

# Crosstown Boulevard

## August 21, 2012 Public Meeting Summary



*Prepared For:*

Oklahoma Department of Transportation

*Prepared By:*



**PARSONS  
BRINCKERHOFF**

July 2014

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## **1.0 Introduction**

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### **1.1 Project Description**

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Interstate 40 (I40) is the primary east/west route in Oklahoma and a National Highway System (NHS) component. In 1995, the Federal Highway Administration (FHWA) and the Oklahoma Department of Transportation (ODOT) conducted an Environmental Impact Statement (EIS) to evaluate options to improve and/or relocate the Crosstown Expressway to address design, safety, and capacity concerns with the facility. On May 1, 2002, the FHWA issued a Record of Decision (ROD) for the *Interstate 40 – Crosstown Expressway from I-235 to Meridian Avenue Oklahoma City, Oklahoma FHWA-OK-EIS-01-(1)-F* project (FHWA 2002). The ROD documented FHWA's decision to select the preferred alternative, Alternative D, as described in the Final EIS for the Crosstown and its related improvements. The selected alternative involved reconstructing I-40 in Oklahoma City and a six-lane at-grade boulevard from east of the Union Pacific tracks at the I-235 interchange to west of Walker Avenue.

Because of the time elapsed since the ROD's approval in 2002, recent downtown development in Oklahoma City, and changing city priorities with respect to downtown transit, pedestrian, and cyclist options, ODOT and FHWA decided to reevaluate the original six-lane boulevard project in a new Environmental Assessment (EA). The EA examines alternatives to the original boulevard concept; identifies their potential social, economic, and environmental impacts; and provide for consistency with the most current planning priorities of Oklahoma City and current plus future traffic needs.

### **1.2 Project Purpose**

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The purpose of the project is to construct the final phase of the I-40 Crosstown relocation project by improving connectivity to the downtown Central Business District from the new I-40 Crosstown Expressway with a local low-speed roadway known as the Crosstown Boulevard.

### **1.3 Meeting Purpose**

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On August 12, 2012, ODOT, in partnership with FHWA and the City of Oklahoma City, conducted a public meeting regarding the Crosstown Boulevard. The purpose for the meeting was to update the public and solicit comments about the proposal to build a four-lane Crosstown Boulevard instead of a six-lane roadway as previously indicated in the 2002 ROD for the I-40 Expressway Project.

## **2.0 Public Meeting**

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This section includes general information regarding the public meeting. It also provides an understanding of the format and context for the public comments received.

### **2.1 Date, Time, and Location**

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Following is the meeting date, time, and location.

Date: Tuesday, August 21, 2012

Time: 5:30 PM – 8:00 PM

Location: Coca Cola Bricktown Events Center  
425 E. California Avenue  
Oklahoma City, OK 73104

The meeting was open to the public and was accessible in accordance with the Americans with Disabilities Act (ADA).

### **2.2 Format and Content**

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The public meeting was held in a traditional format that included a formal presentation and a question and answer session. Following is a brief description of the presentation.

#### **2.2.1 Project History**

The meeting began with a presentation of background information about the project. Participants were informed that plans for the boulevard originated with the original I-40 Expressway Project EIS, which explored concepts for both an elevated and a ground-level section. . The public was also informed that the plans for the I-40 and a six-lane boulevard section were presented in a public hearing for the EIS in November 2001 and that these plans were ultimately approved by the FHWA in a Record of Decision issued in May 2002.

#### **2.2.2 Oklahoma City Growth**

The study team acknowledged that many things had changed or were changing since the 2002 ROD including:

- Construction of Devon Tower
- Construction of the Chesapeake Arena
- Creation of an intermodal hub (Santa Fe Station)
- Future construction of the new Convention Center
- Other improvements recommended in the Project180
- Other improvements recommended in the Core-to-Shore Plan

Given these changes, the City of Oklahoma and ODOT agreed that the approved design should be evaluated further to align with current downtown initiatives.

### 2.2.3 Alternatives

The study team informed the public that the boulevard would extend from Pennsylvania Avenue to Byers Avenue and would include five separate, distinct construction projects. They also informed the public that were considering a boulevard section that would includes four traffic lanes with on-street parking, 15 foot sidewalks, and landscaping between approximately Western Avenue and E.K. Gaylord Boulevard. The study team then went through each section and outlined proposed improvements, as follows.

#### West Connection (Pennsylvania Avenue to Western Avenue)

- Under design
- Rehabilitate existing bridges, and maintain current elevated on-fill condition
- Landscaping – to be developed under separate contract by the city

#### Western Avenue/Classen Avenue/Reno Avenue Section

- Several options being considered
- Bridges proposed at Western, Classen, Reno and Shartel
- Proposed retaining wall system
- Landscaping – to be developed under separate contract by city

#### Core Section (Dewy Avenue to EK Gaylord Boulevard)

- Under design
- Forty ft. wide median
- Roadway alignment shifted to the south
- Landscaping – to be developed under separate contract by city

#### Railroad Section (EK Gaylord Boulevard to BNSF Railway)

- Under design
- Road will be depressed to allow approximately 16 feet of overhead clearance

#### East Connection (BNSF Railway to Byers Avenue)

- Under design
- Oklahoma Avenue connection – additional right-of-way will be required
- Three traffic lanes to the west and two lanes to the east (20 ft. median and 15 ft. sidewalks)
- Landscaping – to be developed under separate contract by city

After presenting the various options, the study team opened the floor for questions and answers. Large scale maps were made available for review after the question and answer period. A copy of the PowerPoint presentation and the map exhibits used displayed at the meeting can be found in Appendix C.

## 2.3 Notification

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Public outreach was led by ODOT staff and included a multifaceted approach to distributing information about the public meeting including:

- Media relations
- Website
- Direct mail

The following provides a brief description of each of these methods. Appendix B contains copies of the news releases and other notifications.

#### 2.3.1 Media Relations

ODOT staff developed and distributed a news release on August 2, 2012, announcing the public meeting. A copy of the news release and related articles can be found in Appendix B.

#### 2.3.2 Website

The public meeting was also advertised on the ODOT and City of Oklahoma City websites (Appendix B). Additionally, materials from the public meeting were uploaded to the ODOT website so that people could view and comment on the materials via an online comment form.

#### 2.3.3 Direct Mail

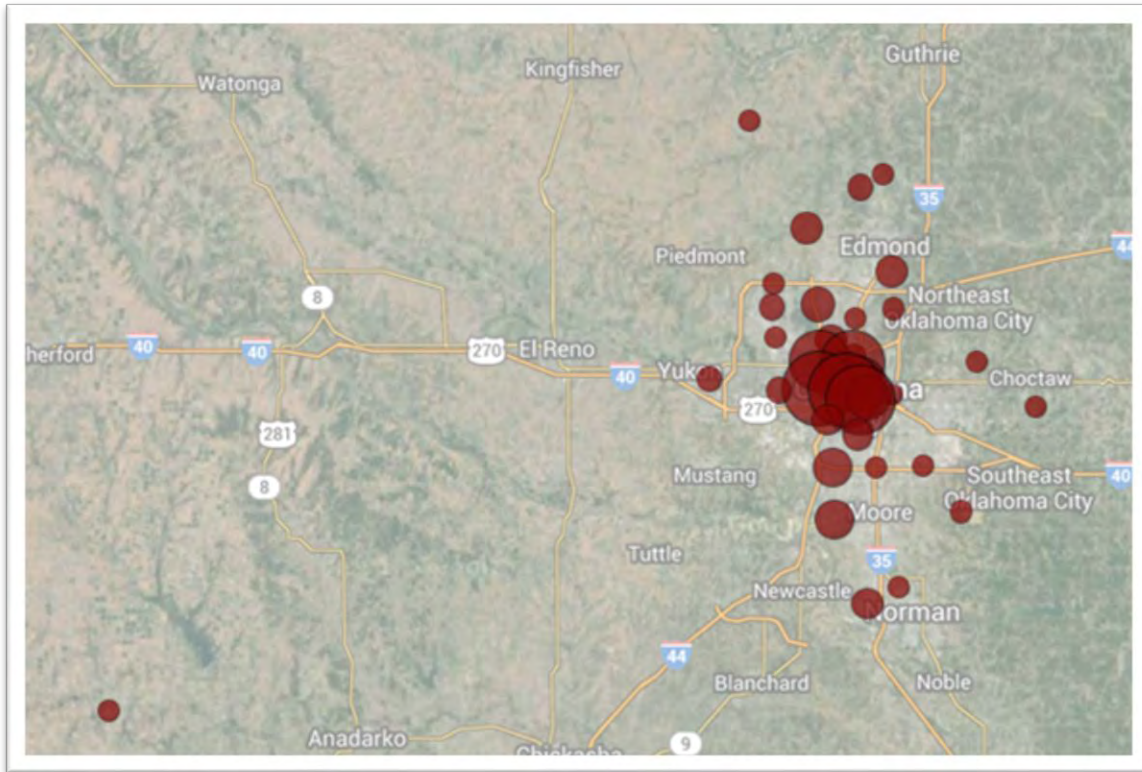
Finally, ODOT sent a direct mail postcard to property owners along the corridor and other individuals who asked to be added to the project mailing list. Appendix B contains a copy of this postcard.

### 2.4 Attendance

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A total of 274 individuals signed in at the public meeting and 98 participants submitted comment cards at or following the meeting. Figures 1-3 show the geographic distribution of participants. Many of the attendees lived or worked in or near downtown Oklahoma City, but stakeholders from other parts of the region also were represented (Figure 1 and Figure 2). Similarly, written comments were received from stakeholders throughout the region, though the majority were submitted by stakeholders from downtown Oklahoma City (Figure 3).

**Figure 1. Regional Geographic Distribution of Attendees**

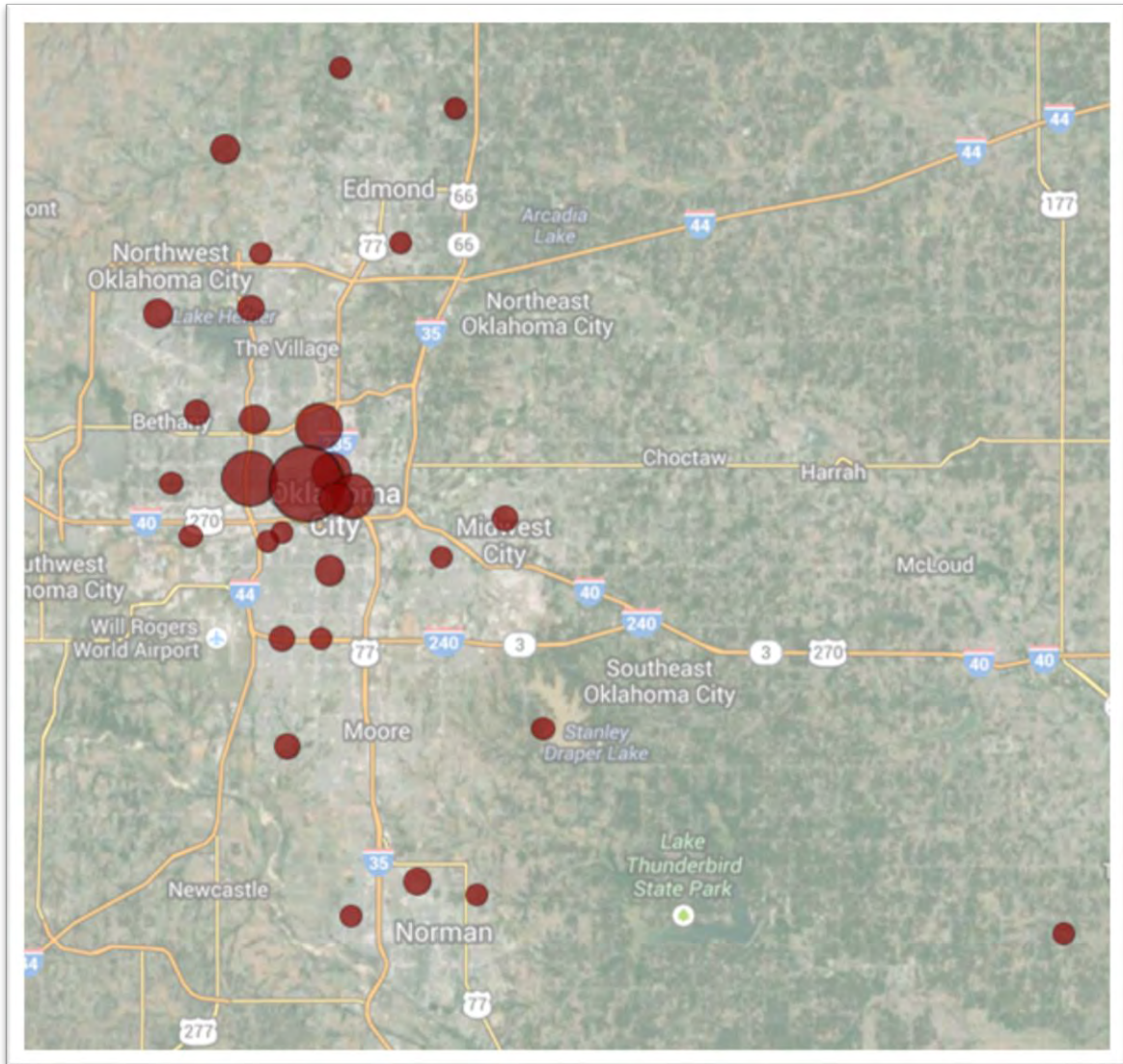


*\*Circles depict public participation by zip code. The larger the circle, the more people from that zip code attended the meeting. Please note that not all participants provided zip code data.*





**Figure 3. Geographic Distribution of Commenters (Print and Digital)**



*\*Circles depict public participation by zip code. The larger the circle, the more comments from that zip code. Please note that not all commenters provided a zip code data.*

## **3.0 Summary of Comments**

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ODOT received a total of 98 comment cards during the comment period, either at the meeting or via other means after the meeting. The following summarizes the major themes represented in the comments collected.

### **3.1 Major Themes**

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A majority of the comments reflected a desire to keep the boulevard at-grade, utilizing a four-lane configuration and restoring the original street grid. Participants felt this alignment provided the greatest opportunity for economic development, walkability, and could ultimately lead to a better quality of life in downtown Oklahoma City.

People provided many reasons for restoring the grid. Several of these were mentioned multiple times and include the following:

- Greater economic development opportunities
- Greater access to downtown and not through downtown
- Fewer traffic lanes and slower speeds will provide better bicycle and pedestrian facilities

A majority of participants indicated a strong preference for keeping the boulevard at grade as much as possible. They felt an elevated structure would divide the city, limit access to businesses, and would create less desirable areas under the structures.

On other topics, respondents seemed to be more divided. While some people felt that a six-lane boulevard would adversely affect the downtown community, others expressed the opinion that six lanes would benefit the downtown area and be critical to facilitating traffic flow now and in the future. Some of these individuals were commuters who felt they had been promised a higher speed boulevard and were upset about calls for a slower, narrower facility.

The speed on the facility was also discussed frequently. Several individuals felt that the facility should be a slower speed facility and that it was not as important to move traffic quickly through downtown. They felt it was more important to create places where people would want to stop and eat, shop, and play.

Along these lines there was a great sense that the old elevated I-40 was a significant barrier between the north and south and that its removal actually caused positive moves towards redeveloping and cleaning up the area. They did not want to see another barrier established where one had been removed.

Transit and, specifically, the streetcar were mentioned multiple times. Some participants asked that the design of the boulevard accommodate the proposed streetcar as well potential commuter rail at the Sante Fe Depot. Multiple people also wanted to see opportunities for public art and enhancements such as landscaping all along the boulevard.



Other comments raised by individual participants included the following:

- Mow the area south of the former I-40 right-of-way
- Design the boulevard as a grand entrance into downtown Oklahoma City
- Include exit off Penn when traveling east
- Improve wayfinding signage to identifying local attractions
- Designate the boulevard as Business 40
- Use angle parking instead of parallel parking
- Avoid elevated structures, which provide a place for homeless to stay
- Do not designate the boulevard as Business 40
- Add a pedestrian walkway over the six-lane section of the boulevard if
- Underground the boulevard so that you can develop the property overhead
- Keep the boulevard elevated through Bricktown

Overall, participants expressed their appreciation for the opportunity to provide their comments and suggestions.

## **Appendix A: Sign-In Sheets**

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# OKLAHOMA DEPARTMENT OF TRANSPORTATION ATTENDANCE ROSTER

Tuesday, August 21, 2012  
PUBLIC INVOLVEMENT MEETING  
Downtown Oklahoma City Boulevard

<http://www.okladot.state.ok.us>

Planning & Research Division - Program Coordination Branch

(PLEASE PRINT CLEARLY)

NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
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<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Alexandra Philbrick 408-812-5876	1408 Cherry Stone St Norman, OK 73072	OK State Fair	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	FRANK ROEBLER III 405-210-2524		ODOT PLANNING	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Self Deedek	1015 N. Broadway Suite 100 OKC 73102	MAPS 3 Transit	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Emar Sweis 760-275x	201 S western OKC	Sweis Greek Cafe	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Richard Palmer	12601 S. Villa Ave OKC	Self	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Bleir Humphreys	42400 P.O. Box 1150 73101	or IAC	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	MILLIE SOTTONG	3128 N.W. 107th OKC OKC 73107	GOVEX	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]			
				Male	White	Hispanic	
				Female	Asian	Black	
					Native American	Other	
<input checked="" type="checkbox"/> Mr.	JAMES GARMAN	218 NW 28 St	Sixtueve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> Ms.							
<input type="checkbox"/> Mrs.							
<input type="checkbox"/> Mr.	Shannon E. Sommers	1443 NW 32nd St OKC, OK 73103	Science Museum Oklahoma	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/> Ms.							
<input type="checkbox"/> Mrs.							
<input type="checkbox"/> Mr.	CURT STAMP	2833 NW 19th OKC 73107	Crestwood Neighborhood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> Ms.							
<input type="checkbox"/> Mrs.							
<input checked="" type="checkbox"/> Mr.	BILL PARKER	201 NW 21 OKC	Heritage Hills	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> Ms.							
<input type="checkbox"/> Mrs.							
<input type="checkbox"/> Mr.	Lynn Garman	2701 NW 61 OKC		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> Ms.							
<input checked="" type="checkbox"/> Mrs.							
<input type="checkbox"/> Mr.	Guest Landry	2417 NW 21st St	CPA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> Ms.							
<input type="checkbox"/> Mrs.							
<input type="checkbox"/> Mr.	Albert N. JACO	806X 18797		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> Ms.	405/848-1991	OKC 73154-0797		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> Mrs.							





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]			
Mr.	Ms.	Mrs.		Male	Female	White	Hispanic
						Asian	Black
						Native American	Other
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CASSI POOR 604 6780		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	MARVA ELLARD 204-4881	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	FADIA JENKINS 341-9253	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	JEFF JENKINS 341 9253	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	DEBBIE BLACKBURN	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	STEVE GAWAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]				
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input checked="" type="checkbox"/> Mrs.		<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input checked="" type="checkbox"/> Mrs.	APRIL W. P. WIG					
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Liesel P. J. WIG					
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	DAWN JOHNSON	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	2513 NW 12 OKC, OK 73107	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	LeDonna Sharp	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	1605 NW 32	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	ALLAN GARDEN	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	1225 N. BERRY	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other





Downtown Oklahoma City Boulevard

## Planning & Research Division - Program Coordination Branch

[illegible]

**GENDER / RACE** [OPTIONAL]

EDS STADID		OK
war 12 @ okc.sou		

Steve Mason	1015 Broadway # 300 OKC, OK 73102	OKC Chamber of Commerce
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ANTHONY MCDONALD 415 N-BROADWAY OK OK 23102	TAPARUNIT 10610
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Brad Cage 759-2210	2309 SW 94th St. OKC, OK 73159	N/A
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Jim Gregg 0183297	10609 Regent 6KC 73162
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0800 0800 405596 0426	08000@Newview 08000.org	Newview Oklahoma
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Elaine Schulte	236-8807	ATTORNEY METRO TECH BOARD
515 NW 13		
1224 NW 133		





# OKLAHOMA DEPARTMENT OF TRANSPORTATION ATTENDANCE ROSTER

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Downtown Oklahoma City Boulevard

<http://www.okladot.state.ok.us>

Planning & Research Division - Program Coordination Branch

(PLEASE PRINT CLEARLY)

NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]	
<input checked="" type="checkbox"/> Mr.	Larry G. Shackley	2825 NW 54th St		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.	918-633-9775	OKC, OK 73112		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Nancy Cain	208 NW 33		<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input checked="" type="checkbox"/> Ms.	405-525-5101	OKC 73118		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	KIRK FREDRICKSON	24 W. ARE PL		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.	405-232-4774	OKC 73103		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
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					<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	Bridgid Cook	521 NW 17th		<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input checked="" type="checkbox"/> Ms.	405-413-9060	OKC, OK 73103		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Nick Gorsley	3404 Stone Brook Ct		<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.	405-755-3311	OKC, OK 73120		<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Island Gorsley			<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	Dustin Akers	601 Robert S. Kerr Dr	Alliance for Economic Development of OKC	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.		OKC, OK 73102		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other



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## Planning & Research Division - Program Coordination Branch

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NAME & PHONE		ADDRESS		BUSINESS / ORGANIZATION		GENDER / RACE		[OPTIONAL]		
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Full Adler (405) 202-1230	21 NE 3rd St. OKC 73104		<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	PATRICK BOylan 405 520 4435	200 S. OKLA AVE OKC 73104		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Lindsey Stanford 405-249-2921			<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	JOEL DIXON (903) 258-4053	1402 1/2 NW 25th St. OKC 73106		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	AMY ROBERSON (517) 803-7365	2204 NW 45th St OKC 73112		<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Mary Bingham 405-601-7971	326 N W 21 OKC 73103		<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Sharon Bundell	431 N.W. 20 OKC 73103		<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]				
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	MARK GIBBS 405-414-9714	601 N BROADWAY #302 OKC 73102	MAPS 3 TRANSIT SUBCTTEE	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Caryl Gubbs 405-3612312	601 N Broadway OKC 73102	NA	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Pat Donnelly 405-848-2020	2601 N. W. B. Pkwy 601 W OKC 73112		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	2011A HOLDER 405-634-4140	3308 S WALKER OKC 73109		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Mike Smith 226-8026			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	James Eldridge 610 NW 16th	OKC 73103		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Phil Hughes 405-651-7416	1145 NW 43 OKC 73118	Railroad aol.com	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]				
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Ryan Miller 509 919 6842	823 W California 73106	The Refuge	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
							<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	HANOUR SIMON		CITY OF OKLA PUBLIC WORKS	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
							<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	TIM JOHNSON	1 EAST STEPHAN	JOHNSON + ASSOC	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
							<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	DEANIS ISOX	522 COLSON RD OKLA OKC		<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
							<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	TREY LEWIS	12 S. VIRGINIA AVE OKC	AUGUST STEEL & WIFE	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
							<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	WB SMITH	200 N WANG		<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
							<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input checked="" type="checkbox"/> Mrs.	Lynelle Nichols	119 N Robinson Ave. Ste 700 OKC OK 73102		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
						<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
							<input type="checkbox"/> Native American	<input type="checkbox"/> Other





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NAME & PHONE ADDRESS BUSINESS / ORGANIZATION

GENDER / RACE [OPTIONAL]

<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Seth Patterson 405 850 8016	823 W California		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Ryan Craver 405-475-5764	1425 NW 30th 73118		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Warren Councille 405 297-2311	420 W. Main 73102		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Gyfiwalop city-8039	3627 NW 44 OKC 73112		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	John Harris 525-0378	629 W. Reno		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Tom Goetinger 324 7542	9920 Brittnes et Urban 73099		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	BRAD SHUCK 370-495735	626 W. Reno OKC 10K		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]			
				Male	White	Hispanic	
				Female	Asian	Black	
					Native American	Other	
<input checked="" type="checkbox"/> Mr.	JOEAN BULLARD	105 N Hudson	OCURA	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	235-8771	Suite 101		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.		OKC 73102		<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Adam Price	3613 N Westmont	Oklahoma Food	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	901-441-6309	OKC 73118	Cooperative	<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Randy & Carole	3212 NW 61		<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	Whitlow	Terrace		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.		OKC OK 73112		<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	Dennis Wells	834 NW 7th ST	Miles Associates	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	405-740-1068	OKC 73106		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	LONNIE ANTON	100 SE 2ND	Bricktown	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	405-235-9446	OKC, OK. 73129	U-Haul	<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	BRETT HOGAN	100 SE 2ND	U-Haul of	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	405-677-6707	OKC, OK 73129	OKLAHOMA CITY	<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	DANIEL HUGHES	215 NW 10th ST		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	630-479-7689	APT #206.		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.		OKC, OK. 73103		<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]			
				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	John MESA	1108 SW 37	SHOWOFF DESIGNS	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	Matthew Burch	1235 SW 2nd St.	Urban Agrarian	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	(405) 615-5797			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	ANDREW STEWART	1715 N. GATEWOOD		<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	405-808-5410	BKC, OK 73106		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Matt Farnell	1609 NW 47th	KIZ	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.		OKC 73118		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Peggy Manning	1546 W Reno	Industrial Machine Co	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	236-5419	OKC 73106		<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input checked="" type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Debbie Miller	2117 Abbeywood		<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	2092-2032	OKC 73170		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	C.J. Shelton	1 NE 2nd #408		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	760-5771	OKC, OK 73104		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	



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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]	
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
			<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input checked="" type="checkbox"/> Asian	<input type="checkbox"/> Black
			<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
			<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
			<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
			<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
			<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
			<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other

LARRY Wilson	1520 SW 71	RETIRED
Denard	510 W Reno	ABC Ent.
Anne Brown	123 NE 2nd Apt 627 OKC	consultant
Bob Moore	1141 SW 46 OKC	Heartland Council of the Blind
Linda Moore	"	"
John Sharp	AWG 21 E main st OKC.	AWG
NATHAN FITE	823 W CALIFORNIA AVE	LINGO CONSTRUCTION





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]	
<input checked="" type="checkbox"/> Mr.	JOE	823 W CALIFORNIA	SP20/REFUGE	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.	QUINLAN			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American
<input type="checkbox"/> Mr.				<input type="checkbox"/> Female	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Teresa	P.O. Box		<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input checked="" type="checkbox"/> Ms.	Walker	75203		<input type="checkbox"/> Male	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Paula		Guernsey	<input type="checkbox"/> Male	<input type="checkbox"/> White
<input checked="" type="checkbox"/> Ms.	Harold			<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input type="checkbox"/> White
<input checked="" type="checkbox"/> Ms.	Diana	3627 NW 44th		<input type="checkbox"/> Male	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.	Holsted	St. OKC, OK 73112		<input type="checkbox"/> Female	<input type="checkbox"/> Native American
<input type="checkbox"/> Mr.				<input type="checkbox"/> Female	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	ANNE MARIE	600 NW 4th St		<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input checked="" type="checkbox"/> Ms.	GRASSMAN	#315	Spokane North	<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.		OKC OK 73102	Spokane	<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	STAN	3109 NW	ARTIST	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.	CARROLL	22ND		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.		OKC 73107		<input type="checkbox"/> Female	<input type="checkbox"/> Native American
<input type="checkbox"/> Mr.				<input type="checkbox"/> Female	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Scott Howard	3109 NW 149th St	HESD, Inc.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.		OKC, OK.		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American
					<input type="checkbox"/> Other





# OKLAHOMA DEPARTMENT OF TRANSPORTATION ATTENDANCE ROSTER

Tuesday, August 21, 2012  
PUBLIC INVOLVEMENT MEETING  
Downtown Oklahoma City Boulevard

<http://www.okladot.state.ok.us>

Planning & Research Division - Program Coordination Branch

(PLEASE PRINT CLEARLY)

NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]				
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.		<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	VAN BAREBEL 222-9877	4836 NW 62 <sup>nd</sup> Ter	returned			
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Linda McElroy	2209 Still Meader Edmond OK 73013				
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Helen Elliott	2209 Still Meader Edmond OK 73013				
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Gary Shockley 990-2503	920 SW 25 OKC				
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	KEITH ANGIER 348-8322	2104 TALL OAKS EDMOND OK 73025				
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	KEN FAY	300 NW 146 <sup>th</sup> CT EDMOND OK 73013				
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Doug York	BROW & BRITTON				



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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]	
<input checked="" type="checkbox"/> Mr.	Kent Cox	1801 W. Reno	H-E-S Part mfg Co	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.	232 2077	OKC 73106		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	PATRICK RYAN	200 N Walker	City of OKC	<input type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.	292-402404	OKC 73101		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	MIKE LEPRAT	7225 WALKER	TRUCKERS	<input type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.	405 637 2284	OKC 73109	PROPERTY	<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	GILBERT COBB	3224 OAK HOLLOW		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.	812-6586	OKC, OK		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Betsy Brumster	717 NW 41	ADE	<input type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.	826 9174	OKC, OK		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	DON WHITNEY			<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.	2105 WOODHILL RD	EDMOND 73025		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	JEREMY CHURCH	4337 NW 16TH TERR	ACOH	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.	OKC, OK 73107			<input type="checkbox"/> Female	<input checked="" type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]	
<input type="checkbox"/> Mr.	ARUNA M	9400 N. Broadway OKC 73114	SAC	<input type="checkbox"/> Male	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Ms.				<input checked="" type="checkbox"/> Female	
<input type="checkbox"/> Mrs.					
<input type="checkbox"/> Mr.	MARIC PATON 613-6520	1701 E. CHERRY A EDMOND		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	
<input type="checkbox"/> Mrs.					
<input type="checkbox"/> Mr.	Suzann Bahavar	16509 thorton lane, Edmond	FitwA	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	
<input checked="" type="checkbox"/> Mrs.					
<input type="checkbox"/> Mr.	Raven D. Dorton	600 Bridgeview A Edmond		<input type="checkbox"/> Male	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	
<input checked="" type="checkbox"/> Mrs.					
<input checked="" type="checkbox"/> Mr.	Walter Jaques	4832 Koelsch Dr OKC	N/A	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	
<input type="checkbox"/> Mrs.					
<input checked="" type="checkbox"/> Mr.	Ryan Baker		ACOG	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	
<input type="checkbox"/> Mrs.					
<input type="checkbox"/> Mr.	Liz Schaeffe		OKDPS	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Ms.				<input checked="" type="checkbox"/> Female	
<input checked="" type="checkbox"/> Mrs.					





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]									
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Bob Rush	200 N. E. 21 <sup>st</sup> St Oklahoma City, OK 73106	OTDOT	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Female	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	CHRIS EVANS	1131 W. RENO OKLAHOMA CITY OK 73106	ALL STAR ELECTRIC	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Female	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Gary Elliott	1419 W RENO OKC, OK 73106	Whitman Supply	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Female	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Leis Urban	806 SW. 24 <sup>th</sup> OKLAHOMA CITY 73109	—	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Female	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Jon Stallings	1739 W. MAIN ST OKC 73106		<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Female	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Sean Cummings	3015 W. HESIDE DR OKC OK 73120		<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Female	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Jacquie Clark	10709 Whitehaven Rd The Village OK		<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]	
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Asian	<input type="checkbox"/> Black
			<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Asian	<input type="checkbox"/> Black
			<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Asian	<input type="checkbox"/> Black
			<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Asian	<input type="checkbox"/> Black
			<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Asian	<input type="checkbox"/> Black
			<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Asian	<input type="checkbox"/> Black
			<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> Asian	<input type="checkbox"/> Black
			<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other

NANCY ASHTON	4709 NW 40	OKC
Bradley Palm	6101 Brookline Ave #2	OKC
Vicky Smith	2000 NW 17th	Edmond, OK 73012
Bob [unclear]	2604 Dittmar Rd. OKC 73127	Engineer
Robert [unclear]	16700 Forest Cr Rd CHOCOTAN OK 73020	Retired
Kenneth Davis	4110 NW 62nd St. OKC OK 73112	OKC
James McLane	622 N Jones #2, Norman	





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]			
<input checked="" type="checkbox"/> Mr.	Laurie a	19250 Ranchwood	ODOT	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.	Charlie Effinger			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input checked="" type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Joan Lindley	736 NE 19th	ODOT	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.		OKC		<input type="checkbox"/> Female	<input checked="" type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input checked="" type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	Scott Sundermeyer	2835 SE 38th St	ODOT	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.		Worse		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Dawn Sullivan	200 N E 21st St	ODOT	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.		OKC		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input checked="" type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Ansuya Wang	6001 SW 12th St	FOX-25	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.		OKC		<input type="checkbox"/> Female	<input checked="" type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	John Brown	1729 Ripart	FOX 25	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.		W 4th		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Jim Zedler	4340 NW 53rd St.	OKC	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input checked="" type="checkbox"/> Ms.		OKC, OK 73112	OKC	<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input checked="" type="checkbox"/> Mr.	MATTHEW M. FARMER	5220 NW 44th St. OKC.	CRAFTED NUTS	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	405 290 4554			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input checked="" type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input checked="" type="checkbox"/> Mrs.	ASHLEY TERRY	3332 NW 25th St. OKC, OK 73107		<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input checked="" type="checkbox"/> Mrs.	Holly Massie	21 E. Main, OKC 73104	ACOG	<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.				<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input checked="" type="checkbox"/> Mrs.	Jim Couch	200 N W Wiley, OKC	City of OKC	<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input checked="" type="checkbox"/> Mrs.	TORI RAINES	836 NW 38th OKC, OK 73118	ODOT	<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input checked="" type="checkbox"/> Mrs.	Steve Jacoby	one west 3rd #100 Tulsa, OK 74103	SAIC	<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input checked="" type="checkbox"/> Mrs.	Chare Woods	2309 Davenport Edmond, OK	SAIC	<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input checked="" type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other





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NAME & PHONE		ADDRESS		BUSINESS / ORGANIZATION		GENDER / RACE		[OPTIONAL]	
<input checked="" type="checkbox"/> Mr.	ANDREW	2800	SE	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic			
<input type="checkbox"/> Ms.	405 830 6420	GULFPORT	OKC	<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black			
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other			
<input checked="" type="checkbox"/> Mr.	SOFT			<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic			
<input type="checkbox"/> Ms.	STEINMAN			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black			
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other			
<input type="checkbox"/> Mr.	Lynne	3201 NW 52		<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic			
<input type="checkbox"/> Ms.	Davis	OKC 73112		<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black			
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other			
<input type="checkbox"/> Mr.	Dan Bofaul	2100 Rolling Ridge		<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic			
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black			
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other			
<input type="checkbox"/> Mr.	Jean Page	DOT	MPR	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic			
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black			
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other			
<input checked="" type="checkbox"/> Mr.	Chris Applegate	622 N. Jones Ave. Apt 2		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic			
<input type="checkbox"/> Ms.	417-294-0698	Norman, OK 73069		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black			
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other			
<input checked="" type="checkbox"/> Mr.	Matthew Bridges	2101 Bambray Lane		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic			
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black			
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other			



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Planning & Research Division - Program Coordination Branch

(PLEASE PRINT CLEARLY)

NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]			
<input checked="" type="checkbox"/> Mr.	Steve Raupe 235-8474	729 SW 3 <sup>rd</sup> St.	OZarka	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	A. J. Kerpatocha 231-4229	428 NW 26 <sup>th</sup> St	DOLC	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Rick Moore 615-9557	10710 S. Broadway OKC 73170	OMCA	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Burt M. Anally 918 0139	311 S Kleid OKC 73108	OKC Futronics Market	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Jon Causseus 5571450	400 NW 44 OKC 73118	Big Sky Capital, LLC	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Tim Mersner	4200 W Reno 73107	CL Boyd	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Christy Cline	1517 Sunnyway OKC 7	ODOT	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	





# OKLAHOMA DEPARTMENT OF TRANSPORTATION ATTENDANCE ROSTER

<http://www.okladot.state.ok.us>

**Tuesday, August 21, 2012**  
**PUBLIC INVOLVEMENT MEETING**  
Downtown Oklahoma City Boulevard

**Planning & Research Division - Program Coordination Branch**

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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]	
<input checked="" type="checkbox"/> Mr.	Dennis Clower	200 W. Walker OKC 73102	city of OKC	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic
<input checked="" type="checkbox"/> Mr.	Tony Garcia	11901 Aspen Creek Dr. OKC, OK 73170		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Native American	<input type="checkbox"/> Black
<input type="checkbox"/> Mr.	Dawn Johnson		OKC	<input type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Native American	<input type="checkbox"/> Black
<input type="checkbox"/> Mr.	Bryan How	1007 W RENO OKLAHOMA CITY 73106	AMERICAN EAGLES TOWING	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Native American	<input type="checkbox"/> Black
<input type="checkbox"/> Mr.	VH McKenry	630 W. Sheridan	McKenry	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Native American	<input type="checkbox"/> Black
<input type="checkbox"/> Mr.	Candace Buttz	4712 NW 76th OKC, OK 73132	ADG, Inc	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian
<input checked="" type="checkbox"/> Mrs.				<input type="checkbox"/> Native American	<input type="checkbox"/> Black
<input type="checkbox"/> Mr.	Gentry McKeown		Downtown OKC, Inc.	<input type="checkbox"/> Male	<input type="checkbox"/> White
<input checked="" type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Native American	<input type="checkbox"/> Black





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]	
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]							
				Male	Female	White	Asian	Native American	Hispanic	Black	Other
<input type="checkbox"/> Mr.	Laura & Laurent Masserat 326 7248	1018 NW 17 OKC 73106	Elemental Coffee	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Ms.											
<input type="checkbox"/> Mrs.											
<input type="checkbox"/> Mr.	MAJIK RUFFIN	227 NW 16th		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Ms.											
<input type="checkbox"/> Mrs.											
<input type="checkbox"/> Mr.	Jennette Babin	3105 NE 135th	Bucktown Association	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Ms.											
<input type="checkbox"/> Mrs.											
<input type="checkbox"/> Mr.	Rob Elliott 272-0606	900 NW 6th	Elliott Architects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Ms.											
<input type="checkbox"/> Mrs.											
<input type="checkbox"/> Mr.	Debi Martin 297-2569	200 N. Walker	City OKC	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Ms.											
<input type="checkbox"/> Mrs.											
<input checked="" type="checkbox"/> Mr.	Frank R. Hollis	704 Cantano Court, Yukon		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Ms.											
<input type="checkbox"/> Mrs.											
<input type="checkbox"/> Mr.	Debbie Gardner	2212 Revell Rd	Monticello	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Ms.											
<input type="checkbox"/> Mrs.											

Casimiro & Dwyer





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]	
<input checked="" type="checkbox"/> Mr.	Cecilia Moody	200 NE 21 <sup>st</sup> OKC	ODOT	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American
<input type="checkbox"/> Mr.	Clinton TILLETTE	200 NE 21 <sup>st</sup> OKC	ODOT	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American
<input type="checkbox"/> Mr.	Raymond JOE	11604 Chancellor Yukon, OK	Retired	<input type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.	373-1499			<input type="checkbox"/> Female	<input type="checkbox"/> Native American
<input type="checkbox"/> Mr.	Dennis Hudson			<input type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.	226-1114			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American
<input checked="" type="checkbox"/> Mr.	EDDIE GAN	528 CANALS DORAMON 73072	POE ASSOC.	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American
<input checked="" type="checkbox"/> Mr.	Aaron Nichols	5513 Del Creek Rd OK, OK 73117		<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American
<input type="checkbox"/> Mr.	FRANK NELSON	13425 Hollow ROCK RD OKC 73120	Penel's Crabtown	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input checked="" type="checkbox"/> Mr.	GARY CAPLINGER	2806 NW 34th St.	Verde Real Estate	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	405.624.8862	OKC 73112		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	Derek Sparks	123 Park Avenue	Greater OKC Chamber	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		OKC, OK 73102		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	JOHN COLEMAN	333 NW 5th	RETIRED	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	298-9898			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	Luis Bryant	3232 Diane Dr.	Northland Skyline Neighborhood	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	641-8621	OKC, OK 73112		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	Mark Collum	3100 NW 20	Linwood Place	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	947-7414	OKla City OK 73107		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Chad Anderson	228 NW 62	OKC Low Vision Rehab	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	RAJA MANANI	900 W. RENO	BRICKTOWN PLAZA	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		OKC OK 73166		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]			
<input checked="" type="checkbox"/> Mr.	Mark W. Zitzow	123 NE 2nd Blvd, OK 73101	OKC Chamber	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	Ben Dyaum	4300 Northridge Norman, OK 73072	Stonegate-Hogan	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Shaneer Levy	5809 Whitehall Blvd OKC		<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input checked="" type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	John Petrus	1915 NE 44th	OKC	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input checked="" type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	Jim Stewart	81612 CRAFTON CT 73154	OKC	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Linda Stewart	1612 CRAFTON CT 73154	OKC	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	Kendall Shuck	2401 SW 43rd 73159	OKC	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	



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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]			
<input checked="" type="checkbox"/> Mr.	Don Manning (405) 236-5414	5713 N. Stonewall	Industrial Machine Co @ 1546 W. Reno	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	Michael Phillips (918) 246-3642	1408 Cherry Street Edmond, OK.	CITY OF OKC	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	Ernest Odame 405-808-9817	623 W. California	Front line Church	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input checked="" type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Steph Kelly	OKC		<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Gary Roberts 405 414-0500	OKC		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Larry Hopper	COTPA - c/o 300 SW 7th St OKC, OK 73135	COTPA	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	JANATHAN HEUSEL	1805 COUNCIL BLUFF DR EDMOND, OK 73013	PERSONAL	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other	





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]			
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	RON EVANS 405-235-7877	1131 W. BENDS	ALL STAR ELECT	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	ANDREW JONE 580-302-3818	1232 NW 36th Apt 4	DETERR GARDNER - GARDNER	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Teamy Beasnell 4/848-2346	1000 W. WILSHIRE STE 224 OKC, OK 73116	CPY	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Elizabeth Romero	874 Golden Pond Ave Yukon OK 73099		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Mike Nalley 405-202-1963	726 SW 3rd OKC OK 73109	MATTRESS MFG Retail + Wholesale	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Scott Feldman	114 S. WESTERN OK City 73106	NORN TENDER MUSIC	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	RANDY ALVARADO	P.O. Box 3231 OKC, OK 73101	KACIDA ART	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other





# OKLAHOMA DEPARTMENT OF TRANSPORTATION ATTENDANCE ROSTER

<http://www.okladot.state.ok.us>

**Tuesday, August 21, 2012**  
**PUBLIC INVOLVEMENT MEETING**  
Downtown Oklahoma City Boulevard

Planning & Research Division - Program Coordination Branch

(PLEASE PRINT CLEARLY)

NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]	
<input checked="" type="checkbox"/> Mr.	DAVID MILLER	12213 OAK GROVE	SONIC	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.	405-227-3454	OKC		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	William E. Gray	16005 Hardwick Rd	Light House	<input type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	Larry Compton	6 SE 4th St	Producers Loop	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	Tran Marlen	Ft HWA	Ft HWA	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Mary Schorrenberg	6009 Kingsbridge Dr	LSRE	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input checked="" type="checkbox"/> Ms.	590-3677	OKC 73162		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	Matthew Blakeslee	11609 SW 10th	ODOT	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.	446-7095			<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	Pete White	13733 St		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White
<input type="checkbox"/> Ms.		13A, OKC		<input type="checkbox"/> Female	<input type="checkbox"/> Asian
<input type="checkbox"/> Mrs.		73165			<input type="checkbox"/> Native American
					<input type="checkbox"/> Hispanic
					<input type="checkbox"/> Black
					<input type="checkbox"/> Other





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]	
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input checked="" type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input checked="" type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input checked="" type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input checked="" type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input checked="" type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input checked="" type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input checked="" type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input checked="" type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
				<input type="checkbox"/> Native American	<input type="checkbox"/> Other



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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]						
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
BOY VINYARD			330 NE 36							
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
NICK GALEY			13212 N MACARTHUR							
			OKC 73142							
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
JIM PETTIS			3013 NW 17							
			OKC 73107							
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
DAVID DICKERSON			18033 CUSTODIA BLVD							
			EDMOND OK 73012							
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Female	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
GARY WHITCOMB			6212 NW 27							
			Botham OK							
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input checked="" type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
JANET BINGBERG			4424 NW 52							
			OKC							
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
DAYLE BINGBERG			11							
			SBT							





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]	
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	APRIL HARRINGTON	1235 SW 2 <sup>nd</sup> OKC OK 73108	EARLY TO URBAN LOCAL FOOD HUB
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	TOM MESA	500 SW 54 OKC OK	
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Mike Davis	100 SE 4 <sup>th</sup>	Mid-States Lumber
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Elisha Straw	411 E. Dayglass OKC, OK	New View OK.
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	JOE LOOMIS	1101 W Reno OKC	LOOMIS Automotive
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Harry Cody	12113 Robinson PL OKC	GT H Development
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Michael Kimball	9000 Broadway Ext 214 OKC	The Oklahoman



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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]				
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Danny Gede 405.602.3046	101 Park Ave. Suite 1010, OKC, OK 73106	Spry Van Ness - Real Estate	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input checked="" type="checkbox"/> Mrs.	Shawna Robb	200 NE 21st St OKC, OK 73105	ODOT	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Randall Smith	1820 SW 18th St OKC, OK 73108-6840	O.E.S.C.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]				
<input type="checkbox"/> Mr.	<input checked="" type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Martha Jett 405 210-9600	4914 N. Harvey Pky 73118	DEA Neighborhood ASSD. President	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Davis Clark	1517 SUNWAY OKC 73127	MAE	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



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NAME & PHONE		ADDRESS		BUSINESS / ORGANIZATION		GENDER / RACE		OPTIONAL
<input checked="" type="checkbox"/> Mr.	Bill Schaffner	4009 West Hill St OKC OK 73118		MacMen	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.					<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	JOANN DAVIS	8309 Woodfield OKC 73149			<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input checked="" type="checkbox"/> Ms.					<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Female	<input checked="" type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.					<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.					<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.					<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.					<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.					<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.					<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.					<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	
<input type="checkbox"/> Ms.					<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other	





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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]	
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
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<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American <input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



# OKLAHOMA DEPARTMENT OF TRANSPORTATION ATTENDANCE ROSTER

<http://www.okladot.state.ok.us>

**Tuesday, August 21, 2012**  
**PUBLIC INVOLVEMENT MEETING**  
Downtown Oklahoma City Boulevard

**Planning & Research Division - Program Coordination Branch**

(PLEASE PRINT CLEARLY)

NAME & PHONE ADDRESS BUSINESS / ORGANIZATION

GENDER / RACE [OPTIONAL]

<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Dario Sisco	2832 NW 115TH AVE OKC, OK 73120		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Ian Fuller	710 W. Broadway Ave OKC, OK 73102	FVC Gallery	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	LIL ROLIC	1205 N UTAH OKC 73107		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
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<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other





# OKLAHOMA DEPARTMENT OF TRANSPORTATION ATTENDANCE ROSTER

**Tuesday, August 21, 2012**  
**PUBLIC INVOLVEMENT MEETING**  
Downtown Oklahoma City Boulevard

<http://www.okladot.state.ok.us>

**Planning & Research Division - Program Coordination Branch**

(PLEASE PRINT CLEARLY)

NAME & PHONE ADDRESS BUSINESS / ORGANIZATION

GENDER / RACE [OPTIONAL]

<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	ROGER BENHAM 406-5076	2112 NW 19	Retiree	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Sint- Hammell	2005 Oklahoma #308 OKC 73104	Retired	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Wyant	11	Nurse	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Jean A. Dipboye	3100 NW 20th Okc	Social worker	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



# OKLAHOMA DEPARTMENT OF TRANSPORTATION ATTENDANCE ROSTER

**Tuesday, August 21, 2012**  
**PUBLIC INVOLVEMENT MEETING**  
Downtown Oklahoma City Boulevard

<http://www.okladot.state.ok.us>

**Planning & Research Division - Program Coordination Branch**

(PLEASE PRINT CLEARLY)

NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]									
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Korgan Mallico	PO Box 244	Spencer OK 73084	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input checked="" type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Drew Self	426 NW 33rd	OKC, OK 73118	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Scott Simpson	3257 S. Middle	OKC, OK 73159	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Becky Skidmore	2417 SW 117	OKC 73170	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.	Steve Adler	2126	3rd	OKC	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	<input type="checkbox"/> Ms.	<input type="checkbox"/> Mrs.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Asian	<input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Black	<input type="checkbox"/> Other	
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## **Appendix B: Notifications**

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## OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street  
Oklahoma City, OK 73105-3204

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Media Advisory  
Aug. 2, 2012

### **Citizens urged to attend public meeting on future OKC Boulevard**

The Oklahoma Department of Transportation is confirming that it and the City of Oklahoma City will host a public meeting on Tuesday, Aug. 21, to formally present design concepts on the Oklahoma City Boulevard.

The meeting will begin with a brief formal presentation followed by a question and answer period and the opportunity to visit one-on-one with engineers and planners. The focus of the meeting is to discuss **building a four-lane roadway instead of a six-lane roadway** previously indicated in the original Environmental Clearance. Citizens are urged to attend this meeting and formally submit their comments on roadway width.

Other issues can also be addressed, however the roadway width is of most importance because other issues such as a traffic roundabout are still being developed.

The overall Boulevard project is estimated at \$80 million which includes approximately \$50 million for connections to the new interstate on the east and west ends of the corridor and approximately \$30 million for the new downtown roadway as part of the Boulevard.

### **Boulevard Public Meeting**

**Tuesday, Aug. 21**

**5:30 p.m.**

**Coca Cola Bricktown Events Center**

**425 East California Avenue**

**Free parking available in lot directly to the south of Coca Cola Center**

Persons who would like to attend this meeting but find it difficult due to disability, architectural barrier, or other special needs, or who require a sign-language interpreter, may contact Craig Moody, Public Involvement Specialist at (405) 522-1465, [cmoody@odot.org](mailto:cmoody@odot.org).

**--[www.okladot.state.ok.us](http://www.okladot.state.ok.us)--**

**(Note: Editors and News Directors: For questions, please call the ODOT Media & Public Relations Division at 405-521-6000.)**

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."*

AN EQUAL OPPORTUNITY EMPLOYER



# Forty 'tude: Passions run deep on boulevard plan

Relocation of Interstate 40 through central Oklahoma City was supposed to take six to eight years, once funding was in place, according to a 1997 projection. Instead it took 15 years.

A boulevard to replace the relocated I-40 will also take longer than expected. And that's a good thing. Doing this right is more important than doing it quickly.

I-40 is a critical, nationwide artery. The elevated portion running south of downtown was in bad shape and had long passed its sell-by date. Getting the replacement open, which happened early this year, was time-sensitive. Getting the boulevard open is vital as well but not in the same way.

The relocation was slowed by disputes over the route, neighborhood mitigation concerns and funding shortages. Those delays were a factor in the relocation costing as much as three times the original \$240 million estimate. That's all water under the overpass now. The new I-40 is carrying cars and trucks; the former route is being dismantled.

We're not discouraged by prolonged discussions about the boulevard. The design must be one for the ages rather than one for the next decade. The intensity of interest in how this plays out should be celebrated, not condemned.

While the freeway relocation was criticized for its potential adverse affects on an old railway station and a Hispanic neighborhood, the boulevard design proposals are drawing fire for wavering from an at-grade roadway to a partially elevated one. About 500 people turned out Tuesday for a hearing on the design. That's an incredible number and an indication of how much citizens care about this.

As a state Transportation Department engineer put it, "If you want to take the time to do it right, then take the time to do it right."

Rather than a tussle over a right of way, this one is about doing it the right way.

THE OKLAHOMAN | NEWSOK.COM

THURSDAY, AUGUST 23, 2012

I-40 Crosstown

- Blvd  
Divy

BY MICHAEL KIMBALL

Staff Writer  
mkimball@opubco.com

If Tuesday evening's public meeting was any indication, most people in Oklahoma City favor a narrow roadway at ground level for as long as possible for the future downtown boulevard, and officials are listening and open to suggestions.

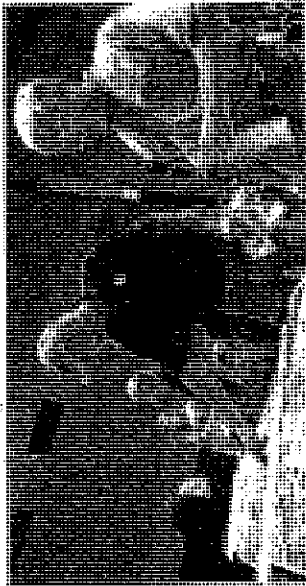
The state Transportation Department hosted a public meeting Tuesday in Bricktown regarding the downtown boulevard, primarily to seek comment on whether it should be six or four lanes.

But a wide variety of topics related to the boulevard were raised by officials and people in attendance, and authorities assured the attendees that their comments are being taken seriously.

"I think that's helpful, and I think it's going to be helpful for Oklahoma City to work through this," said David Streb, the Transportation Department's director of engineering.

#### Four or six?

The meeting was held to



Gary Whetstone, left, and Dennis Hudson look over maps during a public meeting Tuesday regarding the future downtown Oklahoma City boulevard.

PHOTO BY  
DOUG HOKE, THE OKLAHOMAN

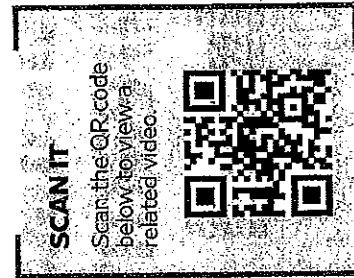
narrow the roadway from six lanes, as planned a decade ago, to four lanes, which is now preferred by the city for most of the boulevard. The meeting's purpose was to set up a public comment period, open for the next two weeks, during which officials will accept formal written comments and suggestions about the roadway.

About 500 people attended the meeting.

Transportation Department officials will take the comments and engineering studies provided by the study to make a recommendation to federal trans-

nary plans to have that part of the roadway elevated, as was the road the boulevard will replace -- the old Crosstown Expressway bridge.

Most of those in attendance who favored the narrower roadway also seemed to support a roadway at ground level for as long as possible, pointing to the development opportunities that could be squandered with a raised roadway.



coming weeks compiling the written comments submitted, along with any documents the city wants included, Streb said.

More public meetings will be held as the project develops, along with more required meetings to invite public comment if more major changes like roundabouts become the city's preferred option.

Streb said there's no need to rush through the process, noting the boulevard's importance for civic leaders who covet more development in the urban core.

"We made a commitment to build what we're going to build by 2014," Streb said. "But we're going to step back and say, 'Hey, Oklahoma City: This is your street. This is yours for the future. ... If you want to take the time to do it right, then take the time to do it right.'"

A smaller group of people voiced support for a raised roadway to keep traffic moving.

Oklahoma City Public Works Director Eric Wenger said the city has chosen Stantec, an international consulting firm, to study options for the western section, which crosses a complicated series of intersections in an underdeveloped part of the urban core.

Wenger stressed that no decision has been made.

"We're going to look at all the options, including roundabouts (and an) at-grade (roadway)," Wenger said. "It might be a combination of the two. It might be at-grade or roundabout. It might be two roundabouts. ... The possibilities are endless."

#### What's next?

The Transportation Department will spend the



function ndsjsBodyOnload () {this.focus();}  
Search 'Oklahoma Department of Transportation' Found 50 Stories.



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## Metro Monitor NewsTracker Report

Reset | Reset | Reset | Reset | Reset

1. **KAUT-MNT Television OKLAHOMA CITY, OK, MARKET RANK: 44**  
**AUG 21 2012 7:00AM CT**  
**Rise and Shine Oklahoma**

Nielsen Audience: 14,973

*I-40 Crosstown Blvd Div 4*  
[\*\*07:04:41 AM\*\*] **Preview Clip** He says the request for an apology "was both reasonable and in keeping with established federal caselaw interpreting the first amendment. He says he hopes the all matter. Back to you, now that the old I-40 is coming down some are questioning plans for a new boulevard in leading in to as the I-40 **CROSSTOWN** has been coming down plans to connect the new I-40 to downtown have progressed. City leaders had a six lane elevated portion of the boulevard mainly between the area of walke\$ andol path but in the last several weeks talk of a roundabout and the benefits it could hold for the city and that part of downtown. Tonight those in the community will have a chance to voice hild tonizens who want to have their say in the matter.

2. **KFOR-NBC Television OKLAHOMA CITY, OK, MARKET RANK: 44**  
**AUG 21 2012 6:00AM CT**  
**NewsChannel 4 @ 6 AM**

Nielsen Audience: 42,642  
Calculated Ad Equivalency:

\$1,092

Calculated Publicity Value: \$3,276

30-Second Ad Equivalency: \$250

[\*\*06:02:19 AM\*\*] **Preview Clip** Should there be an elevated bridge or a new roundabout that's the question s@NY and tonight those in the community will opinions. NewsChannel 4's chellie mills joins us live from the bricktown Coca Cola event center with more chellie? The meeting will happen here tonight but before we get to that let's talk about this boulevard versus ebat as the I-40 **CROSSTOWN** has been coming downs plans to connect the new talked about a new six lane elevated portion of the boulevard mainly between the area of walker and Western, and basically running along the old I-40 path but in the last several weeks talk of a roundabout and the benefits it could hold for the city and that part the over design concepts as officials say the the public meeting will be held tonight between city leaders **ODOT** and citizens who want to ve fr parking will be just south of the Coca Cola center. A formal presentation of plans will be held first before c usodot officials have said the main issue tonight is simply whether the issue is still being looked at. The boulevard project is estimated to cost about 80-million-dollars ess this morning after a fire at her apartment overnight.

3. **KFOR-NBC Television OKLAHOMA CITY, OK, MARKET RANK: 44**  
**AUG 21 2012 6:00AM CT**  
**NewsChannel 4 @ 6 AM**

Nielsen Audience: 42,642  
Calculated Ad Equivalency:

\$683

Calculated Publicity Value: \$2,049

30-Second Ad Equivalency: \$250

I-40  
Crosstown  
- Blvd  
Div 8

[\*\*06:32:58 AM\*\*] [D] Preview Clip NewsChannel 4's chellie mills joins us live from the bricktown Coca Cola event center with more chellie? Mti but befo we get to that let's talk about this boulevard versus roundabout debate. As the I-40 **CROSSTOWN** has been coming downs plans to connect I-40 to downtown have progressed. City leaders had talked about a new six lane elevated portion of the boulevard mainly betwe th of walker and Western, and basically running along the old I-40 path but in the last several weeks talk of a roundabout and the benefits it could hold for the city and that part of downtown. The meeting will really look at the officials say the roundabout portion is still being developed.

[\*\*06:34:11 AM\*\*] [D] Preview Clip Free parking will be just south of the Coca Cola center. A formal ent plans will be held first before the public discussion portion. **ODOT** officials have said the main issue tonight is simply way wl be four or six lanes they say the roundabout issue is still being looked at. The boulevard project is estimated to cost about 80-million-dollars thanks chellie. An Oklahoma teacher, accused of an Oklahoma teacherxac having an inappropriate relationship with a student was in court.

4. **KFOR-NBC Television OKLAHOMA CITY, OK, MARKET RANK: 44**  
**AUG 21 2012 5:00AM CT**  
**NewsChannel 4 @ 5 AM**

**Nielsen Audience: 17,106**  
**Calculated Ad Equivalency:**  
**\$360**

**Calculated Publicity Value: \$1,080**  
**30-Second Ad Equivalency: \$75**

[\*\*05:02:38 AM\*\*] [D] Preview Clip Annel s ellibricktown Coca Cola event center with more chellie? The meeting will happen here tonight but before we get to that let's talk boulevard versus roundabout debate. As the I-40 **CROSSTOWN** has been coming downs plans to connect the new I-40 to downtown have progressed. City leaders had talked about a new six lane elevated portion of the boulevard mainly between the area of walker and Western, and basically running along the old I-40 path but in the last several benefits it could hold for the city and that part of downtown. The meeting will really look at the over design concepts as officials say the roundabout portion is still being developed. Onht between cy leaders **ODOT** and citizens eir y the matter. The meeting will starts at 5:30. Free parking will be just south of the Coca Cola center.

[\*\*05:03:48 AM\*\*] [D] Preview Clip Free parking will be just south of the Coca Cola center. A formal presentation of ans will be held first before the public discussion portion. **ODOT** officials have said the main issue tonight is simply whether the roadway will be four or six lanes they say the rou lproject is estimated thanks chellie. A metro woman left homeless this morning after a fire at her apartment overnight. It happened in the 2700 block of Southwest 74th street at the college arrived on scene, they found heavy smoke and flames coming from the front of a single unit in that complex.

5. **KFOR-NBC Television OKLAHOMA CITY, OK, MARKET RANK: 44**  
**AUG 21 2012 5:00AM CT**  
**NewsChannel 4 @ 5 AM**

**Nielsen Audience: 17,106**  
**Calculated Ad Equivalency:**  
**\$387**

**Calculated Publicity Value: \$1,161**  
**30-Second Ad Equivalency: \$75**

[\*\*05:33:00 AM\*\*] [D] Preview Clip NewsChannel 4's chellie mills joins us live from the Coca Cola chellie? The meeting will happen here tonight but before we get to that let's talk about this boulevard versus roundabout debate. As the I-40 **CROSSTOWN** has been coming downs plans to connect the new I-40 to downtown have progressed. City leaders had talked about a new boulevard mainly between the area of walker and Western, and basically running along the old I-40 path but in the last several weeks talk of a roundabout and the benefits it could hold for the meeting will really look at the over design concepts as officials say the ut portion is still being developed. The public meeting will be held tonight between city leaders **ODOT** and citizens who want to have their say in the matter. The meeting will starts awi bcoca cola center. A formal presentation of plans will be held first before the public discussion portion. **ODOT** officials have said the main issue tonight is simply whether the roadway will be four or six lanes they dabou project is estimated to cost about 80-million-dollars thanks chellie. The controversy continues this morning over a high school valedictorian who is being denied her high school diploma because she usl itlin nootbaar was the valedictornt prague high school st year. She udhe word her spee saying ople ask her all the time what she wants to be and she said quote who the hell ows?

6. **KOCO-ABC Television OKLAHOMA CITY, OK, MARKET RANK: 44**  
**AUG 21 2012 10:00PM CT**

**Nielsen Audience: 48,570**



**Eyewitness News 5 @ 10PM**

**Calculated Ad Equivalency:**

**\$1,167**

**Calculated Publicity Value: \$3,501**

**30-Second Ad Equivalency: \$700**

I-40  
Crosstown  
- Blvd  
Div 4

**[\*\*10:03:25 PM\*\*] [Preview Clip]** Tonight, Oklahomans got a chance to "weigh in" on a highly debated downtown construction project. Ofir to get public input on Oklahoma city's downtown boulevard project. O-DOT says it received federal approval for a six-lane boulevard. But te may change to a four-lane boulevard. 2:28 do they lake the parkway e highway, or would they rather have the six lane which was originally approved 2:36 O-DOT says it will have to reapply for federal ialf a presented plans for the Western end of the project the public has two weeks to submit written comments. W at t investigate a sexual assault on campus. A female student said it happened early Sunday, at the "village apartment residence hall".

7. **KOCO-ABC Television OKLAHOMA CITY, OK, MARKET RANK: 44**  
**AUG 21 2012 5:00PM CT**  
**Eyewitness News 5 @ 5PM**

**Nielsen Audience: 41,635**

**Calculated Ad Equivalency:**

**\$333**

**Calculated Publicity Value: \$999**

**30-Second Ad Equivalency: \$400**

**[\*\*05:08:56 PM\*\*] [Preview Clip]** Thursday night a 20 percent chance of showers and thunderstorms. Hear from you on the design for a new boulevard in downtown Oklahoma City. It's holding a public meeting on the project in O-DOT is involved in the design process. It's considering whether the highway should be raised g looking at taking the highway down to four lanes instead of six. It says new development downto has tre lane boulevard.

8. **KOCO-ABC Television OKLAHOMA CITY, OK, MARKET RANK: 44**  
**AUG 21 2012 6:00AM CT**  
**Eyewitness News 5 @ 6AM**

**Nielsen Audience: 16,243**

**Calculated Ad Equivalency:**

**\$92**

**Calculated Publicity Value: \$276**

**30-Second Ad Equivalency: \$145**

**[\*\*06:02:21 AM\*\*] [Preview Clip]** We have new video ail off the track. The train smashed several parked cars. E tw did not work for the RAILROAD. It's unclear what caused the terrible crash. But a team is on the scene investigating.

9. **KOCO-ABC Television OKLAHOMA CITY, OK, MARKET RANK: 44**  
**AUG 21 2012 6:00AM CT**  
**Eyewitness News 5 @ 6AM**

**Nielsen Audience: 16,243**

**Calculated Ad Equivalency:**

**\$343**

**Calculated Publicity Value: \$1,029**

**30-Second Ad Equivalency: \$145**

Blvd.  
I-40  
Crosstown  
Div 4

**[\*\*06:30:26 AM\*\*] [Preview Clip]** Morning. A showdown over the old CROSSTOWN. New changes to the plan for downtown. What a new boulevard could look like, rape rarely causes pregnancy.

**[\*\*06:32:54 AM\*\*] [Preview Clip]** He was not near the plane at the time. The general is no longer at the base. Re about the future of the old CROSSTOWN. There's been a lot of controversy surrounding a new downtown boulevard. Koco's kipaoti&kim- there could be changes to the plan?

**[\*\*06:33:13 AM\*\*] [Preview Clip]** Rem yes. Originally the plan called for a six- lane boulevard. Now ODOT engineers think a instead. It will go right here, where crews are deconstructing the old CROSSTOWN. There is a; Sp some controvesy about the boulevard and what will happen at the area of Reno, classen and srtia elevated highway.

**[\*\*06:33:39 AM\*\*] [Preview Clip]** But some community leaders are against that. They say it would cut of businesses from opening. So they are asking ODOT to come up with other options. That includes a large roundab. If you want to weigh in on what should happen a public meeting starts at 5:30 tonight.

10. **KOCO-ABC Television OKLAHOMA CITY, OK, MARKET RANK: 44**  
**AUG 21 2012 6:00AM CT**

**Nielsen Audience: 16,243**





I-40  
Cross street  
- Blvd  
Div 4

engineering- ODOT: asally o to connect downtown Oklahoma 02 11:02once the old highway is gone, O-DOT and city officials old I-40 with a four lane boulevard. Doyle brimberry, concerned citizen: 16:52 I think it will help it if it's done co5 an stirs some concern for downtown business owners and patrons. Patrons.

[\*\*09:08:07 PM\*\*] [P] Preview Clip Eric wenger, director of public works- city of okc: 13:33 "the itiefor@pedestrian access along the boulevard, something that is slower paced traffic. 13:39 doyle brimberry, concerned citizy leav then it's fine. 18:07 Donald brimberry believes the boulevard could help revitalize@but does not want to see more **BRIDGES** in the area. Area. Doyle brimberry, concerned citizen: 17:56 "once you have these barriers in the ty, you cause problems. 18:01 18:01as O-DOT and city officials prepare to move forward, they ntnyone concerned to speak up now. Now. David streb, director of engineering- ODOT: 11:37 "we have to go through the process working with all the w to best design this boulevard. 11:41 anyone with questions or concerns about the Oklahoma City boulevard project can visit the O-DOT web site. We've linked it to ours, ocash in bricktown, priscilla luong, fox-25 news. Os guilty to sexually abusing a child, but he will not spend time in prison for it.

14. KOKH-FOX Television OKLAHOMA CITY, OK, MARKET RANK: 44  
AUG 21 2012 8:00AM CT  
FOX 25 Morning News

Nielsen Audience: 15,653  
Calculated Ad Equivalency: \$154  
Calculated Publicity Value: \$462  
30-Second Ad Equivalency: \$65

[\*\*08:00:09 AM\*\*] [P] Preview Clip lght now on the fox 25 morning news the Oklahoma Department of Transportation holding a public meeting on the downtown boulevard project today but not everyone is on board with the plan. Joe griffin will have re up. Plus, ou researchers working to develop a vaccine for the west Nile virus, and they even say it's eective.

[\*\*08:04:36 AM\*\*] [P] Preview Clip Don't use unconventional weapons or you could face the usmilitary. The president's warning is the first time he publicly revealed that he would be of American military in a Syrian Civil War. However, he says that the use of ch or biological weapons would threaten the the hawod be a red line for the us the Oklahoma Department of Transportation looking to make big changes in yeah, O DOT is holding a public meeting on the downtown boulevard project. However, not ewi these plans. Fox 25's Joe griffin has been following this story for in bricktown this morning.

[\*\*08:05:06 AM\*\*] [P] Preview Clip Joe, good morning. Good morning, Liz and mark, hear it. A slight knocking of work crews back here tearing down the old I-40 andha where ODOT wants to put the new Oklahoma City boulevard which will stretch all the way over to downtown.

15. KOKH-FOX Television OKLAHOMA CITY, OK, MARKET RANK: 44  
AUG 21 2012 8:00AM CT  
FOX 25 Morning News

Nielsen Audience: 15,653  
Calculated Ad Equivalency: \$52  
Calculated Publicity Value: \$156  
30-Second Ad Equivalency: \$65

[\*\*08:06:04 AM\*\*] [P] Preview Clip If you put it at ground level four-lane, it is. Ets approved, we're going to see a lot of for sale signs and speculation going on int development. Now ODOT is holding a public mee(ingat the Coca-Cola bricktown event center. Once again, right here in bricktown at 5:30. Sh weigh in on this, there's free parking in the south parking lot.

16. KOKH-FOX Television OKLAHOMA CITY, OK, MARKET RANK: 44  
AUG 21 2012 8:00AM CT  
FOX 25 Morning News

Nielsen Audience: 15,653  
Calculated Ad Equivalency: \$61  
Calculated Publicity Value: \$183  
30-Second Ad Equivalency: \$65


[\*\*08:25:18 AM\*\*] [P] Preview Clip Cd minister to be a major ally in the War on Terror. He became president in 1991 and Prime Minister i9s state TV say the country's deputy Prime Minister has been put in charge of the cabinet. All right, listen to this, se clip used for lifting up nose **BRIDGES** is actually becoming popular in some asian countries. It's said that the clip can be used t ery do reshape the nasal cartilage. Ouch.


17. KOKH-FOX Television OKLAHOMA CITY, OK, MARKET RANK: 44  
AUG 21 2012 8:00AM CT  
FOX 25 Morning News

Nielsen Audience: 15,653  
Calculated Ad Equivalency:  
\$145

Calculated Publicity Value: \$435  
30-Second Ad Equivalency: \$65

I-40  
Downtown  
- Blvd  
Div 4


[\*\*09:00:52 AM\*\*]  Preview Clip The Oklahoma Department of Transportation looking to make some pretty big changes in the downtown bricktown area. A delivered project, but it's not ans, that is. Joe griffin with more.


[\*\*09:01:12 AM\*\*]  Preview Clip Good morning, Liz and mark. Good morning, folks at home. Ifin me, you'll see the cranes are starting to pull apart the old I 40, and that's where O DOT wants t Oklahoma City boulevard. Now they're planning on putting a six-lane overpass there to ff b business owners, they have a little bit of a different idea. They want to see a ground level can have direct access to all the businesses in downtown and bricktow w, okwi Representative Richard Morris who has been very active in this whole process, and he says a ane ground level boulevard could lead to more business development in downtown and bricktown.


18. KOKH-FOX Television OKLAHOMA CITY, OK, MARKET RANK: 44  
AUG 21 2012 7:00AM CT  
FOX 25 Morning News

Nielsen Audience: 12,214  
Calculated Ad Equivalency:  
\$139

Calculated Publicity Value: \$417  
30-Second Ad Equivalency: \$65

[\*\*07:00:06 AM\*\*]  Preview Clip Right now on fox d m Oklahoma Department of Transportation holding a public meeting on the downtown boulevard project today but not board with these plans. Joe griffin will be live w th a report coming up. Working to develop a vaccine for the west Nile virus a nd they s ay it hasabe effective.


[\*\*07:04:42 AM\*\*]  Preview Clip All right. Also this morning the Oklahoma dept artment of transportation looking to make pretty big changes both in downtown and bricktown. ODOT is holding a public mee(inhk dowow n everyone is on board with the plans. Fox 25's Joe griffin live at bricktown with more. Joe, good morning.

[\*\*07:05:04 AM\*\*]  Preview Clip Reporter: good morning, Liz and mark and good morning, folks at home. The point of controversy here in this spans from bricktown all of the way over to downtown. Now, what the plan is is ODOT wants to put a six-lane bridge over there to replace the I-40 but business owners want j8soing th want I boulevard th will g lve people access to their businesses.

19. KOKH-FOX Television OKLAHOMA CITY, OK, MARKET RANK: 44  
AUG 21 2012 7:00AM CT  
FOX 25 Morning News

Nielsen Audience: 12,214  
Calculated Ad Equivalency:  
\$80


Calculated Publicity Value: \$240  
30-Second Ad Equivalency: \$65

[\*\*07:06:00 AM\*\*]  Preview Clip What we are talking about now is a e etl-ty to pedestrians and motorists and most importantly will not cut off south Oklahoma City where I represent and the rest of downtown and north Oklahoma City. What happened is 40 years ago, 50 years ago when the that's what it did. So tonight at 5:30 we will have a meeting with ODOT over here at the bricktown Coca-Cola center and have public in u put and public comment on it. Something that the c ity government has brought p a ew streets that go between downtown and bricktown. Correct.

20. KOKH-FOX Television OKLAHOMA CITY, OK, MARKET RANK: 44  
AUG 21 2012 6:00AM CT  
FOX 25 Morning News

Nielsen Audience: 6,725  
Calculated Ad Equivalency:  
\$208

Calculated Publicity Value: \$624  
30-Second Ad Equivalency: \$65

[\*\*06:04:23 AM\*\*]  Preview Clip The chairman for the club says both women have a passion for golf and are well-known and respected by all of the other members. The home of the a gentleman's only establishment for nearly 80 years. The Oklahoma Department of Transportation looking to make some big inntown and bricktown. Od ot is holding a public meeting on the downtown boulevard project and not everyone is on board with



I-40  
classroom  
 Blvd.  
 Div 4

these s. griffin live in bricktown with more this morning. Joe, good morning.

**[\*\*06:04:45 AM\*\*] [TV] Preview Clip** Joe, good morning. Good morning, folks at home. This area right behind me over by the harkens theater which is the old I-40 bridge over there and ODOT wants to knock that downther bridg a six-lane bridge that will span from bricktown over to downtown but business owners are not too keen on th. Boulevard on the ground level giving direct access to their businesses. Businesses would like Reno.

**[\*\*06:05:22 AM\*\*] [TV] Preview Clip** This afternoon the public will get a chance to voice their opinion so over at the Coca-Cola bricktown events center right bricktown ODOT is holding a meeting at 5:30. They can give their opinions at 5:30 if yo neehere on the south side right there. Stay tuned with us this morning we will talk to s tate representatives about all of the economic benefits of putting a ground level boulevard bricktown and what exactly a large bridge will do.

21. **KOKH-FOX Television OKLAHOMA CITY, OK, MARKET RANK: 44**  
**AUG 21 2012 6:00AM CT**  
**FOX 25 Morning News**

**Nielsen Audience: 6,725**  
**Calculated Ad Equivalency:**

**\$171**

**Calculated Publicity Value: \$513**

**30-Second Ad Equivalency: \$65**

**[\*\*06:32:59 AM\*\*] [TV] Preview Clip** Partly cloudy and temperatures r summertime standard for a while and rain shower chances this week are small but at least they are there. It gets a little cooler heading into etter so we will have your full weather story in just a few minutes but now let's head back to Liz and mark. Thks o fox this morning here the Oklahoma dept artment of transportation looking to make big changes in downtown and odo olding a public meeting on the downtown boulevard project but not everybody is on board with ODOT'S plan. Fox 25's Joe, good morning. Reporter: good morning, Liz and mark.

**[\*\*06:34:12 AM\*\*] [TV] Preview Clip** Now, businesses would like to see a route other than Reno and the few from downtown to bricktown so that they can get more traffic. This afternoon the public will get the che t their opinion on this matter over at the Coca-Cola bricktown event center over here nicktown. Able to go in there at 5:30 today and talk to people from ODOT and hear their ideas of what we wou business owners will also be there and put out that four lane ground level boulevard idea and stay state reps here to talk about the pro's and c on's of both ideas. Live in b griffin, fox 25 morning news. We will check back with you in 30 minutes.

22. **KOKH-FOX Television OKLAHOMA CITY, OK, MARKET RANK: 44**  
**AUG 21 2012 5:00AM CT**  
**FOX 25 Morning News AT 5**

**Nielsen Audience: 2,765**  
**Calculated Ad Equivalency:**

**\$266**

**Calculated Publicity Value: \$798**

**30-Second Ad Equivalency: \$65**

**[\*\*05:00:30 AM\*\*] [TV] Preview Clip** When he is d ue in court coming up. Plus the wes the metro looking to find a cure. The **Department of Transportation** hears from the public on the downtown boulevard project. I have the details. I will s how you who may get rained on today and why we may have a cooler and wetter weekend.

**[\*\*05:04:19 AM\*\*] [TV] Preview Clip** The ruling is now on hold as the man challenges with the Alabama civil courts of appeal. The big changes in downtown in bricktown. ODOT is holding a public meeting on the downtown boulevard project. However, not everybody is on board with these plans. Fox 25's Joe griffin Joe, good morning.

**[\*\*05:04:57 AM\*\*] [TV] Preview Clip** Over here is old I-40 The big argument is whether or not to make this a secondary route to get in between it Oklahoma avenue all of the way down to duey and downtown. Now, after construction crews are done knocking down old I-40 ODOT wants to create a six-lane wa owntown traffic. Local business owners and some city council members are not keen on this idea. They prefer to see a four-lane ground level street giving people direct acc ess to business wuld like see a route other than Reno for people to access bricktown.

**[\*\*05:05:25 AM\*\*] [TV] Preview Clip** This afternoon the public will get the chance to voice their opinion. ODOT is 5:30 here at the Coca-Cola event center here in bricktown and there is free parking on the south lot and if you want to hear more on this issue tune in ave Morrisette here to talk about some of the economic benefits if they do indeed decide to m ake a ground level avenue for the boulevard project. Live in bricktown, Joe grif you in 30 minutes. Also this morning here the two men accused of going on a racially motivated shooting spree in Tulsa returning to court in October.

23. **KOKH-FOX Television OKLAHOMA CITY, OK, MARKET RANK: 44**

AUG 21 2012 5:00AM CT  
FOX 25 Morning News AT 5

Nielsen Audience: 2,765  
Calculated Ad Equivalency:  
\$167  
Calculated Publicity Value: \$501  
30-Second Ad Equivalency: \$65

I-40  
Crosstown  
- Blvd  
Div 4

[\*\*05:32:26 AM\*\*] [▶] Preview Clip They are small but at least they are heading into this weekend and maybe a little wetter so we will talk about that in your full forecast and your seven-day in just a ack to Liz and mark. Thanks. Let's get to first on FOX this morning here, the **Oklahoma Department of Transportation** is makeig changes downtown and also in bricktown. **ODOT** is holding a public meeting on the downtown boulevard project but not **ODOT'S** plan. Joe griffin is live in bricktown. Good morning.

[\*\*05:33:28 AM\*\*] [▶] Preview Clip They prefer to see a four-lane people direct access to businesses. Businesses would like to see a route other than Reno for people to access bricktown and this afr opinions. **ODOT** is holding a public meeting at the Coca-Cola bricktown event center at this you want to show up and give your opinion there will be free parking so you don't have to worry about any parking meters or anything like that. T to learn more about this tune in at 7:00. We will have Representative Richard Morrisette going to economic impact of having a ground level boulevard here in downtown that will stretch fr om Oklahoma avenue right o dewey over in downtown.

24. **KWTV-CBS Television OKLAHOMA CITY, OK, MARKET RANK: 44**  
**AUG 21 2012 10:00PM CT**  
**News9 @ 10PM**

Nielsen Audience: 112,720  
Calculated Ad Equivalency:  
\$1,362

Calculated Publicity Value: \$4,086  
30-Second Ad Equivalency: \$950

[\*\*10:08:03 PM\*\*] [▶] Preview Clip New at ten, the controversy continues over a proposed downtown street project. Lahoma city boulevard. The project is going up in the footprint of the old I-40 **CROSSTOWN**. When plans were first approved, the project called for building a neroanow there are some concerns that maybe it should just be a four-lane road. This is a new opportunity but it's also bringing some challenges as far as the different options we have to decide **O-DOT** will te comments on the Oklahoma City boulevard for the next two weeks. For a link to the comment form, go to news 9 dot com and nli a senate committee launches a study to solve problems at the state's veterans centers. Ra committee met today.

25. **KWTV-CBS Television OKLAHOMA CITY, OK, MARKET RANK: 44**  
**AUG 21 2012 12:00PM CT**  
**News9 @ Noon**

Nielsen Audience: 32,649  
Calculated Ad Equivalency:  
\$610

Calculated Publicity Value: \$1,830  
30-Second Ad Equivalency: \$150

Pol

[\*\*12:02:08 PM\*\*] [▶] Preview Clip 21 of the train's cars flipped, and fell from a bridge, just before midnight last night. Of those cars crushed parked vehicles, in a nearby lot. The two people killed, were on the ahe rderailed, but they were not **RAILROAD** employees. Their names haven't been released the cause of crash still under I] an inspector making the rounds today, looking for mosquitos in stagnant water around the metro. It's all part of the gainle virus.

I-40  
Crosstown  
- Blvd  
Div 4

[\*\*12:05:33 PM\*\*] [▶] Preview Clip No word on his condition right now. Later today, te over the future of the okc boulevard project. **O-DOT** will discuss the \$80 million dollar project at a meeting tonight, specifically if the road should be 6, and if part of that road should be elevated. The meeting starts at 5-30, at the Coca-Cola bricktown events at hundreds turned out, many hoping the new boulevard will help increase traffic to businesses in that area. Nay county, after a man's body is found, in an abandoned trailer.

26. **KWTV-CBS Television OKLAHOMA CITY, OK, MARKET RANK: 44**  
**AUG 21 2012 6:00AM CT**  
**News9 This Morning**

Nielsen Audience: 35,393  
Calculated Ad Equivalency:  
\$233

Calculated Publicity Value: \$699  
30-Second Ad Equivalency: \$200



Rail

[\*\*06:14:33 AM\*\*] [P] Preview Clip The csx train hauling coal derailed investigators say 23 of the train's 80 cars flipped over and fell from the train crushed cars in a nearby parking lot. Victims were not **RAILROAD** employees, but were on the tracks at the time of the accident. No word yet on what caused the crash, an sare working to clean up the coal spilled from it. We'll keep tabs on this o] tae b Miller, news 9a breast milk depot is now open this morning.

27. KWTv-CBS Television OKLAHOMA CITY, OK, MARKET RANK: 44  
AUG 21 2012 6:00AM CT  
News9 This Morning

Nielsen Audience: 35,393  
Calculated Ad Equivalency:  
\$247  
Calculated Publicity Value: \$741  
30-Second Ad Equivalency: \$200

I-40  
Crosstown  
- Blvd  
Div 4

[\*\*06:34:32 AM\*\*] [P] Preview Clip This is video of the pesticide spraying that's been causing controversy in the Dallas area. The EPA warns the and bees, but says they are not harmful to people and pe swalloso far, three people in Oklahoma have died from the virus. In the newsroom, O-DOT along with Oklahoma City officials are hosting a public meeting tonight to unveil plans for the sialpoject. Some are upset over the proposed elevated roadway. Downtown business owners fear it will drive away hs meting will take place at the Coca Cola bricktown events center, downtown.

28. KWTv-CBS Television OKLAHOMA CITY, OK, MARKET RANK: 44  
AUG 21 2012 6:00AM CT  
News9 This Morning

Nielsen Audience: 35,393  
Calculated Ad Equivalency:  
\$127  
Calculated Publicity Value: \$381  
30-Second Ad Equivalency: \$200

[\*\*06:55:42 AM\*\*] [P] Preview Clip Police say a man was crossing the interstate when he was hit by the truck. Helicopter to ou med with life-threatening injuries. The concept designs for the downtown boulevard project will lon O-DOT will present the design at 5-30 at the Coca-Cola bricktown events center. The 80-million dollar n the downtown area to the river. The boulevard will go where the old **CROSSTOWN** ran.

29. KWTv-CBS Television OKLAHOMA CITY, OK, MARKET RANK: 44  
AUG 21 2012 5:00AM CT  
News9 Morning Early Editio

Nielsen Audience: 20,625  
Calculated Ad Equivalency:  
\$45  
Calculated Publicity Value: \$135  
30-Second Ad Equivalency: \$50

[\*\*05:04:30 AM\*\*] [P] Preview Clip The city of Moore will spray for mosquitos tonight around 8 o'clock. The EPA warns the chemicals are toxic to fish and bees, but not d sanother meeting is slated for tonight to discuss the future of the controversial Oklahoma City boulevard project. O-DOT will formally present design concepts for the 80 million dollp wl r center. Free parking is available in the lot south of the Coca-Cola center.

30. KWTv-CBS Television OKLAHOMA CITY, OK, MARKET RANK: 44  
AUG 21 2012 5:00AM CT  
News9 Morning Early Editio

Nielsen Audience: 20,625  
Calculated Ad Equivalency:  
\$30  
Calculated Publicity Value: \$90  
30-Second Ad Equivalency: \$50

Rail

[\*\*05:14:14 AM\*\*] [P] Preview Clip That's just outside of Baltimore, Maryland. Police say 23 of the train's 80 cars flipped over and fell from the bridge. The two people killed were not **RAILROAD** employees. Crushed cars in a nearby parking lot. The cause of the crash is still under investigation.

31. KWTv-CBS Television OKLAHOMA CITY, OK, MARKET RANK: 44  
AUG 21 2012 5:00AM CT  
News9 Morning Early Editio

Nielsen Audience: 20,625  
Calculated Ad Equivalency:  
\$42  
Calculated Publicity Value: \$126

3

30-Second Ad Equivalency: \$50

**I-40  
Crosstown  
- Blvd  
Div 4**

**[\*\*05:34:14 AM\*\*] [Preview Clip]** The outside lane of the p dwhile police investigated. The man was taken by helicopter to ou med with life-threatening injuries. O-DOT along with Oklahoma City officials are hosting a public meeting tonight to ver roject. Some are upset over the proposed elevated roadway. Downtown business owners fear it will igt's meeting will take place at the Coca Cola bricktown events center, downtown.

32. KJRH-NBC Television TULSA, OK, MARKET RANK: 59  
AUG 21 2012 10:00PM CT  
2 NEWS AT 10

Nielsen Audience: 32,241

Calculated Ad Equivalency:

\$3,810

Calculated Publicity Value: \$11,430

30-Second Ad Equivalency: \$450

**[\*\*10:16:45 PM\*\*] [Preview Clip]** Taking a safety course is a very good idea. And be sure to get a good helmet. You want to look for one that's been approved by the Department of Transportation. Deana silk 2news works for you. Breaking news, ou has its backup quarterback for landry Jones, as bob stoops rings the bell.

33. KJRH-NBC Television TULSA, OK, MARKET RANK: 59  
AUG 21 2012 6:00AM CT  
2 NEWS TODAY 6 AM

Nielsen Audience: 18,385

Calculated Ad Equivalency:

\$57

Calculated Publicity Value: \$171

30-Second Ad Equivalency: \$100

**Ad**

**[\*\*06:47:53 AM\*\*] [Preview Clip]** 21 of 80 train cars flipped over and fell from a bridge. Two people who were on the tracks at the time were killed. Their identities haven't been released, but we're told they were not RAILROAD employees. Vehicles parked in a lot near the bridge were crushed when the railcars fell. The train was hauling coal.

34. KOKI-FOX Television TULSA, OK, MARKET RANK: 59  
AUG 21 2012 9:00PM CT  
Fox 23 News at 9

Nielsen Audience: 36,133

Calculated Ad Equivalency:

\$620

Calculated Publicity Value: \$1,860

30-Second Ad Equivalency: \$600

**USD**

**[\*\*09:25:58 PM\*\*] [Preview Clip]** But some good news tonight, car thefts\* are at a 44-year low. JetBlue\* is being forced to "pay-up", after officials say, the airline violated a "passenger rights bill. The Department of Transportation", implemented new rules in 2010, to make sure passengers aren't stuck on a delayed plane for hours. The rules require jetBlue\*to tell passengers every "30 minutes", they may leave\*the plane, if it's 30 minutes past\* the departure point. JetBlue did not\*follow those rules in March\* when a flight was delayed nearly 3 hours.

35. KOKI-FOX Television TULSA, OK, MARKET RANK: 59  
AUG 21 2012 9:00PM CT  
Fox 23 News at 9

Nielsen Audience: 36,133

Calculated Ad Equivalency:

\$480

Calculated Publicity Value: \$1,440

30-Second Ad Equivalency: \$600

**[\*\*09:32:03 PM\*\*] [Preview Clip]** Gets cramped, my legs start burning. "For people sick of airports or air travel, the train is always another option. Here, on an Amtrak train, the seat pitch is about 40 inches. In a car there are many factors but with the front seat pulled back, the seat pitch is about 32 inches. And things aren't that glamorous or spacious here in The White House briefing room.

36. KOKI-FOX Television TULSA, OK, MARKET RANK: 59  
AUG 21 2012 10:00AM CT  
GREAT DAY GREEN COUNTY

Nielsen Audience: 11,527

Calculated Ad Equivalency:

\$33

Calculated Publicity Value: \$99

30-Second Ad Equivalency: \$70



# OKC boulevard is public meeting focus

BY MICHAEL KIMBALL  
Staff Writer  
mkimball@opubco.com

Oklahoma City's downtown boulevard — specifically whether it should be four or six lanes wide and how the tricky western end will be developed — will be the topic of a public meeting Tuesday evening in Bricktown.

The meeting was scheduled for the state Transportation Department to satisfy a federal funding requirement as officials consider narrowing the planned boulevard from six to four lanes.

But it also is a convenient time to discuss unfolding studies on the western stretch of the boulevard, department spokeswoman Terri Angier said.

## What is planned

The meeting will start with presentations on what the boulevard would look like depending on the number of lanes it has.

Presentations on the western portion of the boulevard will follow.

A short question-and-answer session with engineers and planners will end the meeting.

After the meeting, the public will have two weeks to submit written comments about the number of lanes to be built.

Transportation officials will include a summary of the comments and any engineering studies shared by the city to formulate their recommendation.

A recommendation to change the number of lanes would require federal

approval.

## Evolving boulevard

Original plans for the boulevard, which will replace the former elevated Crosstown Expressway, were formed more than a decade ago and called for it to be six lanes wide.

But support has grown for a narrower boulevard that will be more pedestrian-friendly. Advocates say four lanes more likely would draw the type of mixed-use development civic leaders envision the boulevard to spark.

Federal funding rules require a meeting be held if the number of lanes is changed.

"If it's going to be four, we have to officially get public input again," Angier said.

Angier stressed that for comments to be documented by transportation officials they must be submitted in writing after the meeting.

Preliminary plans to have at least part of the western stretch of the boulevard elevated have triggered an intense public discussion similar to the one that broke out years ago regarding the number

of lanes.

Angier said people should expect that discussion to play out much like the one about lanes.

If Oklahoma City policymakers signal they want a particular kind of road, there will be more meetings with chances for formal input as time goes on, she said.

## West end study

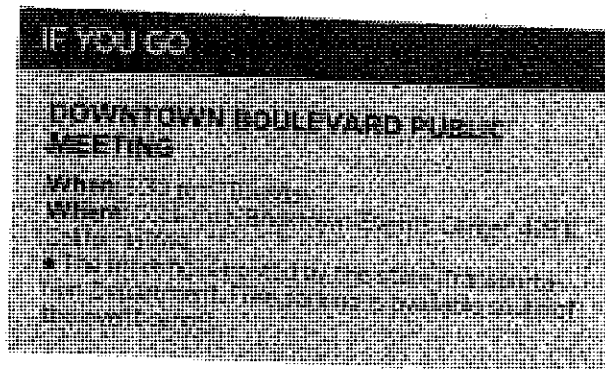
Oklahoma City Public Works Director Eric Wenger's presentation Tuesday will focus on ideas for the western end.

In that area, the planned boulevard goes through a complicated series of intersections between the downtown core and where it will intersect Interstate 40.

Preliminary plans call for parts of that stretch of road to be elevated, which some transit and development advocates say would be a mistake.

At the direction of the Oklahoma City Council, officials are looking for a consultant to study options for the western end of the boulevard.

City spokeswoman Kristy Yager said the study should be completed sometime this fall.



Public Meeting

I-40 Crosstown

- Reconnection Blvd

Div 4

THE OKLAHOMAN | NEWSOK.COM

TUESDAY, AUGUST 21, 2012

# Urban revivalist brings fervor to boulevard talk

A casual listen by an uninformed observer at Farmers Public Market last week might have concluded he or she was stepping into an old-fashioned revival with all the cheers that rose up in the vast room.

A crowd of more than 350 gathered to hear urban evangelist John Norquist, the former Milwaukee mayor, deliver a harsh rebuke to highway engineers.

The cause that drew such a crowd is the ongoing debate over plans to build a highly anticipated downtown boulevard elevated between Western and Walker avenues. The highway engineers say the design is necessary to accommodate tens of thousands of drivers they expect to use the street as a ramp in and out of downtown off the new Interstate 40.

Those opposed to the plan — the advocacy group Friends for a Better Boulevard — argue the elevation will continue the blighting of the area around the Farmers Market that began when the original elevated highway was constructed in 1966.

Norquist, author of the



**Steve Lackmeyer**

slackmeyer@bpubco.com

book "The Wealth of Cities" and president of the Congress for the New Urbanism, is seen as an urban planning evangelist. As mayor of Milwaukee, he championed downtown housing, the revamping of codes and zoning, making streets more walkable, and led in the destruction of a one-mile stretch of an elevated highway.

After a warm-up speech given by Ward 2 Councilman Ed Shadid, himself an opponent of the elevated downtown boulevard, and similar remarks expressed by Ward 6 Councilwoman Meg Salyer, Norquist stepped up to the podium and delivered a history of highway design that he traced back to a self-professed Communist. He then proceeded to present one city case study after another where engineers predicted traffic chaos if

their plans weren't followed, only to see the opposite when elected leaders chose to emphasize walkability and urban design over the fast flow of traffic.

Urban areas, Norquist argued, need to have traffic slowed if they are to be developed.

"You don't need these big roads jammed into where you have a lot of people," Norquist lectured. He then detailed how Chicago Mayor Rahm Emanuel stopped a plan by traffic engineers, one approved by his predecessor, that would have ended pedestrian crossings along the busy Lake Shore Drive.

"It is so cool that the pedestrians can cross a street with 200,000 vehicles a day — it's too bad the vehicles have to wait," Norquist said to a loud cheer.

"It's a beautiful day — just wait. What's your rush? It's the city. If you don't like it, you can go out to the suburbs and eat at Olive Garden instead."

At this moment the crowd went nuts.

When Norquist added: "The city doesn't bow to you," one might have

assumed many in the crowd were on the verge of a religious conversion.

The debate over the design of the downtown boulevard likely will continue for weeks if not months. Driving away from this revival, I was surprised to see the old Farmers Public Market in a new context — at night, with its facade accentuated by the warm, glowing lights from the room where Norquist spoke.

A series of store fronts, most of them boarded up, lined the streets leading back into downtown. The sidewalks were crumbling, and there were no streetlights to make one feel as if this short distance back into downtown could be traveled in anything but the safety of one's car with the doors locked. This is an area where street engineers have not focused their attention in a very long time.

"If you own real estate in the corridor, work in the corridor, live in the corridor — what's going to add value?" Norquist asked toward the end of his speech. "And if it doesn't do that, it's not worth doing."

THE OKLAHOMAN | NEWSOK.COM  
TUESDAY, AUGUST 21, 2012

I-40 crosswalk  
Recreational Blvd.



## BOULEVARD OF DREAMS

I know many seniors who won't drive the interstate to cross Oklahoma City. They use Reno, 36th or 63rd streets, depending on which part of the city they need to reach. A new boulevard following the path of the old overhead highway would be great for all of us. I miss seeing the beautiful skyline of downtown at night; a broad boulevard through downtown would help to handle so much of the traffic before and after events in the area.

I propose a grand boulevard with broad, landscaped lawns paralleling it. Beyond the green areas would be apartments, business zones and condos. It would be a perfect backdrop for parades with room for temporary bleachers and parking. In deference to Oklahoma's heritage, there could be spots along the way for dedicated homage to our Native Americans, the 45th Infantry Division and great Oklahomans such as Gordon Cooper, Jim Thorpe and our men and women who served in wars. A great name for such a great street could be "Oklahoma Promenade" because it would represent all of our state and will belong to us all.

**Leo Kuschnerait, Midwest City**

I-40 crosswalks  
Blvd/Recreation  
Diry

# Betting on a better boulevard

BY BOB KEMPER

Paul Green, field division 4 engineer for the Oklahoma Department of Transportation, had no idea his presentation would let loose a whirlwind of controversy and consequent action.

At the June meeting of the MAPS 3 streetcar subcommittee, Green presented an update on the progress of the new Oklahoma City boulevard. Within a couple days after his remarks, the Friends for a Better Boulevard Facebook group had been formed, newspaper articles began to appear, local blogs were heating up and talk radio was abuzz.

Green had done nothing wrong in his presentation. What he did was reveal the actual design of the proposed boulevard, which caught everyone off-guard.

The updated design turned out to be an elevated interstate-style high-speed exit ramp from the newly relocated Interstate 40. This exit ramp was to run from the west on a rehabilitated

## The public's vision had been of a nice, gentle, tree-lined boulevard.

portion of the old I-40 cross-town from Pennsylvania to Western, onto a new fly-over bridge that would span Western, Classen, Reno and Sheridan before landing somewhere around Lee and Walker. The result would be about one to one-and-a-half miles of elevated highway into downtown.

Not a single person in the past six weeks has come forward to say he or she was aware that the boulevard would be an elevated ramp. To a person,

the public's vision had been of a nice, gentle, tree-lined boulevard at ground level. Most envisioned a walkable thoroughfare lined with diverse boutiques, a grand entrance into downtown that would breathe life into an area blighted by the previous elevated highway.

The elevated portion of the new boulevard was not a secret held close by Oklahoma City's Planning Department and ODOT. The information is out there. However, the public's perception of ODOT's design and the city's acceptance of their design was caused by their failure — and the news media's failure — to convey detailed and understandable information. There are good reasons why everyone thought the boulevard would be on the ground.

When the decision for an elevated highway running into downtown was made back in the late 1990s, a convincing argument could be made for the elevated solution. At that time, however, we

were still recovering from the aftermath of the Penn Square Bank failure and the Murrah Federal Building bombing.

There was no Chesapeake Energy Arena, no Thunder, no boathouse district, no Olympic rowing training center, no Project 180, no Core to Shore, little development in Bricktown, no Devon tower and no rebuilding of Myriad Botanical Gardens. There had not yet been a nearly \$2 billion public and private investment in downtown.

The Oklahoma City of 10 to 15 years ago is not the Oklahoma City of today. What was then thought to be a reasonable solution to traffic problems downtown is no longer feasible.

No matter the outcome of the current discussion, we will get a better boulevard as a result of the recent public involvement than if the conversation had not occurred. **OKG**

*Kemper is founder of Friends for a Better Boulevard.*

*Opinions expressed on the commentary page, in letters to the editor and elsewhere in this newspaper are those of the author and do not necessarily reflect the opinions of ownership or management.*

Oklahoma Gazette

AUGUST 15, 2012

I-40 cross-town  
- Blvd  
Div 4



## MODERN ROUNDABOUTS SAFE

In response to Neal McLaughlin (Your Views, Aug. 4): The obsolete traffic circle with 10 legs is **not** what's being advocated. McLaughlin is correct in stating that the configuration isn't workable, but that unimagined configuration was one ODOT considered in its alternatives analysis. Modern roundabout designs are safe and have sufficient capacity to work well when designed properly, even in areas with fairly high traffic counts.

Carmel, Ind., has even gone so far as to reconfigure more than 70 intersections into modern roundabouts. The angle of entry reduces the severity of any collisions that occur and the approach speeds are lower than intersections with streets at 90 degrees. My primary concern about the boulevard as proposed is the large elevated section. By elevating the boulevard, we'll never see the Farmer's Market district become revitalized. After all, we can see what a divisive, elevated roadway does for a city by looking south of the old Crosstown route today. This in turn will affect the city's plans for the Core to Shore area. I'd like to live in that area some day, but not if the Farmer's Market area remains in its current state. I don't believe many people will invest in an area with urban blight on their rear doorstep.

The Oklahoma City Council took a prudent step in calling for an independent traffic engineer to provide more alternatives from which to select the final boulevard design.

**David Dickerson, Edmond**

THE OKLAHOMAN | NEWS@OK.COM

SATURDAY, AUGUST 11, 2012

I-40 Crosstown

- Recreation Blvd.

• Roundabout

Diry

# Highway to Boulevard: Reclaiming and Revitalizing Our City

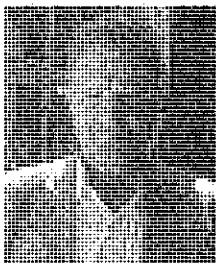


A discussion regarding traffic management, urban planning, benefits of Highway-to-Boulevard conversion, roundabouts, and other at-grade alternatives both in relation to the OKC Boulevard and to the city as a whole.

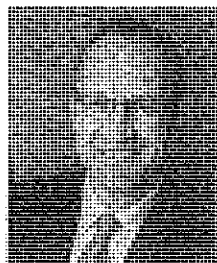


Speakers will include 1988-2004 Milwaukee Mayor John Norquist, who led the conversion of an above-grade highway to a successful at-grade revitalization project, and Ourston Engineering President Mark Lenters, who has designed some of the most internationally acclaimed roundabouts in the world.

## GUEST SPEAKERS

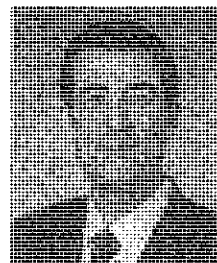


Mayor John O. Norquist  
President and CEO,  
Congress for the New Urbanism



Mark Lenters  
Ourston Engineering  
Madison, WI

## HOSTS



Ed Shadd  
Councilman,  
Ward 2



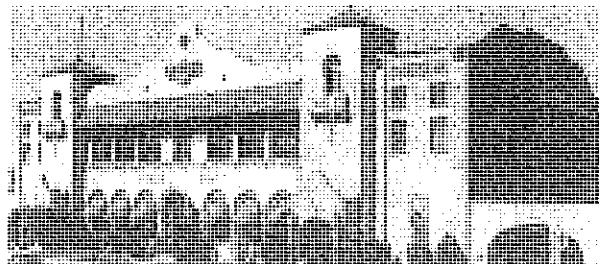
Meg Salyer  
Councilwoman,  
Ward 6

at the historic  
**FARMERS' MARKET**  
311 S. Klein Ave.

- Info Fair begins at 5 PM
- Program begins at 6:30 PM
- Refreshments Available



Sponsored by Friends for a Better Boulevard Facebook Group



1-410 Crosstown/Blvd  
near 41

## NEWS CITY

# Road warriors

A flurry of options and disagreements arises over a proposed downtown boulevard.

BY CLIFTON ADCOCK

Amid growing controversy over a planned downtown boulevard, Oklahoma City officials will hire a consultant to examine competing options for dealing with a proposed elevated section of the thoroughfare. Meanwhile, the Oklahoma Department of Transportation has set an Aug. 21 public meeting to discuss the boulevard project, while a group opposed to the would-be elevated section on Monday will hold a town hall-style meeting on the matter.

City Public Works Director Eric Wenger and city Planning Director Russell Claus updated the Oklahoma City Council on the boulevard project at the body's July 31 meeting. Wenger reviewed five areas of construction that will be built on the existing right of way of the old Interstate 40 crossroad.

Funded by the federal government, the \$80 million boulevard is scheduled for completion by 2014. At that time, ownership of it — with the exception of the on/off connections to I-40 — would be turned over to the city.

The project has come under scrutiny by some city officials and business owners opposed to a plan that would elevate part of the boulevard around Western, Classen and Reno. While ODOT contends the design is necessary to get traffic efficiently in and out of downtown, detractors say it would create a barrier for businesses and property owners west of that location and cut them off from downtown development.

One group, Friends for a Better Boulevard, has instead pushed for a roundabout to keep the boulevard at grade and let it intersect with the other streets. The organization will have a town hall meeting on the issue at 6:30 p.m. Monday at the Oklahoma City Farmers

Russell Claus



Public Market, 311 S. Klein.

Meanwhile, ODOT has announced it will host a public meeting at 5:30 p.m. Aug. 21 at the Coca-Cola Bricktown Events Center, 425 E. California Ave. That event will include a formal presentation of boulevard design concepts, with a focus on a change that takes it from the original six-lane plan to its current four-lane design.

During last week's City Council presentation, Wenger said that change stemmed directly from the city working closely with ODOT engineers on the proposal.

## 'Bridge' section

The most controversial aspect of the boulevard concerns the so-called bridge section crossing Western, Classen, Reno and Shartel.

During the council meeting, Wenger said a proposed bridge over those streets might feature a vertical retaining wall.

The final design is still undetermined, however, and ODOT has indicated it also is considering a roundabout option.

That possibility would be complicated because it would feature 10 legs, eight of which would be considered critical streets, and two of which would be for Western Avenue — a major artery into and out of downtown.

Wenger said another option, an elevated roundabout, could complicate efforts, as well.

Claus told council members that when planners were looking at development around the boulevard, they primarily focused on the area from Oklahoma Avenue to Walker Avenue, and didn't look much at the area around Western, Classen and Reno.

Claus added that the Core to Shore plan, which aims to revitalize the area from downtown to the Oklahoma River, was based on the assumption that ODOT already had decided on a bridge at the

## Two public meetings are scheduled to address the planned boulevard.

Western, Classen and Reno area.

Moreover, he said he is concerned that a retaining wall could hamper future redevelopment between the western side of the boulevard and downtown.

Claus added, however, that such redevelopment likely would be decades away.

"I don't think the redevelopment is so much impacted by what is there at this point in time, as rather the context there and the separation from downtown," he said. "There's too much 'no man's land' in between the Farmers Market and downtown. But it's important that, once we do develop the west end of downtown, that connection is able to be made there."

Claus also expressed concerns that a 10-leg roundabout would probably be too complicated to pull off, although options other than a bridge could be viable.

Ward 2 Councilman Ed Shadid, Oklahoma City Public Farmers Market owner Burt McAnally and several other citizens encouraged the council to consider other options that would allow future development.

In the end, the council agreed. Wenger and City Manager Jim Couch said city staff would seek an outside consultant to explore options that could then be submitted to ODOT. **OKC**

TANNER CORNMANN

1-40 crossroad Blvd

D for H



## BOULEVARD PLANNING

With the demolition of the old Interstate 40 downtown, many good suggestions have been made concerning the planned replacement boulevard. While Chesapeake Energy Arena is a first-class facility, I've seen nothing concerning a staging area for taxis, limos and fans to drop off people and pick them up. West Reno, which runs on the north side of the arena, is the normal staging area for taxis and limos. But many times during the regular season and every time in the playoffs, Reno was shut off for fan activities. The drivers have no idea what to

expect or what the police are enforcing on any particular night.

For example, one night we arrived to find Reno blocked off so the driver went over to E.K. Gaylord. Our group got out of the vehicle to discover a motorcycle officer with three vehicles stopped. It was a taxi, limo and mother dropping off teenagers. He was writing tickets the moment anyone got out of a vehicle. The officer had his hands full and didn't notice us. I approached him and asked where the drop-off area for the game was. He said, "Not here." The same thing happened a block north a few games later. I hope this is taken into consideration when planning the boulevard on the south side of the arena.

**Craig Blankenship, Edmond**

I-40 cross town  
-Boulevard  
Div 4

THE OKLAHOMAN | NEWSOK.COM  
WEDNESDAY, AUGUST 8, 2012

### ROUNABOUT PLAN INSANE

Regarding "Group questions roundabout plan" (Business, July 28): I've lived with roundabouts in both New Jersey and Florida. They're serious traffic hazards requiring super attention to get on and off safely. They're based on obsolete traffic technology dating to the 1930s. The ones I've seen connected four thoroughfares and were dangerous when busy.

The one suggested for the new boulevard in downtown Oklahoma City seems to want to connect 10 busy boulevards into a giant cluster merry-go-round. The plan is not sane. And heaven forbid they put something attractive or decorative in the center land area. It attracts the eyes of drivers who should have them on the road.

Florida's Clearwater Beach put in a new roundabout connecting five busy routes and the accident rate went up substantially. When they added a lovely and dramatic fountain to the center, the accident rate increased exponentially. They had to take it out — a wonderful use of taxpayer dollars.

**Neal McLaughlin, Oklahoma City**

THE OKLAHOMAN | NEWSOK.COM

SATURDAY, AUGUST 4, 2012

I-40 cross town  
- Blvd / Roundabout  
Div 4

# Art crowns many cities' roundabouts

BY MICHAEL KIMBALL  
Staff Writer  
mkimball@opubco.com

If the planned downtown Oklahoma City grand boulevard includes a roundabout or traffic circle as part of efforts to keep the road at ground level, it's going to create some prime real estate for a potentially iconic piece of public art.

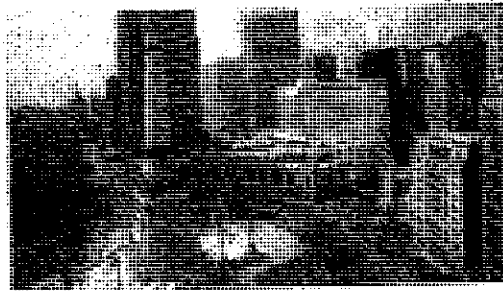
The boulevard, which will replace the old alignment of the Interstate 40 Crosstown Expressway bridge, is intended to be a magnet for development as it bisects Oklahoma City's urban core between downtown and the Oklahoma River. Studies are under way now to determine if the road can be kept at ground level as it passes through a complicated series of intersections, and some of the ideas to keep it at-grade include at least one large roundabout or traffic circle.

Some of the world's most recognizable landmarks, including the Arc de Triomphe in Paris, are the centerpieces of roundabouts and traffic circles. The chance to get started on something unique to Oklahoma City in such a setting is enticing to local public art advocates.

"Roundabouts particularly, I always feel as if the art is springing forth from the ground, and you can't help but to notice it and see it," said Debby Williams, director of the state's Art in Public Places program. "Those are just spaces that beg for attention."

## Downtown gateway

The area near where the old Crosstown bridge comes in near Reno and Western avenues and Classen Boulevard is the most likely candidate for a



Monument Circle in Indianapolis is an example of traffic circles and roundabouts in the United States that have become public art in the centerpieces.

PHOTO PROVIDED BY HAROLD MILLER, DOWNTOWN INDIANAPOLIS INC.

roundabout or traffic circle on the boulevard, if one is used. Because of the placement, it could serve as a gateway into the downtown area for people using the boulevard.

Such a focal point with a void in the middle is an obvious candidate for an eye-catching bit of public art or landscaping.

"They're placeholders that call for more in an urban environment, and we want to fill those things up," said Robbie Kienzie, Oklahoma City's arts and cultural affairs liaison. "As a community, it shows our growth. It shows what we're reaching for."

Kienzie said there are examples of similar centerpieces in other cities across the country. One is Indianapolis, which features the 284-foot Soldiers and Sailors Monument in the middle of a traffic circle in the urban core.

The Indiana government estimates the modern-day construction cost of the 110-year-old monument to be about \$500 million, so something that massive isn't likely to soon grace Oklahoma City's skyline. But the way the monument serves as a beacon is what could serve the region's cultural interests.

"It serves people well to have that (space) used as a canvas or as a pedestal for sculpture," Williams said.

Someone will have to pay for whatever would go in the middle of the roundabout, of course. The space wouldn't be eligible for an Oklahoma City program to spend 1 percent of the annual city construction budget on art in public places unless it's designated as a park, Kienzie said, so funding would need to come from somewhere else.

"Certainly it would be a public-private philanthropic effort," she said.

But the potential to add density to a growing arts community, especially in central Oklahoma City, could be enough to bring donors and political will in line. The Skydance Bridge and Devon tower are two new icons in the city, and burgeoning arts districts are nearby. Adding another big piece of public art to the city could make for an important investment in the city's cultural future.

"I think it all works together to create this really artful environment," Williams said. "And that contributes to quality of life, but it also leads to economic development from visitors and citizens."

I-40 Crosstown  
Boulevard/Roundabout  
Div 4





Construction site at night with bright light source in the upper left corner.

## Meeting set on proposed boulevard

San Francisco, Calif. — The California Department of Transportation and the City of San Francisco have announced a public meeting on the proposed boulevard project. The meeting will be held on August 3, 2012, at the San Francisco Convention Center. The project is a proposed boulevard that will connect the city to the surrounding areas.

The meeting will feature a presentation by the project team, followed by a Q&A session. The project team will discuss the proposed boulevard, its benefits, and the next steps in the process. The Q&A session will allow the public to ask questions and provide feedback on the project.

The project is a proposed boulevard that will connect the city to the surrounding areas. It will provide a new route for traffic and improve the overall infrastructure of the city. The project is expected to be completed by 2015.

I-40 crosstown  
- Blvd/Reconnection  
Public Meeting  
Div 4

Aug. 3, 2012 ■ The Journal Record ■

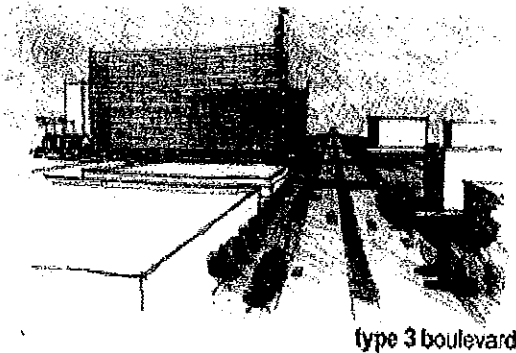
# Oklahoma City Council Fends Off Highway-Like Highway Replacement

by Angie Schmitt

When Oklahoma City announced plans in 1998 to tear down the I-40 Crosstown Expressway near downtown, they envisioned a grand, tree-lined, at-grade boulevard that would help improve development prospects in the already resurgent "Core to Shore" area between downtown and the Oklahoma River. The route would be part of the planned five-mile streetcar corridor, buttressed by a 40-acre "central park" fit for the capital, the largest city in the state.

But the state Department of Transportation had something different in mind. This spring, with the demolition of I-40 underway, city officials learned that ODOT was planning to replace much of the highway not with a picturesque boulevard, but with a partly elevated highway.

That plan did not sit well with some top-ranking city officials. The Oklahoman reported a few weeks ago that all eight City Council members have come out against ODOT's proposal for an elevated roadway. "You're going to create the problem you set out to solve," City Council Member Ed Shadid told Streetsblog. "A boulevard is by definition at grade."



type 3 boulevard

City planners' concept for the boulevard to replace Oklahoma City's I-40 Connector. Image: [OKC.gov](http://OKC.gov)

Many businesspeople along the route are also disappointed. Gary Gregory, manager of the local branch of global real estate giant Collier International, told the Oklahoman: "There is a reason this area became blighted, and it's the barrier that was built: the Crosstown Expressway."

Yesterday, the City Council told the local public works department and the Oklahoma Department of Transportation to go back to the drawing board. To their credit, ODOT is listening. The city and the state DOT have agreed to hire a private consultant to draw up alternatives that will make the road more bike- and

**Streetsblog Capitol Hill**

8-1-12

<http://dcstreetsblog.org>

I-40 crosstown  
- Blvd/Reconnection  
Divy

1/2

pedestrian-friendly.

Steve Lackmeyer, a long-time reporter with the Oklahoman, described the situation as "a divide between traditional road design and modern urban planning."

"The Oklahoma Department of Transportation is in the business of building roads and bridges," Lackmeyer wrote. "By nature, these engineers seek to expedite traffic so that roads can handle a large volume of motorists driving at high speeds."

"Advocates of an at-grade boulevard ... [are] pleading with the city council to stand its ground in this battle, to insist highway engineers abandon their elevated roadway design and create a road that fits the 'new' mindset where pedestrians are given equal consideration with motorists," he continued.

This controversy could have been avoided, Shadid said, if ODOT had conducted a separate environmental review process, including a public comment period, for the \$85 million elevated "boulevard" project. Instead, ODOT treated the boulevard as just a "mitigating factor" in the \$600 million highway teardown project. So no public meetings were held on ODOT's design, and city leaders didn't hear about the plans until May.

ODOT Engineer David Streb told Streetsblog they simply hadn't reached the point of environmental review yet. He said his agency is willing to work with the city.

"ODOT does not want to build something that the city of Oklahoma City does not want," he said emphatically.

Tension between cities and state DOTs has been a consistent theme in highway removal projects across the country. Just last week, we reported that the road that will replace New Haven's soon-to-be-torn-down elevated Route 34 has come under fire for favoring automobile throughput at the expense of pedestrian safety. In that case, the original vision had to overcome car-oriented state and federal design standards, and engineers are still insisting on preserving an excessive number of lanes for cars. Similar complaints have dogged Cleveland's highway-to-boulevard West Shoreway project, which was scaled back dramatically by the Ohio Department of Transportation.

Of the three state agencies, Connecticut's has proven more adaptable to thinking in terms of livability than Ohio's, and based on the early rhetoric from its engineers, Oklahoma DOT might be the most flexible of them all.



Angie Schmitt is a newspaper reporter-turned planner/advocate who manages the Streetsblog Network from glamorous Cleveland, Ohio. She also writes about urban issues particular to the industrial Midwest at Rustwire.com.

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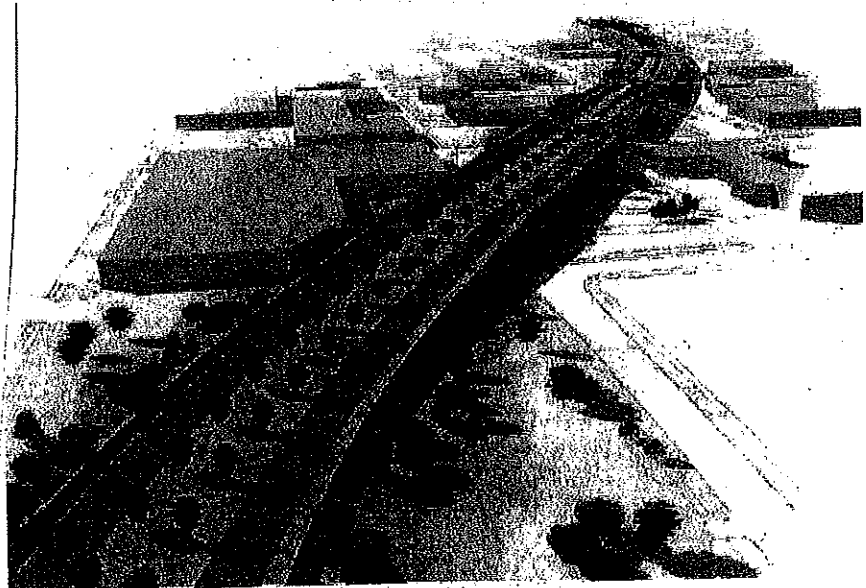


INDEPENDENT STUDY IS SOUGHT

## Boulevard plans perplex city council

**[PAGE 1B]** Oklahoma City Council members acknowledged Tuesday they may have a conflict with no easy answers as they weigh plans for a downtown boulevard. The question: Should it be elevated to accommodate vehicular traffic or at-grade to encourage development of blighted properties surrounding the historic Farmers Market? City council members instructed City Manager Jim Couch to hire an independent engineer to study all options for keeping the boulevard, which will replace the old Interstate 40, at grade.

STEVE LACKMEYER, STAFF WRITER



An elevated downtown boulevard between Western and Walker Avenues, as shown in this drawing looking west, is advocated by the Oklahoma Department of Transportation.

DRAWING PROVIDED

THE OKLAHOMAN | NEWSOK.COM  
WEDNESDAY, AUGUST 1, 2012

I-40 Crossroad  
- Reconnection/Boulevard  
Div 4

# OKC SEEKS OUTSIDE ENGINEER TO STUDY BOULEVARD OPTIONS

BY STEVE LACKMEYER

Business Writer  
slackmeyer@opubco.com

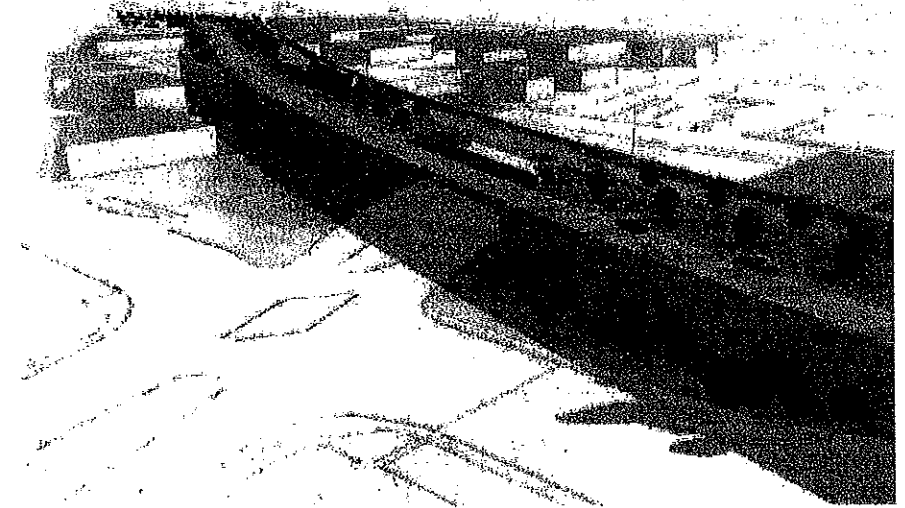
Oklahoma City Council members are seeking to hire an independent traffic engineer to examine possible options for building a new downtown boulevard at grade instead of it being elevated, as proposed by the Oklahoma Department of Transportation.

State highway engineers listened but said nothing as council members questioned City Manager Jim Couch and Public Works Director Eric Wenger about the state's plans to build an elevated boulevard in the same path as the recently removed elevated Interstate 40 between Western and Walker Avenues.

"This isn't a project that began yesterday," Wenger told the council. "It began back in 1995 when there was a project study approved. ... Downtown has undergone a lot of change. We had the original MAPS completed, we have Project 180, we have Maps 3."

Wenger acknowledged the conflict involved in designing a road that doubles as a freeway and a pedestrian-friendly boulevard that will spur new development in blighted areas south of downtown.

"When we talk about the boulevard, it's more than a new bypass for I-40," he said. "It's a new entrance for downtown."



The Oklahoma Department of Transportation advocates building the new downtown boulevard as an elevated roadway crossing Classen Boulevard as shown in this drawing.

DRAWING PROVIDED

Mayor Mick Cornett was among those asking if the elevated sections at the west and east boulevard connections to the new I-40 can be shortened. Cornett said he foresees a time when both areas will develop and need more at-grade access.

"The sooner we can get it to grade for a potential intersection, the better off for future generations it will be," Cornett said.

## No man's land

Planning Director Russell Claus urged that the area surrounding the historic Farmers Market at 311 S Klein not be cut off from the boulevard.

"There is too much no man's land between Farmers Market and downtown," Claus said. "It's important that once we do develop the west side of downtown that the connection can be made. I do have a concern about a concrete wall as a barrier."

Burt McAnally, owner of Farmers Market, echoed Claus' comments, adding he has worked to revive the landmark without any assistance from the city.

"Anytime you have elevated highways or boulevards, you end up with blight," McAnally said. "Drive up and down the old path of the highway and tell me what you see."

One solution proposed by the advocacy group Friends for a Better Boulevard — a roundabout at Western Avenue — attracted little support by the council other than Ward 2 Councilman Ed Shadid.

Claus told the council he doubted one roundabout would work, but suggested a pair of roundabouts or other options might allow for the boulevard to remain at grade.

Wenger, meanwhile, acknowledged the boulevard could be built at grade by maintaining a current drop in the roadway path as it

SEE ENGINEER, BACK PAGE

## Engineer: Traffic flow, city growth patterns are issues

FROM PAGE 1B

approaches Douglas Avenue.

As the council agreed to instruct Couch to hire a traffic engineer to report possible at-grade alterna-

tives for the boulevard, they also cautioned property owners and protesters that a compromise may be the likely outcome.

"It's a true conflict," said Meg Salyer, whose Ward 6 includes the bou-

levard. "We have two competing issues. We do need to move traffic, yet we have very legitimate urban planning policies and fundamental issues to address to keep up with future development."

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# Differing views of purpose are key to boulevard fight

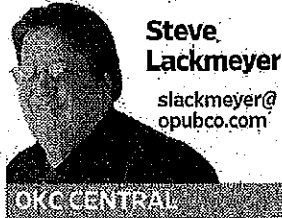
The Oklahoma Department of Transportation is in the business of building roads and bridges. By nature, these engineers seek to expedite traffic so that roads can handle a large volume of motorists driving at high speeds.

This is how it has been since the advent of the Interstate Highway System in 1956. When the state's highway engineers sought in the mid-1990s to rebuild Interstate 40 south of downtown, they approached the project with the same concerns and forcefully pushed for relocating it a few blocks south of the central business district along an old rail line.

Times, however, were changing. City leaders, including Mayors Ron Norick and Kirk Humphreys, fought against the new alignment, arguing roads are about more than moving traffic — they can help, and hurt, development of the inner city.

The city lost that fight. As part of the plan, the state Transportation Department included a boulevard that would replace the old highway alignment and maintain access to downtown.

Now, as state highway engineers are about to let out construction bids for the road, they're encountering a buzz-saw of criticism that the road will kill development south of the road by Classen Boulevard and will recreate the old highway barriers



Steve Lackmeyer  
slackmeyer@opubco.com

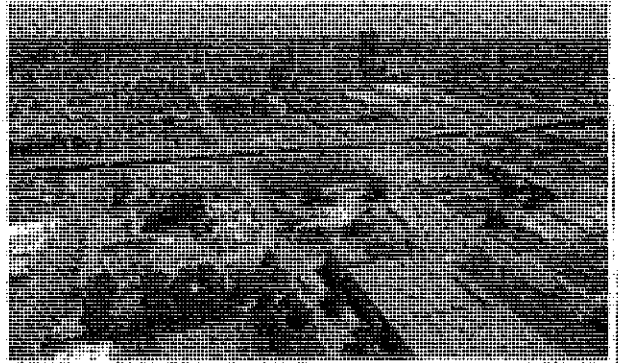
that blighted the area a half-century ago.

The highway engineers and city engineers, including City Manager Jim Couch, don't indicate in interviews that they understand why people are opposing plans to rebuild five blocks of the boulevard as an elevated roadway. State highway engineers, in particular, note they're only proceeding with plans promised to the public in 1998.

But let's go back to 1998. Lower Bricktown did not exist. Devon Energy Center did not exist. The Chickasaw Bricktown Ballpark and the Bricktown Capital did not exist. There was no Chesapeake Energy Arena, no plans for a new convention center, no plans for a "Core to Shore park," and what we now know as Film Row was then the city's skid row.

Even when the designs for the new highway and boulevard were unveiled, Humphreys and the city council fought it for months afterward.

Downtown changed. The public's buy-in on moving traffic being the top consideration in any road design gave way to



Downtown Oklahoma City in 1995, as shown in this photo, was very different from what it is in 2012.

PHOTO PROVIDED BY GEORGE R. WILSON

debates over balancing vehicular traffic with pedestrian access. The stubborn insistence on one-way streets downtown gave way as the city council insisted the streets be converted to two-way traffic.

## Changes, questions

Indeed, the city is in the midst of a dramatic transformation of downtown streets dubbed Project 180 that will, in time, eliminate most of downtown's one-way streets and even add dedicated bicycle lanes.

But city engineers ask how far is too far? They point to traffic congestion at the new Interstate 40 and Western Avenue and suggest it's time to re-emphasize accommodating vehicular traffic. To not do so, they ask, is the city not setting itself up for access issues that could hurt continued downtown development?

Advocates of an at-

grade boulevard argue Project 180 and the new I-40 are not done, and such judgments are premature. They're pleading with the city council to stand its ground in this battle, to insist highway engineers abandon their elevated roadway design and create a road that fits the "new" mindset where pedestrians are given equal consideration with motorists.

This debate, brewing the past several weeks, will hit the public stage at today's Oklahoma City Council meeting, in which Couch, city engineers and state highway engineers will pitch their case for an elevated roadway to a skeptical council and advocates for an at-grade boulevard. Don't be surprised if representatives from the Federal Highway Administration, potentially the ultimate judge and jury in the debate, are quietly listening from the back rows.

I-40 Crosstown  
- Reconnection Blvd  
Dish

THE OKLAHOMAN | NEWSOK.COM  
TUESDAY, JULY 31, 2012



# GROUP QUESTIONS ROUNDABOUT PLAN

BY STEVE LACKMEYER  
Business Writer  
slackmeyer@opubco.com

An advocacy group challenging plans to elevate a new downtown boulevard is questioning cost and schedule estimates released by the Oklahoma Department of Transportation for keeping the road at-grade with a proposed traffic roundabout.

In an interview this week with *The Oklahoman*, Gary Evans, state deputy highway director, explained conclusions about the feasibility of a roundabout were based on a rendering posted on a Facebook page hosted by the group Friends for a Better Boulevard.

The depth of that roundabout study may prompt some questioning as the boulevard project is presented Tuesday to the Oklahoma City Council. "I am highly surprised by this," Councilwoman Meg Salyer said when told of the Facebook-generated design. "It's not at all what I expected when I asked for this study."

State highway engineers advocate rebuilding the future downtown boulevard, which will replace the old Interstate 40, with a road rebuilt as an elevated span crossing Western

Avenue, Reno Avenue, Classen Boulevard, Lee Avenue and Shattell Avenue. Evans warns a roundabout might not be able to handle an estimated 94,000 vehicles a day expected to travel the boulevard in 2035.

"Our concern about a roundabout in that area would be the number of streets it would intercept and the volumes of traffic that would come in," Evans said. "Then there is the time involved development of the idea, considering our promise to have the boulevard done by 2014."

Critics argue the elevated design will hamper development of an area blighted decades ago by the construction of the original elevated I-40. Those concerns, and the city's eventual ownership of the boulevard, were cited by city council members who requested highway engineers look at whether a roundabout might be feasible in keeping the road at-grade.

Bob Kemper, coordinator of Friends for a Better Boulevard, questioned whether highway engineers were attempting to undermine efforts to look at design alternatives and called their released roundabout design "indicrous."

"There's nothing on our

Facebook that even resembles that," Kemper said. "That couldn't even be built without destruction of everything around it."

The roundabout design released by the Oklahoma Department of Transportation shows 10 streets connecting to the proposed roundabout while the design on the Facebook page shows only five.

Kemper argues that state highway engineers did not do their homework when they reported back to the city that the proposed roundabout would cost "millions" and delay the project by years.

Evans estimated that the boulevard, when it opens, will carry 58,825 vehicles a day in and out of downtown. That figure tops one of the busiest stretches of the six-lane Northwest Expressway between Meridian and MacArthur, which carried 53,769 cars daily in 2011.

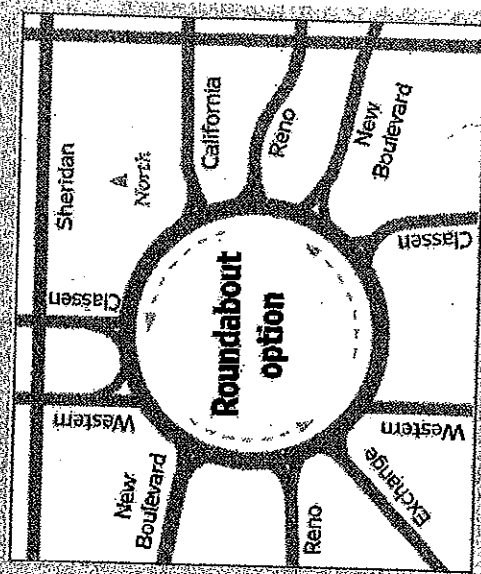
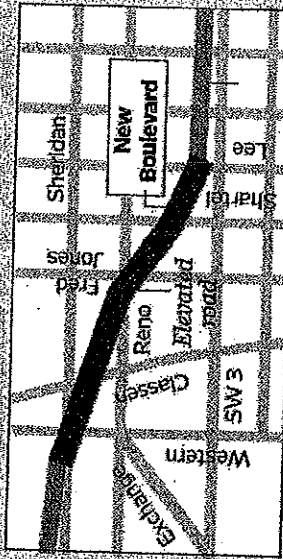
The 2035 estimate of 94,000 cars daily on the boulevard, meanwhile, would top the 92,900 daily traffic counts recorded on Interstate 44 between Broadway Extension and Western Avenue.

Kemper charges the cost estimates and traffic counts are exaggerated to undermine public and po-

SEE PLAN, BACK PAGE

## West Boulevard Connections

These renderings show potential routing for an elevated boulevard to cross Western Exchange and Reno Avenues with the road hitting street level at Lee Avenue and a conceptual roundabout that would allow for Western, Reno and Exchange Avenues to connect at street level, going away with the need for an elevated road



SOURCE: Oklahoma Department of Transportation

THE OKLAHOMAN | NEWSOK.COM

SATURDAY, JULY 28, 2012

I-40 Crosstown  
- Reconnection/Boulevard  
Divy

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# Plan: Numbers called exaggerated

FROM PAGE 1B

litical support for altering the current bridge design.

"Based on ODOT's own traffic count system, (the 94,000 vehicles a day) is the same number of vehicles per day as the old I-40 crosstown was carrying in 2009," Kemper said. "Either their numbers are wrong or Oklahoma City is getting two crosstown expressways."

Evans said the traffic estimates represent standard highway design formulas.

"Anytime we build a roadway, it's expected to have a life 20 to 30 years in the future," he said.

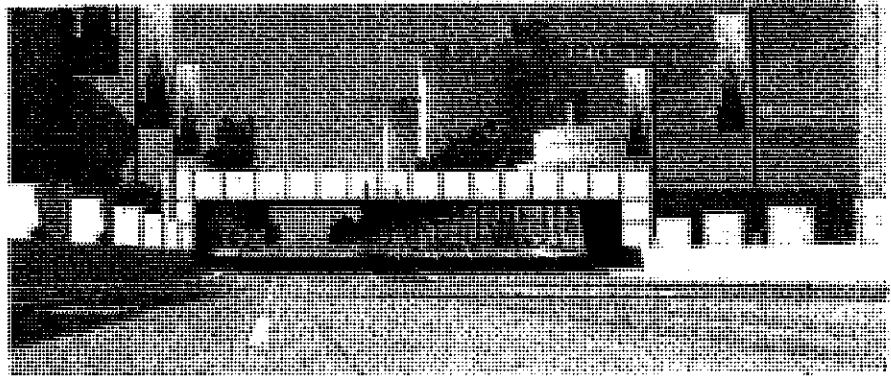
Evans acknowledged, however, that such traffic counts might conflict with the city's desire to maintain the boulevard as a pedestrian-friendly road that will separate a planned \$120 million Core to Shore park, revitalized Oklahoma River, Capitol Hill and Riverside neighborhoods from the rest of downtown.

Kemper, himself a former state highway urban design engineer, said he has talked to experienced roundabout engineers and believes that a roundabout solution to the crossings at Western, Classen and Reno can be addressed at-grade without acquiring additional property.

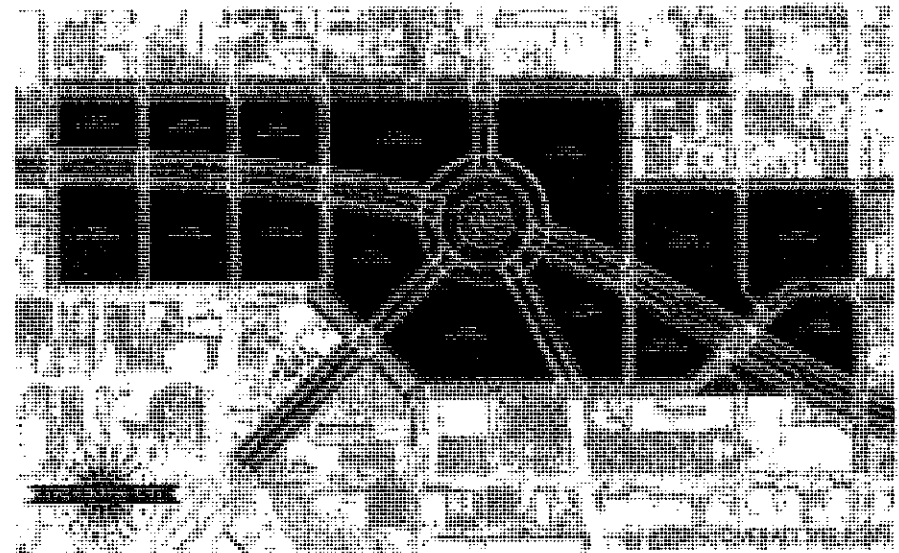
Kemper also questioned the traffic count estimates. The latest traffic counts show the busiest downtown street, E.K. Gaylord Boulevard between Reno and Sheridan Avenues (the main entrance into Bricktown) carries 14,205 vehicles daily.

"We've talked to the experts and been shown numerous examples of roundabouts that are efficiently moving between 4,500 and 5,500 vehicles per hour," Kemper said. "That's more than enough capacity if what we're designing is truly a boulevard and not just another expressway."

Evans said the Oklahoma Department of



This concept for a boulevard in place of the existing I-40 is lined with coordinating LED screens. It leads westbound traffic to what is now the Chesapeake Energy Arena and conceptual office towers on the north, as well as a conceptual convention center and hotel on the south. The rendering was created in 2008 as part of planning for the area known as Core to Shore. DRAWING PROVIDED BY THE GREATER OKLAHOMA



Engineers with the Oklahoma Department of Transportation say their schematic for a proposed roundabout on the new downtown boulevard was based on a rendering they obtained from the Facebook page of Friends for a Better Boulevard. The engineers' rendering shows 10 streets connecting to the roundabout. The above design with just five connecting streets is the actual rendering portrayed on the Friends for a Better Boulevard Facebook page. DRAWING BY ANDREW STEWART, AIA ASSC.

Transportation is moving ahead with its designs, but will allow for further consideration of the boulevard project — or delay letting out contracts — if requested to do so by City Manager Jim Couch, Assistant City Manager Dennis Clowers or Eric Wenger.

The project's ultimate design, he said, is controlled by the city. But Evans also stated several times in his interview with *The Oklahoman* that "promises" were made to residents to

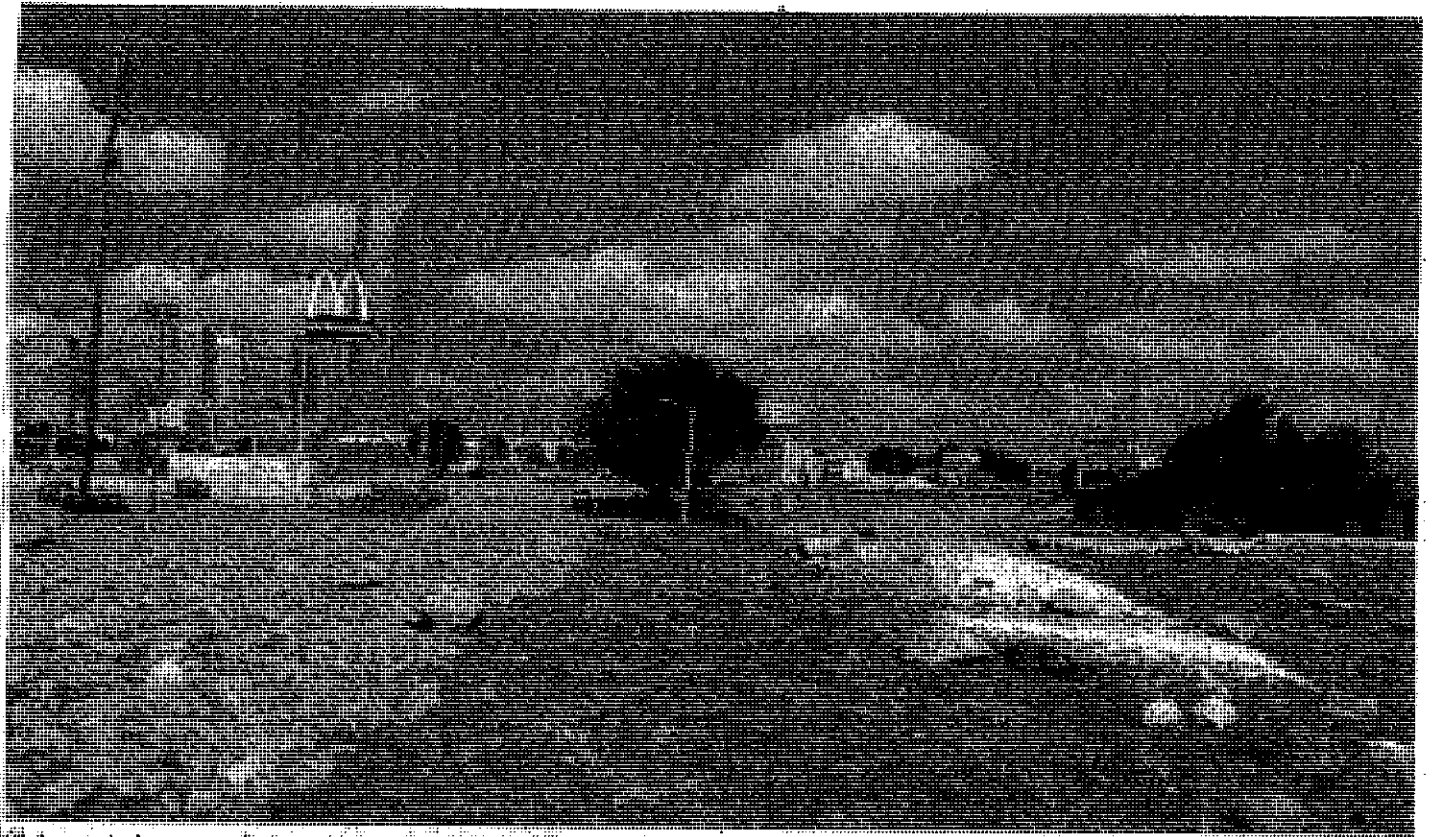
build a partially elevated boulevard and that it would be completed by 2014.

Ed Shadid, one of several council members who asked highway engineers to look at the proposed roundabout, believes that timetable can still be met while looking at possible at-grade alternatives. He said he has visited with internationally respected roundabout engineers who are willing to do an initial feasibility study at a minimal charge and completed

in one week.

"It makes no difference to us, the Oklahoma Department of Transportation, whether the road is built as was our promise to citizens in 1998 or we build a roundabout," Evans said. "Our engineers have concerns about the level of service a roundabout would facilitate due to traffic volumes, but it will be a city street, not a highway, so it's not something we would concern ourselves with."

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Highway engineers are facing criticism for plans to extend the future boulevard at Western Avenue.

PHOTO PROVIDED

3/13



DOWNTOWN BOULEVARD

# Roundabout dreams



A veterans memorial as envisioned by Andrew Stewart of StudioArchitecture. He designed an alternative for the elevated new boulevard that will replace the alignment of the old Veterans Memorial in downtown Oklahoma City. COURTESY RENDERINGS

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Reconnecting Blvd.  
DIVY

July 27, 2012 ■ The Journal Record ■

BY BRIANNA BAILEY  
THE JOURNAL RECORD

OKLAHOMA CITY - Inspired by the grand boulevards of European cities, Andrew Stewart's concept for a new downtown boulevard here includes a large traffic circle with a public monument at its center.

Frustrated by the Oklahoma Department of Transportation's plan to elevate much of the new boulevard that will replace the alignment of the old Interstate 40 downtown, Stewart, an associate AIA of Oklahoma City-based StudioArchitecture, came up with an alternative design for the roadway.

"Development near an elevated highway tends to be stunted in many ways," Stewart said.

Stewart said he hopes the idea will inspire people to search for another solution for the new boulevard.

"By no means is this the only solution, but it's an idea that gives people a vision of what could be; it's a visual aid," he said.



A group of friends for a Better Boulevard, is fighting against plans for the elevated roadway. It has posted Stewart's designs on its Facebook page to get a public conversation started about plans for the new boulevard.

Stewart looked at boulevards in Europe, as well as famous traffic circles in American cities such as

DuPont Circle in Washington, D.C., and Columbus Circle in New York City, for inspiration.

StudioArchitecture sits on the northeast side of a small traffic circle that links N. Walker Avenue and NW 10th Street near St. Anthony Hospital.

He has dubbed his resulting concept for the new boulevard "Oklahoma City Market Circle."

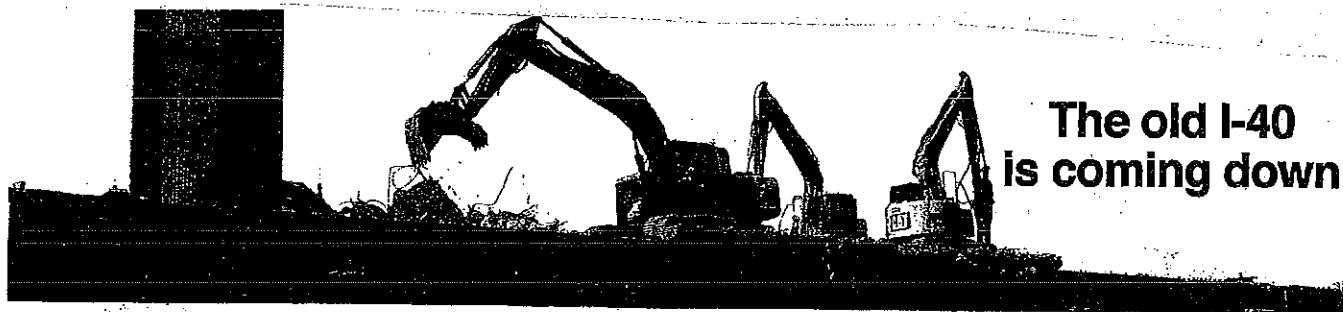
The design would link the new downtown boulevard with Classen Boulevard and Exchange Avenue, connecting downtown with the Stockyards City district to the southwest.

The design shows broad, tree-lined streets that meet at a large traffic circle with a massive fountain at the center.

The center of the traffic circle would be a good place for a local veterans memorial or some other type of monument to give the area a sense of place, Stewart said.

"It really needs something important there because it's a gateway to the city," he said.

22

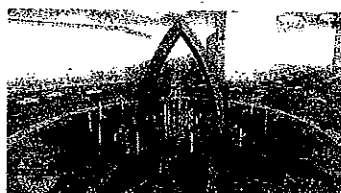


The old I-40  
is coming down

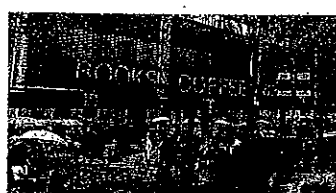
We thought we were getting a new grand entrance to our central city



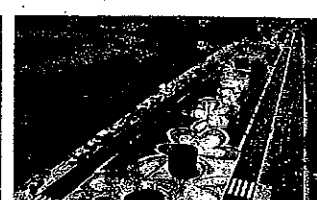
Boulevard in the air



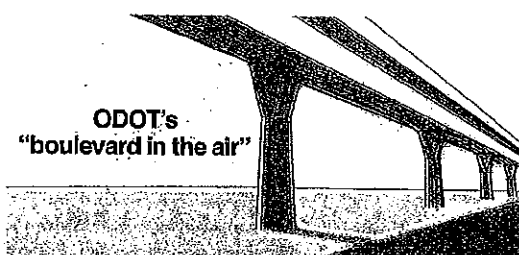
Monuments



Space for Commerce



Public Space



ODOT's  
"boulevard in the air"

We thought wrong.

ODOT plans to build another  
concrete bypass and call it a "boulevard"  
(only five blocks are on the ground)

But it's not too late! NOW is the time to act.

**1 Write/email the Federal administrator who can positively influence this process**

Use these specific terms in your letter: *"I request a public process and for ODOT to provide a range of alternatives."*

• National Contact: Victor Mendez, Federal Highway Administration, 1200 SE New Jersey Ave., Washington, DC 20590 • victor.mendez@dot.gov

**2 Let your City Council representative know what you think about the Boulevard**



Mayor Mick Cornett  
At Large  
mayor@okc.gov



Gary Marra  
W/NW Area  
ward1@okc.gov



Ed Shadid  
N. Central Area  
ward2@okc.gov



Larry McAttee  
W/SW Area  
ward3@okc.gov



Pete White  
SE Area  
ward4@okc.gov



David Greenwell  
South Area  
ward5@okc.gov



Meg Salyer  
Central  
ward6@okc.gov



Skip Kelly  
NE Area  
ward7@okc.gov



Patrick Ryan  
N/NW Area  
ward8@okc.gov

We agree that it should be done as soon as possible,  
but the new OKC Boulevard should be built right.

\* by Andrew Stewart, Assoc. AIA

Paid for by some Friends for a Better Boulevard Facebook Group

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Oklahoma Gazette

JULY 25, 2012



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# Oklahoma Gazette



## Street fight

Opposition to initial plans for the downtown boulevard call a bridge counterproductive.

Clifton Adcock  
July 24th, 2012

Controversy is dogging a future downtown boulevard as the Oklahoma City Council prepares to receive an update on the project Tuesday.

During a previous council meeting, some council members said they were unaware of plans that include an elevated bridge over the area near W. Reno Avenue, S. Classen Boulevard and S. Western Avenue. A citizens group, Friends for a Better Boulevard, wants the city and state Department of Transportation to consider other options.



Renderings of a proposed roundabout for the boulevard

The boulevard is the final part of the relocation of the Interstate 40 Crosstown Expressway, and will be linked to the new highway at both the east and west ends. The city and state agency are working together on the project.

Of \$80 million in federal funds scheduled for the creation of the boulevard, \$50 million will go toward the east and west connections. That leaves around \$30 million for the street itself, which will be turned over to the city upon completion, said ODOT Chief Engineer Gary Evans.

### Alternate route

The difficulties presented by the current street layout near S. Classen, S. Western and W. Reno have led engineers to devise a bridge. Nevertheless, city Public Works Director Eric Wenger said a roundabout or traditional intersections are still being explored.

Bob Kemper of Friends for a Better Boulevard said many businesses are concerned about being cut off from the rest of downtown, which would defeat one of the aims of eliminating the elevated highway. His organization has presented concept drawings of a five-leg roundabout to work around the problem.

"They feel like if we get another bridge dividing it, they're going to be in slums for the next 100 years," said Kemper, who created the citizens group.

Evans said ODOT is not opposed to a traffic circle or roundabout, and that the idea has been informally discussed by the agency and the city.

He stressed, however, that a traffic circle would require time for studies and additional property acquisition, and likely would delay the federally funded project.

Kemper said much of the surrounding property for a traffic circle is already owned by ODOT or the city, so property acquisition — and any resulting delay — would be minimal.

"It's a better way than a high-speed exit ramp downtown," he said. "[The process has] got to be more open. If we have to have some hearings, it's not going to delay things over a month or two."

### Hot potato

Ultimately, it would be the city's call on what to place in that area, Evans said. The agency would pass any new city proposals to the Federal Highway Administration for approval or rejection.

Meanwhile, Wenger said there are engineering challenges with a roundabout and at-grade intersections in the area where S. Western and S. Classen intersect W. Reno, and that the bridge

I-40 Crosstown  
Reconnection Blvd  
01/4

Oklahoma Gazette  
7/24/12

Idea has been studied for years and fits into the current design.

No decision has been made yet on the issue, Wenger said.

At any rate, he said, the project is ultimately ODOT's. Wenger said there has never been a suggestion by ODOT that the city take the lead to lay out what should go in the area.



Bob Kemper  
Credit: Shannon Cozman

#### Another bump ahead?

Kemper said some business owners also are unhappy about the portion of the boulevard west of the proposed bridge. Because it will be on the current roadbed — on a berm up to S. Pennsylvania Avenue — some are concerned it would limit access to the boulevard from other streets passing underneath it.

Wenger said the west end of the boulevard will remain slightly elevated.

ODOT officials on Aug. 21 will hold a public meeting on the boulevard plans.

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## Critics attack Oklahoma City boulevard designs, say elevation will hamper Core to Shore development

Advocates for pedestrian-oriented streets are battling with Oklahoma highway engineers over design of a new downtown boulevard. Critics claim plans to build it elevated between Western and Walker avenues will hamper development in much of the area known as "Core to Shore."

By **Steve Lackmeyer** | Published: July 16, 2012 19

Advocates for pedestrian-oriented streets are battling with state highway engineers over design of a new downtown boulevard, with critics claiming plans to elevate the roadway between Western and Walker avenues will hamper development in much of the area known as "Core to Shore."

City council members only recently learned that the \$80 million boulevard replacing the old alignment of Interstate 40 is designed to be elevated far more than previously thought, leaving the road at grade only as it passes through Lower Bricktown and along a new Core to Shore park planned as part of MAPS 3.

The elevation would leave business owners such as Scott Friedman isolated from downtown. As owner of Horn Trader Music Store, 114 S Western Ave., Friedman is enjoying his first clear view of downtown since buying the property 22 years ago. Now he faces losing that view in less than two years.

"It would be better for me if it were at grade level — a boulevard with a median and trees," Friedman said. "The area already has redeveloped. There is a lot of interest by people wanting to come in, participate in the rebirth of downtown."

Gary Gregory, manager of commercial broker Collier International's Oklahoma City office, warns any potential development of the area will falter if the road is elevated.

"It would impede the flow and pedestrian and vehicular access," Gregory said. "There is a reason this area became blighted, and it's the barrier that was built: the Crosstown Expressway."

Gregory, who represents several affected property owners, said developers have sworn off investment in the area as long as plans show the boulevard not built at street level. With vintage buildings as interesting as those in Bricktown, Film Row and Automobile Alley still standing, Gregory calls the prospect of an elevated boulevard a deal killer for creating another vibrant downtown district.

"This could be the park district," Gregory said, noting the proximity to the Core to Shore park that will be built along the at-grade boulevard as it passes between Walker



and Robinson avenues. "Having an elevated boulevard going through that with residential and retail development should not be the city's goal."

## Cars vs. people

A survey of all eight Oklahoma City Council members shows not one desires the boulevard be elevated east of Western Avenue, and all indicated they did not believe they were well-informed about the road's design.

Engineers and officials with the state Transportation Department and the city of Oklahoma City say they're listening to such concerns.

"We don't want to build something the city doesn't want," said Gary Ridley, state transportation director. "If we have to change some things with our Federal Highway Administration partners ... the city will have to request that."

Highway engineer Paul Green said the agency's challenge is the intersection of Western Avenue, Classen Boulevard and Reno Avenue, which are all within a compressed area requiring an overpass.

Plans call for the remnants of the old I-40 between Agnew and Western Avenues to be rebuilt in place, with four lanes instead of six. The speed limit, likely to be 45 mph, would allow quick access to downtown at Western Avenue.

That segment is uncontested by critics and all but one council member, Pete White, who questions whether a boulevard is needed.

Oklahoma City's director of public works, Eric Wenger, sees the logic in plans being drafted by highway engineers. To have an at-grade intersection at Western, Reno and Classen with traffic lights every 100 feet, Wenger said, "goes against every sound engineering judgment."

## Roundabout idea

The solution being offered by Friends for a Better Boulevard would involve a "roundabout" where the various streets meet in a traffic circle, and traffic must yield to cars already in the circle.

That plan, says the group's coordinator, Bob Kemper, would slow traffic as it goes into a more pedestrian-oriented area. He says the roundabout would allow for a grand entry to downtown and for the boulevard to be built at-grade through Bricktown compared to current plans he compares to a "high speed highway exit ramp."

"I don't see it being something iconic for Oklahoma City," said Kemper, a former state highway urban design engineer. "We've done so much right in Oklahoma City, why do we want to pull up short? That's what we're doing — building something that's a bad fit."

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City and state highway officials say the roundabout plan is being looked at. But in a July 5 letter from state deputy highway department director Gary Evans to Dennis Clowers, assistant city manager, plans for a roundabout clearly are not being embraced by the state engineers.

The letter notes a roundabout would not fit within the existing right of way vacated by the old highway, would require additional property acquisition, business displacement and utility relocation, and need "extensive planning" that would need to be re-evaluated by the Federal Highway Administration.

"Combined," Evans wrote, "these issues would add multiple years and tens of millions of dollars of cost to the project and delay the completion of the reconnection of downtown Oklahoma City to the Interstate. The additional cost would not be funded through ODOT."

## Public input at issue

Evans also reiterated an argument repeatedly made by Mayor Mick Cornett, City Manager Jim Couch and Ridley: The public has been advised for years the boulevard would be built and opened by 2014.

Ridley noted that while the new I-40 is less congested and safer than the old highway, the limited access to downtown is causing significant traffic delays, especially at Western Avenue, and the boulevard is a solution that is needed as soon as possible.

Kemper said the public has not been informed well and that meetings should be held to allow for public comment. Indeed, not one city council member professes to know all the details of the boulevard's design, with most saying they were surprised when they learned about the criticized elevated section a few weeks ago.

"I think they want to accelerate the process as fast as possible so they can hand it off to Oklahoma City," Kemper said.

Couch said a presentation to the city council is scheduled for July 31 but added such updates are difficult as the boulevard is still being designed.

"The problem with public process is at first we don't have enough information to make decisions," Couch said. "And then you're too far down the line, and the decisions have been made. And that's the dilemma we get into ... it's a bit of the paradox of public involvement."

Couch said that despite perception the design has only involved engineers, discussions have involved city engineers, planners and respected urban walkability consultants, including Jeff Speck.

Plans have changed

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As a result of those conversations, the boulevard has been narrowed from six to four lanes, and a study is under way as to whether a proposed elevation after Western can be built up with fill dirt (similar to the overpass at Britton Road along Broadway Extension) instead of on piers.

Other potential changes include allowing space for additional tracks by a planned transit hub at the Santa Fe Train Depot and an option for the city to pursue an Oklahoma Avenue connection to the boulevard instead of a zig-zag-like connection proposed by state engineers as they sought to avoid acquiring right of way east of the U-Haul warehouse in Lower Bricktown.

Engineers, Couch said, also are accommodating requests by planners to allow for an unusually wide sidewalk — 15 feet — along the boulevard as it passes underneath the BNSF Railway viaduct.

## Work goes forward

As such discussions and debate continue, the transportation department is moving forward with letting the first construction contract in August for the boulevard through Western Avenue.

State engineers note that work won't affect the outcome of the debate on road elevation.

Once the roadway section opens, plans show it will allow access to the incomplete boulevard via ramps similar to those that were in place for the old highway off Sheridan Avenue. That one section, Ridley said, will go far in alleviating backups at Western Avenue and the new I-40.

Some council members, including White, Meg Salyer, Pat Ryan, David Greenwell and Ed Shadid, note the boulevard will be turned over to the city to own and maintain once it is complete. By that logic, they said, the city should be given a far greater voice in its design before any work commences.

Broker Gregory warned that if current plans are implemented, the blight that started when the highway department built the original Crosstown Expressway in the 1960s will continue.

"Those who don't learn from history are doomed to repeat it," Gregory said. "So why would we repeat what failed in the past?"



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# Oklahoma officials: We're listening to you on downtown Oklahoma City boulevard

State Transportation Department and Oklahoma City officials told city residents Tuesday at a public meeting that they are listening to ideas for the future downtown boulevard. Most people who attended the meeting indicated support for a narrow roadway at ground level.

BY MICHAEL KIMBALL [mkimball@opubco.com](mailto:mkimball@opubco.com) • Published: August 21, 2012

If Tuesday evening's public meeting was any indication, most people in Oklahoma City favor a narrow roadway at ground level for as long as possible for the future downtown boulevard, and officials are listening and open to suggestions.



<http://gallery/articleid/3703081/1/pictures/1806215>

Citizens look over maps during a public meeting held by ODOT and the city to get input on the downtown boulevard Tuesday, August 21, 2012. Photo by Doug Hoke, The Oklahoman.

The state Transportation Department hosted a public meeting Tuesday in Bricktown regarding the downtown boulevard, primarily to seek comment on whether it should be six or four lanes.

But a wide variety of topics related to the boulevard were raised by officials and people in attendance, and authorities assured the attendees that their comments are being taken seriously.

"I think that's helpful, and I think it's going to be helpful for Oklahoma City to work through this," said David Streb, the Transportation Department's director of engineering.

Four or six?

The meeting was held to satisfy a federal funding requirement if the Transportation Department and Oklahoma City want to narrow the roadway from six lanes, as planned a decade ago, to four lanes, which is now preferred by the city for most of the boulevard. The meeting's purpose was to set up a public comment period, open for the next two weeks, during which officials will accept formal written comments and suggestions about the roadway.

About 500 people attended the meeting.

Transportation Department officials will take the comments and engineering studies provided by the study to make a recommendation to federal transit authorities, who will approve or reject the plans.

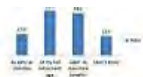
Most of the people in attendance seemed to support the four-lane plan. Comments from attendees referring to a narrow roadway garnered widespread and enthusiastic applause, while those who supported a wider roadway drew applause from a much smaller contingent.

"There doesn't seem to be ... fundamental debate from Walker all the way through Bricktown," Streb said of much of the roadway, expected to be four lanes and at ground level. "There does seem to be some fundamental debate from Walker going west on what's appropriate."

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(<http://www.hgtvremodels.com/kitchens/kitchen-countertops-beautiful-functional-design-options/pictures/index.html>)

# Public meeting about downtown Oklahoma City boulevard is Tuesday evening

The Oklahoma Transportation Department is hosting a public meeting Tuesday regarding the downtown Oklahoma City boulevard. It is set for 5:30 p.m. at Center.

BY MICHAEL KIMBALL [mkimball@opubco.com](mailto:mkimball@opubco.com) • *Modified: August 20, 2012 at 11:00 pm* • *Published: August 21, 2012*

Oklahoma City's downtown boulevard — specifically whether it should be four or six lanes wide and how the boulevard should be developed — will be the topic of a public meeting Tuesday evening in Bricktown.

The meeting was scheduled for the state Transportation Department to satisfy a federal funding requirement by narrowing the planned boulevard from six to four lanes.

But it also is a convenient time to discuss unfolding studies on the western stretch of the boulevard, department officials said.

## What is planned

The meeting will start with presentations on what the boulevard would look like depending on the number of lanes. Presentations on the western portion of the boulevard will follow.

A short question-and-answer session with engineers and planners will end the meeting.

After the meeting, the public will have two weeks to submit written comments about the number of lanes to be recommended. Transportation officials will include a summary of the comments and any engineering studies shared by the public in the recommendation.

A recommendation to change the number of lanes would require federal approval.

## Evolving boulevard

Original plans for the boulevard, which will replace the former elevated Crosstown Expressway, were formed in the 1960s and called for it to be six lanes wide.

But support has grown for a narrower boulevard that will be more pedestrian-friendly. Advocates say four lanes would be the type of mixed-use development civic leaders envision the boulevard to spark.

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11 Drinks that are Destroying Your Body (<http://www.shape.com/healthy-eating/healthy-drinks/worst-drinks-your-body>) (*Shape Magazine*)

Do You Make These Decorating Mistakes? How NOT to Decorate (<http://www.hgtv.com/decorating-basics/25-biggest-decorating-mistakes/pictures/index.html>) (*HGTV*)

15 Foods to Avoid with High Blood Pressure

(<http://www.healthcentral.com/high-blood-pressure/cf/slideshows/top-foods-to-avoid-with-high-blood-pressure/pickles/>) (*Health Central*)

Jessica Simpson's Swimsuit Body Needs to Be Seen to Be Believed (<http://www.popsugar.com/Jessica-Simpson-Swimsuit-After-Weight-Loss-34861509>) (*POPSUGAR Celebrity*)

15 Good Looking Celebrities Who Destroyed Themselves with Plastic Surgery (<http://www.shebudgets.com/lifestyle/15-good-looking-celebrities-who-destroyed-themselves-with-plastic-surgery/24453>) (*She Budgets*)

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OSU basketball: Former LSU guard Anthony Cowley officially-joining-cowboys/article/







Oklahoma  
Department of Transportation  
Environmental Programs Division  
200 N. E. 21<sup>st</sup> Street  
Oklahoma City, Oklahoma 73105

**You are invited  
to attend an  
ODOT Public  
Meeting**

ROCK ISLAND IMP CO  
LASALLE ST  
CHICAGO IL null

## **NOTICE OF PUBLIC MEETING**

The Oklahoma Department of Transportation has scheduled a public meeting on Tuesday, August 21, 2012 to formally present design concepts on the Oklahoma City Boulevard.

The meeting will begin with a brief formal presentation followed by a question and answer period and the opportunity to visit one-on-one with engineers and planners. The focus of the meeting is to discuss building a four-lane roadway instead of a six-lane roadway previously indicated in the original Environmental Document. Citizens are urged to attend this meeting and formally submit their comments on proposed boulevard.

Other issues can also be addressed, however the roadway width is of most importance because other issues such as a traffic roundabout are still being developed.

The overall Boulevard project is estimated at \$80 million which includes approximately \$50 million for connections to the new interstate on the east and west ends of the corridor and approximately \$30 million for the new downtown roadway as part of the Boulevard.

### **Boulevard Public Meeting**

**Tuesday, Aug. 21**

**5:30 p.m.**

**Coca Cola Bricktown Events Center**

**425 East California Avenue**

**Free parking available in lot directly to the south of Coca Cola Center**

Persons who would like to attend this meeting but find it difficult due to disability, architectural barrier, or other special needs, or who require a sign-language interpreter, may contact Craig Moody, Public Involvement Specialist at (405) 522-1465, [emoody@odot.org](mailto:emoody@odot.org).

**Citizens are urged to attend public meeting on the future OKC Boulevard**



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## Hundreds Attend Meeting Concerning OKC Boulevard Project

Posted: Aug 14, 2012 8:55 AM CDT

Updated: Aug 14, 2012 8:55 AM CDT

By Steve Shaw, News 9 - [bio](#) | [email](#)

OKLAHOMA CITY - Traffic concerns about the \$100 million Oklahoma City Boulevard Project drew more than 300 people to the Farmer's Market Monday night.

The owner of the Farmer's Market and several other property owners have been concerned the city plans to elevate parts of the new project. That three-mile stretch of roadway will replace the old Interstate 40 crosstown bridge.

Property owners say elevating the new roadway will cause the same kind of blight the old crosstown bridge did.

Oklahoma City Councilman Dr. Ed Shadid says public input will be the key to getting this project right.

[7/30/2012 Related Story: City Council To Get Update On Controversial OKC Boulevard Project](#)

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## ODOT Taking Comments On Proposed Boulevard Project In OKC

Posted: Aug 21, 2012 8:44 PM CDT  
Updated: Aug 21, 2012 8:44 PM CDT

By News9.com - [email](#)

OKLAHOMA CITY - The controversy continues over a proposed downtown street project.

ODOT held a meeting Tuesday night about the Oklahoma City Boulevard. The project is going up in the footprint of the old I-40 Crosstown.

When plans were first approved, the project called for building a six-lane road. Now there are some concerns that maybe it should just be a four-lane road.

[8/14/2012 Related Story: Hundreds Attend Meeting Concerning OKC Boulevard Project](#)

ODOT will take public comments on the Oklahoma City Boulevard for the next two weeks.

[Go to the comment form!](#)

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## Public Meeting Planned To Discuss Oklahoma City Boulevard

Posted: Aug 13, 2012 9:38 AM CDT  
Updated: Aug 13, 2012 9:44 AM CDT

OKLAHOMA CITY - A big meeting for the new Oklahoma City Boulevard is planned for Monday night.

The meeting is organized by City Councilman Ed Shadid, Bob Kemper and others who oppose a plan to elevate the new highway that will take the place of the old I-40 Crosstown Bridge in downtown.

Some residents and business owners are hoping the Boulevard will remain grounded so traffic can flow easily into nearby businesses. Some have even suggested putting roundabouts on the multi-million Oklahoma City Boulevard.

[7/31/2012 Related Story: Oklahomans Express Concerns On OKC Boulevard Project](#)

No final decisions on the design have been made.

Monday's meeting is at the Farmer's Market on S. Klein and begins at 5:30 p.m.

ODOT is also having a meeting on August 21st at 5:30 to present concepts for the Boulevard. That meeting is scheduled at the Coca Cola Bricktown Events Center.

### From The Web

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## **Appendix C: Presentation**

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# OKLAHOMA CITY BOULEVARD

## ODOT PUBLIC INVOLVEMENT MEETING

AUGUST 21, 2012

**Presented by:**  
**The Oklahoma Department of Transportation**  
**and The City of Oklahoma City**

**The City of Oklahoma City**  
**Public Works Department**



# PURPOSE

## **The PURPOSE OF THIS MEETING...**

...is to update the local community & solicit comments about the purpose of this project and the City's proposal to reduce the current six-lane design to four-lanes with parking.

## **The PURPOSE OF THIS PROJECT...**

...is a mitigation measure as committed to during the I-40 Crosstown Expressway Environmental Clearance process in order to reestablish access to the Downtown Central Business District by constructing a six-lane boulevard within the former alignment of the I-40 corridor.



The City of Oklahoma City



The Oklahoma Department of Transportation

# PROJECT HISTORY

## PROJECT, RIGHT-OF-WAY, PUBLIC UTILITY, ENCROACHMENT AND MAINTENANCE AGREEMENT for the I-40 Crosstown Expressway

This Agreement, entered into by and between the City of Oklahoma City, Oklahoma, hereinafter called the City, and the Department of Transportation of the State of Oklahoma, hereinafter called the Department,

### WITNESSETH

WHEREAS, the Department proposes to construct certain highway improvements on an Interstate Route in the City of Oklahoma City, Oklahoma, hereinafter referred to as project, as follows:

Relignment of approximately 4 miles of the I-40 Crosstown Expressway between the I-40-I-44 junction and the I-40-I-235 junction including associated city streets and the conversion of the existing Interstate facility to a boulevard in accordance with the plan known as Alternate D, all located within the urban and corporate boundaries of the City of Oklahoma City, Oklahoma County, Oklahoma.

WHEREAS, the I-40 Crosstown Expressway is a vital interstate link essential to the City, it is necessary to forge an agreement between the City and the Department to ensure that the national, regional, state and local needs are appropriately addressed, and

WHEREAS, the Department and the City consider that Alternate D is the most suitable solution to the existing need for action regarding the I-40 Crosstown Expressway, and

WHEREAS, the Federal Highway Administration has approved the location of the proposed improvements through the issuance of a Record of Decision based upon the completion of an exhaustive study of the need, for action and social, economic and environmental effects of alternative solutions, and

WHEREAS, it is necessary that certain utility and/or utility facilities will require adjustment(s) to accommodate the construction and future maintenance of the above described project, and

WHEREAS, Federal funds have been made available by the Federal Highway Administration, through the Department, and will participate in and pay an amount not to exceed 80% of the actual, reasonable, and necessary costs, including necessary utility adjustment costs, and

WHEREAS, legislative authorization and the rules, regulations, policies and procedures of the Department provide the basis of cooperation between the parties regarding the financial responsibility and cost sharing of all the actual and reasonable necessary utility adjustment costs not reimbursed by the Federal Highway Administration (estimated to be a minimum of 20% of the total utility adjustment costs).

NOW, THEREFORE, the parties hereto agree as follows:

The City to the extent permissible under Oklahoma law, agrees:

1. To the location of said project and does hereby warrant to the Department the City's complete satisfaction with the selected alignment.
2. To reimburse and pay to the Department when the actual amounts become known, but not prior to July, 2006, the balance of the total costs expended for the necessary utility adjustments not paid with Federal funds on and for all necessary utility adjustments, less and except present City owned utilities and utility facilities. The City's financial obligation shall be no less than twenty percent (20%) of these total costs. Total City cost is currently estimated to be three million seven hundred seventy thousand three hundred dollars (\$3,770,300.00).

Page -1-

- October 1995 – Project Study Approved
- Environmental Clearance Process
- Technical Advisory and Citizen Advisory Committees



The City of Oklahoma City



The Oklahoma Department of Transportation



# PROJECT HISTORY

- **1998 – Environmental Impact Studies**

- Traffic Analysis
- Financial Analysis
- Noise Study
- Joint Use/Reuse
- Hazardous Materials



The City of Oklahoma City



The Oklahoma Department of Transportation

# PROJECT HISTORY

## INTERSTATE 40 RELOCATION LAND USE AND MITIGATION PLAN



RDG CROSE GARDNER SHUKERT  
EDAW INC.  
TAP/THE ARCHITECTURAL PARTNERSHIP  
FEBRUARY 1, 2000 DRAFT

- **February 2000 – Land Use and Mitigation Plan**

- Concept of modified boulevard – best aspects of a freeway and surface boulevard
- Describes use of both elevated and ground level sections



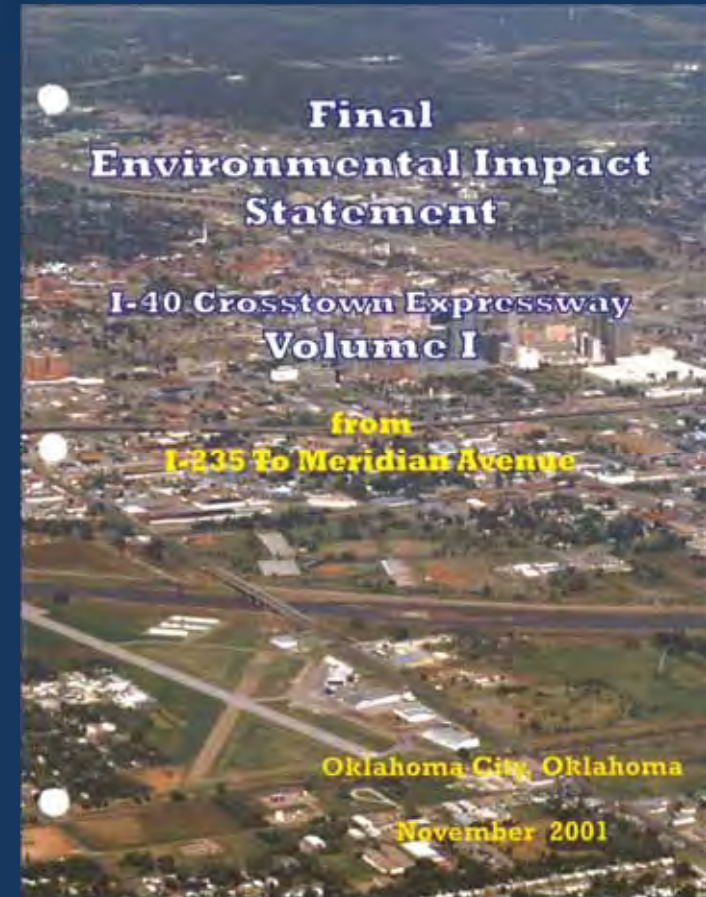
The City of Oklahoma City



The Oklahoma Department of Transportation

# PROJECT HISTORY

- **November 2001 – Final Environmental Impact Statement**
  - Environmental Impacts studied from I-235 to Meridian Avenue



The City of Oklahoma City



The Oklahoma Department of Transportation



# PROJECT HISTORY



- **May 2002 – FHWA Record of Decision**
  - Construction of new I-40 (Option D)
  - Architectural similarities to the Little Flower Church
  - Construction of Boulevard in existing I-40 Right-of-Way
  - Construction of Park and Pedestrian Bridge (Skydance Bridge)

The selected alternative will provide a six-lane at-grade boulevard in the existing I-40 right-of-way from east of the Union Pacific tracks at the I-235 interchange to west of Walker Avenue. From west of Walker Avenue to Western Avenue, the existing I-40 bridge structure will be rehabilitated. From Western Avenue, west to Agnew Avenue, the existing facility will be converted to a divided boulevard.



The City of Oklahoma City



The Oklahoma Department of Transportation

# PROJECT HISTORY

- **Modifications made to the 2002 Record of Decision**
  - The Skydance Pedestrian Bridge was modified
  - An additional ramp at Agnew for access
  - The Lincoln – Byers connection was added



The City of Oklahoma City



The Oklahoma Department of Transportation

# OKLAHOMA CITY GROWTH

- **Improvements made to Oklahoma City since 2002**
  - Construction of the Devon Tower
  - Construction of the Chesapeake Arena
  - Creation of an intermodal hub (Sante Fe Station)
  - Future construction of the new Convention Center
  - Other improvements made by Project180
  - Other improvements made by the Core-to-Shore project



The City of Oklahoma City



The Oklahoma Department of Transportation



# ALIGNMENT DETAILS

- Boulevard extends from Pennsylvania Ave to Byers Ave
- 5 Construction Projects / Sections
  - West End – Penn to Western
  - Western/Classen/Reno – Western to Dewey
  - Core – Dewey to E.K. Gaylord
  - Rail Road Bridge – E.K. Gaylord
  - East End - Bricktown
- SW 3<sup>rd</sup> Street right-of-way available for alignment shift
- 4 traffic lanes with on-street parking in the core section
- 15' sidewalks with landscaping



The City of Oklahoma City



The Oklahoma Department of Transportation

# WEST SECTION

## Penn to Western

- Under design
- Rehabilitate existing bridges, and maintain current elevated on-fill condition
  - Pennsylvania, Virginia, Indiana, Blackwelder and Klein
- Landscaping - Separate contract by the City



The City of Oklahoma City



The Oklahoma Department of Transportation

# WEST SECTION



The City of Oklahoma City



The Oklahoma Department of Transportation



# WEST SECTION



The City of Oklahoma City



The Oklahoma Department of Transportation

# WEST SECTION



TYPICAL VIEW AT WESTEND



The City of Oklahoma City



The Oklahoma Department of Transportation



# WESTERN/CLASSEN/RENO SECTION

## Western to Dewey

- Several options being considered
- Bridges proposed
  - Western, Classen, Reno and Shartel
- Proposed Retaining Wall System
- Landscaping - Separate contract by City



The City of Oklahoma City



The Oklahoma Department of Transportation



# WESTERN/CLASSEN/RENO SECTION



The City of Oklahoma City



The Oklahoma Department of Transportation

# CORE SECTION

## Dewey to E.K. Gaylord

- In design
- 40' wide median
- Alignment shifted to south
- Landscaping – Separate contract by City



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# CORE SECTION



The City of Oklahoma City



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# CORE SECTION



TYPICAL VIEW AT CORE



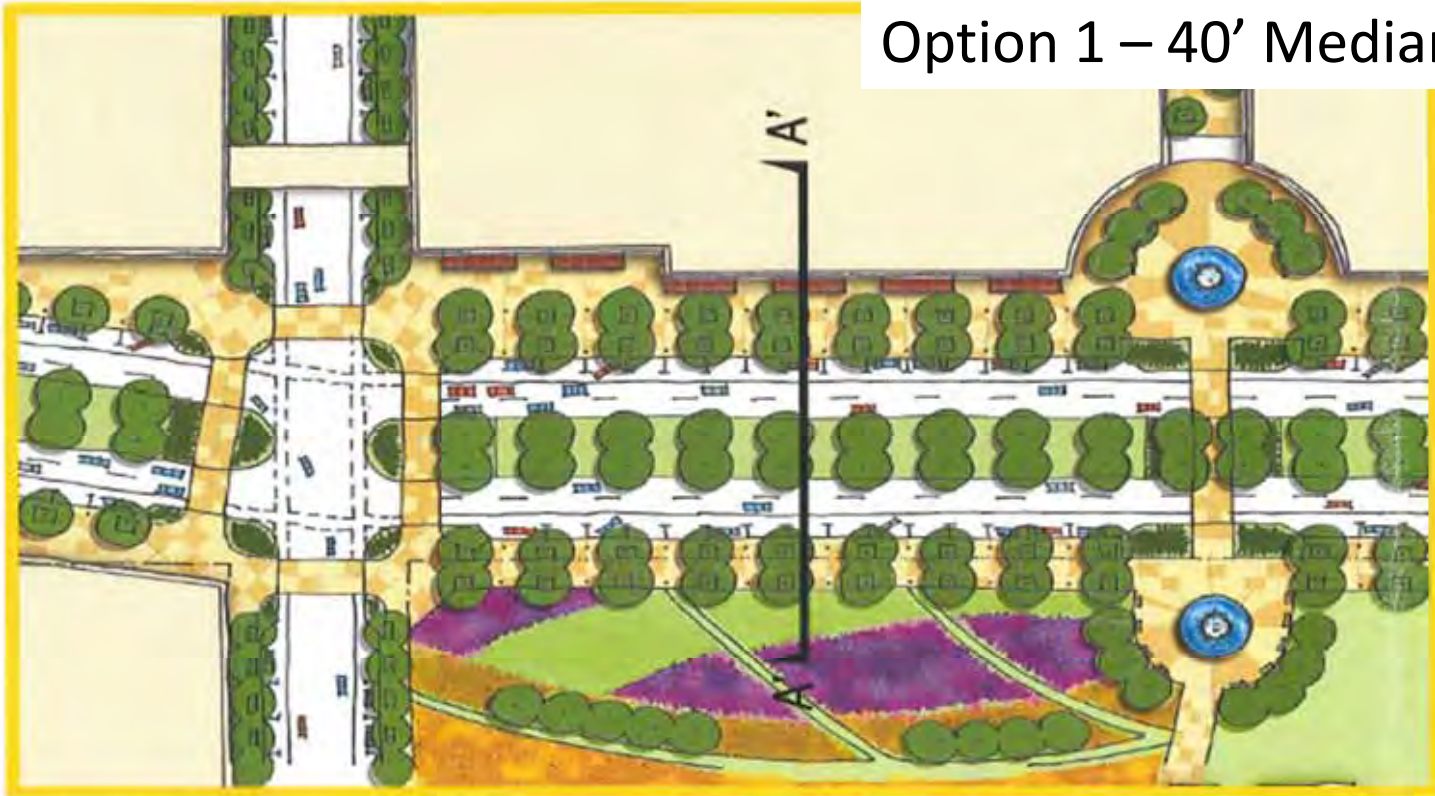
The City of Oklahoma City



The Oklahoma Department of Transportation

# CORE SECTION

Option 1 – 40' Median



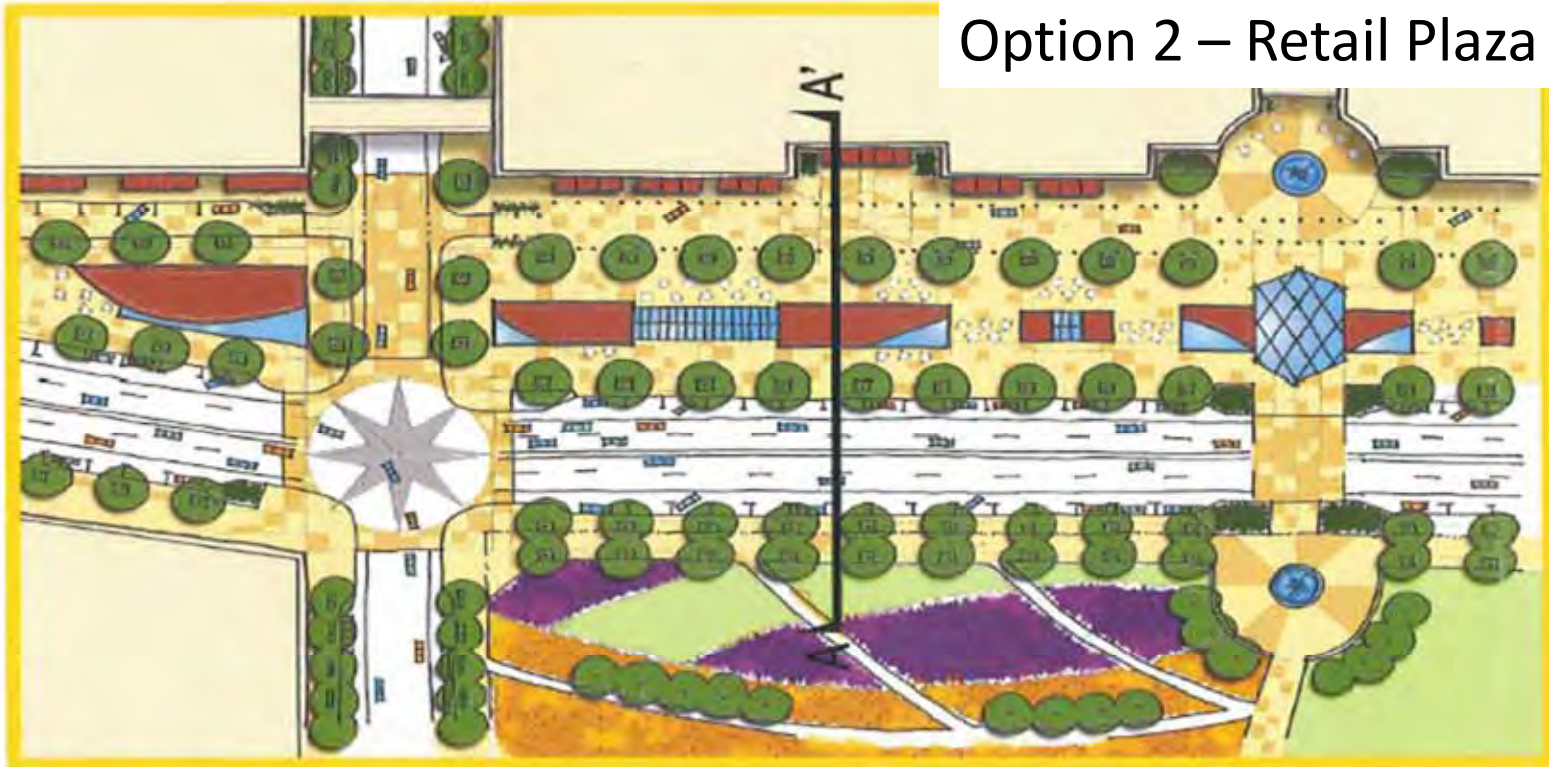
Illustrative Plan: Hudson to Harvey





# CORE SECTION

Option 2 – Retail Plaza



Illustrative Plan: Hudson to Harvey





# RAILROAD SECTION

## Railroad Bridge – E.K. Gaylord

- In design
- Road will be depressed to allow approximately 16 feet of overhead clearance



The City of Oklahoma City



The Oklahoma Department of Transportation

# EAST SECTION

## Bricktown

- In design
- Oklahoma Avenue connection
  - Right-of-way will be required
- 3 traffic lanes west and 2 lanes east
  - 20' median and 15' sidewalks
- Landscaping – Separate contract by City



The City of Oklahoma City



The Oklahoma Department of Transportation

# EAST SECTION – COMPRESS OPTION



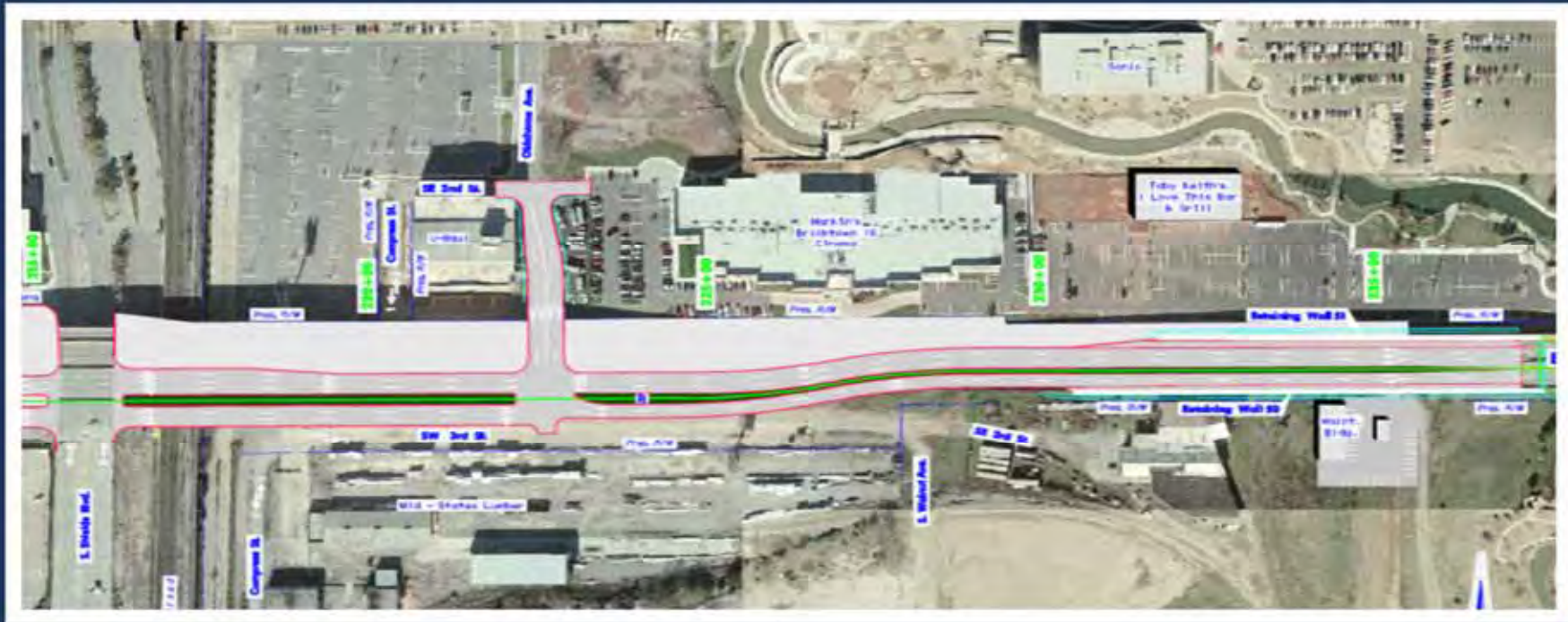
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# EAST SECTION – OKLAHOMA OPTION



## The City of Oklahoma City



## The Oklahoma Department of Transportation



# OKLAHOMA CITY BOULEVARD

## ODOT PUBLIC INVOLVEMENT MEETING

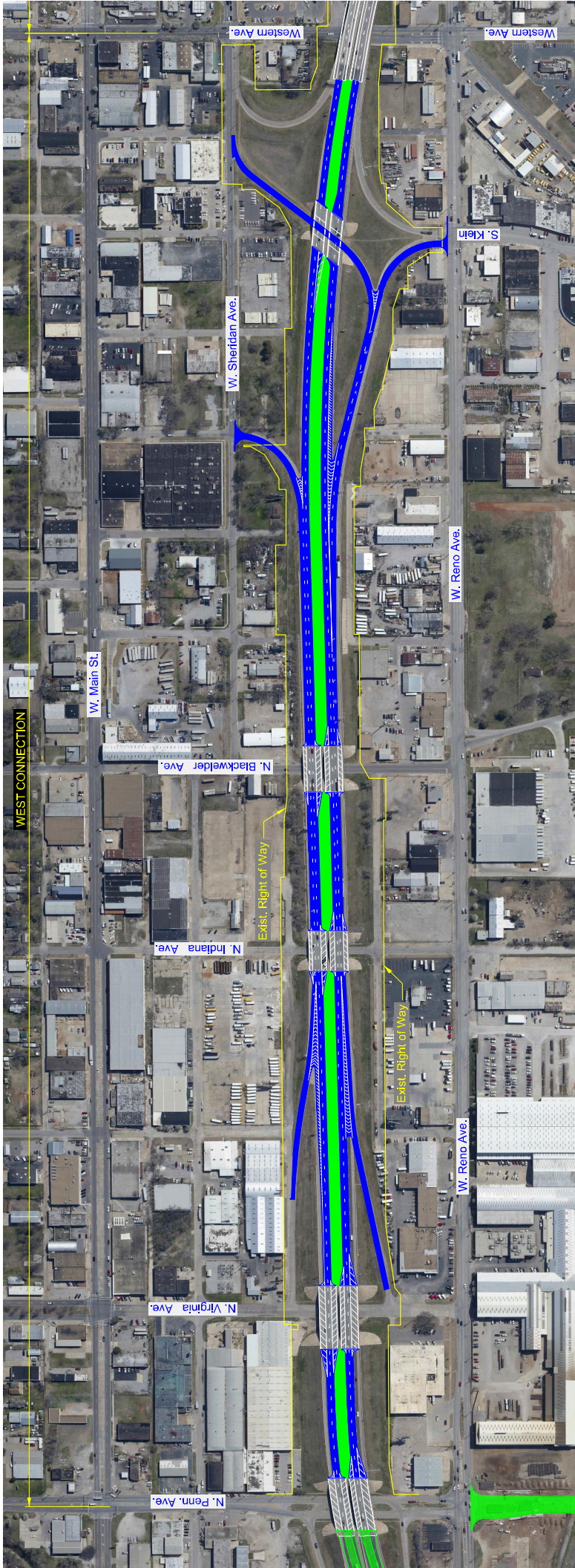
AUGUST 21, 2012

# QUESTIONS?

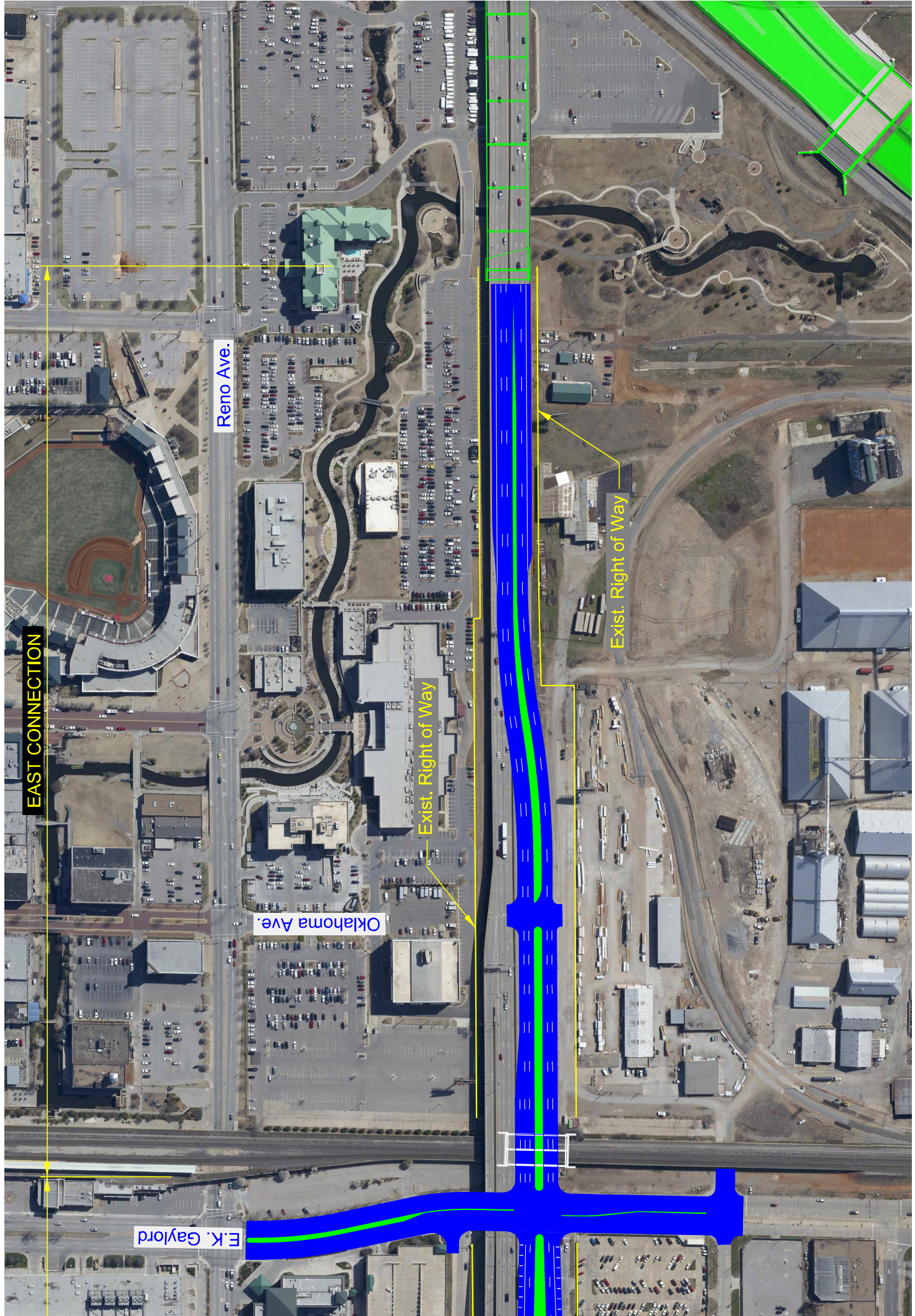
The City of Oklahoma City  
Public Works Department











EAST CONNECTION

Reno Ave.

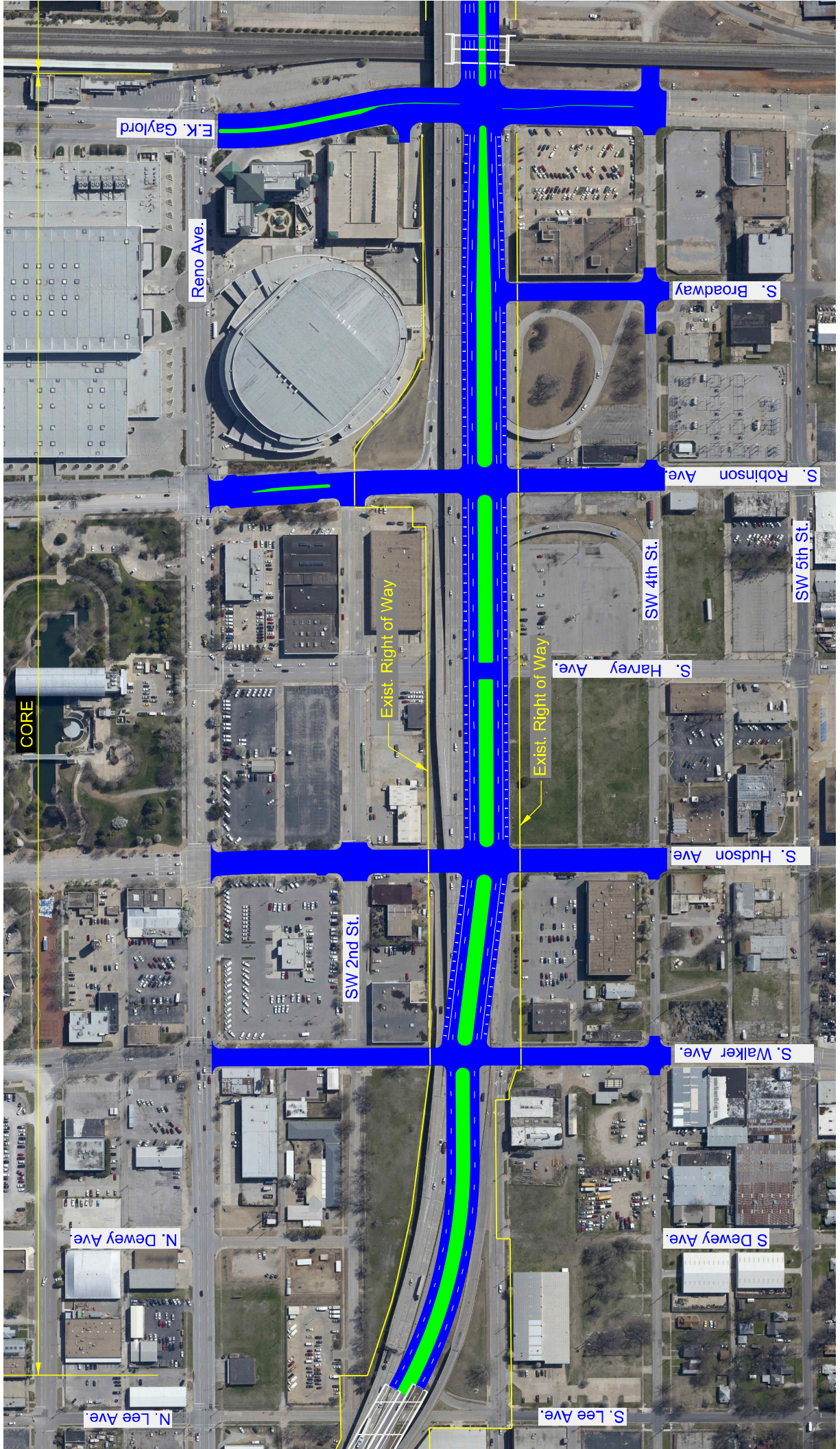
Exist. Right of Way

Oklahoma Ave.

Exist. Right of Way

E.K. Gaylord





E.K. Gaylord

Reno Ave.

S. Broadway

S. Robinson Ave.

SW 5th St.

SW 4th St.

S. Harvey Ave.

S. Hudson Ave.

S. Walker Ave.

S. Dewey Ave.

S. Lee Ave.

N. Lee Ave.

N. Dewey Ave.

SW 2nd St.

Exist. Right of Way

Exist. Right of Way

CORE







## **Appendix D: Handouts**

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

# PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## ***Downtown Oklahoma City Boulevard***

**08/21/2012**

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME:

ADDRESS:

CITY:

STATE:

ZIP:

PHONE NUMBER:

### **ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by:

**09/04/2012**

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*



DEPARTAMENTO DE TRANSPORTE DE OKLAHOMA

# PÚBLICA FORMA DE COMENTARIO

<http://www.odot.org/meetings/other.php>



## ***Downtown Oklahoma City Boulevard***

**08/21/2012**

**Oklahoma City, OK**

Nos gustaria darle las gracias por tomarse el tiempo para asistir a esta reunion y nos proporciona commentaries por escrito. Poner sus comentarios por escrito es uno de las formas más eficaces que sus preocupaciones dirigidas

Nombre

Dirección

Ciudad

Estado

ZIP:

Número de teléfono

### **ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by:

**09/04/2012**

Dirección de correo electrónico

*"Tengo los siguientes comentarios o preguntas sobre el proyecto propuesto para construir el Downtown Boulevard en Oklahoma City".*





TỔNG CỤC GIAO THÔNG VẬN TẢI OKLAHOMA  
**MẪU PHIẾU PHÊ BÌNH**  
<http://www.odot.org/meetings/other.php>



**Đại Lộ Oklahoma City**

**08/21/2012**

**Thành Phố Oklahoma City**

Chúng tôi xin cảm ơn quý vị đã bỏ chút thời gian đến tham dự buổi họp mặt và đóng góp văn bản ý kiến phê bình. Đóng góp những ý kiến phê bình của quý vị qua văn bản là phương pháp hữu hiệu nhất để những mối quan tâm của quý vị được giải quyết.

Họ và Tên

Địa Chỉ

Thành Phố

Tiểu Bang

ZIP:

Điện Thoại

**Nha Chương Trình Môi Sinh**

Tổng cục giao thông vận tải Oklahoma  
200 đường N.E. 21st  
Thành Phố Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

**Xin vui lòng gửi Mẫu Phiếu Phê Bình này trước ngày  
04 tháng Chín năm 2012**

Hòm thư Điện tử

*"Tôi có những ý kiến hay câu hỏi sau đây về công tác đề nghị xây cất Đại Lộ Oklahoma City tại Trung tâm Giao dịch Thành Phố Oklahoma City"*



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC MEETING FOR THE OKLAHOMA CITY BOULEVARD



08-21-2012 from 5:30pm - 8:00pm

The  Event Center  
425 East California Avenue,  
Oklahoma City, OK 73104

Bienvenidos a la reunión pública del  
Departamento de Transportación de Oklahoma  
con respecto al futuro Bulevar de Oklahoma City.

## PROPÓSITO DE ESTA REUNIÓN

El propósito de esta reunión es de informarle a la comunidad local y solicitarles comentarios acerca de la propuesta de la Ciudad de Oklahoma, de reducir de seis vías existentes a un diseño de 4 vías.

## PROPÓSITO DE ESTE PROYECTO

El propósito de este proyecto es de re-establecer una conexión al distrito central comercial proveyendo seis vías de bulevar en los existentes terrenos de la autopista I-40 desde la parte Este de las vías del ferrocarril Unión Pacific donde intersecta con la I-235, hasta la avenida Walker. Desde el Oeste de la Avenida Walker hasta la Avenida Western, el puente existente de la I-40 será re-habilitado. Desde la Avenida Western hasta la Avenida Agnew, las vías existentes serán convertidas en un bulevar.

El Departamento de Transportación de Oklahoma (ODOT), en cooperación con la Administración Federal de Autopistas (FHWA), está proponiendo mejorar el antiguo corredor I-40 que atraviesa la ciudad de Oklahoma desde la Avenida Pensilvania hasta casi llegar a la Avenida Oklahoma convirtiéndolo en el Bulevar de Oklahoma City. Esta propuesta de Bulevar que costará \$80 millones de dólares, consistirá en cuatro carriles que se conectarán con la nueva autopista I-40 Crosstown en el Este y el Oeste.

## Agenda

**Welcome:** David Streb  
*Director of Engineering, ODOT*

**Opening Remarks:** Gary Evans  
*Deputy Director/Chief Engineer, ODOT*

**Construction Update:** Paul Green  
*Division 4 Engineer, ODOT*

**Boulevard Background and Purpose:**  
David Streb

**Boulevard Update:** Eric Wenger  
*Public Works Director, Oklahoma City*

## Questions

**Break out to Individual Questions**

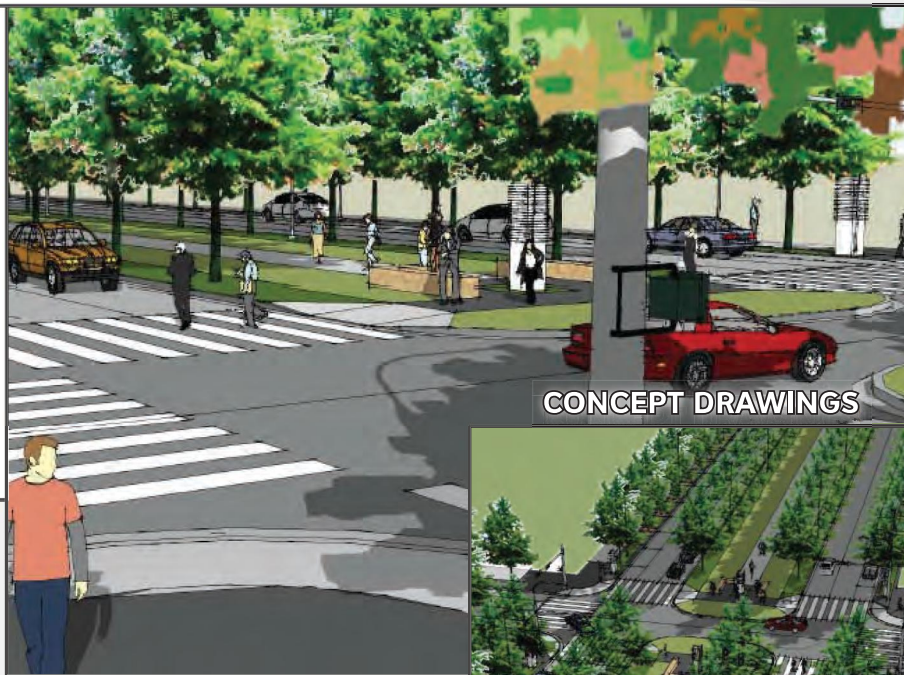
## INFORMACIÓN – DIVISIÓN 4

- |                                |            |
|--------------------------------|------------|
| • Ingeniero de División        | Paul Green |
| • Total de millas de carretera | 1,421.12   |
| • Total de millas de autopista | 222.47     |
| • Numero total de puentes      | 1,148      |
| • Condados servidos            | 9          |

Visit us on your mobile device! Use the barcode to the right with your barcode reader of choice to visit [ODOT.org](http://ODOT.org) on the go.



  
Oklahoma  
Keep Our Land Grand



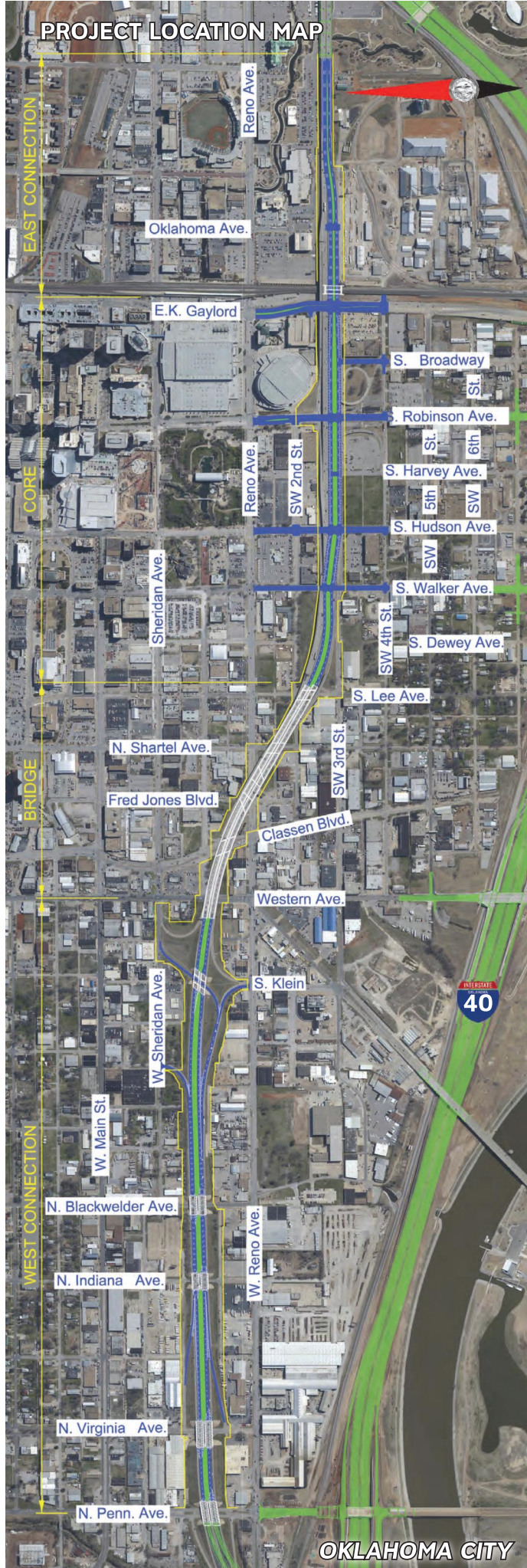
CONCEPT DRAWINGS

## PREGUNTAS? COMENTARIOS?

Si usted tiene alguna pregunta o comentario acerca de esta propuesta de proyecto del Departamento de Transportación, por favor visite la página web [www.odot.org/meetings/other.php](http://www.odot.org/meetings/other.php) y llene el formulario oficial de comentarios o mande un mensaje electrónico a [mcoordinator@odot.org](mailto:mcoordinator@odot.org) antes del 4 de Septiembre del 2012.



## PROJECT LOCATION MAP



## I-40 Crosstown Expressway

### Timeline of Events:

**January 1996** – Citizens Advisory Committee and Technical Advisory Committee formed and the first public meeting held at the Myriad Convention Center.

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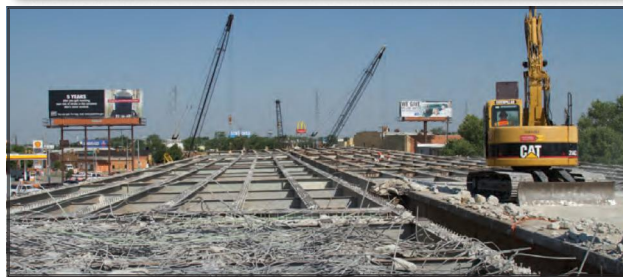
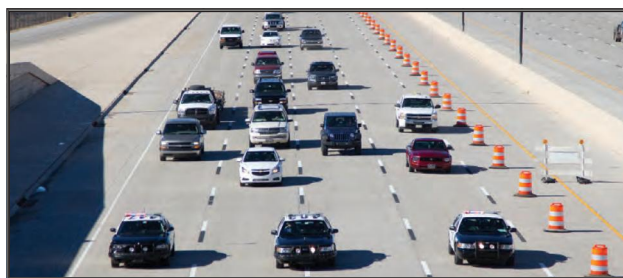
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**January 2012** – New Eastbound I-40 Crosstown open.

**February 2012** – New Westbound I-40 Crosstown open.



### What's Next?

- A second Public Meeting to present the results of tonight’s meeting and consultant study
- Environmental clearance
- Complete construction of the Oklahoma City Boulevard

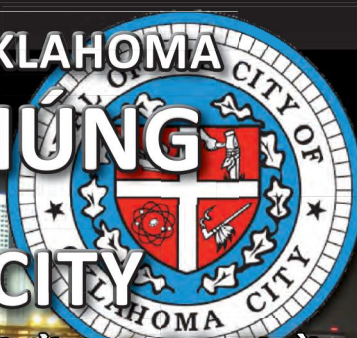




# TỔNG CỤC GIAO THÔNG VẬN TẢI OKLAHOMA

## HỘI THẢO QUẦN CHÚNG

### VỀ ĐẠI LỘ OKLAHOMA CITY



08-21-2012 từ 5:30 Chiều-8:30 Chiều

Trung Tâm Sinh Hoạt   
425 Đông - Đại Lộ Calofornia,  
Oklahoma City , OK 73104

Xin Chào mừng quý vị quan  
khách đến tham dự buổi hội thảo  
quần chúng về tương lai của Đại lộ Oklahoma City

#### MỤC TIÊU BUỔI HỌP

Mục tiêu của buổi họp là để cập nhật với Cộng Đồng và để trưng cầu ý kiến về công tác này cũng như về ý kiến của Thành Phố Oklahoma city muốn thay đổi thiết kế, giảm từ 6-làn xe xuống còn 4-làn xe.

#### MỤC TIÊU CỦA CÔNG TÁC NÀY

Mục tiêu của công tác này là một biện pháp giảm thiểu đã được quyết định trong quá trình thiết lập "An Toàn Môi Sinh cho Xa Lộ I-40 Xuyên Đổ", với mục đích tái lập sự kết nối với khu Trung Tâm Giao Dịch Thành Phố bằng cách cung cấp một đại lộ 6-làn xe sắt đất trong ranh giới của xa lộ I-40 cũ.

Tổng Cục Giao Thông Vận Tải Oklahoma, với sự hợp tác của Bộ Quản Trị Quốc Lộ Liên Bang ( FHWA), đề nghị biến đổi đoạn xa lộ I-40 cũ xuyên qua trung tâm thành Phố Oklahoma City, từ Đại Lộ Pennsylvania cho tới phía Đông của Đại Lộ Oklahoma, thành Đại lộ Oklahoma City. Đại lộ mới này, trị giá khoảng 80 triệu đồng (\$ US), sẽ gồm có 4-làn xe giao thông với 2-làn xe ngoài cùng có lề đường và máng xối dành để đậu xe hay là 6-làn xe với lề đường và máng xối, nối tiếp với Xa lộ I-40 Xuyên Đổ mới tại các điểm tận cùng tại phía Đông và phía Tây.

#### CHƯƠNG TRÌNH BUỔI HỌP

**Chào mừng quan khách :** David Streb  
*Giám Đốc Nha Kỹ Thuật, ODOT*

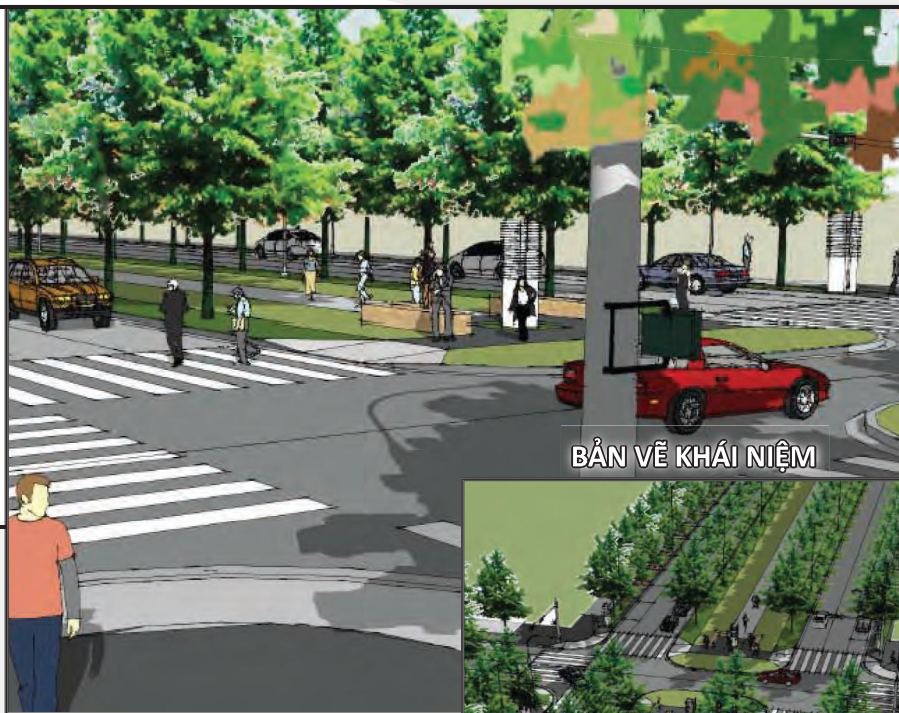
**Diễn văn khai mạc:** Gary Evans  
*Phó Tổng Cục Trưởng/Kỹ Sư Trưởng, ODOT*

**Cập Nhật công tác xây dựng:**  
Paul Green  
*Trưởng Khu 4, ODOT*

**Bối cảnh và Mục tiêu của Đại Lộ:**  
David Streb

**Cập Nhật về Đại Lộ:** Eric Wenger  
*Giám Đốc Sở Công Chánh, Thành Phố Oklahoma City*

**Câu Hỏi**  
**Giải đáp các câu hỏi của quan khách**



BẢN VẼ KHÁI NIỆM

#### THÔNG TIN VỀ KHU 4

- Trưởng Khu: *Paul Green*
- Tổng cộng tuyến đường: 1,421.12 dặm
- Tổng cộng xa lộ: 222.47 dặm
- Tổng cộng cầu: 1,148 cây cầu
- Quận hạt phục vụ: 9

Hãy đến thăm chúng tôi qua thiết bị di động của bạn. Khi bạn đang di chuyển, bạn hãy đọc mã số bên tay phải với thiết bị đọc mã số của bạn để thăm trang nhà [odot.org](http://odot.org)



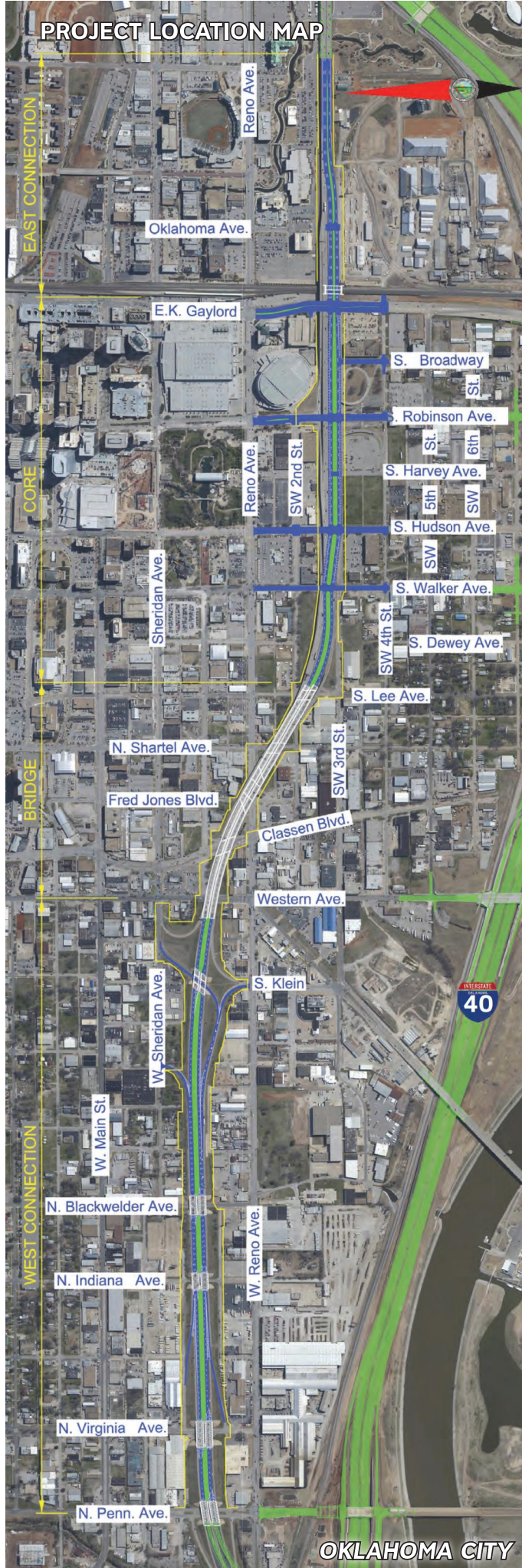
**Oklahoma**  
KEEP OUR LAND GRAND

#### CÂU HỎI? PHÊ BÌNH ?

Nếu bạn có bất cứ câu hỏi hay lời phê bình nào về công tác đề nghị trên, xin vui lòng ghé thăm trang mạng [www.odot.org/meetings/other.php](http://www.odot.org/meetings/other.php) để điền vào mẫu phê bình chính thức, hay gửi điện thư tới [mcoordinator@odot.org](mailto:mcoordinator@odot.org) trước ngày 04 tháng Chín năm 2012.



## PROJECT LOCATION MAP



## Xa Lộ Cao Tốc Xuyên Đô I-40

### Lịch trình diễn tiến:

**Tháng Ba 1995** : Đăng ký với Liên Bang

**Tháng Giêng 1966** : Thành lập Ủy Ban Nhân Dân Cố Vấn và Ủy Ban Cố Vấn Kỹ Thuật cũng như tổ chức một buổi họp khoáng đại quần chúng tại Trung Tâm Hội Thảo Myriad.

**Tháng Bảy 1996** : Thiết lập một danh sách gồm bảy phương án chính cùng với phương án "không xây cất". Danh sách này cũng bao gồm những cải tiến về Hệ Thống Điều Hành Giao Thông.

**Tháng Chín 1996** : Đưa ra một danh sách ngắn các phương án đã được lựa chọn, trong đó có phương án A, B và D.

**Tháng Mười hai 1996** : ODOT đồng ý triển khai thêm phương án B-3 sau khi nhận được thỉnh cầu nên có một cái nhìn khác về phương án B.

**1997-1998** : Tiếp tục nghiên cứu và triển khai các phương án.

**Tháng Tư-tháng Mười hai 1998** : Mô hình kiểu mẫu của các phương án B-3 và D được trưng bày nhiều nơi trong thành phố để phổ biến về sự đặc trưng của mỗi phương án cũng như để giúp đỡ quần chúng sớm đồng ý về phương án xây cất.

**Tháng Mười hai 1998** : Phương án D được tuyên bố là phương án thích hợp nhất trong Bản Dự Thảo tường trình về "Ảnh Hưởng Của Phương Án Trên Môi Sinh" (gồm cả Đại Lộ 6-làn xe).

**Tháng Giêng 1999 tới tháng Giêng 2000** : Tiếp tục tìm sự đồng ý của dân chúng và Thành Phố Oklahoma City về kế hoạch xử dụng đất đai và kế hoạch giảm thiểu tác dụng xấu của sự xây cất xa lộ cao tốc xuyên đô I-40 mới.

**Tháng Hai 2000** : Thành Phố Oklahoma City hoàn tất kế hoạch xử dụng đất đai và kế hoạch giảm thiểu tác dụng xấu của sự xây cất xa lộ cao tốc xuyên đô I-40 mới. ODOT đánh giá các kế hoạch này để có thể bao gồm chúng trong bản tường trình về "Ảnh Hưởng Của Phương Án Trên Môi Sinh".

**Tháng Giêng 2001** : Bản Dự Thảo tường trình về "Ảnh Hưởng Của Phương Án Trên Môi Sinh" được phổ biến để quần chúng có thể đánh giá và phê bình.

**Tháng Hai 2001** : Một buổi hội thảo để tham khảo ý kiến của quần chúng về Bản Dự Thảo tường trình về "Ảnh Hưởng Của Phương Án Trên Môi Sinh" được tổ chức tại Trung Tâm Hội Thảo Myriad.

**Tháng Ba 2001 tới tháng Giêng 2002** : Đánh giá các lời phê bình về Bản Dự Thảo tường trình về "Ảnh Hưởng Của Phương Án Trên Môi Sinh" để từ đó thiết lập Bản Chính Thức tường trình về "Ảnh Hưởng Của Phương Án Trên Môi Sinh".

**Tháng Hai 2002** : Bản Chính Thức tường trình về "Ảnh Hưởng Của Phương Án Trên Môi Sinh" được phổ biến cho quần chúng để đánh giá.

**Tháng Năm 2002** : Bản ghi "Quyết Định Khỏi Công" được ký bởi Bộ Quản Trị Quốc Lộ Liên Bang ( FHWA ) ( gồm cả Đại Lộ 6-làn xe).

**Tháng Sáu 2002** : Bắt đầu thủ tục thu mua đất.

**Tháng Tư 2003** : Di chuyển các tiện ích công cộng.

**Tháng Giêng 2004** : FHWA chuẩn chỉ ngân sách cho bản thiết kế kỹ thuật chính thức bằng bốn khổ ước kỹ thuật.

**Tháng Mười một 2005** : Lễ Đốt Phá khởi công.

**Tháng Ba 2007** : Ủy Ban Kỹ Thuật và Nhân Dân bắt đầu họp và ODOT tổ chức một buổi hội thảo với quần chúng tại Trung Tâm Hội Thảo Cox.

**Tháng Tư 2007 tới tháng Hai 2009** : Công tác xây cất tiếp tục.

**Tháng Ba 2009** : Mở lại Đại Lộ Shields cho dân chúng lưu thông.

**Tháng Tư 2009 tới tháng Mười hai 2011** : Công tác xây cất tiếp tục.

**Tháng Giêng 2012** : Xa lộ mới I-40 chính thức mở cho dân chúng lưu thông.

**Tháng Hai 2012** : Mở các làn xe đi hướng Tây của Xa lộ I-40 Xuyên Đô.



### Chuyện Gì Sắp Tới ?

- Một buổi họp khoáng đại quần chúng lần thứ hai để trình bày về kết quả của buổi họp ngày hôm nay cũng như về nghiên cứu của các Kỹ Sư Cố Vấn.
- Hoàn tất khảo sát về An Toàn Môi Sinh.
- Hoàn tất công trình xây dựng trên Đại Lộ Oklahoma City.





# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC MEETING FOR THE OKLAHOMA CITY BOULEVARD



08-21-2012 from 5:30pm - 8:00pm

The  Event Center  
425 East California Avenue,  
Oklahoma City, OK 73104

Welcome to The Oklahoma  
Department of Transportation Public Meeting  
for the future Oklahoma City Boulevard in Downtown OKC

## PURPOSE OF THIS MEETING

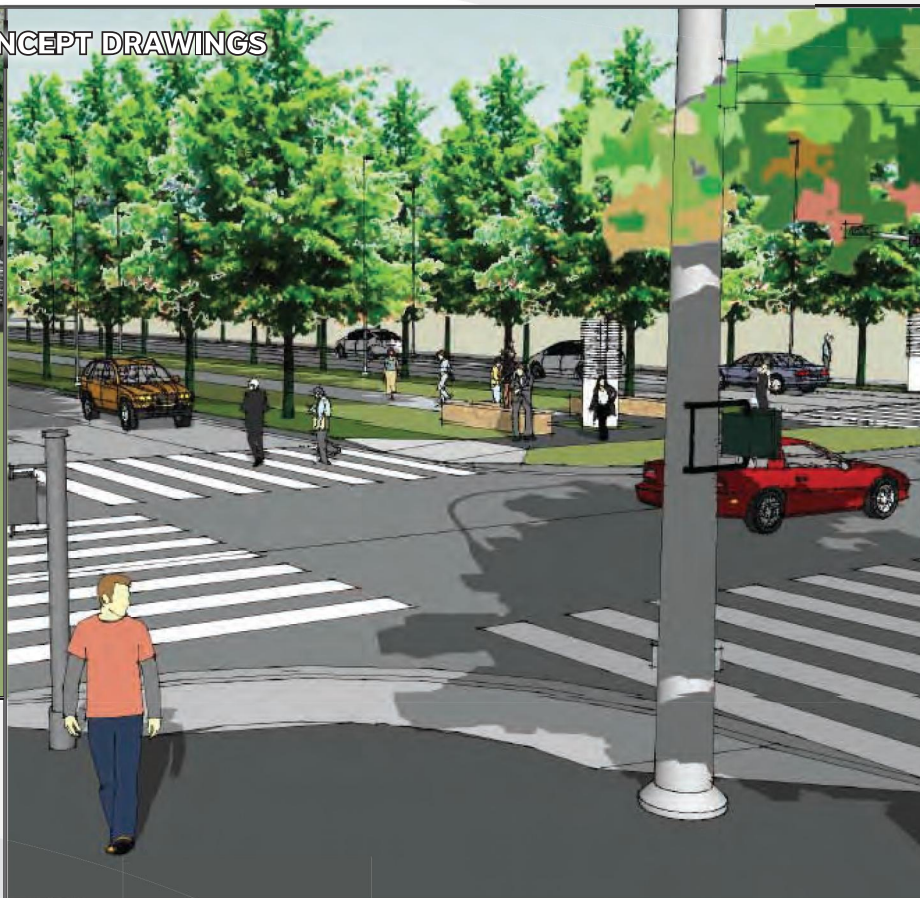
The purpose of this meeting is to update the local community and solicit comments about the purpose of this project and the City's proposal to reduce the current 6-lane design to a 4-lane design.

## PURPOSE OF THIS PROJECT

The purpose of this project is to reestablish a connection to the central Business district by providing a six-lane at-grade boulevard in the existing I-40 right-of-way from east of the Union Pacific tracks at the I-235 interchange to west of Walker Avenue. From west of Walker Avenue to Western Avenue, the existing I-40 bridge structure will be rehabilitated. From Western Avenue, west to Agnew Avenue, the existing facility will be converted to a divided boulevard.

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve the former I-40 corridor through downtown Oklahoma City from Pennsylvania Avenue to just east of Oklahoma Avenue by constructing the Oklahoma City Boulevard. The proposed \$80 million Boulevard will consist of 4 driving lanes with sections of 2 outside parking lanes with curb and gutter or 6 driving lanes with curb & gutter, tying into the new I-40 Crosstown on the east and west ends.

## CONCEPT DRAWINGS



## DIVISION 4 INFORMATION

- Division Engineer: *Paul Green*
- Total Road Miles: 1,421.12
- Total Interstate Miles: 222.47
- Total Bridges: 1,148
- Counties Served: 9

## QUESTIONS? COMMENTS?

If you have a question or comments about the Oklahoma Department of Transportation's proposed project, please visit [www.odot.org/meetings/other.php](http://www.odot.org/meetings/other.php) to fill out an official comment form, or send an e-mail to [mcoordinator@odot.org](mailto:mcoordinator@odot.org) for any questions you have before September 4th, 2012.

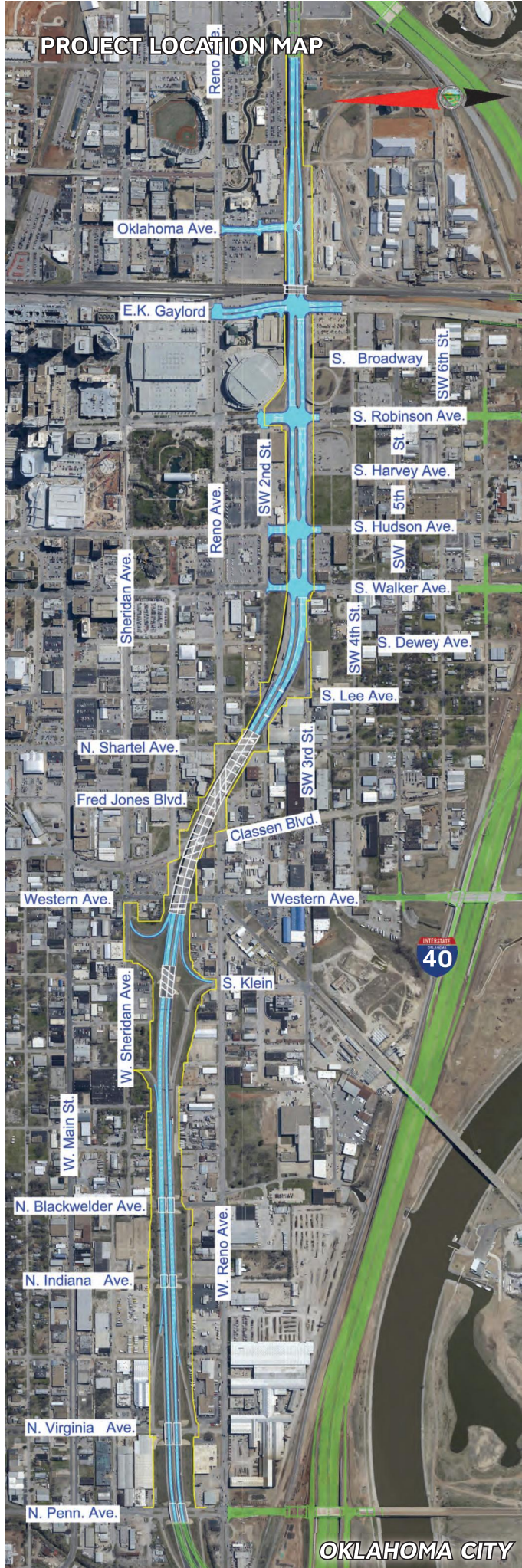


Visit us on your mobile device! Use the barcode to the right with your barcode reader of choice to visit [ODOT.org](http://ODOT.org) on the go.





## PROJECT LOCATION MAP



## I-40 Crosstown Expressway

### Timeline of Events:

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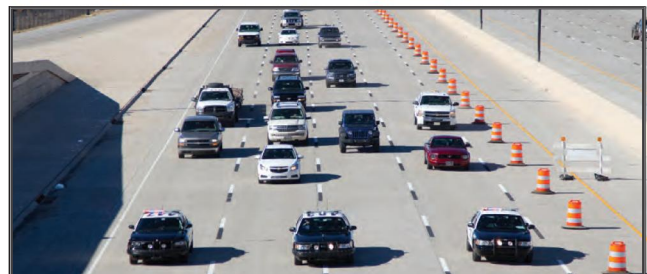
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**April 2009 thru December 2011** – Construction continues.

**January 2012** – New I-40 open to traffic.



### What’s Next?

- Public Meeting to be held at the Coca-Cola Event Center
- Continue and Complete construction on the Oklahoma City Boulevard

## **Appendix E: Comment Cards**

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H-I-S Paint Manufacturing Company, LLC  
1801 W Reno  
Oklahoma City, OK 73106  
Phone: (405) 232-2077  
Fax: (405) 232-2083  
Toll-Free: 1-800-553-2077



# Fax

To: <u>DOT</u>	From: <u>Joe Cox</u>
Fax#: <u>522-5193</u>	Date: <u>8-22-12</u>
Pages: <u>2</u> Including Cover Sheet	Phone: _____

Company: \_\_\_\_\_

☐ Urgent   ☐ For Review   ☐ Please Comment   ☐ Please Reply   ☐ Please Recycle

Notes:





**OKLAHOMA DEPARTMENT OF TRANSPORTATION  
PUBLIC COMMENT FORM**<http://www.odot.org/meetings/other.php>**Oklahoma City Boulevard****08/21/2012****Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Joe Cox  
NAME:  
1801 West Reno Ave  
ADDRESS:

OKC OK 73106  
CITY: STATE: ZIP:

405 203 5300  
PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST. ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **09/04/2012**

joe.cox@hispanic.com  
EMAIL ADDRESS:

8-22-12

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

PLEASE MOW  
SOUTH SIDE OF OLD  
I 40 - PENN -  
VIGORINA

Hasn't been  
mowed 3 months.

Thanks  
Joe Cox

(CONTINUED ON BACK)





OKLAHOMA DEPARTMENT OF TRANSPORTATION

**PUBLIC COMMENT FORM**<http://www.odot.org/meetings/other.php>

RECEIVED

AUG 23 2012

ENVIRONMENTAL  
PROGRAMS DIV.**Oklahoma City Boulevard****08/21/2012****Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: JOHN HARRISNone: 2049 NW 21 <sup>BUS</sup> (629 W. RENO)

ADDRESS:

CITY: OKLAHOMA CITY STATE: OK ZIP: 73106

CITY:

PHONE NUMBER: (405) 525-0378

PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by: **09/04/2012**

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

The boulevard was sold to the citizens of OKC as a 6 lane street. It will carry a lot of traffic and needs to be that wide. The walkers are concerned about crossing 6 lanes. The boulevard is not for walkers, it is for cars. Traffic will be slow, even with 6 lanes. Do not renig on the promised 6 lanes.

Consider the gentleman's idea of putting thru lanes under a round-a-bout with other traffic going thru it at Classen - Reno - Western.

Please, don't build a 4 lane road we will have to live with FOREVER. Build 6 lanes and have no regrets later.

(CONTINUED ON BACK)

## PUBLIC COMMENT FORM

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

# PUBLIC COMMENT FORM

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Gary Roberts

ADDRESS: 11308 Brockton Place

CITY: Oklahoma City STATE: OK ZIP: 73162

PHONE NUMBER: (405) 603-8860

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **09/04/2012**

EMAIL ADDRESS: garyrob2@cox.net

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

Let me start by saying I have lived in Oklahoma City all my 66 years. I have seen historic buildings razed in the name of "renewal." I have seen highways and byways built, and within a short time declared "inadequate" or "obsolete." So, I am naturally cautious when it comes to the advice of so-called "experts."

As I stated in the public forum on August 21st, I would rather the City of Oklahoma City come to the citizens with another tax-payer investment to finish our downtown re-birth than do the job improperly.

The boulevard in particular needs to be a "boulevard", as it is understood by an average normal person. The thought that the City or ODOT would even entertain the idea

(CONTINUED ON BACK)

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

of building anything short of a 'class-A' ground-level "boulevard", with pedestrian-friendly media and landscaped areas I find incomprehensible.

Please do not destroy the progress of our city's revitalization by distiguering what should be the grand entrance into downtown.

Gary Roberts, City





# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



**Oklahoma City Boulevard**

**Oklahoma City, OK**

**08/21/2012**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Frances Kersey

ADDRESS: 5809 Whitehall Blvd

CITY: OK STATE: OK ZIP: 73162

PHONE NUMBER: 405-721-9538

## ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 09/04/2012

EMAIL ADDRESS: fkersey50@cox.net

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

In favor of: 4 lanes, green medians, at grade elevation,  
Oppose: 25 mph speed limit. Speed limit should be at  
least 35 mph.

Thanks for all your hard work!  
Frances Kersey

(CONTINUED ON BACK)





# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Kirk Fredrickson  
24 West Park Place  
OKC, OK 73103  
405.232.4774  
[kirk@mcfre.com](mailto:kirk@mcfre.com)

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

**"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."**

Oklahoma City has traditionally been known as one of the more extreme examples of cities built to cater to the automobile rather than to the people. With the recent improvements in Bricktown, Automobile Alley, Paseo, 16<sup>th</sup> Street, Midtown, and a few other spots around town, the people here are gradually trying to move away from this paradigm and convert at least parts of the city to sensible urban living. The proposed OKC Boulevard represents the biggest opportunity to accelerate this trend. If done right, the project could be a transforming event for what has long been one of the more blighted parts of downtown.

The overarching principle to apply in the design decisions is to "drop down and slow down" the traffic coming from Pennsylvania and make the boulevard a magnet for property improvements all along the western sections. It's obvious to me that the entire stretch needs to be brought down to grade. This means eliminating the berm build up between Penn and Western and connecting Reno and Main Street at Virginia/Indiana/Blackwelder and perhaps other N/S streets. Real streets used by real people.

Every effort should be made to avoid building any wall or obstruction in the Western/Classen section. The best idea I've heard is to install well-designed roundabouts on Western. It would seem that land acquisition costs could be minimized if these were placed at the Western/Reno intersection and a second one to the northwest in the area where the old Western exit off I-40 used to be. This would allow traffic coming west on the boulevard to head north on Western or Classen without burdening the large volume of traffic coming north on Western due to the limited exit ramps on the new interstate. I look forward to the ideas promised at the August 21 meeting.

The boulevard itself should be designed to maximize the attraction for restoration of the old commercial buildings in the corridor and the construction of new structures that will make this part of town a lively neighborhood 24/7. There are lots of good ideas around, but I would suggest that the planners take a look at Barcelona and ask themselves, what better legacy to bestow on Oklahoma City but to create a centrally-located part of town where people could live, eat and play without driving a car. It can be done right here and we have the luxury of a state/federal highway budget allocation to make it happen.

The public improvements for people doing their daily things and going about their daily lives outside of the automobile. This type of environment can create substantial wealth in a healthy vibrant city. It would be a huge mistake to set as a goal the objective of rushing cars in and out of downtown to get to the new sports arena or convention center.





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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

VAN BARBER  
NAME:

4836 NW 62 TERR.  
ADDRESS:

OKC OK 73122  
CITY: STATE: ZIP:

722-9877  
PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 09/04/2012

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

- ALTHO BRINGING THE NEW BLVD TO GRADE FROM PENN TO WESTERN WOULD INCREASE DEVELOPMENT I WOULD THINK THE COST WOULD BE PROHIBITIVE. (CERTAINLY HELPING THE FARMERS MARKET BECOME MORE VISIBLE AND ACCESSIBLE WOULD BE A PLUS.)
- DO THINK SLOWING TRAFFIC TO 45 MPH TO WESTERN AND THEN 25 MPH IS GOOD. • CERTAINLY PLANTING TREES WILL ENHANCE THE ENTRANCE TO DOWNTOWN.
- 4 LANES FOR THE BLVD SEEMS TO BE THE BEST ANSWER. IN SPITE OF THE COMPLEXITY EVERY EFFORT SHOULD BE MADE TO KEEP THE BLVD AT GRADE — A ROUNDABOUT OR WHATEVER.
- A GREAT OPPORTUNITY TO PLACE A BRONZE — PREFERABLY ABOUT OUR WESTERN HERITAGE — "WILL ROGERS" — "LAND RUN" — "NATIVE AMERICAN".

over →

(CONTINUED ON BACK)

# OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

- THE MEDIAN SHOULD BE REALLY ENHANCED OPPOSITE THE CONVENTION CENTER FOR CONVENTIONERS TO USE & ENJOY.
- HOPE EVERY EFFORT IS MADE TO SECURE RIGHT OF WAY FOR OLVA. AVE. IN BRICK TOWN FOR THE Blvd.
- ~~Thanks~~ for sponsoring this meeting - the right step toward making this the best it can be!





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**Oklahoma City Boulevard**

**08/21/2012**

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME

**Harry L Wilson**  
Community Volunteer

ADDR

CITY:

1520 SW 71st Street ~ Oklahoma City, OK 73159-3408  
(405) 685-5885 ~ Cell: (405) 250-0287  
hchoochoo@aol.com

PHONE

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **09/04/2012**

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

ATTACHED

(CONTINUED ON BACK)

## PUBLIC COMMENT FORM

[illegible]

To: Environmental Programs Div.

From: Harry Wilson

Subject: Oklahoma City boulevard on old I 40 right-of-way

Date: 8/22/12

I agree with some of the speakers at the August 21<sup>st</sup> meeting that emphasized the expected increase of vehicles using the new boulevard. It should be a six lane boulevard. Those folks concerned about pedestrian safety are not considering the obvious use of walk-wait signals and, if a person walks slowly, they can wait in the median. Possibly benches should be placed in the median to allow pedestrians to sit if they didn't get across all six lanes.

The traffic that will be generated by events at the Chesapeake Energy Center, the Cox Center, the Bricktown Ballpark, all of the attractions in Bricktown, the proposed Core to Shore Park and the Oklahoma River, plus the Devon Tower and all the other thriving Downtown businesses will demand as much traffic capacity as possible. Anyone who can't see this is not considering the future of our city.

Imagine the problems created if Northwest Expressway was just four lanes, which it once was. It is now six lanes and still very congested at times. Shields is six lanes and just adequate in rush hour times to adequately accommodate the traffic.

Second point. As was stated in the meeting, when we voted on MAPS III the ballot stated the boulevard would be six lanes built at grade. I'm not the only one that voted in favor of the project with those specifications. I have mentioned this to a number of people and they all say the same thing, six lanes, built at grade.

Your explanation of the landscaping and irrigation plans was very reassuring. Trees and plants cannot live in Oklahoma without irrigation.

The meeting was very well conducted. The visual aids were excellent. ODOT does a good job building and maintaining our highways and expressways and I want you to know our family appreciates what you do for our state.

Harry Wilson, forty-three year resident of Oklahoma City, lifelong resident of Oklahoma.







OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Oklahoma City Boulevard

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PROGRAMS DIV.

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Kent Cox H-I-S Paint Co.

ADDRESS: 1801 W. Reno

CITY: Okc STATE: Ok ZIP: 73106

PHONE NUMBER: 232 2077

## ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 09/04/2012

EMAIL ADDRESS: KentCox@hispaint.com

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

- Prefer 6 Lanes

Would like an exit off Penn if you are traveling east

40 ft median is too wide

I think the diagrams on slideshow have too much Landscaping (overkill)

(CONTINUED ON BACK)



OKLAHOMA DEPARTMENT OF TRANSPORTATION

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**Oklahoma City Boulevard**

ENVIRONMENTAL  
PROGRAMS DIV.

**Oklahoma City, OK**

**08/21/2012**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Larry G. Shackley  
NAME:

2825 N.W. 57th Street Apt #1  
ADDRESS:

Oklahoma City OK 73112  
CITY: STATE: ZIP:

918-633-9775  
PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **09/04/2012**

Larry Shackley@hotmail.com  
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

Please See Attached

(CONTINUED ON BACK)



## PUBLIC COMMENT FORM

[illegible]



# Oklahoma Department of Transportation

## Public Comment Form

Larry G. Shockley  
2825 NW 57<sup>th</sup> Street, Apt. #1  
Oklahoma City, Oklahoma 73112  
918-633-9775  
[larryshockley@hotmail.com](mailto:larryshockley@hotmail.com)

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard"*

**ODOT built a new highway four blocks south, so if anyone wants to get through downtown Oklahoma City quickly, they can take the new highway!!!** The Oklahoma City Boulevard should not be more than four lanes, two lanes on either side.

- The boulevard needs represent the realities and needs of Oklahoma City 2012 not 1998 (moving traffic fast is not the priority).
- It needs be designed to encourage development and growth by slowing down the traffic so that pedestrian friendly (see wide sidewalks), high density & tax revenue generating development takes place (mixed use development).
- The boulevard needs be at ground level for as long as possible as to encourage that kind of growth and therefore growth in the tax revenues of OKC.
- The boulevard needs reconnect the street grid to help the adjacent neighborhoods develop and grow in a people and family friendly way. This would also help congestion by dispersing traffic out onto the adjacent street grid.
- The boulevard needs to include:
  - wide sidewalks
  - dedicated bike lanes

- allowances for potential expansion of the OKC streetcar system
- trees...lots of trees and landscaping
- places for public artworks/statues of great civic leaders.

I respectfully **discourage** construction of the **proposed raised roadway** or any variation on a raised roadway. It would continue the same sort of "blight" the old highway created and discourage the kind of growth that OKC would like to have in order to generate more tax revenue.

This is a street not a highway so designing it like it is a highway is not acceptable.

Sincerely,

Larry G. Shockley

Sept 4



OKLAHOMA DEPARTMENT OF TRANSPORTATION

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: ANN YOUNG

ADDRESS: 5501 S. Mountain View Rd.

CITY: Edmond STATE: OK ZIP: 73034

PHONE NUMBER: 405-330-9933

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **09/04/2012**

EMAIL ADDRESS: ABOULTON@aol.com

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

As a board member of the Oklahoma Food Cooperative I have concerns about the new downtown boulevard. The Oklahoma Food Cooperative is currently in negotiation with the owners of the Public Farmers Market at S. Klein and Exchange Ave. to rent space for the new headquarters and operations center for the cooperative. I am strongly in favor of a ground level 4-lane road that will encourage walkability and improve customer access to the Public Farmers Market. The board of the cooperative adopted a motion today at our August board meeting 8/26/12 in favor of a ground level 4-lane road in the vicinity of the Public Farmers Market.

*Ann Young*

(CONTINUED ON BACK)



## PUBLIC COMMENT FORM

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>


## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Leis Urban  
NAME:

806 SW. 24th  
ADDRESS:

Oklahoma City OK 73109  
CITY: STATE: ZIP:

631-2604  
PHONE NUMBER:

## ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 09/04/2012

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

Since we all want to see as many tourists as possible exit I-40 onto the new boulevard to check out our downtown attractions I believe the boulevard should be designated as I-40 Business. This would assure out of town folks exiting onto the new boulevard that they will be able to rejoin the main highway without having to worry about backtracking or looking for an entrance ramp.

Official highway signs placed near the approaches to both ends of the boulevard could list the attractions. I think it would also be helpful ~~to state~~ for the signs to state the length of the I-40 Business Route so people would know they weren't getting off onto some local street that was going to run for 20 or 30 miles.

I know many times when traveling I have taken an interstate business route on the spur of the moment just to look at what I can't see from the highway. I think the I-40 Business designation would encourage just this sort of thing.

(CONTINUED ON BACK)

over



**OKLAHOMA DEPARTMENT OF TRANSPORTATION**  
PUBLIC COMMENT FORM

The proposed parallel parking along downtown stretches of the boulevard is going to slow up traffic too much since a lot of drivers are not proficient in this method of parking. I believe angle parking would be more easily utilized by drivers and would also accommodate more vehicles. The additional space required could be taken from the 40 foot median.





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# PUBLIC COMMENT FORM

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Jon Coussens

NAME:

400 NW 44

ADDRESS:

OKC

OK

73118

CITY:

STATE:

ZIP:

405 557 1450

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

09/04/2012

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

I believe it's most important to have the section from Western to Penn at the level the same as north and south of the boulevard and not at the proposed elevated at grade. Keeping a higher level, I believe, will continue to be a barrier between the north and south and Ford knows the northside / southside division in our city should stop. Not all north and south streets have to intersect the new boulevard. Also, a lower level will provide opportunities for development to occur right up to the boulevard and further leverage these large capital expenses.

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## PUBLIC COMMENT FORM

Page 2 of 2





OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**PUBLIC COMMENT FORM**  
<http://www.odot.org/meetings/other.php>



**Oklahoma City Boulevard**

**08/21/2012**

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: JOE LOOMIS

ADDRESS: 1101 W RENO

CITY: OKC STATE: OK ZIP: 73106

PHONE NUMBER: 405-501-2008

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **09/04/2012**

EMAIL ADDRESS: JOE@LOOMISAUTOMOTIVE.COM

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

my family's buissness has been in OKC SINCE 1900. BEEN IN THE BLOCK OF RENO & WESTERN SINCE THE 20'S. I HAVE SEEN THE OVERPASS FOR 50 YEARS AND EVERYTHING THAT CAME WITH IT. I UNDERSTAND THAT A NEW ONE WOULD NOT HAVE THE OPEN AREAS UNDERNEATH. I CAN ALSO TELL YOU THAT THE COMMENTS FROM ALL OF OUR CUSTOMERS SINCE IT HAS BEEN REMOVED HAS BEEN NOTHING BUT POSITIVE. WE UNDERSTAND THAT THINGS IN DOWN TOWN OKC HAVE CHANGED SINCE THE ORIGINAL PLUD PLANS YEARS AGO AND THANK YOU FOR LISTENING TO NEW IDEAS FOR A BETTER AT GRADE BLVD. LOOKIN FORWARD TO SEEING ALL NEW DESIGNS. THANKS Joe Loomis

(CONTINUED ON BACK)



## PUBLIC COMMENT FORM

Page 2 of 2



## OKLAHOMA DEPARTMENT OF TRANSPORTATION

**PUBLIC COMMENT FORM**<http://www.odot.org/meetings/other.php>**Oklahoma City Boulevard****08/21/2012****Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

*Lynn Garman*

NAME:

*2701 NW 61*

ADDRESS:

*OKC* *OK* *73112*

CITY:

STATE:

ZIP:

*405-842-7721*

PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

**09/04/2012***lynn@garman.com*

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

*See page 2*

(CONTINUED ON BACK)

I urge the Department of Transportation and the City of Oklahoma City to find accord over the width and elevation of the proposed Boulevard. We already have so many roads that were built only to facilitate speeding cars. We've seen all the destruction of neighborhoods and businesses caused by our overwhelming concern for the almighty automobile. Let's think about getting PEOPLE around this city without cars.

The environment will be improved if there are fewer cars on the roads. I'm sure drivers can figure out many ways to exit a Thunder game or other huge events held downtown. Don't build another huge highway to serve only that occasional need. A four lane boulevard at ground level all the way would help unite our city, actually and visually.

The roundabouts or traffic circles I've seen here are small and dangerous. Until the meeting at the Farmers Market and yours, I had no idea there were large, well designed roundabouts that could safely and efficiently move traffic. Studies of those are a great idea. See what has worked well and what hasn't in other cities. We don't have to keep reinventing the wheel here.

Thank you for holding the public meeting on August 21 to allow so many of us to see first hand the proposed highways and the boulevard. Thank you for giving citizens an opportunity to offer their concerns and opinions. Thank you for listening.

Lynn Garman  
2701 NW 61<sup>st</sup> Street  
Oklahoma City, OK 73112  
405-842-7721  
lynn@garman.com



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AUG 30 2012

ENVIRONMENTAL  
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Joel Dixon  
1402½ NW 25<sup>th</sup> St  
Oklahoma City, OK 73106

Environmental Programs Division  
Oklahoma Department of Transportation  
200 NE 21<sup>st</sup> St  
Oklahoma City, OK 73105-3204

August 29, 2012

Re: Oklahoma City Boulevard Public Involvement Meeting held on August 21, 2012

Ladies and Gentlemen of ODOT,

I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard.

After last week's meeting, there seems much consensus regarding the Core portion of the Boulevard project; and much contention regarding the Western/Classen/Reno Section and the West Connection. Having driven extensively in and around the proposed Western/Classen/Reno Section area, the following question stands out in my mind: Could we not simply restore the original street grid and do away with the Boulevard completely? After studying some Google Maps imagery, it appears that the former I-40 follows two major alignments: In the Core area, it follows SW 3<sup>rd</sup> Street, and in the Western/Classen/Reno Section at Western Avenue, it follows W California/W Lindley Avenue. Why not restore the original street grid to match these alignments? This would solve the compound intersection problems found in the Western/Classen/Reno Section by doing away with the diagonal between Western and Lee Avenues completely. It would also allow for an at-grade, street-level solution to the West Connection, avoiding the "bowl" effect that several business owners in the area between the proposed Boulevard and the new I-40 feared. Restoring the original grid will help alleviate potential traffic concerns by offering motorists multiple routing options as they make their way from I-40 east into downtown. It will also offer the opportunity for invigorating business activity in the areas west of downtown by providing easy access to the area from multiple directions and affording more store frontage for potential business owners. For those who wish to expedite their commute into the center of the city, they can remain on the interstate and utilize one of the exits closer to downtown.

One of the concerns raised in last week's meeting focused on moving high-speed traffic off of the new eastbound I-40 west of Pennsylvania Avenue, onto the proposed Boulevard, then slowing that traffic on the Boulevard as it made its way east into downtown. The use of standard exit off-ramps from the interstate onto the street grid can address this issue. From both the new I-40 and from I-44, the installation of exit ramps onto Reno Avenue, in conjunction with the current exits at Pennsylvania Avenue, Western Avenue, and points east, can accommodate this traffic, again, giving motorists



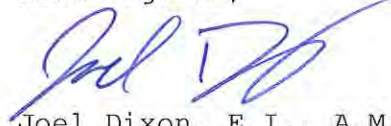
several options to access the street grid, which will help alleviate traffic concerns.

If we cannot restore the original street grid and instead must build the proposed Boulevard, I encourage ODOT to provide an at-grade, street-level solution to the West Connection section of the project. Benefits to the surrounding community and neighborhoods from the elimination of a divisive above-grade structure have already manifested themselves at the Western/Classen/Reno Section since the removal of the flyover from the old I-40. What an inspiration to see the movement of people and traffic through an area once so disconnected: Before, we had litter, loitering, and a lack of industry; now, we have light, life, and commerce! Spreading that vibrancy to points west of Classen Boulevard will only strengthen the community and invigorate commercial activity, which will benefit all of Oklahoma City.

While the Core section of the proposed Boulevard has garnered little controversy, the sheer breadth of the proposed roadway is daunting. A six-lane roadway with a 40-foot median provides upwards of 120 feet for a pedestrian to cross in order to get from one side of the roadway to the other! Instead, why not reduce the roadway and median space and emplace the additional frontage to the north and/or south side of the easement. Reno Avenue, fronting the Myriad Gardens, provides an excellent example of an alignment that would no doubt serve vehicular traffic while also accommodating pedestrians in the area. Utilize any remaining area not dedicated to vehicular and pedestrian traffic lanes for green space and public use. Rather than stranding this area on an island between two vehicular lanes of travel, have it connected to the life and commerce of the frontage on the north and/or south side of the easement, providing added vibrancy and use, instead of a "dead" green space. Regarding the proposed 15 foot sidewalks for this area, this, too, seems a bit excessive. Certainly, we want to accommodate pedestrian traffic, but a six to eight foot sidewalk will no doubt facilitate, allowing the remaining area for other uses, such as dedicated bicycle lanes, or as additional green space, or as a gathering area where people may stop, sit, and play.

I appreciate ODOT's community involvement and your efforts to accommodate the needs and desires of Oklahoma City and her residents. Thank you for your consideration of my questions and input; I look forward to further discussion on the issue and hope to be a source of positive input and solutions to the challenges we face as we grow and revitalize Oklahoma City into a world-class place to live, work, and play.

Kind Regards,



Joel Dixon, E.I., A.M.ASCE



OKLAHOMA DEPARTMENT OF TRANSPORTATION

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AUG 30 2012

ENVIRONMENTAL  
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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

JOEL DIXON

NAME:

1402 1/2 NW 25th St

ADDRESS:

Oklahoma City

CITY:

OK

STATE:

73106

ZIP:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

09/04/2012

(919) 946-6934

PHONE NUMBER:

joel.dixon@clk.com

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

Please see enclosed letter dated August 29, 2012 for my comments & questions.

(CONTINUED ON BACK)



## PUBLIC COMMENT FORM

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

# PUBLIC COMMENT FORM

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

*Caryl Gibbs*

NAME:

*601 N Broadway Apt 302*

ADDRESS:

*Oklahoma City*

CITY:

*OK*

STATE:

*73102*

ZIP:

*405-361-2312*

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

09/04/2012

*carylgibbs@gmail.com*

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

*I feel strongly that the boulevard should be at grade and not elevated.*

*Roundabouts are the best solution, in my opinion, followed by sliproads. The roundabouts should be similar to what we have on 10th street. It works!*

*I feel slow traffic, retail, and public spaces, public art are important.*

*I prefer the 4-lane option - perhaps w/ the ability to adjust during big events to move traffic faster. Use traffic lights to change the direction of traffic during key times, though this may not work with a median*

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Oklahoma City Boulevard

ENVIRONMENTAL  
PROGRAMS DIV.

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Leis Urban

NAME:

806 SW. 24th

ADDRESS:

Oklahoma City

CITY:

OK

STATE:

73109

ZIP:

631-2604

PHONE NUMBER:

## ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

09/04/2012

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

Since we all want to see as many tourists as possible exit I-40 onto the new boulevard to check out our downtown attractions I believe the boulevard should be designated as I-40 Business. This would assure out of town folks exiting onto the new boulevard that they will be able to rejoin the main highway without having to worry about backtracking or looking for an entrance ramp.

Official highway signs placed near the approaches to both ends of the boulevard could list the attractions. I think it would also be helpful ~~to state~~ for the signs to state the length of the I-40 Business Route so people would know they weren't getting off onto some local street that was going to run for 20 or 30 miles.

I know many times when traveling I have taken an interstate business route on the spur of the moment just to look at what I can't see from the highway. I think the I-40 Business designation would encourage just this sort of thing.

(CONTINUED ON BACK)

over

# OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

The proposed parallel parking along downtown stretches of the boulevard is going to slow up traffic too much since a lot of drivers are not proficient in this method of parking. I believe angle parking would be more easily utilized by drivers and would also accommodate more vehicles. The additional space required could be taken from the 40 foot median.





OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**PUBLIC COMMENT FORM**  
<http://www.odot.org/meetings/other.php>



**Oklahoma City Boulevard**

**08/21/2012**

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

DARYL JOHNSON

NAME:

9512 RITTER ROAD

ADDRESS:

OKC

CITY:

OK

STATE:

73162

ZIP:

721-5411

PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by:

**09/04/2012**

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

AS A CONCERNED OKC CITIZEN, I VOTE FOR THE ORIGINAL PLAN OF A 6 LANE BLVD WITH HIGH SPEED ACCESS TO WALKER FROM THE WEST. THIS WOULD SERVE THE DOWNTOWN AND THREE ARENA AREA WITH QUICK ACCESS AND WOULD NOT OVERLOAD WESTERN AND GAYLORD EXITS ON THE NEW I-40.

IF A 4 LANE BLVD IS BUILT, I WOULD HOPE THAT OKLAHOMA CITY ENGINEERS & PLANNERS WOULD RETAIN ENOUGH RIGHT OF WAY TO EXPAND TO 6 LANES, IF DEVELOPMENT DOES OCCUR, AND DESIGN THE BLVD SO THAT EXPANSION COULD BE COMPLETED IN A COST EFFECTIVE AND MINIMALLY DISRUPTIVE MANNER.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Scott Stegmann

NAME:

217 Marbel Dr

ADDRESS:

Norman

OK

73069

CITY:

STATE:

ZIP:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

09/04/2012

PHONE NUMBER:

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I would prefer a 4-lane facility east of Walker Ave. in downtown. I think this is appropriate given all of the foot traffic downtown and in Bricktown and after events. If a 6 lane facility will ease traffic and congestion west of Walker, then I have no problem supporting that.

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## Oklahoma City Boulevard

08/21/2012

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Tony M. Garcia

11901 Aspen Creek Drive  
ADDRESS:

CITY: OKC STATE: OK ZIP: 73170

405-205-2143  
PHONE NUMBER:

## ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 09/04/2012

EMAIL ADDRESS: tanyotc@cox.net

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I definitely agree with the proposal to narrow the DEC Blvd to four lanes throughout its entire length.

I also agree that all efforts should be made to make as much of it as is possible, at ground level, to include using a Roundabout to accomplish that goal.

I also strongly recommend that ~~the grassy and tree-lined median~~ a grassy and tree-lined median be ~~maintained~~ maintained in any final design.

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(CONTINUED ON BACK)





OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>


## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

DONE BY DESIGN INC.

NAME:

1533 W. SHERIDAN AVE.

ADDRESS:

Oklahoma City OK 73106

CITY:

STATE:

ZIP:

(405) 691-8706

PHONE NUMBER:

## ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by:

09/04/2012

donebydesign@att.net

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

As a female owned business in the center of this area, I cannot operate my design business after a certain hour because of the homeless people living under this "elevated Boulevard." The freeline accessories the city has offered will do nothing more than add petitions to the homeless multi-family dwellings.

CONNIE ROBISON  
Owner, Done By Design

(CONTINUED ON BACK)





OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**PUBLIC COMMENT FORM**

<http://www.odot.org/meetings/other.php>



**Oklahoma City Boulevard**

**08/21/2012**

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Kyle Brimberry

NAME:

1533 W. Sheridan

ADDRESS:

OKC

CITY:

OK

STATE:

73106

ZIP:

405 370-1238

PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

**09/04/2012**

kyle@brimscarpetokc.com

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

With all of the issues that are caused by bridges  
such as homeless & crime rates increasing if the Boulevard  
is not flat on the ground it will destroy all business in  
this area.

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Jim Aycock

NAME:

1533 W. Sheridan

ADDRESS:

Okla. City

CITY:

OK

STATE:

73106

ZIP:

509-0810

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by:

09/04/2012

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

A boulevard is a divided street with access to side streets and at ground level. The proposed "boulevard" is not a boulevard at all. Having no access from side streets hurts business along the "boulevard". Also vagrants have moved in around overpasses under old I-40 overpasses, particularly at Indiana. This has become an eyesore and nuisance on these side streets. This also promotes crime and a liability to the city.

(CONTINUED ON BACK)





OKLAHOMA DEPARTMENT OF TRANSPORTATION

**PUBLIC COMMENT FORM**<http://www.odot.org/meetings/other.php>**Oklahoma City Boulevard****08/21/2012****Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Mary HoldenADDRESS: 1533 W. SheridanCITY: OKC STATE: OK ZIP: 73106PHONE NUMBER: 405-235-1501**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **09/04/2012**

EMAIL ADDRESS: \_\_\_\_\_

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

For all the Businesses here already & for the new ones starting up, please keep the Boulevard on the ground, not elevated! Make a Boulevard we all can see & enjoy, and our customers want to use, not some elevated road that makes it hard for them to see us or get to.

(CONTINUED ON BACK)



OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>


## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

*Janet Brimberry*  
NAME:

*1533 W. Sheridan*  
ADDRESS:

*OK City* CITY: *OK* STATE: *73106* ZIP:

*405-235-1501*  
PHONE NUMBER:

## ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

09/04/2012

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

*Please, for the sake of numerous (~400)*  
*businesses between Western & Penn,*  
*Reno & Virginia, make the Boulevard*  
*ground level. No raised bridges.*

(CONTINUED ON BACK)





# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

ASHLEY TERRY

NAME:

3332 NW 25TH ST.

ADDRESS:

OKC

CITY:

OK

STATE:

73107

ZIP:

(405) 200-0012

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
2030 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by:

09/04/2012

ashleynterry@me.com

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

I THINK THE BOULEVARD SHOULD BE A FOUR LANE DESIGN. I THINK THAT WALKABILITY & PEDESTRIAN CONNECTIVITY SHOULD BE ~~ONE~~ ONE OF THE MAJOR FOCUSES OF THIS PROJECT. THE SIDEWALKS SHOULD BE PLENTIFUL & WIDE ENOUGH TO ACCOMMODATE THE INEVITABLE PEDESTRIAN USAGE OF DOWNTOWN OKC. TRAFFIC SHOULD BE AT A SLOW, MANAGABLE SPEED SO THAT PEDESTRIANS & BICYCLISTS FEEL COMFORTABLE & SAFE WHILE SHARING THE ROAD. THE BOULEVARD DOESN'T NEED TO BE CONCERNED WITH RUSHING PEOPLE THRU & OUT OF OUR DOWNTOWN AREA. WE ARE SPENDING MILLIONS OF DOLLARS RENOVATING OUR DOWNTOWN, WE SHOULD BE ENCOURAGING PEOPLE TO SLOW-DOWN, STOP & ENJOY IT. THE ELEVATED DESIGN WILL GREATLY REDUCE ANY CHANCE FOR ECONOMIC DEVELOPMENT ALONG THE BOULEVARD. WITH SIDEWALKS, LANDSCAPING, & SO MUCH PEDESTRIAN ACTIVITY, BUSINESS WILL BE BEGGING FOR A SPOT ALONG THE BOULEVARD. INSTEAD OF JUST BEING ANOTHER

(CONTINUED ON BACK)



(ASHLEY HERRY CONT.)

**OKLAHOMA DEPARTMENT OF TRANSPORTATION**  
PUBLIC COMMENT FORM

WAY TO HUSTLE CARS & PEOPLE THRU OUR CITY, THE BOULEVARD  
COULD BE A BEAUTIFUL, THRIVING ENTRANCE INTO DOWNTOWN/  
OVL. OUR CITY HAS GROWN & CHANGED SO MUCH IN THE LAST 10  
YEARS & THE YOUNG PEOPLE OF THIS CITY HAVE DIFFERENT  
DREAMS & ASPIRATIONS THAN THE GENERATION BEFORE US. US  
& OUR CHILDREN WILL BE THE ONES LIVING WITH THIS  
BOULEVARD DECISION LONG-TERM. MOST OF US ARE LESS CONCERNED  
WITH CARS & TRAFFIC FLOW, & MORE CONCERNED WITH WALKABILITY,  
BICYCLE ABILITY, & PROPER ECONOMIC DEVELOPMENT. PLEASE  
CONSIDER THESE THINGS WHEN CONSIDERING THE DESIGN  
FOR THE BOULEVARD.





# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Pulling your comments in writing is one of the most effective ways to have your concerns addressed.

Mark Gibbs

NAME:

601 N Broadway, #302

ADDRESS:

Oklahoma City

OK

73012

CITY:

STATE:

ZIP:

(405) 414-9714

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by:

09/04/2012

mark.gibbs@mtpokc.com

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

As a member of the City of Oklahoma MAPS 3 Transit/Modern Streetcar Subcommittee I would simply draw ODOT's attention to the two recommendations listed below that were made by the Subcommittee, approved by the MAPS 3 Citizens Advisory Board and received by the City of Oklahoma Council. These two recommendations address the critical need for coordinated planning and implementation in the many areas where the MAPS 3 Transit projects and the Oklahoma City Boulevard will interface. This will be vital to ensure that City, State and Federal taxpayer dollars are spent prudently and effectively.

I would also take this opportunity to highlight the special importance of the Robinson and OKC Boulevard intersection where the Chesapeake Arena, MAPS 3 Park, MAPS 3 Convention Center, MAPS 3 Streetcar and OKC Boulevard will all interact with each other. None of these projects should be addressed in isolation; serious holistic planning, particularly of the walkable environment, will be required.

(1) "The MAPS 3 Transit/Modern Streetcar Subcommittee acknowledges that advance conversations are underway between the City of Oklahoma City and Oklahoma Department of Transportation staff. The subcommittee appreciates their desire for a well-coordinated Boulevard Project with MAPS 3 and other City initiatives.

The MAPS 3 Transit/Modern Streetcar Subcommittee recommends planning for the locations of the MAPS 3 Transit/Modern Streetcar infrastructure, including steel rails, switching, duct banks, electrical, communications, streetcar stops, pedestrian connectors to stops, and other physical infrastructure in the vicinity of the OKC Boulevard, be expedited in advance of ODOT completing the OKC Boulevard plans."

(2) "The MAPS 3 Transit Subcommittee acknowledges that advance conversations are underway between City of Oklahoma City Staff and Oklahoma Department of Transportation Staff about the design of the OKC Boulevard. We appreciate their desire for well-coordinated Boulevard Project with MAPS 3 and other City initiatives. The Subcommittee also acknowledges the short time frame before ODOT completes the final design of the OKC Boulevard in early 2013 and





## OKLAHOMA DEPARTMENT OF TRANSPORTATION

**PUBLIC COMMENT FORM**<http://www.odot.org/meetings/other.php>**Downtown Oklahoma City Boulevard****08/21/2012****Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Pulling your comments in writing is one of the most effective ways to have your concerns addressed.

Mark Gibbs

NAME:

601 N Broadway, #302

ADDRESS:

Oklahoma City

OK

73012

CITY:

STATE:

ZIP:

(405) 414-9714

PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

**09/04/2012**

mark.gibbs@mtpokc.com

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

As a member of the City of Oklahoma MAPS 3 Transit/Modern Streetcar Subcommittee I would simply draw ODOT's attention to the two recommendations listed below that were made by the Subcommittee, approved by the MAPS 3 Citizens Advisory Board and received by the City of Oklahoma Council. These two recommendations address the critical need for coordinated planning and implementation in the many areas where the MAPS 3 Transit projects and the Oklahoma City Boulevard will interface. This will be vital to ensure that City, State and Federal taxpayer dollars are spent prudently and effectively.

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(1) "The MAPS 3 Transit/Modern Streetcar Subcommittee acknowledges that advance conversations are underway between the City of Oklahoma City and Oklahoma Department of Transportation staff. The subcommittee appreciates their desire for a well-coordinated Boulevard Project with MAPS 3 and other City initiatives.

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(2) "The MAPS 3 Transit Subcommittee acknowledges that advance conversations are underway between City of Oklahoma City Staff and Oklahoma Department of Transportation Staff about the design of the OKC Boulevard. We appreciate their desire for well-coordinated Boulevard Project with MAPS 3 and other City initiatives. The Subcommittee also acknowledges the short time frame before ODOT completes the final design of the OKC Boulevard in early 2013 and

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
PUBLIC COMMENT FORM

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therefore the need for our community to be aware of how aspects of this design could affect MAPS 3 rail transit projects in addition to the Modern Streetcar.

The MAPS 3 Transit Subcommittee formally recommends to the MAPS 3 Oversight Board and City Council that the design of the new railroad bridge that will span the OKC Boulevard include an expanded bridge structure that provides for both the existing freight rail service and proposed future passenger rail service through the planned Intermodal Hub Facility as prescribed in the Intermodal Transit Center Master Plan Phase 3 full build out scenario developed in partnership between the City of Oklahoma City, Oklahoma Department of Transportation, and the Association of Central Oklahoma Governments. The Subcommittee recommends that the new OKC Boulevard N/S railroad overpass be designed to accommodate all five potential tracks prescribed in the Intermodal Hub Study or at a minimum provide for the necessary substructure, support for future superstructure, and any advantageous environmental design considerations to allow for future easy expansion."





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**Oklahoma City Boulevard**

**08/21/2012**

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Scott Howard

NAME:

3100 NW 149TH ST.

ADDRESS:

OKC

CITY:

OK

STATE:

73134

ZIP:

(405) 752-8018

PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

**09/04/2012**

showard@htsd.org

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

I would like to see the Boulevard developed as a 4-lane roadway with narrow lanes and reduced speeds.

I also believe the West End of the Boulevard (from Western to Penn) should come down to the adjacent grades of properties adjacent to the existing alignment, in other words get it off of the embankment as far west as possible. Doing so will promote opportunities for private development.

I do not think incorporating Roundabouts would be very helpful along the Boulevard. Would prefer to see the Boulevard get back to the "grid" network of streets & blocks, closing off a few streets where intersecting streets with severe or acute angles would be problematic.

(CONTINUED ON BACK)

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

The Boulevard should be heavily planted with street trees!  
Other landscape materials as accents would be nice.

Hardscape accents (monuments, art, decorative paving) <sup>architectural features</sup>  
are a MUST! Significant features along the entire  
length of the Boulevard will present the image that  
Oklahoma City is a progressive city, embracing the benefits  
that good landscape architecture can provide to a community.





OKLAHOMA DEPARTMENT OF TRANSPORTATION

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

JOE QUINLIN

NAME:

823 W. CALIFORNIA AVE

ADDRESS:

OKC

OK

73106

CITY:

STATE:

ZIP:

405-317-6100

PHONE NUMBER:

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FAX: (405) 522-5193

Please submit comments by:

09/04/2012

JOE@QUINLIN.COM

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

IN 2007 I MOVED FROM SAN DIEGO TO OKC. IN 2007 THE CHAMBER OF COMMERCE COINED OKLAHOMA CITY AS "THE BIG FRIENDLY". THIS STATEMENT IS TRUE + JUST ONE OF A DOZEN REASONS WHY I LOVE OKC MUCH MORE THAN SAN DIEGO (WHERE I LIVED FOR 13 YEARS). THE THING I LOVE THE MOST ABOUT OKC + WHAT TRULY SETS IT APART IS <sup>THE</sup> RELATIONSHIPS, FAMILY, AND COMMUNITY IS HIGHLY VALUED. YOU DONT HAVE TO TRY TO MAKE FRIENDS OR ESTABLISH COMMUNITY... IT JUST HAPPENS! IN OUR GREAT CITY, THERE IS NOTHING MORE IMPORTANT THAN PEOPLE. ITS REALLY EASY TO GET AWAY FROM THAT AND FOCUS ON SYSTEMS, BUILDINGS, EFFICIENT INFRASTRUCTURE, ETC TO BUILD COMMUNITY + GROW. TRUE COMMUNITY DEVELOPMENT DOES NOT COME FROM BELLS + WHISTLES OR SMOKE + MIRRORS OR THE BEST ARCHITECTURAL + ENGINEERING IDEAS... IT COMES FROM CREATING + BUILDING AROUND THE BEST SCENARIOS FOR PEOPLE TO INTERACT WITH PEOPLE. FOR THE PAST 4 YEARS IVE LIVED IN ONE OF THE ONLY RESIDENTIAL

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

APARTMENTS WITHIN A BLOCK OF THE PROPOSED BOULEVARD IN THE SECTION BETWEEN WESTERN + WALKER. THE COMMUNITY I LIVE IN IS CALLED "THE REFUGE" + HAS ABOUT 50 SINGLES + FAMILIES LIVING IN A BUILDING ON CALIFORNIA AVE. WE ALSO HAVE ABOUT 12 PEOPLE FROM OUR COMMUNITY IN THE NEIGHBORHOOD JUST SOUTH OF THE PROPOSED BOULEVARD AROUND SW 5<sup>TH</sup> + SHARTEL. WE HAVE BEEN COMMITTED TO PURSUING PHYSICAL + SPIRITUAL TRANSFORMATION IN THE NEIGHBORHOOD WE LIVE IN. IT WASNT LONG AGO THAT THE AREA AROUND US HAD VERY HIGH CRIME AND ALL THAT COMES WITH IT. WE FELT THAT BY SIMPLY LIVING + ABIDING IN AN AREA THAT WAS SO DARK, WE COULD HELP BE THE CHANGE BY BEING LIGHT. WE LOVE OUR NEIGHBORHOOD, AND WE LOVE OUR CITY. THIS BOULEVARD WILL EITHER CREATE A WALL THAT DIVIDES OR OPEN SPACE THAT UNITES THE NORTH + SOUTH PART OF OUR NEIGHBORHOOD. SINCE THE FREEWAY CAME DOWN THERE HAS BEEN A NOTICEABLE POSITIVE DIFFERENCE IN THE LIFE + ACTIVITY IN THIS AREA. ALTHOUGH I DOUBT ANY CHANGE IN DECISION WILL BE MADE TO THE PLANS BECAUSE OF COST, ENGINEERING COMPLICATIONS WITH A ROUND-A-BOLT, + POLITICAL + PRIVATE INFLUENCE I WILL STILL GIVE MY OPINION ON WHAT MY DESIRE IS. MY HEART WOULD BE FOR THERE TO BE A GROUND LEVEL BOULEVARD FROM WESTERN TO BRICKTOWN (ALL THE WAY TO THE STOCKYARDS WOULD BE GREAT!). COMMUNITY, ALONG WITH BUSINESS WOULD THRIVE ALONG A BOULEVARD THAT DISTRIBUTES TRAFFIC EVENLY BETWEEN BOTH SOCIAL + CONSUMER NEEDS. THIS BOULEVARD SHOULD BE CREATED AROUND THE ONE THING THAT IS HELD IN THE HIGHEST REGARD HERE IN OKLAHOMA CITY: PEOPLE.





OKLAHOMA DEPARTMENT OF TRANSPORTATION

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

John Mesa, SEGD

NAME:

1108 SW 37th

ADDRESS:

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73109

CITY:

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ZIP:

632.6054

PHONE NUMBER:

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Please submit comments by:

09/04/2012

[showoff.designs@sbcglobal.net](mailto:showoff.designs@sbcglobal.net)

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

The new I-40 is doing a great job of hustling traffic past Oklahoma City. If you decide to get on or get off the new I-40, you're going to have to wait in a long line of traffic at Western, Pennsylvania, and Shields. It seems the plan is to use the old I-40 as the entry and exit points for the new I-40 and to bypass these traffic jams for Oklahoma City residents and visitors. If I understand the plans correctly, this footprint of the old I-40 will be the new boulevard.

Rather than build a whole new roadway as the new boulevard, why don't we tie into Reno. We can then make improvements on Reno from Agnew to Shields/E.K. Gaylord/Broadway. We can use the entry and exit points that are planned but just extend them to Reno. We can call this improved section of Reno the Oklahoma Boulevard. This is similar to the Oklahoma River which is the North Canadian River. This renovation should also improve the businesses that now exit on or near Reno.

Now saving funding to build a new boulevard, we can convert Oklahoma Boulevard to a 4-lane, 2-way road and add a center median and cut some left turn lane lanes at all the major crossings such as Pennsylvania, Western, Classen, Shartel, Walker, Hudson, Harvey, Robinson, Broadway, Oklahoma, Mickey Mantle, Stiles, and Lincoln. The beauty of using Reno is that it is a major thoroughfare from Yukon to Harrah. It ties into the Fairgrounds, Stockyards City, the Public Market and of course Bricktown.

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Now with the footprint of the old I-40 still there, we can build public parking lots that used to be under the old I-40 and make them an attractive place to park. They could conceivably be 2-story parking lots. These parking lots can serve the Chesapeake Center, Cox Convention Center, Myriad Gardens, Devon Tower and many of the attractions in Bricktown. These parking lots will also serve the proposed new convention center and the proposed Core to Shore Park. And with the proposed streetcar service, it will all tie together. They should also create a more friendly pedestrian area of Downtown OKC

With Project 180 nearing completion, it's possible this attractive area could encourage bicycling as well as pedestrian travel. With a controlled speed limit of 30 or 35 miles per hour, it should all work together quite well and be an invitation to come Downtown once again.

I was born on OKC in 1940 and the best form of transportation was streetcars and then the buses. As a child of 10 years old, I would go Downtown by myself to the First National Center and see my doctor who was on one of the upper floors. There was plenty of pedestrian traffic and there was never any time I felt insecure. There were also beat cops that walked up and down the streets which was a big help. Maybe that's what we should shoot for. Now with all the condos and apartments locating Downtown, it seems like now is the time.

I would be glad to come down and show you my proposed plans but I'm sure you will have many offers for such a chance. I'm sure there are other ideas, but I think mine is practical and very doable.





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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

ROB ELLIOTT

NAME:

900 NW 6th street

ADDRESS:

OKLAHOMA CITY

OK

73106

CITY:

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405. 272. 0600

PHONE NUMBER:

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Please submit comments by:

09/04/2012

ROBE ELLIOTT ARCHITECTS.COM

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

It was my impression that the boulevard would be a nice, landscaped urban street providing for retail and office activity and accommodating urban traffic.

I don't think it is needed to be a major thoroughfare for moving vehicles in and out of the downtown area.

I think that very wide sidewalks fronting the streetside building is of greater value than a wide landscaped median.

Some street parking will be available along the boulevard but additional parking areas (even if at-grade parking) should be planned for.

I think it is OK to let the boulevard be at grade through the Clasen & Western intersections.

And I think it is OK for the boulevard to rise from Blackwelder or Indiana to connect to the planned flyover.

(CONTINUED ON BACK)

## PUBLIC COMMENT FORM

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.





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***Downtown Oklahoma City Boulevard***

**08/21/2012**

***Oklahoma City, OK***

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Oklahomans for New Transportation Alternatives Coalition

NAME:

2233 W. Lindsey Street, Suite 107

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Norman

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73069

CITY:

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ZIP:

+1 (405) 360-2525

PHONE NUMBER:

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**Please submit comments by: 09/04/2012**

[info@ontracok.org](mailto:info@ontracok.org)

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**ENVIRONMENTAL  
PROGRAMS DIV**

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

To Whom It May Concern:

Please accept this letter as the official written comments of Oklahomans for New Transportation Alternatives Coalition (OnTrac) in regard to the Oklahoma Department of Transportation's (ODOT) public scoping process for the design and construction of the Downtown Oklahoma City Boulevard.

OnTrac is a not-for-profit public advocacy organization that promotes and supports development of rail transit opportunities for the citizens of Oklahoma. In the last several years, OnTrac has dedicated significant time and effort to assist the Association of Central Oklahoma Governments (ACOG) on numerous rail transit initiatives, including ACOG's Intermodal Transportation Hub Study undertaken by Jacobs Engineering. That study, to which ODOT was a contributing partner, identified Santa Fe Station as the best site for development of a regional rail transit hub to serve the Oklahoma City Metropolitan Area and Central Oklahoma.

Critical to the selection of the Santa Fe Station site was its ability to be expanded to provide the necessary service capacity to meet future commuter rail transit needs, as well as those for AmTrak and potential High Speed Rail. The key component of that expansion capacity involves widening of the existing elevated guideway and terminal area to the east approximately sixty feet to allow for a third passenger platform and additional tracks. As a result of that expansion, the hub study requires an additional track for accessing the terminal from the south where the BNSF elevated guideway will cross the new Oklahoma City Boulevard.

We understand that ODOT will be constructing a new BNSF railroad bridge over a proposed below-grade section of the Boulevard, and that the current railroad bridge design does not currently incorporate the additional track space required in the hub study for future expansion of that facility. OnTrac respectfully requests that, at a minimum, ODOT construct the below-grade section of the new Boulevard with the necessary grades to allow for future minimum clearance requirements at the time the railroad bridge is expanded to the east to accommodate the additional track specifically identified as part of

# OKLAHOMA DEPARTMENT OF TRANSPORTATION

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the expansion requirements for the future intermodal hub. If at all possible, OnTrac further requests that the necessary substructure components for the future railroad bridge expansion be incorporated as part of the current design and construction plans for the railroad bridge as part of the Boulevard project.

Thank you for the opportunity to provide our comments.

Marion Hutchison  
President, OnTrac





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## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

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09/04/2012

lesliemoyer@gmail.com

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ENVIRONMENTAL  
PROGRAMS DIV.

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

The historic district just south of downtown Oklahoma City is a dusty gem on the cusp of rediscovery and revitalization. "Local Food" is a nationwide phenomenon and Oklahoma City has some of the most well-respected leaders in the movement. These leaders have traveled all over the nation to talk about Oklahoma's food models and people have come from all over the world to learn about what we're doing here.

There are some spectacularly unique and beautiful buildings in the Farmers Market District that need to be celebrated and polished and nurtured into their rebirthing. There is a concerted effort at bringing back the district and an elevated Boulevard project would squelch it. Please don't proceed with any plans that would cut off the Farmers Market District from the revitalizing downtown!





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## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Dustin Akers

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73102

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Please submit comments by:

09/04/2012

dustin.akers@theallianceokc.org

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ENVIRONMENTAL  
PROGRAMS DIV.

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I respectfully request that ODOT consider all alternatives that will avoid any section of the boulevard to be elevated. The elevated Crosstown Expressway has caused years of blight and divisions between the neighborhoods and sections of downtown on either side. This scenario has created an environment where potential for economic development and connectivity is impossible. Furthermore, due to the locations of the MAPS 3 convention center and central park, as well as the existing Chesapeake Energy Arena and the future convention center hotel, an elevated boulevard to the west will drastically limit the amount of developable parcels along the boulevard to 5, instead of the potential for the entire frontage of the boulevard to be developable.

The new I-40 is beautiful and functional. It serves its purpose of moving people in and out of downtown. The boulevard should also be beautiful and functional. But serve a different purpose than moving people in and out of downtown. Its purpose should be to encourage people to stay downtown, to park and walk, to enjoy the amenities, and to enjoy the potential future retail and entertainment offered along the boulevard.

We do not need another I-40. We do not need an I-40 "business" route. What we need is a beautiful, iconic, 4-lane, tree-lined, destination city street, that is for the people, not the cars.

Alternative idea: Strong consideration should be given to not connecting these two roads. Separating the western and eastern connections to I-40 will provide numerous opportunities to revitalize a blighted area of downtown. I strongly recommend connecting Interstate 40 to the street grid using California Ave in the west and 3rd Street (Old Crosstown path) in the east.

Question: Can the portion of the boulevard east of the BSNF rail line be aligned to the southern most portion of the right of way? This would allow a prime development site in lower Bricktown that would also cover up the unsightly rear of a movie theater building. This is not the first thing that visitors should see entering downtown.





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***Downtown Oklahoma City Boulevard***

**08/21/2012**

***Oklahoma City, OK***

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

James E. Potts

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**09/04/2012**

jimpotts53@gmail.com

EMAIL ADDRESS:

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**ENVIRONMENTAL  
PROGRAMS DIV.**

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

As a resident of Oklahoma City and a frequent user of businesses and services in the downtown and Bricktown areas, I hereby request a public process and for the Oklahoma Department of Transportation to provide a range of alternatives for the new OKC Boulevard replacing the old I-40 Crosstown Highway.

I would like to see alternative solutions that are based on enhancing the City of Oklahoma City along the entire route, and not simply moving the highest volume of car traffic at the greatest velocity to and from the "Core" area of OKC. I believe an alternative solution incorporating the following concepts would best serve all of OKC:

1. Enhance and serve (with ready or lightly restricted access) Private & Public Property adjacent to the Right of Way along the entire route.
2. The roadbed should not be "elevated" neither by bridge nor berm. The road should be "at grade". Two exceptions are at the BNSF tracks near Shields and possibly at Western-Classen, preferably with an underpass, either N-S or E-W as good traffic engineering determines.
3. The design should incorporate features for mass transit. Dedicated bus lanes and platforms and/or R/W space for Light Rail service.
4. Segregated and protected paths for pedestrians and cyclists. All forms of transportation are good and valid as long as they are separated and protected from one another. This makes them safe, efficient, and enjoyable.
5. Ideally I wish the OKC Boulevard to feel and appear like Drexel or NW 19th St. in the Linnwood Neighborhood where I live. Realistically I accept the high volume of traffic and perhaps N. Classen is a better example. I do NOT want anything resembling Northwest Highway!

As an Architect, I recognize the design problem facing ODOT and The City. The Relocated I-40 has limited access to downtown with two ramps, Western and Shields. The original solution was a spur highway, misnamed a boulevard, to dump traffic into the "Core" area. This solution has inherent circulation problems as it crosses the two arterial roads serving the Relocated I-40.

# OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

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Additionally the current proposed solution ignores and isolates two miles of the city at the East and West Sections. We need an alternative solution which enhances and stimulates these areas long blighted by the old Crosstown. We need solutions for all of OKC, and not just the interests of downtown.





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***Downtown Oklahoma City Boulevard***

**08/21/2012**

***Oklahoma City, OK***

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Janie Riggs

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riggsjanie@gmail.com

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**ENVIRONMENTAL  
PROGRAMS DIV.**

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I am most vehemently opposed to even entertaining the mere 'thought' of elevating the new boulevard to be built in place of where the old I-40 was. This would cut out new growth in the city and cause businesses that are currently there a hardship because people drive over them instead of past them. An elevated roadway will create an unsafe, horrible eyesore. I want a ground level boulevard as was originally proposed. Please listen to the people and businesses of Oklahoma!

Thank you.  
Janie Riggs





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***Downtown Oklahoma City Boulevard***

**08/21/2012**

***Oklahoma City, OK***

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

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davidwdickerson@sbcglobal.net

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**ENVIRONMENTAL  
PROGRAMS DIV.**

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

The street that will replace the nearly demolished Interstate 40 Crosstown Expressway is a critical component of the redevelopment of downtown Oklahoma City. Extensive urban blight in the area south of the old interstate right of way and along the old elevated right of way in the western section of downtown can be directly attributed to the design of the old roadway. It is vitally important to the citizens of Oklahoma City this project design is updated to consider the numerous changes to the city since the initial design was developed nearly 15 years ago.

1. The 2014 "deadline" for the boulevard's construction is an artificial one solely imposed by ODOT. The citizens of Oklahoma City prefer this issue being thoroughly analyzed and all alternatives examined over any attempts to expedite construction merely to meet this deadline.
2. A "Business I-40" is not desired and would merely recreate the conditions that were detrimental to significant areas of downtown Oklahoma City. This is essentially what is being proposed by ODOT presently. There is no absolute requirement for the connection to Interstate 40 on the east and west sides of the central business district to be connected to one another.
3. Strong consideration should be given to NOT connecting these two roads. Separating the western and eastern connections to Interstate 40 will provide numerous opportunities to revitalize a blighted area of downtown. I strongly recommend connecting Interstate 40 to the street grid using California Ave in the west and 3rd Street (Old Crosstown path) in the east.
4. If the two Interstate connections are kept separate the need to elevate the boulevard over the Western/Classen/Reno intersections is eliminated. This will reduce construction costs significantly and permit those funds to be redirected into street level amenities and preparation for the future streetcar system.
5. Constructing the boulevard(s) at grade level in the Farmer's Market District will facilitate revitalization of that district



# OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

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where the elevated Crosstown caused extensive urban blight. Significant private investment in this area has been made in the hope of more pedestrian and automobile traffic being brought into the district by the new street rather than bypassing it. This will benefit Oklahoma City's Core to Shore redevelopment plan immensely by eliminating the blight adjacent to that area's planned redevelopment.

6. THE BOULEVARD SHOULD BE AT GROUND LEVEL WITH ALL PRESENT AND FUTURE DEVELOPMENT SITES FOR A DISTANCE GREATER THAN PRESENTLY PROPOSED – MOST CRITICALLY IN THE WESTERN SECTION OF DOWNTOWN. THIS SHOULD BE DONE EVEN AT THE EXPENSE OF ABSOLUTE TRAFFIC THROUGHPUT POTENTIAL.

7. Reducing the boulevard from 6 to 4 lanes will vastly improve pedestrian access to future development along the street or streets.

8. All traffic control techniques including the use of modern design roundabouts should be considered. Synchronized signaling based on the posted speed limits should be modeled and fully analyzed.

9. Extensive landscaping, curb bump outs, facilitation of pedestrian movement, on street parking, and preparation for the streetcar should be given priority over increasing the speed at which vehicular traffic enters and exits downtown.

All these factors are critical to the restoration of downtown Oklahoma City. The design of the new street will have lasting impact on the urban core of an up and coming city. To repeat the well documented mistakes of the past would be a great disservice to the present and future citizens of Oklahoma City.

Thank you for the opportunity to make the desires of "ordinary" citizens heard.



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***Downtown Oklahoma City Boulevard***

**08/21/2012**

***Oklahoma City, OK***

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Anthony R. Page

NAME:

11005 Willow Grove Road

ADDRESS:

Oklahoma City

OK

73120

CITY:

STATE:

ZIP:

PHONE NUMBER:

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**Please submit comments by:**

**09/04/2012**

[anthonypage@earthlink.net](mailto:anthonypage@earthlink.net)

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**ENVIRONMENTAL  
PROGRAMS DIV.**

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

Speaking as someone with a 25 year+ career spanning urban development across the United States and a professional education which includes Harvard University's Graduate School of Design, I want to express my extreme reservations about the presently proposed plan to essentially rebuild the boulevard on the abandoned alignment of I-40.

The science of urban planning and transportation engineering has made major advances over the last 15 years-- there is now a growing appreciation for the extreme damage that high speed traffic and elevated roadways disconnected from the street grid can play on adjacent neighborhoods and property values.

I support the decision of the City of Oklahoma City to study this issue in greater detail; there is only one chance to "do this right." A rush to complete the boulevard without adequate public input and study could damage the City of Oklahoma City for decades. Although I realize an impact study was performed a few years ago, much has changed since then.

It is incumbent upon the State of Oklahoma and the City of Oklahoma City to proceed with care when it comes to designing the replacement boulevard. In particular, it is important to recognize the recent changes that have taken place in the urban core, acknowledge the harm that the continued presence of an elevated roadway (including overpasses) has on the surrounding environs, and to review current "best practices" when it comes to urban transportation planning-- paying particular note of the growing appreciation for the efficacy of roundabouts.

Thank you for your attention to this matter and for allowing the citizens of the State of Oklahoma an ability to provide input into the process.





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## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Cassi Poor

NAME:

1908 Graham Ave

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PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
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Please submit comments by:

09/04/2012

[cassi.poor@theallianceokc.org](mailto:cassi.poor@theallianceokc.org)

EMAIL ADDRESS:

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ENVIRONMENTAL  
PROGRAMS DIV.

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

Please do all that you can to keep the boulevard at-grade with out any elevated sections. It's hard to encourage quality development along elevated roadways. Also the new I-40 alignment moves cars through Oklahoma City at a plenty fast enough speed. This boulevard should be designed to make OKC a destination to stop and enjoy, not to just get through or out of as fast as you can. In order to do this, traffic must be slowed and traffic lanes should be narrowed. Wide traffic lanes only encourage speeding. To make the boulevard friendly for pedestrians please make it 4 lanes so that it is not impossible to cross. It may be beneficial to explore the already existing alignments of east-west roads to use as the main streets to move traffic.

We do NOT want a Northwest Expressway running through our downtown!

While Oklahoma City is predominantly an automobile oriented state this is quickly changing and if we continue to only design for the automobile our city will quickly become obsolete. There is a need to incorporate pedestrian and biker friendly features into the design. It must be a balance of pedestrians, bicyclist, and vehicles together. This means line the streets with trees, add bike lanes, angled parking, pedestrian and automobile lighting, etc.

I appreciate the opportunity to voice my thoughts and opinions.

P.S. raising the boulevard does not provide great views into downtown like some people may have suggested.



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## *Downtown Oklahoma City Boulevard*

**08/21/2012**

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Eric Lyons

NAME:

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ADDRESS:

Midwest City

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73110

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PHONE NUMBER:

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Airman02056@hotmail.com

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**ENVIRONMENTAL  
PROGRAMS DIV.**

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

The new Boulevard needs to be at ground level and have walkable bike and trail areas. I own a bakery in the Historic Farmers Market district and an elevated Boulevard will effectively kill the revitalization that has begun. This will have a significant impact on the starting business I've just brought to OKC. The city has been far better off since the elevated I-40 was moved south, and rebuilding an elevated road along the same path would be a huge step backwards. Please consider how an at-grade Boulevard would benefit OKC for decades to come and not just repeat the failed designs of the past.





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## *Downtown Oklahoma City Boulevard*

**08/21/2012**

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_

STATE: \_\_\_\_\_

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PHONE NUMBER: \_\_\_\_\_

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**ENVIRONMENTAL  
PROGRAMS DIV.**

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

the boulevard should be ground level, pedestrian and bike friendly, and roundabouts



OKLAHOMA DEPARTMENT OF TRANSPORTATION

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## *Downtown Oklahoma City Boulevard*

**08/21/2012**

**Oklahoma City, OK**

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Sue Iles

NAME:

1305 NW 8th St

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73170

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EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

Please let the people who live, work, and shop in the areas south of the I-40 be heard. This decision should not be left to the People who are simply looking at "studies" and "projections", but rather to the real life benefits/problems that these decisions will cause. Stop the elevated boulevard plans until a better compromise can be achieved that can accommodate traffic and yet not kill the small businesses already in the area.

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***Downtown Oklahoma City Boulevard***

**08/21/2012**

***Oklahoma City, OK***

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

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**Please submit comments by: 09/04/2012**

pboylan@pdcproductions.com

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I think the best solution to the Western/Classen/Reno issue is to take the center four lanes of a six lane boulevard below-grade, running under an at-grade roundabout that handles the connecting street traffic and allows two lanes of the new boulevard to still access adjoining business. Not only is an underpass more aesthetically pleasing than an overpass or above-grade roadway, this solution is the best for economic development in the area. Please reference the Connecticut Avenue underpass through Dupont Circle in Washington, DC as an example.

ODOT's proposed parallel parking on portions of the outer two lanes of the six lane boulevard is right on target. Those lanes could be declared "rush hour" lanes from 4-7pm on weekdays to improve traffic flow. The same could be designated during large events at the arenas or new convention center.

To mitigate the concerns of those concerned about the width of the six lane boulevard, pedestrian walkways over the boulevard at E.K. Gaylord, Robinson, and Hudson should be installed, complete with escalator and elevator access similar to pedestrian crossing at Las Vegas Boulevard intersections in Las Vegas, NV. Elevators should be large enough for handicapped individuals as well as bicyclists.

Finally, additional right of way needs to be acquired at the boulevard intersection with Oklahoma Avenue, allowing access directly into Lower Bricktown as well as future access into development South of the new boulevard. The elevated railway creates a perceived barrier to convenient access into the entire Bricktown Entertainment District, and without a proper intersection at Oklahoma Avenue, a triangle of blight is created between E.K. Gaylord and the Canal, and the boulevard and the new I-40.

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***Downtown Oklahoma City Boulevard***

**08/21/2012**

***Oklahoma City, OK***

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

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**Please submit comments by:**

**09/04/2012**

[andrew.keith.stewart@gmail.com](mailto:andrew.keith.stewart@gmail.com)

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

The boulevard should have two 11' traffic lanes, a parking lane, and wide tree-lined sidewalks in each direction separated by the widest median that will fit in the right-of-way. The boulevard should not have dedicated right-turn lanes or slip lanes. These features are dangerous to pedestrians and take up valuable street parking.

The portion of the boulevard between Walker Avenue and Western Avenue should be at-grade at all costs. My preferred solution for this complex intersection is a modern roundabout. However, any solution that keeps the boulevard at-grade and connected to the street grid is an acceptable solution. An elevated "boulevard" would be the least favorable option and would be counterproductive to the redevelopment of this portion of the city. In reality, this area could be best served by not building the boulevard at all, but by connecting it into the existing street grid. The west end of the boulevard could end at Western Avenue, and then continue into downtown as California Avenue. The east end of the Boulevard could end at Walker Avenue then continue as SW 3rd Street into the Farmers Market area. This would convert many acres of highway right-of-way into prime downtown real estate. This would also provide an opportunity to create a modern roundabout at the intersection of the boulevard and Classen Boulevard that would serve as the grand gateway into downtown from the west.

The portion of the boulevard just east of the Blackwelder bridge to Western Avenue should be reconstructed as an at-grade boulevard. The berms, bridges, and ramps should be removed and Douglas, Ellison, Klein, and Clegern should connect at right angles to the boulevard from the north and south. This would allow a large amount of currently unusable right-of-way to become prime real estate with boulevard frontage.

Thank you for your time,  
Andrew Stewart

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## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Derek Sparks, on behalf of Steve Mason and the OKC Chamber

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Please submit comments by:

09/04/2012

dsparks@okccchamber.com

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

Hi, I am Steve Mason. I serve as the Chairman of the Oklahoma City Chamber of Commerce's Transportation Committee. On behalf of the Chamber, I would like to thank ODOT and the City of OKC for the excellent work they do in the design and completion of infrastructure projects. We appreciate ODOT's cooperation to reexamine the design of both the 6th Street Button Hook exit of the Centennial Expressway and the Boulevard to ensure that traffic is moved efficiently while supporting economic development. This work is essential to Oklahoma City's continued economic growth and has helped tremendously to revitalize our downtown core.

The Chamber is committed to the completion of the Downtown Boulevard by 2014. The timely completion of this project is crucial because it will provide access to the downtown core from the new I-40 Crosstown and help make traffic flow more efficient. Given the great progress made in tearing down the elevated portion of the former I-40 to make way for the new boulevard, the Chamber believes it is critical that the 2014 timeline be honored.

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## *Downtown Oklahoma City Boulevard*

**08/21/2012**

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Barbara Laufersweiler

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[blaufers@laufers.com](mailto:blaufers@laufers.com)

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*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

As has been shown in cities across the U.S.A., an elevated arterial is devastating to the health and vibrancy of the surrounding area. There are many examples of this from the era of interstate building. Recently cities have begun to tear down the elevated arterials and replace them with surface streets that are part of and contribute to the neighboring areas, with great success. Speed and smooth traffic flow are not the highest, best value. Arterials should not separate and ignore their immediate surroundings. Please do not make these mistakes in Oklahoma City.

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## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Michael Schwab

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"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

Comments on the new Boulevard from a Yukon resident that commutes into the heart of downtown Oklahoma City every weekday using I-40 and the Shields exit/entrance ramps.

One option to look at could be to eliminate the elevated structure over Western and Classen. N. Klein could be the first major intersection.

- The four lane Blvd. section could have an extra EB left turn lane and right turn lane if needed at the Klein intersection and continue as a four lane section to the east of the Klein intersection. The four lane section to the east of Klein could connect into California Ave.

EB traffic would have the following options.

- Turn left onto Klein to access Sheridan or Main. (The section of Klein between the Blvd and Sheridan could be four lane and the section between Klein and Main could be two lane.
- Travel straight through on California
- Turn right onto Klein to access Reno (may want an additional dedicated right turn lane here)

Consider ending the Boulevard coming from the east at Lee Ave.

WB traffic would have the following options

- Turning N. on Sheridan to access Reno or California
- Turning N. on Lee to access Reno or California (Consider widening Lee between California and SW 3rd St.)
- Continuing on two lane section of 3rd St. that connects to Western
- Turning S. on Walker or Lee to access one of the other east/west streets that connects to Western

The Blvd. would not be continuous. It would come off of I-40 from the west and connect into California with a couple of side roads to widen and one-way streets converted to two-way with traffic signals still being utilized at intersections. The Blvd. coming off I-40 from the east would be a four lane section to the west of the arena or Shields and basically end at



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Lee where it would become two lane 3rd St.

Right of way would hopefully be minimal along Klein and Lee potentially consisting of empty fields and sections of parking lots to widen those roads although a couple of buildings along Lee between California and Reno could be affected.

The main idea of not making the Blvd. continuous would be to encourage traffic to distribute through this area thus encouraging existing business and future development while maintaining a street network for adequate traffic flow.

Morning rush hour on the Blvd. from the west coming down California would have multiple intersections to head north into downtown or south onto Reno. Traffic exiting off I-40 at Western could use 5th St., Reno, or the section of Blvd. along 3rd St. to move west before heading north to access downtown potentially avoiding intersecting traffic using the Blvd. on California. Proper signage and informed commuters could help this work.

Afternoon rush hour traffic could still use Sheridan to access the Blvd. and I-40 at Douglas in addition to accessing the four lane section of California at multiple intersections.

A key would be to have appropriate traffic signal coordination during the rush hours.

Challenges to the above ideas include:

- Having a pedestrian friendly area along the California section of the Blvd. since right-of-way is limited. Maybe Reno could be utilized for the pedestrian route in the area if not enough width is available on California although narrow widths may help with traffic calming. The far eastern end (last 2-5 blocks) of California between Classen and Walker may even utilize a two lane section with parking/bike lanes/sidewalk.
- If the Blvd. comes down to grade at Klein from the West, an important check would be sight distance due to potential crest curves and even for the horizontal ramp curve off of I-40 due to queued traffic at a Klein intersection.

Other Blvd. Comments:

The intersection at E.K. Gaylord and Shields could experience heavy traffic/congestion at the morning rush hour and WB I-40 traffic should still be encouraged to exit at Robinson.





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## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Trey Parsons

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+1 (405) 473-4847

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Please submit comments by:

09/04/2012

[trey@enersolve.us](mailto:trey@enersolve.us)

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I am concerned that an elevated boulevard will isolate and divide the traffic from the surrounding community. An elevated boulevard will not be good for sustainable growth and development in the area that it runs through. Instead, I would like to see a street level boulevard with less traffic capacity (lanes) and maybe with a modern roundabout to help distribute the flow of traffic efficiently, but also in a way that will encourage growth and positive community development in that area of the city.

Sincerely,  
Trey Parsons

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## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Taylor Caraway

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Please submit comments by:

09/04/2012

taylor.caraway@INSURICA.com

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I wanted to take a minute to comment about the addition of bicycle lanes. Bicycle lanes represent something more than a few feet of pavement set aside for bicyclists... They represent our city's attitude toward healthy, active lifestyles. They increase public awareness of both healthy living and cycling (two things that are growing immensely). I, and many others, believe that the inclusion of bicycle lanes on the Oklahoma City Boulevard would be a giant leap forward in continuing the progress our awesome city has already made. Don't believe me? Go get on a bicycle. Don't own a bicycle? I'll lend you one for as long as you'd like.

We have already taken great strides in continuing to be one of the best cities to live in, and the inclusion of bicycle lanes would advance those efforts well beyond the specific Boulevard in question. It represents a mentality that our city has toward promoting health and enjoyment of life.

I am grateful for your consideration on this important issue.

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## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Chuck Mikkelson

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Please submit comments by:

09/04/2012

chuckmikkelson@prodigy.net

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

It seems a little late in the process to ask for public input on this project that was suppose to be done several years ago. It seems as highly regarded outfit as ODOT they should have been able to consult, plan and design with OKC and the public on this project years ago. I understand OKC does not want 6 lanes because it would be like the NW Expressway - not pedestrian friendly. The reason NW Expressway is not pedestrian friendly is because it lacks sidewalks and does not have pedestrian crossings. It's funny OKC's most used recreational area (Lake Hefner) lacks pedestrian access across the NW Expressway.

Elevate or traffic circles? I leave this to the engineers.

4 or 6 lanes? I suggest 6 lanes but the outside lanes for bikes only. Lanes could be narrowed down? Parking is a NO - why should the government build parking for some business and it would disturb traffic flow? Most of the area is undeveloped and there is plenty of room for new businesses to build their own parking. Sidewalk is a must and wider the better. Plus it needs well marked and lighted pedestrian crossings. The center median should be narrow - wider means more upkeep from the city taxpayers. The only reason for a wide median would be for future expansion, rail line or city park. A multi-purpose recreational trail in the center median would not be much good with all the street crossings unless there were no bike lanes.

As for the area around the new convention center? Poor site - it will be land locked by Reno and the new boulevard. The city needs to move it on the south side of the boulevard instead of trying to move the boulevard south. What is the city plan - block Reno or the new boulevard for truck loading and unloading of large conventions. Their current site would be a better fit for retail, hotels, etc.

You don't want an expressway but you still need to move traffic in and out of the downtown.

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## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Kenneth Fitzsimmons

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Please submit comments by:

09/04/2012

ken@task-design.com

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

Thank you for allowing input before commencing work. How this intersection is handled along with the Core to Shore Park will likely have the biggest impact as to how OKC downtown develops going forward.

I concur with the many voices that an elevated roadway is not the answer. Doing so will continue to divide the City and stifle potential development in the area. There are numerous examples in the US and abroad that show how traffic can be efficiently handled while creating vibrant streets that attract business and generate tax dollars. Great Cities are known for their architecture, public places, culture which is best seen at a pedestrian level, in nearby shops, not a car. Most great Cities do have traffic jams at rush hour but that does not stop the city life or tourists. If OKC wants to be a big league city then it must plan like one and provide a street layout that helps generate public spaces made for people to get out and explore. Film Row and Farmers Market are poised to anchor a new district than can grow along the new boulevard if placed at grade level.

Slowing down the process to work out a design that addresses issues beyond traffic flow is much more important than meeting a deadline.

Thanks for your time

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## ***Downtown Oklahoma City Boulevard***

**08/21/2012**

***Oklahoma City, OK***

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Trevor M. Palen

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**Please submit comments by:**

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tpalen.stu@my.okcu.edu

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**ENVIRONMENTAL  
PROGRAMS DIV.**

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

Staff of ODOT,

I am excited to see the many developments that are taking place throughout Oklahoma City, including the long anticipated Boulevard. I understand that plans have been in place for quite some time as to how the new Boulevard will be constructed. However, the majority of citizens with whom I have spoken about this new Boulevard seem to agree that the plan that has been in place for a decade, regardless of any good intention and advantage it may possess, is not the best plan for the development of Oklahoma City's urban core. The following comments reflect what I think many feel are important elements in the design of the Boulevard so that OKC's urban core can be strengthened by this project.

1. This needs to be a very pedestrian friendly project. It seems that keeping the Boulevard to 4-lanes has been agreeable with most parties, and I think that is a step in the right direction. The other major area I feel needs to be addressed is the grade at which the road is constructed. Any elevation of the road east of Western Ave. for sure, but really Blackwelder Ave. will work against development of the area associated with the Boulevard. Pedestrians and bikers have no reason to travel westbound on an elevated road that connects with interstate highways and from which you cannot exit.

2. No development can occur on the berms that currently elevate that roadway west of Western Ave. This works against strengthening the viability of the urban core.

3. I cannot stress enough that drivers will not travel this road as a means to enter downtown unless there is significant street-front destination development along the Boulevard between Western and Walker and possibly even west of Western Ave. That will be made impossible by elevating the roadway. Firstly, online map programs such as Mapquest and Google Maps are going to recommend driving I-40 to the Shields exit to arrive at downtown destinations. Secondly, drivers who are targeting the skyline as an approximation of when to get off will exit I-40 on either Western or Shields and use the appropriate cross street to reach their destination.



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4. Strong consideration should be given to returning to the street grid, especially between Classen and Walker. The new Boulevard would essentially become California extending west of Classen and SW 3rd extending east of Walker. This would mean revenue production for the city by selling the right of way turned property to private developers. It would also be the best solution for encouraging development on the western side of downtown.

5. I-40 is located less than one mile from the proposed Boulevard. There is no reason that the speed limits for the proposed Boulevard to exceed 35 MPH. If people need to drive fast, I-40 should be the road traveled (and would be the faster route). Extensive landscaping, curb bump outs, facilitation of pedestrian movement, on street parking and preparation for the streetcar should be given priority over higher speed limits.

6. Serious consideration needs to be given to usage of modern roundabouts as a means of efficient traffic flow and increased safety.

7. Lastly, the dialogue about changes to the current plan need not be made on the premise of Roundabout or Original Plan. This issue is not about roundabouts, their practicality, and whether citizens can figure them out. This issue is about designing a project that BEST strengthens the urban core (which is why serious consideration needs to be given to the simplest solution which is returning to street grid). And furthermore, the time-line need not be so pressing. The project should move as fast as we can accomplish the goal of the new Boulevard, which is to strengthen the viability of the core. The citizens of OKC would prefer the best Boulevard completed in 36 months over a Boulevard completed in the next 18 months that undermines the viability of the urban core.

Thank you for taking the time to read our comments. We appreciate your willingness to hear our voices on this issue and I look forward to the plans that come together over the coming weeks and months.

All the Best,  
-Trevor Palen





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## *Downtown Oklahoma City Boulevard*

**08/21/2012**

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Kent Ward

NAME:

2316 NW 27th

ADDRESS:

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73107

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ZIP:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
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Please submit comments by:

**09/04/2012**

kentward11@hotmail.com

PHONE NUMBER:

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I would like to give my support towards a boulevard that stays at grade as much as possible, especially around the Western Ave. and Classen areas. Having a non-elevated boulevard will provide a catalyst for private development in an area that has long been stifled due to the barrier provided by the old I40. Getting people to drive through downtown as fast as possible shouldnt be the number one goal, we already have the new I40 a couple blocks south that does that. What should be the goal of the new boulevard is to promote private development and encourage activity from pedestrians, employees and visitors, all of which help to add value to OKC and its downtown.

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## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Nancy Ashton

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ADDRESS:

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Please submit comments by:

09/04/2012

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I adore the new and exciting downtown Oklahoma City, it's nice. Please don't stop the momentum by constructing an underdeveloped boulevard. In my opinion anything less than a 6-lane boulevard would be completely out of context for the development potential of the future downtown. We already have walkable shops & restaurants throughout downtown, bricktown, mid-town, automobile alley, etc. The new boulevard should be GRAND, with GRAND development around it. Install a SUBWAY down the center of the new 6-lane Boulevard with stops near the Boat Houses, Bass Pro, Bricktown Ballpark, Harken Theaters, Bricktown Shops and Restaurants, Automobile Alley, Chesapeake Arena, Convention Center, Myriad Gardens, Santa Fe Depot, Mid-Town, Arts District, Film Row, Farmer's Market, Stockyards, etc.....Creating a 4-lane walkable boulevard with the anticipation of new walkable development would create an adverse social and economic impact on existing business in the downtown/bricktown area. The new 6-lane boulevard should operate like a true boulevard without a stoplight at every block.

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## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

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Jan Gonzalez

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Please submit comments by:

09/04/2012

jangonz9@gmail.com

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I really don't like the idea of an elevated boulevard. I've been to cities that have this (Chicago, IL, for one), and they're hard to drive, complicated to get on & off of, and seemed to make traffic issues Worse instead of better. They're really rather ugly, and definitely don't add to the aesthetics of neighborhoods. Also, it was nearly impossible to see what businesses were at ground level when I was up on the elevated boulevard, which added to higher billboards, which took away from the natural views. A ground level boulevard makes So much more sense!!!

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## *Downtown Oklahoma City Boulevard*

**08/21/2012**

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Carolyn Harris

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Please submit comments by:

**09/04/2012**

star4ch@gmail.com

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

Please do NOT build the proposed elevated boulevard but keep it at street level. This idea would cut off the south side of the city, which would severely injure all businesses on the south side. This concept proposal is NOT in line with promoting the small/independent business.

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## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Warren Johnson-Allergy Laboratories, Inc.

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73109

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+1 (405) 235-1451

PHONE NUMBER:

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Please submit comments by:

09/04/2012

wjohnson@allergylabs.com

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

My wife Rebecca and I own Allergy Labs located on the SW corner of Reno and Classen, a manufacturer of sterile injectable drugs. We would support any plan that does not require the State or City to acquire any additional right of way. We support any plan be it elevated or ground level that stays within the current right of way.

We would not support any plan or construction that would provide shaded or protected area under a bridge (other than sidewalks and bike paths) for anyone to congregate, take up homestead, deal drugs or any other unlawful activities to take place. Likewise we believe the overpass should be sealed underneath to prevent the roosting of most types of birds. We believe a pleasing, modern, timeless designed overpass can be constructed. One that would not return us to the day of the Crosstown Expressway with its inherent problems of birds, temporary tent cities, and all types and manner of pollution and unlawful activities.

1. If additional right of way is required how does this impact the completion time line.

2. What procedures are in place for citizens to protest the design/construction plan for the overpass over Western, Classen and Reno if the plans allow access below the bridge?

Thank you ODOT and OKC for all your efforts to beautify and update downtown OKC. Completion of the Blvd. will be such a milestone in the history of our city.

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## *Downtown Oklahoma City Boulevard*

**08/21/2012**

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Nancy LeFebvre

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1275 So. Enterprise Road

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Ponca City

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74604

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Please submit comments by:

**09/04/2012**

[nlefebvre@cableone.net](mailto:nlefebvre@cableone.net)

PHONE NUMBER:

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I hate to see you put in an elevated road !In other cities, it seems that elevated roadways have done nothing to improve the beauty or attractiveness of the city and its neighborhoods. The opposite is true, in fact; neighborhoods under elevated highways become dark, ugly places.

It benefits Oklahoma City to try to attract new businesses and new residents -- not repel them by making the city ugly.

Please reconsider the wisdom of building this elevated boulevard and find a way to keep it on the ground.

Thank you for considering my comments.

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## ***Downtown Oklahoma City Boulevard***

**08/21/2012**

***Oklahoma City, OK***

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Braden

NAME:

ADDRESS:

Oklahoma City

OK

CITY:

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**Please submit comments by: 09/04/2012**

[braden.palm@yahoo.com](mailto:braden.palm@yahoo.com)

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*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

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First and foremost, I have no vested interest in the future of the boulevard other than the fact that I am a citizen of Oklahoma City and I want what is best for the city. The City of OKC as a whole has developed so much since the time that the environmental impact study was done for the layout of the boulevard that ODOT settled on years ago. In the slide presentation on August 21st, 2012, many developments were used as catalysts for this change in downtown and why the boulevard needed to be the way it has been planned thus far, yet none of this existed really at all back then (nor did the public interest in OKC due to the fact that hardly any maturity had been shown with even the first MAPS project) which is why I feel it necessary to give you my citizens advisory.

I will be dividing my comments here into four sections via the four aerial maps provided via the ODOT website.

### **West Section**

Due to the slope and grade of the road surface at a location just north of Reno Avenue, where the ramps from I-40 tie into the elevated berm and Pennsylvania is shortly after that, there is no way that (at this point) the boulevard will be able to be sloped to ground level and honestly the same would probably go for Virginia. Beyond Virginia though, I could see it being brought down to an at-ground level to have intersections with Blackwelder and then Klein.

My original thought was just to kill off all these intersections and have it free and clear to slope down to ground level after Pennsylvania and removing all intersections until Western, but after serious deliberation, I think having at least one intersection at Blackwelder would be the optimal plan for a ground level boulevard (for 911 Emergency reasons and what not).

If the ground level boulevard can not be achieved in this section, due to cost/budget constraints (digging away the berm, removing the old steel/concrete bridge structures, etc.) then it is my hope that what you have planned will need to look better than what it does now. This I say because you're going from a new I-40 to an old I-40 which will be old and then



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back on new... It's basically a patchwork quilt and will look cheap in my honest opinion. I'm just hoping that if you're going to touch up what's there, tear the old steel beams out, redo the bridges over the streets, dig out the old nasty asphalt, construct a concrete boulevard & make it a 21st century presentation that we can be proud of and line it with those trees to top it off.

Foot note – If the trees are too much, even some kind of vegetation would be acceptable. If you were to redo the bridges, I think that some kind of curb system in the median of the bridges with concrete planter pots (i.e. the ones on the new bridge at Morgan Road over I-40) full of vegetation would make a nice supplement for trees. Now that screams boulevard to me.

### Classen Section

As proposed in the West Section, there are two schools of thought. Elevated or Ground Level.

Starting with ground, this is pretty simple for me to explain, either tie this thing back into the grid (not my favorite option but worth the mention), deal with controlled access intersections with the boulevard slicing through this section in its diagonal fashion OR alleviate the mess with the roundabout. ODOT is always changing things and Oklahomans have to get used to it. People will learn how to use a round-about, they just WILL. There are soooooo many examples of them around the world and Oklahoma City wants to be a world class city. Now is our chance to be that kind of city. It too can be bare bones at first just like the Chesapeake Arena was, aka the Ford Center then. Look at the crown jewel that has turned into.

I am a member of OKCTalk.com and it has been hashed and rehashed over and over again about what good a round-about will do for Oklahoma City. For all who were arguing about the old Classen Circle and how people will get into wrecks day in and day out like people used to at that intersection, my best rebuttal was and still is, "and a 4-way intersection is safe?"

Obviously a round-about will not fit in the existing right of way and further acquisition of properties would have to be accounted for but to me, weighing the options, I don't see how any other ground level plan would be right.

Now, as for keeping it elevated, the presentation ODOT gave of the elevated portion, I didn't think it was too bad, I just don't want to see it unless after outside studies have been determined that it is the ONLY course of action to proceed with. The flyover ramps at either end of the boulevard seem to be wide enough for two lanes in each direction, so as it is, the boulevard up to this point (just west of Lee Avenue) needs to be 4 lanes total.

### Core Section

By this point it is a different argument. A lot of good ideas were brought up at the ODOT meeting and this is what I like best:

South side of street – 15' sidewalk, parking (which can be converted to high traffic lanes during rush hours), a bicycle lane, two 11' wide lanes, the 40' wide median (tree lined park), two 11' wide lanes, a bicycle lane, parking (again, open for high traffic volume at rush hour), 15' sidewalk – North side of street.

Also between Walker and Robinson along the Harvey Spine, I believe there should be some kind of yielded crosswalk where if the boulevard is to be ADA compliant and a handicapped person gets stuck in the median, they can traverse to Harvey Spine if they'd like and press a crosswalk button which activates red flashers making cars stop there at that very spot so they can cross. Of course, this crosswalk would be for everyone but it is something that I've seen in other cities but have yet to see here.

As for the parking lanes to be turned into high volume "third" lanes, I like the idea of having them being dedicated turn lanes at Walker and Shields. For example, westbound is a right turn only onto Walker northbound & Walker northbound will be an access lane to merge into the two lanes travelling eastbound if need be or stay in it all the way to Shields Boulevard where it will be an automatic right turn lane going southbound & Shields southbound will be the same "hug the



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curb n' merge" into traffic going west on the boulevard or stay in that lane and be dedicated to turning north onto Walker.

With the above mentioned 1-2 punch, your light through traffic isn't affected by people turning right and your heavy rush hour traffic isn't affected by people still turning right.

As for the bike lanes, their length should only be from Walker to Robinson. Further length would be to provide access to Oklahoma Avenue, up to Reno and then off to the east to connect into the Oklahoma River trails system which is completely out of your jurisdiction.

### East Section

Not much I can say on this. My only thoughts are the Bricktown access street setup and extending the bike lanes from Robinson.

First, Compress. Please don't curve that thing around the U-Haul building. Build Oklahoma Avenue straight south to the possible 4 way intersection at the boulevard.

Second, the bike lanes need to (if possible) be extended to Oklahoma Avenue. At Oklahoma, have the wide pedestrian crosswalk like at all the Project 180 intersections on both the west side and north side of the intersection. On the north sidewalk of the boulevard, have one at least fifteen feet wide to accommodate two-way bike and foot traffic and tie that sidewalk into the existing sidewalk that traverses the canal and goes to the end of the canal. I only say this because that will all eventually be tied together with the passage under I-40 where the future riverboat expansion is planned to go. This way, residents living downtown will have direct access to the River Trails System without having to ride on or along side Reno, over the Byers Street bridge and then back over to the Riverboat District.

Okay, so those are my thoughts, I hope you've enjoyed them and sorry about the extra piece(s) of paper but there was no way I was going to fit all of this on the one sheet provided. Feel free to cut this up into sections and group them with other citizens who feel the same way to help you figure out the best route to go from here. Thank you for the citizen meeting and I look forward to the development of this project!



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***Downtown Oklahoma City Boulevard***

**08/21/2012**

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Jason A. Chilton

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**Please submit comments by:**

**09/04/2012**

[provocativeimaging@gmail.com](mailto:provocativeimaging@gmail.com)

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I want no part of the new boulevard to be elevated. We just paid millions of dollars to remove an elevated eyesore from the cityscape. The plan to use the peoples' taxes to build another, albeit smaller, elevated eyesore in the same place is insulting.

I recall early attempts at improving the OKC cityscape. Does "Myriad Gardens" ring a bell? Until MAPS, the city had a pattern of developing a good idea and then ruining it by implementing the plan only half-way or by cutting corners in places where full implementation might have proved difficult. I was a sceptic when MAPS was first presented because OKC had such a history of small thinking bureaucrats ruining plans at the last moment. I am happily surprised, impressed and proud of the improvements OKC has made recently. I am quite pleased to say I was wrong.

Tragically, I see the same small mindedness which plagued this town creeping back into the conversation surrounding this intersection at Western Avenue and the new boulevard between Lee and Pennsylvania. This should not be an elevated road! Please do not reestablish the barrier which has separated the market district from the rest of downtown for so long just when the historic Farmer's Market is beginning a resurgence.

The best idea I have heard is a large round-a-bout at the intersection of the new boulevard, Classen, Western and Sheridan with a grade level road going East and West. Many cities have large defining intersections such as this. Trafalgar square, Arc de Triomphe, Brandenburg Gate and Columbus Circle to name a few. Oklahoma City should consider adopting this type of intersection for this area.

A great deal of attention is being directed at OKC lately and an impressive iconic intersection with people enjoying themselves would look quite nice during the "return from the half" intro of an NBA playoff game or while watching one of our state schools play for a national football championship.

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## *Downtown Oklahoma City Boulevard*

**08/21/2012**

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Andrea Willeitner

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Please submit comments by:

**09/04/2012**

[awilleit@ouhsc.edu](mailto:awilleit@ouhsc.edu)

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

Please do NOT build a new ELEVATED boulevard in place of ex- I-40. We want a ground level boulevard.

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## *Downtown Oklahoma City Boulevard*

**08/21/2012**

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Jim Meisner

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PO Box 26427

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Please submit comments by:

**09/04/2012**

JMeisner@CLBoyd.com

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

Our company owns the property at 1600 W. Reno. Although it would be years before that site might be used for other than industrial use we feel that the 4-lane ground level option including the elimination of the elevated portion would create greater opportunities for new, retail and commercial development (and re-development) along the new boulevard corridor.

Our only concern is moving commuter traffic to a growing downtown office population. If the engineering studies conclude those traffic needs can be met with the 4-lane option (and perhaps additional improvements to the surrounding grid) we support that option.

Our thanks to ODOT and the City for it's willingness to step back and consider options that might better address opportunities and needs unforeseen 20 years ago.

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## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Steve Gooch

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401 NW 25th St.

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Please submit comments by:

09/04/2012

scgooch@okcu.edu

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I think an elevated street is a HORRIBLE idea. Part of tearing down and moving I-40 was to remove the barrier through downtown OKC. The new "boulevard" needs to be pedestrian and bike friendly, to invite all people into it rather than restrict access and physically divide the city. This street should be at ground level, no more than 4 lanes, and have dedicated bike lanes. This is an opportunity to continue and complement the momentum of things like Project 180, new bike trails, and the Oklahoma River, and to make OKC a more person-and-bike-friendly, modern city. This is important to the community and our reputation to potential businesses and residents. A street-level boulevard improves and encourages local economies, and one that takes pedestrians and bikes into consideration promotes a vibrant and successful sidewalk and street environment. This can be seen in our own Plaza District, Midtown, and more. In closing, I urge you to build this boulevard at street level, make it no more than 4 lanes, and plan around bikes and pedestrians, rather than incorporating them as an afterthought.

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## *Downtown Oklahoma City Boulevard*

**08/21/2012**

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Carolyn Dershem

NAME:

2760 NW 17th Street

ADDRESS:

Oklahoma City

OK

73107

CITY:

STATE:

ZIP:

+1 (405) 946-7545

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

**09/04/2012**

cdershem@cox.net

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I have watched the crosstown being demolished and have seen how our city is now open to the sky, not cut between north and south, and quieter. My question is, why do we actually have to replace it with anything? Everyone seems to think that we need another way to enter the city center from the west, but that is not true. We have more than enough ways to get into the downtown area. Let's save our money and put it in other, more important areas: bridges, improving existing streets, and putting in more sidewalks, trails and bike lanes.

If we do have to have another street, make it friendly, walkable, bikeable, with shops and apartments. Please also put it on the public transit route. The people of Oklahoma City would use transit if it was accessible and went to shopping and work destinations.

People are of the opinion that the boulevard is inevitable, but is it, really?

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## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Mark Gibbs

NAME:

601 N Broadway, #302

ADDRESS:

Oklahoma City

OK

73012

CITY:

STATE:

ZIP:

(405) 414-9714

PHONE NUMBER:

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FAX: (405) 522-5193

Please submit comments by:

09/04/2012

mark.gibbs@mtpokc.com

EMAIL ADDRESS:

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"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

As a member of the City of Oklahoma MAPS 3 Transit/Modern Streetcar Subcommittee I would simply draw ODOT's attention to the two recommendations listed below that were made by the Subcommittee, approved by the MAPS 3 Citizens Advisory Board and received by the City of Oklahoma Council. These two recommendations address the critical need for coordinated planning and implementation in the many areas where the MAPS 3 Transit projects and the Oklahoma City Boulevard will interface. This will be vital to ensure that City, State and Federal taxpayer dollars are spent prudently and effectively.

I would also take this opportunity to highlight the special importance of the Robinson and OKC Boulevard intersection where the Chesapeake Arena, MAPS 3 Park, MAPS 3 Convention Center, MAPS 3 Streetcar and OKC Boulevard will all interact with each other. None of these projects should be addressed in isolation; serious holistic planning, particularly of the walkable environment, will be required.

(1) "The MAPS 3 Transit/Modern Streetcar Subcommittee acknowledges that advance conversations are underway between the City of Oklahoma City and Oklahoma Department of Transportation staff. The subcommittee appreciates their desire for a well-coordinated Boulevard Project with MAPS 3 and other City initiatives.

The MAPS 3 Transit/Modern Streetcar Subcommittee recommends planning for the locations of the MAPS 3 Transit/Modern Streetcar infrastructure, including steel rails, switching, duct banks, electrical, communications, streetcar stops, pedestrian connectors to stops, and other physical infrastructure in the vicinity of the OKC Boulevard, be expedited in advance of ODOT completing the OKC Boulevard plans."

(2) "The MAPS 3 Transit Subcommittee acknowledges that advance conversations are underway between City of Oklahoma City Staff and Oklahoma Department of Transportation Staff about the design of the OKC Boulevard. We appreciate their desire for well-coordinated Boulevard Project with MAPS 3 and other City initiatives. The Subcommittee also acknowledges the short time frame before ODOT completes the final design of the OKC Boulevard in early 2013 and

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therefore the need for our community to be aware of how aspects of this design could affect MAPS 3 rail transit projects in addition to the Modern Streetcar.

The MAPS 3 Transit Subcommittee formally recommends to the MAPS 3 Oversight Board and City Council that the design of the new railroad bridge that will span the OKC Boulevard include an expanded bridge structure that provides for both the existing freight rail service and proposed future passenger rail service through the planned Intermodal Hub Facility as prescribed in the Intermodal Transit Center Master Plan Phase 3 full build out scenario developed in partnership between the City of Oklahoma City, Oklahoma Department of Transportation, and the Association of Central Oklahoma Governments. The Subcommittee recommends that the new OKC Boulevard N/S railroad overpass be designed to accommodate all five potential tracks prescribed in the Intermodal Hub Study or at a minimum provide for the necessary substructure, support for future superstructure, and any advantageous environmental design considerations to allow for future easy expansion."

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## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Stephen J. Levine, MD

NAME:

22491 High Ridge Lane

ADDRESS:

Tecumseh

OK

74873

CITY:

STATE:

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+1 (405) 919-9524

PHONE NUMBER:

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FAX: (405) 522-5193

Please submit comments by:

09/04/2012

sjl\_prodigynet@aol.com

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I support the following ideas for the redevelopment of the old I-40 right of way:

1. Elevation of the boulevard over Western, Classen, and Reno is a bad idea because it would divide the neighborhood and stifle development there.
2. I support not connecting the two halves of the Boulevard, but rather having the eastern portion continuous with SW 3rd Street and the Western portion connect with California St.
3. The western portion of the boulevard needs to be a grade level at least east of Indiana Ave, if not at Pennsylvania Avenue.
4. Both halves of the boulevard should be integrated with the surrounding neighborhoods.

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## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Roy and Pam Vinyard

NAME:

11400 S. E. 109th

ADDRESS:

Oklahoma City

Oklahoma

73165

CITY:

STATE:

ZIP:

405-229-7574

PHONE NUMBER:

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FAX: (405) 522-5193

Please submit comments by:

09/04/2012

roy@vinyardinc.com

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

We have had a business at S.W. 2nd and Shartel for over thirty years. All of this time we felt like we were not part of downtown. Since the bridge and highway have come down, we finally feel we are part of downtown. The trash is practically gone away. We have a great view of downtown. The street people are no longer causing trouble and making messes around our property and under the bridge.

We attend many things at the Civic Center and the safety and feel since the bridge came down has improved a great deal. We finally are not approached by street people and feel safe walking around. It just feels so much cleaner and safer and much more open than before.

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***Downtown Oklahoma City Boulevard***

**08/21/2012**

***Oklahoma City, OK***

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Mark Christian

NAME:

844 NW 45th St

ADDRESS:

OKC

OK

73118

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+1 (405) 323-1556

PHONE NUMBER:

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Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

**Please submit comments by:**

**09/04/2012**

MarkXian@aol.com

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I am very interested in the Boulevard concept as a western entryway to the downtown area. I believe this should be an at ground level road that supports public space, institutions and retail use. I believe our city would be much better served by something that looks more like Classen Boulevard (with better traffic design) than another road that is like the Broadway Extension of Hefner Parkway. Please slow down the traffic and bring it down from elevation.

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***Downtown Oklahoma City Boulevard***

**08/21/2012**

***Oklahoma City, OK***

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Larry Ball

NAME:

2701 Edinburg Drive

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Edmond

OK

73013

CITY:

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+1 (405) 341-7222

PHONE NUMBER:

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FAX: (405) 522-5193

**Please submit comments by:**

**09/04/2012**

EMAIL ADDRESS:

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**ENVIRONMENTAL  
PROGRAMS DIV.**

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

Ladies and Gentlemen:

Although I live in Edmond, I work in the CBD in Oklahoma City (Chase Tower). I would like to urge the DOT to consider the following issues in determining the configuration and alignment of the proposed Oklahoma City Boulevard:

1. The Boulevard should be built in such a way to encourage development and citizen interaction. To that end, it should not be a throughway (we already have that with new I-40), but should be a low speed, pedestrian friendly landscaped drive. Four lanes with parallel street parking, a wide median and wide sidewalks accomplish this best in my opinion.
2. It should be at grade for as much of its length as possible. Again, this is a development issue. However, it is also an issue of dividing the city. From my office in Chase Tower, I can see what a difference the removal of the old elevated I-40 has made in opening up the southern half of downtown. I have no doubt but that area will be revitalized by the core-to-shore project, but also because there is no longer an artificial barrier between that part of the city and the CBD. Elevated roadways encourage blight and block development.
3. The possible inclusion of part of the streetcar route in the boulevard median or otherwise should be considered and designed in.
4. It is not necessary that the Boulevard be a through street. I think that terminating it at the east and west ends of the street grid and returning some of the old right of way to private development would serve the purpose of facilitating entry and exit to the CBD without creating another pedestrian unfriendly corridor like EK Gaylord. We need to get cars onto the grid so that all of the CBD can develop, without artificial barriers.
5. Finally, please make sure that access to the Bricktown district is easy and efficient.



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Thank you for considering my thoughts.

Larry Ball

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## *Downtown Oklahoma City Boulevard*

**08/21/2012**

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Kristin Fisher

NAME:

1610 Pinewood Drive

ADDRESS:

Norman

OK

73071

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+1 (405) 314-4432

PHONE NUMBER:

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Please submit comments by:

**09/04/2012**

[kristinmillerfisher@gmail.com](mailto:kristinmillerfisher@gmail.com)

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I strongly support a ground level boulevard.  
Thank you,  
Kristin Fisher

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## *Downtown Oklahoma City Boulevard*

**08/21/2012**

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Jeremy M. Wallace

NAME:

4100 Prairie Ln.

ADDRESS:

Del City

Oklahoma

73115

CITY:

STATE:

ZIP:

PHONE NUMBER:

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**Please submit comments by:**

**09/04/2012**

[jeremy.m.wallace@email.occc.edu](mailto:jeremy.m.wallace@email.occc.edu)

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I have lived all over the United States and one concept I would love to see here is a tunnel system. Yes I know there are no large bodies of water near downtown, but you could have a road underground and would be able to build attractions and shopping centers over the road. Just an opinion.

Six lanes for a Boulevard would be more beneficial long term, our population is growing and in 10 years we'll have 3 times the amount of drivers.

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## *Downtown Oklahoma City Boulevard*

**08/21/2012**

**Oklahoma City, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Patrice Whittle

NAME:

39531 Trousdale Rd

ADDRESS:

Asher

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74826

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Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by:

**09/04/2012**

whittlep@gmail.com

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I do not want the boulevard raised as it would cut off the south side of the city which will hurt the small independent businesses. Please listen to the businesses and residence of the city regarding this project.

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## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Nancy & Lorenz Thelen

NAME:

931 W Highway 7

ADDRESS:

Atoka

OK

74525

CITY:

STATE:

ZIP:

+1 (580) 889-3577

PHONE NUMBER:

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FAX: (405) 522-5193

Please submit comments by:

09/04/2012

nanthelen@hotmail.com

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

We are members of the Oklahoma Food Cooperative and bring our products to OKC each month for distribution throughout the state. Please reconsider and do not allow the new, mostly elevated Boulevard that is being planned. It will cut Oklahoma City in half and harm the future plans of the Food Co-op. An elevated roadway will create an unsafe, eyesore that will isolate most of the South Oklahoma City and hurt businesses. Please listen to the residents and businesses of OKC when they say "We want a ground level Boulevard."

Thank you!  
Lorenz & Nancy Thelen

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## Downtown Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Matt Gabrielson

NAME:

718 NW 26th Street

ADDRESS:

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73103

CITY:

STATE:

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+1 (405) 550-7245

PHONE NUMBER:

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Please submit comments by:

09/04/2012

matthew.gabrielson@okc.gov

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."*

I strongly prefer a 4 lane divided boulevard (as opposed a 6 lane) with the following amenities

- segregated or at least stripe-designated bikeways
- walking or running paths distinct from the bikeways
- pedestrian and bike-triggered crossing lights at intersections
- on street parking in strategic locations
- landscaping and beautification elements along the outside edge of the boulevard and in the median
- a 35 mph maximum speed limit

Further, I prefer the at-grade solution (as opposed to the elevated) west of Western Ave.

Thank you for the opportunity to comment.

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John  
Bowman/ODOT

08/23/2012 01:28

PM

To Paul D Green/ODOT@fd9ns01.okladot.state.ok.us  
cc David Streb/ODOT@fd9ns01.okladot.state.ok.us, Craig  
Moody/ODOT@fd9ns01.okladot.state.ok.us, Frank  
Roesler/ODOT@fd9ns01.okladot.state.ok.us

bcc

Subject Fw: Suggestion on Design

Paul,

It looked as if he might have the wrong email address for you, so I am forwarding this to you for your consideration...

Thanks,  
John B.

John R. Bowman, P.E.  
Planning and Research Division Engineer  
Planning and Research Division  
Oklahoma Department of Transportation  
200 NE 21st Street, Rm 3A7  
Oklahoma City, OK 73105

Ph. (405) 521-2175/(405) 522-6611

[jbowman@odot.org](mailto:jbowman@odot.org)

<http://www.okladot.state.ok.us>

----- Forwarded by John Bowman/ODOT on 08/23/2012 01:26 PM -----

Rail90@aol.com

To pgreen@odot.org, jbowman@odot.org, brusch@odot.org

cc kirk@humphreysco.com, jeff@jeffspeck.com, pam.henry@sbcglobal.net,

08/23/2012 01:26 PM

mobrien@okdrs.gov

Subject Suggestion on Design  
t

Paul,

Except that a new structure with modern supports is always nice to have, It is still apparent that the old I-40 structure could have been improved visually and structurally. The public at large tend to want everything and that just cannot be done. The public at large did not like the I-40 bridge but that was the best solution with the water table as it was through there. We who are trained to think logically as engineers must lead them in the right direction. Now the insane objective of placing obstacles to a nice Metro Rail system has convoluted the design and already hurt optimal integration of an efficient approach to Metro Rail.

As things stand, there will be great remorse if you stay at grade level in Bricktown and I know that a high capacity Metro Rail line cannot be at grade level through there. Everything associated with these concerns will taint the success already in Bricktown. First, 4 lanes might accomplish the traffic flow that you want to and from West Downtown but will definitely interfere very badly with pedestrian traffic. If you want 4 lanes you could put them overhead over the prime part of Bricktown and then descend as the structure goes west and then under the BNSF Tracks with 8 ft. depression as was said.

If you go with 6 lanes then that 6 lanes will turn into 8 plus a median when left turn lanes are added and that also will be a great source of hindsight and regret in the future. Again, profusion of traffic into Bricktown is already good enough, especially since the real answer you are going to have to go to in any

case to avoid unmitigated disaster is "Metro Rail with a large station close to Bass Pro Shop or in the Flat Iron District where I think there must also be a rail loop with a large Park and Ride at its Center."

I think that your approach to take the bank elevated boulevard from the west to the east, still elevated over Shartel dropping down in time for Walker is good and taking the boulevard under the BNSF tracks is acceptable given the constraints in place now. But I do not see any way that you can take vehicular traffic through Bricktown nor should you want to. The profusion of traffic is already good. The answer must be in re-elevating the Boulevard immediately after crossing the BNSF even if it means a steep grade to do so.

You best know the parameters involved in the design of the structure for the vehicular traffic and there are several variations which I see on that which may work. So the best approach to just to give what I see as the Common Denominator which must be there regardless of how much you re-elevate the vehicular traffic.

That Common Element builds upon what you have shown already with a grassy median on the elevated portion from Western through Shartel with the additional criteria that we add two Metro Rail Tracks with suitable barrier so that pedestrians can traverse from Bricktown to Farmer's Market on a grade separated structure in the final design.

Again building upon what was shown in your rendering, go ahead and drop your two lanes on each edge down to grade level but keep the median, with its pedestrian walk and two Metro Tracks, elevated all the way through Bricktown even going over the BNSF viaduct with a new trimmer structure (should be able to cut the width to one-half that employed in the original span with sufficient room for pedestrians and two Metro Tracks. Going to the east, after the traffic lanes have come back to grade, it should allow some flaring of the traffic lanes underneath the elevated Promenade by the time you reach Walker giving 6 lanes with the capability of left turn lanes at intersections with one or two left turn lanes each direction. The fact that the loading along the edges of the Promenade will be very low (pedestrian only) should allow the setback of support columns well-under the Promenade/Metro Rail deck. Just before the 4 to 6 lanes go under the BNSF viaduct you can use Shields to distribute traffic onto Reno, Sheridan and Main before elevating the lanes immediately on the east of the viaduct. It may look unusual and it will need to re-elevate quickly but then again leaving the U-Haul Building there is unusual as well. Even if the U-Haul Building were not there I would think that Bob Rusch could come up with a new support structure such as tapered steel I-beams which would be esthetically pleasing.

As the six boulevard lanes are re-elevated they will again join the Promenade and Metro Tracks which have been elevated all along. At each end we will have to construct short tunnels so that the Metro Rail can emerge in the Median.

It is important to note that the width of the elevated structure will be cut in half from the original and still further that the support structure with newer technology will be more esthetically acceptable as apparently your columns are going to be in your rendering.

In writing this, I see more and more that retaining and adapting the older structure or at least building a modern version of it was actually the way to go since we cannot have that Boulevard go through Bricktown and since that depressed crossing of the BNSF viaduct will be somewhat contrived. In that case, we still could have dropped the Boulevard Lanes all the way to grade level in the prime of Downtown even using the old structure as we can now using a new structure.

Again the entire problem with the near-disaster we have now is that ODOT and the City Government suppressed all rail planning in the mix for over 20 years. I am taking things from here and trying to keep the near-disaster from becoming total disaster.

Considering all the restrictions which are now in the design, the common element is 1) the elevated promenade and Metro Rail line throughout the length and 2) dropping the vehicular lanes down through the prime part of Downtown. The two options that I see in what I suggest are that you can elevate the Boulevard Lanes up over the tracks, rejoining the Promenade and Metro Tracks, or elevate just to the east of the viaduct as mentioned above.

No matter what else, staying at grade through Bricktown and continuing to go through a profoundly



convoluted process to keep Metro Rail out will be a total disaster and a profound regret in the future.

Phil Hughes

Hughes Synergies

405-651-7416, 405-476-0773



Eve-Marie  
Anderson  
<ekiggins@msn.com>

To <m-coordinator@odot.org>

cc

bcc

08/22/2012 06:32

Subject Support for the raised elevation road

PM

Please do not listen to throngs of business owners who live & work out of the downtown area.

They are only interested in their own bottom line.

Those of us who have suffered through the ridiculous downtown road projects(ie: EVERY road in the downtown area under construction at one time!)

have been waiting for the "expressway" into downtown from the new crosstown. We've EARNED it after all of the mess we've had to drive through.

Since construction began on the Devon Tower and the surrounding streets, my commute has increased by 30-45 minutes.

When the new Crosstown I-40 opened...it became even LONGER! I am spending an extra hour driving each day to & from work!

If I wanted to deal with traffic problems like this...I'd move to DALLAS!

Downtown OKC has always be great to get around. Working downtown, while having drawbacks (like having to pay \$50-\$150/mo for parking!), has always been

convenient due to the easy access in and out. Walker & Hudson were much nicer ways into the downtown area. Traffic moved quickly, and it didn't make you cringe to consider going downtown.

Now, by the time I finally get home...you couldn't PAY me to go back downtown during the week.

Please consider the needs of the employees working downtown. We've suffered enough during the past couple of years.

We deserve a break, and a quick, efficient entry to & exit from Downtown!

Thank you,

Eve-Marie Anderson  
Employed at Corporate Tower





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# PUBLIC COMMENT FORM

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Randall L. Smith

NAME:

1820 SW 18th St

ADDRESS:

Okc OK 73108

CITY:

STATE:

ZIP:

405-635-0622

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

09/04/2012

okie38@yahoo.com

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

I don't want the huge Bridges,  
I would like ground level w/ Roundabouts  
at Western/Exchange

Thank you

Randall L. Smith 8/21/12

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PROGRAMS DIV.

(CONTINUED ON BACK)





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# PUBLIC COMMENT FORM

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

DAVID GLOVER

NAME:

2800 GULFORD LN

ADDRESS:

OK OK 7320

CITY:

STATE:

ZIP:

405 830 6420

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

09/04/2012

DAVID@DAVIDGLOVER.COM

EMAIL ADDRESS:

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ENVIRONMENTAL  
PROGRAMS DIV.

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

I WOULD LIKE TO SEE ANY  
BLVD AT-GRADE / SAME HEIGHT  
OF EXISTING STREETS

4 LANES

PODDA BOOTS ARE GOOD

INCREASED ECONOMIC DEVELOPMENT  
FROM PROPERTY & SALES TAX  
ENHANCEMENT IF SLOWER  
HARBORER ROAD

SPEED IN & OUT OF TOWN  
SHOULD NOT BE A PRIORITY

(CONTINUED ON BACK)

THANK YOU!





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# PUBLIC COMMENT FORM

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

ROGER BENHAM

NAME:

2112 NW 19th

ADDRESS:

OKC

OK

73107

CITY:

STATE:

ZIP:

(405) 406-5076

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

09/04/2012

jt-benham@sbeglobal.net

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

my comments are less about the boulevard than about traffic north and south between downtown and capitol hill. For those of us who travel between these areas on a daily basis, the bridges on western and Pennsylvania are a real barrier most of the business day, because of the controlled (by stop lights) access to I-40. There needs to be a through traffic lane N-S on these bridges, and uncontrolled on ramp access, particularly west bound. ~~Even~~ as it is, everybody is waiting on everyone else, traffic downtown, on the boulevard and elsewhere, will worsen if you can't get on ~~the~~ I-40 unimpeded by traffic lights. - ~~and the~~ service roads E+W alongside I-40 should not be allowed to continue as a "through lane", i.e., an auxiliary lane for I-40.

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# PUBLIC COMMENT FORM

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME:

Steve Adler

ADDRESS:

21 NE 3rd

CITY:

Oklahoma

STATE:

ZIP:

73104

PHONE NUMBER:

(630) 9461

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by:

09/04/2012

EMAIL ADDRESS:

~~stefad@~~  
stadelrmd@gmail.com

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ENVIRONMENTAL  
PROGRAMS DIV.

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

(1) No Over Pass - Blight Development

EXPENSIVE

UNNECESSARY

(2) Boulevard should be designed  
for 425 mph AND  
more space for

walking & Bikes  
than cars

(3) Should have speed bumps &  
each stop signs to discourage  
corner Drags Racing!

(CONTINUED ON BACK)





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# PUBLIC COMMENT FORM

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Jill Adler

ADDRESS: 21 NE 3rd St.

CITY: Oklahoma City STATE: OK ZIP: 73104

PHONE NUMBER: (405)-202-1230

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **09/04/2012**

EMAIL ADDRESS: jillsey1118@gmail.com

jillsey1118@gmail.com

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ENVIRONMENTAL  
PROGRAMS DIV.

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

I believe that an elevated roadway west of Lee is anti-pedestrian and anti-urban. In addition, it destroys any possibility for redevelopment/renewal of the area west of Lee extending through Center.

Looking at what has been done with Automobile Alley and Film Row, we are losing a phenomenal area for redevelopment in the Farmers Market region encompassing Kiewit/Leister and the elevated the Boulevard Park.

Six lanes is TOTALLY anti-pedestrian. How do we encourage transit between Core to Shore and the CBD if we have that

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

much automobile traffic?

It is time for Oklahoma City to start focusing on other means of transit besides the Automobile. V. brat, successful cities have many pedestrians, multiple forms of mass transit, bicycle traffic, ~~that~~ ~~with~~ ~~that~~

It <sup>sound about</sup> traffic circle can be an attractive and effective means of transit. Many cities have them and they move large numbers of people easily.

We don't have to build a road to accommodate Thunder traffic twice a week for 4 months. We have to build a road <sup>most</sup> Thunder fans live north of the highway, and most parking is north of the boulevard. We don't need to move that way people just off a road for all our citizens, including those traveling by foot, bicycle or other forms of mass transit.

TOO MUCH EMPHASIS ON CARS!! Not enough emphasis on people.

No one wants to walk on an elevated boulevard. How do people enter and exit if it is elevated? Also provides many locations for the homeless to shelter, again making it auto-development.





OKLAHOMA DEPARTMENT OF TRANSPORTATION

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Cynthia Cox

ADDRESS: 3627 NW 44

CITY: OKC STATE: OK ZIP: 73112

PHONE NUMBER: 405-947-8039

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **09/04/2012**

EMAIL ADDRESS: cynthiacox@yahoo.com

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

I would like to see a boulevard  
that has great pedestrian access -  
slows traffic down through downtown  
and becomes something that people  
from out-of-town can remember when  
they go home.

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Laura Massenat

NAME:

1018 NW 17th

ADDRESS:

OKC

CITY:

OK

STATE:

73106

ZIP:

405-326-7248

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 09/04/2012

laura@elementalcoffee  
roasters.com

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

although the Record of Decision shows the OKC Boulevard as a six lane facility, I support modifying to put in a four lane facility with consideration for pedestrians, bikes, and landscaping.

In the western to Duwey section, I support the use of an at-grade round about,

The core section must consider pedestrian passage from the park into downtown.

To the extent possible, I support the boulevard being at grade rather than elevated.

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Gary Shockley

ADDRESS: 920 SW 25

CITY: OKC STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

PHONE NUMBER: 990-2503

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **09/04/2012**

EMAIL ADDRESS: Stormpro@peoplepc.org

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

Having an investment in time & energy helping with OKC's environmental alignment studies, it was always my hope to enhance the downtown path with an exposure to the historic area as part of the experience and keep downtown a place to live & work not just a pass thru to Brick Town & Sports events. OKC downtown has a lot to offer and should not be isolated again with elevated structured roadways. Just to get Arena Traffic out of downtown. A well design traffic light system can be timed to quickly move traffic. Lets keep it grounded & useful to the area. Also an important point!! On ground construction is less costly than elevated structures. On ground construction saves money & time.

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Mark Collum

ADDRESS: 3100 NW 20

CITY: Oklahoma City STATE: OK ZIP: 73107

PHONE NUMBER: 405-947-7414

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **09/04/2012**

EMAIL ADDRESS: mcollum@subell.net

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

OKC needs to emphasize walking & bicycling. The Record of Decision needs to be amended to moderate auto traffic speeds from the West as soon as possible, lower West Connection to street grade, narrow to ~~at~~ four (4) lanes by Indiana, maintain at grade with four (4) lanes all the way to the East Connection. Another intersection in Bricktown will help provide access without sending that traffic through downtown. The purpose of the Boulevard is to promote development and access to the surrounding property, not just access to downtown. Speed is an enemy to development.

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Jean A. Diphoye-Collum

ADDRESS: 3100 NW 20 St,

CITY: OKC, OK STATE: ZIP: 73107

PHONE NUMBER: 405 9477414

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 09/04/2012

EMAIL ADDRESS:

*light rail*  
\* P.S. Transit to Yukon, Elkton, Edmond, Moore, Norman should continue to be a number one priority to keep people more free place to place w/o personal vehicles as well as entered bus routes.

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

I have to say I am distrustful of what may be put forth re: raised ramps (Okla. Blvd East) and the old raised areas from the old I-40 since we were sorely disappointed with the "free lined" Blvd. we were shown which was to become Hefner "Parkway", a speedway which disrupted the solitude of Lake Hefner as well as several residential neighborhoods. Several people in this city are interested in walkability, bike lanes, leisurely strolling and side of street parking and small retail development to get people to stop and get out of the cars and enjoy our city. If we want people to purchase the new DTC condos and renovate the older homes that need to be cherished in our central 3 miles around downtown let's work toward community interaction and enhancement by slowing down our lives and enjoying the "face to face" communication.

(CONTINUED ON BACK) we can I have w/ OKC home for decades those of us who have

and also those who want a slower personal lifestyle and choose to move here to call it home for future decades. Thank you!



# OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

So far, OKC has allowed the highway system to disrupt the solitude of the Oklahoma River, Lake Hefner, and Lake Overholser, our water ways that used to provide places where families played, had picnics, and enjoyed the natural areas our city afforded. Lets be cautious ~~that~~ what we do from here provides an area for luxurious strollings and an opportunity to explore our city, shop locally, and interact w/ our city friends as well as tourists. Smaller lanes, slow speeds, street parking, local shops on the way too. Keep the long extended exits + entrances about ground as by MacArthur. If they are done at all. We like walkability + "bike" ability which is our reason for buying our house in the city. We love doing things downtown and want that enhanced.

Again  
Thanks for the opportunity for input and keep the discussion going.

JDC





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

JOHN COLEMAN

NAME:

Box 633 OKC 73101

ADDRESS:

(REGENCY HOTS 5TH ST)

CITY:

STATE:

ZIP:

278-9898

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

09/04/2012

JOHNSCOLEMAN@YAHOO.COM  
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

PLAN FOR A "BOULEVARD" AT SURROUNDING GRADE,  
CUT THE LANES (DO NOT NEED 11") SHRINK THE WALKWAYS  
(DO NOT NEED 13").

USE HEAVY LANDSCAPING, ETC.

2014 SHOULD NOT BE AN INTERIM CONSIDERATION!

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ENVIRONMENTAL  
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Sean Cummings

ADDRESS: 7521 N. May Ave

CITY: OKC STATE: OK ZIP: 73128

PHONE NUMBER: 405-886-3128

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **09/04/2012**

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

I realize that a 6 lane BLVD has been decided on  
for old I40.

Please consider a 4 lane Blvd with a great  
Round-about with a fountain!

Thank you

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ENVIRONMENTAL  
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(CONTINUED ON BACK)





OKLAHOMA DEPARTMENT OF TRANSPORTATION

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

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NAME:

ADDRESS:

CITY:

STATE:

ZIP:

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by:

09/04/2012

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

I am concerned about the wide sidewalks. Empty wide sidewalks are not urban. Walkability is good and can be achieved w/ normal width sidewalks.

Increased number of lanes will result in increased traffic. Please keep to four lanes.

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ENVIRONMENTAL  
PROGRAMS DIV.

(CONTINUED ON BACK)



OKLAHOMA DEPARTMENT OF TRANSPORTATION

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Jim Stewart

NAME:

805 SW 72nd

ADDRESS:

Okla City OK 73139

CITY:

STATE:

ZIP:

659 5041

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

09/04/2012

Jimstewartdesign@ATT.net

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

Regardless of what is done to the new boulevard, the main problem is traffic flow "North to South". The idea of a traffic circle on Western would be beautiful & great for pedestrians but a nightmare for rush hour commuters

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ENVIRONMENTAL  
PROGRAMS DIV.

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Kurt Gwartney

NAME:

328 NE 4th St #4

ADDRESS:

OKC OK 73104

CITY:

STATE:

ZIP:

405 943 7862

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

09/04/2012

kwartney@gmail.com

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

I support a four lane OKC Boulevard rather than the original six-lane plan. I would also prefer a more pedestrian-friendly design, especially in light of the new grade school.

Thanks!

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(CONTINUED ON BACK)





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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

James Varnum

NAME:

218 NW 28 St

ADDRESS:

OKC

OK 73103

CITY:

STATE:

ZIP:

405 595 9595

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

09/04/2012

[cptcreole@hotmail.com](mailto:cptcreole@hotmail.com)

EMAIL ADDRESS:

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"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

ENVIRONMENTAL PROGRAMS DIV.

I would like to see a more pedestrian friendly and business friendly approach to the new boulevard design. A four lane boulevard with roundabouts will slow traffic and allow businesses to develop, people to walk along and across the streets, and connect downtown with its surrounding neighborhoods instead of creating a division. Particularly the Farmer's public market area is an area of concern. This iconic part of OKC history should be integrated into downtown activity and therefore we should provide a pedestrian friendly blvd that allows this area to contribute to the core of OKC. This would require an on-grade, not above grade, road. I'm excited about the potential for this blvd to enhance the experience of the core part of the city for pedestrians, bicyclists, and motorists alike.

(CONTINUED ON BACK)





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# PUBLIC COMMENT FORM

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Ryan Johnston

ADDRESS: PO Box 82337

CITY: OKC STATE: OK ZIP: 73148

PHONE NUMBER: 405 816 4635

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 09/04/2012

EMAIL ADDRESS:

johnston75@me.com

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"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

ENVIRONMENTAL  
PROGRAMS DIV.

As someone who has recently invested \$3m in the area around Western and Sheridan, I would highly recommend major intersections @ Penn, Virginia, Indiana, Blackwelder + especially Glen + Western. 200 people office in my building on Sheridan and I have personally made lots of progress on gentrifying the area privately. I'd like the city to step up to the plate. Without major intersections + a roundabout NOTHING will develop - EVER.

(CONTINUED ON BACK)

# OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

This boulevard needs to be more  
NW expressway + less overpass + therefore  
junk property.

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Betsy Brunsteter

NAME:

717 NW 41

ADDRESS:

Oklahoma City OK 73118

CITY:

STATE:

ZIP:

405-525-5558

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

09/04/2012

betseebeav@okcglobal.net

EMAIL ADDRESS:

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"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

ENVIRONMENTAL  
PROGRAMS DIV.

### Major comments:

\* The "elevated at grade" portion of the old highway should be brought back down to grade & eliminate the need to add another elevated bridge from Western to Lee.

\* The Boulevard should not create a barrier for pedestrians and bicycles to cross. (therefore, this should not be a high speed 6 lane highway)

### Questions:

1. Are sidewalks planned for both sides of the roadway?

2. Is there a landscaping budget for the center medians all along the length of the roadway that includes more plant material than just sod?

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

3. How many traffic lights are included ~~in the~~ along the length of the boulevard?
4. Are bike lanes considered for the length

### My DREAM BOULEVARD

- 2 lanes of traffic going each way
- Designated bike lanes going each direction
- Park-like landscaping along the entire length
- Speed limit to be less than 40 MPH along the length
- Wide sidewalks along each side
- ENTIRE Roadway to be at grade - embellishing the property on both sides, ~~not closing~~ creating a barrier between North & South sides
- Many opportunities for our convention center visitors (as well as those of us that live here) to cross this boulevard safely.





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

DON WHITNEY

NAME:

2105 WOODHILL RD

ADDRESS:

EDMOND OK 73025

CITY:

STATE:

ZIP:

341-5507

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

09/04/2012

dcw5601@gmail.com

EMAIL ADDRESS:

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SEP 07 2012

ENVIRONMENTAL  
PROGRAMS DIV.

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

### ① ELEVATED SECTION VERSUS ROUND-ABOUT:

VERY LIKELY A ~~ROUND~~-ABOUT WOULD BE BETTER BECAUSE:

a. MORE AESTHETICALLY PLEASING

b. CHEAPER TO BUILD AND MAINTAIN

c. BETTER TO ENCOURAGE COMMUNITY DEVELOPMENT.

d. ALLOWS FOR BETTER INTEGRATION WITH RAIL TRANSIT.

e. ROUND-ABOUT ~~PROBABLY~~ WOULD IMPROVE OVER-ALL TRAFFIC FLOW.

### ② DESIGN OF NEW OKC BLVD SHOULD INCLUDE RAIL TRANSIT IN THE SAME CORRIDOR.

a. BLVD. IS A PERFECT CORRIDOR FOR WESTWARD EXPANSION OF THE MAPS DOWNTOWN RAIL.

b. DESIGN SHOULD BE 4-LANE (2 EACH WAY) WHICH WILL ALLOW SPACE FOR RAIL.

c. EVEN IF MONEY IS NOT AVAILABLE NOW TO ~~INCLUDE~~ BUILD RAIL IN THE BLVD, IT IS IMPORTANT TO INCLUDE SPACE FOR IT NOW. (CONTINUED ON BACK)

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

(3) CORRIDOR SHOULD BE FOR <sup>CAR</sup> TRAFFIC, RAIL, AND PEDESTRIANS. THERE SHOULD NOT BE ANY ALLOWANCE FOR RETAIL WITHIN THE CORRIDOR. THERE ARE PLENTY OF EXISTING BUILDINGS THAT CAN BE DEVELOPED AS NEEDED OUTSIDE THE CORRIDOR.

THANK YOU FOR  
YOUR CONSIDERATION!

Don Whitney

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

# PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Anne Brown

NAME:

123 N.E. 2nd St. Apt G-27

ADDRESS:

OKC OK 73104

CITY:

STATE:

ZIP:

405 318 5548

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

09/04/2012

hesteranne@ou.edu

EMAIL ADDRESS:

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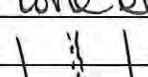
SEP 07 2012

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

ENVIRONMENTAL  
PROGRAMS DIV.

Instead of planting trees in the median, I propose the City and the people of Oklahoma City can build a rail down the median. This can be achieved if room can be made in advance in the design. Although I understand funds are short for the rail to be built now, the rail would benefit for people who don't want to park and walk long distances (elderly, children) and can ~~also~~ help cut down on emissions (air quality) and ~~also~~ encourage people to commute after work to shop in the proposed retail businesses.

I don't prefer a 6 lane at all points; only in some of the design where traffic congestion is bad.

In order for the city to attain long-term goals of decreasing greenhouse emissions, the planning for a rail down the median  would be more beneficial than on the side.

→ on back

(CONTINUED ON BACK)



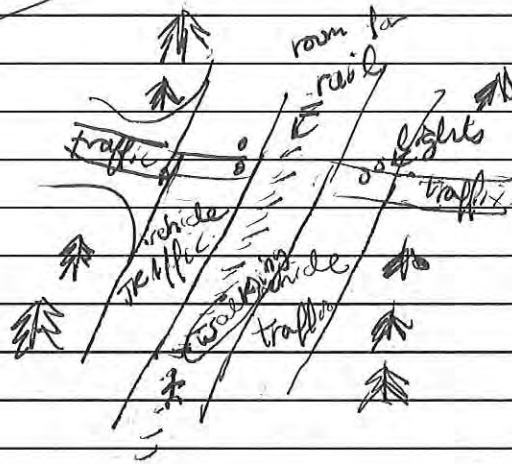
# OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

For example, since Ok ~~land~~ ~~state~~ ~~city~~ encourages tourism through the MFS program, the rail would be awesome for people to commute and have more of a ~~com~~ sense of community within the city. This would also encourage and increase accessibility for all Oklahomans.

Thank you.  
AB

The overall impact of a rail would significantly decrease air emissions. The existence of a rail in mind when looking at the plan would have a greater impact on energy/costs in the city.  
We would be more "green". *Drawing*



I don't like option II - Core Area to include retail - it would not be aesthetically pleasing.





OKLAHOMA DEPARTMENT OF TRANSPORTATION

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## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Tom Goetzing

NAME:

9920 Birkenhead Ct.

ADDRESS:

YUKON

CITY:

OK  
STATE:

73099  
ZIP:

405-324-7542

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

09/04/2012

EMAIL ADDRESS:

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SEP 07 2012

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

ENVIRONMENTAL  
PROGRAMS DIV.

REDUCING FROM 6 LANES TO 4 LANES MAY BE THE  
DUMBEST DECISION EVER MADE BY THE OKC CITY COUNCIL  
SOMEWHAT ANALAGOUS TO BUILDING THE KIRKPATRICK  
AS 4 LANES... WHICH IS ALREADY BEING CONVERTED TO 6

THROUGHOUT HISTORY TRAFFIC INCREASES AND  
NEVER DECREASES

(CONTINUED ON BACK)





OKLAHOMA DEPARTMENT OF TRANSPORTATION

# PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## Oklahoma City Boulevard

08/21/2012

Oklahoma City, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

MATTHEW McLARTY, Associate AIA

NAME:

520 NW 49<sup>th</sup> ST.

ADDRESS:

OKLAHOMA CITY

OK

73104

CITY:

STATE:

ZIP:

405.973.4383

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

09/04/2012

MATTHEW.McLARTY@

EMAIL ADDRESS:

CRAFTONTULL.COM

"I have the following comments or questions about the proposed project to construct the Downtown Oklahoma City Boulevard."

IT NEEDS TO BE 4 LANES. PLEASE CHANGE THE CONTRACT TO READ THIS. THE "ELEVATION" NEEDS TO BE A GRADE TO AT A MIN DOUGLAS. PLEASE CHANGE THE CONTRACT TO READ THIS. TIMES HAVE CHANGED. STATE OF MIND HAS CHANGE SINCE THE "DESIGN" WAS APPROVED.

YOU HAVE TO CONNECT AT OKLAHOMA. THE TAXES FROM SALE OF THE LAND, TAXES FROM THE CONSTRUCTION PROJECT, SALES TAX WILL NEVER HAPPEN IF OK ARE DOES NOT CONNECT.

PLEASE FEEL FREE TO CONTACT ME.

THANK YOU ALL FOR ALL YOUR HARD WORK. LETS ALL GET THIS RIGHT FOR THE FUTURE OF OKC.

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(CONTINUED ON BACK)



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ENVIRONMENTAL  
PROGRAMS DIV.

To Whom It May Concern,

We do not want an elevated boulevard near downtown. There are many reasons I believe an elevated boulevard is a poor choice for Oklahoma City including:

1. The area under the boulevard will be unmanageable, dangerous, and will lower the quality of the neighborhoods around the boulevard. The elevated portion of I-40 is a perfect example. There are currently homeless people living under the I-40 Bridge and it has become a derelict and unsanitary eye-sore where crimes such as car-jacking and prostitution can occur.
2. An elevated boulevard by-passes the neighborhoods and streets it crosses rather than including them. This would further isolate the neighborhoods around downtown. The elevated boulevard would become in effect a "driveway to Bricktown" that only serves Bricktown.
3. Finally, I don't believe the boulevard is necessary. Alternatively, the funds could be used to develop Sheridan, California, Main Street, and Reno Avenue to improve traffic flow while also improving the area.

Please do not replace one derelict elevated highway with another derelict elevated boulevard.

Sincerely,



Mike Smith

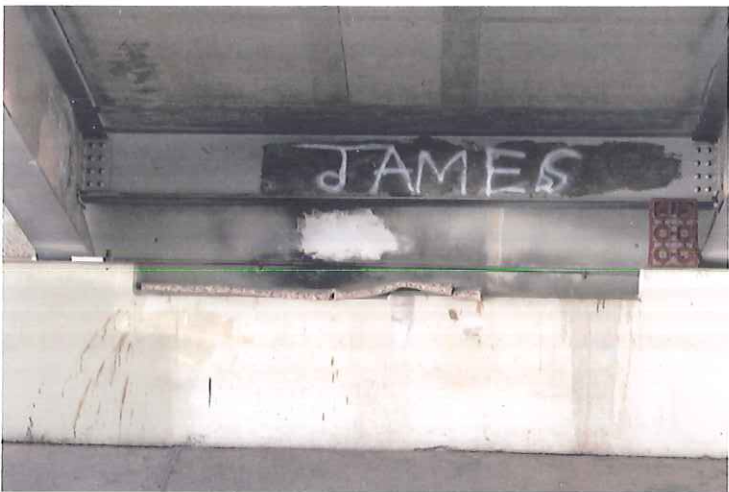
Oklahoma City Resident



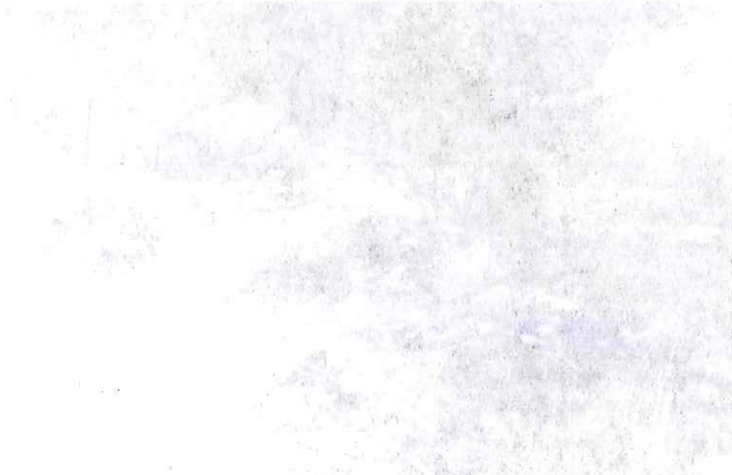




















August 21, 2012

To: United States Federal Highway Administration and Oklahoma Department of Transportation

From: David Dickerson, 18033 Cristobal Blvd, Edmond, OK 73012, (405) 216-8411

Subject: Public Comment on Oklahoma City "Boulevard" design & construction timeline

The street that will replace the nearly demolished Interstate 40 Crosstown Expressway is a critical component of the redevelopment of downtown Oklahoma City. Extensive urban blight in the area south of the old interstate right of way and along the old elevated right of way in the western section of downtown can be directly attributed to the design of the old roadway. It is vitally important to the citizens of Oklahoma City this project design is updated to consider the numerous changes to the city since the initial design was developed nearly 15 years ago.

1. The 2014 "deadline" for the boulevard's construction is an artificial one solely imposed by ODOT. The citizens of Oklahoma City prefer this issue being thoroughly analyzed and all alternatives examined over any attempts to expedite construction merely to meet this deadline.
2. A "Business I-40" is not desired and would merely recreate the conditions that were detrimental to significant areas of downtown Oklahoma City. This is essentially what is being proposed by ODOT presently. There is no absolute requirement for the connection to Interstate 40 on the east and west sides of the central business district to be connected to one another.
3. Strong consideration should be given to NOT connecting these two roads. Separating the western and eastern connections to Interstate 40 will provide numerous opportunities to revitalize a blighted area of downtown. I strongly recommend connecting Interstate 40 to the street grid using California Ave in the west and 3<sup>rd</sup> Street (Old Crosstown path) in the east.
4. If the two Interstate connections are kept separate the need to elevate the boulevard over the Western/Classen/Reno intersections is eliminated. This will reduce construction costs significantly and permit those funds to be redirected into street level amenities and preparation for the future streetcar system.
5. Constructing the boulevard(s) at grade level in the Farmer's Market District will facilitate revitalization of that district where the elevated Crosstown caused extensive urban blight. Significant private investment in this area has been made in the hope of more pedestrian and automobile traffic being brought into the district by the new street rather than bypassing it. This will benefit Oklahoma City's Core to Shore redevelopment plan immensely by eliminating the blight adjacent to that area's planned redevelopment.
6. **THE BOULEVARD SHOULD BE AT GROUND LEVEL WITH ALL PRESENT AND FUTURE DEVELOPMENT MORE THAN PRESENTLY PROPOSED – MOST CRITICALLY IN THE WESTERN SECTION OF DOWNTOWN. THIS SHOULD BE DONE EVEN AT THE EXPENSE OF ABSOLUTE TRAFFIC THROUGHPUT POTENTIAL.**



7. Reducing the boulevard from 6 to 4 lanes will vastly improve pedestrian access to future development along the street or streets.
8. All traffic control techniques including the use of modern design roundabouts should be considered. Synchronized signaling based on the posted speed limits should be modeled and fully analyzed.
9. Extensive landscaping, curb bump outs, facilitation of pedestrian movement, on street parking, and preparation for the streetcar should be given priority over increasing the speed at which vehicular traffic enters and exits downtown.

All these factors are critical to the restoration of downtown Oklahoma City. The design of the new street will have lasting impact on the urban core of an up and coming city. To repeat the well documented mistakes of the past would be a great disservice to the present and future citizens of Oklahoma City.

Please include these comments in the public record associated with federal funding of the street commonly referred to as the "Oklahoma City Boulevard".

David Dickerson