



MEMORANDUM

DATE: August 13, 2015
TO: City Council
FROM: Grayson Bottom
SUBJECT: Traffic Signals at Garth Brooks Blvd. and Andrew Drive

History

Just over two years ago as our North Yukon Parkway widening project was approaching final approval by ACOG and ODOT, the City was informed that we needed to identify up to three more projects to put in the pipeline for the future. That was the period of time when we were receiving daily complaints about congestion on Garth Brooks and the need to better sequence the signals from Vandement south to Northwest Tenth Street. That was also during the time when the I-40 widening project was underway as well as ongoing discussions with ODOT concerning the long delayed improvement of State Highway 4, the new interchange at Frisco Road and I-40, the new water tower on Frisco and related water lines, all of which required approval and/or cooperation in one form or another from ODOT. One of the ways to address the issue was identified as a third south-bound lane from approximately Andrew Drive to Health Center Parkway. As time passed and discussion continued to a point in time about a year ago we were in a status meeting where it was revealed that in order to get a third south-bound lane we would lose the signal light at Garth Brooks and Andrew. It seems that when that light was installed it did not violate the "limits of no access" rule but with the roadway change it would have to meet the new rule of 1,000'.

Recent Past

Just over a month ago a part malfunctioned. It was a part that is not readily available and would take some time to receive. The decision was made to take the opportunity to internally study the effect of not having a traffic signal at that location. This type of interruption is authorized for up to 90 days under our current Ordinances (Section 110-66

– Authority of city manager to promulgate traffic regulations). Our internal investigation revealed two things. First, motorists traveling north and south moved through the area quicker and more smoothly. Second, motorists traveling east and west across the intersection were experiencing difficulty during busy times of the day.

Moving Forward

Recognizing this difficulty the decision was made to engage the services of an independent traffic engineering firm. To that end, we have engaged the services of Lee Engineering. They are a well-recognized firm all over the mid United States with offices locally in Oklahoma City. The study will include video surveillance as well on-site observation of the intersection including not only moving traffic but also turning movements of that traffic within the surrounding area. All of this is done with careful consideration given to the time of day and conducted over several days. When the report is complete within the next week or so, it will reflect what is happening now and suggest what can be done both now and in the future. The report will be delivered to management and the Traffic Commission for study and consideration in advance of making any recommendations to the City Council for their consideration. Any changes will carry some budgetary considerations as well as considerations of our relationship with ODOT that must be carefully weighed versus maintaining the status quo.

The Oklahoma Transportation Secretary drove with me through the intersection twice this week. The ease with which we moved north and south nor the difficulty of making left hand turns when traveling east and west was not lost on his trained eye.