

Virtual Public Open House Summary



Oklahoma Department of Transportation

SH-51/E. 91st Street Intersection

Wagoner County, JP 30648(04)

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Executive Summary

This document summarizes the virtual public open house conducted for the SH-51/91st Street Intersection Modification project in Wagoner County. The purpose of the public open house was to present the purpose and need for the project, present the proposed design for the intersection, and obtain public input.

Due to concerns about the spread of COVID-19, ODOT held a virtual public open house. The public open house was held on-line between August 17 and August 31, 2021. Twelve (12) people signed in on the website; however, sign-in was not required. According to the website analytics, 477 unique users viewed the website over the 15-day period. After the home page, the interactive map was the most frequently viewed page (267 views), followed by the traffic simulation videos (102 views) and the presentation (89 views). In total, forty-four (44) individuals submitted written comments/questions either through mail, email, or on the interactive map. Some people submitted multiple comments on a single form or email. In total eighty-four (84) comments were received. Comments from five state agencies were also received.

Agency comments included the following:

- The Oklahoma Conservation Commission reviewed the project using soil survey and National Wetland Inventory Map. The Conservation Commission determined the project does not contain hydric soils and should not significantly impact wetland resources.
- The Oklahoma Department of Environmental Quality (ODEQ) determined that no adverse environmental impacts under ODEQ jurisdiction are anticipated. All projects exceeding 1 acre of disturbance must obtain authorization under OKR10, and projects requiring relocation of water or wastewater utilities also require a permit.
- The Oklahoma Aeronautics Commission (OAC) indicated that project does not appear to pose a hazard to safe and efficient use of navigable airspace.
- The Oklahoma Corporation Commission (OCC) did not find any OCC-related issues in the project area.
- Oklahoma State Parks indicated the project will have no significant adverse impact to any federally funded park or recreation area or state park.

Nineteen (19) of the 44 individuals (43%) that submitted comments were in favor of installing the signal at the SH-51/91st Street intersection. Sixteen (16) individuals (36%) were not in favor of a traffic signal. The remaining nine (9) individuals did not express approval or disapproval of the proposal. The majority of those not in favor thought a signal was not needed given the new signal installed at Evans Road, would slow traffic down, and was not needed because 91st Street is not a through street and dead ends to the west. Twelve individuals (including people that both approved of and disapproved of the

proposal) included suggestions for other improvements at the intersection, most commonly to include additional turn lanes. Three (3) comments indicated the speed limit on SH-51 should be reduced, two comments said the realignment was a good idea even without the signal, and two comments mentioned the need for improvements to E. 91st Street. Thirteen (13) “other” comments were received that did not fit the categories above. Comments are tabulated in **Table ES1**.

Table ES1: Major Issues of Concern

Comment	# of Comments
<i>Approve of Project</i>	19
Make this project happen sooner	
There have been lots of accidents/near misses	
Needed for Zeeco traffic	
Needed for residential and school traffic in the area	
Time the signals to keep traffic moving	
Traffic will keep growing	
Realignment is good, with or without signal	
Project is much needed	
<i>Don't Want a Signal</i>	16
There is a new light at Evans – this light is unnecessary. Zeeco traffic should use Evans	
There are too many lights on SH-51 – they slow traffic down	
91 st Street is a dead end – no need to add a light	
Just close the road – it's a highway	
Waste of money	
<i>Suggestions for Other Improvements</i>	12
Need a left turn lane from 91 st Street to SH-51	

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Need a left turn lane from Washington Street to SH-51	
Include free-flow right turn lanes for both 91 st Street and Washington Street	
Time the signals to keep traffic moving	
Signal should be traffic activated	
Build a traffic circle instead	
Turning radii are too tight. Provide two eastbound lanes on E. 91 st Street for a short distance.	
Need a right turn lane for northbound SH-51 to E. 91 st Street	
Need an acceleration lane on northbound SH-51 from 91 st Street	
Reduce Speed Limit on SH-51	3
Speed limit should be 45 mph	
With so many lights the speed should be reduced – would be safer and cheaper	
Need Improvements on E. 91st Street	2
E. 91 st carries more traffic than it can handle – it is narrow and steep	
People drive too fast on E. 91 st – it is used as a cut through for Forest Ridge	
Consider speed bumps or additional stop signs on E. 91 st Street	
Other	13
Support wider shoulders on SH-51	
Drivers do strange things at this intersection like stop in the driving lanes. Speed limits is violated daily	
Consider traffic from Continental Industries that turns left on SH-51 in the afternoon. They use the center lane and then meet eastbound SH-51 traffic turning left on 91 st Street head on.	
This study was done prior to the Evans signal, which is already helping with congestion and turning. Need to do a new study.	
This only benefits Zeeco. Need to use (Broken Arrow) funds for projects that benefit	

more than one company.	
Why is this project taking so long?	
Map is misleading – it makes it look like E. 91 st Street goes through	
Project description does not discuss a traffic signal	
I have two tracts of commercial property on SH-51 that have not sold due to traffic situation.	
Need another access point to the Muskogee Turnpike at 257 th or 273 rd . This would alleviate traffic on E. 91 st Street.	
Presentation makes it look like SH-51 merges down to one lane at 91 st . If so this will drastically increase congestions and collisions.	
Need to start considering bridges for future planning	
Why is there no entry to the Creek Turnpike from SH-51?	
Expand 91 st Street to the west to connect across the railroad tracks	

Responses to Comments

Approve of the Project:

Thank you for your comments. ODOT’s traffic and collision studies indicate a signal is warranted at this location. The project is programmed for 2024 in ODOT’s 8 Year Construction Program. If plans are complete and funding is available, the project could be advanced.

Don’t Want a Signal:

The need for the signal at SH-51 and 91st Street was determined through a signal warrant analysis performed by ODOT in February 2020 and confirmed in April 2021. The analysis was performed using the Manual on Uniform Traffic Control Devices (MUTCD) Signal Warrants Tool within the Highway Capacity Software version 7. The warrant software considers the speed on the major street, the lane configuration, the number of collisions per year, and the traffic volume over a consecutive 12-hour period. The existing and future anticipated traffic volumes on SH-51 indicate that a signal is warranted, even though the side street volumes (especially on E. Washington Street to the west) are relatively small. The signal is warranted due to the larger southbound SH-51 left turn movement conflicting with the heavy northbound SH-51 through movement at the intersection. The additional signal may have an impact on traffic mobility on SH-51. However, as development continues to occur in the area, the need for safe access to SH-51 for nearby homes and businesses will increase.

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The City of Broken Arrow will maintain the signal at SH-51 and 91st Street when it is completed. The signal will include communication capabilities with the nearby signals at the Creek Turnpike and at Evans Road. The City of Broken Arrow will have the ability to time/activate the signals as they see fit.

Suggestions for the Intersection:

Adding left turn lanes to the E. 91st Street and E. Washington Street approaches was evaluated, but traffic volumes for these movements (approximately 5 vehicles in the AM peak hour and 20 vehicles in the PM peak hour) were not high enough to warrant separate lanes. The heaviest volumes are from southbound SH-51 to eastbound E. 91st Street in the AM, and from westbound E. 91st Street to northbound SH-51 in the PM. Because of these heavy volumes, separate turn lanes are being provided for these movements.

With a signal, traffic turning right from westbound E. 91st Street to northbound SH-51 (on green) will have sufficient opportunity to complete their turn without requiring a gap in free-flowing traffic. Additionally, westbound right turn traffic can complete their turn while southbound SH-51 left turn traffic has a green light since those movements do not conflict with one another. Right turns on red will have to wait for a sufficient gap in SH-51 traffic to make a right turn as they do today. With these benefits, an acceleration lane is not necessary and would still require merging with the heavy northbound through movement. While adding turn lanes and/or acceleration/deceleration lanes on any of the intersection legs could improve traffic flow to some degree, the major movements are accommodated with the proposed design. Additional lanes, including a free flow right turn, would require additional pavement and right-of-way and add cost to the project.

A traffic circle (or roundabout) at this intersection could potentially provide safety and mobility benefits. However, roundabouts have larger footprints and would require more right-of-way to construct. This additional right-of-way would also increase the overall cost of the project. Roundabouts can also cause issues at intersections that do not have balanced approach volumes. Since the southbound approach volume at this intersection is much higher than vehicles traveling westbound, southbound traffic would flow relatively unimpeded into the roundabout, which would delay the heavy northbound movement due to the southbound to eastbound left turn demand. With a signal, no movement experiences disproportionate delay.

Reduce the Speed Limit on SH-51

As development continues and land use changes, the speed limit on SH-51 could be reevaluated.

Consider Improvements to E. 91st Street

E. 91st Street is not under ODOT's maintenance responsibility. East from SH-51 to 225th E. Avenue, E. 91st Street is within the City of Broken Arrow. East of that it is within Wagoner County.

Other

- Support wider shoulders on SH-51. *RESPONSE: This proposal does not include widened shoulders on SH-51*
- Drivers do strange things at this intersection like stop in the driving lanes. Speed limit is violated daily. *RESPONSE: Traffic violations are the responsibility of law enforcement.*
- Consider traffic from Continental Industries. *RESPONSE: The E. 91st Street approach will be shifted to the north with this project and will therefore provide more separation from the entrances to Continental Industries. Also, the signal will control southbound left turning traffic onto E. 91st Street so head-on conflicts would only exist if drivers disobeyed the red light. Left turning traffic from Continental Industries that uses the driveway furthest to the south to enter northbound SH-51 would have greater separation from the signal.*
- This only benefits Zeeco. Need to use (Broken Arrow) funds for projects that benefit more than one company. *RESPONSE: The project is intended to serve regional traffic, including residences, schools, and local businesses including Zeeco. Funding will be provided through ODOT and City of Broken Arrow funds will not be used.*
- Why is this project taking so long? *RESPONSE: Due to funding constraints, the project is programmed for 2024 in ODOT's 8 Year Construction Program. If plans are complete and funding is available, the project could be advanced.*
- Map is misleading – looks like 91st goes through: *RESPONSE: The map was intended to show the details of the proposed intersection.*
- Project description did not discuss a traffic signal. *RESPONSE: A signal is discussed on page 2 of the informational pamphlet and on the website home page.*
- Property has not sold due to traffic situation. *RESPONSE: The project is intended to improve traffic flow and safety at the intersection.*
- Need another access point to the Turnpike. *RESPONSE: The Oklahoma Turnpike Authority is currently studying an additional access point to the Muskogee Turnpike in the vicinity.*
- Presentation makes it look like SH-51 merges down to one lane at 91st. If so this will drastically increase congestions and collisions. *RESPONSE: SH-51 will remain two through lanes in each direction through the intersection.*
- Need to start considering bridges for future planning: *RESPONSE: The 20-year traffic projections do not suggest that a grade separated intersection is needed at this location.*

Other comments not specifically related to the SH-51/91st Street intersection project are not addressed here.