

Traffic and Transportation Commission

April 18, 2022

Reserved Parking for the Physically Disabled  
Ward 6

V-D. Applicant: Bryan W. Richards, P.E., CFM, BWR Design Group, LLC, P.O. Box 31732,  
Edmond, OK 73003  
Municipal Code §32-303, §32-304 and §32-329

Request: Reserved parking space for the physically disabled in a setback parking  
area on the south side of NE 9 Street from approximately 274 feet west to  
approximately 301 feet west of the west curb line of N Oklahoma Avenue.

<u>Traffic Data:</u>	<u>East/West</u>
Street Name:	<b>NE 9 Street</b>
Street Typology:	General Urban*
bikewalkokc Designation:	No designation
Street Width:	30 feet, two lanes, two-way, curbed, undivided except at the BNSF railroad crossing where it is divided with raised center medians (constructed as part of the railroad “quiet zone”)
Existing Traffic Controls:	Stop control on NE 9 Street at N Oklahoma Avenue and at N Broadway Avenue and gates and signals on east and west approaches at BNSF railroad track crossing.
Parking Controls:	Parking allowed on both sides of street. No parking to corner posted on south side of NE 9 Street at N Oklahoma Avenue.
Traffic Volume:	1,248 vehicles per day (vpd) (2022)
Speed Limit:	25 mph
DPS Collision Data: (January 2020 to December 2020)	No collisions recorded on NE 9 Street between N Broadway Avenue and N Oklahoma Avenue.

\* planokc defines “general urban” street typology as, “The standard downtown street type - intended to balance needs of all modes of transportation adjacent to medium density land uses. Key characteristics of this street typology are balanced transportation modes, flexibility and a ‘typical’ downtown street.”

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Summary: Bryan W. Richards, P.E., with BWR Design Group, LLC, on behalf of their  
client, 2 NE Ninth Street Development, LLC, submitted a request to  
establish a reserved parking space for the physically disabled within the  
limits of a proposed setback parallel parking area to be constructed on the  
south side of NE 9 Street adjacent to 2 and 10 NE 9 Street.

Between N Oklahoma Avenue and the BNSF railroad tracks, NE 9 Street  
is a 30 foot wide, two lane, two-way, curbed, undivided roadway. As part  
of Oklahoma City’s quiet zone project, raised center medians were  
constructed on NE 9 Street that extend approximately 100 feet to either  
side of the BNSF railroad crossing. The medians were installed to deter  
drivers from attempting to drive around the railroad crossing gates while  
they are lowered. NE 9 Street is classified as a general urban street in

planokc, which is the City's latest comprehensive plan as adopted by the City Council on July 9, 2015. The speed limit on NE 9 Street is 25 miles per hour (mph). Between the railroad tracks and N Oklahoma Avenue, parking is permitted and unregulated on both sides of NE 9 Street.

The Oklahoma Department of Public Safety's (DPS) collision database has no collisions recorded on NE 9 Street between N Oklahoma Avenue and the BNSF railroad tracks from January 1, 2020 to December 31, 2020, which is the most recent substantially complete year for which statistical data is available.

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Disabled

The inclusion of an accessible parking space is consistent with the recommended practices in both the U.S. Access Board's publication, ADA Accessibility Guidelines (ADAAG), 4. Accessible Elements and Spaces: Scope and Technical Requirements, and the U.S. Department of Justice's 2010 ADA Standards for Accessible Design, Chapter 2, Scoping Requirements, Section 208.2, regarding the minimum number of accessible parking spaces required based on the total number of spaces provided. Both publications call for providing a minimum of 1 reserved space for the physically disabled for parking areas having from 1 to 25 spaces.

The applicant is requesting a reserved parking space for the physically disabled within the limits of the proposed inset parallel parking area on NE 9 Street. Currently there are about 21 marked angle parking spaces on the circular block bounded by NE 9 Street on the north; NE 8 Street on the south; the BNSF railroad on the west; and N Oklahoma Avenue on the east.

The applicant's site plan illustrates five (5) parallel parking spaces in a setback layby area which will replace about fourteen (14) unrecorded angle parking spaces. The resulting change will reduce the number of structured parking spaces on this block to thirteen (13) spaces including the requested reserved parking space for the physically disabled. Since the total number of structured parking spaces around the block is and will remain less than 25, the single reserved parking space for the physically disabled appears to meet the ratio established by the referenced accessibility publications.

The reserved parking space for the physically disabled as proposed is ten (10) feet wide with an adjacent access aisle that appears to be greater than 5 feet wide, which satisfies the minimum width standards for a van accessible space. The site plan illustrates construction of new sidewalk within the limits of the existing public right-of-way on NE 9 Street adjacent to all proposed setback parking spaces.

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

At this time, the applicant has not requested any parking controls to regulate use of the proposed structured parking spaces which will be constructed within the public right-of-way.

Staff notes the Commission's and the City Council's actions relative to the reserved parking space for the physically disabled cannot assign the exclusive right to use this parking space in the public right-of-way to any specific party. If approved, the reserved parking space for the physically disabled will be freely available for public use.

Next Actions: If approved, the Traffic and Transportation Commission's recommendation will be forwarded to the City Council in the form of draft ordinance to establish the reserved parking space for the physically disabled.

Traffic Management Division  
SC:sc

### **§ 32-303. Parking stalls in setback areas.**

- (a) The Director shall determine whether angle or parallel parking shall be permitted in any setback area authorized and constructed in conformity to this Code relating thereto. If angle parking is permitted the Director shall initially establish the authorized angle of parking in such setback area according to the standards set forth herein.
- (b) Upon the establishment of the authorized angle the owner or the occupant of the property abutting any such parking location shall paint or cause to be painted parking lines six inches in width at the established angle which shall indicate parking stalls. Such stalls shall have minimum width of 8½ feet measured on a line perpendicular to the established parking angle from the center of one stripe to the center of the next. The owner or occupant of the property abutting any such parking location shall paint the stall stripes at least three times per year.
- (c) If the owner or the occupant fails to paint or maintain stall stripes, or upon the request of the owner or occupants of the property abutting such parking location, the Director shall cause to be painted such stall stripes for a fee, to be paid in full at the time of the first painting. The amount of such fee shall be as established in Chapter 60, the General Schedule of Fees.
- (d) At all setback locations where angle parking is permitted a sidewalk of the minimum width of five feet shall be maintained.

(Code 1970, §§ 34-88, 34-89; Code 1980, § 32-303)

Cross reference— Fee for painting of parking stall stripes in setback areas, § 60-32-31.

### **§ 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)

April 5, 2022

Stuart Chai, P.E.  
City Traffic Engineer  
Oklahoma City Traffic Management Division  
420 W Main Street, Suite 600  
Oklahoma City, OK 73102

**Re: Traffic and Transportation Commission request for the modification and addition of street parking along NE 9th Street.**

On behalf of our client, 2 NE Ninth Street Development, LLC (point of contact is Sammye Cravens 405-848-2171), we are seeking approval of the removal of replacement of existing on street parking spaces along the south side of NE 9<sup>th</sup> Street between the railroad tracks and Oklahoma Avenue, more particularly located in front of 2 and 10 NE 9<sup>th</sup> Street. These improvements have been detailed in the PD-3095 construction plans.

The existing angle parking spaces will be replaced with new on-street parallel parking and curbs. These new parallel parking spaces will allow the remaining space in the public right of way to be developed with landscaping and pedestrian sidewalks. The new parking spaces would consist of five (5) regular parking spaces and one (1) ADA accessible space. The ADA parking space east edge will be located 274-feet from the west curb line of Oklahoma Avenue.

At this time, our client is not seeking any regulated uses for the proposed on-street parking spaces. Please see the attached Site Plan for reference. Should you need further information, I may be contacted at 405-761-5517 to discuss our request. You may also contact me by e-mail at e-mail address redacted

Sincerely,

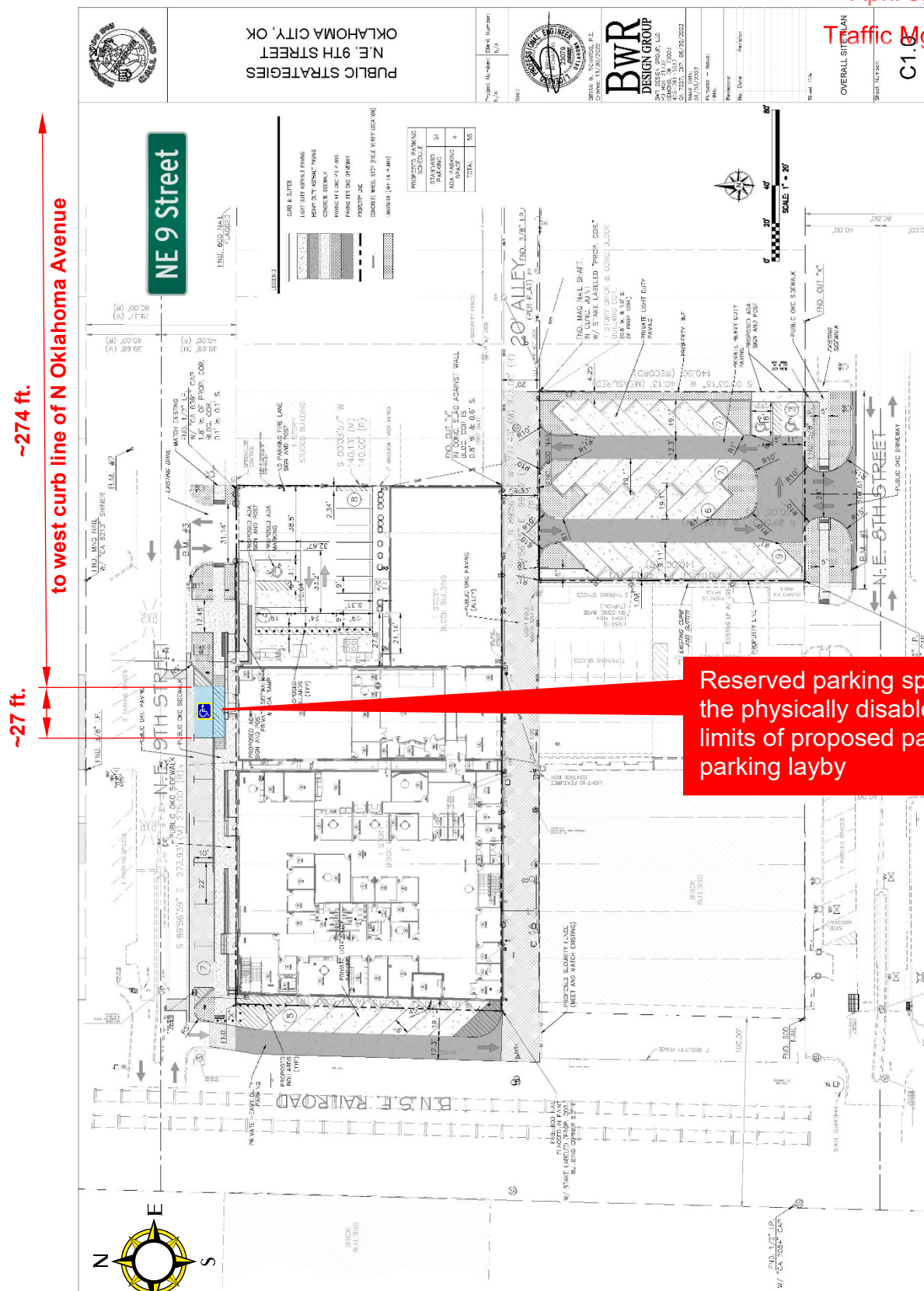


Bryan W. Richards, P.E., CFM  
**BWR DESIGN GROUP, LLC**



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April 5, 2022  
Traffic Mgmt. Div.

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Reserved parking space for the physically disabled within limits of proposed parallel parking layby

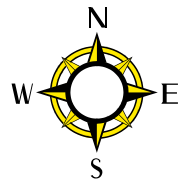
Base illustration provided by applicant

Approximate location of reserved parking space for the physically disabled within limits of proposed parallel parking layby



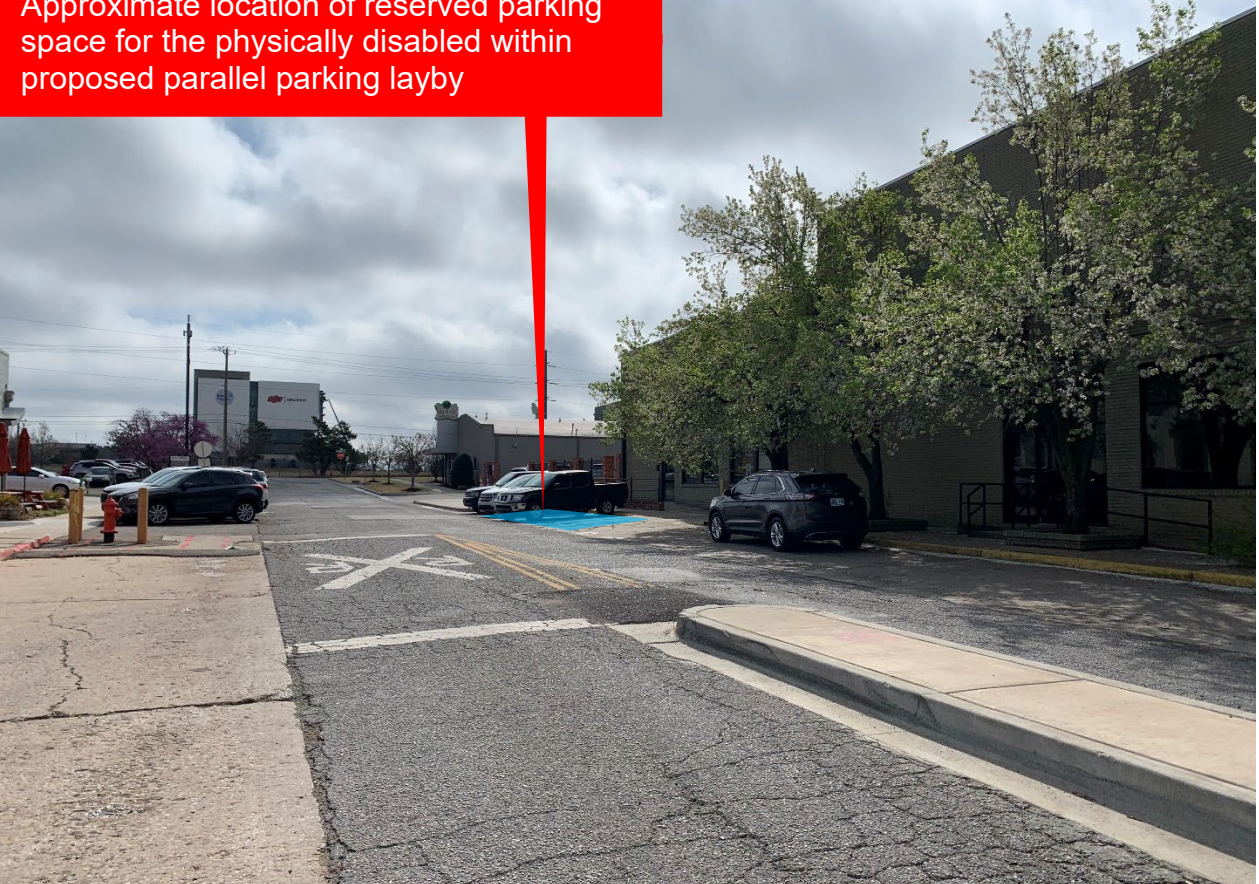
## General Vicinity Map

-  Speed Limits (as depicted)
-  Existing traffic control signals (as depicted)
-  Railroad crossing with gates and signals
-  Approximate location of requested reserved parking space for the physically disabled





Approximate location of reserved parking space for the physically disabled within proposed parallel parking layby



Looking east on NE 9 Street toward N Oklahoma Avenue. The center median visible is a required feature of the railroad "quiet zone" for the BNSF railroad crossing.

Approximate location of reserved parking space for the physically disabled within proposed parallel parking layby



Looking west on NE 9 Street toward the BNSF railroad crossing.