

Preferred Alternative - Alternative C

Alternative C has the highest total score and would best meet the project purpose and need, as well as the engineering and design standards for ODOT and Oklahoma City and minimizes negative environmental impacts. As a result, ODOT, FHWA and Oklahoma City identify Alternative C as the Preferred Alternative for the Crosstown Boulevard.

The preferred alternative is being recommended after a thorough environmental and engineering analysis, as well as significant public input. It reflects several modifications to the previously approved alternative in order to respond to public comment and feedback. The following summarizes these as well as the final scoring matrix.

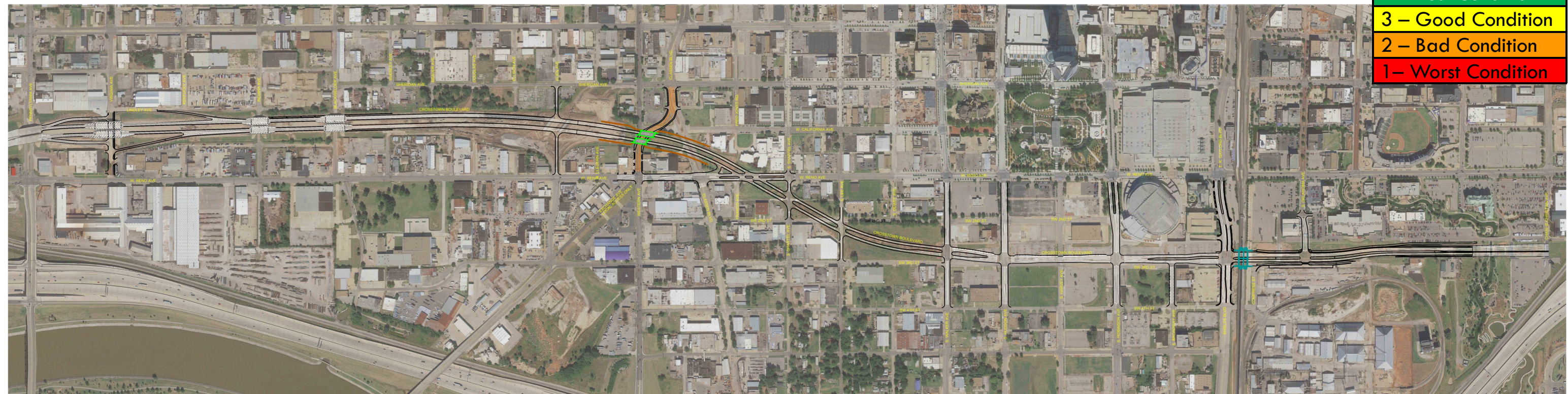
- Developed when stakeholders and Oklahoma City asked that the 1,600 foot long bridge near Western Avenue be removed and the City of Oklahoma City approved
- Includes three considerations addressing potential traffic issues in the area where Western Avenue, Classen Boulevard and the Crosstown Boulevard meet
- Separates traffic from the Crosstown Boulevard and the new Western Avenue alignment but would come down to an intersection with Reno Avenue
- Closes Classen Boulevard between Reno Avenue and the new Western Avenue
- Closes Exchange Avenue at Reno Avenue
- Removes the fifth leg of the Western Avenue/Reno Avenue intersection
- Provides intersections at Shartel Avenue and Lee Avenue
- Includes an 8-12 foot wide multi-purpose trail along both sides of the Crosstown Boulevard from Western Avenue to Bricktown Canal



Alternatives Scoring Matrix

Alternative	Purpose and Need	Stakeholder Objectives	Consistency with Locally Adopted	Environmental Resources	Costs	Traffic Flow	Right-of-Way	East of Construction	Traffic During Construction	Total
A	2	1	3	2	1	3	3	1	2	18
B	3	2	3	3	2	2	3	1	2	21
C	4	3	4	4	3	4	3	4	2	31
D	1	4	1	1	4	1	4	3	1	20

Source: MacArthur Associated Consultants, LLC. 2014



4 – Best Condition
 3 – Good Condition
 2 – Bad Condition
 1 – Worst Condition

Public Involvement

Public comments varied from the first meeting to the last meeting but overall, the following public comments stood out and resonated throughout the process.

- Take into account current Oklahoma City plans and studies
- Provide opportunities for economic development
- Keep the boulevard at-grade as much as possible
- Reduce the number of traffic lanes and slow the speed of traffic
- Evaluate the possibility of restoring the original downtown street grid
- Provide greater access into downtown and not through it
- Provide a multi-modal boulevard that better serves the planned park in the core section
- Avoid the creation of physical barriers



Summary of Public Meetings

Date	Attendees (#)	Comment Forms/Letters (#)
August 21, 2012	274	98
December 3, 2012	244	36
June 18, 2013	79	25
May 7, 2014	101	320

Source: Parsons Brinckerhoff 2014

A traffic analysis of the four alternatives was conducted to determine how the project would change downtown traffic. The traffic was analyzed for the years 2015 and 2040 in the morning and evening rush hours. As shown on the adjacent figure, the traffic flow conditions of roadways and intersections are defined by what is called levels of service or LOS. It uses letters A through F to measure traffic flow with A being the best and F being the worst. The LOS goal for the Crosstown Boulevard would be LOS D or better.

Traffic Summary of the Alternatives

Alternative	2015 (Percent of LOS E and F Intersections)	2040 (Percent of LOS E and F Intersections)
A	40%	67%
B	57%	70%
C	36%	64%
D	46%	74%

Source: MacArthur Associated Consultants, LLC. 2014

LOS A

Most vehicles arrive at the green light and travel through without stopping.

LOS B

Vehicles still move through the intersection very well, but more have to stop at the red light.

LOS C

A substantial number of vehicles have to stop at the red light, but may still pass through without stopping.

LOS D

Many vehicles have to stop at the red light, and traffic starts stacking at the intersection. There are times where the stopped vehicles do not make it through the green light.

LOS E

Traffic volumes are higher than the intersection can handle with lines of stopped vehicles. A high number of stopped vehicles do not make it through the green light.

LOS F

Traffic flow has broken down. Traffic volumes are high, and there are long backups at the intersection. Most vehicles have to wait through one or more green lights to get through.

CROSSTOWN Boulevard



Thursday, November 13, 2014 | 5:00 PM—7:30 PM | Chevy Events Center

The purpose of this hearing is to present the findings of the Environmental Assessment for the proposed project to construct the Crosstown Boulevard. While the Environmental Assessment covers the area from Pennsylvania Avenue to Byers Avenue, **it focused on developing solutions for Western Avenue to E.K. Gaylord Boulevard.** The east and west connections to I-40 Crosstown Expressway remain the same for all four alternatives due to engineering constraints.

Alternatives were evaluated based on how well they met project criteria developed from the purpose and need. Each alternative was assigned a score ranging from one to four, with four being the highest (or best) for the criteria. The scores were then totaled. The alternative with the highest total would best meet the study objectives overall. The table inside this handout provides these results.

PURPOSE

The purpose of constructing the Crosstown Boulevard is to complete the I-40 Crosstown Expressway Relocation Project in a way that is consistent with the EIS, and makes sense with the changes that have happened in Oklahoma City since 2002.

NEED

Once completed, the Crosstown Boulevard would fill the following needs:

- Alleviate traffic backing up on the new I-40 Crosstown ramps
- Restore lost vehicular access to downtown Oklahoma City
- Provide pedestrian and bicyclist accessibility

QUESTIONS? COMMENTS?

If you have any questions or comments about the Crosstown Boulevard Project, please visit www.odot.org/meetings/other.php to fill out an official comment form, or send an e-mail to environment@odot.org. Deadline for comments is December 1, 2014.