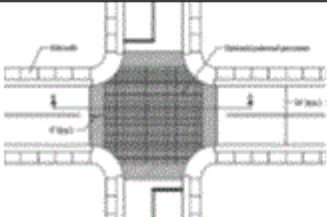
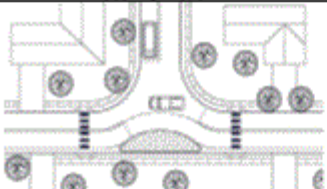
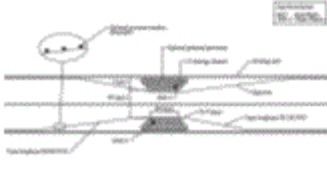
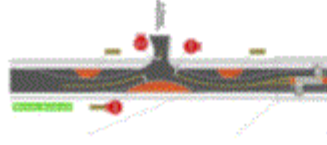
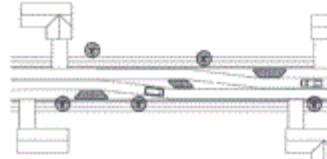
Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all the criteria outlined in the policy, listed below:

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	Not 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.

Recommendations

- ◆ Based on the information gathered on the area, **Public Works recommends no action.**
- ◆ 2 vehicles were recorded as speeding in this location in a 24-hour period
- ◆ Other options are available in the last section of this report in order of Public Works recommendations for the specific area.
- ◆ **Councilmembers Recommendation** _____

Calming Measure	Illustration	Comments
No Action		The area does not meet council policy for traffic calming measures.
Speed Table/Raised Crosswalks		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.
Speed Cushion		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.
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.
Closure		Closing of a road and changing the roadway to a one-way slows vehicles at the entrance/exit.
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.

Calming Measure	Illustration	Comments
Raised Intersection		This is typically used for an intersection with high pedestrian numbers. This could be implemented at this location.
Realigned Intersection		The horizontal deflection causes drivers to slow down.
Choker		The horizontal deflection causes vehicles to slow down but will limit street parking where implemented.
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.
Lateral Shift		Shifting of traffic horizontally reduces lane width and requires drivers to be active and slowdown in the area.
Median Island		This installs a median in the center of the road, narrowing both lanes.



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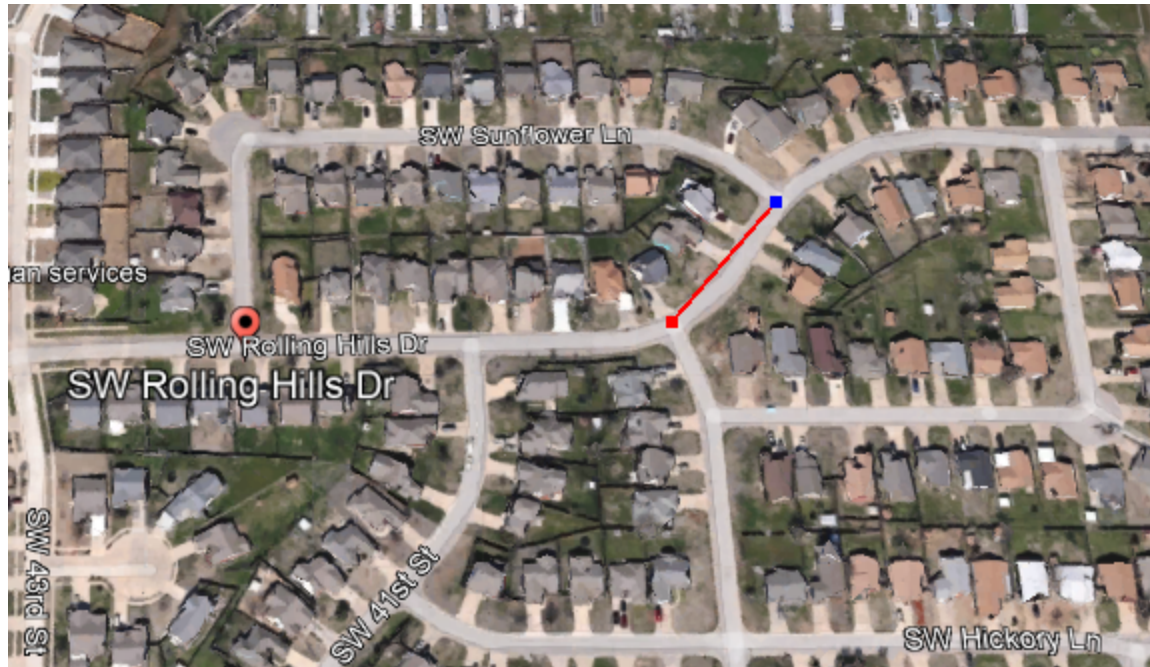
Neighborhood Traffic Calming Report

SW Rolling Hills Dr

Ward 7

April 1, 2026

This report summarizes conditions on the road segment on SW Rolling Hills Dr.



The speed limit for the road is 25mph.
From SW sunflower to SW 40th there are no posted speed limit signs.



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.

Street	Location	Median Speed	Average Speed	85 th Percentile Speed	Posted Speed Limit	8 MPH above the posted speed	24-Hour Traffic Count
SW Rolling Hills Dr	Between SW Sunflower Ln & SW 40 th St	20.5 MPH	20.1 MPH	24.1 MPH	25	33	938
Does Not Meet Accepted Criteria				Meets Accepted Criteria			

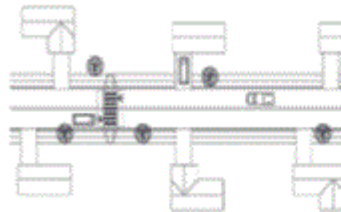
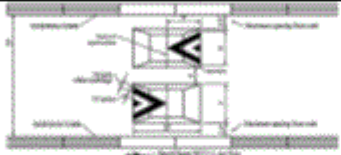
- 85th percentile speed less than 8 mph over the posted speed limit
 - Criteria was not met, with an 85th percentile speed of 24.1 MPH vs 33 MPH
- ADT > 600 vehicles/day (vpd)
 - Criteria was met, with 938 vehicles recorded

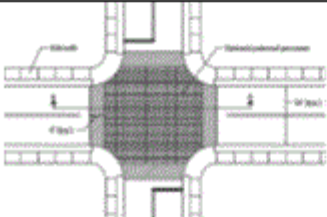
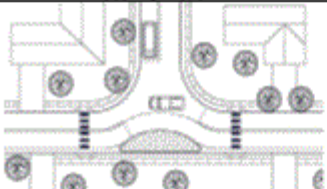
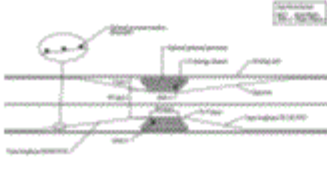
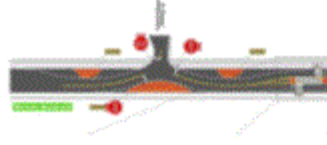
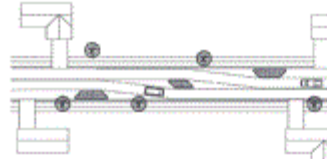
Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all the criteria outlined in the policy, listed below:

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	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.

Recommendations

- ◆ Based on the information gathered on the area, **Public Works recommends no action.**
- ◆ 1 vehicle were recorded as speeding in this location in a 24-hour period
- ◆ Other options are available in the last section of this report in order of Public Works recommendations for the specific area.
- ◆ Councilmembers Recommendation **SPEED HUMP**

Calming Measure	Illustration	Comments
No Action		The area does not meet council policy for traffic calming measures.
Speed Table/Raised Crosswalks		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.
Speed Cushion		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.
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.
Closure		Closing of a road and changing the roadway to a one-way slows vehicles at the entrance/exit.
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.

Calming Measure	Illustration	Comments
Raised Intersection		This is typically used for an intersection with high pedestrian numbers. This could be implemented at this location.
Realigned Intersection		The horizontal deflection causes drivers to slow down.
Choker		The horizontal deflection causes vehicles to slow down but will limit street parking where implemented.
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.
Lateral Shift		Shifting of traffic horizontally reduces lane width and requires drivers to be active and slowdown in the area.
Median Island		This installs a median in the center of the road, narrowing both lanes.



City of
Lawton

Neighborhood Traffic Calming Report

SE Aberdeen Ave

Ward 4

March 6, 2026

This report summarizes conditions on the road segment on SE Aberdeen Ave.



The speed limit for the road is 25mph.
On SE Aberdeen Ave, there is one posted speed limit sign.



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.

Steet	Location	Direction	Average Speed		Posted Speed Limit		8 MPH above the posted speed	24-hour traffic	
			Each Direction	Both Ways	MPH	Duration		Each Direction	Both Ways
SE Aberdeen	Near vicinity of 4607 SE Aberdeen	EB	24	24	25	24 hours a day	33	453	915
		WB	24				33	462	
	Over Criteria		Close to Criteria			Under Criteria			

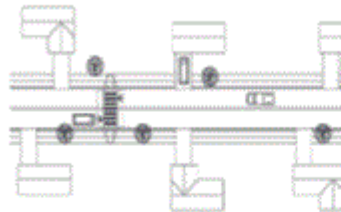
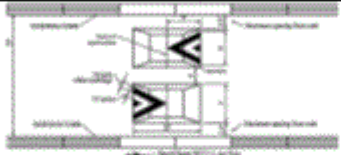
- 85th percentile speed $\geq$ 8 mph over the posted speed limit
 - o Criteria was not met, with an average speed of 24 MPH, which is below the speed limit for the roadway.
- ADT > 600 vehicles/day (vpd)
 - o Criteria was met, with 915 vehicles recorded.

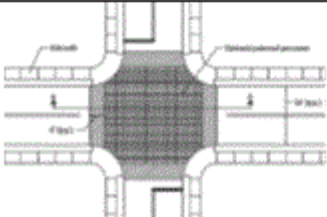
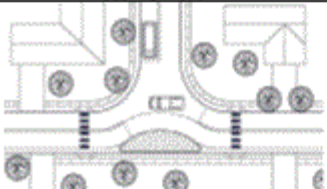
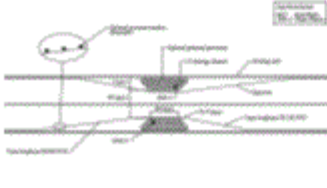
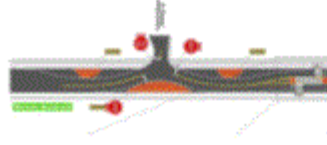
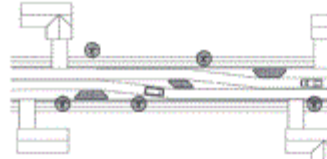
Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all the criteria outlined in the policy, listed below:

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	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.

Recommendations

- ◆ Based on the information gathered on the area, **Public Works recommends no action be taken.**
- ◆ 0 vehicles were recorded as speeding in this location in a 24-hour period
- ◆ Other options are available in the last section of this report in order of Public Works recommendations for the specific area.
- ◆ **Councilmembers Recommendation** _____

Calming Measure	Illustration	Comments
No Action		The area does not meet council policy for traffic calming measures.
Speed Table/Raised Crosswalks		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.
Speed Cushion		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.
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.
Closure		Closing of a road and changing the roadway to a one-way slows vehicles at the entrance/exit.
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.

Calming Measure	Illustration	Comments
Raised Intersection		This is typically used for an intersection with high pedestrian numbers. This could be implemented at this location.
Realigned Intersection		The horizontal deflection causes drivers to slow down.
Choker		The horizontal deflection causes vehicles to slow down but will limit street parking where implemented.
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.
Lateral Shift		Shifting of traffic horizontally reduces lane width and requires drivers to be active and slowdown in the area.
Median Island		This installs a median in the center of the road, narrowing both lanes.



City of
Lawton

Neighborhood Traffic Calming Report

SE Camelot Dr

Ward 7

May 29, 2026

This report summarizes conditions on the road segment on SE Camelot Dr.



The speed limit for the road is 25mph.
From SE 41st to SE 45th St, there is one posted speed limit sign.



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.

Steet	Location	Median Speed	Average Speed	85 th Percentile Speed	Posted Speed Limit	8 MPH above the posted speed	24-Hour Traffic Count
SE Camelot	Between SE 41 st & SE 45 th streets	23.5 MPH	23.3 MPH	29.3 MPH	25	33	639
Does Not Meet Accepted Criteria				Meets Accepted Criteria			

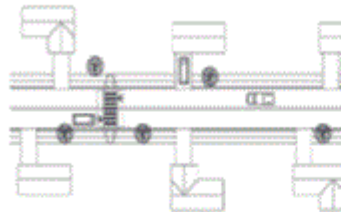
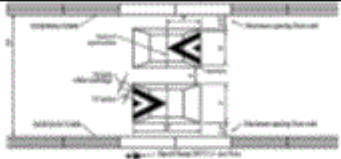
- 85th percentile speed $\geq$ 8 mph over the posted speed limit
 - o Criteria was not met, with an 85th percentile speed of 29.3 MPH vs 33 MPH
- ADT > 600 vehicles/day (vpd)
 - o Criteria was met, with 639 vehicles recorded

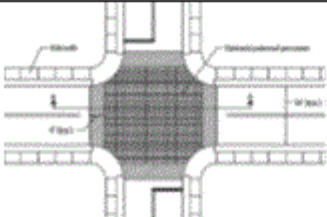
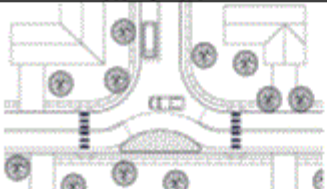
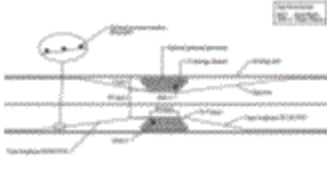
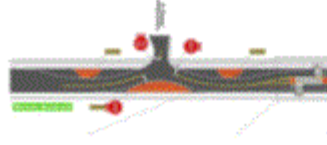
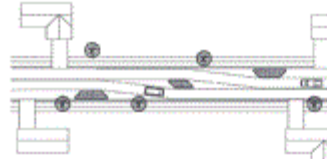
Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all the criteria outlined in the policy, listed below:

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	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.

Recommendations

- ◆ Based on the information gathered on the area, **Public Works recommends a speed limit sign eastbound from SE 41st, and speed cushions.**
- ◆ 67 vehicles were recorded as speeding in this location in a 24-hour period
- ◆ Other options are available in the last section of this report in order of Public Works recommendations for the specific area.
- ◆ Councilmembers Recommendation _____

Calming Measure	Illustration	Comments
No Action		The area does not meet council policy for traffic calming measures.
Speed Table/Raised Crosswalks		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.
Speed Cushion		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.
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.
Closure		Closing of a road and changing the roadway to a one-way slows vehicles at the entrance/exit.
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.

Calming Measure	Illustration	Comments
Raised Intersection		This is typically used for an intersection with high pedestrian numbers. This could be implemented at this location.
Realigned Intersection		The horizontal deflection causes drivers to slow down.
Choker		The horizontal deflection causes vehicles to slow down but will limit street parking where implemented.
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.
Lateral Shift		Shifting of traffic horizontally reduces lane width and requires drivers to be active and slowdown in the area.
Median Island		This installs a median in the center of the road, narrowing both lanes.



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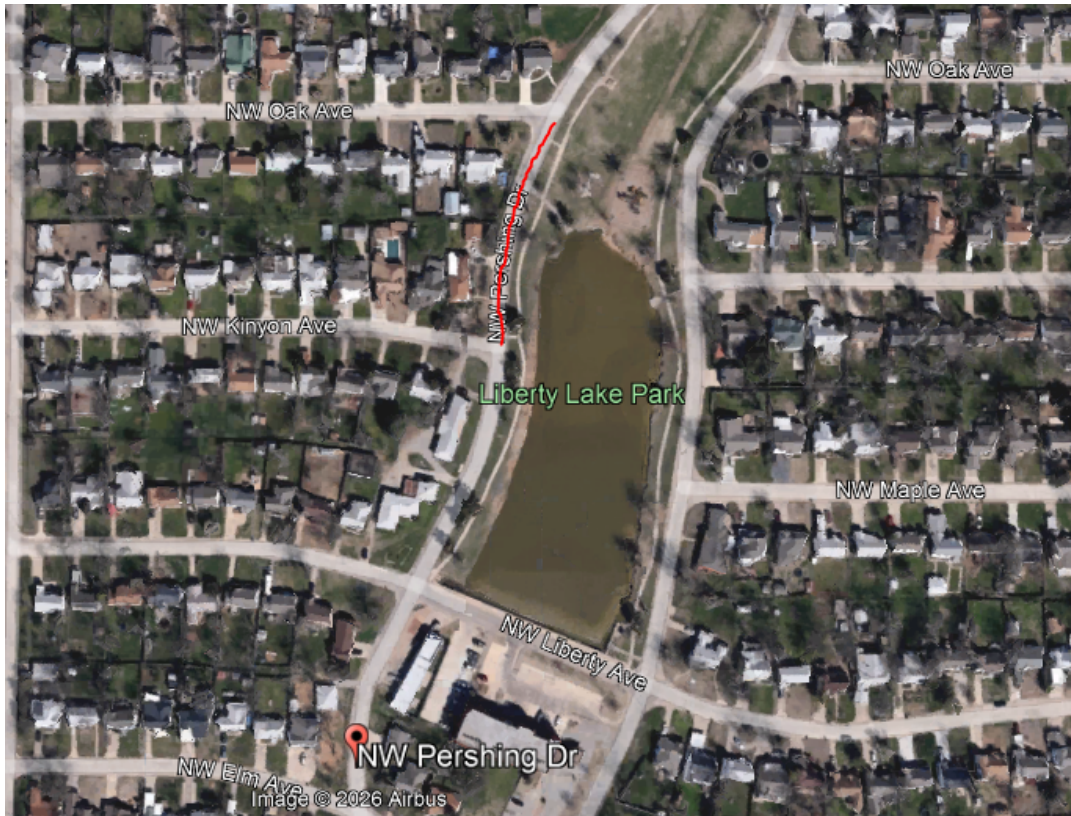
Neighborhood Traffic Calming Report

NW Pershing Dr

Ward 2

May 4, 2026

This report summarizes conditions on the road segment on NW Pershing Dr.



The speed limit for the road is 25mph.
From NW Oak to NW Kinyon on NW Pershing, there is one posted speed limit sign.



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.

Steet	Location	Median Speed	Average Speed	85 th Percentile Speed	Posted Speed Limit	8 MPH above the posted speed	24-Hour Traffic Count
NW Pershing Dr	Between NW Oak and NW Kinyon	20.8 MPH	20.5 MPH	24.9 MPH	25	33	877
Does Not Meet Accepted Criteria				Meets Accepted Criteria			

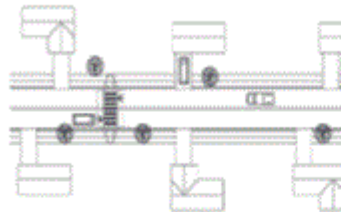
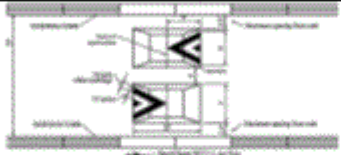
- 85th percentile speed $\geq$ 8 mph over the posted speed limit
 - o Criteria was not met, with an 85th percentile speed of 24.9 MPH vs 33 MPH
- ADT > 600 vehicles/day (vpd)
 - o Criteria was met, with 877 vehicles recorded

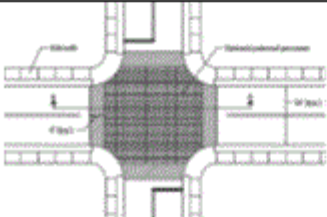
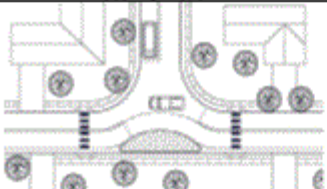
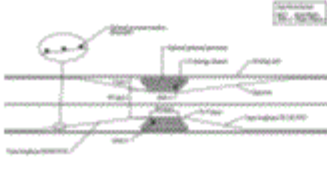
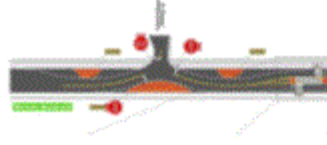
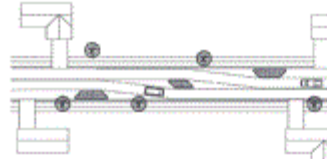
Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all the criteria outlined in the policy, listed below:

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	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.

Recommendations

- ◆ Based on the information gathered on the area, **Public Works recommends no action.**
- ◆ 9 vehicles were recorded as speeding in this location in a 24-hour period
- ◆ Other options are available in the last section of this report in order of Public Works recommendations for the specific area.
- ◆ **Councilmembers Recommendation** _____

Calming Measure	Illustration	Comments
No Action		The area does not meet council policy for traffic calming measures.
Speed Table/Raised Crosswalks		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.
Speed Cushion		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.
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.
Closure		Closing of a road and changing the roadway to a one-way slows vehicles at the entrance/exit.
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.

Calming Measure	Illustration	Comments
Raised Intersection		This is typically used for an intersection with high pedestrian numbers. This could be implemented at this location.
Realigned Intersection		The horizontal deflection causes drivers to slow down.
Choker		The horizontal deflection causes vehicles to slow down but will limit street parking where implemented.
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.
Lateral Shift		Shifting of traffic horizontally reduces lane width and requires drivers to be active and slowdown in the area.
Median Island		This installs a median in the center of the road, narrowing both lanes.

Item Title:

Consider a staff request to reduce the number of "stay right" signs on arterial medians and make a recommendation to council on any action to take.

Initiator: Michael Watrous, Director

Information Source: Michael Watrous, Director

Background:

The Manual of Uniform Traffic Control Devices recommends that "keep right" signs are only installed at locations where it is not readily apparent that traffic is required to keep to the right." In many cases on arterials with a dividing median (Gore, Lee, Cache, etc) it is readily apparent in which way traffic is supposed to be with one-way signs, do not enter signs, etc. Reducing the number of signs in the median makes it easier for lawn mowing contractors (potentially reducing costs to the city), reduces the number of signs replaced (typically 20-30/year from being hit by large vehicles), and also makes the city look more clean and safe by reducing sign clutter.

MUTCD Wording:

Section 2B.39 Keep Right and Keep Left Signs (R4-7 Series and R4-8 Series)

Option:

01 The Keep Right (R4-7) sign (see Figure 2B-10) may be used at locations where it is necessary for traffic to pass only to the right-hand side of a roadway feature or obstruction. The Keep Left (R4-8) sign (see Figure 2B-10) may be used at locations where it is necessary for traffic to pass only to the left-hand side of a roadway feature or obstruction.

Guidance:

02 At locations where it is not readily apparent that traffic is required to keep to the right, a Keep Right sign should be used.

Standard:

03 If Keep Right signs are installed at the start of a median or at a median opening, they shall be placed as close as practicable to the approach ends of the medians, and shall be visible to traffic on the divided highway and angled toward the applicable crossroad approach as shown in Figure 2B-20.

Guidance:

04 If used, the Keep Right sign should be mounted on the face of or just in front of a pier or other obstruction separating opposite directions of traffic in the center of the highway such that traffic will have to pass to the right-hand side of the sign.

05 Where the approach end of the island channelizes traffic away from the approach direction, the word legend (R4-7a, R4-7b, R4-8a, or R4-8b) signs (see Figure 2B-10) should be used instead of the symbol (R4-7 or R4-8) signs to emphasize the degree of curvature away from the approach direction (see Figure 2B-11).

06 Where a regulatory sign is used within the central island of a neighborhood traffic circle to direct traffic counter-clockwise around the central island, the Keep Right with diagonal arrow (R4-7b) sign should be used (see Figure 2B-24). The mounting height of the sign should be at least 4 feet, measured vertically from the bottom of the sign to the elevation of the near edge of the traveled way.

This was coordinated with the transportation planner in planning.

Correlation to the True North Statement:

Safety, transparency, Citizen, Efficiency

Exhibit:

Key Issues:

Funding Source:

Recommended Action:

Staff recommends approving the Public Works Director to act with discretion to remove signage (such as one-way, keep right, keep left, do not enter, and like signage) along divided arterial roadways that are deemed as "clutter" and unnecessary, keeping a log of such actions so that resolution can be passed to confirm the removal of these signs.

ATTACHMENTS:

None