



City of Lawton

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

Streets, Bridges, and Building Development Council Committee

Agenda

Tuesday, July 1, 2025

11:00 AM

Lawton City Hall
3rd Floor Conference Room

"Official action can be taken only on items which appear on the agenda. The Authority may adopt, approve, ratify, deny, defer, recommend, or continue any agenda item. The Authority may also propose and enact floor amendments to any matter presented before them. When more information is needed to act on an item, the Authority may refer the matter to the City Manager or the City Attorney. The Authority may also refer items to standing committees of the Council or a board, commission, or authority for additional study. Under certain circumstances, items are deferred to a specific later date or stricken from the agenda entirely."

Meeting Called to Order

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

Roll Call

Introduction of Guests

Unfinished Business

1. Receive a report on traffic conditions on NW Elm and provide recommendations to council on traffic control measures to take in the area.
2. Receive a report on traffic conditions on NW Lake Ave and provide recommendations to council on traffic control measures to take in the area.
3. Receive a report on traffic conditions on SW I and provide recommendations to council on traffic control measures to take in the area.

Business Items

4. Make a recommendation to City Council regarding changing the timing of traffic control lights at the following intersections: NW Lincoln Blvd and NW 38th Street, NW 6th Street and W Gore Blvd, N Railroad Street and W Gore Blvd, E Gore Blvd and Flowermound Drive, and Winners Way and Gore Blvd.

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:

Receive a report on traffic conditions on NW Elm and provide recommendations to council on traffic control measures to take in the area.

Initiator: Michael Watrous, Director

Information Source: Michael Watrous, Director

Background:

This report summarizes conditions on the road segment on NW Elm that was requested for Public Works to study by Citizens on March 27th, 2025. Public Works recommends no action as the request does not meet requirements in Council policy 10-5. Councilmember recommendation is for speed tables or stop signs.

Correlation to the True North Statement:

Transparency, Citizen, Safety, Efficiency

Exhibit:

Speed Study Results and Recommendations

Key Issues:

Location does not meet criteria outlined in council policy 10-5.

Funding Source:

FY 26 Streets and Traffic Control, Repair and Maintenance - projected balance: \$1,427,580

Recommended Action:

ATTACHMENTS:

- 1. Speed Study - NW Elm

City of Lawton

Department of Public Works



Neighborhood Traffic Calming Report

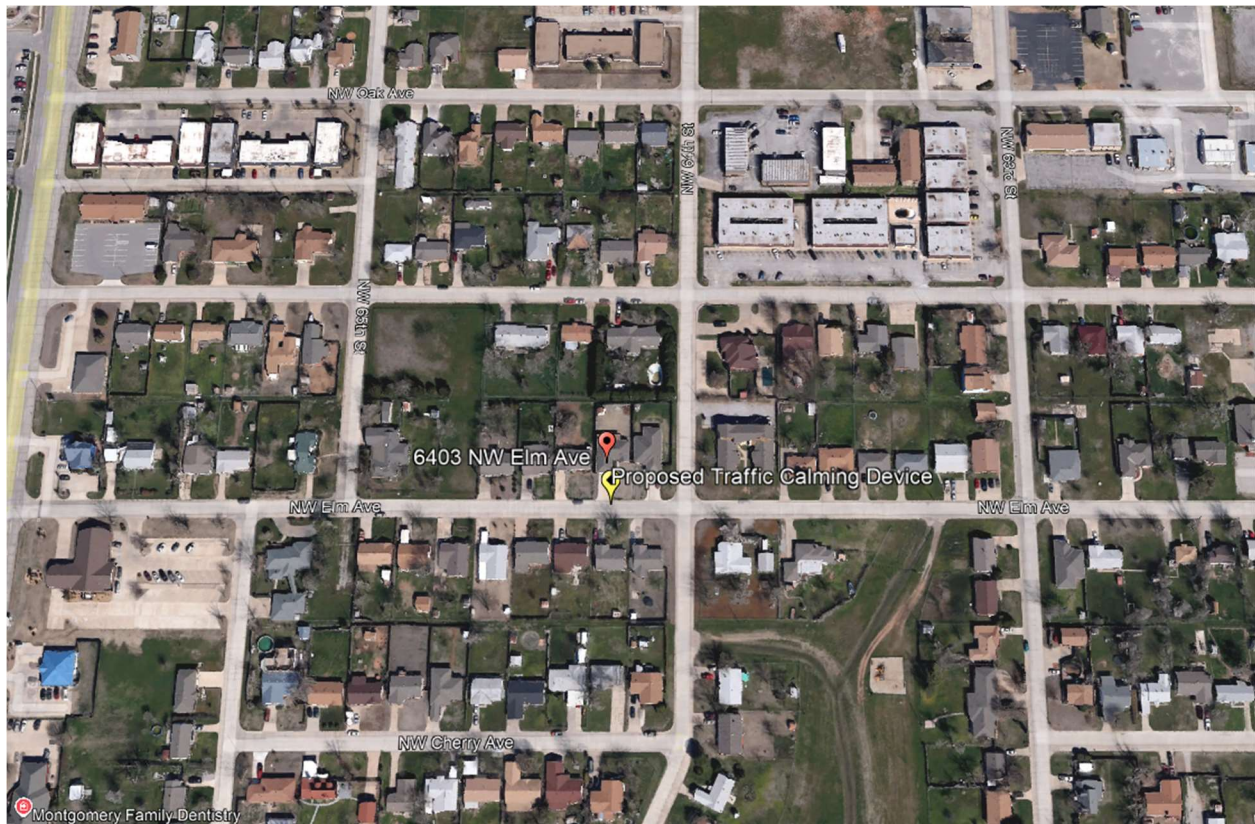
NW Elm Ave

Ward 8

Executive Summary

This report summarizes conditions on the road segment on NW Elm that was requested for Public Works to study by Citizens on March 27th, 2025. 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 does not recommend any measures be enacted. The location does not meet the council policy threshold for the average vehicles per day (91% of the action threshold), and at only 33 vehicles measured, there is not a significant amount of vehicles traveling at excess speeds to warrant the cost of traffic control measures on the segment. If traffic calming is requested by the councilmember, other options are available in the last section of this report in order of Public Works recommendations for the specific area.

Councilmembers Recommendation

- Speed Tables or Stop Signs

Initial Qualification Criteria

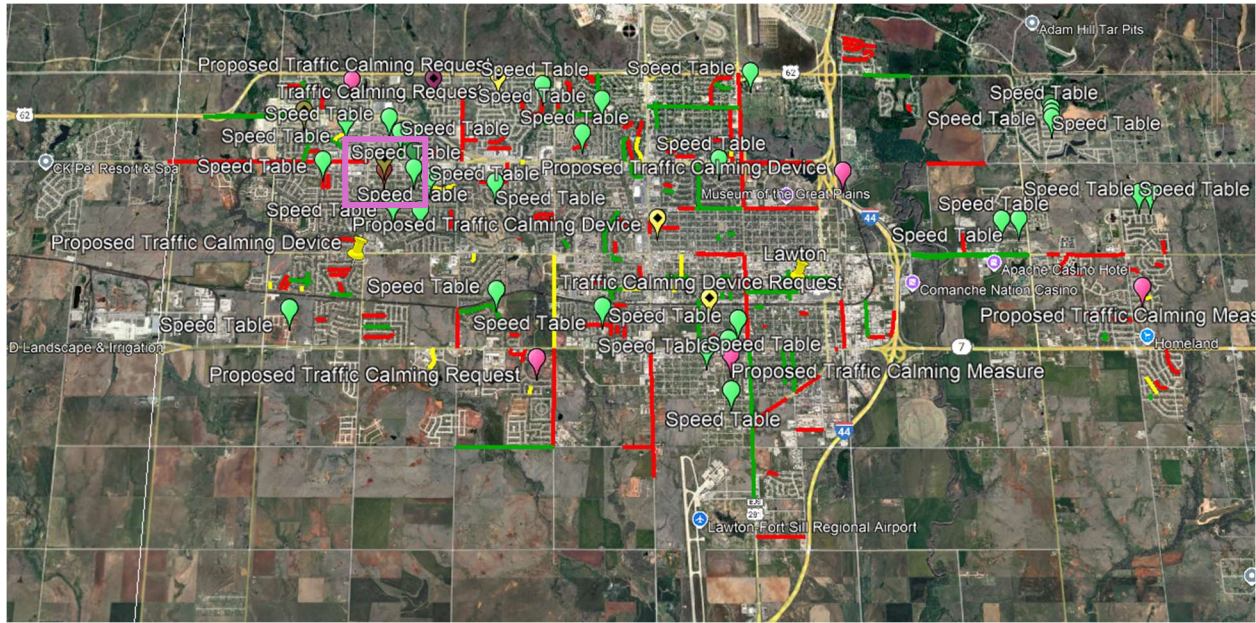
Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all of the criteria outlined in the policy, listed below:

- 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 listed on the 105 in '25 list. Additional future years plans are being created but were not available at the time of this study.
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	None noted
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 Tables Installed			
Ward	Total Installed	FY Installed	FY- Being Processed
1	3	2	2
2	2	2	0
3	3	3	0
4	8	6	1
5	2	0	2
6	4	2	2
7	4	3	5
8	5	2	4

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 5 June 2025, 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.

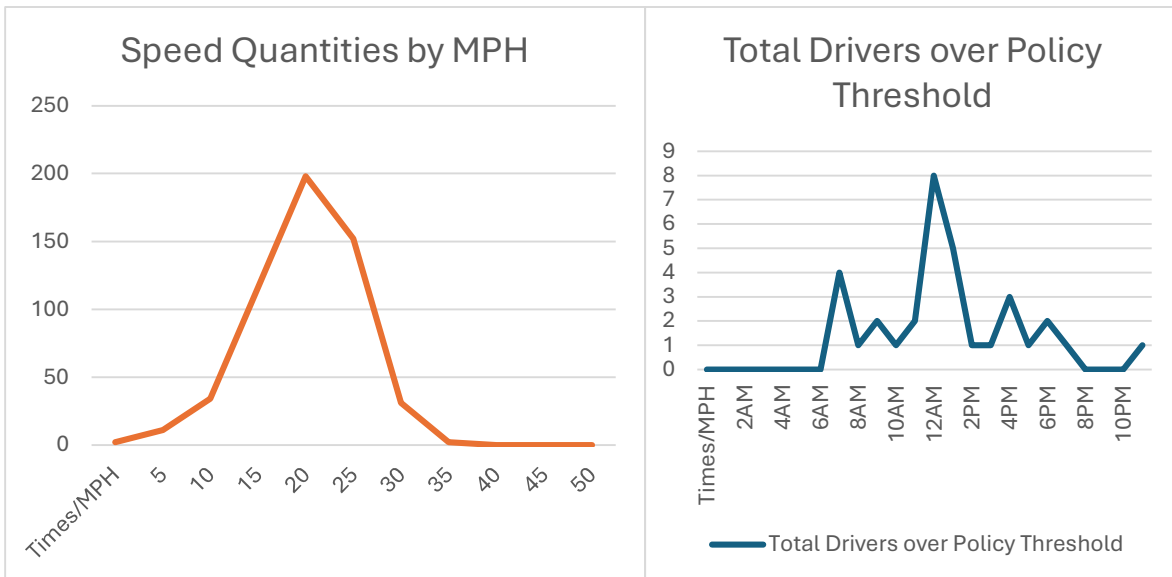
To make a recommendation, data is used from the following nationally recommended standards for speed table implementation, as well as the physical geography and roadways of the area

- 85th percentile speed \geq 8 mph over the posted speed limit
 - o Criteria was not met, with an average speed of 22.5 MPH, which is at or under the (typical) speed limit for the roadway.
- ADT > 600 vehicles/day (vpd)
 - o Criteria was not met, with 546 vehicles per day.

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 Elm Ave	Between NW 64 th and NW 65 th Streets	22.8 MPH	22.5 MPH	28.4 MPH	25	33	546
Does Not Meets Recommended Standard					Meets Accepted Criteria		

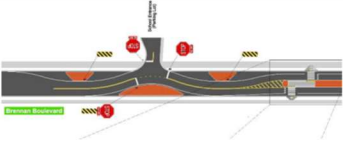
Quantity of Speeds Recorded




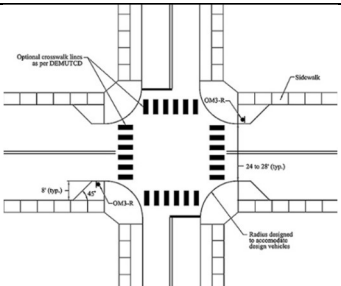
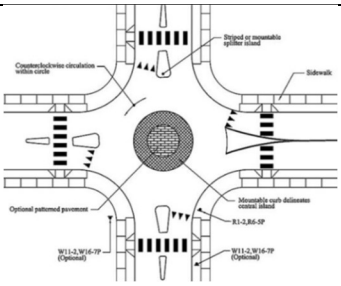

The average speed in the area is 22.5 MPH, with a median speed of 22.8 MPH and a 85th percentile speed of 28.4 MPH. This is well below the threshold of the policy and generally accepted standards for traffic calming, with 33 vehicles out of 546 counted (6%) being above the 33 MPH standard. Note that 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.

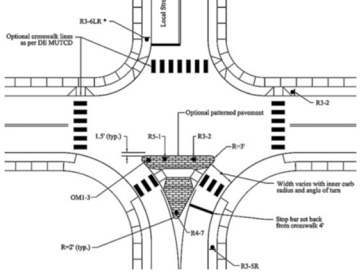
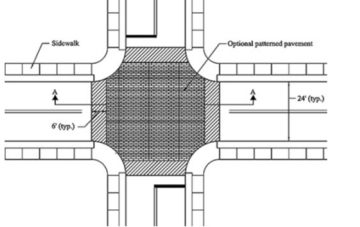


Traffic Calming Devices Reviewed



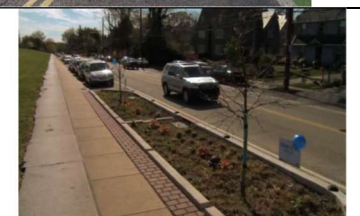

The below traffic calming measures were reviewed during this study. These measures are listed in order of Public Works recommendation. Recommendations do **NOT** consider the resources (time/money) needed to implement the measure and may be a factor to consider for the Streets and Bridges Committee or City Council.

Calming Measure	Illustration	Comments	Recommendation Order
Stop Signs		Placing a 3-way stop sign at NW 65 th and NW Elm would have the best effect. Stop signs generally force vehicles to slow down the same as a speed table, but is easier to maintain. In addition, this intersection is currently an open intersection with no signage.	1
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 solution can be implemented between NW 64 th and NW 65 th streets.	2

Choker		The horizontal deflection causes vehicles to slow down. This solution can be implemented between NW 64 th and NW 65 th streets.	3
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 for emergency vehicles responding from one area to another, which typically results in a delay of response 5.7 to 9.4 seconds per speed table.	4
Speed Table/Raised Crosswalks		Speed tables are designed to keep traffic at 25-27 MPH. Speed cushions are recommended over speed tables when possible to allow better emergency vehicle access.	5
Realigned Intersection		The horizontal deflection causes drivers to slow down. This measure can be placed on NW 65 th street with effect.	6
Increased Enforcement		Speeding vehicles occur at all hours, making this a less desirable option.	7

<p>Radars Speed Signs</p>		<p>Radars speed signs show drivers their current speed. This serves as a reminder to those that are speeding of the speed limit and prevents “honest” drivers from speeding.</p>	<p>8</p>
<p>Corner Extension</p>		<p>Placing corner extensions reduces lane width, slowing traffic. This measure can be installed on NW 64th street, however since a stop sign already exists here, would have little effect.</p>	<p>9</p>
<p>Mini Roundabout</p>		<p>Similar to a traffic circle, a mini roundabout’s center differs by being traversable. This can be installed on NW 64th street and Elm, however, since a stop sign already exists here, would have little effect.</p>	<p>10</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 busses and fire</p>	<p>11</p>

<p>Median Barrier/Forced Turn Island</p>		<p>This measure diverts traffic from going straight, slowing traffic and interrupting through traffic, primarily. This measure would have no noticeable effect as stop signs already exist at NW 64th where this measure is targeted for.</p>	<p>17</p>
<p>Raised Intersection</p>		<p>This is typically used for an intersection with high pedestrian numbers. This measure would have no noticeable effect as stop signs already exist at NW 64th where this measure is targeted for.</p>	<p>18</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. This measure would have no noticeable effect as stop signs already exist at NW 65th where this measure is targeted for.</p>	<p>19</p>
<p>Increased Fine Zone</p>		<p>This is an option, but is usually only implemented if increased enforcement is selected as a measure and the amount of speeding traffic is overwhelming for law enforcement.</p>	<p>20</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>On-Street Parking</p>		<p>On-Street parking is currently allowed.</p>	<p>N/A</p>
<p>Decoratively Painted Crosswalks</p>		<p>No painted crosswalks are in this study area</p>	<p>N/A</p>

Item Title:

Receive a report on traffic conditions on NW Lake Ave and provide recommendations to council on traffic control measures to take in the area.

Initiator: Allan Hampton, Councilman - Ward 5

Information Source: Michael Watrous, Director

Background:

This report summarizes conditions on the road segment on NW Lake that was requested for Public Works to study by Councilman Hampton on April 3rd, 2025. Public Works recommends increased enforcement due to the infrequency of speeding and specific timeframes where speeding is occurring, as well as the surrounding location and physical geography. This request also does not meet requirements in Council policy 10-5.

Correlation to the True North Statement:

Transparency, Citizen, Safety, Efficiency

Exhibit:

Speed Study Results and Recommendations

Key Issues:

Location does not meet criteria outlined in council policy 10-5.

Funding Source:

FY 26 Streets and Traffic Control, Repair and Maintenance - projected balance: \$1,427,580

Recommended Action:

ATTACHMENTS:

1. FILE_6341

City of Lawton

Department of Public Works



Neighborhood Traffic Calming Report

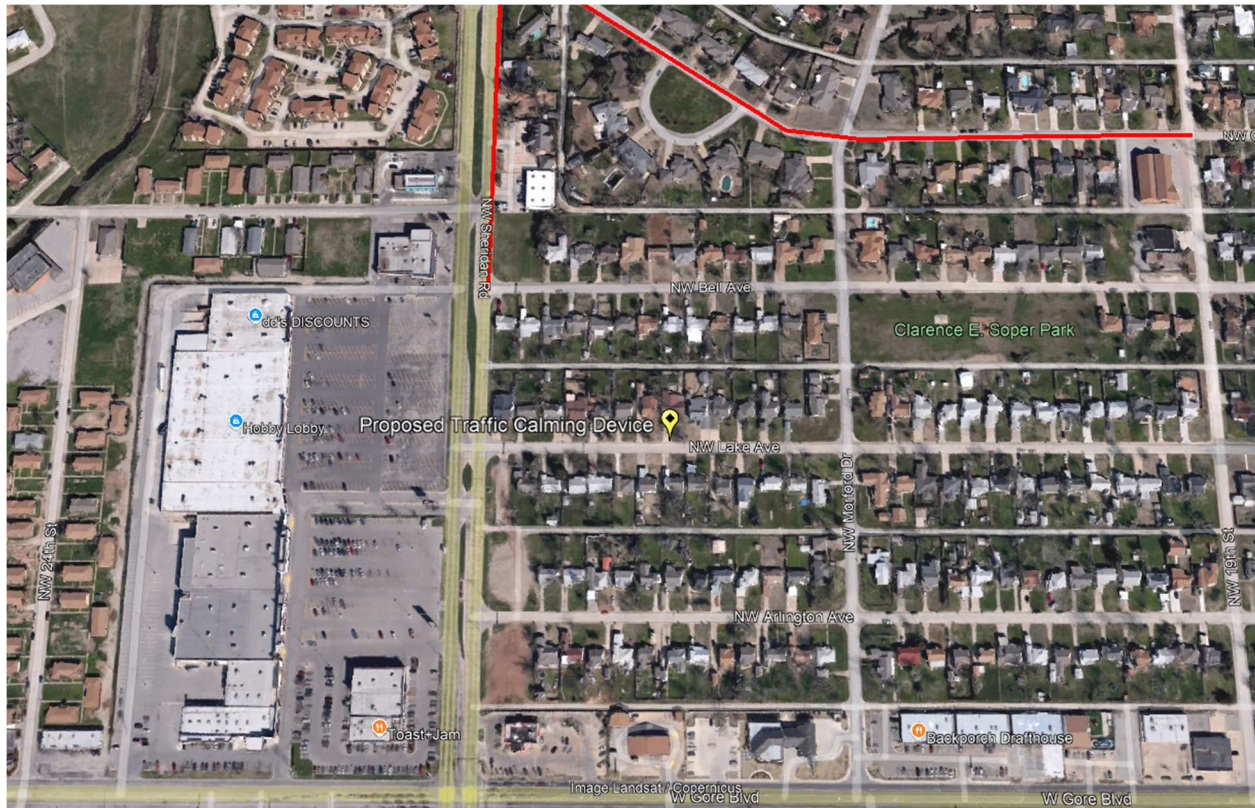
NW Lake Ave

Ward 5

Executive Summary

This report summarizes conditions on the road segment on NW Lake Ave that was requested for Public Works to study by Councilmember Hampton on April 3rd, 2025. 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 increased traffic enforcement in the area between the hours of 10AM and noon, when most speeders were identified. Physical measures implemented will likely only result in the shifting of the minor percentage of speeding traffic in the area to other streets, namely NW Arlington Ave and NW Bell Ave, resulting in no noticeable effect overall in the neighborhood and instead, shifting speeding traffic to and around Clarence E. Soper Park, resulting in more dangerous conditions for pedestrians and children. Other options are available in the last section of this report in order of Public Works recommendations for the specific area.

Councilmembers Recommendation

Initial Qualification Criteria

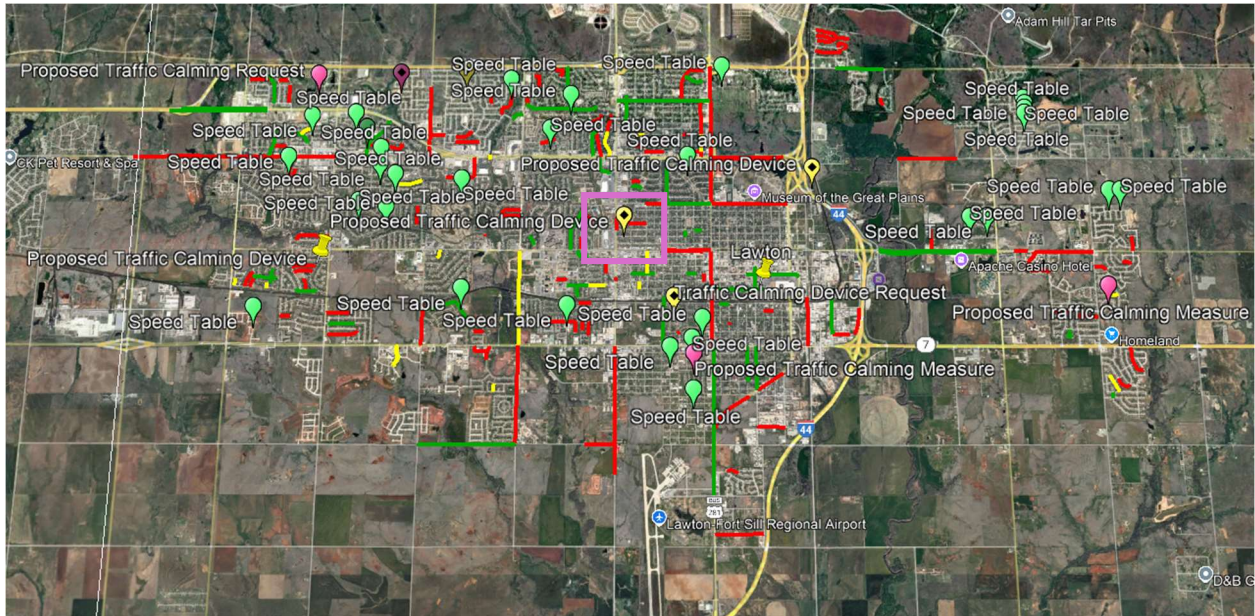
Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all of the criteria outlined in the policy, listed below:

- 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 listed on the 105 in '25 list. Additional future years plans are being created but were not available at the time of this study.
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 services	Met	Any vertical calming measure will typically result in a 5-10 second delay in response.
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 in order to make the best recommendation for the roadway and citizen concerns. The City Public Works Department conducted a traffic study on 15 May 2025, 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.

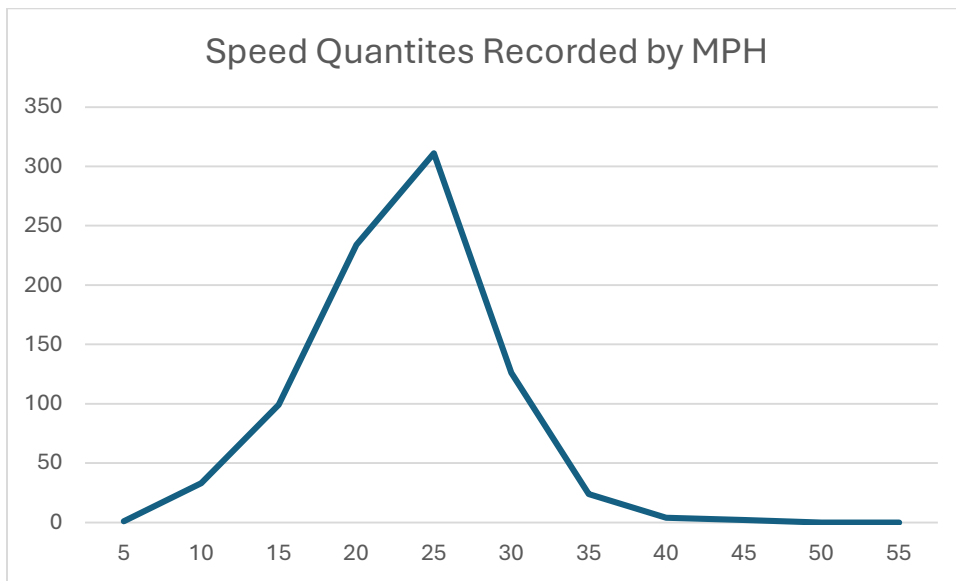
To make a recommendation, data is used from the following national recommended standards for speed table implementation, as well as the physical geography and roadways of the area

- 85th percentile speed \geq 8 mph over the posted speed limit
 - o Criteria was not met, with an average speed of 25 MPH, which is at the (typical) speed limit for the roadway.
- ADT > 600 vehicles/day (vpd)
 - o Criteria was met, with 1027 vehicles per day.

Location Specific Data

Steet	Location	Median Speed	Average Speed	Posted Speed Limit	8 MPH above the posted speed	24-Hour Traffic Count
NW Lake	Between NW Sheridan and NW Morford	25 MPH	23 MPH	25	33	834
Does Not Meets Recommended Standard				Meets Accepted Criteria		


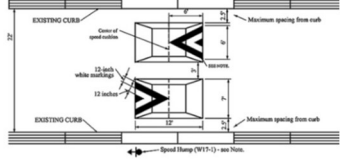
Quantity of Speeds Recorded

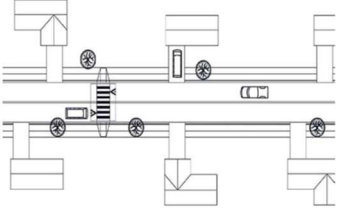






The average speed in the area is 23 MPH, with a median speed of 25 MPH. While the average and median speeds are outside of the generally accepted standards for speed tables, the data does show there is a very minor problem with speeding in the area, with 30 out of 834 vehicles recorded at speeds at or above 35 MPH. Note that the sensor will “hit” on vehicles with double axels, trailers, etc., showing their speed as higher than what is actually occurring, so it is likely that the number of speeding vehicles is below the number shown.

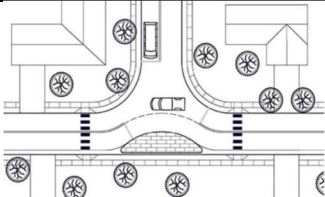




Traffic Calming Devices Reviewed

The below traffic calming measures were reviewed during this study. These measures are listed in order of Public Works recommendation. Recommendations do **NOT** 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 Order
Increased Enforcement		<p>Due to the geography of the area, any physical measures implemented in this neighborhood will likely result in speeding traffic migrating to a different street, shifting the minor speeding problem to a different street and different residents.</p>	1
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 for emergency vehicles responding from one area to another, which typically results in a delay of response 5.7 to 9.4 seconds per speed table.</p>	2

<p>Speed Table/Raised Crosswalks</p>		<p>Speed tables 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>	<p>3</p>
<p>Radar Speed Signs</p>		<p>Radar speed signs show drivers their current speed. This serves as a reminder to those that are speeding of the speed limit and prevents “honest” drivers from speeding.</p>	<p>4</p>
<p>Closure</p>		<p>Closing one direction of travel on this road (westbound) is an option, as the majority of speeding traffic was identified as eastbound.</p>	<p>5</p>
<p>Increased Fine Zone</p>		<p>Increased fine zones rely on increased enforcement action, but the increased penalty deters drivers where the average speed is appreciably greater than the speed limit</p>	<p>6</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 is not recommended.</p>	<p>7</p>

<p>Raised Intersection</p>		<p>This is an option for the intersection of NW Morford and NW Lake, however the intersection already has stop signs and would likely not result in a lowered speed in the area.</p>	<p>13</p>
<p>Roundabout</p>		<p>This is an option for the intersection of NW Morford and NW Lake, however the intersection already has stop signs and would likely not result in a lowered speed in the area.</p>	<p>14</p>
<p>Traffic Circle</p>		<p>This is an option for the intersection of NW Morford and NW Lake, however the intersection already has stop signs and would likely not result in a lowered speed in the area.</p>	<p>15</p>
<p>Choker</p>		<p>Due to the driveways on this road segment, this method is not feasible.</p>	<p>N/A</p>
<p>Lateral Shift</p>		<p>Due to the driveways on this road segment, this method is not feasible.</p>	<p>N/A</p>
<p>Median Island</p>		<p>Due to the driveways on this road segment, this method is not feasible.</p>	<p>N/A</p>

<p>Realigned Intersection</p>		<p>This option is not feasible due to roadway geography in the area.</p>	<p>N/A</p>
<p>Chicane</p>		<p>Due to the driveways on this road segment, this method is not feasible.</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>On-Street Parking</p>		<p>On-Street parking is currently allowed.</p>	<p>N/A</p>
<p>Decoratively Painted Crosswalks</p>		<p>No painted crosswalks are in this study area</p>	<p>N/A</p>
<p>Stop Signs</p>		<p>A stop sign already exists at NW Morford and NW Lake.</p>	<p>N/A</p>

Item Title:

Receive a report on traffic conditions on SW I and provide recommendations to council on traffic control measures to take in the area.

Initiator: Allan Hampton, Councilman - Ward 5

Information Source: Michael Watrous, Director

Background:

This report summarizes conditions on the road segment on SW I that was requested for Public Works to study by Councilmember Hampton on April 3rd, 2025. Public Works recommends no action as the request does not meet requirements in Council policy 10-5.

Correlation to the True North Statement:

Transparency, Citizen, Safety, Efficiency

Exhibit:

Speed Study Results and Recommendations

Key Issues:

Location does not meet criteria outlined in council policy 10-5.

Funding Source:

FY 26 Streets and Traffic Control, Repair and Maintenance - projected balance: \$1,427,580

Recommended Action:

ATTACHMENTS:

- 1. FILE_8257

City of Lawton

Department of Public Works



Neighborhood Traffic Calming Report

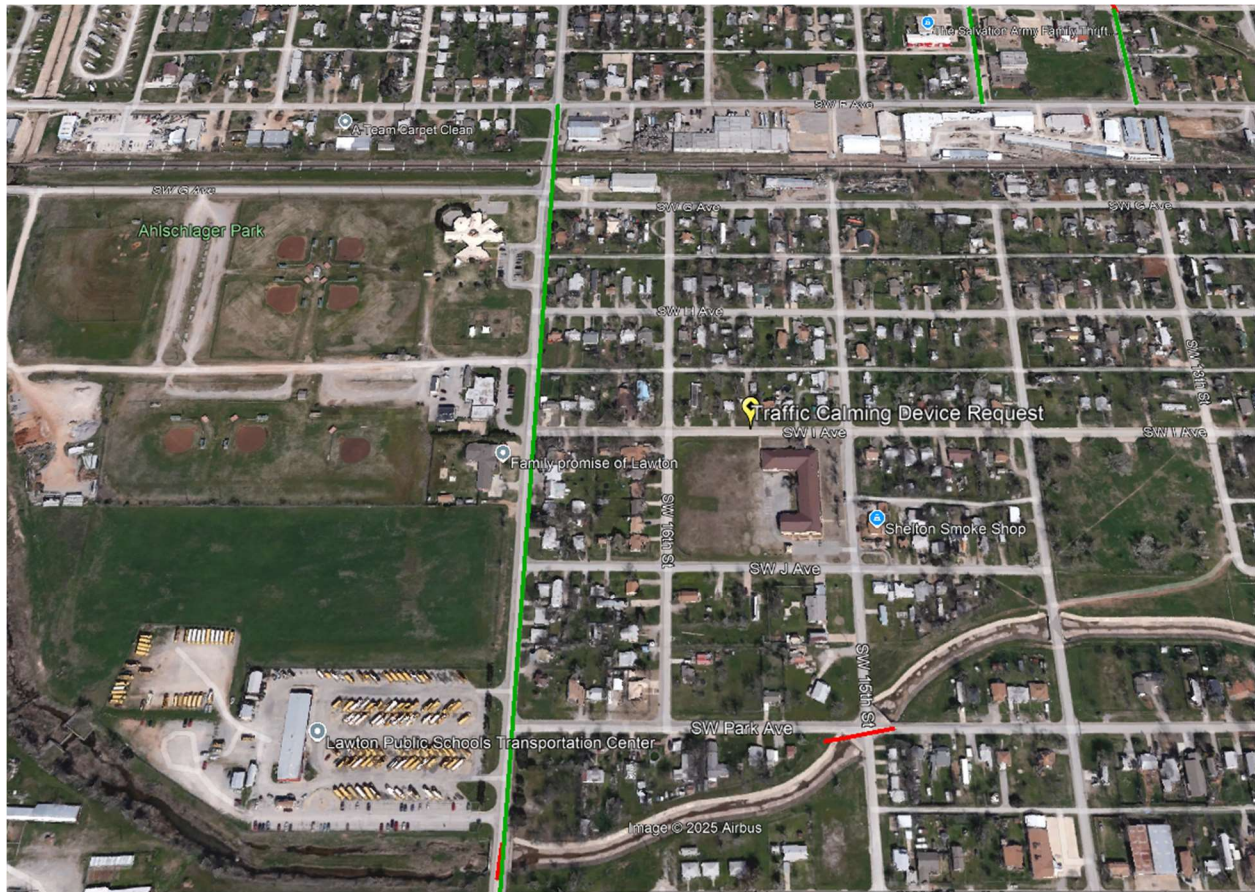
SW I

Ward 5

Executive Summary

This report summarizes conditions on the road segment on SW Parkridge Blvd that was requested for Public Works to study by Councilmember Hampton on April 3rd, 2025. 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 Does not recommend any measures be enacted. The location does not meet the council policy threshold for the average vehicles per day (32% of the action threshold), and at only 4 vehicles measured, there is not a significant amount of vehicles traveling at excess speeds to warrant the cost of traffic control measures on the segment. In addition, stop signs exist on both intersections on this road segment, limiting the speed vehicles are reaching and limiting the options available for calming measures. Other options are available in the last section

of this report in order of Public Works recommendations for the specific area, if traffic calming measures are deemed necessary by the councilmember.

Councilmembers Recommendation

Initial Qualification Criteria

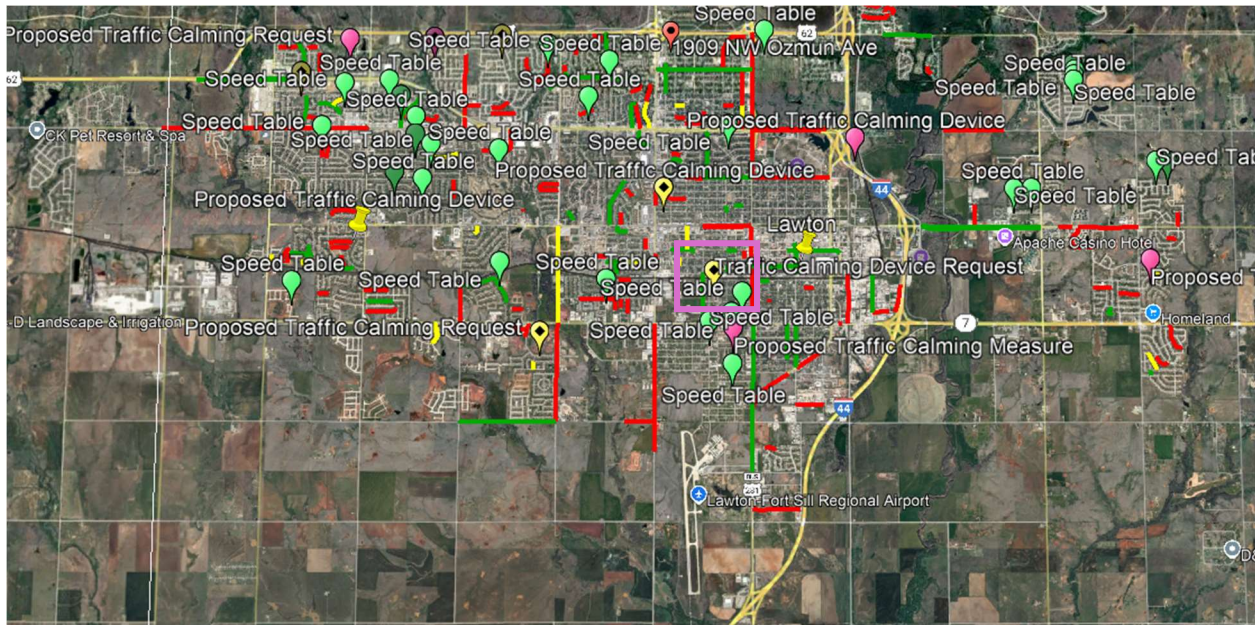
Council Policy 10-5 outlines the following criteria be met before time and resources are spent reviewing the request. This request meets all of the criteria outlined in the policy, listed below:

- 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 listed on the 105 in '25 list. Additional future years plans are being created but were not available at the time of this study.
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	None noted
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 Tables Installed			
Ward	Total Installed	FY Installed	FY- Being Processed
1	3	2	2
2	2	2	0
3	3	3	0
4	8	6	1
5	2	0	2
6	4	2	2
7	4	3	5
8	5	2	4

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 30 May 2025, 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.

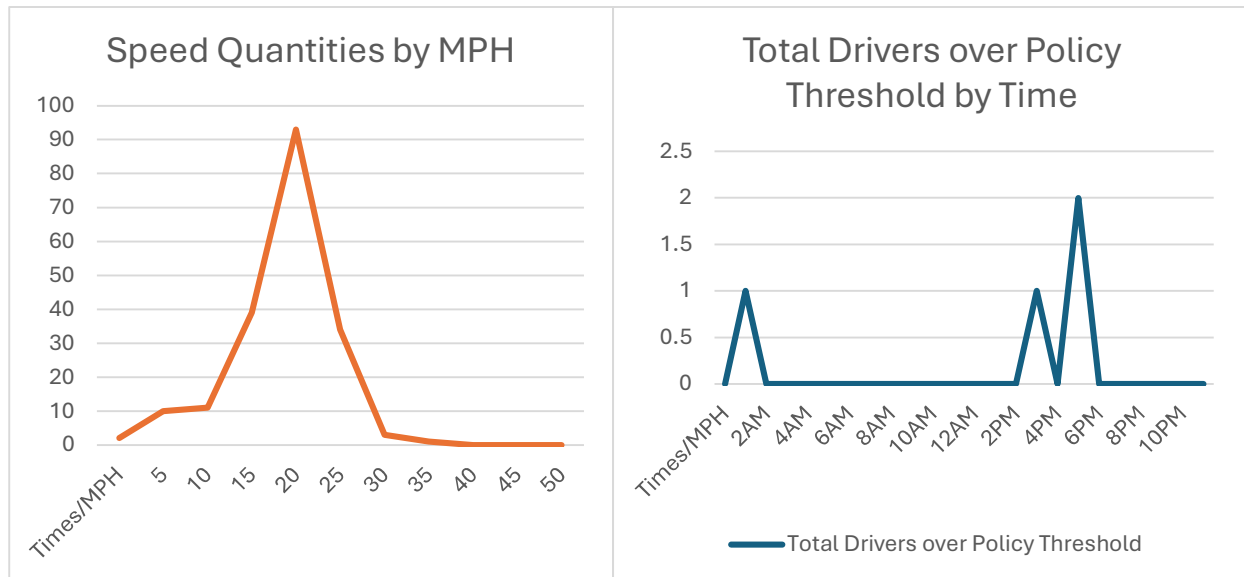
To make a recommendation, data is used from the following nationally recommended standards for speed table implementation, as well as the physical geography and roadways of the area

- 85th percentile speed \geq 8 mph over the posted speed limit
 - o Criteria was not met, with an average speed of 21.3 MPH, which is at or under the (typical) speed limit for the roadway.
- ADT > 600 vehicles/day (vpd)
 - o Criteria was not met, with 193 vehicles per day.

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 I Ave	Between SW 15 th and SW 16 th Streets	21.9 MPH	21.3 MPH	26.3 MPH	25	33	193
Does Not Meets Recommended Standard					Meets Accepted Criteria		


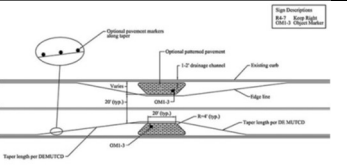
Quantity of Speeds Recorded


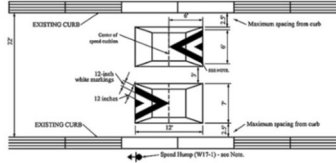
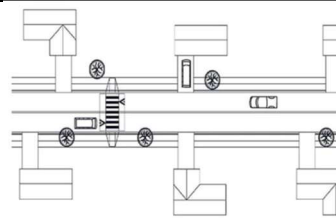




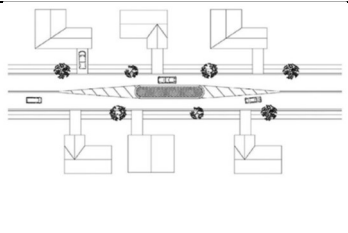
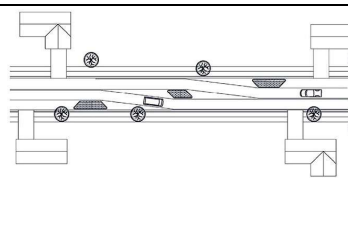
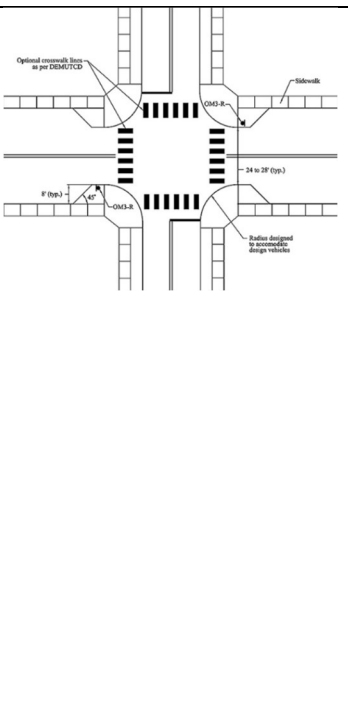
The average speed in the area is 21.3 MPH, with a median speed of 21.9 MPH and a 85th percentile speed of 26.3 MPH. This is well below the threshold of the policy and generally accepted standards for traffic calming, with 4 vehicles out of 193 counted (2%) being above the 33 MPH standard. Note that the 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.


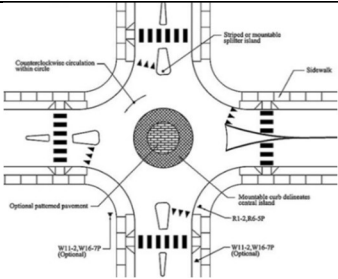
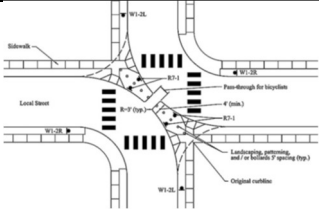
Traffic Calming Devices Reviewed

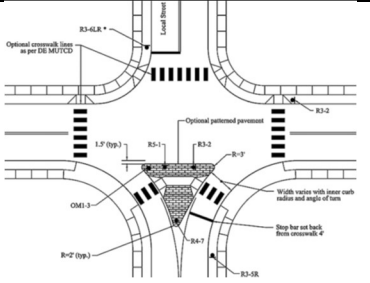
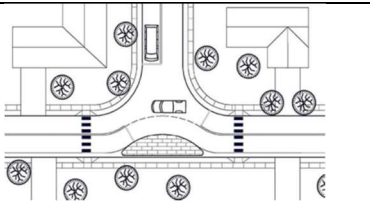
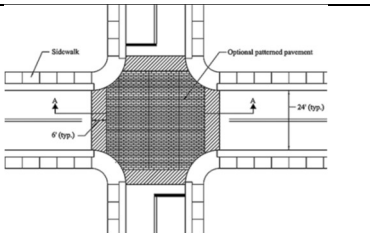

The below traffic calming measures were reviewed during this study. These measures are listed in order of Public Works recommendation. Recommendations do **NOT** consider the resources (time/money) needed to implement the measure and may be a factor to consider for the Streets and Bridges Committee or City Council.






Calming Measure	Illustration	Comments	Recommendation Order
Chicane		<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. Due to the problem area being on a road segment between two stop signs, the best options will be on the street itself, if a solution is desired.</p>	10
Choker		<p>The horizontal deflection causes vehicles to slow down. There are a few locations where this can be installed on this segment.</p>	N/A

<p>Increased Enforcement</p>		<p>Speeding vehicles occur at a peak between 4 and 5PM. Targeted enforcement of the speeding vehicles would likely result in an immediate reduction.</p>	<p>4</p>
<p>Speed Cushion</p>		<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 for emergency vehicles responding from one area to another, which typically results in a delay of response 5.7 to 9.4 seconds per speed table.</p>	<p>11</p>
<p>Speed Table/Raised Crosswalks</p>		<p>Speed tables 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>	<p>13</p>
<p>Radar Speed Signs</p>		<p>Radar speed signs show drivers their current speed. This serves as a reminder to those that are speeding of the speed limit and prevents “honest” drivers from speeding.</p>	<p>9</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 is not recommended.</p>	<p>12</p>
<p>Median Island</p>		<p>Due to the driveways on this road segment, this method would result in unnecessary disruption for residents but is feasible.</p>	<p>N/A</p>
<p>Lateral Shift</p>		<p>Due to the driveways on this road segment, this method would result in unnecessary disruption for residents but is feasible.</p>	<p>99</p>
<p>Stop Signs</p>		<p>Both intersections on this segment already have stop signs on I ave.</p>	<p>N/A</p>
<p>Corner Extension</p>		<p>Placing corner extensions at all intersections along this segment reduces lane width, slowing traffic. This measure would have no noticeable effect as stop signs already exist at both intersections on the segment where this measure is targeted for.</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. This measure would have no noticeable effect as stop signs already exist at both intersections on the segment where this measure is targeted for.</p>	<p>N/A</p>
<p>Mini Roundabout</p>		<p>Similar to a traffic circle, a mini roundabout's center differs by being traversable. This measure would have no noticeable effect as stop signs already exist at both intersections on the segment where this measure is targeted for.</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 measure would have no noticeable effect as stop signs already exist at both intersections on the segment where this measure is targeted for.</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. This measure would have no noticeable effect as stop signs already exist at both intersections on the segment where this measure is targeted for.</p>	<p>N/A</p>
<p>Realigned Intersection</p>		<p>The horizontal deflection causes drivers to slow down. This measure would have no noticeable effect as stop signs already exist at both intersections on the segment where this measure is targeted for.</p>	<p>N/A</p>
<p>Raised Intersection</p>		<p>This is typically used for an intersection with high pedestrian numbers. This measure would have no noticeable effect as stop signs already exist at both intersections on the segment where this measure is targeted for.</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. This measure would have no noticeable effect as stop signs already exist at both intersections on the segment where this measure is targeted for.</p>	<p>N/A</p>

<p>Closure</p>		<p>Closing one direction of travel on this road is not a feasible option. This measure would have no noticeable effect as stop signs already exist at both intersections on the segment where this measure is targeted for.</p>	<p>N/A</p>
<p>Increased Fine Zone</p>		<p>This is not an option in the area as there is not enough of a speeding problem to warrant it.</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>On-Street Parking</p>		<p>On-Street parking is currently allowed.</p>	<p>N/A</p>
<p>Decoratively Painted Crosswalks</p>		<p>No painted crosswalks are in this study area</p>	<p>N/A</p>

Item Title:

Make a recommendation to City Council regarding changing the timing of traffic control lights at the following intersections: NW Lincoln Blvd and NW 38th Street, NW 6th Street and W Gore Blvd, N Railroad Street and W Gore Blvd, E Gore Blvd and Flowermound Drive, and Winners Way and Gore Blvd.

Initiator: George Gill, Councilman - Ward 4

Information Source: George Gill, Councilman - Ward 4

Background:

The City has received feedback from citizens and traffic observations regarding the current timing of traffic control signals at several key intersections, including NW Lincoln Blvd and NW 38th Street, NW 6th Street and Gore Blvd, Railroad Street and Gore Blvd, Gore Blvd and Flowermound Drive, and Winners Way and Gore Blvd. Concerns raised include increased congestion during peak hours, inefficient signal changes, and potential safety hazards due to inconsistent timing.

Correlation to the True North Statement:

Exhibit:

Key Issues:

Funding Source:

Recommended Action:

Make a recommendation to City Council regarding changing the timing of traffic control lights at the following intersections: NW Lincoln Blvd and NW38th Street, NW 6th Street and Gore Blvd, Railroad Street and Gore Blvd, Gore Blvd and Flowermound Drive, and Winners Way and Gore Blvd.

ATTACHMENTS:

None