

A G E N D A

OKLAHOMA COUNTY PLANNING COMMISSION

ROOM 103 1:30 p.m.

October 11, 2012

- 1. Notice of meeting posted October 5, 2012.**
- 2. Call to Order.**
- 3. Roll Call.**
- 4. Approval of Minutes of the Previous Meeting: (September 13, 2012)**
- 5. Discussion and possible action to approve/deny the New Oklahoma County Policy on Residential Traffic Control Management.** The County Engineer has developed a Residential Traffic control Management Program in an effort to minimize speeding, encourage and promote safety. If approved, the program will become an appendix to the Oklahoma County Subdivision Regulations.

STACEY TRUMBO
Oklahoma County Engineer

- 6. Discussion and possible action to receive September 2012 Fee Fund Report.**
- 7. Other Business.**
- 8. Adjournment.**

October 5, 2012

OKLAHOMA COUNTY
POLICY
ON
RESIDENTIAL TRAFFIC CONTROL MANAGEMENT



OKLAHOMA COUNTY
ENGINEERING DEPARTMENT
405-713-1495

320 Robert S. Kerr
OKLAHOMA CITY, 73102

Residential Traffic Control Management ProgramPage 2

OKLAHOMA COUNTY

Residential Traffic Control

Management Program

August 2011

A. General

Good transportation is essential to the life and development of a community. Citizens want evidence that their concerns are receiving serious consideration and that actions are being taken; they want to have a significant part in the decision-making process.

The County receives many complaints about speeding vehicles on residential streets and is inundated with requests to post stop signs in an effort to “slow” down speeders. Many citizens have concerns about the lack of safety for their children and their neighbors due to this problem. While police enforcement remains the most effective way to deal with speeders, police resources are limited and they cannot cover the entire problem areas at all times.

In response to this concern the County has developed a *Residential Traffic Control Management Program* in an effort to minimize speeding and encourage and promote safety. This program provides an opportunity for residents to participate in a process that leads to the installation of traffic safety improvements.

In order for improvements to be effective, they should be located selectively in accordance with defined transportation engineering criteria for the purpose of alleviating documented problems. Proper installation will also encourage safe driving practices.

The following “Traffic Safety Improvements” are appropriate devices for physically restricting vehicle movements and in some cases reducing vehicle speeds on certain types of streets when installed in accordance with this program.

- Chokers

A choker is a narrowing of a street, either at an intersection or at a midblock location, in order to reduce the width of the traveled way. Chokers reduce the distance over which pedestrians are exposed to vehicular traffic, and provide areas for people to walk or areas for landscaping thereby improving the appearance of the neighborhood.



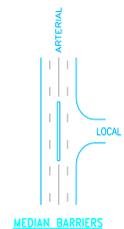
- Traffic Circles

A traffic circle is usually 10 feet in diameter and installed in the middle of an intersection of two local streets, requiring vehicles into a weaving maneuver.



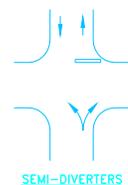
- Median Barriers

Median barriers are used at the intersection of a major street (arterial) and a minor street (residential) to make all left turns and the through movements on the minor street impossible. Median barriers which reduce accessibility to neighborhood streets may exclude a driver, which formerly used the street as a speedy shortcut.



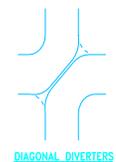
- Semi-diverters

A semidiverter is a barrier to traffic in one direction of a street which permits traffic in the opposite direction to pass through. It is a physical reinforcement to the “Do Not Enter” sign. It is an alternative to using a one-way street designation for the same block, and allows residents on the block limited two-way travel opportunity.



- Diagonal Diverters

A diagonal diverter is a barrier placed diagonally across an intersection to convert the intersection into two unconnected streets, each making a 90 degree turn. The primary purpose of a diagonal diverter is to break up through traffic, making travel through a neighborhood difficult, while not actually preventing it.



- Cul-de-sacs

An intersection cul-de-sac is a complete barrier of a street at an intersection, leaving the block open to local traffic at one end, but physically barring the other.



- Raised Intersections

The entire intersection is raised 3 to 4 inches above the normal grade level, with ramps to conform to the grades of the adjacent streets.

Eligibility Requirements

The following criteria must be satisfied for a street to be considered eligible for traffic safety improvements; in lieu of or after conventional traffic control devices that are requested are determined to be unwarranted based on the Manual of Uniform Traffic Control Devices (MUTCD).

1. The existing traffic control devices (if any) on the street in question will be evaluated to determine whether the devices conform to the MUTCD.
2. Any existing devices that do not conform to the MUTCD will be removed after the new improvements are installed.
3. The street must be used to provide access to abutting low-density residential (local residential streets) properties and/or to collect traffic for such streets (residential collector).
4. Traffic volumes must exceed 50 vehicles per day but less than 4000 vehicles per day.
5. There must be no more than one moving lane of traffic in each direction.
6. The street must have an 85 percentile speed exceeding 35 mph.
7. The street must not be scheduled for resurfacing within the next two years.

Cost Responsibility

The entire cost of any traffic safety improvement, which is not consistent with the MUTCD, is the residents' responsibility. The cost for transportation engineering studies and maintenance of the improvements is the responsibility of the County. The term resident, when used in cost sharing, does not necessarily refer to the petitioners. It is used to define the share of the cost that **is not** the responsibility of the County and could be paid by one or more of the residents or from other private sources.

Removal or Alteration of Improvement

The process of removal or alteration is the same as the process for installation. The cost is the residents' responsibility. Any device installed will be maintained by the County and no person or persons have the authority to remove or alter the devices in any way.

Improvement Location

The improvement will not be located in front of a property if the occupant objects to its placement. Fulfillment of this requirement is the responsibility of the applicant(s).

Design Standards and Procedures

The County Engineering Department shall prepare and maintain current design standards and installation procedures for traffic safety improvements in accordance with this program.

PROCEDURES FOR INSTALLATION

1. A written request from a citizen, homeowners association or representative must be forwarded to:

Engineering Department
Oklahoma County
320 Robert S. Kerr, Suite 101
Oklahoma City, Oklahoma 73102

2. A determination of eligibility will be made based on available or collected traffic data. If the street is determined not eligible the applicant(s) will be notified in writing giving the reason. If the street is eligible for consideration, a meeting will be arranged between the applicant and the city staff to define the problems and discuss solutions. Follow up meetings will be held if necessary.
3. It is the responsibility of the applicant to provide a signed petition indicating seventy-five percent of the residents agree to, and approve of, the proposed improvements. All petitions will be provided to applicant by the County. If the improvements are throughout the entire subdivision, seventy-five percent of all residents must sign the petition. If the improvements are proposed on only one street, then seventy-five percent of residents addressed on that street must sign the petition.
4. Upon receipt of the petition, staff will verify the legitimacy of signatures and conduct any additional traffic studies.
5. After all parties agree on the type of improvements, location of improvements, and cost of improvements the County will mail a notification to the homeowners. The notification will include a return form to indicate support or objection to the proposed improvements. Seventy-five percent of the residents must be in favor of the proposed improvements.
6. The County will prepare a detailed cost estimate and forward it to the applicant.

7. Upon receipt of payment of the cost, the improvements will be installed as scheduling permits. If payment is not received within one year from the statement date the proposed improvements will be canceled.