

Glory Holt Dunlap

RECEIVED BY
Traffic Mgmt. Div.
May 26, 2022

05/24/2022

RECEIVED

By The City of Oklahoma City Office of the City Clerk at 3:40 pm, May 26, 2022

City of Oklahoma City
City Clerk Office
200 North Walker 2nd Floor
Oklahoma City, OK 73102
Attention: Amy K. Simpson, City Clerk
cityclerk@okc.gov

City of Oklahoma City
Traffic Management Division
420 North Main
Suite 600
Oklahoma City, OK 73102
Attention: Stuart Chai,
Stuart.Chai@okc.gov

Re: NOTICE OF APPEAL to the 5/16/2022 Approval of All Way stop @ Corner of Northeast 6th and Stonewall Avenue, Oklahoma City, OK

Dear /OKC City Clerk and Mr. Chai:

This is my Notice of appeal of the traffic Commission's approval of an all way stop @the corner of Northeast 6th and Stonewall Avenue, Oklahoma City, Ok 73117.

The basis for this notice of appeal.

Traffic Management study found it was not warranted. **(Please see attachments)**

Neighborhood association president stated at the meeting the stops were not needed for safety of drivers and pedestrians but only to allow unfettered access to Culture Coffee/Bistro 46 employees and customers to the Culture Coffee/Bistro 46 food truck park.

NE 6th Street Neighborhood Petition needs to be invalidated. **(Please see attachments)**

During the meeting on 05/16/2022, our neighborhood association president Denyveta Davis, defended the request by saying the "neighbors were complaining about the traffic and about the problems of new development coming in" which she was excited about, but it would create more traffic. Ms. Davis mentioned the continued development of Page Woodson a former school building, located at 600 North High Ave that was converted to apartments in 2017 and gave a litany of vague items that are eventually coming to this neighborhood. Ms. Davis did not give any specific dates of when this development is going to take place. Ms. Davis herself stated during the meeting that **"it might not meet the requirements right now but..."**

Ms. Davis then mentioned the recent City Council approval (SPUD-1375) of the patio expansion for Culture Coffee/Bistro 46 (located on the northwest corner of 6th and Stonewall Avenue and the problems she has personally experienced navigating around the Culture Coffee customers cars parked at the corners of

1101 NORTHEAST 6TH, OKLAHOMA CITY, OK 73117
T 405.882.1860 EMAIL G.HOLT@SBCGLOBAL.NET

Northeast 6th and Stonewall Avenue. Ms. Davis even admitted to being guilty of parking on the corner herself stated her inability to see around the parked cars as the sole reason all way stops are needed immediately. The unanimous approval of the requested all way stop where they are proven to not be needed appears to be from people who will not be affected by this action and appears to be purely political. The commission not only voted unanimously for approval (it was actually laughingly seconded 4 times), but they were overly effusive with praise for the neighborhood association's application packet specifically mentioning the neighbors signature petition which was difficult to understand due to the messy appearance of the document. The petition also included an interesting and selective sampling (31 addresses chose yes, 8 vacant lots, 2 addresses chose no and 1 address refused to sign) of the residents' addressees that were signed several were signed by the same person and some were signed by apartment managers not the actual residents of the **Douglass** or the **Seven** apartments the developers according to Gina Sofala, project manager for the developers of Page-Woodson development (who will benefit from the commission's approval) stated " we have signed in that position or entered into that petition along with the neighborhood." Because of these inconsistencies the petition (which is their proof of the neighborhood's acceptance) should be disallowed as it is not accurate representation of the JFK neighborhood. **(Please see petition attachment)**

Due to my age (68), out of control diabetes diagnosis, and COVID-19 I have been advised not to meet in public at this time and your meeting would not provide any accommodation for a person with my health challenges to have a voice during this pandemic in this matter. My neighbors, the OKC City Council and the Traffic Commission were aware of this and with your help took full advantage. I did however take the time to voice my opposition in a detailed letter written for the commission meeting. My letter was buried at the end of the agenda packet and was basically ignored during the actual meeting. I am extremely disappointed that this request was approved and permanent all way stops were installed on May 23, 2022, even before the 10 day period of appeal had passed. This is proof the entire process was simply "a dog and pony show" for the public view. **(Please see attached letter)**

My address is 1101 Northeast 6th is located at the northeast corner of N.E. 6th and Stonewall Avenue, the front of my home including the driveway faces North Stonewall Avenue. North Stonewall Avenue between Northeast 8th street and Northeast 4th street is 32 feet wide and is undivided with only 2 driving lanes, 1 lane to drive north and 1 lane to drive south. My friends and family have complained about how dangerous it is to back out of my driveway with Culture Coffee's customers and their food trucks parked on the street all the way to the corner in front of and across from my home. Unfortunately, your commission members consists of representatives from Wards 1(Shay Varnell), 2 (Rob Littlefield), 3 (Richard Russell), 4(Chairman, Walter J. Kula), 5. (Barry G. Hale), 6(James W.Schuelein), **7(VACANT)**, 8(Kevin George), At-Large (Marek Cornett). Ward 7 which is the ward affected by this change and did not have a seated representative on the commission at the meeting that day. I can only assume your commission voted to approve the all way stop because they are not negatively affected and therefore were not able to show empathy for my situation. I however am the only person directly negatively affected by the "expansion" of Culture Coffee/Bistro 46. **(Please see Master Plan Diagram)**

No Parking signs are needed on North Stonewall Avenue between Northeast 8th and Northeast 4th. These signs will safely allow drivers, pedestrians, and bicyclists to safely cross Stonewall from the east and west stop signs without having to pull out into the intersection to see around Culture Coffee/Bistro 46 customer's cars that are parked on the corners and allow my friends and family to exit my driveway safely. **(Please see attached photos)**

I realize it could be dangerous for me to say this aloud. But I am saying it because it is the truth, and this is my opportunity to speak. In my opinion throughout this entire process, I have been forced to formally address my concerns to the OKC Planning Commission, the OKC City Council, and now to the OKC Traffic Commission. I am opposing this because if I do not voice my disagreement then it is assumed that I am accepting it. This issue has always been said to be the "expansion" of Culture Coffee/Bistro 46. Everyone involved knows this is not an expansion of Culture Coffee/Bistro 46 matter. For whatever reasons, the customer base at Culture Coffee/Bistro 46(currently) is not large enough to warrant an expansion. This has always been about expanding the customer base of Culture Coffee/Bistro 46 **and** the resident base of The Page Woodson Development by providing walkability to the residents of The Page Woodson Development

It has always been my position that after 30 years in my home I did not want a food truck park operating from 11:00am-8:00pm 6 days a week less than 50 feet outside my bedroom windows. The City Council approved

(SPUD1375) which will place a food truck park (and all that entails) outside of the bedroom windows of a 68-year-old disabled person. Now The Traffic Commission has approved and installed all way stops across from my home even though the study performed by the traffic management division found that the traffic flow did not warrant it and it makes it more dangerous for people to exit my driveway. I own the last two houses left on Stonewall Avenue, and I would be happy to move and allow for all the expansion that Culture Coffee/Bistro 46 and the developers of The Page Woodson Development would possibly need.

I asked the city attorney and the traffic management division why this action was taken and was told the Traffic Commission did not have to follow the findings of the study. If that is the case, why were taxpayer dollars (including mine) wasted doing a study at all? I am not naïve I know the developers(money) drive politics and therefore politicians' actions. Why am I being forced to oppose these plans when they already know what the outcome is going to be?

However today I am asking the approval for this request be rescinded because as the neighborhood association president stated, and the traffic management division's analysis found that it is NOT required at this time. It will not correct the issue of safely crossing at the North Stonewall Avenue intersections. The installation of No parking signs on North Stonewall Avenue would help keep drivers, pedestrians, and bicyclists safe while traversing on North Stonewall Avenue not all way stops.

It is my hope and prayer that some governmental entity will act on my pleas for relief. From this anguish and not just for those with huge sums of money. I am a legacy employee/retiree from the City of OKC I know how this works. I am so embarrassed and disappointed with my representatives. I am only asking for peace and happiness in my last years I do not want to be caught up in a gentrification power brawl.

Regards,
Glory H. Dunlap
Glory H. Dunlap



RECEIVED BY
MAR 28 2022
Traffic Mgmt. Div.

"Together We Achieve More"

March 21, 2022

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

RE: Request for installation of 4-way "STOP" signs at 5th and North Stonewall and 6th and Stonewall **(Convert two-way STOP Control to all-way STOP Control at the intersection of North Stonewall and NE 5th Street and NE 6th Street).**

Dear Mr. Chai.

The JFK Neighborhood Association (JFKNA) is requesting the installation of 4-way "STOP" signs at 5th and North Stonewall and 6th and North Stonewall **(Convert two-way STOP Control to all-way STOP Control at the intersection of North Stonewall and NE 5th Street and North 6th Street)** in order to improve traffic and safe intersections for vehicles, pedestrians, and bicyclist. North Stonewall is a through street from NE 4th to NE 8th street allowing traffic the right of way over vehicles entering or crossing at the 5th & 6th street intersections.

We are requesting this traffic control change because a number of residents communicated their concerns to the JFKNA about consistently having to dangerously pull-out part way into the intersections when traveling east and west on 5th & 6th street to see on-coming traffic on North Stonewall in order to successfully make a left of right turn without being involved an accident. On-street parking on both sides of the street on North Stonewall creates blind spots at the intersection impacting visibility. A 4-way STOP sign installed at these intersections would improve visibility since parking within 30 feet of a STOP sign is prohibited, allow for better sight-lines between pedestrians and drivers approaching the intersection and ensure that drivers waiting at the stop sign can see oncoming traffic on the other approaches.

Also, Culture Coffee/Bistro 46 located on the NW corner 6th & Stonewall submitted a SPUD to the Planning Commission to rezone lot on the SE corner of 6th & North Stonewall for a temporary patio extension. The Planning Commission approved and will soon be on the City Council agenda. We anticipate this temporary expansion will increase pedestrian traffic crossing 6th & Stonewall.

Attached are the required petition forms for NE 5th and North Stonewall and NE 6th and North Stonewall circulated to and signed by all residents and business operators within 300 feet of each intersection with the exception of the residents at 1104 NE 7th street who refused to sign the 6th and North Stonewall petition. Vacant lots, vacant houses, and addresses where no one responded are noted on both petitions.

We appreciate your consideration of this request to improve the safety in the JFK Neighborhood. If you have questions or need further information, please contact me at by phone at 405-609-4987 or by email at e-mail address redacted

Sincerely,

A handwritten signature in black ink, appearing to read 'Denyyetta Davis', written over the printed name.

Denyyetta Davis, President
JFK Neighborhood Association

| | |
|----------------------------|---|
| <u>Traffic Data:</u> | <u>East/West</u> |
| Street Name: | NE 6 Street |
| Street Typology: | Neighborhood |
| bikewalkokc Designation: | No designation |
| Street Width: | 26 feet, two lanes, two-way, curbed, undivided |
| Existing Traffic Controls: | Stop control on NE 5 Street at N Stonewall Avenue. |
| Parking Controls: | None (between N Lottie Avenue and N Kelley Avenue) |
| Traffic Entering Volume: | 397 vpd |
| Existing Speed Limit: | 25 mph |
| 50th Percentile Speed: | N/A mph |
| 85th Percentile Speed: | N/A mph |
| Petition Percentage: | 6 of 8 (75%) possible respondents within the required petition canvass area signed the petition in favor of the request. (2/3 or 67% signing the petition in favor of the request is necessary to meet petition requirements. |

Summary: Denyveta Davis, President of the JFK Neighborhood Association, submitted a request to establish all-way stop control on N Stonewall Avenue its intersections with NE 5 Street and NE 6 Street.

Between NE 4 Street and NE 8 Street, N Stonewall Avenue is a 32 foot wide, two lane, two-way, curbed, undivided roadway and is classified as a neighborhood street in planokc, which is the City's latest comprehensive plan as adopted by the City Council on July 9, 2015. NE 5 Street and NE 6 Street are 26 foot wide, two lane, two-way, curbed, undivided roadways and are classified as neighborhood streets in planokc. The west approach of NE 5 Street at N Stonewall Avenue was closed as part of the Page Woodson redevelopment and is a private street. N Stonewall Avenue was constructed as a collector roadway and is the major roadway at the NE 5 Street and NE 6 Street intersections. All side streets intersecting N Stonewall Avenue between NE 4 Street and NE 8 Street are stop controlled. The speed limit on all three (3) streets is 25 miles per hour (mph).

A review of the Department of Public Safety's (DPS) collision database found no collisions reported at the intersection of N Stonewall Avenue and NE 5 Street or at N Stonewall Avenue and NE 6 Street in 2020, which is the most recent substantially complete year for which statistical data is available.

Field review determined the available decision sight distance looking in all directions at both intersections meets or exceeds the City's minimum requirement of 235 feet based on the 25 mph speed limits. The available decision sight distance measurement does not take into consideration the presence of parked vehicles or seasonal foliage and their transitory impact on decision sight distance conditions.

A spot speed study was conducted on N Stonewall Avenue between NE 5 Street and NE 7 Street on March 30, 2022. In that study, 101 vehicles were observed over a one-hour period. The observed 50th and 85th percentile speeds were 25 mph and 30 mph, respectively. The highest recorded speed was 41 mph.

| | |
|----------------------------|---|
| <u>Traffic Data:</u> | <u>East/West</u> |
| Street Name: | NE 6 Street |
| Street Typology: | Neighborhood |
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| Existing Speed Limit: | 25 mph |
| 50th Percentile Speed: | N/A mph |
| 85th Percentile Speed: | N/A mph |
| Petition Percentage: | 6 of 8 (75%) possible respondents within the required petition canvass area signed the petition in favor of the request. (2/3 or 67% signing the petition in favor of the request is necessary to meet petition requirements. |

Summary:

Denyveta Davis, President of the JFK Neighborhood Association, submitted a request to establish all-way stop control on N Stonewall Avenue its intersections with NE 5 Street and NE 6 Street.

Between NE 4 Street and NE 8 Street, N Stonewall Avenue is a 32 foot wide, two lane, two-way, curbed, undivided roadway and is classified as a neighborhood street in planokc, which is the City's latest comprehensive plan as adopted by the City Council on July 9, 2015. NE 5 Street and NE 6 Street are 26 foot wide, two lane, two-way, curbed, undivided roadways and are classified as neighborhood streets in planokc. The west approach of NE 5 Street at N Stonewall Avenue was closed as part of the Page Woodson redevelopment and is a private street. N Stonewall Avenue was constructed as a collector roadway and is the major roadway at the NE 5 Street and NE 6 Street intersections. All side streets intersecting N Stonewall Avenue between NE 4 Street and NE 8 Street are stop controlled. The speed limit on all three (3) streets is 25 miles per hour (mph).

A review of the Department of Public Safety's (DPS) collision database found no collisions reported at the intersection of N Stonewall Avenue and NE 5 Street or at N Stonewall Avenue and NE 6 Street in 2020, which is the most recent substantially complete year for which statistical data is available.

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A spot speed study was conducted on N Stonewall Avenue between NE 5 Street and NE 7 Street on March 30, 2022. In that study, 101 vehicles were observed over a one-hour period. The observed 50th and 85th percentile speeds were 25 mph and 30 mph, respectively. The highest recorded speed was 41 mph.

Analysis:

To satisfy the City's current criteria for the use of all-way stop control at a residential intersection with four approaches, the intersection needs to have a minimum combined traffic entering volume of 2,500 vehicles per day (vpd) with the traffic volume on the minor street approaches being at least 80 percent (%) that of the traffic volume on the major street approaches; and/or three (3) accidents within the previous twelve (12) months of a type correctable by multi-way "STOP" control or two (2) accidents within the previous twelve (12) months attributed to sight distance of less than 100 feet from the minor approach and the installation and the intersection should be at least 1,100 feet away from an existing multi-way stop controlled intersection.

The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), 2009 Edition with Revision Numbers 1 and 2 incorporated, dated May 2012, published by the United States Department of Transportation, Federal Highway Administration, lists a number of criteria to consider in an engineering study when deciding to place multi-way stop control at an intersection. The MUTCD recommends consideration of the use of YIELD or STOP signs at an 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 in section 2B.04.04:

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

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.

Further, Guidance and Support provided in MUTCD Sections 2B.04.05 through 09 states:

Guidance:

05 YIELD or STOP signs should not be used for speed control.

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.

Analysis Summary
N Stonewall Avenue
and NE 5 Street:

At N Stonewall Avenue and NE 5 Street, the total traffic entering volume on the NE 5 Street (minor street) approaches is 219 vpd and 697 vpd on the N Stonewall Avenue approaches. The NE 5 Street traffic entering volume is 31% of N Stonewall Avenue's traffic entering volume. The minor street volume is not within 80% of the major street volume and total entering volume of 916 vpd is less than 2,500 vpd therefore the intersection does not meet the City's traffic volume criteria for use of all-way stop control. No collisions were recorded at the intersection in 2020.

At N Stonewall Avenue and NE 5 Street, the 2,000 vpd minimum traffic entering volume as set forth in the MUTCD is not met. Further, there are no extenuating circumstances such as restricted decision sight distance or an unusual collision history to suggest safety mitigation measures, such as the additional of traffic control on the major street, are warranted.

Analysis Summary
N Stonewall Avenue
and NE 6 Street:

At N Stonewall Avenue and NE 6 Street, the total traffic entering volume on the NE 6 Street (minor street) approaches is 397 vpd and 871 vpd on the N Stonewall Avenue approaches. The NE 6 Street traffic entering volume is 46% of N Stonewall Avenue's traffic entering volume. The minor street volume is not within 80% of the major street volume and total entering volume of 1,268 vpd is less than 2,500 vpd therefore the intersection does not meet the City's traffic volume criteria for use of all-way stop control. No collisions were recorded at the intersection in 2020.

At N Stonewall Avenue and NE 6 Street, the 2,000 vpd minimum traffic entering volume as set forth in the MUTCD is not met. Further, there are no extenuating circumstances such as restricted decision sight distance or an unusual collision history to suggest safety mitigation measures, such as the additional of traffic control on the major street, are warranted.

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

The intersections do not meet the City's or the MUTCD's all-way stop control criteria. The available decision sight distance looking in all directions at both intersections meets or exceeds the City's minimum requirement of 235 feet based on the 25 mph speed limits.

The applicant has provided petitions demonstrating local support for the requested traffic control changes.

Next Actions: Unless the decision of the Traffic and Transportation Commission is appealed, the Commission's action is final.

Traffic Management Division
MC:sc

§ 32-69. Traffic control device locations.

Whenever the Commission records the finding based upon a traffic engineering survey and investigation that normal movement of traffic within legal limitations is or has become impeded or dangerous at any intersection or crossing because of increased use of street or changed conditions and that the increased use or change in conditions requires the installation at the intersection of suitable traffic control devices reasonably found from the data reported in the survey to be necessary to restore normal movement of traffic within legal limitations, or to provide greater safety and efficiency in the use of streets entering and leaving the intersection, the Commission shall designate the intersection or location for installation of traffic control devices, and the Director shall initiate necessary steps to obtain and install the same.

(Code 1970, § 34-4; Code 1980, § 32-69)



The City of
OKLAHOMA CITY

PUBLIC WORKS DEPARTMENT - TRAFFIC MANAGEMENT DIVISION

RECEIVED BY
Traffic Mgmt. Div.
April 1, 2022

REGULATORY TRAFFIC CONTROL CHANGE PETITION

We, the undersigned, hereby request the regulatory traffic control changes as described below:

Add 4-way STOP sign at NE 6th & Stonewall

Examples: add north and south bound STOP signs on Denton Fender Road at its intersection with Minnie Van Driver Avenue.
convert No Such Road from a one-way street to a two-way street from Picabo Street to Easy Street

Petitioner Information

Name

JFK Neighborhood Assoc. Danyvetta Davis Pres.

Address

P.O. Box 13367 OKC, OK 73113

Phone Number (optional)

Please sign below and clearly print your address.
You are under no obligation to sign this petition.

| | | (Check as appropriate) | |
|---------------------------|------------------------------|-------------------------------------|-------------------------------------|
| Name or Company | Address or Legal Description | Agree | Disagree |
| <i>VACANT</i> | 1018 NE 7th Street | | |
| <i>David S. Brunkhage</i> | 1024 NE 7th Street | <input checked="" type="checkbox"/> | |
| <i>Frank McManis IV</i> | 1100 NE 7th Street | | <input checked="" type="checkbox"/> |
| <i>Refused to sign</i> | 1104 NE 7th Street | | |
| <i>VACANT House</i> | 1108 NE 7th Street | | |
| <i>VACANT</i> | 1112 NE 7th Street | | |
| <i>Whitney Davis</i> | 1116 NE 7th Street | <input checked="" type="checkbox"/> | |
| <i>David S. Brunkhage</i> | 1009 NE 6th Street | <input checked="" type="checkbox"/> | |
| <i>David S. Brunkhage</i> | 1011 NE 6th Street | <input checked="" type="checkbox"/> | |
| <i>David S. Brunkhage</i> | 1021 NE 6th Street | <input checked="" type="checkbox"/> | |



The City of
OKLAHOMA CITY

PUBLIC WORKS DEPARTMENT - TRAFFIC MANAGEMENT DIVISION

1101 NE 6th No Flood Relief

(Check as Appropriate)

| Name or Company | Address or Legal Description | Agree | Disagree |
|----------------------------|------------------------------|-------|----------|
| Culture Paper | 1029 NE 6th Street | YES | |
| James | 1101 NE 6th Street | YES | |
| James | 1105 NE 6th Street | | |
| James | 1109 NE 6th Street | | |
| James | 1113 NE 6th Street | YES | |
| James | 1117 NE 6th Street | | |
| James | 1121 NE 6th Street | | |
| James | 1125 NE 6th Street | YES | |
| James S. Burke | 600 N High Avenue | X | |
| Karl S. Burke | 601 N Stonewall Avenue | X | |
| VACANT LOT | 604 N Stonewall Avenue | | |
| VACANT LOT | 608 N Stonewall Avenue | | |
| Catherine Allen | 612 N Stonewall Avenue | X | |
| Catherine Allen | 616 N Stonewall Avenue | X | |
| Catherine Allen | 620 N Stonewall Avenue | X | |
| Catherine Allen | 1102 NE 6th Street | X | |
| Catherine Allen | 1108 NE 6th Street | X | |
| James | 625 N Idaho Street | | |
| James | 620 N Idaho Street | YES | |
| James | 617 N Idaho Street | YES | |
| James | 616 N Idaho Street | YES | |
| James | 609 N Idaho Street | | |
| James | 617 N Everest Ave | yes | |
| James | 1020 NE 8th St | yes | |
| James | 1414 NE 6th St OKC 73117 | yes | |
| James | 1315 NE 6th St OKC 73117 | yes | |
| James | 621 71 Bath Ave OKC 73117 | yes | |
| James | 1414 NE 5th St OKC 73117 | yes | |
| James | 612 17th Ave OKC OK 73117 | yes | |
| James | 614 Bath Ave OKC OK 73117 | yes | |
| James | 617 N EVEREST AVE | YES | |
| James | 1414 NE 6th St | YES | |



The City of
OKLAHOMA CITY

PUBLIC WORKS DEPARTMENT TRAFFIC MANAGEMENT DIVISION

REGULATORY TRAFFIC CONTROL CHANGE PETITION

We, the undersigned, hereby request the regulatory traffic control changes as described below:

Add stop control on N Stonewall Avenue at NE 6 Street to establish all-way stop control.

Examples: add north and south bound STOP signs on Denton Fender Road at its intersection with Minnie Van Driver Avenue, convert No Such Road from a one-way street to a two-way street from Picabo Street to Easy Street

Petitioner Information

Name JFK Neighborhood Association, Denyvetta Davis, President

Address PO Box 13367, Oklahoma City, OK 73113

Phone Number (optional) _____

Please sign below and clearly print your address.
You are under no obligation to sign this petition.

| | | (Check as appropriate) | |
|---|---|------------------------|----------|
| Name or Company | Address or Legal Description | Agree | Disagree |
| X <u>M. Henderson</u> Print Name <u>Monica Henderson</u> | Page Woodson Apartments - west side of N Stonewall Avenue between NE 5 Street & NE 6 Street and south side of NE 5 Street from N Stonewall Avenue to a minimum of 300 feet west of N Stonewall Avenue | <u>X</u> | |
| Affiliation <u>The Douglass 3</u> <u>The Next Door</u> <u>Community Manager</u> | | | |
| X <u>M. Henderson</u> Print Name <u>Monica Henderson</u> | The Seven, apartments - west side of N Stonewall Avenue between NE 6 Street & NE 7 Street and the north side of NE 6 Street from N Stonewall Avenue to a minimum of 300 feet west of N Stonewall Avenue | <u>X</u> | |
| Affiliation <u>The Douglass 3</u> <u>The Next Door</u> <u>Community Manager</u> | | | |









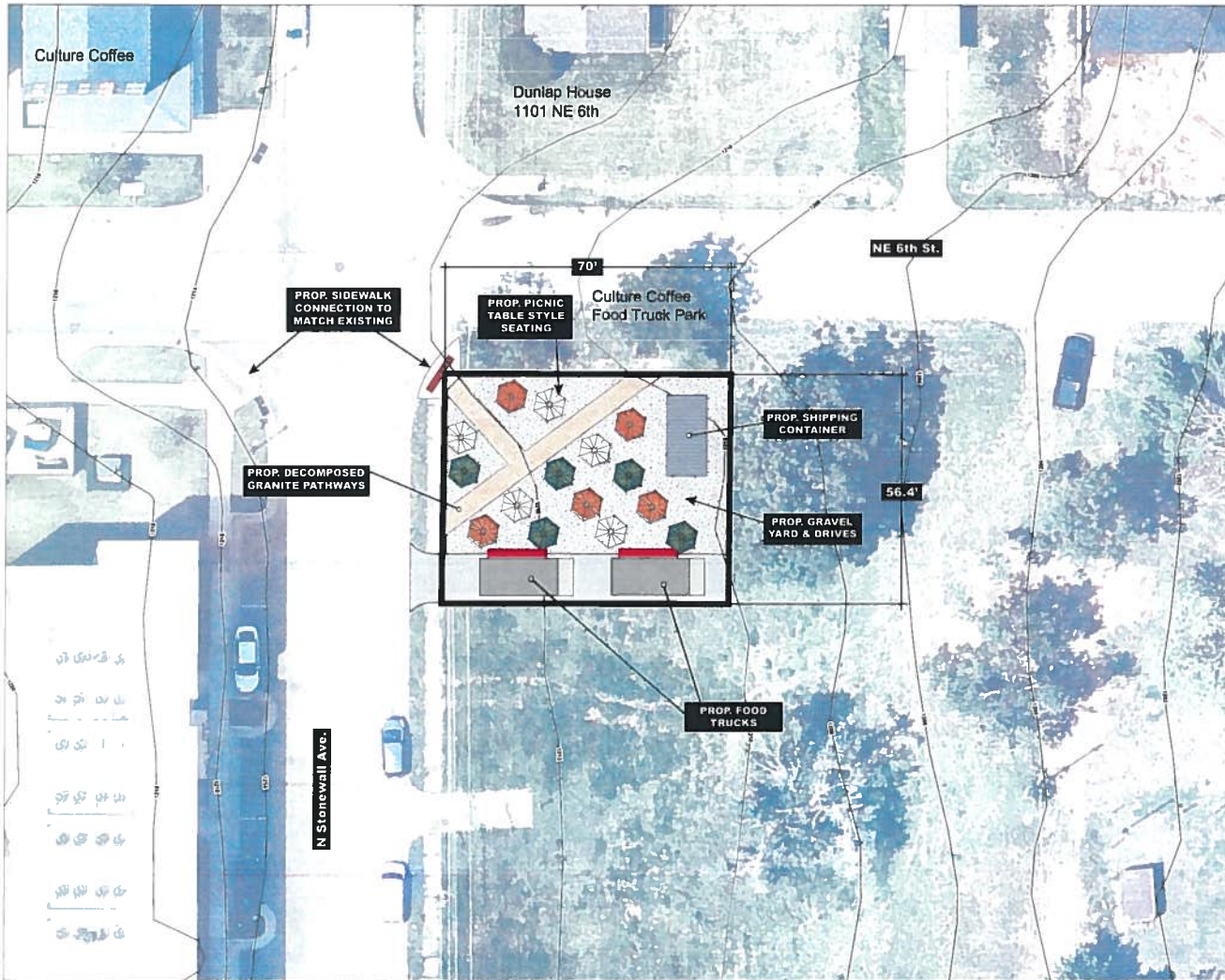




Looking south on N Stonewall Avenue across NE 6 Street.



Looking north on N Stonewall Avenue across NE 6 Street.



SPUD-_____
1108 NE 6th St.
 Exhibit B
 Conceptual Site Plan