Environmental Assessment Findings & Recommendations

Public Hearing

November 13, 2014

CROSSTOWN Boulevard

U.S. Department of Transportation Federal Highway Administration

Welcome!

- Welcome and Introductions
- Project and Environmental Assessment Overview
- Public Comments
- Adjourn

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Purpose of Today's Public Hearing

- Provide a Project overview
- Review alternatives
- Discuss agency and public involvement
- Present the Preferred Alternative
- Provide opportunities to comment
- Identify next steps

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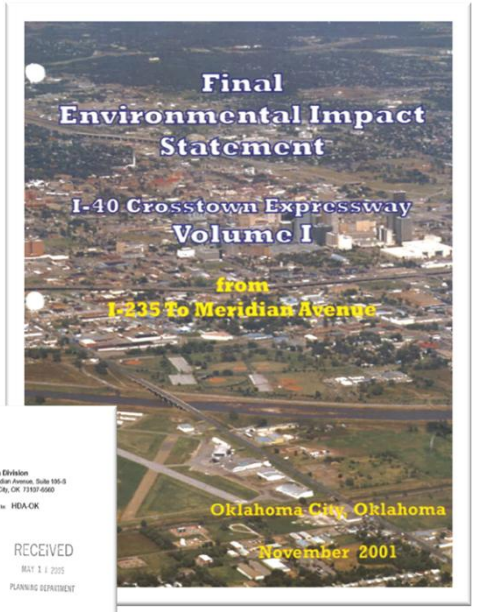
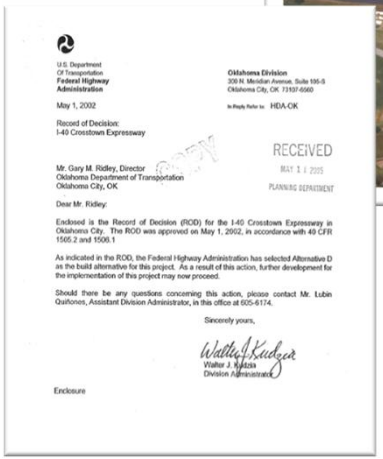
Project Background

Approved in 2002 I-40 Environmental Impact Statement (EIS) called for a six-lane boulevard on the existing I-40 right-of-way. Extending from the I-235 Interchange west to tie into the new I-40 southern alignment, the boulevard would provide downtown access lost when the freeway was reconstructed 2,200' south.

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Of Transportation
Federal Highway Administration

Oklahoma Division
300 N. Meridian Avenue, Suite 105-5
Oklahoma City, OK 73107-6560

May 1, 2002

In Reply Refer to: HDA-OK

Record of Decision:
I-40 Crosstown Expressway

RECEIVED
MAY 1 1 2005
PLANNING DEPARTMENT

Mr. Gary M. Ridley, Director
Oklahoma Department of Transportation
Oklahoma City, OK

Dear Mr. Ridley:

Enclosed is the Record of Decision (ROD) for the I-40 Crosstown Expressway in Oklahoma City. The ROD was approved on May 1, 2002, in accordance with 40 CFR 1505.2 and 1506.1.

As indicated in the ROD, the Federal Highway Administration has selected Alternative D as the build alternative for this project. As a result of this action, further development for the implementation of this project may now proceed.

Should there be any questions concerning this action, please contact Mr. Lubin Quiñones, Assistant Division Administrator, in this office at 605-6174.

Sincerely yours,

Walter J. Kulesa
Division Administrator

Enclosure

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Project Background

- The many changes in OKC resulted in ODOT and FHWA in cooperation with the City of Oklahoma City, re-looking at the original six-lane boulevard
- They are using an Environmental Assessment (EA)

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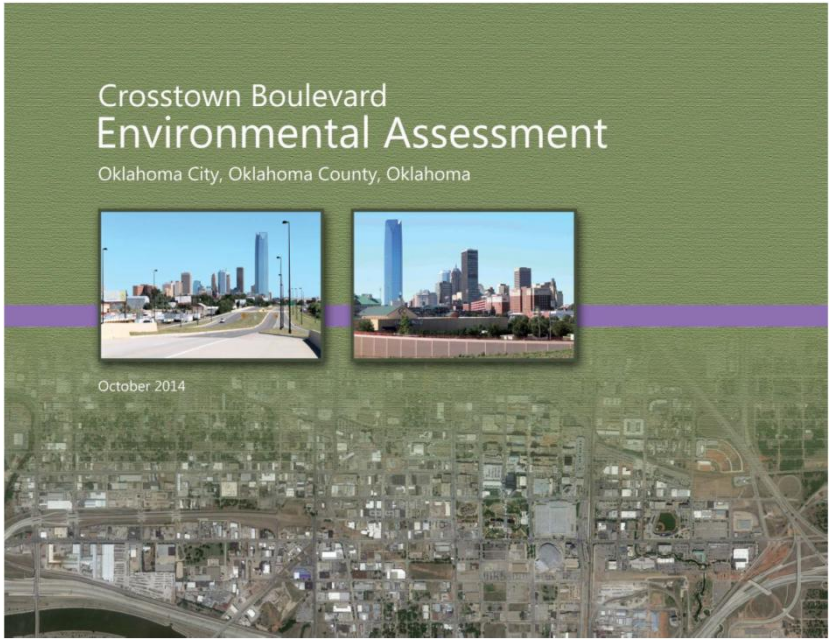
Environmental Assessment Format

www.ODOT.org

- User friendly format following FHWA's "Every Day Counts" Initiative
- Focuses on accelerating project delivery through collaboration



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Environmental Assessment Process

- Develop Purpose and Need for Improvement

PUBLIC AND AGENCY INVOLVEMENT POINT

- Identify and Evaluate Alternatives

PUBLIC AND AGENCY INVOLVEMENT POINT

- Select a Preferred Alternative

PUBLIC AND AGENCY INVOLVEMENT POINT

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Purpose and Need Statement

A Purpose and Need Statement:

- Presents why a proposed action is being pursued
- Summarizes the transportation problems and opportunities
- Drives the process for developing alternatives, evaluating them, and selecting the Preferred Alternative

Purpose and Need Statement

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 in Oklahoma City since 2002.

Need

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

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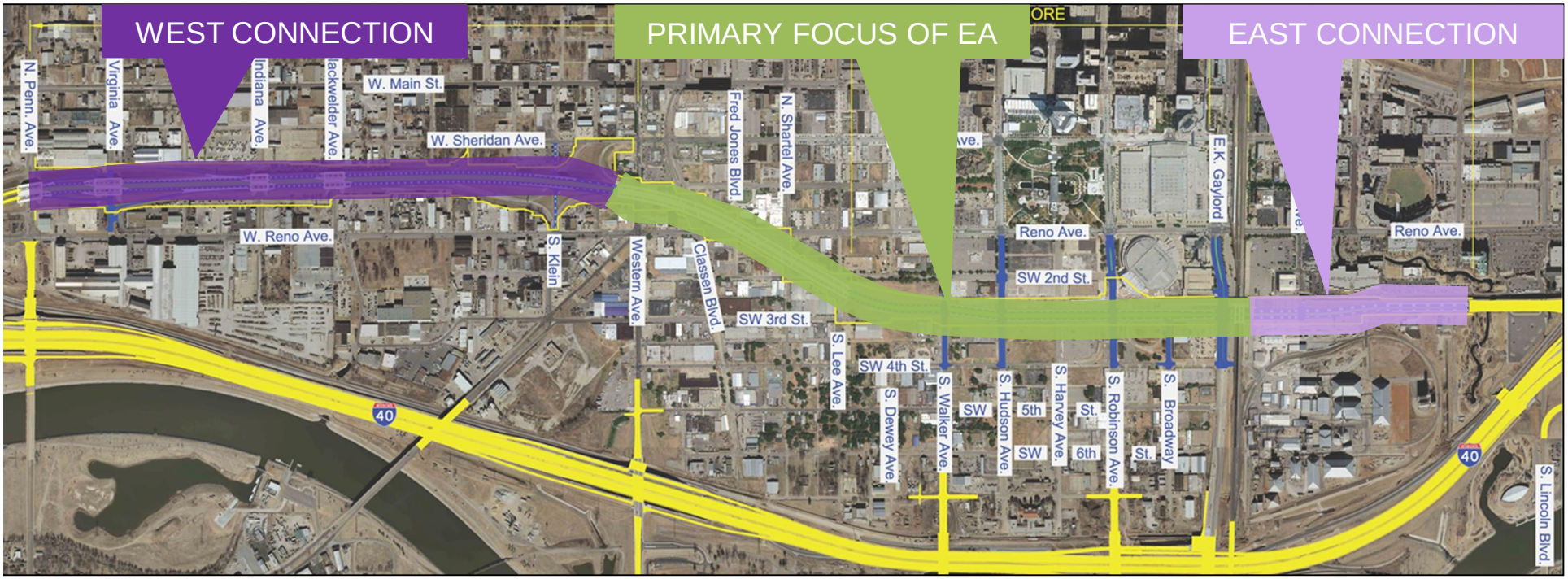
Alternatives Development

- While the EA covers from Pennsylvania Avenue to Byers Avenue, it focuses on Western Avenue to E.K. Gaylord Boulevard
- The east and west connections same for all alternatives



Project Alternatives

- Alternative A was approved in the I-40 Crosstown EIS
- Alternatives B, C, and D resulted from agency and public input

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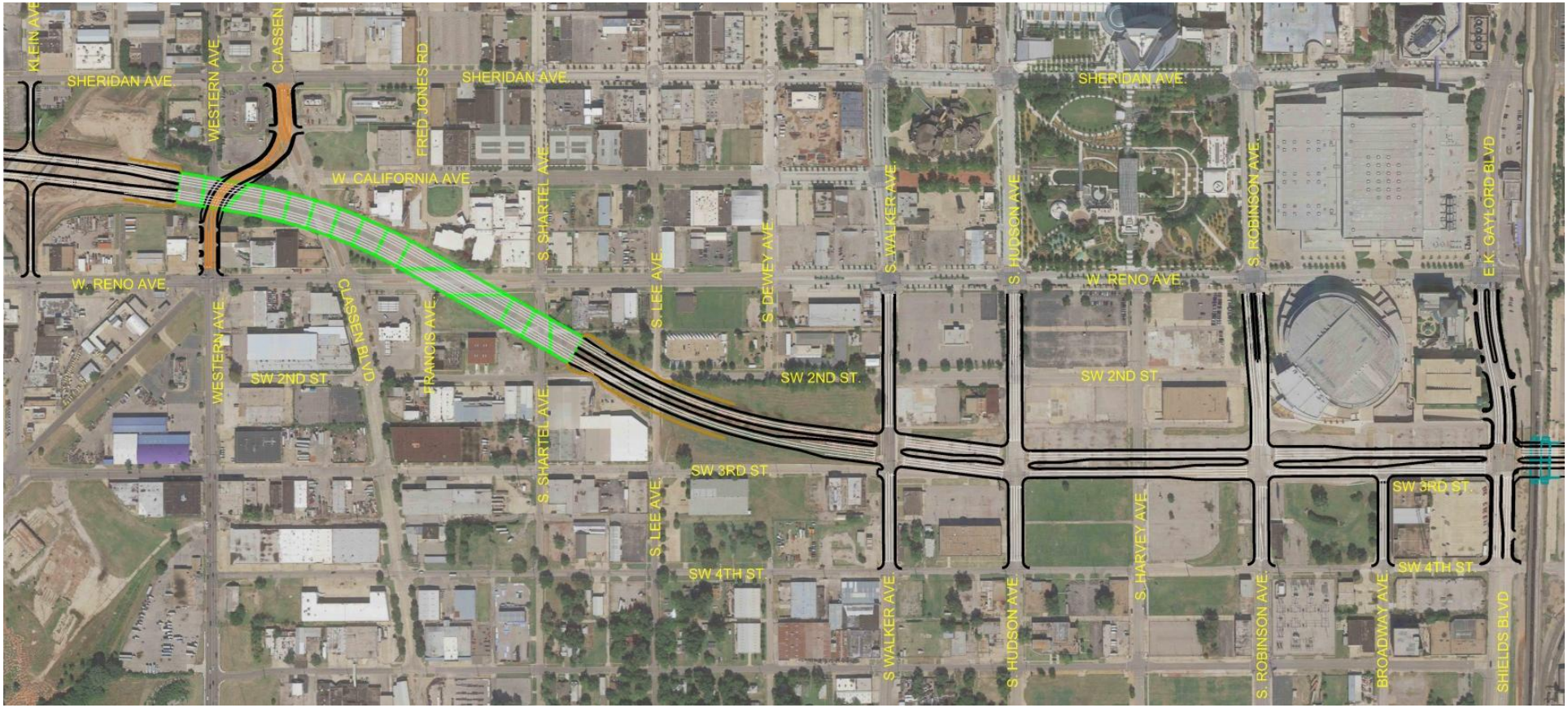
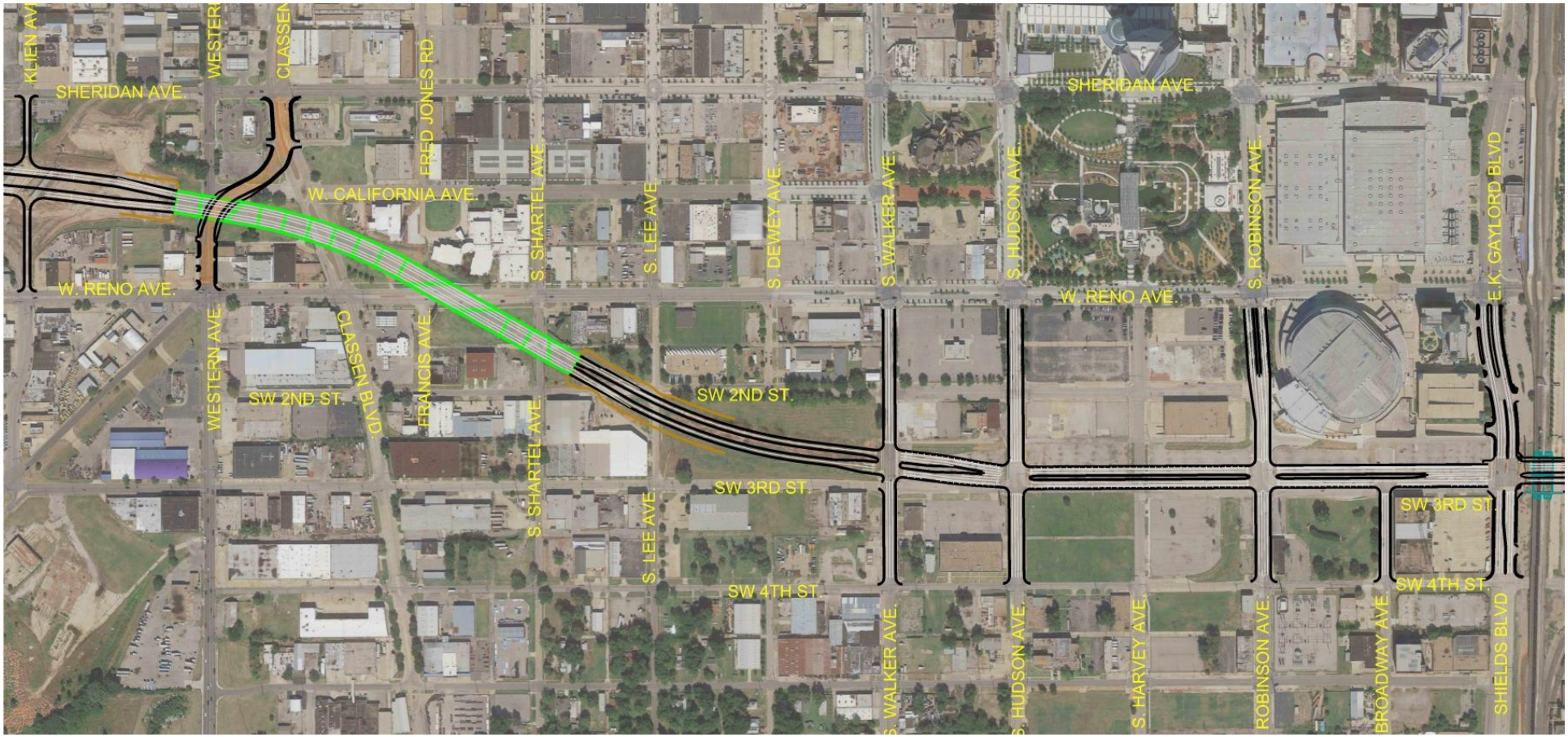
Alternative A

- Six (6) lane configuration
- Wide median
- Left – turn lanes
- 1,600 foot long bridge over Western Ave., Classen Blvd. and Reno Ave.
- Closes Exchange Ave. at Western and Reno Ave. intersection
- Least desirable for bicycles/pedestrians



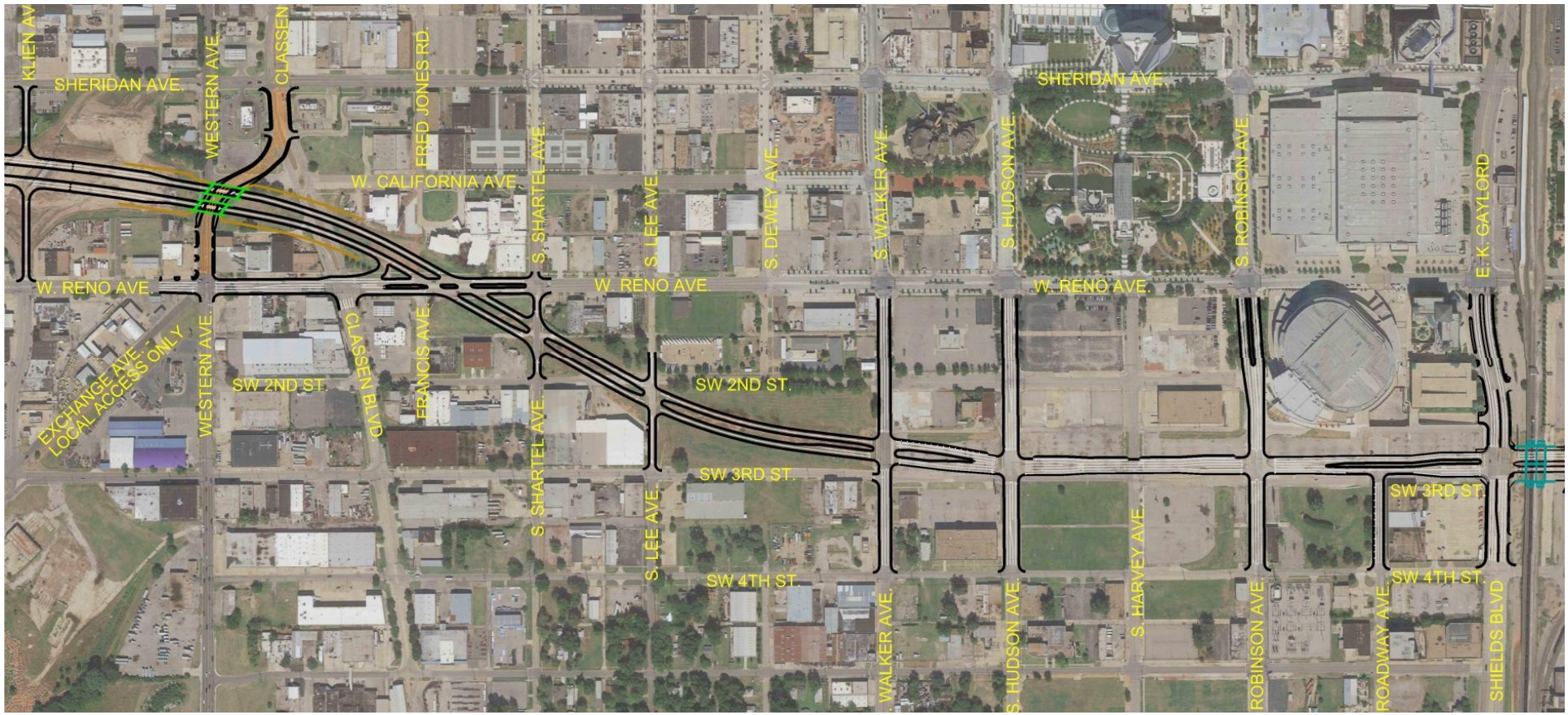
Alternative B

- Four (4) lane configuration
- On-street parking
- 1,600 foot long bridge over Western Ave., Classen Blvd. and Reno Ave.
- Closes Exchange Ave. at Western and Reno Ave.
- Dedicated bicycle lanes and sidewalks
- Median



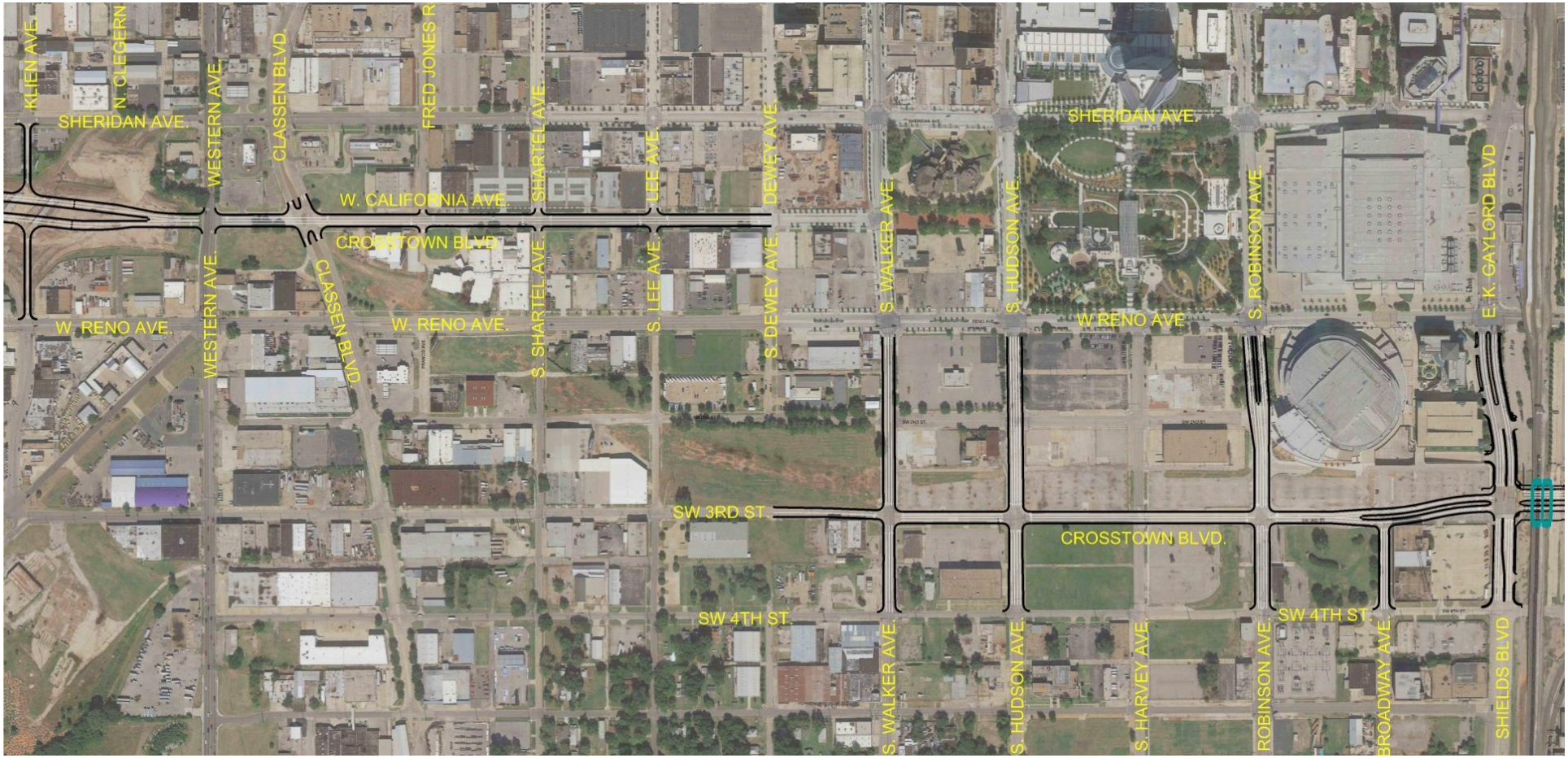
Alternative C

- Four (4) lane configuration
- On-street parking
- Variable width median
- Minimize left – turn lanes
- Reduces the bridge length to 100’ / retaining wall configuration from Western Ave. to Reno Ave.
- Desirable for bicycles / pedestrians with proposed shared-use path, pedestrian waiting areas, and slower speed traffic



Alternative D

- Four (4) lane configuration
- Considered the “grid option”
- West segment has connection to California Ave. near Western Ave.
- Desirable for bicycles/pedestrians but discontinuous and bikes operate in mixed traffic
- Has connection to S.E. 3rd Street near E.K. Gaylord Blvd.

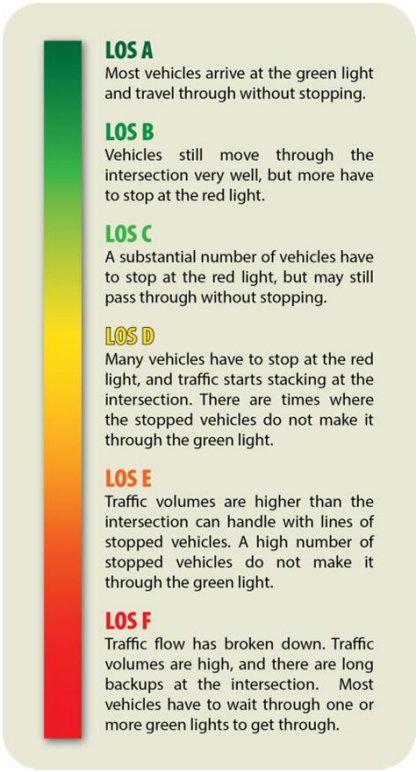


Traffic Findings

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

Percent of intersections operating at levels of service E and F. Level of service (LOS) uses letters A through F to measure traffic flow. A is best and F is worst.



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Construction Cost Estimates

Alternative	Dollars
A	$62.0 million
B	$56.9 million
C	$39.5 million
D	$33.8 million
Source: MacArthur Associated Consultants, LLC. 2014	

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Environmental Findings

- All alternatives were found to:
  - Affect two sites meeting the FHWA's noise abatement criteria but not meeting ODOT's benefit cost criteria for noise walls
  - May affect hazardous materials sites during construction

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Environmental Findings (cont'd.)

- Findings:
  - Alternative D with highest traffic congestion would negatively affect public safety for emergency services
  - Alternative C with the best traffic flow would provide the best access for public safety
  - Alternatives A, B, and C are most compatible with Oklahoma City's adopted plans including the downtown park

Environmental Findings (cont'd.)

- Alternatives were found to:
  - Alternative D would affect air quality the worst with its poor traffic performance
  - Affect pedestrian and bicycle access/facilities:
    - Alternative A is the worst
    - Alternatives B and C are best, and help low income and minority residents most
    - Alternative D is best for pedestrians but without additional facilities and no separate bicycle travel lanes
  - Affect energy use for construction
    - Alternative A is the worst
    - Alternative D is the best

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Environmental Findings (cont'd.)

- Impact on visual quality
  - Alternative D – no affect
  - Alternatives A and B – both increase and decrease visual quality
    - Bridge length
    - Improve old I-40 right-of-way
  - Alternative C – most improvement
    - Shorter bridge
    - Improves old I-40 right-of-way

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Environmental Findings (cont'd.)

- None of the alternatives was found to adversely affect:
  - Minority or low income populations disproportionately
  - Park lands according to Section 4(f) of the USDOT Act of 1966
  - Historic or culturally important properties including the Santa Fe Railroad Historic District
  - Regional air quality levels

Summary Environmental Findings

- Based on our environmental analysis, we found no significant environmental impacts

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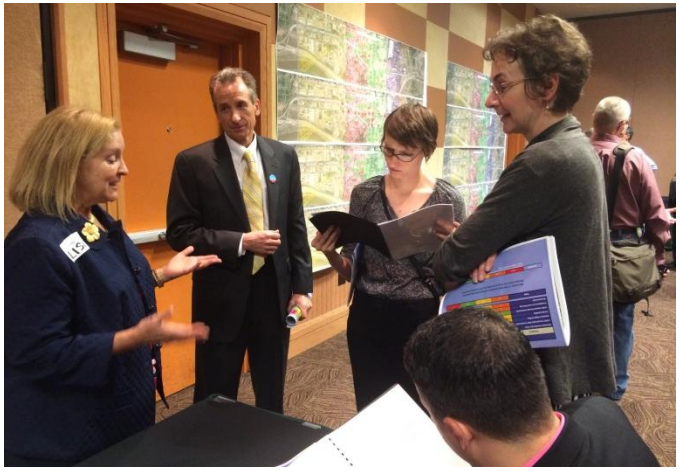
Agency and Public Involvement



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OKLAHOMA DEPARTMENT OF TRANSPORTATION

MAC

Public Meeting 1 – August 21, 2012

Public Comments	Response
• Keep the boulevard at-grade to allow for economic development	• Oklahoma City studied alternatives to the West Connection
• Encourage walkability and alternative transportation modes	• Added City of Oklahoma City alternatives to provide multi-modal corridor
• Reduce traffic lanes and slow vehicular speeds	• Alternative B reduced traffic lanes and allowed for slower speeds

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Public Meeting 2 – December 3, 2012

Public Comments	Response
• Keep the boulevard at-grade to allow for economic development	• Alternative C would keep roadway at-grade longer via a four-lane configuration and shorter bridge over Western Ave. to Reno Ave.
• Evaluate the possibility of restoring the original downtown street grid	• Alternative D added to explore restoring the street grid
• Provide greater access into downtown, not through it	• Alternatives C and D examined lower speed conditions with greater emphasis on access versus vehicular mobility

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Public Meeting 3 – June 18, 2013

Public Comments	Response
• Restore the street grid using two parallel streets and allow the former I-40 right-of-way to be opened for economic development	• Alternative D addressed this comment and was kept for further evaluation
• Provide a multi-modal boulevard that better serves the planned park in the core section	• Alternatives C and D refined to provide better access to the core section and multimodal connections with other Oklahoma City transportation projects
• Avoid the creation of visible and physical barriers	• EA evaluated visual and traffic impacts

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Public Meeting 4 – May 7, 2014

Public Comments	Response
• Move forward with Alternative D	• Alternative D evaluated with the other alternatives
• Provide a multimodal corridor that provides for safe bicycle, pedestrian, and disability accessibility	• Alternatives C and D refined to address this comment
• Move forward with a modified Alternative C	• Alternative C modified to address public concerns at Shartel and Lee Avenues

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Public Meeting 4 – May 7, 2014 (continued)

Public Comments	Response
• Support mixed-use development and downtown revitalization	• Both Alternatives C and D were found to provide economic development opportunities • Alternative C balances mobility and access
• Slow traffic and provide greater access to downtown	• Alternatives C and D both provide slower traffic than Alternatives A and B
• Do not disrupt the street grid	• Alternative D restores the street grid • Alternative C provides access to the street grid at major intersections while improving traffic operations and providing a more pedestrian- and bicycle-friendly corridor than originally proposed

Scoring Matrix

Alternatives Scoring Matrix										
Alternative	Purpose and Need	Stakeholder Objectives	Consistency with Locally Adopted Plans	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

Alternative C best meets the Project Purpose and Need, ODOT's and OKC's engineering and design standards and would minimize negative environmental impacts.

FHWA, ODOT, and the City of Oklahoma City Recommend Alternative C as the Preferred Alternative.

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

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Next Steps

- Collect public and agency feedback
- Complete the environmental process
- Address public and agency comments
- Submit Final EA and request a “Finding of No Significant Impacts”

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Opportunities to Comment

Public Verbal Comments

- Complete and submit a “Verbal Comment Form”
- Your name will be called in the order we receive these forms
- Please limit your comments to three (3) minutes to allow us to hear from all of you wishing to speak

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Opportunities to Comment

Written Comments - You may also provide written comments

- Submit Tonight: Complete the "Written Comment Form" and place the form (along with supporting documentation, if any) in the box on the sign-in table
- Mail: Send written comments to:

Oklahoma Department of Transportation
Environmental Programs Division
Room 3D2a
200 NE 21st Street
Oklahoma City, OK 73105-3204
Email: environment@odot.org

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Opportunities to Comment

- Online: View the EA and supporting project technical reports, as well as submit comments at:
- www.ODOT.org or
  www.okladot.state.ok.us/meetings/other.php

DEADLINE FOR COMMENTS IS
DECEMBER 1, 2014

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Thank You for Joining Us!