Reconnecting Broken Arrow

Public Meeting

April 23, 2026

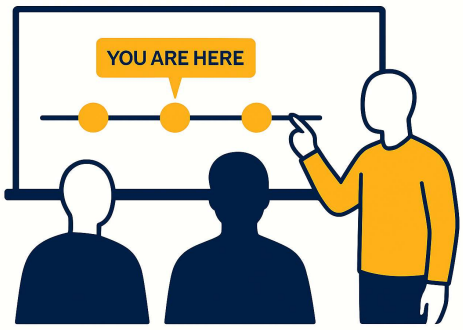
BROKEN ARROW

Where opportunity lives

This presentation will discuss the Reconnecting Broken Arrow study currently underway by the City of Broken Arrow. This is the same presentation that will be given at the in-person public meeting.

Agenda

- Study Goals and Scope
- Existing Conditions
- Proposed Improvements
- Timeline and Next Steps



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Today, we will talk about the Reconnecting Broken Arrow study. We will explain the study goals, what the area looks like today, possible improvements, the project schedule, and what happens next. Your feedback is very important, and we will explain the various ways it can be submitted.

First, we will explain what this study is trying to accomplish and what areas it includes.

RAISE Grant

$5.84M RAISE grant from Federal Government

$1.46M in Broken Arrow funds

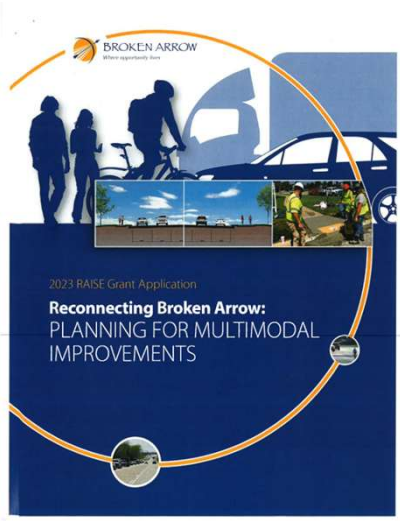
Design Only – Not Funded for Construction

Focus:

- Improve safety
- Improve connectivity

For:

- All modes of transportation and all abilities



RAISE Grant Application

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This project started with a federal RAISE grant. The federal government provided $5.84 million dollars, and the City of Broken Arrow added $1.46 million dollars. This funding is for planning and design only. It does not pay for construction. The study focuses on improving safety and making it easier for people of all ages and abilities to walk, bike, drive, or use mobility devices.

Study Goals

1. Reconnect corridors divided by the Broken Arrow Expressway (SH-51)
2. Enhance safety for all users
3. Provide accessible transportation options
4. Improve connections to schools, parks, employment, and retail
5. Propose solutions informed by community input

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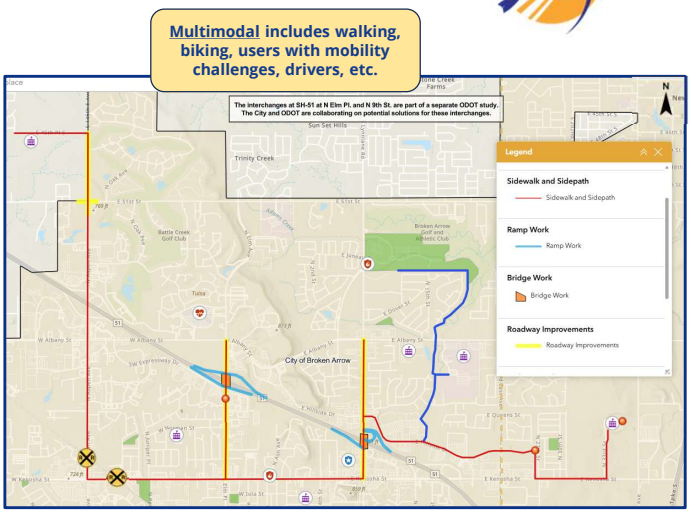
The goals of this project are to reconnect streets divided by the Broken Arrow Expressway, or State Highway 51. The goal is to improve safety for all users, provide more transportation choices, and improve access to schools, parks, jobs, and shopping. Community input helps guide the solutions.

Scope of Study

- Multimodal improvements across several key corridors
- Multimodal connections across Broken Arrow Expressway
  - Coordination with ODOT
- Grant allows flexibility but within these corridors



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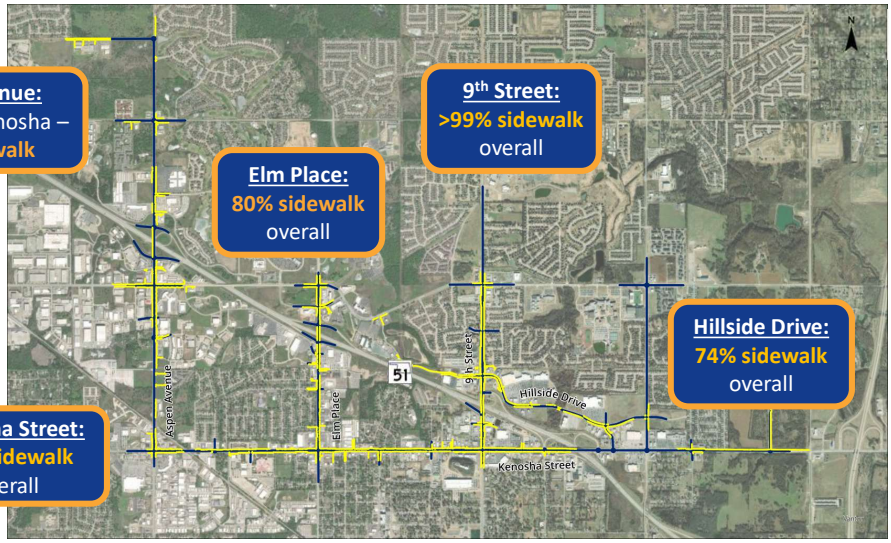
The study area includes key corridors near and across State Highway 51, including Aspen Avenue, Elm Place, 9th Street, Hillside Drive, and Kenosha Street. Improvements are limited to these areas, and coordination with the Oklahoma Department of Transportation is necessary for improvements to the highway ramps.

Existing Conditions

Next, we will review current conditions in the study area.

Existing Conditions

Pedestrian Facilities



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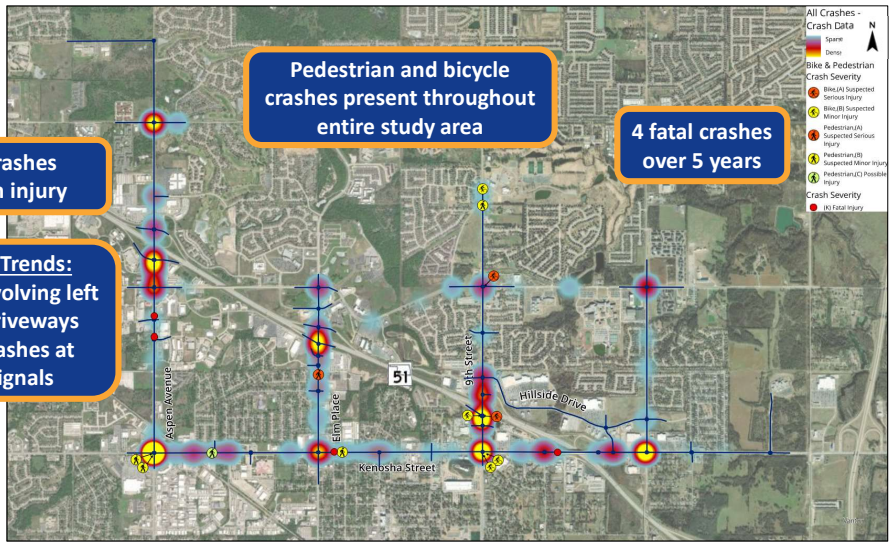
Current sidewalk coverage varies by street. Aspen Avenue has the fewest sidewalks at 56 percent of the corridor. 9th Street has the most with more than 99 percent sidewalk coverage. Elm Place, Hillside Drive, and Kenosha Street have between 74 and 84 percent coverage. Most existing sidewalks are five feet wide or less.

Existing Conditions

Roadway Safety Analysis (2017 -2021)



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Crash data from 2017 to 2021 shows that nearly half of all crashes resulted in injury. Four fatal vehicle crashes occurred during this time period, which are shown with the red dots. The bicycle and pedestrian crashes are shown with the colored symbols. There were no fatal pedestrian or bicycle crashes. Common crash types include left-turn crashes at driveways and angle crashes at traffic signals.

Existing Conditions

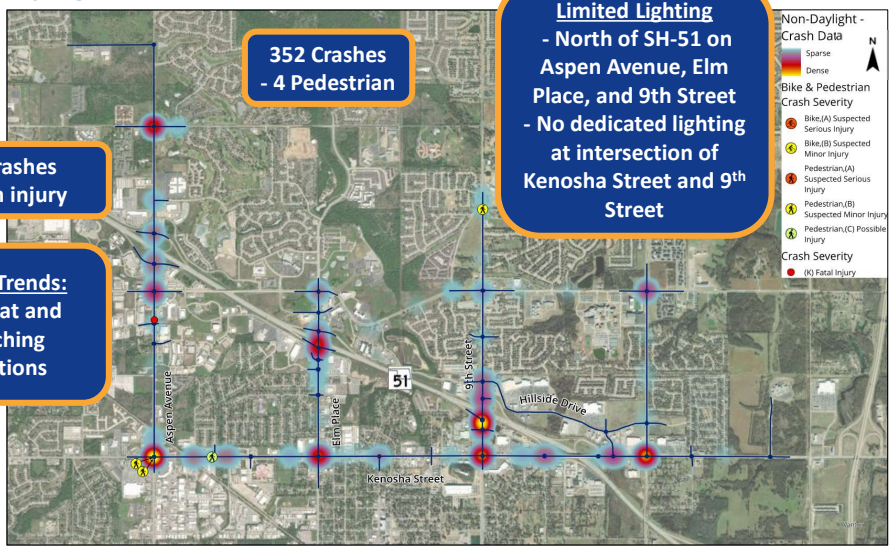
Non-Daylight Collisions (2017 -2021)

352 Crashes
- 4 Pedestrian

49% of crashes resulted in injury

Common Trends:
- Crashes at and approaching intersections

Limited Lighting
- North of SH-51 on Aspen Avenue, Elm Place, and 9th Street
- No dedicated lighting at intersection of Kenosha Street and 9th Street



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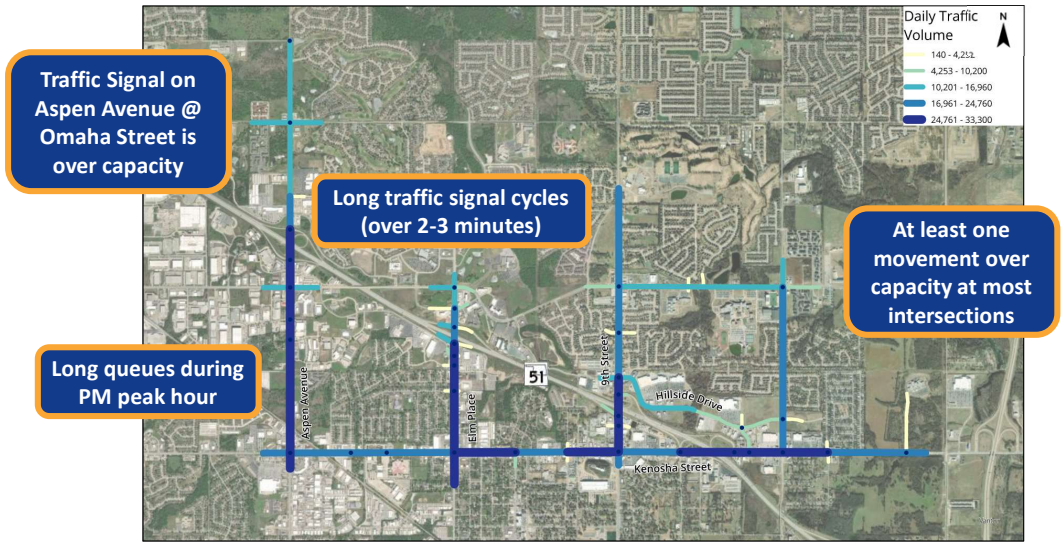
This slide shows crashes that occurred at night. Four pedestrian crashes happened during non-daylight hours. Forty-nine percent of these crashes resulted in injury. Many occurred at intersections. Lighting is limited north of State Highway 51.

Existing Conditions

Traffic Operations



Traffic data shows congestion at many intersections. Most intersections have at least one direction where traffic backs up due to limited green time at the signal. Wait times can exceed two to three minutes, especially during the evening rush. Aspen Avenue and Omaha Street is one of the most congested intersections.

Now we will look at each corridor in more detail.

Existing Conditions

Aspen Avenue – Kenosha Street to 46th Place

Sidewalk Overview:
- No sidewalks north of Omaha Street, many gaps - **56% sidewalk coverage**
- Separation from traffic varies

Lighting Overview:
- Street lighting good south of SH-51
- Limited lighting at SH-51 and to the north

Safety Fact:
Crash rate nearly double the statewide average

Aspen Avenue has limited sidewalk coverage, with sidewalks on only 56 percent of the corridor. There are no sidewalks north of Omaha Street. Lighting is good south of State Highway 51 but limited near and north of the highway. The crash rate on Aspen Avenue is nearly double the statewide average for similar roads. That means that Aspen Avenue has twice as many crashes as the average four-lane undivided roadway in Oklahoma.

Existing Conditions

Elm Place – Kenosha Street to Albany Street

Sidewalk Overview:
- Generally Small Separation from Traffic, less than 10 feet, but varies
- **80% sidewalk coverage**

Lighting Overview:
- Street lighting good south of SH-51
- Limited lighting at SH-51 and to the north

Safety Fact:
Crash rate double the statewide average

Elm Place has 80 percent sidewalk coverage, but sidewalks are often located close to traffic, which can be uncomfortable for sidewalk users. Lighting is good south of State Highway 51 and limited to the north. The crash rate on Elm Place is about double the statewide average for similar roadways.

Existing Conditions

9th Street – Kenosha Street to Albany Street

Sidewalk Overview:
- Separation from traffic varies, but is generally wider than other corridors in study area
- **>99%% sidewalk coverage***

Lighting Overview:
- Limited lighting throughout corridor
- No lighting at intersection of Kenosha Street and 9th Street

Safety Fact:
Crash rate more than 2.5 times the statewide average

9th Street has more than 99 percent sidewalk coverage, with one small gap less than 50 feet long. Lighting is limited throughout the corridor, and there is no lighting at the intersection of Kenosha Street and 9th Street. The crash rate is more than 2.5 times the statewide average.

Existing Conditions

Hillside Drive – 9th Street to 23rd Street

Sidewalk Overview:
- 5-10 foot separation from traffic where existing
- **74% sidewalk coverage**

Lighting Overview:
- Some lighting on western section
- Limited lighting east of Tiger Creek

Safety Fact:
Crash rate near the statewide average

Segment Map

Hillside Drive has sidewalks along 74 percent of the corridor, usually set back five to ten feet from traffic. Lighting is available on the western portion but limited east of Tiger Creek. The crash rate is similar to the statewide average.

Existing Conditions

Kenosha Street – Aspen Avenue to 9th Street

Sidewalk Overview:
- Separation from traffic varies, generally a 5-10 ft buffer
- **84% sidewalk coverage**

Lighting Overview:
- Generally good street lighting in study area
- Some areas limited

Safety Fact:
Crash Rate is more than double the statewide average

Segment Map

Kenosha Street has sidewalks along 84 percent of the corridor, but there are important gaps, including near the railroad crossing. The City of Broken Arrow is working on a project to provide a pedestrian crossing of the railroad at this location. Lighting is generally good but limited in some areas. The crash rate is more than double the statewide average.

Potential Solutions & Recommendations

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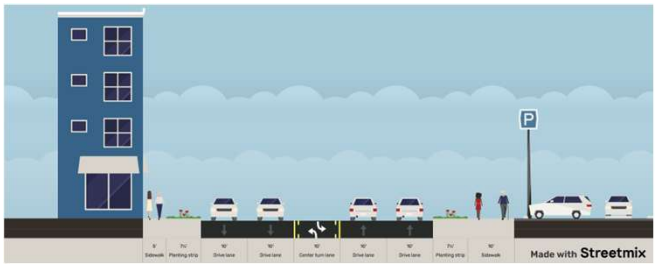
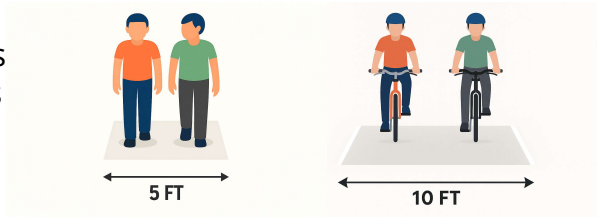
Next, we will review potential improvements that could be applied throughout the study area.

Potential Solutions

All Corridors: Bicycle/Pedestrian Facilities

- Minimum 10-foot sidepath
  - Meets federal requirements
  - Shared use between pedestrians, bicycles, scooters, etc.
- 5-foot sidewalk
  - Intended for pedestrian use and connectivity
- Both should be separated as far as possible from vehicles





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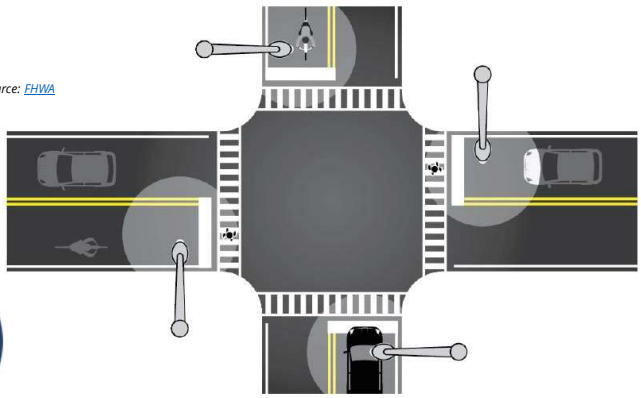
It is recommended that each corridor include a five-foot sidewalk on one side and a ten-foot shared-use sidepath on the other. Sidepaths can be used by pedestrians, bicyclists, scooters, and people using wheelchairs. These facilities should be set back away from traffic when possible.

Potential Solutions

All Corridors: Lighting and Pavement Markings

- Improve street lighting
  - Especially at Pedestrian Crossings
  - 42% pedestrian crash reduction *Source: FHWA*
- New pavement markings
  - Fresh paint
  - Crosswalk visibility



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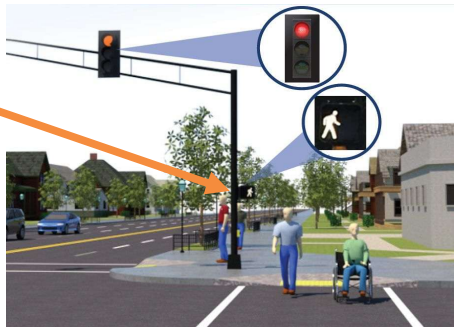
Improved street lighting and fresh pavement markings increase visibility and safety, especially at night. Enhanced lighting at crossings can reduce pedestrian crashes. New lane and crosswalk markings are recommended throughout the study area.

Potential Solutions

All Corridors: Traffic Signal Improvements

- Leading Pedestrian Interval
  - Increases pedestrian visibility
- Pedestrian Protection
  - Associated with Flashing Yellow Arrows
  - Protects pedestrians from turning vehicles while crossing – keeps yellow arrow from flashing
- Accessible Pedestrian Accommodations
  - Walk / Don't Walk signal heads
    - Countdown timers
  - Audible push buttons
  - ADA compliant curb ramps



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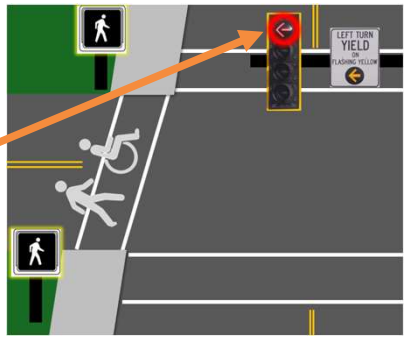
Improvements are recommended at all traffic signals. One type of improvement is called a leading pedestrian interval. A leading pedestrian interval is a safety feature that holds the traffic signals red for just a few seconds while the walk signal is activated as shown in the graphic. This small delay allows pedestrians to enter the crosswalk where they can be seen prior to providing a green light for traffic. This makes it easier for traffic turning right to see pedestrians in the crosswalk.

Potential Solutions

All Corridors: Traffic Signal Improvements

- Leading Pedestrian Interval
  - Increases pedestrian visibility
- Pedestrian Protection
  - Associated with Flashing Yellow Arrows
  - Protects pedestrians from turning vehicles while crossing – keeps yellow arrow from flashing
- Accessible Pedestrian Accommodations
  - Walk / Don't Walk signal heads
    - Countdown timers
  - Audible push buttons
  - ADA compliant curb ramps



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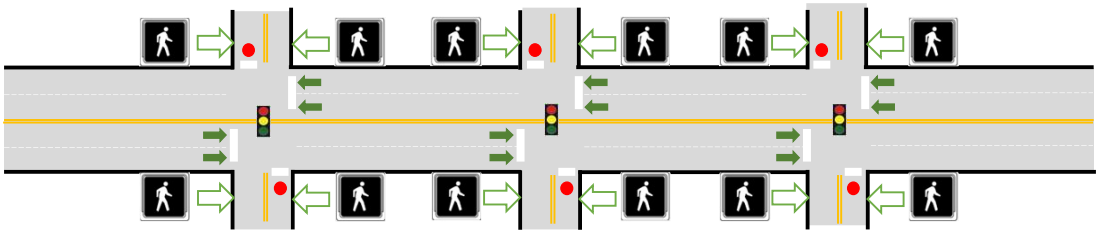
A similar feature to enhance pedestrian safety is called pedestrian protection. Pedestrian protection applies at locations with Flashing Yellow Arrow left turns. The arrow turns red when there is a pedestrian in the crosswalk so vehicles don't turn left across the path of the pedestrian. In addition to pedestrian signal heads, updated push buttons with audible messages and new curb ramps are recommended at all signals to be compliant with the Americans with Disabilities Act, or ADA standards.

Potential Solutions

All Corridors: Traffic Signal Improvements

- Synchronize traffic signals along major corridors
  - Reduce wait times for all users
  - Allows for "Rest In Walk" Setting
    - Keeps the walking person signal active while the green light holds for traffic on the main road
    - Reduces pedestrian wait times for a walking person signal



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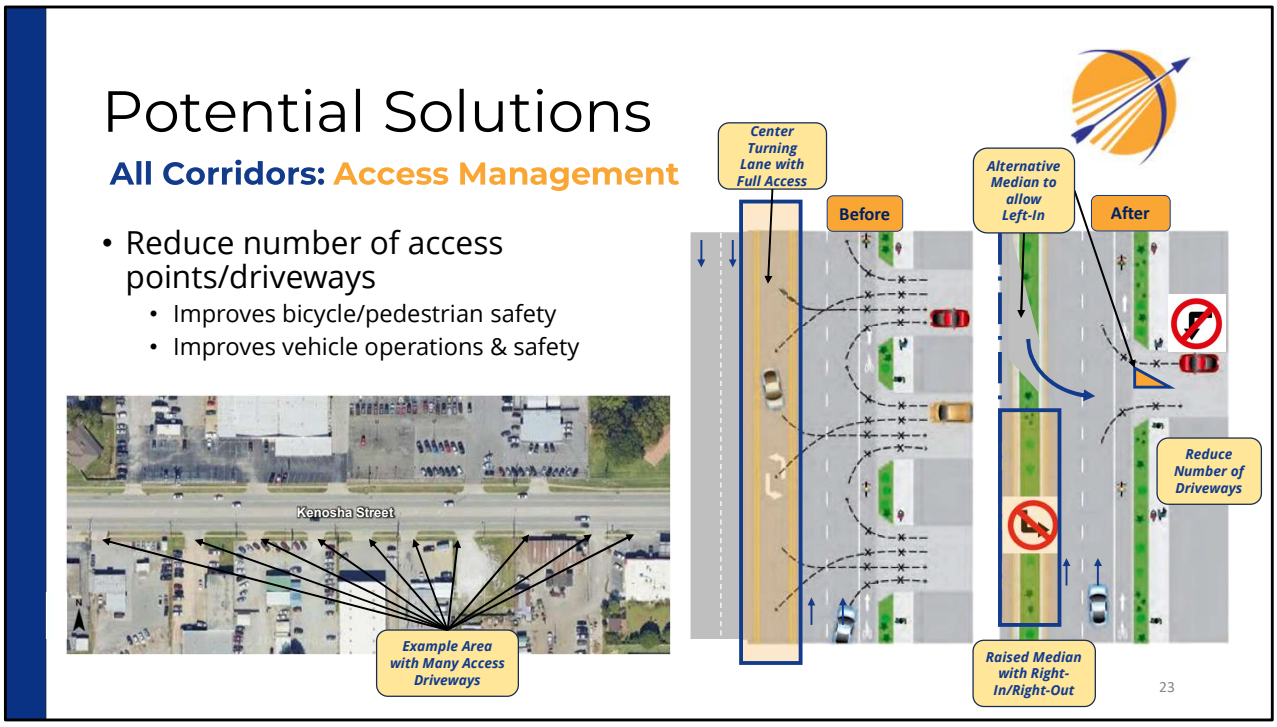
Another recommended improvement is coordination of the traffic signals in the various corridors. Coordinated signal timing synchronizes traffic movements and manages the flow of vehicles through the corridor, reducing stops and delays. It also allows a rest-in-walk setting, where the walk signal turns on automatically with green lights, reducing pedestrian wait times.

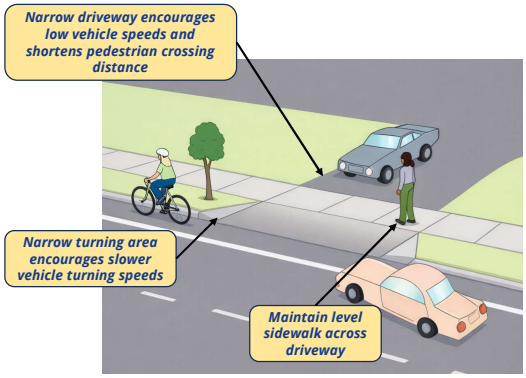


Corridor access management balances safe, efficient traffic flow with necessary access to adjacent properties by managing the location, spacing, and design of driveways and intersections. Most of the corridors in the study area have little to no access management, meaning drivers may pull into and out of driveways in any direction. While this allows for easier access, it can also cause unsafe conditions with multiple potential collision points between vehicles, pedestrians, and bikes. An example area with full access and many driveways is shown on the bottom left of the slide. To improve safety, it is recommended that access management be considered. Access management can take many forms, but reducing the number of driveways and altering the type of access is recommended. On the right side of the screen is an example of how access management could look. No specific access management has been determined at this stage of the study.

Potential Solutions

All Corridors: Access Management

- Improve driveway crossings for pedestrians/cyclists
  - Continue sidewalk across driveway or mark the crosswalk
  - Maintain level surface for pedestrian crossing
  - Keep driveways and turning areas narrow



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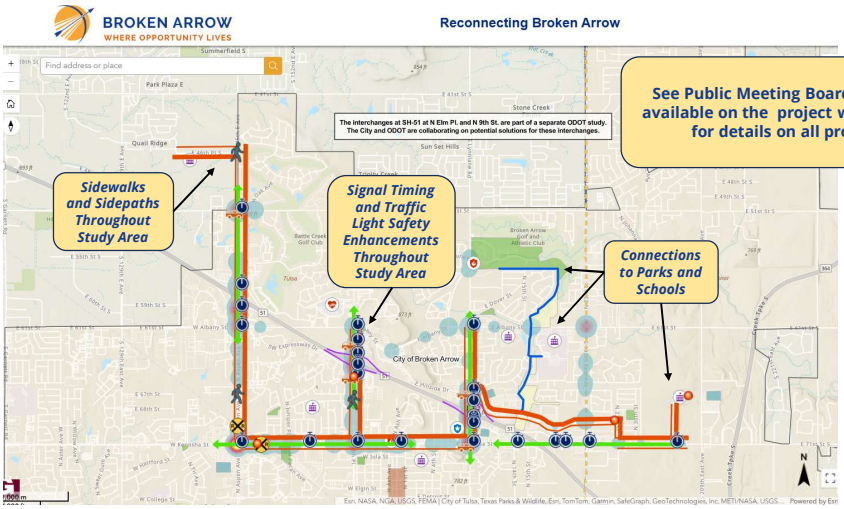
In locations where there are driveways, level sidewalk crossings and narrower driveways make crossings shorter and encourage drivers to slow down and watch for pedestrians.

Potential Solutions

The Big Picture: Overall Improvements Map



See Public Meeting Boards and the Interactive Map available on the project website (see QR code below) for details on all proposed improvements

Reconnecting Broken Arrow Website

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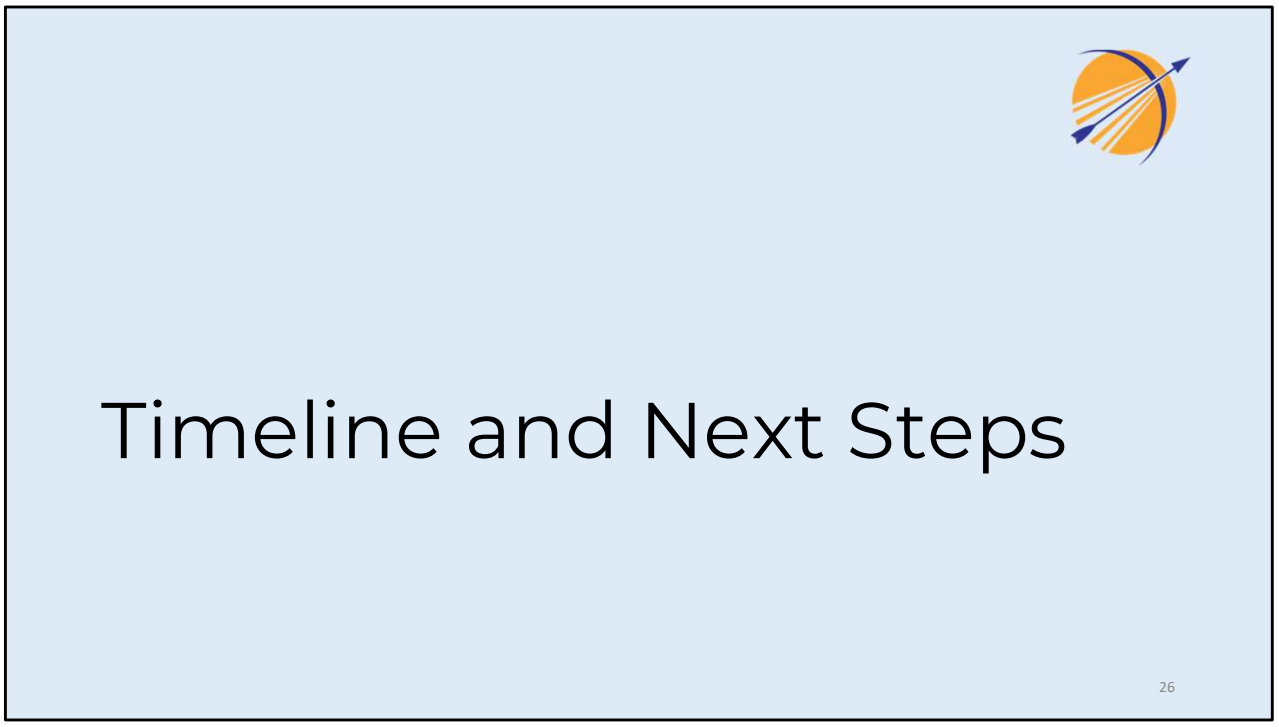
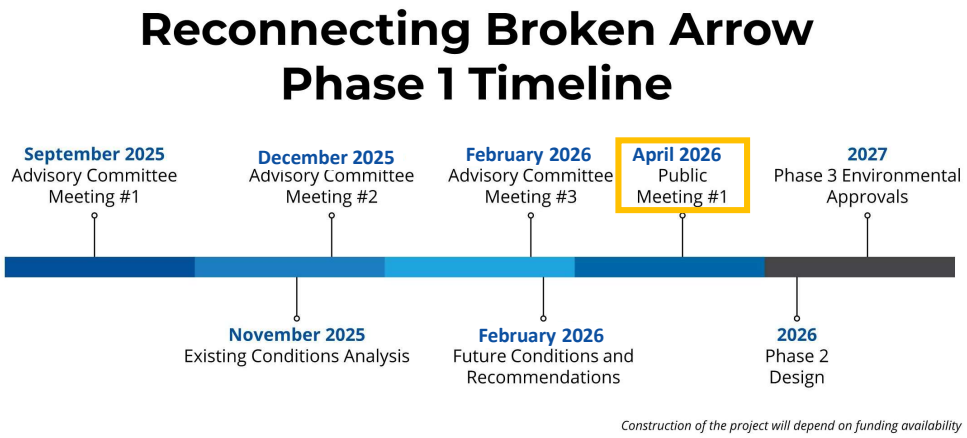
There is an interactive map on the project website that shows all potential improvements. Viewers can explore specific locations and leave comments online.



Finally, we will discuss the timeline and next steps for the study.

Timeline

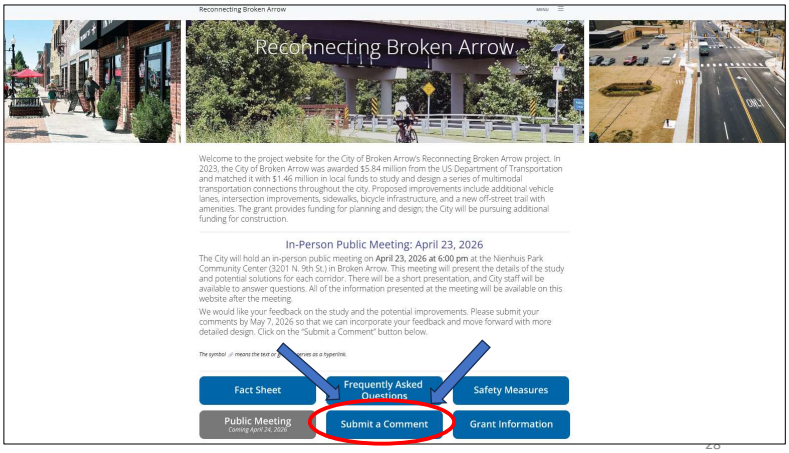


The project is currently in the public input stage, as shown with the yellow box. Once we receive your input, the City will make decisions about which improvements to include in the project. Design of the improvements will continue through 2026, followed by environmental approvals in 2027. Construction funding has not yet been secured.

Submit your Comments!

- Comment Form
- Project Website

https://reconnectba.transportationplanroom.com/reconnecting-broken-arrow



- Email

PublicInvolvement@GarverUSA.com

Please submit your comments by **May 7, 2026**

Thank you for viewing the presentation. Please submit your comments by May 7, 2026, using the website, email, or comment forms provided.