

ANY PERSON REQUIRING THE ASSISTANCE OF A SIGN LANGUAGE INTERPRETER SHOULD CONTACT THE PERSONNEL DIRECTOR AT 405-739-1235 (TDD) AT LEAST TWENTY-FOUR (24) HOURS IN ADVANCE.

**AGENDA FOR MIDWEST CITY
TRAFFIC AND SAFETY COMMISSION**

April 21st, 2022: 6:00 PM
City Hall / Council Chambers
100 N. Midwest Blvd.

A. PLEDGE OF ALLEGIANCE:

B. MINUTES:

Acceptance of Minutes from October 21st, 2021.

C. NEW MATTERS:

- a. (TS-449) Discussion and consideration of removing STOP SIGNS along North Peebly Drive at Havenwood Drive and Sunvalley Drive.
- b. Discussion and consideration of nominating a current Commission member to serve as a representative on the Subdivision Regulations Committee.

D. OLD AND TABLED MATTERS:

E. COMMISSION DISCUSSION:

F. PUBLIC DISCUSSION:

G. FURTHER INFORMATION:

- Nick Timme and Jamie Smith have been reappointed as members of the Traffic and Safety Commission and will be a part of the April 26th City Council agenda.
- (TS-447) Discussion and consideration of installing STOP SIGNS along North Peebly Drive at Havenwood Drive and Sunvalley Drive

H. ADJOURNMENT:



Public Works Administration

R. Paul Streets, Director
pstreets@midwestcityok.org
405-739-1061

Patrick Menefee,
City Engineer of Public Works
pmenefee@midwestcityok.org

405-739-1062
8730 S.E. 15th Street,
Midwest City, Oklahoma 73110

Notice of the Midwest City Traffic and Safety Commission meeting was filed for the calendar year with the Midwest City Clerk and a copy of the agenda for the meeting was posted in the lobby of City Hall at least 24 hours in advance of the meeting.

**MINUTES OF MIDWEST CITY
TRAFFIC AND SAFETY COMMISSION MEETING
October 21st, 2021 – 6:00 p.m.**

The meeting of the Midwest City Traffic and Safety Commission was held in the Council Chambers, Midwest City, Oklahoma County, on September 16th, 2021 at 6:00 p.m., with the following members:

Commission Members: Ed Schratwieser
 Sarah Lingenfelter
 Marcus Hayes
 Kim Morphis

Absent: Shane Barker
 Nick Timme
 Jamie Smith

Staff: Brandon Bundy, P.E., City Engineer
 John Shuck, MWCPD

The meeting was called to order by Sarah Lingenfelter.

A. PLEDGE OF ALLEGIANCE was led by Sarah Lingenfelter.

B. MINUTES:

The meeting was called to order at 6:03 p.m. Kim Morphis made a motion to accept the minutes. Motion was seconded by Marcus Hayes to approve the minutes of the meeting of September 17th, 2020.

Voting aye: All present.

C. NEW MATTERS:

(TS-445) Discussion and consideration of accepting and making part of the public record the Traffic Signal Study and analysis for the intersection of S.E. 15th Street and Windsong Drive.

Brandon presented a summary of the updated study showing the request does not meet minimum requirements for a grant. Kim Morphis motioned to accept the summary and deny installing a signal. Seconded by Ed Schratwieser.

Voting aye: All present.

(TS-446) Discussion and consideration of accepting and making part of the public record the Traffic Signal Study and analysis for the intersection of N.E. 10th Street and Shadybrook Drive.

Brandon presented a summary of the updated study showing the request does not meet minimum requirements for a grant. Ed Schratwieser motioned to accept the summary and deny installing a signal. Seconded by Kim Morphis.

Voting aye: All present.

D. OLD AND TABLED MATTERS:

None Discussed

E. COMMISSION DISCUSSION:

None Discussed.

F. PUBLIC DISCUSSION:

None Discussed.

G. FURTHER INFORMATION:

Speed tables from the two intersections were discussed and PD felt they reflected the traffic in the areas. PD does not feel there's excessive speeding in these locations

H. ADJOURNMENT:

There being no further business, a motion was made by Marcus Hayes, seconded by Ed Schratwieser to adjourn the meeting. Voting aye: All present. Motion: carried. Meeting adjourned at 6:37 p.m.



**Engineering and
Construction Services**
100 N Midwest Boulevard
Midwest City, OK 73110
Office 405.739.1220

TO: Traffic and Safety Commission
FROM: Patrick Menefee, P.E., City Engineer
DATE: April 21st, 2022
SUBJECT: (TS-449) Discussion and consideration of removing STOP SIGNS along North Peebly Drive at Havenwood Drive and Sunvalley Drive.

DATES OF HEARINGS: Commission April 21st, 2022
City Council May 24th, 2022

APPLICANT/REQUESTOR: Troy Teel
1128 Sunvalley Drive
Midwest City OK 73110

The applicant, Mr. Troy Teel, has requested the removal of the Stop Signs along North Peebly Drive at Havenwood Drive and Sunvalley Drive installed this past fall. The applicant has 68 signatures of support for the request. The petition, exhibits, and the MUTCD requirements for stop signs are included with this application.

The applicant states in the attached summary letter that he feels the Engineering Department was in error in recommending the installation of the signs and therefore is asking the Commission to reconsider their recommendation of approval.

The Traffic and Safety Commission heard the original installation request of these Stop Signs on September 16th, 2021 in item TS-447. This particular applicant's petition is attached in the further information portion of this agenda.

Action is at the discretion of the Traffic and Safety Commission.

Patrick Menefee, P.E.
City Engineer

cc: Midwest City Police Department
Midwest City Street Department



Legend



Landmark Buildings



Buildings



Parcels

1 in = 376 ft
when printed actual size
on 8-1/2"x11" paper

DISCLAIMER

This map is a general information public resource. The City of Midwest City makes no warranty, representation or guarantee as to the content, accuracy, timeliness or completeness of any of the information provided on this map. Any party's use or reliance on this map, or any information on it, is at that party's own risk and without liability to the City of Midwest City, its officials or its employees for any discrepancies, errors or variances that may exist.

CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES

Section 2B.01 Application of Regulatory Signs

Standard:

- 01 Regulatory signs shall be used to inform road users of selected traffic laws or regulations and indicate the applicability of the legal requirements.
- 02 Regulatory signs shall be installed at or near where the regulations apply. The signs shall clearly indicate the requirements imposed by the regulations and shall be designed and installed to provide adequate visibility and legibility in order to obtain compliance.
- 03 Regulatory signs shall be retroreflective or illuminated (see Section 2A.07) to show the same shape and similar color by both day and night, unless specifically stated otherwise in the text discussion in this Manual for a particular sign or group of signs.
- 04 The requirements for sign illumination shall not be considered to be satisfied by street or highway lighting.

Support:

- 05 Section 1A.09 contains information regarding the assistance that is available to jurisdictions that do not have engineers on their staffs who are trained and/or experienced in traffic control devices.

Section 2B.02 Design of Regulatory Signs

Standard:

- 01 Regulatory signs shall be rectangular unless specifically designated otherwise. Regulatory signs shall be designed in accordance with the sizes, shapes, colors, and legends contained in the “Standard Highway Signs and Markings” book (see Section 1A.11).

Option:

- 02 Regulatory word message signs other than those classified and specified in this Manual and the “Standard Highways Signs and Markings” book (see Section 1A.11) may be developed to aid the enforcement of other laws or regulations.
- 03 Except for symbols on regulatory signs, minor modifications may be made to the design provided that the essential appearance characteristics are met.

Support:

- 04 The use of educational plaques to supplement symbol signs is described in Section 2A.12.

Guidance:

- 05 *Changeable message signs displaying a regulatory message incorporating a prohibitory message that includes a red circle and slash on a static sign should display a red symbol that approximates the same red circle and slash as closely as possible.*

Section 2B.03 Size of Regulatory Signs

Standard:

- 01 Except as provided in Section 2A.11, the sizes for regulatory signs shall be as shown in Table 2B-1.

Support:

- 02 Section 2A.11 contains information regarding the applicability of the various columns in Table 2B-1.

Standard:

- 03 Except as provided in Paragraphs 4 and 5, the minimum sizes for regulatory signs facing traffic on multi-lane conventional roads shall be as shown in the Multi-lane column of Table 2B-1.

Option:

- 04 Where the posted speed limit is 35 mph or less on a multi-lane highway or street, other than for a STOP sign, the minimum size shown in the Single Lane column in Table 2B-1 may be used.
- 05 Where a regulatory sign, other than a STOP sign, is placed on the left-hand side of a multi-lane roadway in addition to the installation of the same regulatory sign on the right-hand side or the roadway, the size shown in the Single Lane column in Table 2B-1 may be used for both the sign on the right-hand side and the sign on the left-hand side of the roadway.

Standard:

- 06 A minimum size of 36 x 36 inches shall be used for STOP signs that face multi-lane approaches.

Table 2B-1. Regulatory Sign and Plaque Sizes (Sheet 1 of 4)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
Stop	R1-1	2B.05	30 x 30*	36 x 36	36 x 36	—	30 x 30*	48 x 48
Yield	R1-2	2B.08	36x36x36*	48x48x48	48x48x48	60x60x60	30x30x30*	—
To Oncoming Traffic (plaque)	R1-2aP	2B.10	24 x 18	24 x 18	36 x 30	48 x 36	24 x 18	—
All Way (plaque)	R1-3P	2B.05	18 x 6	18 x 6	—	—	—	30 x 12
Yield Here to Peds	R1-5	2B.11	—	36 x 36	—	—	—	36 x 36
Yield Here to Pedestrians	R1-5a	2B.11	—	36 x 48	—	—	—	36 x 48
Stop Here for Peds	R1-5b	2B.11	—	36 x 36	—	—	—	36 x 36
Stop Here for Pedestrians	R1-5c	2B.11	—	36 x 48	—	—	—	36 x 48
In-Street Ped Crossing	R1-6,6a	2B.12	12 x 36	12 x 36	—	—	—	—
Overhead Ped Crossing	R1-9,9a	2B.12	90 x 24	90 x 24	—	—	—	—
Except Right Turn (plaque)	R1-10P	2B.05	24 x 18	24 x 18	—	—	—	—
Speed Limit	R2-1	2B.13	24 x 30*	30 x 36	36 x 48	48 x 60	18 x 24*	30 x 36
Truck Speed Limit (plaque)	R2-2P	2B.14	24 x 24	24 x 24	36 x 36	48 x 48	—	36 x 36
Night Speed Limit (plaque)	R2-3P	2B.15	24 x 24	24 x 24	36 x 36	48 x 48	—	36 x 36
Minimum Speed Limit (plaque)	R2-4P	2B.16	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
Combined Speed Limit	R2-4a	2B.16	24 x 48	24 x 48	36 x 72	48 x 96	—	36 x 72
Unless Otherwise Posted (plaque)	R2-5P	2B.13	24 x 18	24 x 18	—	—	—	—
Citywide (plaque)	R2-5aP	2B.13	24 x 6	24 x 6	—	—	—	—
Neighborhood (plaque)	R2-5bP	2B.13	24 x 6	24 x 6	—	—	—	—
Residential (plaque)	R2-5cP	2B.13	24 x 6	24 x 6	—	—	—	—
Fines Higher (plaque)	R2-6P	2B.17	24 x 18	24 x 18	36 x 24	48 x 36	—	36 x 24
Fines Double (plaque)	R2-6aP	2B.17	24 x 18	24 x 18	36 x 24	48 x 36	—	36 x 24
\$XX Fine (plaque)	R2-6bP	2B.17	24 x 18	24 x 18	36 x 24	48 x 36	—	36 x 24
Begin Higher Fines Zone	R2-10	2B.17	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
End Higher Fines Zone	R2-11	2B.17	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
Movement Prohibition	R3-1,2,3,4,18,27	2B.18	24 x 24*	36 x 36	36 x 36	—	—	48 x 48
Mandatory Movement Lane Control	R3-5,5a	2B.20	30 x 36	30 x 36	—	—	—	—
Left Lane (plaque)	R3-5bP	2B.20	30 x 12	30 x 12	—	—	—	—
HOV 2+ (plaque)	R3-5cP	2B.20	24 x 12	24 x 12	—	—	—	—
Taxi Lane (plaque)	R3-5dP	2B.20	30 x 12	30 x 12	—	—	—	—
Center Lane (plaque)	R3-5eP	2B.20	30 x 12	30 x 12	—	—	—	—
Right Lane (plaque)	R3-5fP	2B.20	30 x 12	30 x 12	—	—	—	—
Bus Lane (plaque)	R3-5gP	2B.20	30 x 12	30 x 12	—	—	—	—
Optional Movement Lane Control	R3-6	2B.21	30 x 36	30 x 36	—	—	—	—
Right (Left) Lane Must Turn Right (Left)	R3-7	2B.20	30 x 30*	36 x 36	—	—	—	—
Advance Intersection Lane Control	R3-8,8a,8b	2B.22	Varies x 30	Varies x 30	—	—	—	Varies x 36
Two-Way Left Turn Only (overhead)	R3-9a	2B.24	30 x 36	30 x 36	—	—	—	—
Two-Way Left Turn Only (post-mounted)	R3-9b	2B.24	24 x 36	24 x 36	—	—	—	36 x 48
BEGIN	R3-9cP	2B.25	30 x 12	30 x 12	—	—	—	—
END	R3-9dP	2B.25	30 x 12	30 x 12	—	—	—	—
Reversible Lane Control (symbol)	R3-9e	2B.26	108 x 48	108 x 48	—	—	—	—
Reversible Lane Control (post-mounted)	R3-9f	2B.26	30 x 42*	36 x 54	—	—	—	—
Advance Reversible Lane Control Transition Signing	R3-9g,9h	2B.26	108 x 36	108 x 36	—	—	—	—
End Reverse Lane	R3-9i	2B.26	108 x 48	108 x 48	—	—	—	—
Begin Right (Left) Turn Lane	R3-20	2B.20	24 x 36	24 x 36	—	—	—	—
All Turns (U Turn) from Right Lane	R3-23,23a	2B.27	60 x 36	60 x 36	—	—	—	—
All Turns (U Turn) with arrow	R3-24,24b,25,25b,26a	2B.27	72 x 18	72 x 18	—	—	—	—
U and Left Turns with arrow	R3-24a,25a,26	2B.27	60 x 24	60 x 24	—	—	—	—
Right Lane Must Exit	R3-33	2B.23	—	—	78 x 36	78 x 36	—	—

Table 2B-1. Regulatory Sign and Plaque Sizes (Sheet 2 of 4)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
Do Not Pass	R4-1	2B.28	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Pass With Care	R4-2	2B.29	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Slower Traffic Keep Right	R4-3	2B.30	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Trucks Use Right Lane	R4-5	2B.31	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
Keep Right	R4-7,7a,7b	2B.32	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Narrow Keep Right	R4-7c	2B.32	18 x 30	18 x 30	—	—	—	—
Keep Left	R4-8,8a,8b	2B.32	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Narrow Keep Left	R4-8c	2B.32	18 x 30	18 x 30	—	—	—	—
Stay in Lane	R4-9	2B.33	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Runaway Vehicles Only	R4-10	2B.34	48 x 48	48 x 48	—	—	—	—
Slow Vehicles with XX or More Following Vehicles Must Use Turn-Out	R4-12	2B.35	42 x 24	42 x 24	—	—	—	—
Slow Vehicles Must Use Turn-Out Ahead	R4-13	2B.35	42 x 24	42 x 24	—	—	—	—
Slow Vehicles Must Turn Out	R4-14	2B.35	30 x 42	30 x 42	—	—	—	—
Keep Right Except to Pass	R4-16	2B.30	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Do Not Drive on Shoulder	R4-17	2B.36	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Do Not Pass on Shoulder	R4-18	2B.36	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Do Not Enter	R5-1	2B.37	30 x 30*	36 x 36	36 x 36	48 x 48	—	36 x 36
Wrong Way	R5-1a	2B.38	36 x 24*	42 x 30	36 x 24*	42 x 30	30 x 18*	42 x 30
No Trucks	R5-2,2a	2B.39	24 x 24	24 x 24	30 x 30	36 x 36	—	36 x 36
No Motor Vehicles	R5-3	2B.39	24 x 24	24 x 24	—	—	24 x 24	—
No Commercial Vehicles	R5-4	2B.39	24 x 30	24 x 30	36 x 48	36 x 48	—	—
No Vehicles with Lugs	R5-5	2B.39	24 x 30	24 x 30	36 x 48	48 x 60	—	—
No Bicycles	R5-6	2B.39	24 x 24	24 x 24	30 x 30	36 x 36	24 x 24	48 x 48
No Non-Motorized Traffic	R5-7	2B.39	30 x 24	30 x 24	42 x 24	48 x 30	—	42 x 24
No Motor-Driven Cycles	R5-8	2B.39	30 x 24	30 x 24	42 x 24	48 x 30	—	42 x 24
No Pedestrians, Bicycles, Motor-Driven Cycles	R5-10a	2B.39	30 x 36	30 x 36	—	—	—	—
No Pedestrians or Bicycles	R5-10b	2B.39	30 x 18	30 x 18	—	—	—	—
No Pedestrians	R5-10c	2B.39	24 x 12	24 x 12	—	—	—	—
Authorized Vehicles Only	R5-11	2B.39	30 x 24	30 x 24	—	—	—	—
One Way	R6-1	2B.40	36 x 12*	54 x 18	54 x 18	54 x 18	—	54 x 18
One Way	R6-2	2B.40	24 x 30*	30 x 36	36 x 48	48 x 60	18 x 24*	36 x 48
Divided Highway Crossing	R6-3,3a	2B.42	30 x 24	30 x 24	36 x 30	—	—	36 x 30
Roundabout Directional (2 chevrons)	R6-4	2B.43	30 x 24	30 x 24	—	—	—	—
Roundabout Directional (3 chevrons)	R6-4a	2B.43	48 x 24	48 x 24	—	—	—	—
Roundabout Directional (4 chevrons)	R6-4b	2B.43	60 x 24	60 x 24	—	—	—	—
Roundabout Circulation (plaque)	R6-5P	2B.44	30 x 30	30 x 30	—	—	—	—
BEGIN ONE WAY	R6-6	2B.40	24 x 30	30 x 36	—	—	—	—
END ONE WAY	R6-7	2B.40	24 x 30	30 x 36	—	—	—	—
Parking Restrictions	R7-1, 2,2a,3,4,5,6,7,8, 21,21a,22,23, 23a,107,108	2B.46	12 x 18	12 x 18	—	—	—	—
Van Accessible (plaque)	R7-8P	2B.46	18 x 9	18 x 9	—	—	—	—
Fee Station	R7-20	2B.46	24 x 18	24 x 18	—	—	—	—
No Parking (with transit logo)	R7-107a	2B.46	12 x 30	12 x 30	—	—	—	—
No Parking/Restricted Parking (combined sign)	R7-200	2B.46	24 x 18	24 x 18	—	—	—	—
No Parking/Restricted Parking (combined sign)	R7-200a	2B.46	12 x 30	12 x 30	—	—	—	—
Tow Away Zone (plaque)	R7-201P,201aP	2B.46	12 x 6	12 x 6	—	—	—	—
This Side of Sign (plaque)	R7-202P	2B.46	12 x 6	12 x 6	—	—	—	—

Table 2B-1. Regulatory Sign and Plaque Sizes (Sheet 3 of 4)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
Emergency Snow Route	R7-203	2B.46	18 x 24	18 x 24	—	—	—	24 x 30
No Parking on Pavement	R8-1	2B.46	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
No Parking Except on Shoulder	R8-2	2B.46	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
No Parking (symbol)	R8-3	2B.46	24 x 24*	30 x 30	36 x 36	48 x 48	12 x 12*	36 x 36
No Parking	R8-3a	2B.46	24 x 30	24 x 30	36 x 36	48 x 48	18 x 24	36 x 36
Except Sundays and Holidays (plaque)	R8-3bP	2B.46	24 x 18	24 x 18	—	—	12 x 9	30 x 24
On Pavement (plaque)	R8-3cP	2B.46	24 x 18	24 x 18	—	—	12 x 9	30 x 24
On Bridge (plaque)	R8-3dP	2B.46	24 x 18	24 x 18	—	—	12 x 9	30 x 24
On Tracks (plaque)	R8-3eP	2B.46	12 x 9	12 x 9	—	—	—	30 x 24
Except on Shoulder (plaque)	R8-3fP	2B.46	24 x 18	24 x 18	—	—	12 x 9	30 x 24
Loading Zone (plaque)	R8-3gP	2B.46	24 x 18	24 x 18	—	—	12 x 9	30 x 24
Times of Day (plaque)	R8-3hP	2B.46	24 x 18	24 x 18	—	—	12 x 9	30 x 24
Emergency Parking Only	R8-4	2B.49	30 x 24	30 x 24	30 x 24	48 x 36	—	48 x 36
No Stopping on Pavement	R8-5	2B.46	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
No Stopping Except on Shoulder	R8-6	2B.46	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
Emergency Stopping Only	R8-7	2B.49	30 x 24	30 x 24	48 x 36	48 x 36	—	48 x 36
Walk on Left Facing Traffic	R9-1	2B.50	18 x 24	18 x 24	—	—	—	—
Cross Only at Crosswalks	R9-2	2B.51	12 x 18	12 x 18	—	—	—	—
No Pedestrian Crossing (symbol)	R9-3	2B.51	18 x 18	18 x 18	24 x 24	30 x 30	—	30 x 30
No Pedestrian Crossing	R9-3a	2B.51	12 x 18	12 x 18	—	—	—	—
Use Crosswalk (plaque)	R9-3bP	2B.51	18 x 12	18 x 12	—	—	—	—
No Hitchhiking (symbol)	R9-4	2B.50	18 x 18	18 x 18	—	—	—	24 x 24
No Hitchhiking	R9-4a	2B.50	18 x 24	18 x 24	—	—	12 x 18	—
No Skaters	R9-13	2B.39	18 x 18	18 x 18	24 x 24	30 x 30	—	30 x 30
No Equestrians	R9-14	2B.39	18 x 18	18 x 18	24 x 24	30 x 30	—	30 x 30
Cross Only On Green	R10-1	2B.52	12 x 18	12 x 18	—	—	—	—
Pedestrian Signs and Plaques	R10-2, 3,3b,3c,3d,4	2B.52	9 x 12	9 x 12	—	—	—	—
Pedestrian Signs	R10-3a,3e,3f, 3g,3h,3i,4a	2B.52	9 x 15	9 x 15	—	—	—	—
Left on Green Arrow Only	R10-5	2B.53	30 x 36	30 x 36	48 x 60	—	24 x 30	48 x 60
Stop Here on Red	R10-6	2B.53	24 x 36	24 x 36	—	—	—	36 x 48
Stop Here on Red	R10-6a	2B.53	24 x 30	24 x 30	—	—	—	36 x 42
Do Not Block Intersection	R10-7	2B.53	24 x 30	24 x 30	—	—	—	—
Use Lane with Green Arrow	R10-8	2B.53	36 x 42	36 x 42	36 x 42	—	—	60 x 72
Left (Right) Turn Signal	R10-10	2B.53	30 x 36	30 x 36	—	—	—	—
No Turn on Red	R10-11	2B.54	24 x 30*	36 x 48	—	—	—	36 x 48
No Turn on Red	R10-11a	2B.54	30 x 36*	36 x 48	—	—	—	—
No Turn on Red	R10-11b	2B.54	36 x 36	36 x 36	—	—	—	—
No Turn on Red Except From Right Lane	R10-11c	2B.54	30 x 42	30 x 42	—	—	—	—
No Turn on Red From This Lane	R10-11d	2B.54	30 x 42	30 x 42	—	—	—	—
Left Turn Yield on Green	R10-12	2B.53	30 x 36	30 x 36	—	—	—	—
Emergency Signal	R10-13	2B.53	42 x 30	42 x 30	—	—	—	—
Emergency Signal - Stop on Flashing Red	R10-14	2B.53	36 x 42	36 x 42	—	—	—	—
Emergency Signal - Stop on Flashing Red (overhead)	R10-14a	2B.53	60 x 24	60 x 24	—	—	—	—
Turning Vehicles Yield to Peds	R10-15	2B.53	30 x 30	30 x 30	—	—	—	—
U-Turn Yield to Right Turn	R10-16	2B.53	30 x 36	30 x 36	—	—	—	—
Right on Red Arrow After Stop	R10-17a	2B.54	36 x 48	36 x 48	—	—	—	—
Traffic Laws Photo Enforced	R10-18	2B.55	36 x 24	36 x 24	48 x 30	54 x 36	—	54 x 36
Photo Enforced (symbol plaque)	R10-19P	2B.55	24 x 12	24 x 12	36 x 18	48 x 24	—	48 x 24
Photo Enforced (plaque)	R10-19aP	2B.55	24 x 18	24 x 18	36 x 30	48 x 36	—	48 x 36
MON—FRI (and times) (3 lines) (plaque)	R10-20aP	2B.53	24 x 24	24 x 24	—	—	—	—

Table 2B-1. Regulatory Sign and Plaque Sizes (Sheet 4 of 4)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
SUNDAY (and times) (2 lines) (plaque)	R10-20aP	2B.53	24 x 18	24 x 18	—	—	—	—
Crosswalk, Stop on Red	R10-23	2B.53	24 x 30	24 x 30	—	—	—	—
Push Button To Turn On Warning Lights	R10-25	2B.52	9 x 12	9 x 12	—	—	—	—
Left Turn Yield on Flashing Red Arrow After Stop	R10-27	2B.53	30 x 36	30 x 36	—	—	—	—
XX Vehicles Per Green	R10-28	2B.56	24 x 30	24 x 30	—	—	—	—
XX Vehicles Per Green Each Lane	R10-29	2B.56	36 x 24	36 x 24	—	—	—	—
Right Turn on Red Must Yield to U-Turn	R10-30	2B.54	30 x 36	30 x 36	—	—	—	—
At Signal (plaque)	R10-31P	2B.53	24 x 9	24 x 9	—	—	—	—
Push Button for 2 Seconds for Extra Crossing Time	R10-32P	2B.52	9 x 12	9 x 12	—	—	—	—
Keep Off Median	R11-1	2B.57	24 x 30	24 x 30	—	—	—	—
Road Closed	R11-2	2B.58	48 x 30	48 x 30	—	—	—	—
Road Closed - Local Traffic Only	R11-3a,3b,4	2B.58	60 x 30	60 x 30	—	—	—	—
Weight Limit	R12-1,2	2B.59	24 x 30	24 x 30	36 x 48	—	—	36 x 48
Weight Limit	R12-3	2B.59	24 x 36	24 x 36	—	—	—	—
Weight Limit	R12-4	2B.59	36 x 24	36 x 24	—	—	—	—
Weight Limit	R12-5	2B.59	24 x 36	24 x 36	36 x 48	48 x 60	—	—
Weigh Station	R13-1	2B.60	72 x 54	72 x 54	96 x 72	120 x 90	—	—
Truck Route	R14-1	2B.61	24 x 18	24 x 18	—	—	—	—
Hazardous Material	R14-2,3	2B.62	24 x 24	24 x 24	30 x 30	36 x 36	—	42 x 42
National Network	R14-4,5	2B.63	30 x 30	30 x 30	36 x 36	36 x 36	—	42 x 42
Fender Bender Move Vehicles	R16-4	2B.65	36 x 24	36 x 24	48 x 36	60 x 48	—	48 x 36
Lights On When Using Wipers or Raining	R16-5,6	2B.64	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
Turn On Headlights Next XX Miles	R16-7	2B.64	48 x 15	48 x 15	72 x 24	96 x 30	—	72 x 24
Turn On, Check Headlights	R16-8,9	2B.64	30 x 15	30 x 15	48 x 24	60 x 30	—	48 x 24
Begin, End Daytime Headlight Section	R16-10,11	2B.64	48 x 15	48 x 15	72 x 24	96 x 30	—	72 x 24

* See Table 9B-1 for minimum size required for signs on bicycle facilities

Notes: 1. Larger signs may be used when appropriate
2. Dimensions in inches are shown as width x height

- 07 **Where side roads intersect a multi-lane street or highway that has a speed limit of 45 mph or higher, the minimum size of the STOP signs facing the side road approaches, even if the side road only has one approach lane, shall be 36 x 36 inches.**
- 08 **Where side roads intersect a multi-lane street or highway that has a speed limit of 40 MPH or lower, the minimum size of the STOP signs facing the side road approaches shall be as shown in the Single Lane or Multi-lane columns of Table 2B-1 based on the number of approach lanes on the side street approach.**
- Guidance:*
- 09 *The minimum sizes for regulatory signs facing traffic on exit and entrance ramps should be as shown in the column of Table 2B-1 that corresponds to the mainline roadway classification (Expressway or Freeway). If a minimum size is not provided in the Freeway column, the minimum size in the Expressway column should be used. If a minimum size is not provided in the Freeway or Expressway Column, the size in the Oversized column should be used.*

Section 2B.04 Right-of-Way at Intersections

Support:

- 01 State or local laws written in accordance with the “Uniform Vehicle Code” (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection.

When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Guidance:

- 02 *Engineering judgment should be used to establish intersection control. The following factors should be considered:*
- A. *Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
 - B. *Number and angle of approaches;*
 - C. *Approach speeds;*
 - D. *Sight distance available on each approach; and*
 - E. *Reported crash experience.*
- 03 *YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:*
- A. *An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
 - B. *A street entering a designated through highway or street; and/or*
 - C. *An unsignalized intersection in a signalized area.*
- 04 *In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:*
- A. *The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
 - B. *The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
 - C. *Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*
- 05 *YIELD or STOP signs should not be used for speed control.*

Support:

- 06 Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection.

Guidance:

- 07 *Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.*
- 08 *A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.*

Support:

- 09 The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:
- A. *Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;*
 - B. *Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and*
 - C. *Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.*

Standard:

- 10 **Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:**
- A. If the signal indication for an approach is a flashing red at all times;**
 - B. If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or**
 - C. If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.**

- 11 Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.
- 12 Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.
- 13 A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.
- Option:
- 14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.
- Support:
- 15 Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/roadway intersection.

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Standard:

- 01 When it is determined that a full stop is always required on an approach to an intersection, a STOP (R1-1) sign (see Figure 2B-1) shall be used.
- 02 The STOP sign shall be an octagon with a white legend and border on a red background.
- 03 Secondary legends shall not be used on STOP sign faces.
- 04 At intersections where all approaches are controlled by STOP signs (see Section 2B.07), an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. The ALL WAY plaque (see Figure 2B-1) shall have a white legend and border on a red background.
- 05 The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs.
- 06 Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.
- Support:
- 07 The use of the CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (and other plaques with variations of this word message) is described in Section 2C.59.

Guidance:

- 08 Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.

Option:

- 09 An EXCEPT RIGHT TURN (R1-10P) plaque (see Figure 2B-1) may be mounted below the STOP sign if an engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.
- Support:
- 10 The design and application of Stop Beacons are described in Section 4L.05.

Figure 2B-1. STOP and YIELD Signs and Plaques



Section 2B.06 STOP Sign Applications

Guidance:

- 01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*
- 02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*
- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
 - B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
 - C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

- 03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

- 01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
- 02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

- 03 *The decision to install multi-way stop control should be based on an engineering study.*
- 04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
 - B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
 - C. *Minimum volumes:*
 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
 - D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

- 05 Other criteria that may be considered in an engineering study include:
- A. The need to control left-turn conflicts;
 - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
 - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
 - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Original Date: 3 January 2022
Revision 1 Date: 25 February 2022
Revision 2 Date: 6 April 2022

Midwest City Engineering Division
Attn: City Engineer Patrick Menefee, P.E.
100 N. Midwest Boulevard
Midwest City, OK 73110

Re: Traffic and Safety Commission request to remove the unnecessary Northbound & Southbound STOP signs on N. Peebly Drive at the intersections with W. Havenwood Drive and Sunvalley Drive.

Dear Commission Members:

On September 16th 2021, the Traffic And Safety Commission considered petition TS-447 to install STOP signs at the intersections described above. In a letter to City Engineer Patrick Menefee, the petitioner states the objective is "to reduce the speed on Peebly Drive." I believe the petitioner saw the request as a possible fix-all solution. What the Commission Members may not have known is that the petitioner's request violates MUTCD Section 2B.04, Guidance 05, which states, "YIELD or STOP signs should not be used for speed control."

Any petition, endorsement, testimony, or subsequent vote, which in whole, or in part, was used to address any speed concerns on N.Peebly Drive, violated the letter and spirit of Section 2B.04, Guidance 05. Furthermore, Section 2B.07 is not applicable to either intersection as cited by the City Engineering Division as justification for the installation of STOP signs.

Each section of the MUTCD code includes a description which defines the circumstances for when or where the code applies. In this particular case, the last sentence of Section 2B.07, Support 01 defines a very specific intersection. It states, "Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal."

In other words, at the intersection of N.Peebly and W.Havenwood, the ratio of the traffic volume on N.Peebly Drive must be approximately equal (1:1 ratio) with the traffic volume on W.Havenwood Drive. An observation of the traffic volume at this intersection reveals that the ratio of traffic on N.Peebly Drive is about 2.4 times more than the traffic on W.Havenwood Drive. The traffic volumes are not approximately equal. As a result, Section 2B.07, as cited by the City Engineering Division, does not apply to this intersection.

In like manner, at the intersection of N.Peebly and Sunvalley, the ratio of the traffic volume on N.Peebly Drive must be approximately equal (1:1 ratio) with the traffic volume on Sunvalley Drive. An observation of the traffic volume at this intersection shows that the ratio of traffic on N.Peebly Drive is about 2.5 times more than the traffic on Sunvalley Drive. The traffic volumes are not approximately equal; therefore, Section 2B.07, as cited by the City Engineering Division, does not apply to this intersection.

The observed traffic volume data for both intersections is attached.

The MUTCD code sets the standard that must be met. In this case, the northbound and southbound STOP signs on N. Peebly Drive at the intersections with W. Havenwood Drive and

Sunvalley Drive do not meet the standard. As a result, they are "unnecessary" per MUTCD code. Section 1A.04 of the MUTCD code states, "Unnecessary traffic control devices should be removed".

We are requesting the Commission Members to take corrective actions and remove these STOP signs. Correct, and consistent, application of the MUTCD code demonstrates that decisions by the Commission and the City Council are beyond reproach.

N.Peebly has been, and will continue to be, a safe street. Accident records from the Midwest City Police Department, which were not included in the original petition, prove the street is safe and do not support the installation of these STOP signs. The accident report from the Midwest City Police Department is attached.

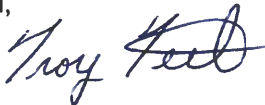
Vehicle volume has not increased, or changed, in decades. Additionally, as the photos in the original petition packet shows, the street is not impeded by vehicles parked along the curbs between these intersections. A complete study of these intersections shows that the STOP signs were not justified.

When these STOP signs are removed, we request "Warning" signs that state "Cross Traffic Does Not Stop" to be installed below the STOP signs at the west end of W.Havenwood Drive and Sunvalley Drive to alert all drivers to the changes made on N.Peebly Drive.

Attached is the required petition form indicating overwhelming neighborhood agreement with this request to restore N.Peebly back to the way it was for the last 50+ years.

I may be contacted at (405) 464 - 0750 to discuss this petition.

Thank you,



Troy Teel
1128 Sunvalley Drive
Midwest City, OK 73110

LOCATION Intersection of N. Peebly + W. Havenwood
 SUBJECT Traffic Volume Observation

Week of
 DATE 6 Feb 2022
 SHEET NO. THT

	Date + Time	Direction of Travel:			
		East on N. Peebly	West on N. Peebly	Onto W. Havenwood	From W. Havenwood
	Week of 6 Feb 2022 (ARRIVED at 11:05A / DEPARTED at 12:33P)				
①	11:06A		X		
2	11:06A	X			
3	11:07A		X		
4	11:07A	X			
5	11:09A	X			
6	11:12A		X		
7	11:12A				X
8	11:13A			X	
9	11:13A			X	
10	11:14A		X		
11	11:14A		X		
12	11:14A				X
13	11:14A				X
14	11:15A	X			
15	11:18A		X		
16	11:19A		X		
17	11:20A	X			
18	11:21A		X		
19	11:21A	X			
20	11:21A	X			
21	11:22A	X			
22	11:22A		X		
23	11:25A		X		
24	11:25A		X		
25	11:27A			X	
26	11:31A	X			
27	11:34A		X		
28	11:35A			X	
29	11:36A				X
30	11:37A				X
31	11:37A	X			
32	11:38A			X	
33	11:38A	X			
34	11:38A	X			
35	11:39A		X		
36	11:41A			X	
37	11:41A		X		
38	11:43A	X			
39	11:43A		X		
40	11:43A	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
		14	15	6	5

LOCATION Intersection of N. Peebly + W. Havenwood

DATE Week of 6 Feb 2022

SUBJECT Traffic Volume Observation

SHEET NO. THT

	Date + Time	Direction of Travel:		Onto W. Havenwood	From W. Havenwood
		East on N. Peebly	West on N. Peebly		
	Week of 6 Feb 2022				
41	11:45A	X			
42	11:46A	X			
43	11:47A		X		
44	11:47A				X
45	11:48A	X			
46	11:48A			X	
47	11:49A				X
48	11:49A				X
49	11:49A				X
50	11:49A		X		
51	11:51A		X		
52	11:52A	X			
53	11:53A	X			
54	11:53A	X			
55	11:54A			X	
56	11:55A			X	
57	11:55A			X	
58	11:56A		X		
59	11:57A	X			
60	11:59A	X			
61	12:00P				X
62	12:00P	X			
63	12:02P				X
64	12:02P		X		
65	12:03P				X
66	12:03P	X			
67	12:08P				X
68	12:08P	X			
69	12:09P		X		
70	12:09P		X		
71	12:09P		X		
72	12:09P	X			
73	12:13P		X		
74	12:13P				X
75	12:16P	X			
76	12:16P	X			
77	12:17P		X		
78	12:18P		X		
79	12:19P	X			
80	12:21P	X			
		<u>16</u>	<u>11</u>	<u>4</u>	<u>9</u>

LOCATION Intersection of N. Peebly + W. Havenwood

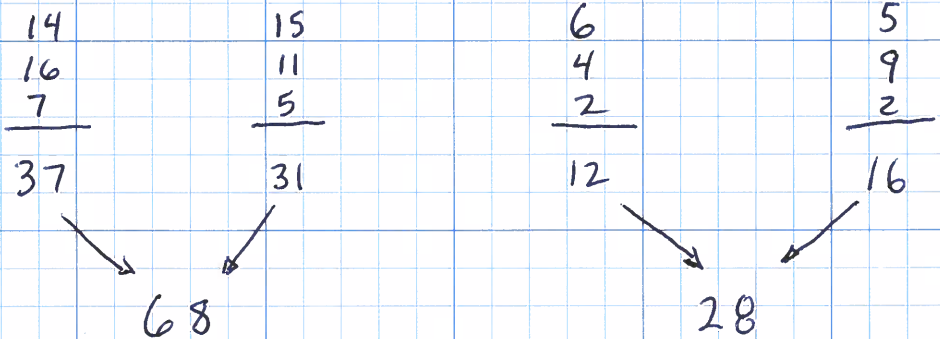
DATE Week of 6 Feb 2022

SUBJECT Traffic Volume Observation

SHEET NO. _____

Date + Time	Direction of Travel			
	East on N. Peebly	West on N. Peebly	Onto W. Havenwood	From W. Havenwood
Week of 6 Feb 2022				
81 12:21P		X		
82 12:21P			X	
83 12:22P	X			
84 12:24P		X		
85 12:24P		X		
86 12:25P		X		
87 12:26P	X			
88 12:26P	X			
89 12:26P	X			
90 12:27P	X			
91 12:27P				X
92 12:30P	X			
93 12:30P		X		
94 12:30P				X
95 12:32P			X	
96 12:32P	X			
	<u>7</u>	<u>5</u>	<u>2</u>	<u>2</u>

Totals



68 : 28
 Reduces to
 2.43 : 1

LOCATION Intersection of N. Peebly + Sunvalley
 SUBJECT Traffic Volume Observation

Week of
 DATE 13 Feb 2022
 SHEET NO. THT

Date + Time	Direction of Travel:		Onto Sunvalley	From Sunvalley
	East on N. Peebly	West on N. Peebly		
Week of 13 Feb 2022 (Arrived at 10:59A / Departed at 12:40A)				
1 10:59A	X			
2 11:00A				X
3 11:01A	X			
4 11:07A			X	
5 11:09A		X		
6 11:09A			X	
7 11:09A		X		
8 11:11A	X			
9 11:11A		X		
10 11:13A	X			
11 11:14A		X		
12 11:16A	X			
13 11:17A	X			
14 11:19A	X			
15 11:20A				X
16 11:24A				X
17 11:24A				X
18 11:26A		X		
19 11:28A				X
20 11:28A				X
21 11:33A	X			
22 11:36A	X			
23 11:39A		X		
24 11:40A	X			
25 11:42A	X			
26 11:42A		X		
27 11:42A		X		
28 11:43A	X			
29 11:43A	X			
30 11:43A	X			
31 11:45A				X
32 11:46A		X		
33 11:46A				X
34 11:49A	X			
35 11:52A		X		
36 11:52A		X		
37 11:54A		X		
38 11:55A		X		
39 11:55A				X
40 11:57A				X
	15	13	2	10

LOCATION Intersection of N. Peebly + Sunvalley

DATE Week of 13 Feb 2022

SUBJECT Traffic Volume Observation

SHEET NO. THT

	Date + Time	Direction of Travel:		Onto Sunvalley	From Sunvalley
		East on N. Peebly	West on N. Peebly		
	Week of 13 Feb 2022				
41	11:58A	X			
42	11:58A	X			
43	11:59A				X
44	12:02A		X		
45	12:06A			X	
46	12:09A		X		
47	12:10A			X	
48	12:12A	X			
49	12:14A		X		
50	12:18A	X			
51	12:19A		X		
52	12:23A	X			
53	12:25A	X			
54	12:26A			X	
55	12:29A		X		
56	12:31A		X		
57	12:32A		X		
58	12:33A			X	
59	12:33A		X		
60	12:34A	X			
61	12:35A		X		
62	12:36A				X
63	12:36A		X		
		7	10	4	2
Totals		$\begin{array}{r} 15 \\ 7 \\ \hline 22 \end{array}$	$\begin{array}{r} 13 \\ 10 \\ \hline 23 \end{array}$	$\begin{array}{r} 2 \\ 4 \\ \hline 6 \end{array}$	$\begin{array}{r} 10 \\ 2 \\ \hline 12 \end{array}$
		↘	↘	↘	↘
		45		18	
			45 : 18 reduces to		
			2.5 : 1		

Calls For Service Report - MIDWEST CITY POLICE DEPARTMENT

Sorted by	Call Number	Call Date	Call Time										
Call Date :	10/01/2018	00:00 - 10/21/2021	23:59										
Address Category :	ACCIDENTS												
Agency :	MIDWEST CITY PD												
Call Type :	ACCIDENT AUTO PED , ACCIDENT CITY VEHICLE, ACCIDENT CITY VEHICLE W/INJ, ACCIDENT H/R W/INJ, ACCIDENT HIT/RUN, ACCIDENT												
PD District :	31												
Call Number	Date	Time	Agency	Call Type	Address	Zone	District						
Case Number 18-07096	10/08/2018	15:27:06	MIDWEST CITY	ACCIDENT	2816 WOODCREST DR	DELTA	31						
19-070544	10/17/2019	08:22:54	EMS	INJURY MWC									
19-08261	10/17/2019	08:22:54	MIDWEST CITY	ACCIDENT	1024 WOODCREST DR	DELTA	31						
19-09130	11/16/2019	14:29:12	PD	HIT/RUN									
20-03864	11/16/2019	14:29:12	MIDWEST CITY	ACCIDENT	2817 WOODCREST DR	DELTA	31						
20-040467	11/30/2019	12:02:33	PD	HIT/RUN									
20-053714	06/22/2020	17:53:57	MIDWEST CITY	ACCIDENT NO	2817 WOODCREST DR	DELTA	31						
20-078091	06/24/2020	14:14:11	PD	INJURY	3329 N PEEBLY DR	DELTA	31						
21-027679	08/15/2020	09:58:07	PD	ACCIDENT	1025 W PEEBLY DR	DELTA	31						
	11/16/2020	20:09:00	PD	HIT/RUN	3312 N PEEBLY DR	DELTA	31						
	04/23/2021	16:36:25	PD	ACCIDENT	2817 WOODCREST DR	DELTA	31						
			PD	HIT/RUN	1208 W PEEBLY DR	DELTA	31						

→ 3312 N. Peebly is 3 houses north of the N. Peebly / Sunvalley intersection.

→ 3329 N. Peebly is 8 houses north of the N. Peebly / Sunvalley intersection.

* * (circled asterisks pointing to call numbers 20-03864 and 20-053714)



Image capture: Nov 2015 © 2021 Google

Midwest City, Oklahoma



Street View - Nov 2015





Image capture: Nov 2015 © 2021 Google

Midwest City, Oklahoma



Street View - Nov 2015





3105 N. Peebly Drive - After STOP signs were installed.

TRAFFIC AND SAFETY COMMISSION PETITION

We, the undersigned, request that the Midwest City Traffic and Safety Commission consider the following request(s): To remove the North and South bound Stop Signs on N. Peebly Drive at the intersections of W. Havenwood Drive and Sunvalley Drive.

PETITION CONTACT PERSON: Name: Troy Teel
Address: 1128 Sunvalley Drive
Phone: (405) 464-0750

NOTE: ONLY ONE SIGNATURE PER ADDRESS IS NECESSARY. ALL AFFECTED RESIDENTS MUST SIGN THIS PETITION INDICATING AGREEMENT OR DISAGREEMENT.

N. Peebly

SIGNATURE ADDRESS AGREEMENT OR DISAGREEMENT

[Signature] 3321 N. Peebly ~~Agreement~~ Agreement

[Signature] 3320 N. Peebly Agreement

[Signature] 3224 N. Peebly Dr. Agreement

Jeremy Smith 3221 N. Peebly Dr. Agreement

Christin Baker 3001 N. Peebly Dr. Agreement

Bary Enfan 3313 N. Peebly Dr. Agreement

[Signature] 3101 N Peebly Dr. Agreement

Lawn Soko 1205 Sunvalley Drive Agreement

Ray Smith 1220 Live Oak Dr. Agree

[Signature] 1104 Live Oak Dr. Agree

[Signature] 3100 N PEEBLY DRIVE AGREE

[Signature] 1128 Sunvalley Drive Agree

Signature

Address

Signature	Address	Agreement or Disagreement
Jim [Signature]	1117 Twilight	Disagreement Agreement
Jerome Montgomery	1208 TWILIGHT DR. MIDWEST CITY, OK.	AGREE
Michael D. Weese	1221 TWILIGHT	AGREE
Jack Butler	1229 Eve Dr	agree
Bryson Carter	1121 Twilight dr.	agree.
Joy Huska, DVM.	1129 Twilight Dr.	agree!!!
Latonia Grant	1209 Twilight Dr.	agree!
Kathy McClure	1216 Twilight	agree
Gaerina McMill	1229 Twilight	agree!!
	1233 Twilight	AGREE
JHM	1200 Twilight	Agree!
Gabrielle Harris	1233 Twilight Dr.	Agree!

100 N. Midwest Boulevard • Midwest City, Oklahoma 73110

Engineering Division (405) 739-1220 • FAX (405)739-1399 • TDD (405) 739-1359

An Equal Opportunity Employer

Live Oak

Agree or
Disagree

Signature

Address



1225 Live oak

Agree



1224 Live Oak

Agree

Dylan Alexander

1216 Live Oak dr

Agree

Halli Ann

1213 Live oak Dr.

Agree

Alfred Smith

1137 Live Oak Dr

Agree

Trisha Baker

1133 Live oak

Agree

Antonia Mattox

1121 Liveoak DR

Agree

Maternal Carterhead

1117 Live oak

Agree

Sandra Gunstora

1108 Live oak drive

Agree

Dawn Richardson

1129 Live Oak Dr

Agree

Ben R. Pfehlee

1136 liveoak dr

Agree

Karen Hood

1217 Live Oak Dr

Agree

Alyanna Frazier

1205 Live oak Dr

Agree

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Engineering Division (405) 739-1220 • FAX (405)739-1399 • TDD (405) 739-1359

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Sunvalley Signature	Address	Agree or Disagree
TREY ROSE	1001 SUNVALLEY	AGREE
Sam Donelson	1124 W Sunvalley Dr	Agree
Ricky Fox	1105 Sunvalley	Agree
Kalise Hunt	1200 Sunvalley Dr.	Agree
Grant Hunt	1226 Sunvalley Dr.	Agree
Ang Wang	1216 Sunvalley Drive	Agree
Elizabeth Lina	1228 " "	Agree
Arich	1232 Sunvalley Drive	Agree
Nickell Luan	1100 sunvalley Dr.	Agree
Steve Stru	1104 sunvalley DR	Agree
Ed Coleen M Koelsch	1113 Sunvalley Dr.	Agree
Harvey Boatwright	1212 SUNVALLEY	AGREE
Terry Murphree	1217 Sunvalley	Agree

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Engineering Division (405) 739-1220 • FAX (405) 739-1399 • TDD (405) 739-1359


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Woodlane

Signature


Address

Agree or
Disagree

 1129 W. Woodlane Agree

Grant Skaggs 1204 W. Woodlane Agree

 1105 W. Woodlane Dr. Agree

 1117 W. Woodlane Dr. Agree

Mina Bourke 1128 W. Woodlane Dr. Agree

Megan Willman 1121 W. Woodlane Agree

100 N. Midwest Boulevard • Midwest City, Oklahoma 73110

Engineering Division (405) 739-1220 • FAX (405) 739-1399 • TDD (405) 739-1359

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W. Havenwood

Signature

Address

Agree or Disagree

Philip White

~~1200~~ 1200 W Havenwood Dr

Agree

Edm Bep

1129 W Havenwood Dr

Agree

Marty Linderger

1124 W. Havenwood Dr

Agree

Barb Tines

1119 W. Havenwood Dr

Agree

M. B. Chen

1109 W HAVENWOOD

(Agree)

Joly Nashida

1100 W. HAVENWOOD

(AGREE)

Amesh Lumbat

1024 W. Havenwood

Agree

M. B. Chen

1205 W Havenwood Dr.

agree

Sandy Noma

1120 W. Havenwood Dr.

(Agree)

Myrtle J.

1121 Sunvalley Dr.

Agree

Brandon Pierson

1001 W Havenwood Dr

Agree

M. B. Chen

1016 W. Havenwood Drive

agree

100 N. Midwest Boulevard • Midwest City, Oklahoma 73110

Engineering Division (405) 739-1220 • FAX (405)739-1399 • TDD (405) 739-1359

An Equal Opportunity Employer

Original Date: 3 January 2022

Revision 1 Date: 6 April 2022

Midwest City Engineering Division
Attn: City Engineer Patrick Menefee, P.E.
100 N. Midwest Boulevard
Midwest City, OK 73110

Re: Traffic and Safety Commission request to remove the unnecessary Northbound & Southbound "Stop" signs on N. Peebly Drive at the intersections with W. Havenwood Drive and Sunvalley Drive.

Dear Commission Members:

We, the residents of N. Peebly Drive, Twilight Drive, Live Oak Drive, Sunvalley Drive, W. Woodlane Drive and W. Havenwood Drive in the Meadowood subdivision, collectively request the removal of the unnecessary Northbound & Southbound "Stop" signs on N. Peebly Drive at the intersections with W. Havenwood Drive and Sunvalley Drive. We were excluded from the original petition in August 2021, and we would like our input to be heard. N. Peebly is a collector (through) street into our neighborhood. As residents of the Meadowood subdivision, we utilize N. Peebly Drive, and these intersections, just as much as the residents of N. Peebly, and we should have equal input.

N. Peebly Drive has been, and will continue to be, a safe street. The Police Citation and Accident reports, not included in the original petition, proves the street was already safe. Neither report supported the installation of these "Stop" signs. Vehicle volume has not increased, or changed, in decades. Additionally, as the photos in the original petition packet shows, the street is not impeded by vehicles parked along the curbs between these intersections. In an effort to slow down a handful of speeders, the entire neighborhood has been punished. Per Section 1A.04 of the MUTCD code, unnecessary 'Stop' signs should be removed.

When these "Stop" signs are removed, we request "Warning" signs that state "Cross Traffic Does Not Stop" to be installed below the "Stop" signs at the west end of W. Havenwood Drive and Sunvalley Drive to alert all drivers to the changes made on N. Peebly Drive.

Attached is the required petition form indicating overwhelming neighborhood agreement with this request to restore N. Peebly back to the way it was for the last 50+ years.

I may be contacted at (405) 464 - 0750 to discuss this petition.

Thank you,



Troy Teel
1128 Sunvalley Drive
Midwest City, OK 73110

Calls For Service Report - MIDWEST CITY POLICE DEPARTMENT

Sorted by Call_Number, Call_Date, Call_Time													
Call Number	Date	Time	Agency	Call Type	Address	Zone	District						
Call Date : 10/01/2018 00:00 - 10/21/2021 23:59													
Address Category : ACCIDENTS													
Agency : MIDWEST CITY PD													
Call Type : ACCIDENT AUTO PED , ACCIDENT CITY VEHICLE, ACCIDENT CITY VEHICLE W/INJ, ACCIDENT H/R W/INJ, ACCIDENT HIT/RUN, ACCIDENT													
PD District : 31													
Case Number	Date	Time	Agency	Call Type	Address	Zone	District						
18-07096	10/08/2018	15:27:06	MIDWEST CITY	ACCIDENT	2816 WOODCREST DR	DELTA	31						
19-070544	10/17/2019	08:22:54	EMS	INJURY MWC									
19-08261	10/17/2019	08:22:54	MIDWEST CITY	ACCIDENT	1024 WOODCREST DR	DELTA	31						
19-09130	11/16/2019	14:29:12	PD	HIT/RUN									
20-03864	11/16/2019	14:29:12	MIDWEST CITY	ACCIDENT	2817 WOODCREST DR	DELTA	31						
20-040467	11/30/2019	12:02:33	PD	HIT/RUN									
20-053714	11/30/2019	12:02:33	MIDWEST CITY	ACCIDENT NO	2817 WOODCREST DR	DELTA	31						
20-078091	06/22/2020	17:53:57	PD	INJURY									
21-027679	06/22/2020	17:53:57	MIDWEST CITY	ACCIDENT NO	3329 N PEEBLY DR	DELTA	31						
	06/24/2020	14:14:11	PD	INJURY									
	06/24/2020	14:14:11	MIDWEST CITY	ACCIDENT	1025 W PEEBLY DR	DELTA	31						
	08/15/2020	09:58:07	PD	HIT/RUN									
	08/15/2020	09:58:07	MIDWEST CITY	ACCIDENT	3312 N PEEBLY DR	DELTA	31						
	11/16/2020	20:09:00	PD	HIT/RUN									
	11/16/2020	20:09:00	MIDWEST CITY	ACCIDENT	2817 WOODCREST DR	DELTA	31						
	04/23/2021	16:36:25	PD	HIT/RUN									
	04/23/2021	16:36:25	MIDWEST CITY	ACCIDENT	1208 W PEEBLY DR	DELTA	31						
			PD	HIT/RUN									

→ 3312 N. Peebly is 3 houses north of the N. Peebly/Sunvalley intersection.

→ 3329 N. Peebly is 8 houses north of the N. Peebly/Sunvalley intersection.

* * (circled asterisks pointing to rows 20-03864 and 20-053714)



Image capture: Nov 2015 © 2021 Google

Midwest City, Oklahoma



Street View - Nov 2015

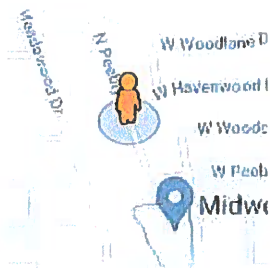




Image capture: Nov 2015 © 2021 Google

Midwest City, Oklahoma



Street View - Nov 2015





3105 N. Peebly Drive - After STOP signs were installed.

TRAFFIC AND SAFETY COMMISSION PETITION

We, the undersigned, request that the Midwest City Traffic and Safety Commission consider the following request(s): *To remove the North and South bound Stop Signs on N. Peebly Drive at the intersections of W. Havenwood Drive and Sunvalley Drive.*

PETITION CONTACT PERSON: Name: *Troy Teel*
 Address: *1128 Sunvalley Drive*
 Phone: *(405) 464-0750*

NOTE: ONLY ONE SIGNATURE PER ADDRESS IS NECESSARY. ALL AFFECTED RESIDENTS MUST SIGN THIS PETITION INDICATING AGREEMENT OR DISAGREEMENT.

N. Peebly

SIGNATURE	ADDRESS	AGREEMENT OR DISAGREEMENT
-----------	---------	---------------------------

<i>[Signature]</i>	3321 N. Peebly	Disagree Agreement
--------------------	----------------	-------------------------------

<i>[Signature]</i>	3320 N. Peebly	Agreement
--------------------	----------------	-----------

<i>[Signature]</i>	3224 N. Peebly Dr.	Agreement
--------------------	--------------------	-----------

<i>Jerry Smith</i>	3221 N. Peebly Dr.	Agreement
--------------------	--------------------	-----------

<i>Christina Baker</i>	3001 N. Peebly Dr.	Agreement
------------------------	--------------------	-----------

<i>Gary Gifford</i>	3313 N. Peebly Dr.	Agreement
---------------------	--------------------	-----------

<i>[Signature]</i>	3101 N Peebly Dr	Agreement
--------------------	------------------	-----------

<i>Lawn Siko</i>	1205 Sunvalley Drive	Agreement
------------------	----------------------	-----------

<i>Ray Smith</i>	1220 Live Oak Dr	Agree
------------------	------------------	-------

<i>[Signature]</i>	1104 Live Oak Dr	Agree
--------------------	------------------	-------

<i>[Signature]</i>	3100 N PEEBLY DRIVE	AGREE
--------------------	---------------------	-------

<i>[Signature]</i>	1128 Sunvalley Drive	Agree
--------------------	----------------------	-------

Signature

Address

Agreement or
Disagreement

Signature	Address	Agreement or Disagreement
Jim [unclear]	1117 Twilight	Disagreement Agreement
Jerome Montgomery	1208 TWILIGHT DR. MIDWEST CITY, OK.	AGREE
Michael D. Weese	1221 TWILIGHT	AGREE
Jace Butler	1229 Eve Dr	AGREE
Bryson Carter	1121 Twilight Dr.	AGREE.
Joy Huska, DVM.	1129 Twilight Dr.	agree!!!
Latonia Grant	1209 Twilight Dr.	agree!
Kathy McClure	1216 Twilight	agree
Garvin Hill	1229 Twilight	agree!!
	1233 Twilight	AGREE
JMSM	1200 Twilight	AGREE!
Gabrielle Harris	1233 Twilight Dr.	Agree!

100 N. Midwest Boulevard • Midwest City, Oklahoma 73110

Engineering Division (405) 739-1220 • FAX (405) 739-1399 • TDD (405) 739-1359

An Equal Opportunity Employer

Live Oak

Agree or
Disagree

Signature

Address



1225 Live Oak

Agree



1224 Live Oak

Agree



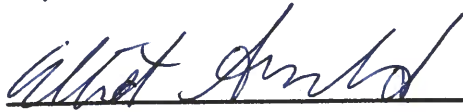
1216 Live Oak Dr

Agree



1213 Live Oak Dr.

Agree



1137 Live Oak Dr

Agree



1133 Live Oak

Agree



1121 Live Oak Dr

Agree



1117 Live Oak

Agree



1108 Live Oak Drive

Agree



1129 Live Oak Dr

Agree



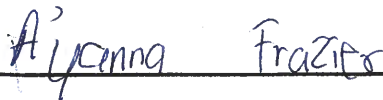
1136 Live Oak Dr

Agree



1217 Live Oak Dr

Agree



1205 Live Oak Dr

Agree

100 N. Midwest Boulevard • Midwest City, Oklahoma 73110

Engineering Division (405) 739-1220 • FAX (405) 739-1399 • TDD (405) 739-1359

An Equal Opportunity Employer

Sunvalley Signature

Address

Agree or Disagree.

Sunvalley Signature	Address	Agree or Disagree.
TREY ROSE	1001 SUNVALLEY	AGREE
Sam Donelson	1124 W Sunvalley Dr	Agree
Ricky Fox	1105 Sunvalley	Agree
Kalise Hyatt	1200 Sunvalley Dr.	Agree
Grant Hunt	1226 Sunvalley Dr.	Agree
Angi Wang	1216 Sunvalley Drive	Agree
Elizabeth Lewis	1228 " "	Agree
Arich	1232 Sunvalley Drive	Agree
Michelle Lane	1100 sunvalley Dr.	Agree
Steve Howard	1104 sunvalley DR	Agree
Ed Coleen M Koelsch	1113 Sunvalley Dr.	Agree
Harvey Boatwright	1212 SUNVALLEY	AGREE
Terry Murphree	1217 Sunvalley	Agree

100 N. Midwest Boulevard • Midwest City, Oklahoma 73110

Engineering Division (405) 739-1220 • FAX (405)739-1399 • TDD (405) 739-1359

An Equal Opportunity Employer

Woodlane

Signature

Address

Agree or Disagree

April Stuckert 1129 W. Woodlane Agree

Grant Skaggs 1264 W. Woodlane Agree

[Signature] 1105 W. Woodlane Dr. Agree

[Signature] 1117 W. Woodlane Dr. Agree

Mina Bowley 1128 W. Woodlane Dr. Agree

Megan Wellman 1121 W. Woodlane Agree

Blank lined area for additional entries.

100 N. Midwest Boulevard • Midwest City, Oklahoma 73110

Engineering Division (405) 739-1220 • FAX (405) 739-1399 • TDD (405) 739-1359

An Equal Opportunity Employer

W. Havenwood

Signature

Address

Agree or Disagree

Philip White

~~1200~~ 1200 W Havenwood Dr

Agree

codm sep

1129 w havenwood drive agree

Marty Lundgren

1124 W. Havenwood dr agree

Barb Tinney

1119 W. Havenwood Dr. Agree

M. L. Chen

1109 W HAVENWOOD (Agree)

Jody Nashid

1100 W. HAVENWOOD (AGREE)

Amesh Hundert

1024 W. Havenwood Agree

M. L. ...

1205 W Havenwood Dr. agree

Sandy Norman

1120 W. Havenwood Dr. (Agree)

Myrtle ...

1121 Sunvalley Dr. Agree

Brandon Pierson

1001 W Havenwood Dr. Agree

M. L. ...

1016 W. Havenwood Drive agree

100 N. Midwest Boulevard • Midwest City, Oklahoma 73110

Engineering Division (405) 739-1220 • FAX (405)739-1399 • TDD (405) 739-1359

An Equal Opportunity Employer



**Engineering and
Construction Services**
100 N Midwest Boulevard
Midwest City, OK 73110
Office 405.739.1220

TO: Traffic and Safety Commission
FROM: Patrick Menefee, P.E., City Engineer
DATE: April 21st, 2022
SUBJECT: Discussion and consideration of nominating a current Commission member to serve as a representative on the Subdivision Regulations Committee.

A nomination and action is at the discretion of the Traffic and Safety Commission.

Patrick Menefee, P.E.
City Engineer

August 30, 2021

Mr. Patrick Menefee, P. E.
City Engineer
100 N. Midwest Blvd.
Midwest City, OK 73110

RE: Traffic and Safety Commission request to have "STOP" signs placed on N. Peebly Drive at its intersections with W. Havenwood Drive and Sunvalley Drive.

Dear Commissioners:

We, the residents of N. Peebly Drive in the Meadowood subdivision, request placement of "STOP" signs northbound and southbound on Peebly Drive at the referenced intersections in order to reduce speeds on Peebly Dr. Peebly is a major north-south artery on the west side of Meadowood. There is heavy vehicle traffic and significant pedestrian traffic competing with a lot of cars and pickups parked against the curbs. Recently, some of that auto traffic has been moving at ridiculous and very dangerous speeds (estimated 50-60 MPH in a 25 MPH zone). Despite the fact that the road is straight, the parked cars reduce it to a single lane and block the view of drivers attempting to back out of driveways. When you add speeding cars to the mix, collisions are inevitable. And at least one of the pedestrians is actually wheelchair-bound. N. Peebly is also on a school bus route with at least one stop in the span under discussion.

Attached is the required petition form indicating neighborhood agreement with this request.

I may be contacted at (405) 741-0006 to discuss my request.

Sincerely,




Mr. Jimmy Gillion
3204 N. Peebly Drive
Midwest City, OK 73110

TRAFFIC AND SAFETY COMMISSION PETITION

We, the undersigned, request that the Midwest City Traffic and Safety Commission consider the following request(s):

PETITION CONTACT PERSON: Name: Jimmy Gillion
 Address: 3204 N. Peebly Drive
 Phone: 405-741-0006

NOTE : ONLY ONE SIGNATURE PER ADDRESS IS NECESSARY. ALL AFFECTED RESIDENTS MUST SIGN THIS PETITION INDICATING AGREEMENT OR DISAGREEMENT.

SIGNATURE	ADDRESS	AGREEMENT/DISAGREEMENT
	3220 N. Peebly Dr	Agree
	3217 N. Peebly Dr	Agree
	3208 N. Peebly Dr.	Agree
	3212 N. Peebly Dr.	Agree
	3213 N. Peebly Dr	Agree
	3214 N. Peebly Dr.	Agree
	3209 N. Peebly Dr.	Agree
	3205 N. Peebly Dr.	Agree
	3017 N. Peebly Dr	Agree
	3016 N. Peebly Dr	Agree
	3005 N. Peebly Dr	Agree
	3201 N. PEEBLY DR, MWC	AGREE

The following citation is from the 2009 edition of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), published by the United States Department of Transportation, Federal Highway Administration:

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

03 The decision to install multi-way stop control should be based on an engineering study.

04 The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

Minimum volumes:

The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and

The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

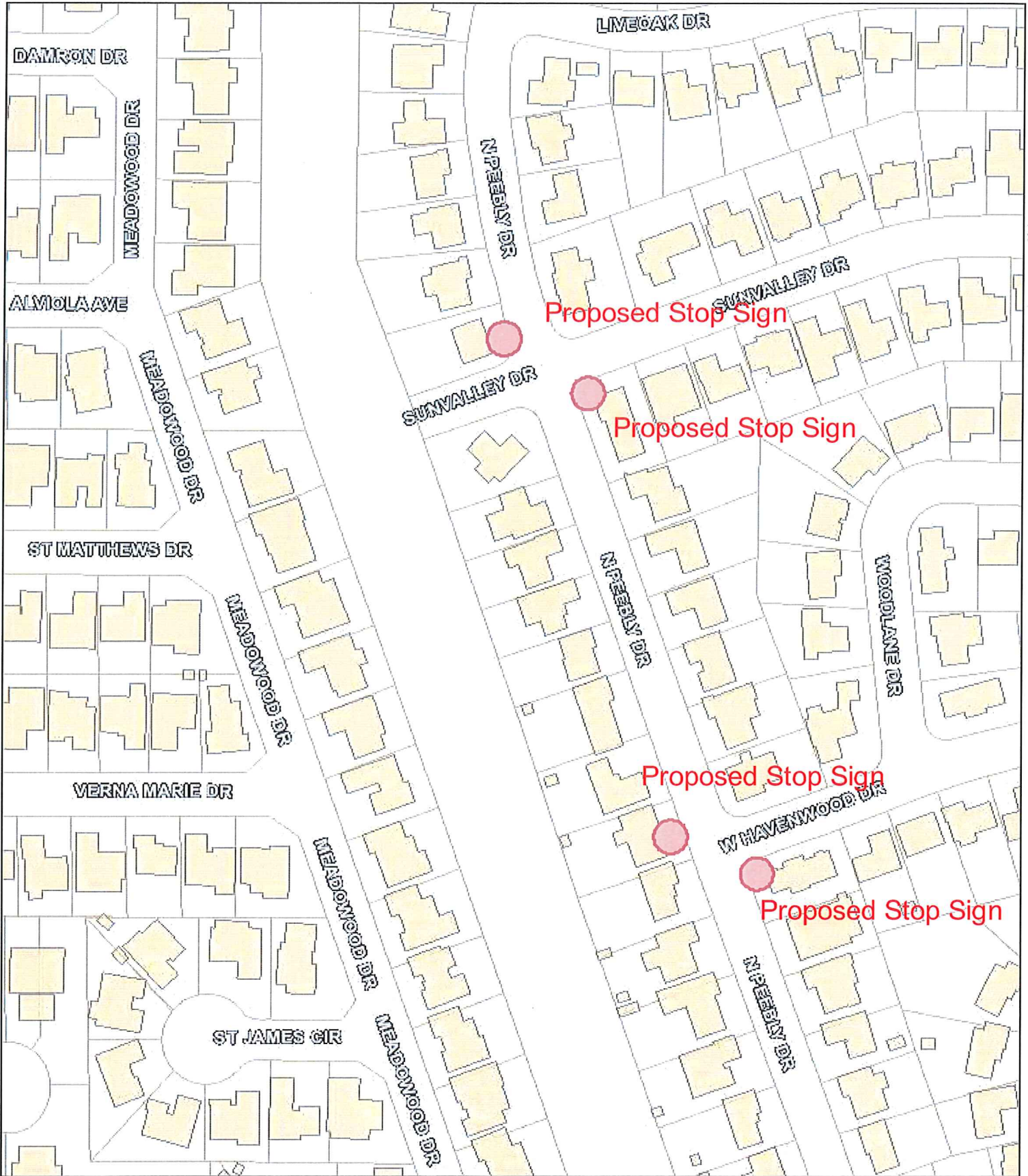
05 Other criteria that may be considered in an engineering study include:

The need to control left-turn conflicts;

The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;

Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and

An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.



Legend

Street Names

Street Names

Landmark Buildings

Buildings

Parcels

1 in = 188 ft
when printed actual size
on 8-1/2"x11" paper



DISCLAIMER

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Midwest City, Oklahoma



Street View - Nov 2015

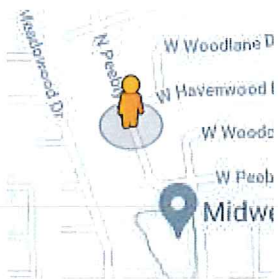




Image capture: Nov 2015 © 2021 Google

Midwest City, Oklahoma



Street View - Nov 2015

