

## **Council Policy 10-5 NEIGHBORHOOD TRAFFIC CALMING PROCEDURES**

**DISTRIBUTION:** Mayor and City Council  
Public Works Department

**SUBJECT:** Neighborhood Traffic Calming Procedures

**PURPOSE:** Implement procedures to request and install traffic calming devices in neighborhoods

**BACKGROUND:** In August of 2020, a Neighborhood Traffic Calming Policy was adopted by resolution 2020-71 to standardize the procedures for traffic calming devices being installed across the city.

One of the most persistent and emotional complaints that the City of Lawton receives is speeding on residential streets. Each year, there are numerous requests received by City council members and other City administration and staff to “do something” on certain streets where residents have concerns about excessive traffic speeds and/or traffic volumes. Proper street design is essential in encouraging lower speeds, minimizing cut-through traffic, and maintaining the integrity of residential neighborhoods. This policy presents a program aimed at making existing residential streets safer and more livable. Historically, issues of speeding and cut-through traffic could only be addressed through educational efforts, beefed-up police enforcement, and the unwarranted use of regulatory signs; now, however, physical calming devices have been developed for use when education and enforcement endeavors have failed.

Traffic calming techniques were developed to reduce speeding problems and heavy flow on residential streets. By making some residential streets more “calm,” it makes the neighborhood more livable. Although “livable” in terms of a neighborhood does not have a precise definition, feeling safe and secure, interacting with neighbors, and experiencing a sense of home and community identification are certainly some of the characteristics. In essence, when citizens call to request a STOP sign to slow traffic on their street, they are requesting the City to make their street more livable.

Since each city street has an intended purpose related to moving traffic and serving the adjacent land use, it must be ensured that traffic management measures are compatible with those purposes. Because the installation of calming devices can result, directly or indirectly, in drivers shifting to use an adjacent street as their new route, this is appropriate only if that adjacent street is suitably classified and able to accommodate this traffic. Accordingly, while the majority of traffic management measures in the calming toolbox are appropriate for use on local streets and collectors, most measures, such as speed tables, are not appropriate on arterials.

The overall objectives for the Neighborhood Traffic Calming Policy are:

- To implement measures, either physical or psychological, that will safely reduce speeding and affect driver behavior to improve the livability and quality of life in residential neighborhoods;
- To preserve and enhance pedestrian and bicycle access to neighborhood destinations;
- To encourage citizen involvement in neighborhood calming and, in the process, provide an opportunity for neighbors to interact and create a positive community atmosphere; and
- To make fair and efficient use of City resources in prioritizing projects to balance the needs of the neighborhood with that of the entire community.

#### **POLICY/PROCEDURES:**

1. **Submission:** All traffic calming requests are submitted to the Public Works Department for review and recommendations through their respective Ward Council Member.
  - Requests must include
    - i. A specific written description of the concern
    - ii. A map showing the location of the concerning area
2. **Review** – An initial non-exhaustive review of the request is performed by the Public Works Department to determine if it meets initial criteria. This review is performed to save costs and time on more detailed studies.
  - Traffic Calming Requests must not meet the following criteria
    - i. The same or similar request hasn't been rejected in the past 10 years
    - ii. Road is not planned for major work (rehabilitation, reconstruction) within the next 2 years
    - iii. Is not on a roadway with a speed limit of 40 MPH or higher (Arterial)
    - iv. Will not interfere with major public or emergency services

- v. No other traffic measures are in place that deem the request as highly unlikely to meet speed criteria
- 3. **Traffic Study** - a traffic study is conducted if no criteria above has been met, within 3 months of request.
  - 85% of vehicles over 8 MPH of posted speed limit for location
  - Average Daily Traffic (ADT) > 600 vehicles/day (vpd), but < 3000
- 4. **Recommendation** – The Public Works Department determines potential traffic calming solutions that would be effective in the affected area.
  - All potential solutions in the traffic calming toolkit, including:
    - i. Horizontal Deflections
    - ii. Vertical Deflections
    - iii. Street Width Reduction
    - iv. Routing Restrictions
- 5. **Approval/Disapproval Action** - Request with recommended solutions is brought to the Streets, Bridges, Building and Development Committee for final action by the Public Works Department
  - Notices will be sent to all citizens by the Public Works Department within 300 feet of the request notifying them of the date (30 days in advance) that the request will be meeting the committee, along with proposed recommendations
    - i. Written narrative submissions from affected citizens shall be allowed by the deadline to facilitate different work shifts, times, etc.
  - The Streets, Bridges, Building and Development Committee determines the final recommendation and takes to council for approval
    - i. All qualified (met Traffic Study Criteria) traffic calming measures are paid for by the Streets and Traffic Control Division, Maintenance and Repair budget
      - 1. Approved, qualified traffic calming measures are prioritized, budgeted and completed as time and

budget allows. Two speed tables per ward will be budgeted from the General Fund, Street and Traffic Control account for each Fiscal Year, and up to two additional speed tables may be funded with Ward funds as funding allows.

6. **Implementation** - If approved, the traffic calming measure is implemented

- All approved requests are scheduled as time and manning permits.

7. **Removal** - Devices installed for the purpose of calming traffic in residential areas may be removed or significantly modified only when all the following criteria have been met:

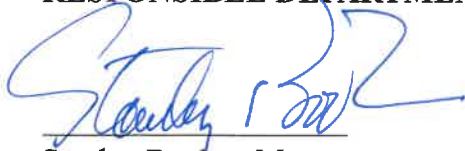
- At least 75% of the residents and/or property owners (one signature per residence) living within 300' of the device in question must agree, by petition, to remove it.
- The calming device must have been in place twelve months or longer before being considered for removal (unless in cases of emergency)
- The City Public Works Director agrees that its removal will not affect the overall effectiveness of the calming efforts in the neighborhood.
- Funding, either from City or private residential sources, must be available to restore or modify the device.

**REFERENCES:** None

**EFFECTIVE DATE/**

**RECISION:** This policy becomes effective 1 March 2025.

**RESPONSIBLE DEPARTMENT:** Public Works

  
Stanley Booker, Mayor

APPROVED as to form and legality

DATE 2/13/25  
Signature 