

Traffic and Transportation Commission

May 20, 2024

Reserved Parking for the Physically Disabled and Passenger Loading Zone
Ward 2

V-A. <u>Applicant:</u>	Terence L. Haynes, P.E., President, SMC Consulting Engineers, P.C., 815 West Main Street, Oklahoma City, OK 73106 Municipal Code §32-304, §32-329, §32-401 and §32-402
<u>Request:</u>	1) Amend the limits of reserved parking for the physically disabled on the north side of NW 50 Street from approximately 384 feet west to 406 feet west of the west curb line of N Pennsylvania Avenue to approximately 397 feet west to 429 feet west of the west curb line of N Pennsylvania Avenue; and 2) amend the limits of the full-time passenger loading zone on the north side of NW 50 Street from approximately 290 feet west to 360 feet west of the west curb line of N Pennsylvania Avenue to approximately 290 feet west to 397 feet west of the west curb line of N Pennsylvania Avenue.
<u>Traffic Data:</u>	<u>East/West</u>
Street Name:	NW 50 Street
Street Typology:	Minor arterial (original roadway alignment designation)
bikewalkokc Designation:	No designation
Street Width:	NW 50 Street between Oak Street and N Pennsylvania Avenue is under construction. It is designed as a 26 foot wide, two lane, two-way, curbed, undivided roadway. At its intersection with N Pennsylvania Avenue, NW 50 Street is designed as a 52 foot wide, three lane (two east bound lanes and one west bound lane), two-way, curbed, divided roadway with a raised center median. Laybys are proposed on both sides of NW 50 Street between Oak Street and N Pennsylvania Avenue.
Traffic Controls:	N/A (new roadway under construction)
Parking Controls:	Parking controls on NW 50 Street are as approved by the Commission on April 17, 2023 (Item V-B). Refer to General Vicinity Map
Traffic Entering Volumes:	N/A (road closed for construction) 2,049 vpd (2019)(ACOG) (prior to construction)
Existing Speed Limits:	25 mph
50th Percentile Speed:	N/A (road closed)
85th Percentile Speed:	N/A (road closed)
Collision Data:	Collision records unavailable (new roadway under construction)

<u>Summary:</u>	Terence L. Haynes, P.E., President, SMC Consulting Engineers, P.C., on behalf of their client, OAK Phase 1 Property Owner, LLC, submitted a request to amend the limits of a reserved parking space for the physically disabled and the limits of a full-time passenger loading zone on the north side of NW 50 Street west of N Pennsylvania Avenue.
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At its meeting on April 17, 2023, the Commission approved a reserved parking space for the physically disabled on the north side of NW 50 Street (Part 5 of Item V-B) and a full-time passenger loading zone also on the north side of NW 50 Street (Part 9 of Item V-B). The applicant is requesting amendment of the limits of these two curb uses.

In his letter, Mr. Haynes indicates his client is seeking co-designation of the full-time passenger loading zone as a valet loading zone. The request to expand the passenger loading zone is to accommodate future valet loading operations.

A full-time passenger loading zone co-designated as a valet loading zone is the first step toward obtaining approval to operate a valet parking service on public right-of-way within Oklahoma City. The final step the approval of an administrative revocable permit to operate a valet service within an existing valet loading zone.

Mr. Haynes' request for co-designation of the full-time passenger loading zone as a valet loading zone is presented in the next item in this agenda.

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

Next Actions: If approved, the Commission's recommendation amending the limits of reserved parking for the physically disabled will be presented to the City Council in the form of a draft ordinance. Unless appealed, the decision of the Traffic and Transportation Commission amending the passenger loading zone limits is final.

Traffic Services Division
MC:sc

§ 32-304. - Stopping, standing or parking prohibited in specified places.

- (a) No person shall stop, stand, or park a vehicle, except in emergencies or when necessary to avoid conflict with other traffic or in compliance with law or the directions of a Police Officer or traffic control device in any of the following places:
- (1) on a sidewalk;
 - (2) in front of a public or private driveway;
 - (3) within an intersection;
 - (4) within 15 feet of a fire hydrant or blocking a fire lane;
 - (5) on a crosswalk;
 - (6) within 20 feet of a crosswalk at an intersection;
 - (7) within 30 feet upon the approach to any flashing beacon, stop sign, or traffic control signal located at the side of a roadway;
 - (8) between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless a different length by signs or markings erected by the City;
 - (9) within 50 feet of the nearest rail of a railroad crossing;
 - (10) within 20 feet of the driveway entrance to any fire station and on the side of the street opposite the entrance to any fire station within 75 feet of said entrance (when properly signposted);
 - (11) alongside or opposite any street excavation or construction when stopping, standing, or parking would obstruct traffic;
 - (12) on the roadway side of any vehicle stopped or parked at the edge or curb of a street;
 - (13) upon any bridge or other elevated structure upon a highway or within a highway tunnel;
 - (14) at any place where official signs prohibit stopping, standing or parking;
 - (15) on any center median or any non-residential property planting strip;
 - (16) in any designated loading zone in violation of official posted signage, including but not limited to any passenger loading zone, commercial loading zone, valet loading zone, bus stop, streetcar stop, taxicab stand, or carriage stand.
- (b) No person shall move a vehicle not lawfully under his control into any such prohibited area or an unlawful distance away from a curb.
- (c) The owner or operator of a vehicle or its cargo that obstructs the regular flow of traffic shall make every reasonable effort to remove the obstructing vehicle or cargo from the roadway so the regular flow of traffic is not blocked. This subsection shall not apply to:
- (1) Collisions resulting in the injury or death of any person; and/or
 - (2) Collision involving vehicles transporting "Hazardous material" as defined by state law and/or the United States Department of Transportation; and
 - (3) Nothing in this subsection shall be construed to relieve any person from complying with any duties as required by Article III, Sections 32-146 through 32-151, inclusive.
- (d) Any person who violates the provisions of this section shall be guilty of a Class "a" offense.

(Code 1970, § 34-101; Code 1980, § 32-304; Ord. No. 23641, § 1, 7-15-08; Ord. No. 24121, § 1, 8-17-10; Ord. No. 24417, § 3, 2-21-12; Ord. No. 26009, § 5, 9-25-18)

Cross reference— Obstructing fire hydrant, § 30-378.

State Law reference— Stopping, standing or parking prohibited in specified places, 47 O.S. § 11-1003.

§ 32-329. - Special provisions for reserved parking for physically disabled persons adjacent to private property.

Notwithstanding any other provisions of this division, when the Commission finds that adequate and convenient off-street parking is unavailable, it may select, for the Council's consideration street parking locations adjacent to any private property site to be reserved for vehicle parking for physically disabled persons. Following a public hearing on the matter, the Council may designate such locations as reserved for vehicle parking for physically disabled persons and direct that such locations be appropriately marked. A physically disabled person may park his vehicle in such space when the vehicle so parked displays an official insignia issued by the Oklahoma Department of Public Safety, identifying the vehicle as one used by or under the direction of a physically disabled person.

(Ord. No. 20,108, § 1, 2-15-1994; Ord. No. 24,903, § 32, 6-11-2014)

§ 32-401. - Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

- (1) Commercial loading zones means all curb loading zones authorized and regularly used exclusively for the loading and unloading of merchandise for storage, trade, shipment or resale.
- (2) Passenger loading zones means all loading zones authorized and used regularly and exclusively for the loading and unloading of passengers except bus stops, taxicab stands, and stands for other passenger common carrier vehicles.
- (3) Valet loading zone means a passenger loading zone, that has been designated by the Commission as a location where (1) a valet parking service may operate and (2) any other driver may expeditiously load and unload passengers.
- (4) Valet parking service is a business operated or service provided, within a designated valet loading zone, by any person or entity whereby the driver of a passenger vehicle leaves the vehicle on the public right-of-way for the operator of the service to park at another location and return to the driver upon demand.

(Code 1970, § 34-131; Code 1980, § 32-401; Ord. No. 23642, § 1, 7-15-08)

Cross reference— Definitions and rules of construction generally, § 1-2.

§ 32-402. - Curb loading zones generally.

- (a) The Director or designee shall recommend the location of all loading zones on public streets in such places and in such number as he/she shall determine to be of the greatest benefit and convenience to the public, and every such loading zone shall be designated by appropriate signs.
- (b) The Commission is hereby authorized to review the Director's recommendation and approve or deny the location of valet, passenger and commercial curb loading zones and shall cause the Public Works Department to place and maintain appropriate signs indicating the zones and stating the times during which the provisions of this section are applicable.
- (c) No person shall stand or park a vehicle in violation of such signs.

(Code 1970, §§ 34-132, 34-137; Code 1980, § 32-402; Ord. No. 23642, § 1, 7-15-08)



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Consulting Engineers, P.C.
815 West Main
Oklahoma City, OK 73106
405-232-7715
FAX 405-232-7859
www.smcoke.com

Civil Engineering
Land Development
Storm Water Management

Terence L. Haynes
Christopher D. Anderson
Muhammad A. Khan

April 23, 2024

Stuart Chai, P.E., City Traffic Engineer
City of Oklahoma City Traffic Management
420 West Main St., 6th Floor
Oklahoma City, OK 73102

RECEIVED BY

April 23, 2024

Traffic Services Division

RE: Request to add Valet Loading Zone on N.W. 50th Street
OAK Development
NW 50th Street and Oak Street, west of N. Pennsylvania Avenue

Dear Mr. Chai:

For and on behalf of OAK PHASE 1 PROPERTY OWNER, LLC, a Delaware limited liability company ("OAK Development"), SMC Consulting Engineers, P.C. ("SMC") respectively request Traffic and Transportation Commission's approval and acceptance of the following proposed roadway improvements associated with the subject development:

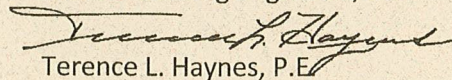
1. Relocate the reserved parking space for the physically disabled to the west of its Ordinance approved location on the north-side of NW 50th Street as shown on attached EXHIBIT A.
2. Expand the limits of the full-time Passenger Loading Zone.
3. Add Valet Loading Zone as an overlay use within the Passenger Loading Zone. The Passenger Loading Zone (PLZ) and Valet Loading (Overlay) Zone (VLZ) is requested to be located on the north side of N.W. 50th Street, beginning approximately 290 feet west of North Pennsylvania Avenue. The VLZ/PLZ is proposed to be approximately 106-feet long by 8-feet wide, with space available for four (4) vehicles. The proposed location of this VLZ/PLZ is at the centroid point of the OAK Development as shown and dimensioned on the attached EXHIBIT A.

The VLZ/PLZ will be entirely within the street rights-of-way and the VLZ/PLZ lane will be separated from the pedestrian sidewalk by stainless steel bollards and curb/gutter. The bollards shall be located a minimum of 3-feet behind the back of roadway-lane curb. The Public Works Director has approved a Revocable Permit for the installation of the bollards within the street right-of-way (Reference attached REVO-2022-00604).

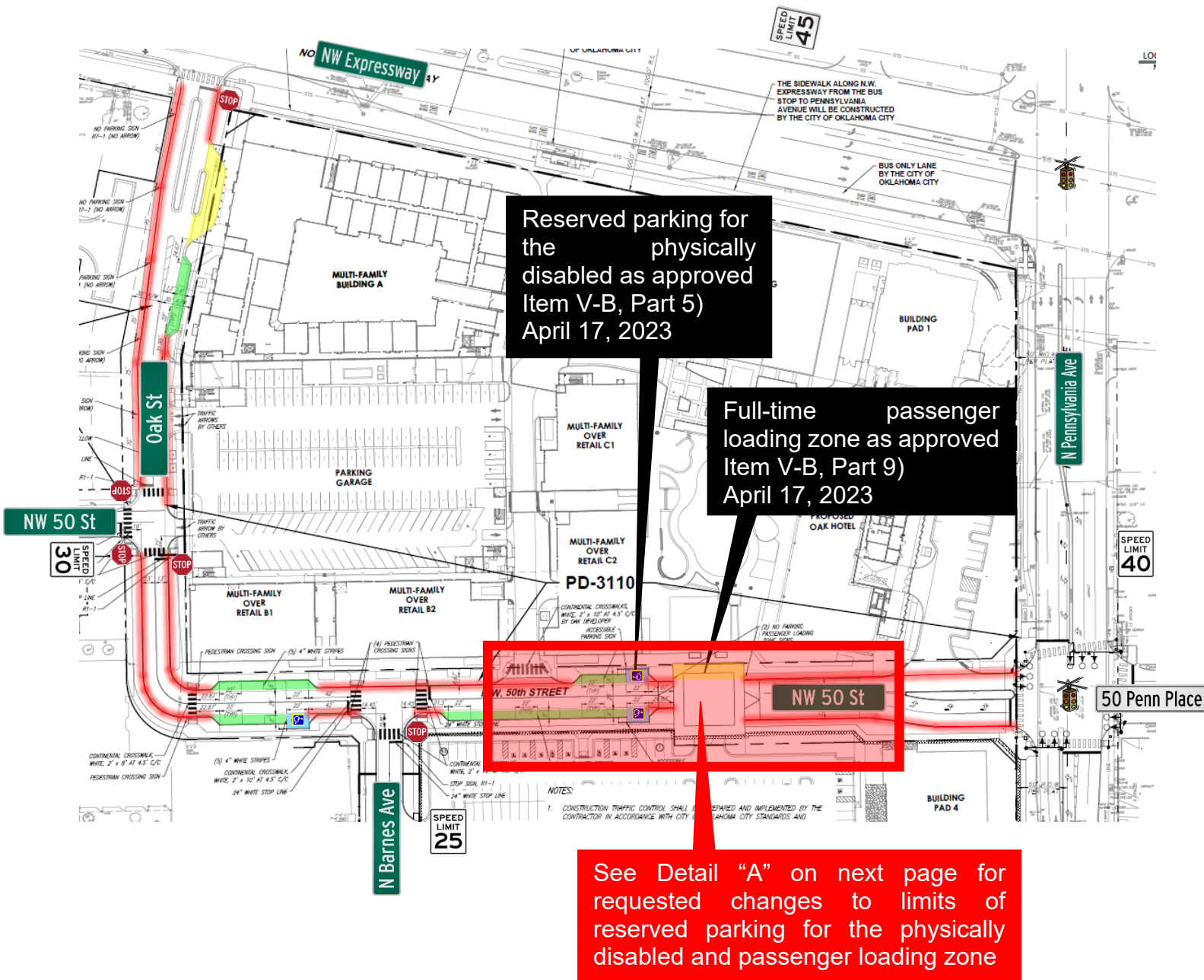
Please place the above request on the next available Traffic and Transportation Commission agenda. If you have questions or comments or if you need additional information, please contact me at 405-232-7715.

Thank you for your consideration.

Sincerely,
SMC Consulting Engineers, P.C.

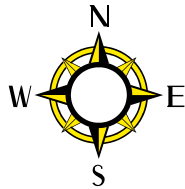

Terence L. Haynes, P.E.
President






Attachments: EXHIBIT A
Letter of Authorization from Adjacent Property Owner
REVO-2022-00604

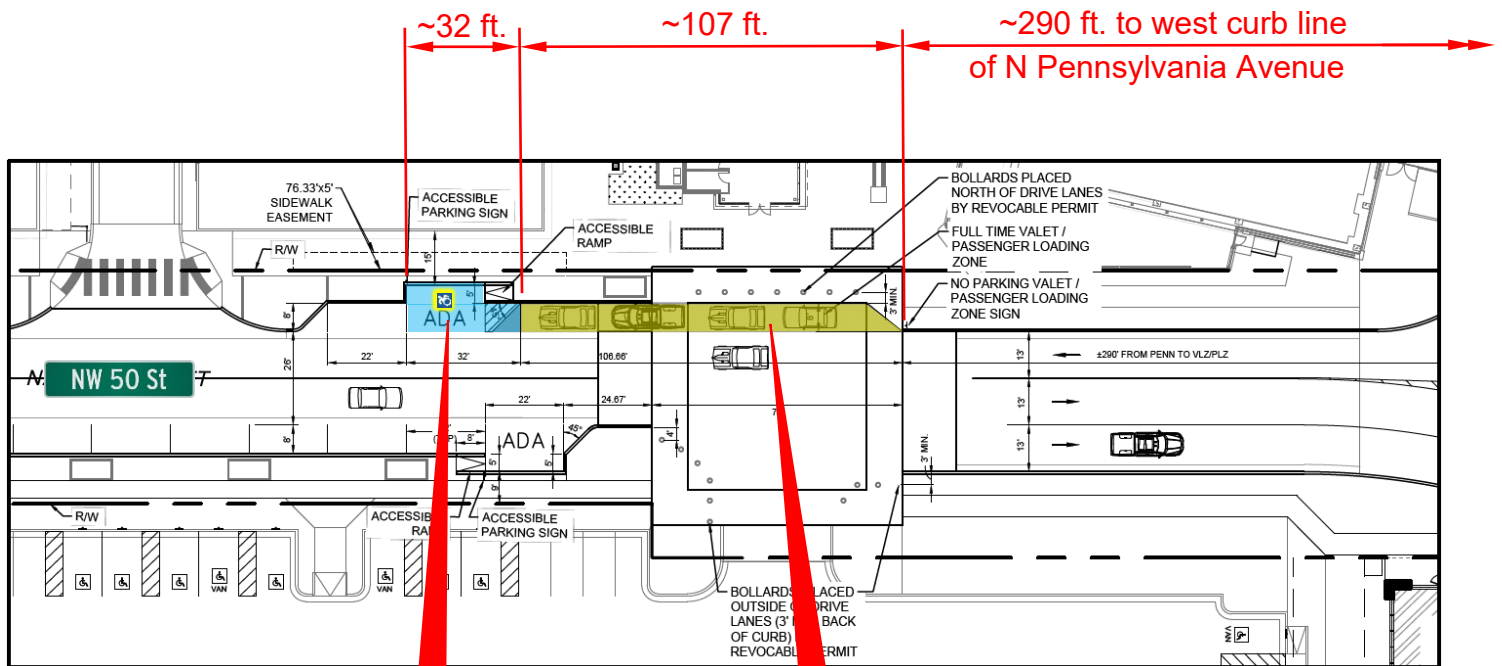


Base image provided by applicant (from Item V-B April 17, 2023)

General Vicinity Map



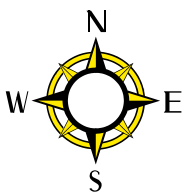
-  Speed Limits (as depicted)
-  Traffic controls (as depicted)
-  Full-time passenger loading zones (as approved April 17, 2023)
-  Approximate locations of reserved parking for the physically disabled (as approved April 17, 2023)
-  Approximate limits of No Parking Anytime (as approved April 17, 2023)



Approximate amended limits of reserved parking for the physically disabled
Part 1)

Approximate amended limits of full-time passenger loading zone
Part 2)

Detail "A"



- Requested amended limits of full-time passenger loading zone
- ADA Requested amended limits of reserved parking for the physically disabled



Looking south from the plaza area on the north side of NW 50 Street toward the future location of the NW 50 Street passenger loading zone. Photograph provided by applicant.



Looking north toward the plaza area from the south side of NW 50 Street at the future location of the NW 50 Street passenger loading zone. Photograph provided by applicant.