



The City Of Oklahoma City
Oklahoma Department of Transportation



Oklahoma City Boulevard Western/Classen/Reno Area Design Alternatives Study

December 3, 2012

One Team. Infinite Solutions



Stantec

Agenda

- Introductions
- Project History
- Western/Classen/Reno Area
- Summary of Process
- Alternatives
- Evaluation Criteria
- Alternatives Development
- Recommendation

Project History



Project History



Project History

- **January 1996** – Citizens Advisory Committee and Technical Advisory Committee formed and the first public meeting held at the Myriad Convention Center.
- **1997 – 1998** – Research and studies continue.
- **December 1998** – Alternate D is announced as the preferred route for the Draft Environmental Impact Statement. (Included 6-lane Boulevard)
- **May 2002** – Record of Decision is signed by the Federal Highway Administration.
- **June 2002** – Land acquisition process began.
- **November 2005** – Groundbreaking Ceremony.
- **February 2012** – I-40 Crosstown open to traffic.
- **August 2012** – Public Meeting - Boulevard

Western/Classen/Reno Area Original ODOT Option



ELEVATED ROADWAY - LOOKING WEST

Review of Western/Classen/Reno Area Original ODOT Option



ELEVATED ROADWAY - LOOKING SOUTHEAST AT CLASSEN BLVD

Summary of Process

Hiring Consultant

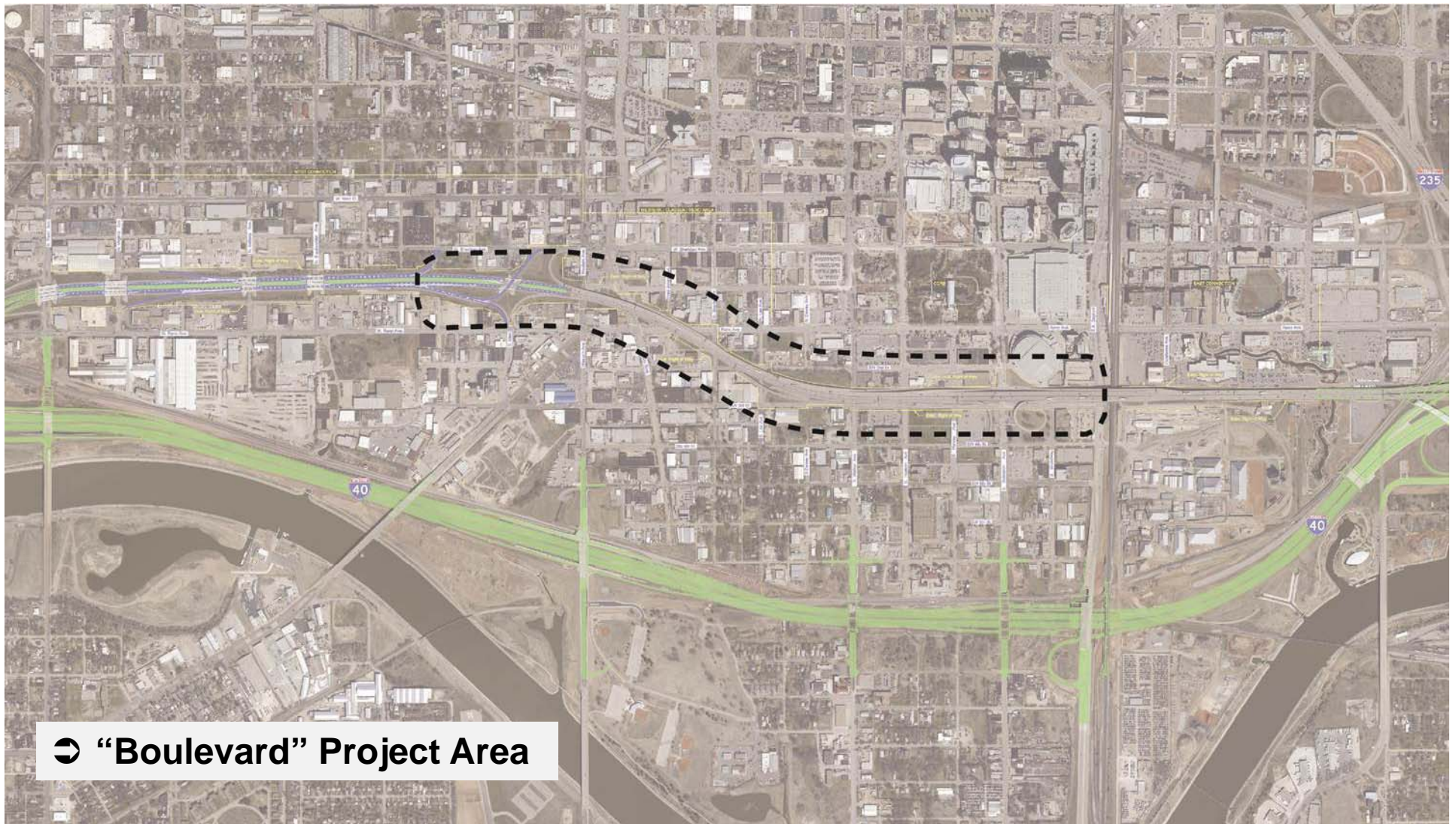
- City contacted numerous Engineering Firms with established expertise in Traffic Engineering, Urban Planning and Roundabout Design
- Telephone interviews were conducted with structured questions
- Shortlist of firms was developed based on Traffic Engineering and Planning Department input
- Negotiations completed, contract entered and study initiated in September 2012

Summary of Process

Stantec Background

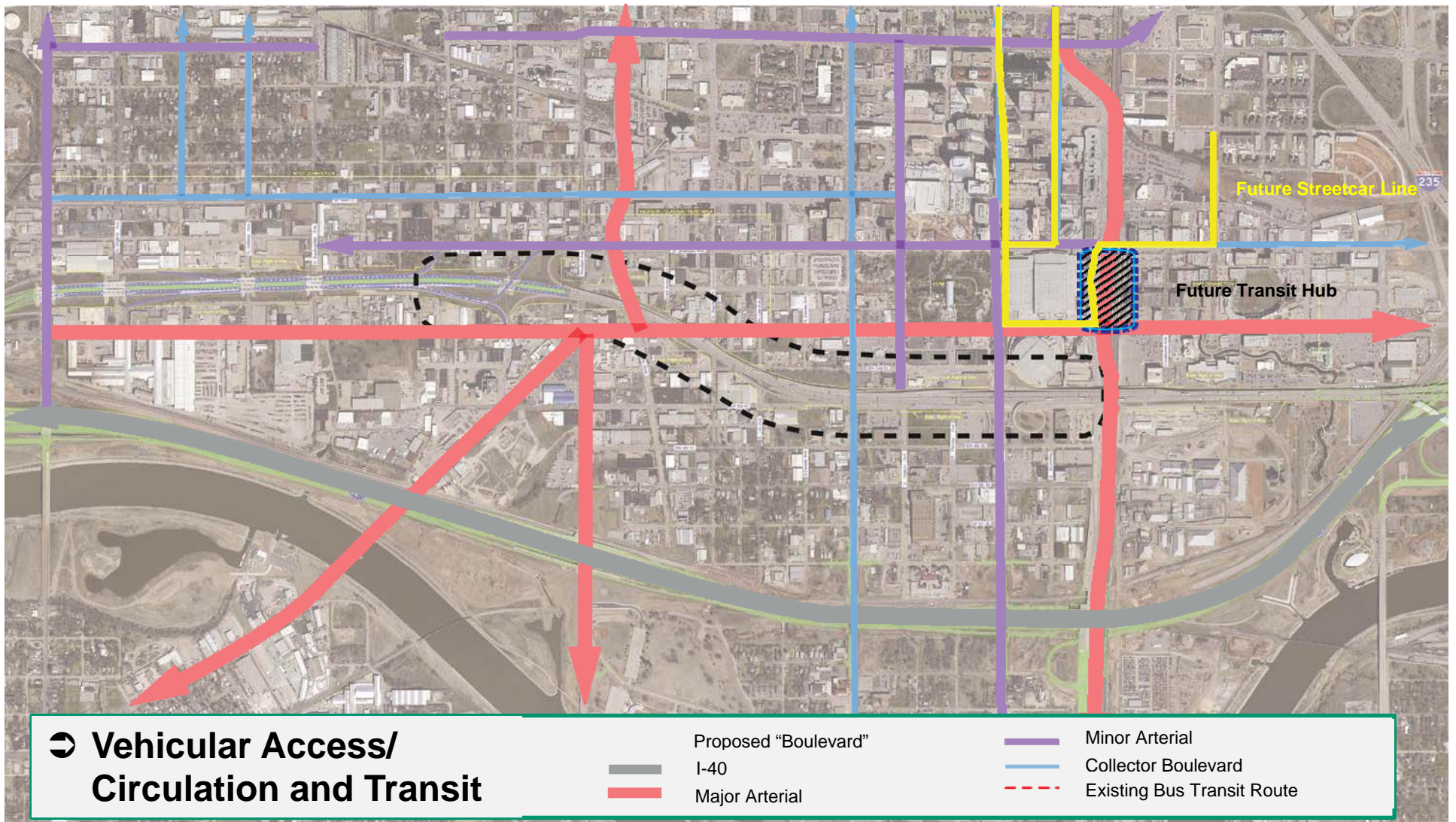
- Stantec, founded in 1954, is a nationally recognized firm in the Transportation Industry and has 190 offices throughout the North America and four internationally.
- Stantec provides transportation services with a holistic approach that considers not only alternative technical solutions, but also the impacts of land use patterns and economic, environmental, and community concerns. This includes planning, design, and construction administration of over 100 roundabout projects.

Summary of Process Alternatives Approach



➔ “Boulevard” Project Area

Summary of Process Planning

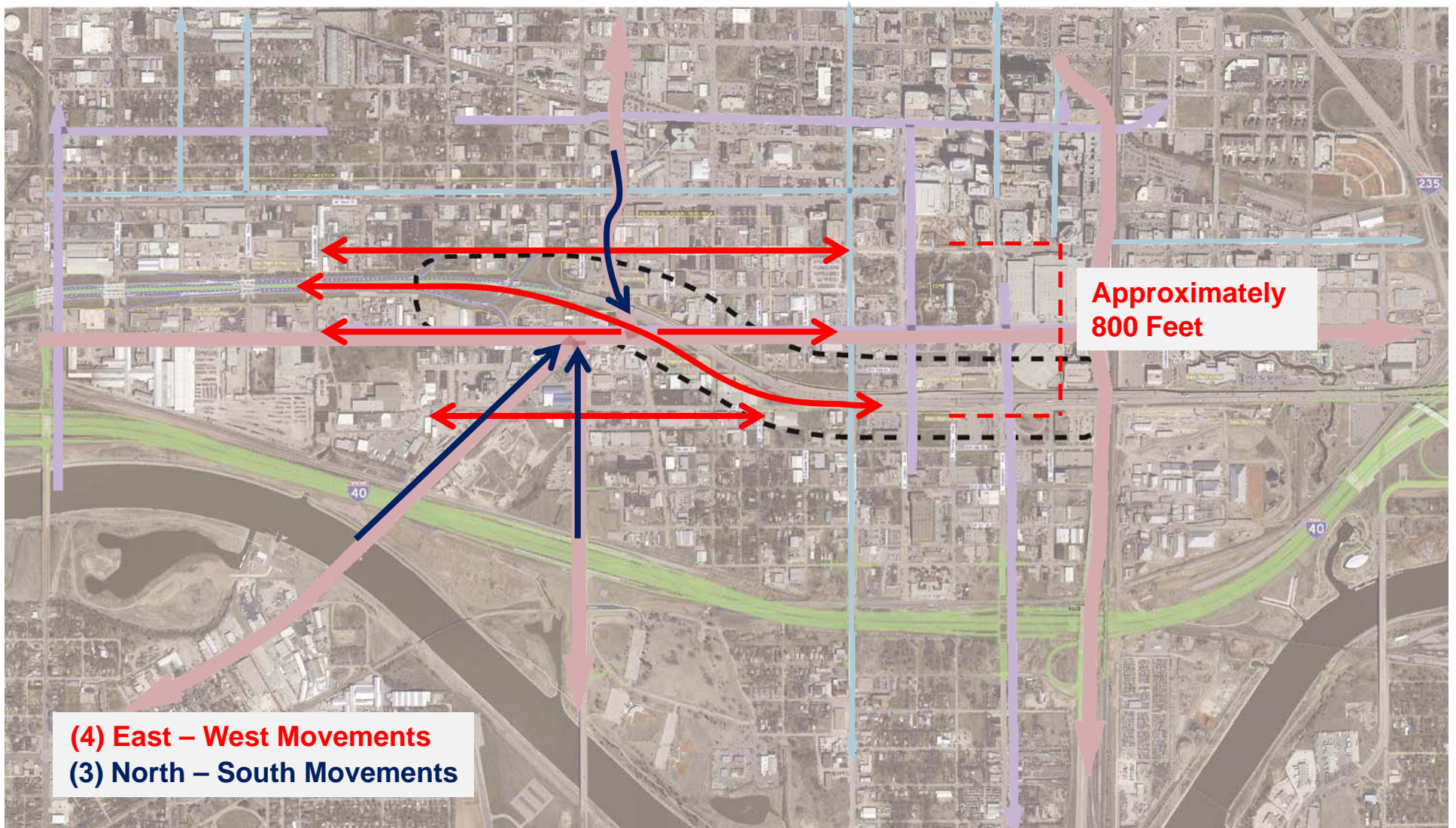


➔ Vehicular Access/
Circulation and Transit

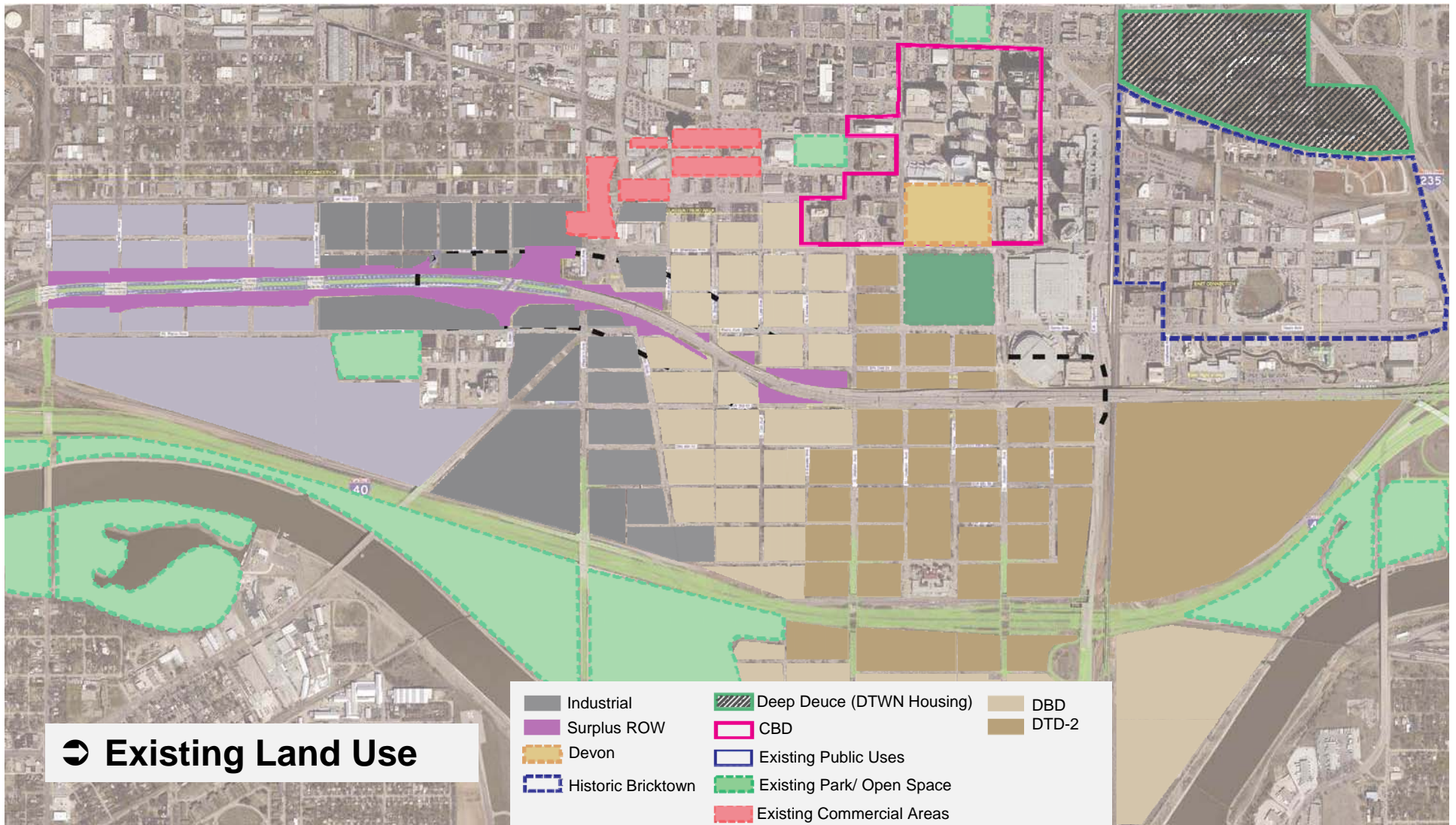
Proposed "Boulevard"
I-40
Major Arterial

Minor Arterial
Collector Boulevard
Existing Bus Transit Route

Summary of Process Traffic

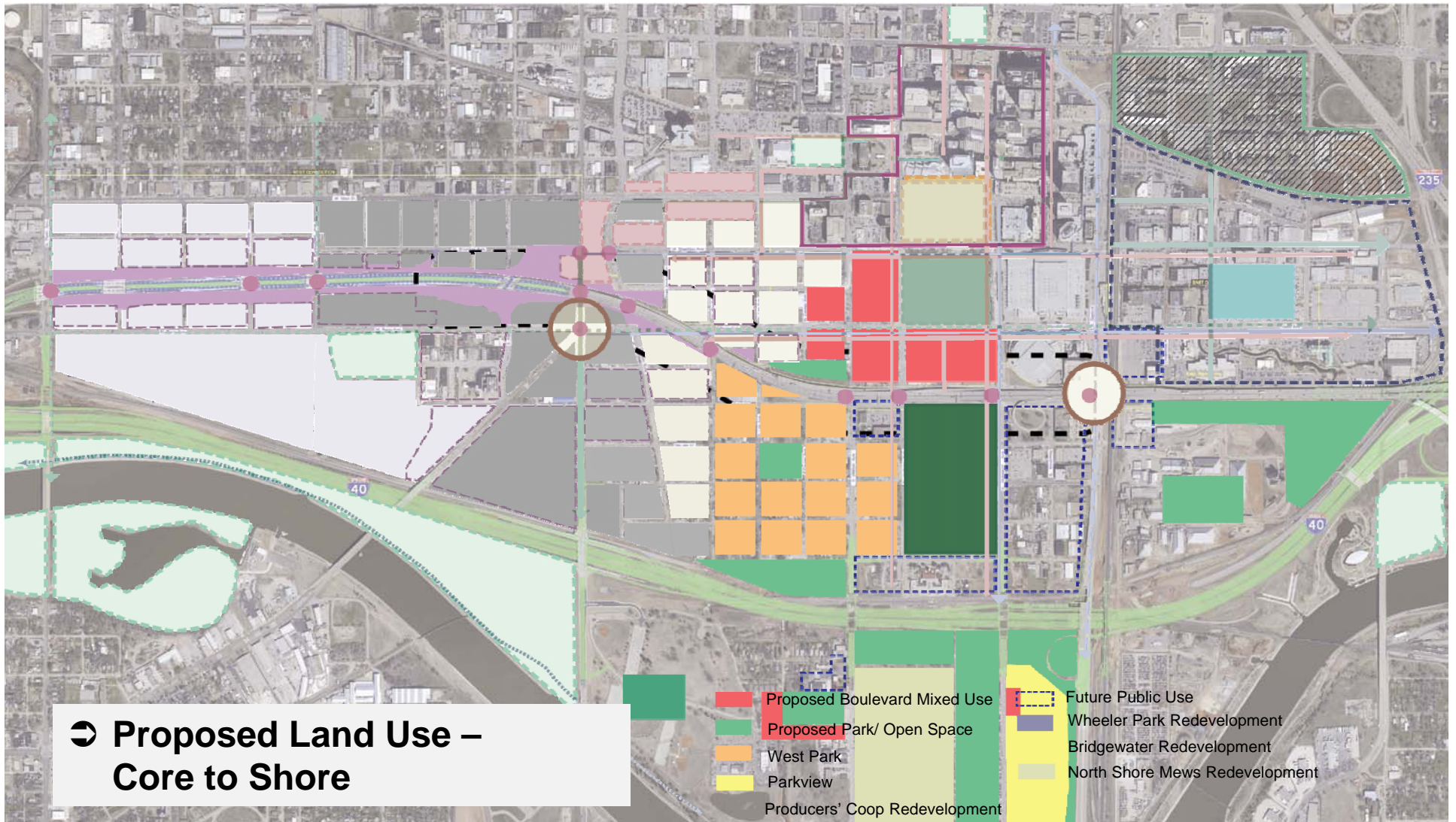


Summary of Process Land Use



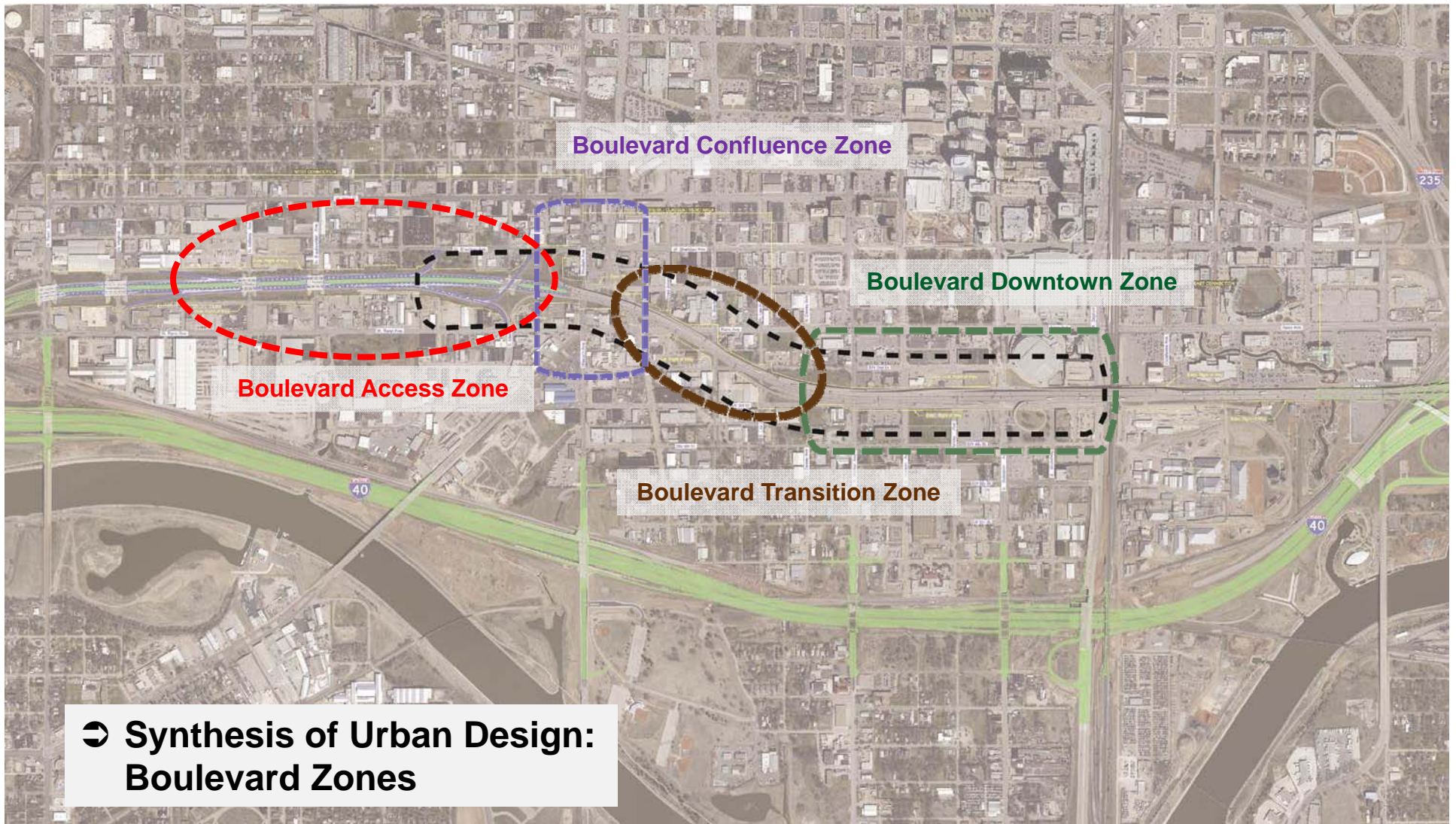
Summary of Process

Land Use - Core to Shore



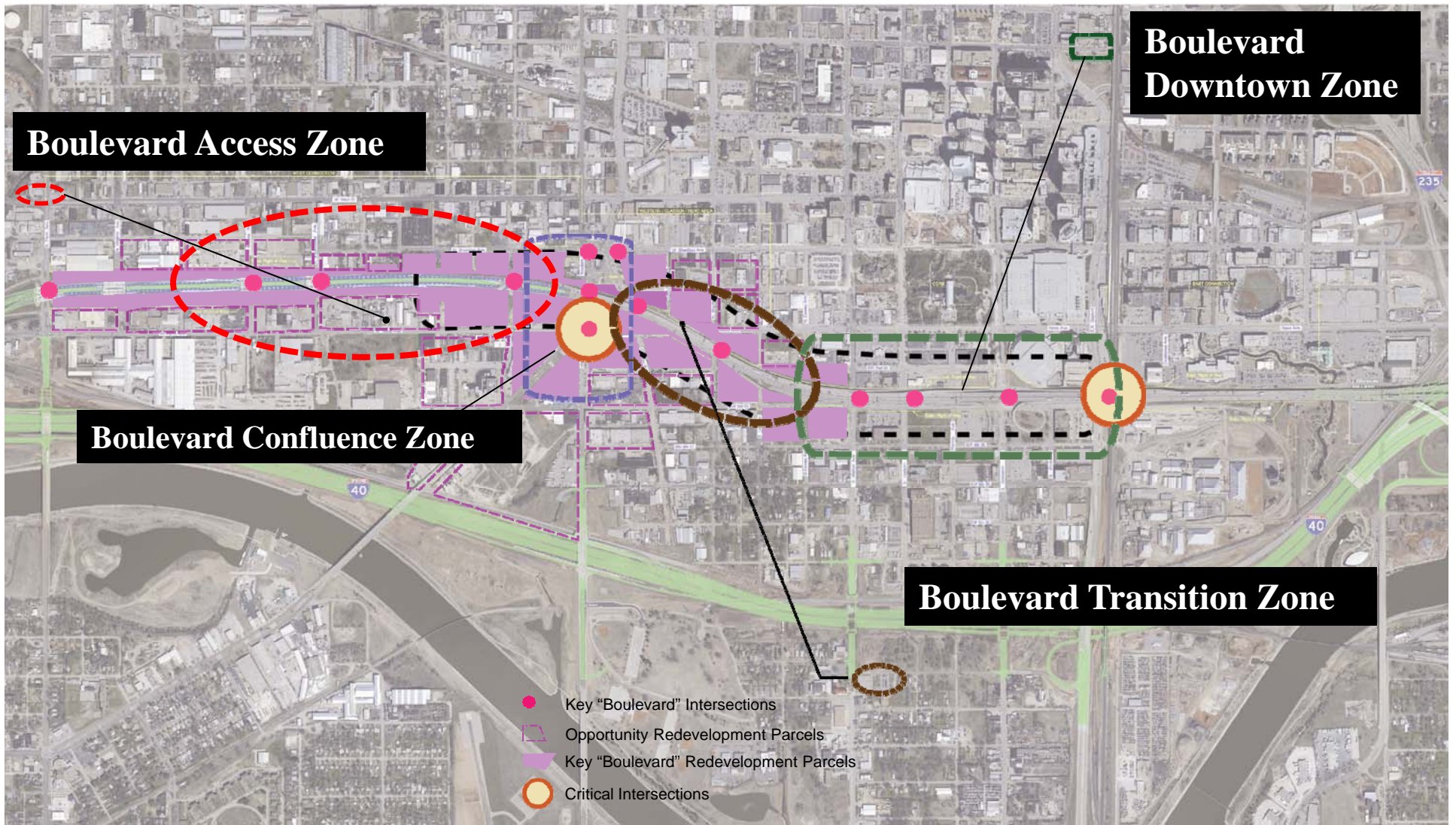
Summary of Process

Boulevard Zones

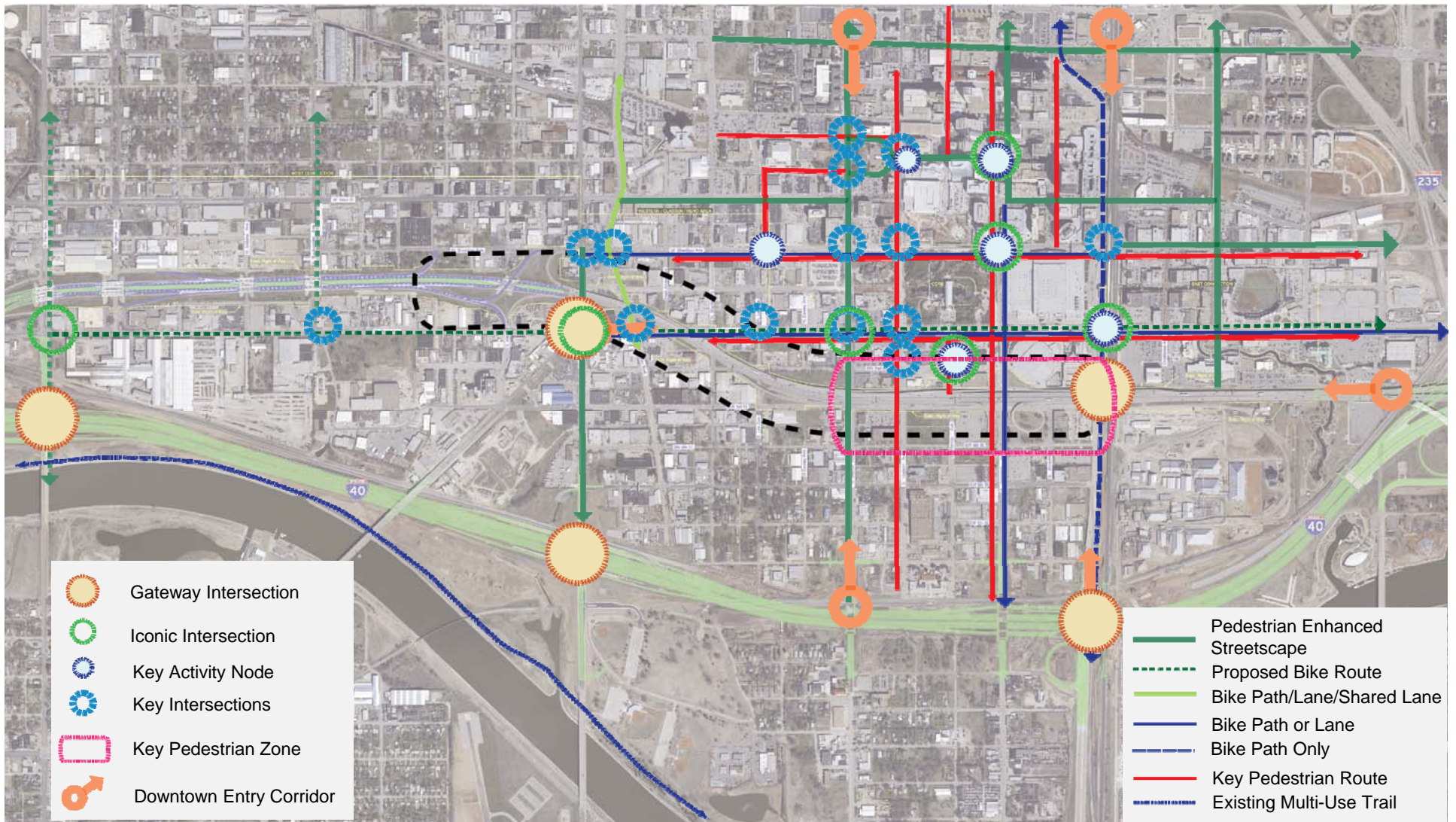


Summary of Process

Urban Design



Summary of Process Connectivity



Summary of Process Objectives

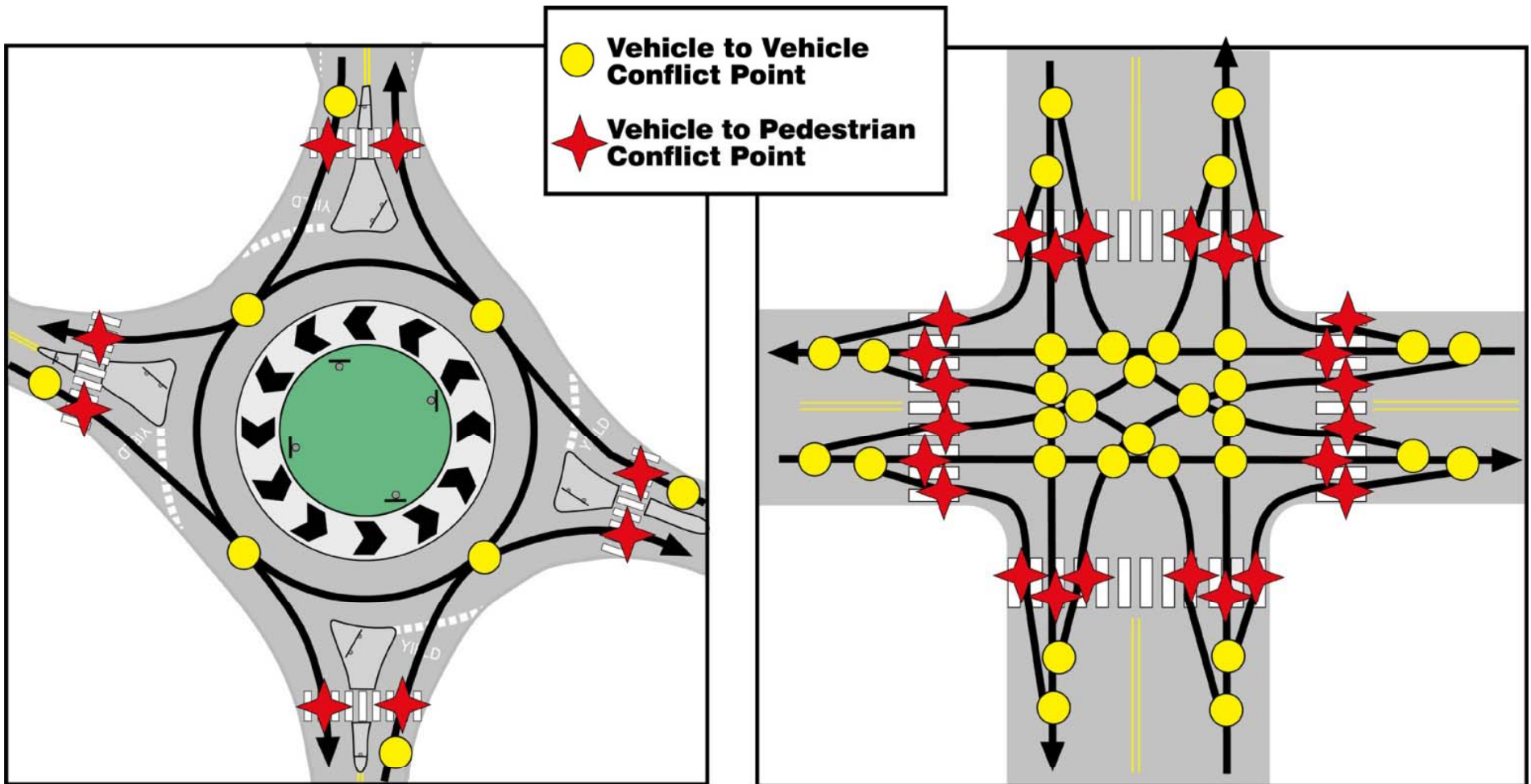
Boulevard Design Objectives

- Reinforce Core to Shore Plan recommendations
- Provide enhanced pedestrian and bicycle access, facilities and crossings
- Support redevelopment opportunities and support economic growth
- Incorporate an enhanced urban tree canopy and stormwater management
- Provide an enhanced public realm with improved streetscape facilities
- Improve overall transportation efficiently and circulation to/ from Downtown core
- Support enhanced traffic movements and improve system deficiencies

Alternatives

- Grade Separated Roadway
- Grade Separated Intersections
- Roundabouts
- Parkways
- Indirect Left Turns (Superstreet Concept)
- Limiting Access

Alternatives



Alternatives



Alternatives



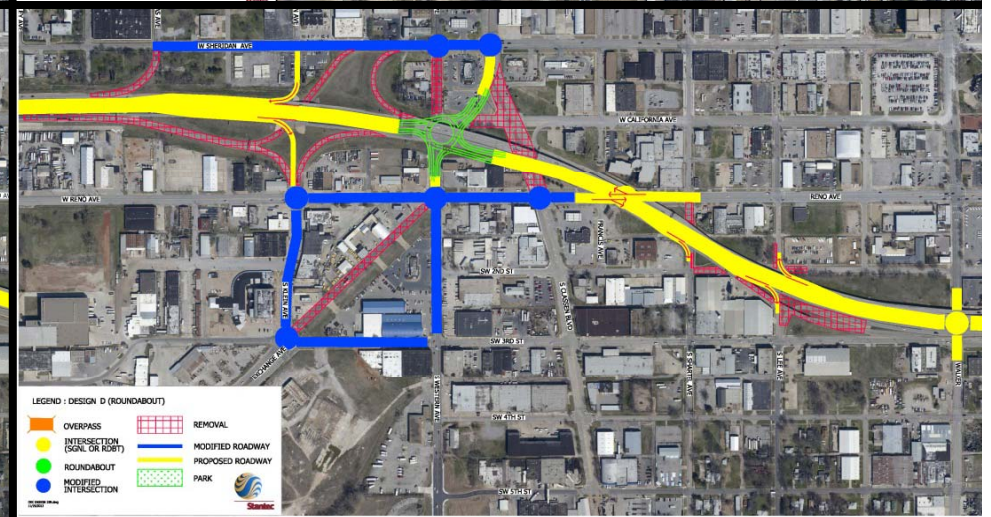
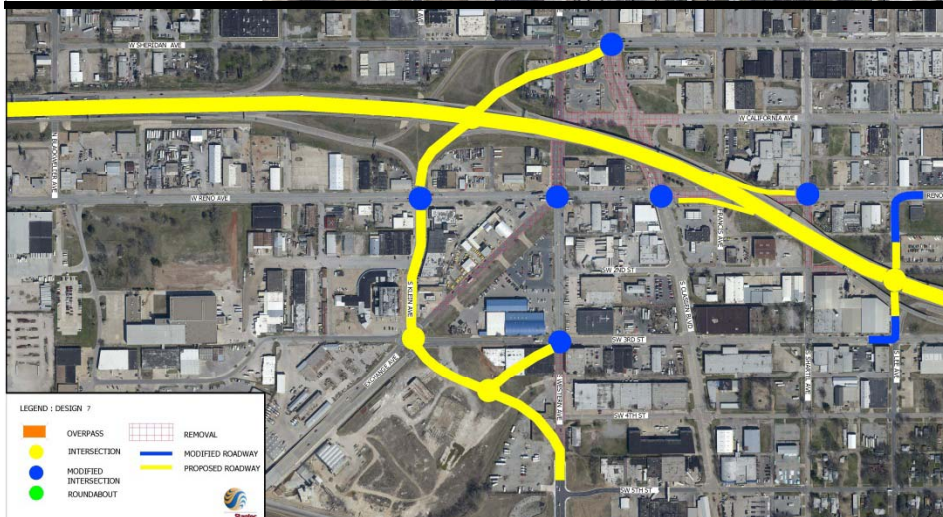
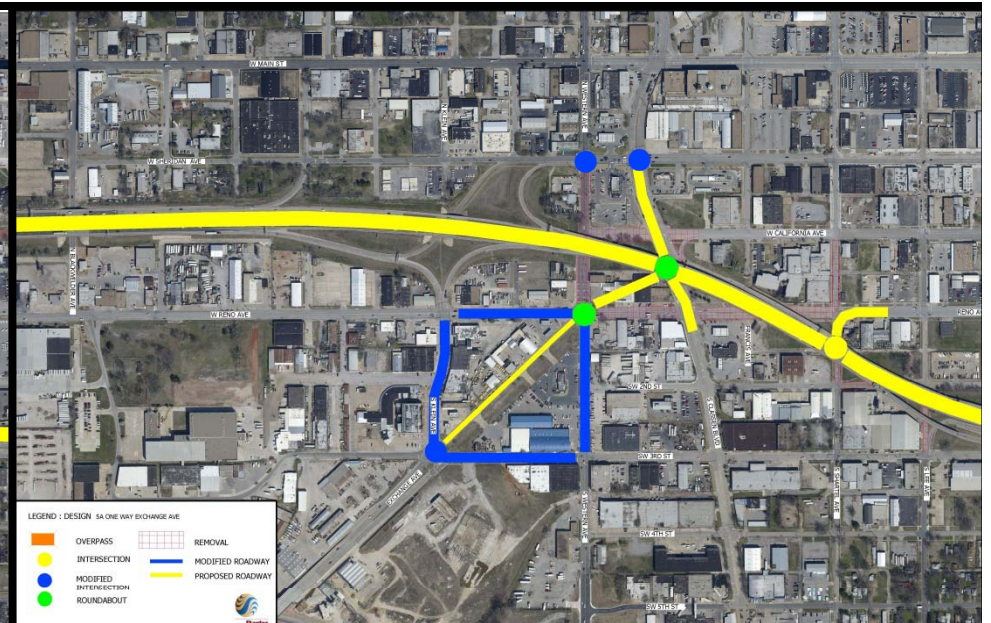
Alternatives



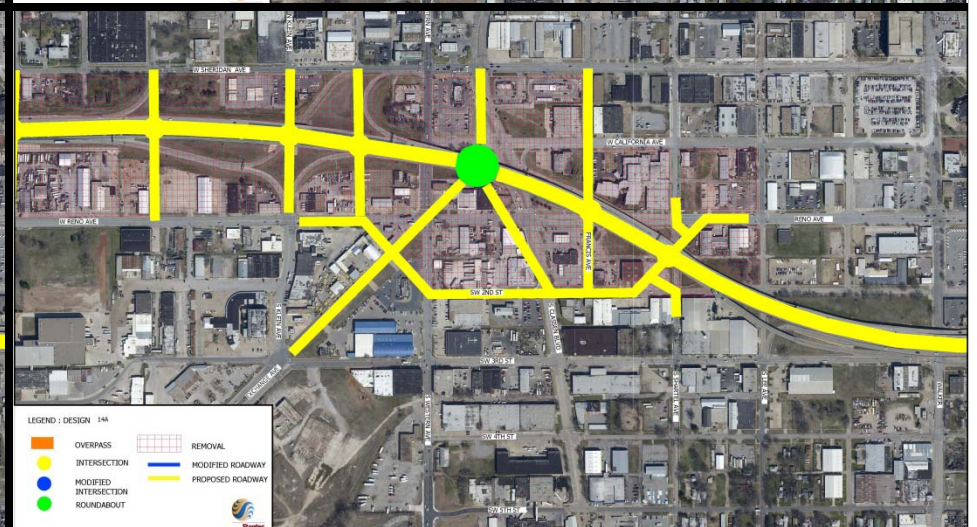
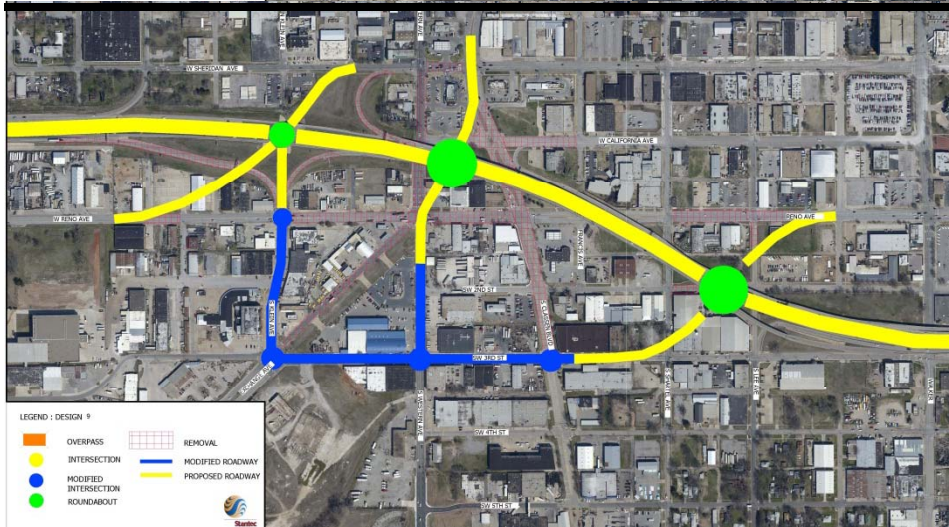
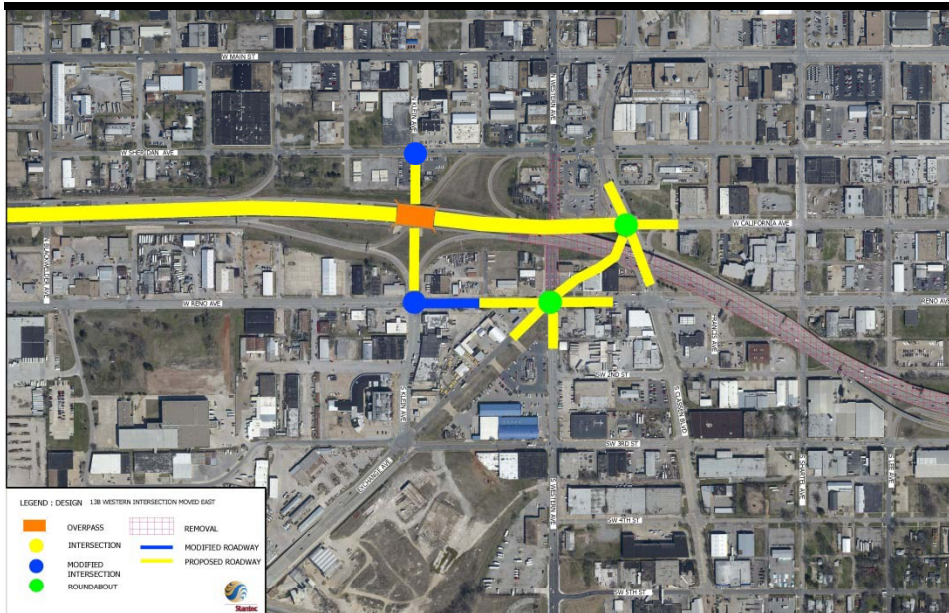
Alternatives



Alternatives



Alternatives



Evaluation Criteria

- ROW Impacts
- Functionality
- Facilitate Future Development
- Elevated Roadway Remaining
- Driver Friendly
- Facilitates Pedestrian and Bicyclist Activity
- Improves Existing Network Deficiencies
- Addresses Major Event Traffic

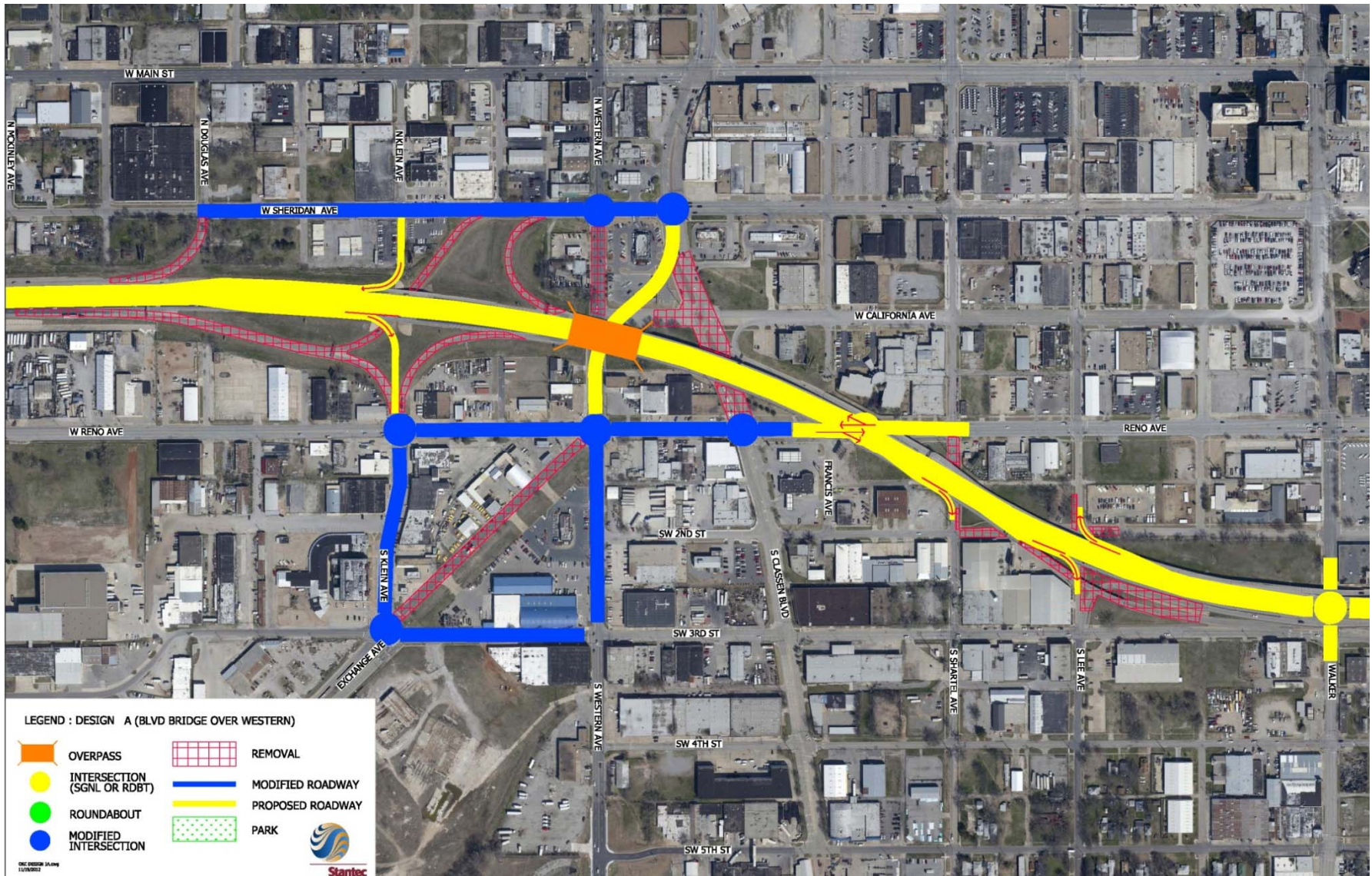
Alternatives Development

- Evaluation:
 - 38 Concepts were reduced to 7 Alternatives
- Additional Evaluation Criteria:
 - Reno must remain as a through movement
 - Boulevard must remain as a through movement
 - Western as connector to new I-40
- Further Evaluation:
 - 7 Alternatives reduced to 4 Alternatives for Detailed Traffic Analysis

Alternatives Development

- Detailed Traffic Analysis:
 - Intersection Turning Movement Counts (2012)
 - Walker @ Reno
 - Classen @ Reno
 - Main @ Western
 - Shartel @ 3rd Street
 - Reno @ Robinson
 - Classen and Sheridan
 - Main and Classen
 - Sheridan and Western
 - Western and Reno (including SB Exchange Avenue)
 - Klein, Exchange, SW 3 Street
 - Growth
 - 1% per year (2030)

Alternative A



Alternative A



BLVD OVER WESTERN - VIEW LOOKING NORTHWEST



Alternative A

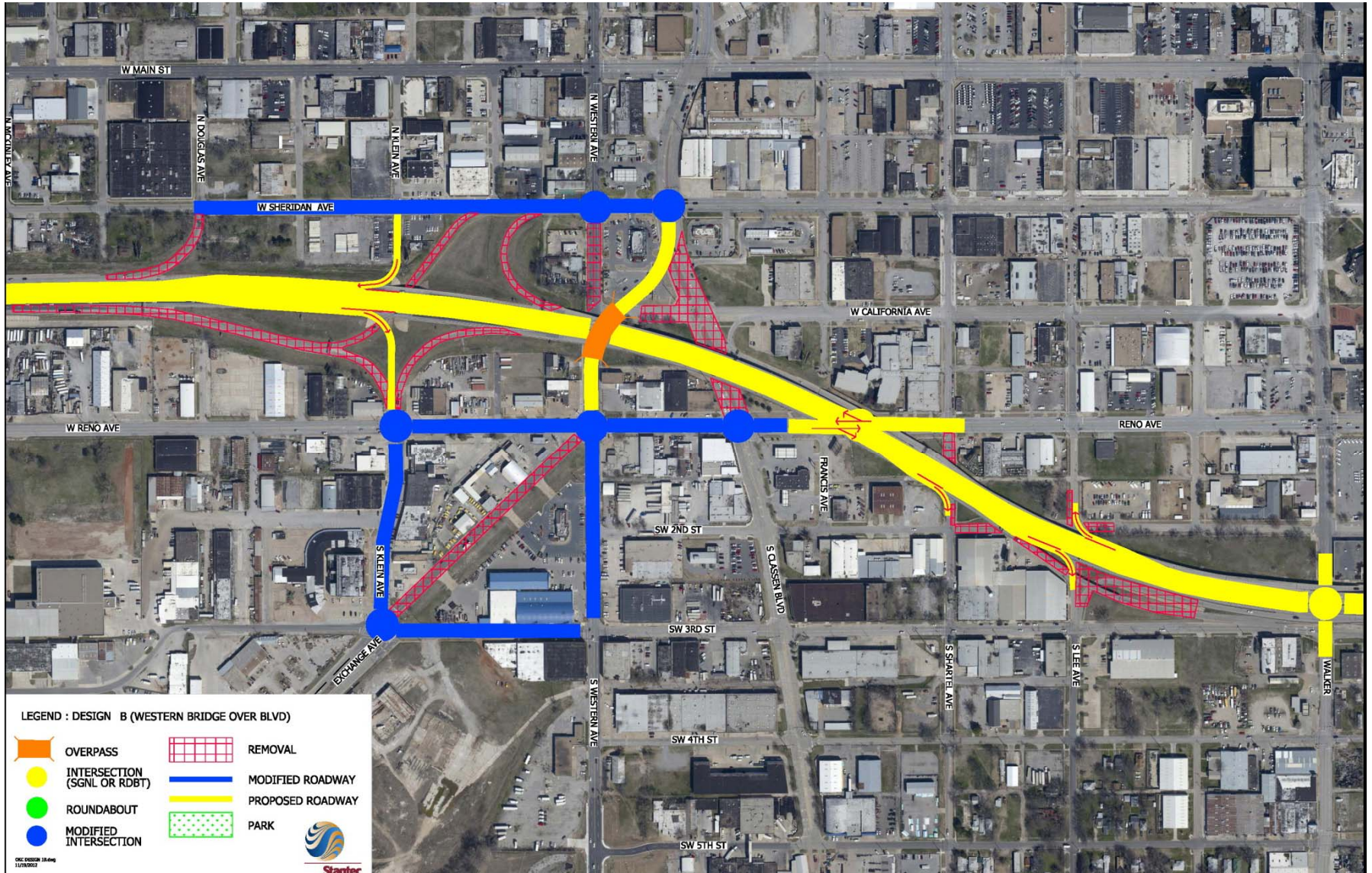


BLVD OVER WESTERN - VIEW LOOKING EAST

Alternative A

- Alternative A - AM Peak SimTraffic Model

Alternative B



Alternative B



WESTERN OVER BLVD - VIEW LOOKING EAST



Alternative B



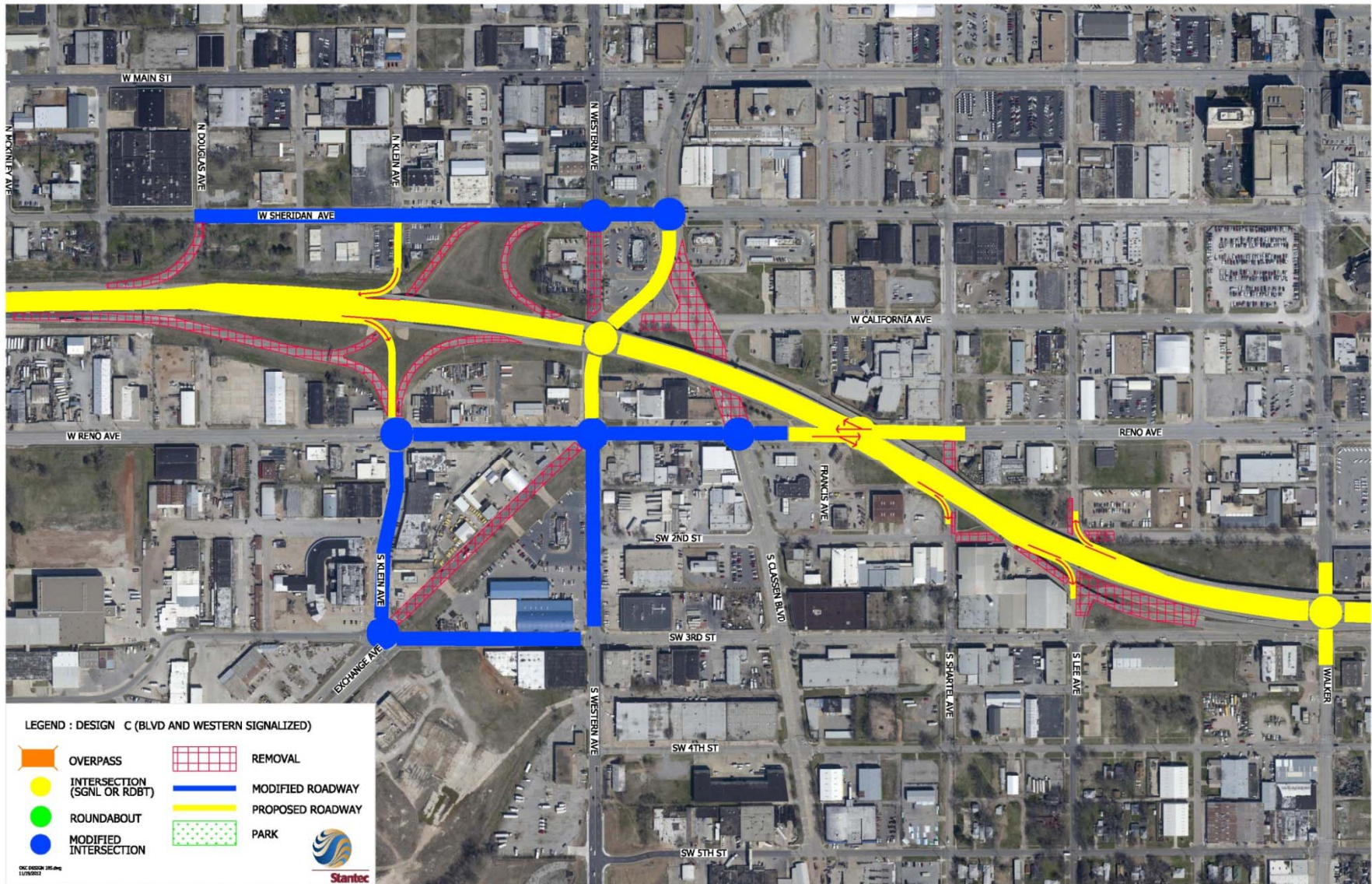
WESTERN OVER BLVD - VIEW LOOKING WEST



Alternative B

- Alternative B - AM Peak SimTraffic Model

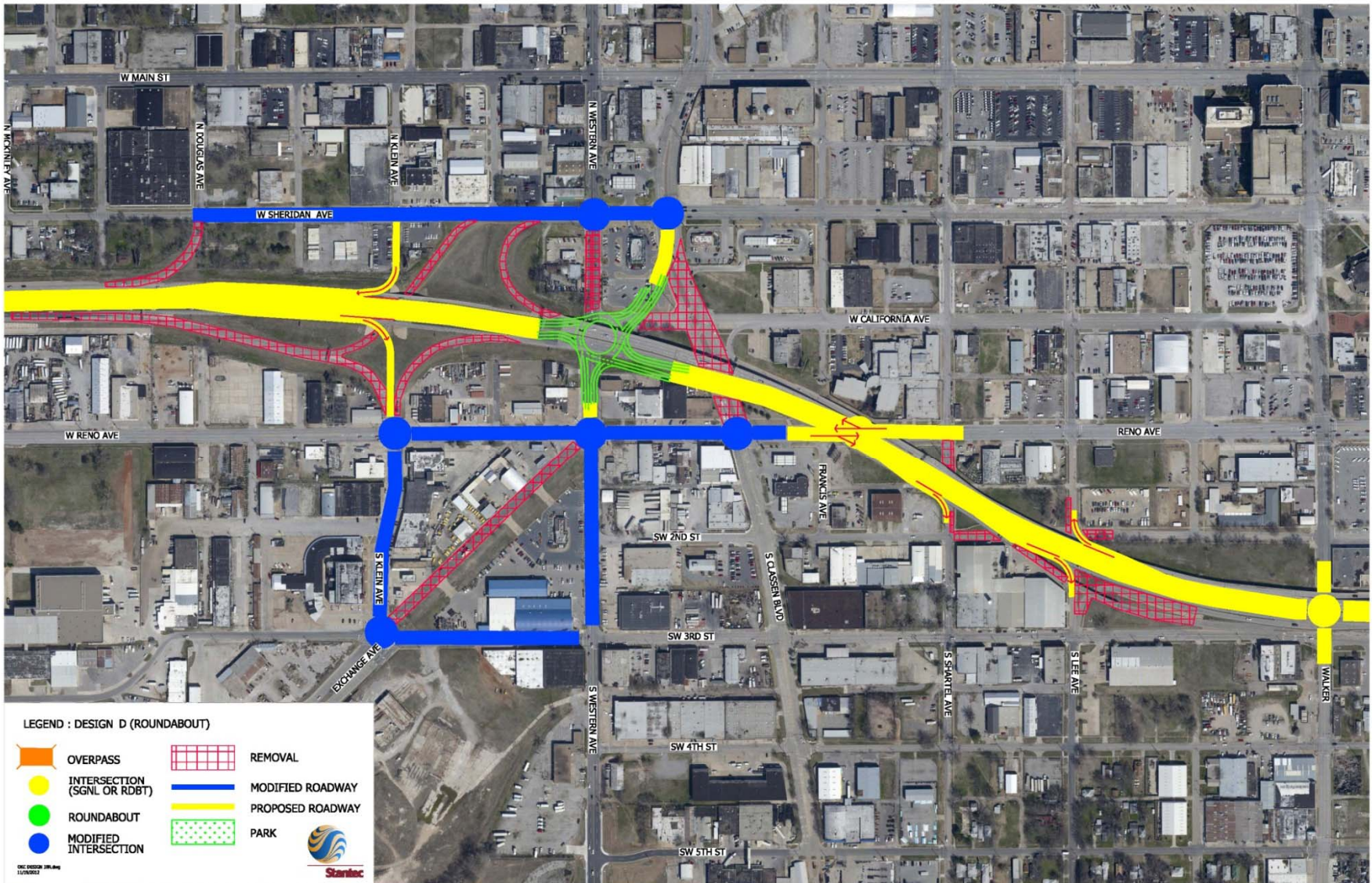
Alternative C



Alternative C

- Alternative C - AM Peak SimTraffic Model

Alternative D



Alternative D

- Alternative D - AM Peak VISSIM Model

Recommendation

Alternative A:

- Grade-separation new Boulevard over Western
- Realignment of Classen with Western
- Connections to Klein
- Elimination of segments of Exchange, Classen and Western
- Superior development opportunities
 - Less retaining wall on Boulevard frontage
- Superior pedestrian walkability
 - Western Avenue Corridor
- Fewer utility impacts, less retaining wall length
- Maintain Traffic Flow

Recommendation

Alternative A

Alternative A



BLVD OVER WESTERN - VIEW LOOKING NORTHWEST





BLVD OVER WESTERN - VIEW LOOKING EAST



Recommendation

Alternative A provides:

- Integration into the surrounding transportation network
- Correct design deficiencies with the adjacent streets
- Fundamentally change the image and character of the corridor and provide a greatly enhanced arrival experience into downtown Oklahoma City

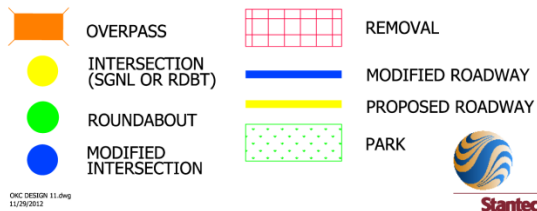
Recommendation

Alternative A provides:

- Support and serve existing corridor businesses while leveraging surplus right of way to support long term redevelopment opportunities
- Utilize portions of the surplus right of way to accomplish dual objectives of greening the corridor to improve image of the area
- Compliment and enhance the downtown core

Other Outcomes

- Western/Classen traffic improvements
- Increased accessibility at Klein/Boulevard
- Exchange/Klein/3rd roundabout option



Questions

