Traffic and Transportation Commission

November 20, 2017

Traffic and Transportation Commission
All Wards

V-A. Applicant: Traffic and Transportation Commission Traffic Calming Subcommittee Municipal Code §2-747

Request: Consider a recommendation to the Oklahoma City Council on the Alternative Speed Abatement Program for Oklahoma City Neighborhoods and a resolution adopting the program.

Background: The proposed Resolution and the Alternative Speed Abatement Program for Oklahoma City Neighborhoods are the result of work by the Traffic and Transportation Commission's Traffic Calming Subcommittee and staff with support from the Municipal Counselor's Office.

Since its first meeting on October 21, 2013, the Traffic and Transportation Commission's Traffic Calming Subcommittee (hereafter Subcommittee) and staff have met several times to discuss the most commonly received and vexing traffic safety concern expressed by Oklahoma City's citizens: speeding in neighborhoods. At the Commission's regular meeting on August 17, 2015, staff presented an agenda item (V-G) requested by Commission Chair Walter Kula to discuss an action plan to initiate the development of a traffic calming program. A copy of that agenda item is included for reference. The Commission heard and discussed the item and voted to approve directing the Subcommittee to work with City staff to create a draft traffic calming program. The Alternative Speed Abatement Program for Oklahoma City Neighborhoods is the currently proposed version of the Program. It is the product of staff's and the Subcommittee's assemblage of the better features of several such programs from across the United States, most notably programs from Omaha, NE; Tulsa, OK; Norman, OK; and Austin, TX.

The Commission's involvement in the development of the Program stems from its duties enumerated in Section 747 of Chapter 2 of the Oklahoma City Municipal Code, 2010, Functions generally. Part (2) of §2-747 states that the Traffic and Transportation Commission, "within the limitations of ordinances and State laws applicable to traffic control shall exercise general supervisory direction over the planning of facilities for improvement of traffic conditions and for the safe and efficient operation of traffic movement over, across and along the streets and highways, and the marking and signalizing thereof." Further, part (4) of the same section states that the Commission, "shall recommend to the City Council and to the City Traffic Engineer, the Police Department, and other City officials, ways and means toward improving traffic, transportation and parking conditions, and the administration and enforcement of traffic regulations."

The proposed Alternative Speed Abatement Program for Oklahoma City Neighborhoods is designed to be administratively managed by staff since the Program's "features" (formerly referred to as "tools") are not regulatory in nature and therefore do not require action by the Commission or the City Council. For example, a driver speed feedback sign is the first "feature" proposed in the Program. This type of sign is interactive and advisory by design and has no regulatory authority. Its purpose is to alert drivers of their speed when they travel at a speed higher than the posted speed limit. Its function is to remind drivers of their "social contract" to operate their motor vehicle in a safe and responsible manner. Because the Program is essentially a staff managed "outreach" of the Commission, it needs to be vetted and ratified by the Commission as one that is administered by staff and subject to periodic review and revision by the Commission. The Program also needs to be reviewed and ratified via Resolution by the City Council.

Program Summary:

The Program presented is largely unchanged from the one included with the Reports from Staff memo at the end of the Commission's August 21, 2017 agenda. The Program is written and set up to be administered by City staff and to be funded by Program applicants. In this manner, there is no competition for City funding. Once approved by City staff, applicants are able to get their eligible speed abatement "features" out and on or beside the street as quickly as they are able to afford to do so.

Program Eligibility:

Participation eligibility is a key consideration. In order for a street to be considered "Program eligible" for speed abatement features, it must satisfy the criteria listed below:

- The street must be public and provide direct access to abutting residential properties and/or to an institution such as a school serving kindergarten through grade 12.
- The street must be identified on the City's street typology map in plan**okc** as a "neighborhood street", "connector street" or an "industrial street".
- The street cannot have more than one through lane of traffic in each direction. A two lane street with a center lane for turns is ineligible for consideration.
- The street segment or block under consideration must be at least 300 feet in length.
- Street segments should be uninterrupted (i.e. no stop signs). If a street segment has existing traffic controls that are determined to be out-of-conformance with the criteria in the City's residential stop sign warrants and/or the stop control criteria in the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), 2009 Edition, with Revisions 1 and 2, then such controls may be subject to modification or removal. Changes to regulatory traffic controls within neighborhoods are subject to the Traffic and Transportation Commission's public hearing process. No changes to neighborhood regulatory traffic controls will take place under the Alternative Speed Abatement Program without being heard by the Commission.

- The street must have an average daily traffic volume of at least 500 vehicles per day.
- The street cannot have a regulatory posted speed limit greater than 30 miles per hour (mph).
- The street must be **paved and curbed** in accordance with the City of Oklahoma City's Standards for the Construction of Public Improvements and roadway design standards of the Oklahoma City Public Works Department. Consideration may be given to streets without curbs, however, in such cases, special attention is required in order to ensure that roadside drainage is accommodated and that drivers cannot readily avoid speed abatement roadway features by driving around them.
- The observed 85th percentile vehicle speed must exceed the posted or prima facie speed limit by at least three (3) miles per hour **or** there must be five (5) or more reported collisions on the street (within the application limits) in the previous twelve (12) month reporting period where vehicle speed was cited as a contributing cause.
- The street must not have traffic signals located at its beginning and ending intersections with streets bearing a higher typology. Additionally, the City reserves the right to remove any speed abatement features if, at a later date, traffic signals are installed.

As noted in the August 21, 2017 memo, other factors may also affect whether a street is eligible for Program participation. Factors such as, but not limited to, a roadway's horizontal alignment, grades, available decision sight distance at intersections, known pending construction projects or other conflicts may affect eligibility.

If the City Council adopts the resolution authorizing the program, it is anticipated that before speed humps are added as a program feature, they will be authorized on a "pilot project" type basis. The limited pilot project will allow staff to evaluate durability of prefabricated speed humps and gauge their effectiveness. It is also anticipated that if the program is approved that "mini-roundabouts" may be added as a program feature.

Recommendation: Action on this matter is at the discretion of the Commission.

Action Required: Approve or do not approve a recommendation to the Oklahoma City Council on the Alternative Speed Abatement Program for Oklahoma City Neighborhoods and a resolution adopting the program.

Next Actions: If approved, the Program and Resolution will be presented to the Oklahoma City Council for consideration.

Traffic Management Division
KSC:sc

Traffic and Transportation Commission

August 17, 2015

Traffic Calming Program
All Wards

V-A. Applicant: Walter Kula, Chair, Traffic and Transportation Commission

Request: Discuss an action plan to initiate the development of a traffic calming program.

Summary: At the conclusion of the July 20, 2015, meeting of the Traffic and Transportation Commission, the members of the Commission discussed traffic calming in general and how best to proceed with the development and implementation of such a program.

The Traffic Calming Subcommittee was scheduled to convene after adjournment of the July Commission meeting and discuss potential next steps in developing a traffic calming program action plan for the Commission's consideration, however, due to scheduling conflicts, the subcommittee did not meet.

At the conclusion of the July meeting, Commissioner Littlefield indicated that he and Commissioner Schuelein would produce elements for a written plan for the Commission's consideration at the August meeting. This information is included with this report.

Recommendation: Review the materials produced by the Traffic Calming Subcommittee and provide direction to the Traffic Calming Subcommittee regarding next steps in the development of a traffic calming program.

Action Required: Action on this matter is at the discretion of the Commission.

Traffic Management Division
KSC: sc

Elements of Model Traffic Calming Programs

(*U.S. Traffic Calming Manual*; Ewing, Reid and Steven J. Brown, ASCE Press, 2009)

Definition/Statement of Purpose: Traffic calming involves changes in street alignment, installation of barriers and other physical measures to reduce speed and/or cut-through volumes, in the interest of street safety, livability, and other public purposes. (*Traffic Calming: State of the Practice* – a joint publication of the ITE and the Federal Highway Administration (FHWA).)

Neighborhood/Public Initiation – Identify perceived traffic issue (speeding, cut-through traffic, etc.)

Initial Review: Staff makes cursory review of request, defines appropriate boundaries of study area and provides applicant with petition. Minimum # of households required to sign petition for process to advance (10%?).

Project Development: City or Neighborhood hosts public meeting(s) to outline the process used to develop, approve and implement traffic calming plans. Residents and business owners are given the opportunity to identify and discuss traffic problems in the neighborhood. Staff serves as technical advisors throughout the process – collecting traffic data (speed and volume counts, multi-year collision data, etc.) and advising applicants on how to best address traffic problems.

Project Approval: Once the preliminary plan is developed between the applicant and staff, property owners are polled via petition or ballot-like mail-in surveys. Typically, 67% of respondents should approve the plan (one ballot per lot).

Project Implementation: After an affirmative survey process, the plan will be submitted to the OTTC for approval. If (and when) City funding is requested, the City Council will be asked to approve the plan and allocate funding for design and construction.

Note: Traffic calming measures can be implemented as trial or permanent measures. Temporary measures can be converted to permanent measures after six months of acceptable performance.

Figure 1 summarizes the traffic calming project process in Omaha. It describes how the process works – from when the issue is identified by the public to approval for implementation.

Toolbox: Traffic calming involves, first, identifying the nature of traffic problems on a given street or in a given area and then selecting measures capable of solving these problems. The measures come from a 'toolbox' of possibilities. If the problem is 'cut-through' traffic on local streets, one set of measures should be considered. If the problem is speeding on streets whose abutting uses are adversely affected, another set is appropriate. If the problem is a high rate of collisions, a third set may be preferred.

Nonphysical Measures: Nonphysical measures include psycho-perception (e.g., restriping to visually narrow lanes), regulatory (stop signs, turn restrictions, etc) and signal timing measures. They also include speed feedback signs, neighborhood traffic safety campaigns and speed watch programs.

Physical Measures: Physical traffic control measures are usually classified according to their dominant effect. Volume control measures use barriers to preclude one or more movements along a street or at an intersection. Their primary purpose is to discourage or eliminate cut-through traffic. Full and half street closures, diverters of various types, median barriers, and forced-turn islands are classified as volume control measures.

Speed control measures use deflection of vehicle traffic paths to moderate speeds. Their primary purpose is to slow traffic to the posted speed limit. Speed humps, speed lumps, speed tables, raised intersections, traffic circles, chicanes, chokers, lateral shifts, and realigned intersections are classified as speed control measures. These physical measures have been proven effective at reducing speeds, cut-through volumes, and collisions through numerous studies across the United States and Europe.

- Vertical Measures: Speed humps, Speed lumps, speed tables, raised crosswalks and raised intersections.
- Horizontal Measures: Mini-traffic circles, roundabouts, lateral shifts (of otherwise straight streets), chicanes are examples.
- Speed Control with Narrowings: Neckdowns, chokers, center island narrowings all reduce roadway width from curb to curb.

Figure 2 portrays various physical measures in the 'Toolbox' for Vancouver, WA.

Combined Measures: The search for the optimal traffic calming measure may lead to various combinations of measures at single slow points. A hallmark of European practice, which may account for the greater reported impacts of traffic calming in Europe, is the doubling or even tripling up of measures at a single point.

Application Guidelines: More than half the surveyed jurisdictions have warrants or guidelines for installation of traffic calming measures. Warrants are minimum requirements that must be met before individual measures are installed. Application guidelines are similar in content but are only advisory. They specify which traffic calming measures are appropriate for use on streets of different types with various traffic characteristics (similar to the format utilized by OTMD staff). The adoption of warrants precludes the exercise of judgment by committees or experts individual cases. The recent trend has been away from warrants and toward guidelines and also toward the application of objective standards to entire toolboxes, rather than to a measure here or there.

The exception is for speed humps, which for historical reasons still have warrants attached to them in many jurisdictions. E.g., speed humps are generally warranted only for streets with 85th percentile speeds exceeding certain limits and traffic volumes exceeding 400-500 vpd.

For example, see Figure 3 "City of Rochester Speed Hump Criteria."

U.S. Traffic Calming Manual; Ewing, Reid and Steven J. Brown, APA Planners and ASCE Press, 2009

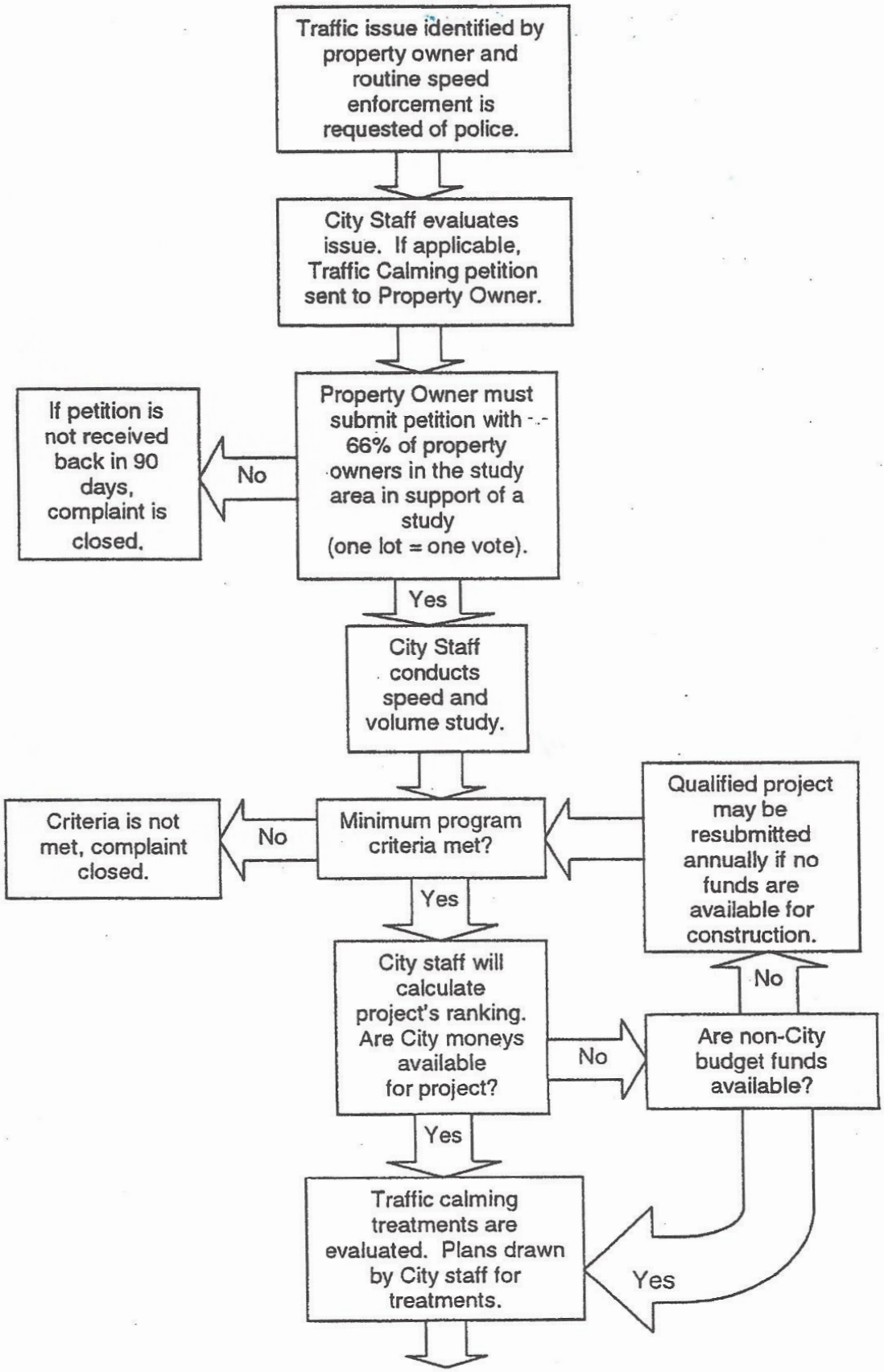
Attachments:

Figure 1: Traffic Calming Project Process Flow Chart – Omaha, NE, 2009

Figure 2: "Toolbox" excerpt from 2015 Neighborhood Traffic Calming Program, City of Vancouver, WA, 2015

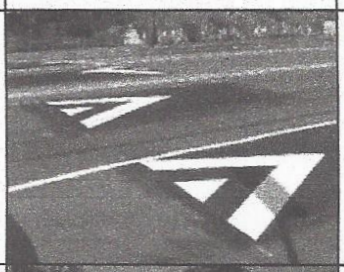
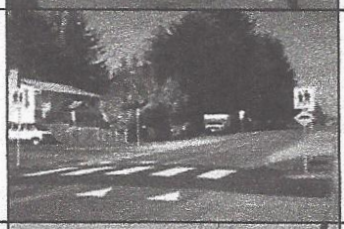
Figure 3: "City of Rochester Speed Hump Criteria,"

Traffic Calming Project Process Flow Chart



Tool Box

Traffic Calming Device/Activated Sign

Tool	Example	Description	Implementation	Conceptual Cost
Speed Cushions*		Similar to a speed hump, but it is broken into two or three pieces to allow buses or emergency vehicles with larger wheel bases to pass over without impact. *(Example: Evergreen Blvd., west of Blandford)*	Requires approval from City Traffic Engineer and completion of petition process.	$5,000 - $15,000
Raised Crosswalk*		Speed hump that can be used in very limited circumstances for school crossings. *Example: McLoughlin Blvd., near Hough Elementary School)*	Requires approval from City Traffic Engineer and completion of petition process	$10,000 - $15,000
Curb Extensions		A curb extension extends out the roadway at an intersection or occasionally at a mid-block location with the purpose of narrowing the roadway. *(Example: 39th St. & Kauffman Ave.)*	Requires approval from City Traffic Engineer.	$15,000 - $30,000
Pedestrian Refuge Islands/ Medians/Entry Treatments		Physical devices placed in the middle of the roadway that typically provide landscaping opportunities. *(Example: NE 97th Ave. and NE 14th St.)*	Requires approval from City Traffic Engineer.	$15,000 - $20,000
Speed Radar Sign/School Zone Sign		A set of two permanent signs that either provide radar speed feedback or school zone 20 MPH speed information. *(Example: W 39th Street; SE 1st Street at Shahala Middle School)*	Requires approval from City Traffic Engineer. Only one set of signs will be allowed per year. School zone signs **must** have approval from school district.	$50,00 - $60,000
Street Trees		Adds trees to planter strips to visually narrow the roadway. Can be used in conjunction with other elements such as choker or curb extensions.	Typically involves working with Friends of Trees to coordinate tree plantings.	$1,000 - $5,000

* not eligible on principal and minor arterials

Appendix A- City of Rochester Speed Hump Criteria

The following three-step speed hump location selection process and criteria shall be used to select future speed hump locations:

First, an in-house evaluation of street functional classification and geometric features shall be made to determine if the street qualifies for future consideration. Second, traffic volumes and traffic speed data shall be collected and evaluated, and lastly there shall be a review of other related information to determine if there are any unusual circumstances which would support or eliminate the street from future speed hump consideration.

The first evaluation involves the screening of potential speed hump locations based on street geometric features and functional classification. The criteria for this evaluation are:

1. The candidate street must be a local residential street. First, it must be classified a local residential street on the City's functional classification map. Second, the street must be "primarily residential" with at least 51% of the affected street frontage being in Residential zoning districts as defined on the City's Zoning map. Since the purpose of the speed hump program is to discourage traffic and traffic speeding on local streets, speed humps will not be permitted on any local collector, or on a minor or principal arterial street.

2. The street must NOT be a "primary" or routine emergency vehicle or public transit bus route. RTS bus routes and hospital, fire station, and police station locations will be used in these criteria.

3. The street width must be less than 40' wide to indicate the street is not a wide arterial street.

4. The street must have a grade of 6% or less approaching the hump location to avoid drainage problems and insure safe vehicle operations.

5. Few or no parallel residential side streets. If there are parallel streets, the placement of speed humps could merely shift traffic to other nearby streets.

6. The candidate street should have a minimum distance of 1/4 mile between existing stop signs or traffic signals. Streets with many stop controls would already cause the slowing of traffic, although not necessarily slow traffic between the controls.

If the project meets the initial screening, then traffic speed and volume data shall be collected and compared to the following criteria:

1. At least 40% of the traffic should be traveling at or greater than 30 MPH.

Appendix A- City of Rochester Speed Hump Criteria (continued)

2. The 85th Percentile Speed should be at least 35 MPH, i.e. 85% of the traffic should be traveling at or below 35 MPH

3. The traffic volume should have a minimum average daily traffic (ADT) count of 500 and a maximum ADT count of 3000. Volumes of less than 500 indicate the street is serving as a true local residential street with minor disruption to the neighborhood and volumes greater than 3000 indicate a street being used as a collector or an arterial-type street where speed humps would not be permitted, and

4. There must be a minimum stopping sight distance of 300' at the humps to insure safe visibility of slowing vehicles.

The last evaluation would be the consideration of "other" factors which could further support or detract from the candidate site. These criteria would include:

1. History of accidents clearly related to speeding

2. Adequate street lighting and drainage, and

3. Other factors deemed appropriate by the City Engineer or Traffic Control Board

If the above technical factors are met, then citizen support for the project must be demonstrated through a petition showing 75% support of occupied properties on the affected street. If a 75% petition is received, then all requests will be ranked according to speeding problems (% over the 30mph speed limit). This ranking would then be used as budgeted funds and staff resources permit implementation.

Process to request City of Rochester Speed Humps:

Write a letter with signatures of as many residents on the street as possible to:

Mr. James McIntosh
City Engineer
City Hall, Room 300B
30 Church Street
Rochester, NY 14614

RESOLUTION

RESOLUTION ADOPTING THE ALTERNATE SPEED ABATEMENT PROGRAM FOR OKLAHOMA CITY NEIGHBORHOODS, AS RECOMMENDED BY THE OKLAHOMA CITY TRAFFIC AND TRANSPORTATION COMMISSION AND AUTHORIZING THE TRAFFIC MANAGEMENT DIVISION OF THE PUBLIC WORKS DEPARTMENT TO ADMINISTRATIVELY MANAGE THE PROGRAM.

WHEREAS, pursuant to Chapter 2, Section 747, of the Oklahoma City Municipal Code, 2010, the Traffic and Transportation Commission of the City of Oklahoma City (Commission) is tasked with conducting public hearings having to do with traffic safety matters; and

WHEREAS, the Commission exercises general supervisory direction over the planning of facilities for improvement of traffic conditions and for the safe and efficient operation of traffic movement over, across and along the City's residential streets; and

WHEREAS, the Commission shall recommend to the City Council and to the City Traffic Engineer, the Police Department, and other City officials, ways and means toward improving and maintaining safety on the City's residential neighborhood streets; and

WHEREAS, in response to the desire expressed by residents and neighborhood associations to become active participants in preserving the quality of life in their neighborhoods, the Commission developed the Alternative Speed Abatement Program for Oklahoma City Neighborhoods, a voluntary Program under which the Oklahoma City Public Works Department installs Program qualifying non-regulatory traffic speed control features purchased and provided by Program participants; and

WHEREAS, at its regular meeting on the ___ day of _____, 201__, the Commission approved the Program, subject to periodic review and amendment by the Commission, and recommended that the City Council of the City of Oklahoma City adopt a Resolution approving the Program and authorizing the Traffic Management Division of the Public Works Department to administratively manage the Alternative Speed Abatement Program for Oklahoma City Neighborhoods.

NOW THEREFORE BE IT RESOLVED by the Council of The City of Oklahoma City that the proposed Alternative Speed Abatement Program for Oklahoma City Neighborhoods is hereby authorized for immediate implementation by the Traffic Management Division of the Public Works Department.

ADOPTED by the Council and SIGNED by the Mayor of The City of Oklahoma City this _____ day of _____, 201___.

THE CITY OF OKLAHOMA CITY

_____
MAYOR

ATTEST:

_____
CITY CLERK

REVIEWED for form and legality.

_____
Assistant Municipal Counselor

~~~ DRAFT~~~

ALTERNATIVE SPEED ABATEMENT PROGRAM

For Oklahoma City Neighborhoods

The City of Oklahoma City
Public Works Department
Traffic Management Division
November 2017

TABLE OF CONTENTS

Background

Oklahoma City encompasses over 600 square miles and has an extensive roadway network. At the beginning of 2017, there were over 2,340 miles of residential streets within the City as well as hundreds of miles of rural and urban arterial roadways, excluding State maintained highways and turnpikes. As a result, Oklahoma City's more than 600,000 residents are inherently part of a highly mobile society and most residents are reliant on the use of personally operated vehicles to meet their transportation needs.

Because of the City's extensive and relatively uncongested roadway network, the abundance of parking and the relatively low cost of personal vehicle operation, the citizens of Oklahoma City and its surrounding communities enjoy flexibility in choosing where they live and work. The reliance on personal transportation, however, also carries with it a social contract to operate personal motor vehicles in a safe and responsible manner. The exercise of this social contract is keenly perceived as being of the utmost importance when operating a motor vehicle within residential areas.

Since the quality of life for residents begins close to home, maintaining safety on neighborhood streets is a high public priority. For this reason, the City of Oklahoma City offers citizens and neighborhood associations a means for them to participate in maintaining and preserving order on the streets where they live: The **Alternative Speed Abatement Program for Oklahoma City Neighborhoods**. The goal of the Program is to reduce the frequency and magnitude of speeding within neighborhoods. The City recognizes that drivers operating vehicles at excessive speeds within residential areas pose a significant threat to public safety and degrade the quality of life for residents. Neighborhood speeding creates great concern for the safety of children. Speeding is also a safety concern for pedestrians and bicyclists. Speeding drivers travel further than drivers traveling at or below the posted speed limit in the same amount of time that it takes to identify and react to conditions found on and adjacent to neighborhood streets; require greater distances to stop their vehicles; are more likely to lose control of their vehicle; and are at greater risk of inflicting and sustaining more severe injuries in the event of a crash.

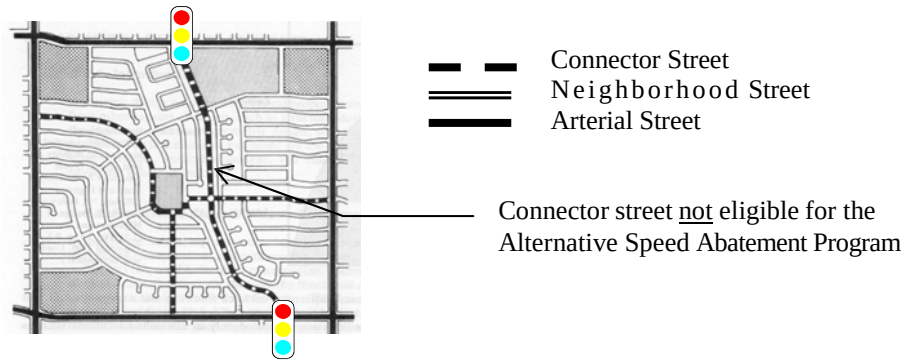
Program Overview and Eligibility Requirements

The **Alternative Speed Abatement Program for Oklahoma City Neighborhoods** (hereafter **ASAP**) provides Oklahoma City's organized neighborhood associations, neighborhood groups, schools, and individual residents with the ability to become active participants in helping to maintain safe and reasonable travel speeds on the streets where they live. Participation in ASAP is voluntary. To participate in the Program, interested parties file a participation eligibility application with the Traffic Management Division of the Oklahoma City Public Works Department. The person whose name and contact information appears on the application will become the official requestor of record. This person will also serve as the liaison between the City and neighborhood associations, groups, schools, and residents whose street(s) will be affected by the request.

To qualify for Program participation, at the time that the participation application is made, a street (or series of streets within an application boundary area), must meet **all** of the City's eligibility criteria. To determine eligibility, the Traffic Management Division will review the initial application and, as necessary, conduct traffic volume and speed studies to verify conformance with the Program's participation criteria.

Participation Criteria

- The street must be public and provide direct access to abutting residential properties and/or to an institution such as a school serving kindergarten through grade 12.
- The street must be identified on the City's street typology map in plan**okc** as a "neighborhood street", "connector street" or an "industrial street".
- The street cannot have more than one through lane of traffic in each direction. A two lane street with a center lane for turns is ineligible for consideration.
- The street segment or block under consideration must be at least 300 feet in length.
- Street segments must be uninterrupted (i.e. no stop signs). If a street segment has existing traffic controls that are determined to be out-of-conformance with the criteria in the City's residential stop sign warrants and/or the stop control criteria in the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), 2009 Edition, with Revisions 1 and 2, then such controls may be subject to modification or removal. Changes to regulatory traffic controls within neighborhoods are subject to the Traffic and Transportation Commission's public hearing process. No changes to neighborhood regulatory traffic controls will take place under the Alternative Speed Abatement Program without first being heard by the Commission.
- The street must have an average daily traffic volume of at least 500 vehicles per day.
- The street must not have a regulatory posted speed limit greater than 30 miles per hour (mph).
- The street must be **paved and curbed** in accordance with the City of Oklahoma City's Standards for the Construction of Public Improvements and roadway design standards of the Oklahoma City Public Works Department. Consideration may be given to streets without curb, however, in such cases, special attention is required in order to ensure that roadside drainage is accommodated and that drivers cannot readily avoid speed abatement roadway features by driving around them.
- The observed 85th percentile vehicle speed must exceed the posted or prima facie speed limit by at least three (3) miles per hour **or** there must be five (5) or more reported collisions on the street (within the application limits) in the previous twelve (12) month reporting period where vehicle speed was cited as a contributing cause.
- The street must not have traffic signals located at its beginning and ending intersections with streets bearing a higher typology. Additionally, the City reserves the right to remove any speed abatement features if, at a later date, traffic signals are installed at such locations.



Other factors may also affect whether a street is eligible for Program participation. Factors such as, but not limited to, a roadway's horizontal alignment, grades, available decision sight distance at intersections, known pending construction projects, or other conflicts may affect eligibility.

Application Process

A) Who can Apply

In the case of a single street, Program applicants must reside on that street and their residence must fall within the requested speed abatement study limits. In the case of a broader study, Program applicants must reside within the area and on a street included within the requested speed abatement study limits.

B) How to Apply

To initiate participation in the Program, applicants complete and submit a Program participation application to the City's Traffic Management Division. A copy of the participation application form is in **Appendix A** of this document. The Traffic Management Division reviews the participation application and determines whether it is in conformance with all of the City's Program eligibility requirements. Those applications determined to meet eligibility requirements continue on to the next step of the City's review process: demonstration that the applicant has the required level of local support for the request. Applicants whose requests do not meet all eligibility requirements will be informed of the Traffic Management Division's findings. The Traffic Management Division will advise such applicants regarding how their participation application may be amended to meet eligibility requirements. Applicants in such instances may submit a new participation application. Applicants whose requests do not and cannot meet all eligibility requirements will be informed of the Traffic Management Division's findings. In such cases, unless a considerable change in traffic conditions occurs, applications for areas determined to be out-of-conformance with Program requirements will not be accepted within one (1) year from the date of the original application.

C) Speed Abatement Plan Conceptual Development

Once it is determined that a participation application meets all of the Program eligibility requirements, the Traffic Management Division will work with applicants to help them develop a speed abatement plan. This plan will be based on the speed abatement features available in **Appendix B** of this document. The features available in the Program are based on current "best practices" with respect to residential speed control. These features can help reduce vehicle speeds while allowing for the safe operation of all vehicle types. As such, these features are intended to best meet the needs of area residents and all roadway users. Following development of a conceptual speed abatement plan with the applicant, the Traffic Management Division will furnish the applicant with a preliminary concept map showing the placement of speed abatement features.

D) Local Support Petition Requirement

After the development of the preliminary speed abatement concept map, the Traffic Management Division will furnish the applicant with speed abatement Program petition forms and a petition canvass area map. The petition canvass area limits are based on the preliminary concept map that shows the potential locations of speed abatement features. The next step in the process is for the applicant to demonstrate that at least two-thirds (2/3) of the residents within the petition canvass area support the proposed speed abatement features. Petitions or support letters submitted prior to the Traffic Management Division providing the petition canvass area map and speed abatement feature concept map will not be accepted.

It is the applicant's responsibility to circulate the support petition to each and every property that falls within the limits shown on the petition canvass area map. Every property must be represented by signature of a representative of that property. Each party signing the petition must clearly indicate either their agreement or disagreement with the Alternative Speed Abatement Program features identified on the petition. Applicants must make a "good faith effort" to contact all property representatives. The applicant must document each property where a representative was not or could not be contacted. Petition signing is not restricted to one (1) signature per residence and/or business, however, only one signature per address will be counted toward meeting the minimum petition requirement. If the canvass area includes any part of an organized neighborhood or homeowners association, an officer representative authorized to sign on behalf of the association will need to sign the petition.

Petitions that do not account for all properties or do not show that a minimum of a two-thirds (2/3) of the residents within the required petition canvass area support the proposal will be considered incomplete and unacceptable. Incomplete petitions will be returned to the applicant for completion. Applicants will have six (6) months from the date of return in which to complete petition requirements. If the petition is not returned within 6 months (unless for valid cause), the Program participation application will be considered abandoned and withdrawn.

Implementation

E) Funding

The ASAP is not a Program funded by the City of Oklahoma City. The Program is a service administered by the Traffic Management Division of the Oklahoma City Public Works Department. Participation in the Program is entirely voluntary.

The City's participation in the Program consists of working with eligible applicants to develop speed abatement plans and providing construction assistance. The City does not directly materially or financially participate in the Program.

F) Installation, Maintenance and Ownership

Once a speed abatement plan is approved and accepted by residents in the affected area, Program participants may proceed with privately purchasing the speed abatement feature(s) and providing them to the City for installation. The types of speed abatement features acceptable to the City under this Program are described in detail in **Appendix B** of this document. As with all private facilities installed within the public right-of-way under an administrative revocable permit, the City is not responsible for their maintenance. Unlike a private facility installed under an administrative revocable permit, however, the speed abatement feature becomes the property of the City once installed. Because the City does not materially or financially participate in the Program, if a speed abatement feature is damaged, becomes inoperative or malfunctions, the City reserves the right to remove it. The City is not responsible for maintenance. Further, the City reserves the right to remove any and all speed abatement features for cause at any time.

Appendix A

Application

The City of Oklahoma City

Traffic Management Division of the Public Works Department
420 W Main Street, Suite 600, Oklahoma City, OK 73102
Phone (405) 297-2531

ALTERNATIVE SPEED ABATEMENT PROGRAM

Participation Application

Applicant Contact Information

By my signature below, I agree to be the applicant of record for this request. I have read the City's Program requirements and understand and agree with them. I further understand that any and all documents submitted to the City of Oklahoma City may be subject to public disclosure in accordance with the Oklahoma Open Records Act.

Name: _____

Address: _____

City: _____ **ZIP Code:** _____ **Phone:** _____

Email Address: _____

Applicant Signature: _____ **Date:** _____

Speed Abatement Location

Each requested location must include the name of the street to be studied as well as the limits for the study. Traffic speed and volume studies will be conducted only within the limits indicated. Do not use block ranges or subdivision names to describe study limits. Use additional pages as needed to fully describe the abatement study area. You may include maps and any other materials relevant to your request.

_____

_____

_____

_____

_____

Submit Completed Participation Applications to:

Traffic Management Division
Attn: Alternative Speed Abatement Program Administrator
420 West Main Street, Suite 600
Oklahoma City, OK 73102

Appendix B

Program Eligible Features

Driver Speed Feedback Signs

A driver speed feedback sign (DSFS) is a permanently mounted, interactive sign that displays the speed of a vehicle as it approaches the sign. DSFSs elicit voluntary compliance from drivers by providing them with instant, real-time information about their driving actions and giving them the opportunity to correct their behavior in the event that they are travelling faster than the posted speed limit. This system also allows passengers (of all ages) to become active participants in reinforcing good driving behaviors.

Specific Program Requirements, Restrictions and Recommendations

When activated, the DSFS display format shall give drivers immediate feedback on their individual driving speed when the posted speed is exceeded without the use of animation, rapid flashing, or other dynamic elements.

The DSFS shall bear the legend "YOUR SPEED XX" or a similar legend subject to approval. The color of the changeable message legend shall be a yellow legend on a black background or the reverse of these colors.

The changeable display shall be capable of being programmed to go blank (show no display) when the approaching vehicle speed is 15 mph or more over the posted speed.

The use of solar charged, battery powered DSFS systems is strongly recommended. Running power to a sign location may require trenching (if the electric service available is underground) or require the placement of an additional service pole (if electric service is provided by overhead power lines). The City is not responsible for costs associated with bringing power from the local electric utility's closest source to the DSFS.

Pros	Cons
Highly visible	**D**river compliance is voluntary
Minimal aesthetic impact	**S**ign locations require careful selection and placement in order to achieve maximum visibility
No physical presence in the roadway	
Multiple manufacturers available offering signs in a range of sizes with a wide variety of capabilities and power supply options	**C**ompliance is subject to driver decision therefore signs may not be as effective as physical roadway speed abatement features