

**To:** Honorable Mayor and City Councilors  
**From:** Russell Gale, Acting City Manager  
**Date:** August 28, 2015  
**Re:** Notes to Council

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### **1. STAFF REPORTS / ITEMS REQUIRING IMMEDIATE ATTENTION**

- Utilities Monthly Report – July 2015
- Development Services Report – Update on Codes & Ordinances Regarding Commercial Vehicle Parking in Residential Areas
- Traffic Control Committee Report – Updates on the Pilot Project for Flashing Yellow Arrows

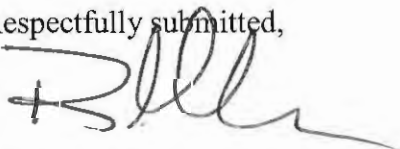
### **2. GENERAL CORRESPONDENCE / NOTIFICATION**

- Press Release: Vision 2025 Renewal Election Approved
- Press Release: New Youth City Council Selected
- News Article: Repairs to be Completed Soon on Albany Street

### **3. SPECIAL EVENTS / ACTIVITIES**

- Upcoming Special Events
- Special Events Committee Agenda – August 20, 2015

Respectfully submitted,



Russell Gale

jmh  
Attachments

# 1. STAFF REPORTS / ITEMS REQUIRING IMMEDIATE ATTENTION





**INTEROFFICE MEMO**

**To:** Russell Gale, Acting City Manager  
**From:** Anthony Daniel, Utilities Director *AD*  
**Date:** August 25, 2015  
**Re:** Utilities Department Monthly Report – July 2015

	July 2015	July 2014
<b>Water Purchased and Distributed</b>		
Water Purchased from Tulsa	~20.9 MG	0 MG
Water – Produced	422.9 MG	490 MG
<b>Wastewater Treated</b>		
Lynn Lane Plant	158.7 MG	122.7 MG
Haikey Creek Plant (BA)	171.3 MG	140.4 MG
Haikey Creek Plant (Tulsa)	206.5 MG	172.4 MG

**Wastewater Treatment Flow Report**  
David Handy

**Wastewater Treatment Flow Report**

Jul-15

Location	Jul-15 ( MG )	Jun-14 ( MG )	% Change
Lynn Lane Wastewater Treatment Plant (Includes Tulsa TB04 & TB05)	158.743	122.700	29.4
Haikey Creek Treatment Plant (Broken Arrow)	171.388	140.407	22.1
Haikey Creek Treatment Plant (Tulsa)	206.476	172.441	19.7
Broken Arrow → Tulsa Northside (BT01)	5.519	3.675	50.2
Tulsa → Lynn Lane Wastewater Treatment Plant (TB04)	5.521	4.402	25.4
Tulsa → Lynn Lane Wastewater Treatment Plant (TB05)	6.431	6.847	-6.1

**Lift Booster Station Equipment Maintenance Summary**

July 18, 2015 to August 16, 2015

1. Installed new transfer switch at Adams Creek NW.
2. Re-configure conduit for Pump #3 line at Adams Creek NW.
3. Troubleshoot and tighten loose wiring at Grey Oaks lift station.

5. Oneta Road/71st. Pump motors are defective.
6. Adjust rotating assembly Pump #1 line at Old Adams Creek.

## LLWWTF Maintenance Summary

July 18, 2015 to August 16, 2015

1. Repair North and South bar screens; Failed 2 days later. Parts on re-order.
2. Grit auger parts in. Schedule for cleaning and repair.
3. Air conditioner unit out on RAS Pump #2 control panel.
5. Blower #2 set and aligned. Put back in service.
6. Suction valve on Belt Press Feed line between North Digester and Blower Bldg. leaking
7. Clarifier #1 back online.
8. Packing on RAS Pump #4 replaced.
9. Repaired Scum skimmer blade on Clarifier #2.
10. Replaced inlet capsule Chlorine #1 regulator
11. Flow Equalization Basin pump scheduled for installation.
12. Install new non-potable faucet at RAS Bldg.
13. Jet Clarifier #1 suction line to relieve plugged line.
14. Repaired skimmer arm on Clarifier #1.
15. Install new belts on Influent Screw Pump #1 and #2.
16. Install new breaker on Screenings Washer at Headworks.
17. Install new fuses on West control panel in Sludge Transport Bldg.
18. Install new fuse on Chlorine Bldg. PLC.

### **July 2015 Lynn Lane and Haikey Creek WWTP Industrial Pretreatment Program Summary Program Summary - Lauren Wilson**

1. Pretreatment personnel distribute cooking oil recycle jugs to Reasor's customers, all Broken Arrow apartment complexes, and the senior center.
2. City staff inspected the following facilities:
  - PACCAR Winch: PACCAR Winch will be applying for a wastewater discharge permit in the near future. City staff has been working with them on process discharge sampling points and design, federal, state, and city regulations for preliminary sampling analysis, baseline monitoring report, 90-day report, spill plan, and toxic organic management plan.
  - AMI/L3 Communications: AMI has moved their permitted process to a Tulsa facility. City staff inspected the facility for permit closeout.
3. City staff sampled the following facilities:
  - Blue Bell Creameries: Blue Bell has continued to do maintenance, cleaning, and different facility improvements in the time they have discontinued manufacturing. City staff and Blue Bell agreed to continue normal monthly analysis for BOD, TSS, and Oil & Grease during this period. They plan to begin manufacturing again on September 2<sup>nd</sup>.

4. The following reports/ certifications were received and reviewed in the month of July:
  - Blue Bell compliance monitoring report and laboratory analysis.
  - Unifirst compliance monitoring report and laboratory analysis
  - Russelectric compliance monitoring report and laboratory analysis
  - Republic Services/Broken Arrow Landfill compliance monitoring report and laboratory analysis
  - Gruv-N-Gasket “no discharge certification”
  - Flight Safety compliance monitoring report and laboratory analysis
  - Haikey Creek Priority Pollutant Scan
5. Citations sent to food handling establishments that failed to respond to City’s request for a compliance plan for installing a grease abatement device.
6. Met with the following owners/managers of local food handling establishments about maintaining grease traps and discussed best management practices for pollution prevention:
  - Arby’s
  - Whataburger
  - Sonic
  - Sante Fe Steak House
  - Buffalo Wild Wings
  - Olive Garden
  - Five Guys Burgers
  - IHOP
  - Slim’s Chicken
  - Freddy’s Frozen Custard
7. Calculated and submitted to finance Blue Bell (\$0) and Unifirst (\$2,484.24) surcharges for the month of July.

## **UTILITIES DISTRIBUTION/COLLECTIONS MAINTENANCE SUMMARY**

### **July 2015**

#### **WATER DISTRIBUTION - Jerry Hanwinkel**

1. Repaired 4 main line breaks and replaced 8 tapping saddles.
2. Repaired 44 fire hydrants
3. Exercised and painted 150 fire hydrants – Total to date is 1577
4. Responded to 74 meter leaks.
5. Replaced 75 meters.
6. Repaired or Replaced 38 meter and valve boxes.
7. Replaced 25 Curb Stops.
8. Replaced 1 distribution main valve.
9. Cleaned up 11 yards
10. Responded to 578 Call Okie Line Locates

#### **SEWER COLLECTION- Olen Bailey**

1. Sewer service requests - 9
2. Sewer line blockages - 3
3. Lift station repairs - 15
4. Manhole repaired - 3
5. Sewer line cleaned - 0 ft.

6. Sewer line replaced - 10 ft.
7. Line locates - 36
8. Camera lines to identify/locate pipe defects- 250 ft.

#### **METER READING – Derriel Bynum**

1. Replace Meters- 58 AMR Project-148
  2. Replace Boxes-8 AMR Project-31
  3. Lids Replace-14 AMR Project-17
  4. Door Hangers for bad checks-39
  5. Rereads/Leak test-170
  6. Turn Ons-217
  7. Turn Offs-266
  8. New/Accounts 626
  9. Finals-551
  10. Raise Meters-6
  11. Pulled Meters-8
  12. Resident Checks-6
  13. Replace Curb Stops-4
  14. Bad (Master) AMR Register-32
  15. Read-36861 Meters for billing
- Getting ready for the (New AMR) PROJECT
- Riser - 44
- Meters - 146
- Boxes - 31
- Lids - 17
- Register - 54
- Stops - 6
- Vault Lids - 6

#### **UTILITIES CONSTRUCTION – Tommy Kimbrough**

1. Tiger Hill, Drained and Chlorinated the Water towers
2. Kenosha Water line project, Final Clean Up and Sod
3. County Line & Creek Turn Pike , Relaying 12” C-900 Water line 164’
4. County Line & Creek Turn Pike, Chlorinated Water Line

#### **WATER QUALITY- Diana Flora**

1. Flushed dead end water lines (30 total) additional flushing done due to low chlorine residual in water tower
2. Test chlorine levels near auto flushers to verify all working (16 total)
3. 26 dirty water calls, 371,775 gallons of water flushed
4. 100 Bac-T samples, 2 chlorine (am/pm) daily
5. Total gallons flushed to improve water quality in July was 4,683,937 gallons.

#### **VERDIGRIS WTP – Jimmy Helms**

1. Replaced chlorine generation system blower motor
2. Replaced CL17 chlorine analyzer (lightning damage)
3. Replaced flow control valve positioner
4. Replaced seals on valve 1018 on membrane rack 2
5. Installed bracing for piping to chlorine injector
6. Replaced feed pump hoses on ACH metering pumps #1 and #3


7. Changed batteries in generator #1
8. New solenoid on order for repairs to air burst system at raw water pump station
9. Parts on order to repair fluoride feed system
10. Replaced level meter for west pre-sedimentation basin (lightning damage)
11. Parts on order for pretreatment flow meter repairs (lightning damage)
12. Replaced 3 communication modules
13. Replaced Ethernet switch at high service pump station (lightning damage)
14. Replaced numerous fuses blown during lightning storm
15. Replaced pump impeller on sodium permanganate transfer pump
16. Parts on order to repair pretreatment sludge pump system
17. Full load test on all three standby generators
18. Replaced analog input card in PLC cabinet at high service pump station
19. Reconfigured HMI screen at high service pump station

- **Accomplishments**

The water plant conducted (in conjunction with Risk Management) an emergency preparedness event with the fire department. This event was to inform the firefighters of the hazards of the water plant and to allow them the opportunity to familiarize themselves with the water plant.

#### **DIRECTORS REPORT - Anthony Daniel**

1. Met with design consultants for the City wide Supervisory Control and Data Acquisition project (SCADA) to review the 90% specifications and drawings.
2. Participated in the following two mandatory pre-bid meetings:
  - a) Rehabilitation of the 101<sup>st</sup> Skaggs Tank Project
  - b) Replacement of equipment at Haikey Creek WWTP
3. Participated in the meeting with PSO on the "Peak Performers Program". Program rewards the City for on call demand reduction at the Verdigris Water Plant. WTP will operate standby generator to shed load.
4. Activated the two Tulsa connections on July 17<sup>th</sup> and closely monitored the offsite tank levels and water production.

**To:** Russell Gale, Acting City Manager  
**From:** Michael W. Skates, Development Services Director   
**CC:** Jeff Jenkins, Assistant City Manager  
**Date:** August 26, 2015  
**Re:** Development Services Report

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**Citizen Opportunity to Speak to Council** – Mr. Richard Pisaturo addressed City Council at the Tuesday, August 18, 2015 meeting. He brought up issues in his neighborhood, Wolf Creek. Mr. Pisaturo was concerned about commercial vehicles and trailers being parked in the street at three specific addresses. The addresses he provided to us were: 2728 S. Aspen Court; 3001 S. Aspen Court; and 2629 W Atlanta Place. Since the August 18th meeting, Mr. Pisaturo has turned in several complaints on two of these three addresses (2728 S. Aspen Court and 3001 S. Aspen Court). These complaints were investigated by the Development Services Code Enforcement staff and the BA Police Department. **The majority were found not to be violations.** Staff is still investigating a couple of the complaints and will continue to patrol the Wolf Creek subdivision weekly or as needed should a possible violation be present. We did not find violations at 2629 W Atlanta Place.

Mr. Pisaturo first contacted City staff in August 2013 regarding a storage building, commercial vehicles trash and weeds and inoperable vehicle issues within the Wolf Creek subdivision. We met with Mr. Pisaturo about these various complaints. He wanted to concentrate on commercial vehicles, trailers, campers and boats. We worked with him in identifying problem properties that had questionable vehicles, trailers and other types of equipment on the lots. Review of the code identified a need to revise the commercial vehicle code so that it was easier to understand. The revision was approved in April 2015 and included additional 3 different ways commercial vehicle may be in violation within residentially zoned areas. I have attached the zoning code section on commercial vehicles (trailers are included in section 4), the traffic ordinance, and a summary of the number of code cases worked in the Wolf Creek and adjacent subdivisions since 2013.

The Code Enforcement staff and the BA Police Department staff have been working together reviewing the city code and ordinances to determine if both departments are interpreting them the same and discussing if any changes need to be made. We are meeting Friday, August 28, 2015 with our Legal Department to review the code sections and discuss possible revisions that may provide a more assistive and positive look at commercial vehicles and trailers in residential subdivisions.

A final memo and/or report to Council will be prepared following our inter-department meeting(s).



Sec. 23-134. - Parking to be such as to leave ten feet of roadway available for traffic.

No person shall park a vehicle within a street or alley in such a manner or under such conditions as to leave available less than ten feet of the width of the roadway for the free movement of vehicular traffic.

(Code 1970, § 20-130; Code 1977, § 23-134)

Sec. 23-137. - Parking commercial vehicle in residential district.

No person shall park any commercial vehicle or trailer of any kind, including a travel, camping or hauling trailer, which is in excess of 24 feet in length, on any public street in a residential district established by the zoning ordinance.

(Code 1977, § 23-137; Ord. No. 444, § 1, 8-21-1972)

#### 5.4 - Off-street parking and loading.

##### K. Parking in residential and agricultural zoned districts.

1. Surface requirement. All parking spaces or areas where any vehicle is stored or parked shall be paved with a solid, all-weather surface pavement of asphalt or concrete.
2. Driveways and parking spaces.
  - a. Platted subdivisions:
    - i. All parking spaces or areas where any vehicle is stored or parked shall be paved with a solid, all-weather pavement of asphalt or concrete.
    - ii. Driveway from edge of the street to parking space shall be paved with a solid all-weather pavement of asphalt or concrete.
    - iii. Driveway ingress (approach) width shall be no greater than 25 feet exclusive of curb returns at the street curb or pavement edge for two-car garages and no more than 27 feet for three-car garages.
  - b. Unplatted areas: Unplatted properties that contain one (1) acre or more where a residential use exists.
    - i. All parking spaces or areas where any vehicle is stored or parked shall be paved with solid, all-weather pavement of asphalt or concrete and shall be at least 25 feet in length.
    - ii. Driveways from the edge of the street shall be paved with a solid, all-weather pavement of asphalt or concrete from the curb or pavement edge and extending twenty-five (25) feet past the ultimate right-of-way.
    - iii. Driveway ingress (approach) width shall be no greater than 25 feet exclusive of curb returns at the curb or pavement edge for two-car garages and no more than 27 feet for three-car garages except in cases where agricultural use and residential use occur together, the Director or designee may grant an exception to the maximum width of the driveway ingress (approach) to accommodate typical agricultural-related equipment needs.
    - iv. After 25 feet beyond the ultimate right-of-way pavement to the parking spaces may be paved with an all-weather type paved surface, ecologically friendly materials such as concrete pavers, or washed gravel, if this distance is fifty (50) feet or greater. If this distance is less than fifty (50) feet, this area shall meet the requirements of [this] subsection K.2.b.
    - v. Unplatted residentially zoned and/or used properties that are less than one (1) acre will comply with the standards of platted subdivisions for all parking spaces and driveway/ingress surfaces.
3. Commercial vehicle parking. No more than one (1) commercial vehicle, which does not exceed one and one-half (1½) tons rated carrying capacity, or have more than two axles, or does not exceed 24 feet in length, except for immediate loading or unloading; per family living on the premises, shall be permitted; and in no case shall a commercial vehicle used for hauling explosives, gasoline, or liquefied petroleum products be permitted. In no case shall the commercial vehicle and/or attached trailer be parked over any portion of a sidewalk. Length of each vehicle, or a trailer attached to a vehicle shall be measured separately.
4. Recreational vehicle (RV) and boat parking. No more than one (1) camping, or travel trailer, or hauling trailer, or recreational vehicle per household shall be permitted on any residential lot, and no more than one (1) boat and its associated trailer, per household shall be parked or stored on any residential lot exclusive of those vehicles entirely stored within a fully enclosed structure. Provided that no trailer, boat, or recreational vehicle shall be parked or stored on the

premises for more than a single period not to exceed twenty-four (24) hours in length during any week unless such is located behind the front building line. On corner lots burdened by building lines from two streets, no such vehicle shall be parked or stored unless such is located behind both building lines. The Director or a designee may authorize the parking of Recreational Vehicles in front of building lines for periods of up to three (3) days plus extensions not to exceed ten (10) days cumulative, where temporary special circumstances would justify such a nonrecurring use for visitors to the household, and all streets, sidewalks, and sight triangles remain clear. For the purposes of this section, a week shall be defined as a period of time commencing at 12:00 a.m. Sunday morning, and ending at 11:59 p.m. Saturday evening.

5. Unlicensed, untagged and inoperable vehicles. No person shall park, store, leave or permit the parking, storing or leaving of any abandoned, partially dismantled, non-operating, wrecked or junked vehicle in the open, upon public or private property on a public street, for a period exceeding forty-eight hours (48 hours), unless such vehicle or the parts thereof are stored within a fully enclosed building or are stored on property lawfully designated under the Zoning Ordinances as a place where such vehicles may be stored.
6. Vehicles in side or back yards. No vehicles, other than Recreation Vehicles (as described in Section 4, above), shall be parked, stored or kept in any side or rear yards.

(Ord. No. 3057, § I, 10-6-2009; Ord. No. 3175, § I, 9-20-2011; [Ord. No. 3340, § 1, 4-21-2015](#))

**To: Russell Gale, Acting City Manager**

**CC: Jeff Jenkins, Assistant City Manager**

**From: Traffic Control Committee**

**Date: August 25, 2015**

**Re: Pilot Project -Flashing Yellow Arrow Protective/Permissive Left Turn**

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The City has received numerous requests to improve traffic flow, particularly in reference to left turn traffic phasing. The City of Broken Arrow needs to take an active approach in solving growing traffic congestion. In some areas, drivers run the red left-turn arrows because they feel the arrows unnecessarily cause them to wait. This is primarily due to the large number of protected left turns throughout the City as established by our current left turn policy.

To address this, the Traffic Control Committee (assembled from representatives of the Street, Engineering, Development Services, Police, and General Service Departments) ran a pilot project utilizing the new flashing yellow arrow (FYA) which is a type of protective/permissive left turn (PPLT) configuration. This configuration is in the Manual on Uniform Traffic Control Devices (MUCTD) which is adopted by our Engineering Department.

In December, Tucson and Aspen Streets were signalized with FYA signals and in January Tucson and Redbud, a mid-mile intersection located at the Warren Theater entrance, was built with FYA. Both signals are operating as designed with FYA service, and traffic has flowed smoothly. The Police Department reports that traffic flows well and that no turning movement accidents at either intersection have occurred. The Street and Engineering Departments report no issues with the new FYA signal configuration. The City has not received any comments from citizens either positive or negative concerning these signals and as such, it appears the motoring public has accepted and adapted the FYA signals very well.

The traffic committee finds that the pilot study supports the idea that many intersections can safely be served by utilizing PPLT. The Traffic Control committee will update the existing left turn traffic signal policy to allow the utilization of protective/permissive left turns at existing intersections where it will benefit traffic flow. Updates to the policy will include the incorporation of protected/permissive left turns at intersections where appropriate and the use of FYA at new and existing intersections when possible. Converting existing protected left turns to PPLT or FYA will occur only as necessary and as funding allows. This policy will be incorporated into the upcoming Traffic Control Manual.

## Attachment: Pilot Project, February 17, 2014

### Background Information

Some background information on the two left turn configurations we currently use and the new flashing yellow arrow are shown below:

#### Current Protected Left Turn Configuration



This is our most common configuration. This protected left-turn signal provides the motorists a period of time where left-turns can be made without encountering conflicting traffic. Motorists naturally feel a higher degree of safety making a left turn with an arrow and in many cases protected left-turns are necessary. In some cases the use of an unwarranted protected left-turns cause unwanted effects in terms of stops, delays, driver frustration, unlawful driving behavior and increased fuel consumption.

Protected left-turns are typically used when:

- Left turns are permitted from two lanes on one approach and there is an opposing through movement.
- When intersection geometry creates a visibility problem.
- Where speed of approaching traffic is sufficiently high enough to make driver judgment of gaps difficult.
- When significant left-turn volume is present during peak traffic hours.

#### Current Permissive/Protective Left Turn Configuration



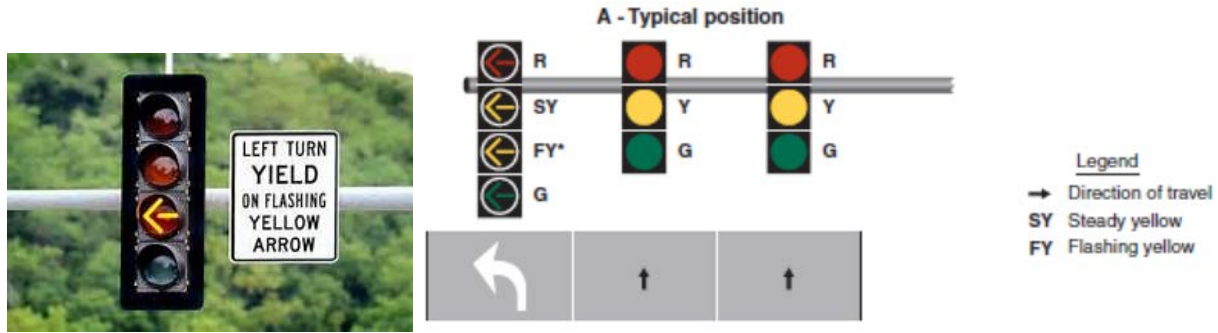
This protective/permissive left-turn signal provides the motorists with a period of time where left-turns with an arrow can be made without encountering conflicting traffic, after which, motorists are presented with a green ball where left-turns can be executed between gaps of through traffic. This type of left-turn can be used when:

- Drivers can turn left safely because there are gaps in approaching traffic
- Drivers can clearly see oncoming vehicles
- Speed of approaching traffic is low enough for the driver to judge gaps in traffic

Both of these left-turn options can accommodate left-turn movements and both have its place. The objective is to delay the heavier through traffic as little as possible while serving left-turn

movements promptly and safely. Our current practice, established by our existing policy, does not follow this objective and considers safety the overriding factor.

Pilot Project Protected/Permissive Left turn configuration:



The pilot project turn signals will be updated to include flashing yellow arrow signals to create a safer, more efficient left-hand turn. When on, this flashing yellow arrow means a vehicle is allowed to enter an intersection only to make the turn indicated by the arrow, however, drivers must first yield to oncoming traffic and pedestrians, then proceed with caution. After it flashes, the flashing yellow arrow then becomes a steady (non-flashing) yellow arrow or a green arrow. Drivers should treat the steady yellow arrow just like a standard yellow light- prepare to stop or safely clear the intersection before the red light appears. When the arrow is steady green the drivers making a turn have the right-of-way.

This new flashing yellow arrow provides a more direct message than the traditional circular green indication for turns. It reduces confusion because the turn lane display is no longer the same indication as the adjacent through lanes.

- A national study demonstrated drivers had fewer crashes with flashing yellow left-turn arrows than with traditional signals.
- Less traffic delay-Motorists have more opportunities to make a left turn with the flashing yellow left-turn arrow than with the traditional yielding left-turn indications, which keeps traffic moving.
- More flexible-The new yellow flashing turn display provides more options to most effectively handle all types of traffic volume and reduce traffic back-ups.

## What the flashing yellow signals mean



### Next Step

The next step is to implement a pilot project to evaluate the use of the flashing yellow arrow configuration where the selected intersections will utilize this configuration. In this way we can monitor and measure their potential effectiveness on a larger scale. The committee will also look at and consult data from the Police, Street, and Engineering such as:

- Traffic signal cycle length;
- Left turn volumes during peak hours;
- Opposing through traffic during peak hour of left-turn demand;
- Number of opposing traffic lanes;
- Speed of opposing traffic;
- Available sight distance;
- Crash history before and after;
- Did adding protective/permissive left-turn signal help in reducing congestion?
- Did illegal driving behaviors increase or decrease?

The committee will utilize supporting data and information from the pilot study to present permanent administrative revisions for existing left turn guidelines and make a recommendation on whether or not to expand its use throughout the City. As many intersections might be better served by utilizing protected/permissive turns, the guidelines will be used by the Signal Maintenance Division, Engineering and Development Services as a guide to modify existing intersections meeting recommended criteria and for future road/intersection improvements. This future work might require longer mast arms or new signal traffic heads which may not be in the current budget and will be worked in as funding becomes available.

### **The Pilot Project**

Pilot Locations:

- Tucson & Aspen
- Tucson & Redbud

The committee recommends these two intersections because:

- Both intersections will be new construction where signals did not exist before;
- Traffic volumes are typically light compared to many of our existing intersections;
- Left turn stacking lanes will be typical of other intersections (shorter than would be desirable-queue storage problem);
- Traffic flow would benefit greatly with protective/permissive left turns;
- Construction completion at end of year gives time educate public of changes;
- Provides example of FYA use at standard and mid-mile intersection configurations.



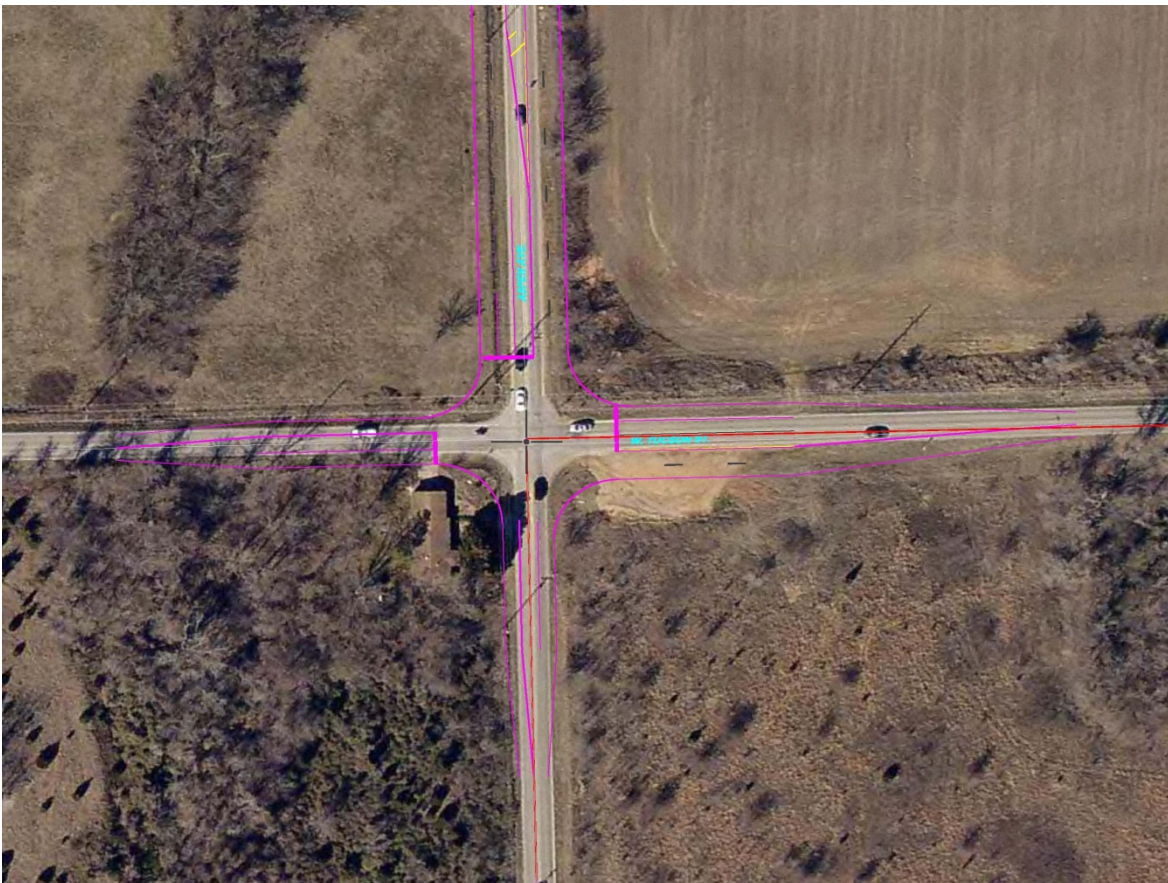
### Tucson & Aspen

Both Tucson and Aspen are currently 2-lane principal arterials with a 50-mph posted speed N/S and 40-mph on E/W directions. The intersection is protected by a 4-way stop on all approaches. Daily traffic volumes are: 6,371 on East leg, 3,179 on West leg, and 7,368 North and 5,754 on South legs. Traffic is expected to increase due to the commercial development one half mile to the East on Tucson.

Tucson is currently being widened to a five lane road from Aspen to Elm. Aspen, North of Tucson will also be widened to five lanes and tie in with the existing lanes coming from the Turnpike. Aspen, South of Tucson will be increased to three lanes and reduce back down to 2 going South, with the same being true of Tucson, West of Aspen.

This road work and intersection improvement includes the installation of traffic signals and is being designed with flashing yellow arrows (FYA). This configuration should reduce left turn stacking and improve traffic progression in comparison to similar intersections elsewhere in the city.

### Tucson & Aspen



### Tucson & Redbud

Tucson is a two lane principal arterial with a 40-mph posted speed. Redbud is a 2 lane residential collector to the south. Tucson is currently being widened to a 5-Lane road. Aspen Creek St., being developed, will be a 4-lane business entrance to the North directly across from Redbud. A new mid-mile intersection being constructed at this intersection will control E/W traffic on Tucson and N/S traffic on Aspen Creek & Redbud.

Daily traffic volumes are about 6,371 on the East leg and 3,179 on the West legs of Tucson, data is not available on Redbud. Traffic is expected to increase due to the commercial development at this intersection. Designing this new mid-mile intersection with flashing yellow arrows (FYA) should insure traffic progression by minimizing left turn stacking on Tucson and enhance the ability to safely execute left turns coming out of the residential street.

### Tucson & Redbud/Aspen Creek



## **Moving Forward**

Both Tucson & Redbud and Tucson & Aspen should be complete late this year and are good candidates for the FYA pilot project. An additional benefit is that the cost to convert an existing signal to FYA will be avoided and the pilot projects can be implemented without having to transfer or program funding to move forward. Mr. Eshelman, our traffic engineer from Traffic Engineering Consultants, stated that Oklahoma City, Norman, and Owasso have FYA projects in progress and Tulsa plans to follow suit as well. Furthermore, as we have adopted the MUTCD as our guidelines for traffic control, we should begin utilizing FYA in keeping with those guidelines.

### **Cost:**

The cost to implement the pilot projects is minimal with costs if any, coming from a change order on the current Tucson & Aspen signalization to accommodate changes in signage and signal heads.

### **Education:**

In order to educate the motoring public of the upcoming changes we will publicize this information about 30-60 days in advance utilizing our web site, the focus newsletter, press releases, City TV, and utility bills.

### **Pilot Period:**

After approximately 6-months in operation the Traffic Control Committee will review observed traffic flow conditions, perform traffic counts, and seek input from the public on the effectiveness of the FYA configuration. Following this, the committee will review the data from the information collected and make a recommendation as to its use in existing signal locations.

This project was developed and submitted by department representatives from:

- Street,
- Engineering,
- Development Services,
- Police,
- General Services

End

## 2. GENERAL CORRESPONDENCE / NOTIFICATION



**Contact: Krista Flasch**  
**Director of Communications**  
**City of Broken Arrow**  
**Phone: (918) 259-2400, ext. 5309**  
**Mobile: (918) 409-7771**  
**Fax: (918) 259-8226**

## **City Council Approves Special Election for Vision 2025 Renewal** *Election scheduled for November 10*

**Broken Arrow, Okla. (8/25/2015)** – The Broken Arrow City Council on Monday approved a resolution calling for a November 10 special election, to ask Broken Arrow voters to permanently renew a majority of the Vision 2025 sales tax in Tulsa County. The revenue would be used to hire more police officers and firefighters, as well as fix streets in Broken Arrow.

“Broken Arrow, like all municipalities in Oklahoma, relies primarily on sales tax revenue to fund critical services for its residents,” said Mayor Craig Thurmond. “Renewing the existing sales tax provides an opportunity to continue providing those services at the high level residents have come to enjoy, without raising taxes in Tulsa County. This is a no-frills plan that addresses every day, practical needs, such as fixing roads and making sure citizens are safe.”

On November 10, Broken Arrow voters will see two propositions on the ballot regarding the sales tax renewal:

**Proposition 1:** Establish a sales tax of three tenths of one penny (\$0.003) to hire additional police officers and firefighter/paramedics; as well as fund the acquisition and replacement of public safety vehicles, equipment, technology and apparatus.

**Proposition 2:** Establish a sales tax of twenty-five hundredths of one penny (\$0.0025) for the purposes of improving, constructing, and maintaining city streets, sidewalks, and related stormwater appurtenances, including the installation of traffic control devices and signalization.

The November 10 special election is open to all registered voters living within the Broken Arrow city limits in both Tulsa and Wagoner Counties.

(Continued)

**BACKGROUND**

In 2003, voters approved a 13-year, 6/10 of one penny increase in the Tulsa County sales tax to fund regional economic development and capital improvement throughout Tulsa County. In Broken Arrow, Vision 2025 helped build Northeastern State University (NSU) Broken Arrow, revitalize Main Street and the Rose District, build the Nienhuis Aquatic Center and much more. Vision 2025 will expire at the end of 2016, unless voters approve an extension.

Earlier this year, city leaders from Bixby, Broken Arrow, Collinsville, Jenks, Owasso, Sand Springs, Skiatook and Tulsa announced plans to renew Vision 2025 and restructure the program so that projects are decided on and managed at the city, rather than the county level.

Broken Arrow held a town hall meeting in June and again in August to inform residents of the plan and gather input. A citizen-led committee formed by the City Council to identify opportunities for cost savings and increased revenues for the City of Broken Arrow, also recommended renewing the expiring Vision 2025 sales tax.

For additional information, visit [www.brokenarrowok.gov/visionalive](http://www.brokenarrowok.gov/visionalive).

###

**Contact: Krista Flasch**  
**Director of Communications**  
**City of Broken Arrow**  
**Phone: (918) 259-2400, ext. 5309**  
**Mobile: (918) 409-7771**  
**Fax: (918) 259-8226**

## **15 High School Students Named to BA Youth City Council**

**Broken Arrow, Okla. (8/27/2015)** – A swearing-in ceremony will be held at the Broken Arrow City Council meeting on Tuesday, September 1 at 6:30 p.m. for 15 area high school students, who have been selected as this year’s Youth City Council (YCC) members.

The 2015-2016 YCC members are:

- Braden Price, Broken Arrow High School (BAHS)
- Brent Shafer, BAHS
- Cale Ensminger, BAHS
- Caleb Elder, BAHS
- Cameron Elder, BAHS
- Cara Ho, homeschool
- Corinne Honeyman, BAHS
- Elizabeth Dana Thomas, BAHS
- Eric E. McKinney, Pentecostal Christian Academy, BAHS, TULSA TECH
- Grace Robinson, A BeKa Academy
- Jonathan Robert, BAHS
- Maureen Hanes, Union High School
- Precious Okourwa, BAHS
- Winchell Gallardo, BAHS
- Zarría Young, BAHS

Broken Arrow Youth City Council provides a great opportunity for high school students to learn how municipal government works, obtain an understanding of local policymaking and help serve their community. Participants will meet with City Councilors and other City officials, tour public facilities, attend public meetings and demonstrate knowledge gained by presenting their ideas during the Mock Youth City Council Meeting and once more to City Council.

###

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Posted: 4:46 p.m. Thursday, Aug. 27, 2015

## Construction on storm damaged road to be completed by month's end

### Related

By Hector Mejia

#### **BROKEN ARROW, Okla.** — Quick Facts:

- Broken Arrow road damaged by flooding in May
- Residents have not been able to use it for three months
- Repairs are expected to be completed by the end of the month

A road in Broken Arrow washed out by heavy storms in May is still under repair.

City officials said the damage at Albany Street and County Line Road has been hard to find a permanent fix for.

"It is an arterial road, so we understand that many residents use this," said city spokesperson Krista Flasch.

Drivers in Broken Arrow haven't been able to use that section of Albany Street for nearly three months.

"It will be in better shape than before," Flasch said.

The road is scheduled to reopen by the end of the month.

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### Comments

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### 3. SPECIAL EVENTS / ACTIVITIES



**To:** Russell Gale, Acting City Manager  
**From:** Vaunda Olivera  
**CC:** Scott Esmond, Lori Hill  
**Date:** August 27<sup>st</sup>, 2015  
**Re:** Notes to Council – Updated upcoming events

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**UPCOMING EVENTS**

**On August 20<sup>th</sup>, the Special Events Committee met to review and discuss applications submitted for events. I have attached a copy of the agenda for your information.**

**ADDITIONAL INFORMATION**

**Jolly Runner and Taste on Main.** These two events were combined into one event scheduled for August 29<sup>th</sup>. All proceeds from the Jolly Runner will be shared with Broken Arrow Neighbors and The MS Foundation. Festivities planned for this year include music, a kids zone, food, and of course fun. Attendance this year is expected to be about 5,000. They have asked making this an annual event. Road closure will be Main Street from Dallas to Ft Worth and will include activities at the Rose District Farmer's Market. Set up begins at 7:00 am. The event begins at 11:00 am and ends at about 10:00 p.m. The Jolly Runner route will head south from the Rose District Farmer's Market, down Main Street and loop back to finish at the market. The Jolly Runner will include a 1K fun run and a 5K run. Hours for the Jolly Runner will be from 6:30 p.m. to 9:30 p.m.

**Chase your Tail 5K** This is a new event taking place at Broken Arrow Public Schools. They have constructed a cross country track and are opening it up to runners. BA Runner is hosting the event October 10<sup>th</sup>. Quincy Place in front of the school will be closed for the duration of the event.

**Night at the Museum** This is the annual event hosted by the Broken Arrow Historical Society. This year's theme is 1940's historical Broken Arrow in honor of the 40<sup>th</sup> anniversary of the Broken Arrow Historical Society. Planned for this year is music by Tulsa Jazz Orchestra, food from Main Street Tavern and The Rooftop and of course a 40's style malt shop. A silent auction is planned and all proceeds will benefit the Broken Arrow Historical Museum. The event is scheduled for September 12<sup>th</sup> from 6:00 p.m. No roads will be closed for this event.

**Gatesway Media Event** This is the annual event for media to kick off the annual Gatesway Balloon Festival. They are planning to have a few balloons landing for the event at their location on Helen Gatesway. This event is scheduled for September 17<sup>th</sup>. No roads will be closed for this event.

**Turkish Festival** This is an annual event hosted by the Raindrop Foundation in west Broken Arrow. The purpose of this event is to reach out the community and share music, food and art from the Turkish culture. The event is scheduled for September 5<sup>th</sup>, from 10 am to 7 p.m. at their 4444 W. Houston Street location. No roads will be closed for this event.

**Chalk it up!** This year's event will be taking place September 25 and 26<sup>th</sup> in the Rose District. Road will be closed at 5:00 p.m. on Friday the 25<sup>th</sup> to allow artists to begin their masterpieces. The event is open to the public at 9:00 a.m. on Saturday the 26<sup>th</sup> and will wrap up around 7:00 p.m. This year's event features music by Miles and Kenzie, Grasshopper, Eric Himan, The Begonias and many more. A "Drum off" between African and Caribbean drummers is planned for mid-day. The event will include food, street performers, artists, and vendors.

**Skydance Festival** This annual event will be taking place at the Events Park. Featuring kites of all sizes for kids of all ages. The event is scheduled for September 12<sup>th</sup> from 9:00 am until 5:00 p.m. Kites will be available for purchase at the park. No roads will be closed for this event.

**Stepping out for Scleroderma** This event is scheduled for October 24<sup>th</sup> from 10:00 a.m. to noon at the Event Park. The event is a walk and fundraiser and part of an awareness campaign for scleroderma. No roads will be closed for this event.

# Special Events Committee

## AGENDA

**Date: August 20, 2015**

**Time: 2:00 to 4:00 pm**

**Public Safety Complex**

- Greetings and Attendance
- Old Business
  - Jolly Runner/Taste on Main
  - Chase Your Tail 5K
  - Night at the Museum
  - Gateway Pre-Media Event
  - Forest Ridge Block Party
  - First United Methodist Block Party
  - Estates of Birchwood Block Party
  - SunDay FunDay
- New Business
  - Chalk It Up!
  - Turkish Festival
  - State of Origin
  - Skydance Festival
  - Stepping Out for Scleroderma
  - Ruts and Guts
  - Holiday Tea Off
  - Night out Against Crime
  - KBAB Rose Festival
  - Just between Friends
- Other Business