

Crosstown Boulevard

June 18, 2013 Public Meeting Summary



Prepared For:

Oklahoma Department of Transportation

Prepared By:



**PARSONS
BRINCKERHOFF**

July 2014

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1.0 Introduction

1.1 Project Description

Interstate 40 (I-40) is the primary east/west route in Oklahoma and a National Highway System (NHS) component. In 1995, the Federal Highway Administration (FHWA) and 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 creating in the old interstate right of way a six-lane at-grade boulevard from east of the Union Pacific tracks at the I-235 interchange to west of Walker Avenue downtown.

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 they had committed to building in the ROD. This evaluation examines alternatives to the original boulevard concept; identifies their potential social, economic, and environmental impacts; and provides for consistency with the most current planning priorities of Oklahoma City and current plus future traffic needs.

1.2 Project Purpose

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

ODOT, in partnership with FHWA and Oklahoma City, conducted a public meeting regarding the Crosstown Boulevard to collect public comments on the proposed alternatives for the project. The purpose for the public meeting was to obtain information from the public to assist further in the identification of specific social, economic and environmental impacts that could result from the project.

2.0 Public Meeting

This section provides general information regarding the public meeting. It provides description of the format and context for the public comments received.

2.1 Date, Time, and Location

Following are the meeting date, time, and location.

Date: June 18, 2013
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

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 as well as the questions raised by the general public during the meeting.

2.2.1 Introductions

Frank Roesler, ODOT Public Information Officer, welcomed everyone and introduced staff representing ODOT, Oklahoma City, and the consultant team (shown in the order presented at the meeting) including:

- Erik Wenger, Public Works Director, Oklahoma City
- David Strebb, Director of Engineering, ODOT
- Paul Green, Division 4 Engineer, ODOT
- Jennifer Graf, Parsons Brinckerhoff
- Keith Angier, MacArthur Associates, Inc.

Mr. Roesler also recognized city and state officials in attendance and reviewed the purpose of the meeting and project. He then handed the presentation over to Mr. Strebb.

2.2.2 Current Project Status

Mr. Strebb said the project is a true partnership between Oklahoma City and ODOT. He reviewed the project history and discussed the changes taking place in downtown Oklahoma City that have led to reconsidering the design for the Crosstown Boulevard. He said the initial meeting had taken place in the summer of 2012. He said one of the things he heard from the public is that ODOT should reconsider the options for the western area of the boulevard. At that point, ODOT and the city decided to study the area in greater detail.

2.2.3 West End Alternatives

Mr. Wenger reviewed the Oklahoma City's involvement in developing and analyzing alternatives for the western end. The city engaged a traffic and planning consultant and held a meeting in December 2012 to present the alternatives they had developed. Seven alternatives were narrowed to four and ultimately one that was recommended by Oklahoma City. The outcome of this was a much shorter Crosstown Boulevard bridge over a re-aligned Classen Boulevard. These and other recommendations were forwarded to ODOT for further consideration in the EA. Mr. Wenger then discussed the various sections of the boulevard and the city's desire for a pedestrian-friendly, slower speed facility for the central section that offers some opportunities for placemaking. He said this central section (from Western Avenue to E.K. Gaylord Boulevard) would be up for discussion at a future meeting.

2.2.4 Construction Projects

Mr. Strebb then introduced Mr. Green who reviewed ongoing ODOT construction projects that would connect the east and west ends of the new I-40 Crosstown Expressway. Mr. Green said the construction projects were nearing completion and discussed a specific project that would be implemented on the west end at Virginia Avenue to help people get on and off the new boulevard. This project would relieve congestion at I-40 until the boulevard concept is finalized. Another project discussed was east of Oklahoma Street that will complete some of the bridges and attachments that will come into downtown. This project would allow ODOT to have a dedicated ramp lane from I-235 southbound to I-40 eastbound.

2.2.5 Environmental Assessment

Mr. Green introduced Ms. Graf. She discussed the environmental component of the Crosstown Boulevard Project. She said the consultant team would follow the National Environmental Policy Act process to identify and evaluate environmental impacts. She said this process also includes state and local agency coordination and opportunities for public involvement. She said that at the end of the process a decision will be made on a preferred alternative and the EA would update the studies that were done in the previous Environmental Impact Statement, largely because of the extensive changes that have occurred in the study area in the past several years. She also said the EA would revise the project Purpose and Need, review the alternatives to modify the boulevard alternative, update any environmental impacts, and evaluate the alternatives. Ms. Graf also reviewed the Purpose and Need as follows:

Purpose

Implement the final phase of the I-40 Crosstown relocation project by providing connectivity to the Downtown Central Business District with a low speed major arterial street known as the Crosstown Boulevard.

Need

- Keep traffic flowing on the new I-40 Crosstown Expressway
- Provide additional access points into downtown Oklahoma City
- Improve bicycle and pedestrian access in the vicinity of the old I-40

2.2.6 Alternatives

Ms. Graf then introduced Mr. Angier to review the alternatives under consideration. He started by defining the five construction sections including the following West Section, Western/Classen/Reno Section, Core Section – Lee Avenue to E.K. Gaylord, BNSF Railway Section, and the East Section.

Mr. Angier then reviewed the screening criteria that would be used to evaluate the various alternatives in the EA. These included roadway geometry, traffic, construction costs, and listening to public comments. He then reviewed the various alternatives including: Alternative “A” / 6-Lane, Alternative “B” / 4-Lane, Alternative “C” / 4-Lane with Oklahoma City recommendations from the December 2012 public meeting, and Alternative “D” / The Grid.

He identified the next steps which include: implementing the screening and evaluation process, holding another public meeting to gain input on a preferred alternative, and making a recommendation by ODOT and the FHWA on the final alternative. This concluded the presentation.

Mr. Roesler then went on to facilitate a question and answer session. To see a copy of the PowerPoint presentation, please see Appendix C. To view the presentation and subsequent question and answer session, visit http://youtu.be/ubah_lB67c8.

2.2.7 Handout Packet

At registration, each participant was given a handout packet that included information about the meeting and the project, maps of the alternatives being discussed, and the official comment form. Participants were encouraged to use the form to provide their comments for the public record. Appendix D contains a copy of the meeting handout and comment card.

2.3 Notification

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 May 8, 2013, announcing the public meeting. Appendix B has a copy of the news release.

2.3.2 Website

The public meeting was also advertised on the ODOT and 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 online or in writing.

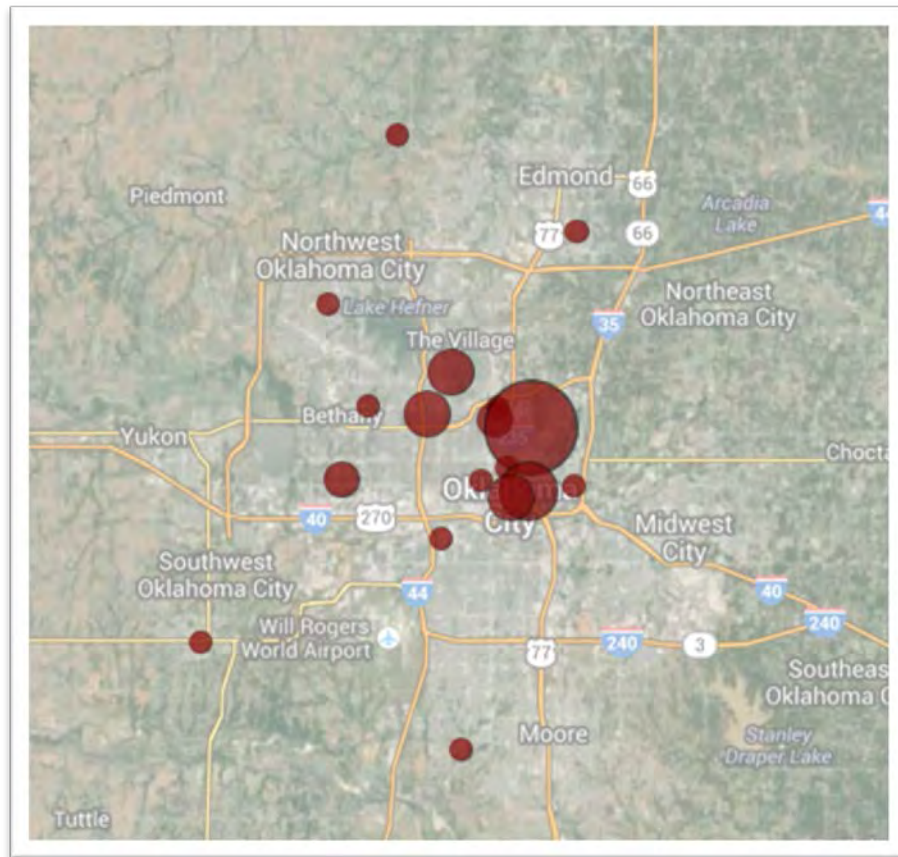
2.3.3 Direct Mail

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 has a copy of the postcard.

2.4 Attendance

A total of 79 individuals signed in at the public meeting and an additional nine participated electronically via the website. Figures 1-2 show the geographic distribution of participants based on zip codes. Based on this information, many of the participants were from around downtown Oklahoma City, but various parts of the region were also represented (Figure 1 and Figure 2).

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.

3.0 Summary of Comments

Twenty-three individuals and one organization submitted comments during the public meeting comment period. The following summarizes the major themes represented in the comments collected.

3.1 Major Themes

A majority of the comments received expressed appreciation for the creation of Alternative D and support for returning to the street grid. Many different themes were raised in support of Alternative D included the following. These themes are shown in order of the most frequently cited issues to the least frequently cited issues.

- Restoring the grid system through two parallel boulevards will allow the old I-40 right-of-way to be opened up for economic development opportunities related to an on-going renewal effort in this area of downtown Oklahoma City.
- Providing a facility with fewer lanes and slower speeds will provide better bicycle and pedestrian facilities. The boulevard should be focused on providing greater access to downtown and not on moving people quickly through downtown. Further, the planned park in the core section needs to be served well by all modes of transportation, not just vehicular traffic.
- Keeping the boulevard at-grade as much as possible. Again, participants felt the need for greater accessibility to cross streets and wanted to avoid structures that would create visible or physical barriers within downtown.

Another general comment about Alternative D was the desire for this alternative to be evaluated to the same level of detail as the other alternatives. Specifically, participants felt that showing the street grid alternative as it was with no improvements was not sufficient. They wanted to see the grid system developed as two parallel boulevards and not just as is currently.

Other comments raised by participants included the following:

- Like the idea of building the west portion as quickly as possible
- Like the 90 degree turns onto Klein Avenue
- Need better signage in/out of downtown
- Use police for better automotive ingress/egress during special events

Appendix A: Sign-In Sheets



OKLAHOMA DEPARTMENT OF TRANSPORTATION

THE CITY OF OKLAHOMA CITY



ATTENDANCE ROSTER

<http://www.ODOT.org><http://www.OKC.gov>

PUBLIC INVOLVEMENT MEETING

Tuesday, June 18, 2013

CHEVY EVENTS CENTER, OKLAHOMA CITY, OK

NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input checked="" type="checkbox"/> Mr.	Frank Roesler III	200 N.E. 21st Street	O.D.O.T.	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	Public Involvement Officer	Oklahoma City, OK 73105	Planning & Research Div.	<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.	(405) 521-2390		Program Coordination Branch		<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	Clinton Tillett	200 N.E. 21st Street	O.D.O.T.	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	(405) 522-1041	Oklahoma City, OK 73105	Planning & Research Div.	<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input checked="" type="checkbox"/> Black
<input type="checkbox"/> Mrs.			Program Coordination Branch		<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Terri Holley	200 N.E. 21st Street	O.D.O.T.	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	(405) 521-2694	Oklahoma City, OK 73105	Planning & Research Div.	<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian	<input checked="" type="checkbox"/> Black
<input checked="" type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<i>Alinda Kreamy</i>		<i>ODOT</i>	<input type="checkbox"/> Male	<input checked="" 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"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	<i>Cole Hockett</i>	<i>200 NE 21st</i>	<i>ODOT</i>	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		<i>OKC, OK 73105</i>	<i>MPR</i>	<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.	<i>DAVID STREB</i>	<i>200 NE 21st</i>	<i>ODOT</i>	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		<i>OKC, OK 73105</i>		<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.	<i>CRAIG MOODY</i>		<i>ODOT</i>	<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.	David Andres	12000 Robinwood Pl.	self	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	250-5535	Oklahoma City,			<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.		OK 73154		<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	Nick Singer	5113 N Lynn	self	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	416-3126	73112			<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.	Chad Green	800 W California	City Rescue	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	517-7566	OKC, OK 73120			<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.	John Pettis		City Council	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<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 type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<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"/> 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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PUBLIC INVOLVEMENT MEETING

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CHEVY EVENTS CENTER, OKLAHOMA CITY, OK

NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input type="checkbox"/> Mr.	Liz Romero	5800 N. Robinson Ave	Futura	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		Rm 300			<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.		OKC, OK		<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Susie Watkins	9225 Lake Helmer	Hall Capital	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		Pkwy #500			<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input checked="" type="checkbox"/> Mrs.		OKC		<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	MEG SMYTER	131 Park Ave	City of OKC	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		Okla, Ok 73102			<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"/> 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"/> 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"/> 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.	Ken Gillespie 848 2471	3033 NW 65 th St OKC 73116	MacArthur	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<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.	Jeannette Smith 236-8666	2 S. Mickey Mantle OKC 73104	Bicktown Association	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<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.	Benny Jacobs 615-4837	2100 Hardy Dr. Edmond, OK 73013	Time Car	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<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.	Sophie Birdwell (80) 583-0488	6004 N. Pennsylvania Ave. Apt 5 OKC, OK 73112	ODOT	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input checked="" type="checkbox"/> Ms.				<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input checked="" type="checkbox"/> Other
<input type="checkbox"/> Mr.	DAVID GLOVER 405 830 6420		CITIZEN	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<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"/> 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"/> 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.	Tom Goldstein		FHWA	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<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.	Andrew Nguyen		N/A	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<input checked="" 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"/> 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"/> 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"/> 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"/> 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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Tuesday, June 18, 2013

CHEVY EVENTS CENTER, OKLAHOMA CITY, OK

NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input type="checkbox"/> Mr.	Harry Shockley	2825 NW 57th St OKC, OK 73112		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<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.	Harry Curtis	9214 NE 63		<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<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"/> 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"/> 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"/> 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"/> 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"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other



OKLAHOMA DEPARTMENT OF TRANSPORTATION

THE CITY OF OKLAHOMA CITY

ATTENDANCE ROSTER

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PUBLIC INVOLVEMENT MEETING

Tuesday, June 18, 2013

CHEVY EVENTS CENTER, OKLAHOMA CITY, OK

NAME & PHONE

ADDRESS

BUSINESS / ORGANIZATION

GENDER / RACE [OPTIONAL]

<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Bill Adler 405-202-1230	21 NE 3rd St OKC, OK 73104	<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 checked="" type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	WBSmITH	200 NW ALKOR	<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.	JOHN YOECKE		<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 checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Clark Thomas	123 NE 2nd St OKC, OK 73104	<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.	IVAN MARRELL	8312 Deshawn Ln Edmond OK 73041	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input 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
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Suzan Bahar	16509 Thorton Ln.	<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 Dover	428 NW 34 OKC 73118	<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.	Brock Minnick	1517 Sunway	Federal Govt	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		OKC, OK 73127		<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.	Walter Jacques	4832 Koelsch Dr.	OK state Dept.	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		OKC, OK 73117	of Health	<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.	MARK HANCOCK	GAZETTE		<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.	Shawn Wright			<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input checked="" 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.	Pyssell Pace	3101 ETON AVE		<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		OKC OK 73122		<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.	MARK GIBBS	601 N BROADWAY		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		OKC 73102		<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.	King Hoy			<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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CHEVY EVENTS CENTER, OKLAHOMA CITY, OK

NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input checked="" type="checkbox"/> Mr.	Paul Green		ODOT	<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.	Randy Stallings		City of 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 checked="" type="checkbox"/> Mr.	ANDREW FEILER	1301 W. SHERIDAN	ACO Inc	<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.	Cody Boyd		ODOT	<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.	Marion Hutchison	NORMAN, OK	ONTRAC	<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.	Justin Stumpel			<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	608-642-8333			<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.	SID BURGESS	4 NE 10th ST		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		600		<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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Tuesday, June 18, 2013

CHEVY EVENTS CENTER, OKLAHOMA CITY, OK

NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input type="checkbox"/> Mr.	Mills Gatcher		GDOT	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<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.	STEVE Root	5301 NW 110 OKC, OK 73162		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<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.	ESTHER STRANSON	1301 West SHERIDAN	ACD, INC.	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<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 checked="" type="checkbox"/> Mr.	Doug Rex	21 E Main St OKC, OK	ACOG	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<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.	Ruhimulu	400 W-Main	OKC	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<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 type="checkbox"/> Mr.	Debbie Blackman	126 NW 22nd	OKC 73103	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<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 type="checkbox"/> Mr.	Bud Scott	311 S. Klein Ave. OKC, OK 73108	OKC Farmers Market District	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<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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CHEVY EVENTS CENTER, OKLAHOMA CITY, OK

NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input checked="" type="checkbox"/> Mr.	TIM TEGELER	200 N.E. 21st St.	ODOT	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		OKC, OK		<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.	Sean Cummings	3015 7521 N. Hwy. OKC OK 73116	Self	<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.	Jim McGoedwin	16717 Covington Manor 73012	Self	<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.	Siv Sundaram		ODOT	<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 checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	Shane Hampton	201 NW 17th	Institute for Quality Communities	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		OKC, OK 73103		<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.	Scott Sundermejer		ODOT	<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.	DREW SELF	426 NW 33rd		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		ALL OK		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.		73118		<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other



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CHEVY EVENTS CENTER, OKLAHOMA CITY, OK

NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input type="checkbox"/> Mr.	CARSSA CUMMINS	424 WEST APPLE BRANCH	ODOT RENOVA	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input checked="" type="checkbox"/> Ms.	405-630-7383	MUSTANG, OK 73064		<input type="checkbox"/> Asian	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Rhiannon Roester	2721 NW 15		<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		OKLAHOMA CITY, OK		<input type="checkbox"/> Asian	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	Daniel Nguyen	200 NE 21st	ODOT - PMO	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input checked="" type="checkbox"/> Asian	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Diana Barlow	200 NE 21st, 3rd Floor	ODOT - Relo Branch	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input checked="" type="checkbox"/> Ms.		CT		<input type="checkbox"/> Asian	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	DENNIS BOX	5226 LLOYD DRIVE	OKC City	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Asian	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Randy Furtz	420 W. Main	OKC	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Asian	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	John Henry		FHWA	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Asian	<input type="checkbox"/> Black	<input type="checkbox"/> Other
<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.	Travis Crowder	2	MacArthur Associated Consultants	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	405-623-6356			<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.	Morgan Perez	3033 N.W. 63rd St. Ste 202	MAC	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input checked="" type="checkbox"/> Hispanic
<input checked="" type="checkbox"/> Ms.	405-249-6074	OKC, OK 73116		<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.	DAVID CLINE	1517 SUNWAY	MAC	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	405-848-2471	OKC, OK 73127		<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 Howland		ODOT	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.			EDMOND Res	<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.	Jeanie Ogier	ODOT	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 checked="" type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Jim Jaily	OK Gazette	OK Gazette	<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.	Laura Choney	ODOT	ODOT	<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 checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> Native American	<input type="checkbox"/> Other



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NAME & PHONE		ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input type="checkbox"/> Mr.	Joe Sarge Nelson			<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.	405-664-7597			<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Brenda Perry		ODOT	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<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.	Betty Hepler Scott	Waver Acres		<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input checked="" type="checkbox"/> Ms.		OK			<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 type="checkbox"/> Mr.	Bob Kemp		OKC	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<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.	David Sankhary		ODOT	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<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.	JOELAN BULLARD	105 N HANSEN ST 101	OCURA	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		OKC, OK 73102			<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.	GARY ELLIOTT	1419 W. PENO	Whitlow Supply	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		OKC 73106			<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

Appendix B: Notifications

Media Advisory
May 8, 2013

Citizens urged to attend next public meeting on ongoing I-40 Crosstown projects and future Oklahoma City Boulevard

The Oklahoma Department of Transportation joined by the City of Oklahoma City will host a public meeting about the OKC Boulevard on Wednesday, May 22.

The focus of the meeting is two-fold:

- To provide information about the state's ongoing Environmental Assessment of the OKC Boulevard in coordination with the Federal Highway Administration and present alternatives being considered. Citizens are encouraged to attend and formally submit their comments about these elements of the Environmental Assessment.
- To provide information about upcoming improvement projects to address operational issues the east and west ends of the OKC Boulevard and the I-40 Crosstown corridor.

A presentation is planned followed by a question and answer period and the opportunity for the public to visit one-on-one with engineers and planners and provide comment on the OKC Boulevard.

OKC Boulevard Public Meeting

Wednesday, May 22

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.

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 OKC Boulevard.

www.okladot.state.ok.us

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



**OKLAHOMA
DEPARTMENT OF
TRANSPORTATION**
Planning & Research Div.
200 N.E. 21st St.,
Oklahoma City, OK 73105

**Please join
us for the
rescheduled
Public
Meeting!**

NOTICE OF PUBLIC MEETING

PLEASE TELL YOUR FRIENDS & NEIGHBORS

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) proposes to construct the Oklahoma City Boulevard as the local access component of the I-40 Crosstown realignment. As approved in the original Environmental Impact Statement (EIS) for the I-40 Crosstown realignment, the Boulevard would be constructed on the existing right-of-way of the old I-40 facility extending from the I-235 Interchange to Western Avenue.

As part of our efforts to keep the public informed of this project and involved in the decision process, ODOT has scheduled a public meeting. The meeting will include a presentation about the Environmental Review Process that is ongoing, the purpose and need for the project, goals and objectives, and alternatives being considered. The purpose for the meeting is to obtain information from the public to further assist in the identification of critical social, economic and environmental effects that may result from the project.

Additionally, information regarding interim improvement projects to address operational issues at Western Avenue at the new I-40 will be presented.

The date, time, & location of the public meeting is below:

DATE: June 18th, 2013

TIME: 5:30 PM

PLACE: Chevy Event Center
425 E. California Avenue
Oklahoma City, OK 74737

For additional information about the project, the upcoming meeting, or if you require special accommodations for the meeting, please direct your request to **Frank Roesler III**, ODOT Public Involvement Officer, at 200 NE 21st, Oklahoma City, OK 73105, **(405) 521-2350** or froesler@odot.org at least three (3) working days in advance of the meeting. Free parking is available immediately south of the Events center.

WE LOOK FORWARD TO SEEING YOU THERE



Public Involvement Meeting - Downtown Oklahoma City Boulevard 06/18/2013

DATE: June 18, 2013

TIME: 5:30 PM - 8:00 PM

LOCATION: Chevy Events Center
425 E. California Ave.
Oklahoma City, OK 73104

SUBJECT:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) proposed to construct the Oklahoma City Boulevard as the local access component of the I-40 Crosstown realignment. As approved in the original Environmental Impact Statement (EIS) for the I-40 Crosstown realignment, the Boulevard would be constructed on the existing right-of-way of the old I-40 facility extending from the I-235 Interchange to west to tie into the new I-40 alignment.

In response to input received, ODOT & FHWA are reevaluating the Oklahoma City Boulevard concept in an environmental assessment.

As part of our efforts to keep the public informed of this project and involved in the decision process, ODOT has scheduled a public meeting. This meeting will include a presentation about the Environmental Review Process that is ongoing, the purpose and need for the project, goals and objectives, and alternatives being considered.

The purpose of this meeting The purpose of this project is to construct the final phase of the I-40 Crosstown relocation project by reestablishing connectivity to the Downtown Central Business District with a low speed Major Collector street known as the "Oklahoma City Boulevard".

The purpose of this project The purpose for the meeting is to obtain information from the public to further assist in the identification of critical social, economic and environmental effects that may result from the project.

Appendix C: Presentation



Oklahoma City Boulevard

ODOT Public Involvement Meeting

June 18, 2013

Presented by:

The Oklahoma Department of Transportation
and
MacArthur Associated Consultants, LLC.



The City of Oklahoma City

MacArthur Associated Consultants, LLC.



Meeting Information



The City of Oklahoma City



MacArthur Associated Consultants, LLC.



Purpose

The purpose of this meeting...

...is to obtain information from the public to further assist in the identification of critical social, economic and environmental effects that may result from the project.

The purpose of this project...

...to construct the final phase of the I-40 Crosstown relocation project by reestablishing connectivity to the Downtown Central Business District with a low speed major collector street known as the “Oklahoma City Boulevard”.



The City of Oklahoma City



MacArthur Associated Consultants, LLC.



Current Project Status



West End Project Development

East Interchange Progress



The City of Oklahoma City



MacArthur Associated Consultants, LLC.



Environmental Information



The City of Oklahoma City



MacArthur Associated Consultants, LLC.



NEPA

National Environmental Policy Act of 1969 (NEPA)

(Requires Federal agencies to consider the environmental consequences of their decisions prior to taking any action)

- Spells out a decision-making process.
- Evaluates impacts – social, economic and environmental.
- Involves coordination with state/federal resource agencies, including tribal governments.
- Provides opportunity for public input and requires these comments be considered
- Results in a preferred alternative.



The City of Oklahoma City



MacArthur Associated Consultants, LLC.



NEPA – What's been done

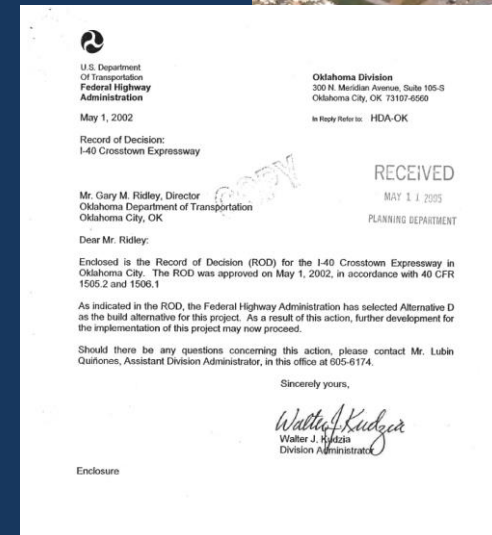
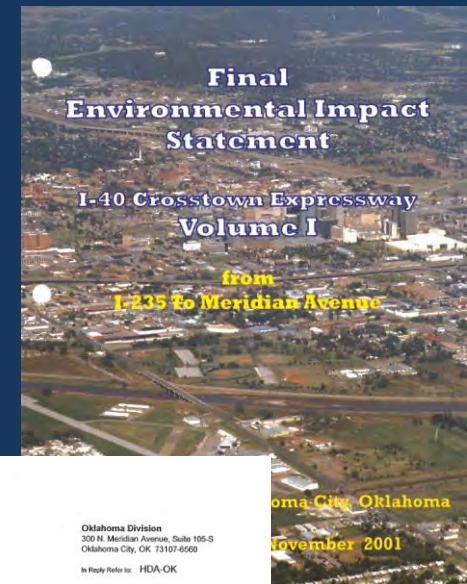
11/2001 - Final Environmental Impact Statement

(I-40 Crosstown Expressway and Boulevard)

- Environmental Impacts studied from I-235 to Meridian Avenue, including the Boulevard

05/2002 - Record of Decision

- Construction of new I-40 expressway
- Provide architectural similarities to the Little Flower Church in the design
- Construction of Boulevard in existing I-40 Right-of-Way
- Construction of Park and Pedestrian Bridge (Skydance Bridge)



The City of Oklahoma City



MacArthur Associated Consultants, LLC.



New Goals and Objectives

Improvements made to Oklahoma City since 2002

- Construction of the Devon Tower
- Construction of the Chesapeake Arena
- Creation of an intermodal hub (Santa 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



MacArthur Associated Consultants, LLC.



NEPA – What's Being Done

Key Environmental Components for the EA: *Updates studies from the 2001 EIS*

- Traffic analysis
- Historic resources analyses
- Noise impacts
- Land Use and economic impacts
- Socio-economic impacts
- Secondary and cumulative effects
- Other areas that might arise as the result of public and agency comments



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NEPA – What's Being Done

Environmental Assessment will include:

- Prepare revised project Purpose and Need reflecting downtown changes
- Review of the alternatives including consideration of public and agency comments
- Re-consideration and summary of the technical studies and environmental impacts
- Document public and agency involvement activities
- Evaluate the alternatives
- Identify a preferred alternative



The City of Oklahoma City



MacArthur Associated Consultants, LLC.



NEPA – Purpose and Need

Purpose

Implement the final phase of the I-40 Crosstown relocation project by providing connectivity to the Downtown Central Business District with a low speed major arterial street known as “The Oklahoma City Boulevard”

Need

- Keep traffic flowing on the new Crosstown
- Provide additional access points into downtown Oklahoma City
- Improve bicycle and pedestrian access in the vicinity of the old I-40



The City of Oklahoma City



MacArthur Associated Consultants, LLC.



Project Information



The City of Oklahoma City



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Alignment Details

Boulevard extends from Pennsylvania Ave to Byers Ave 5 Construction Projects / Sections



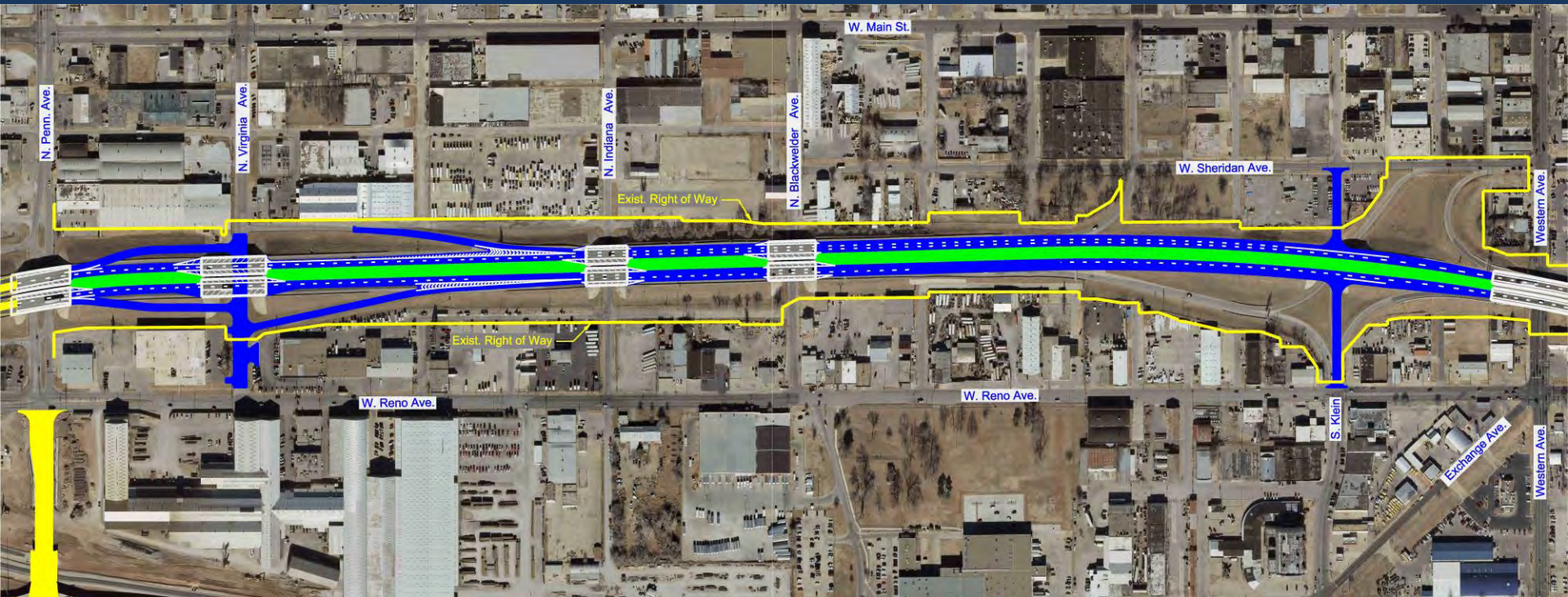
The City of Oklahoma City



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West Section



The City of Oklahoma City



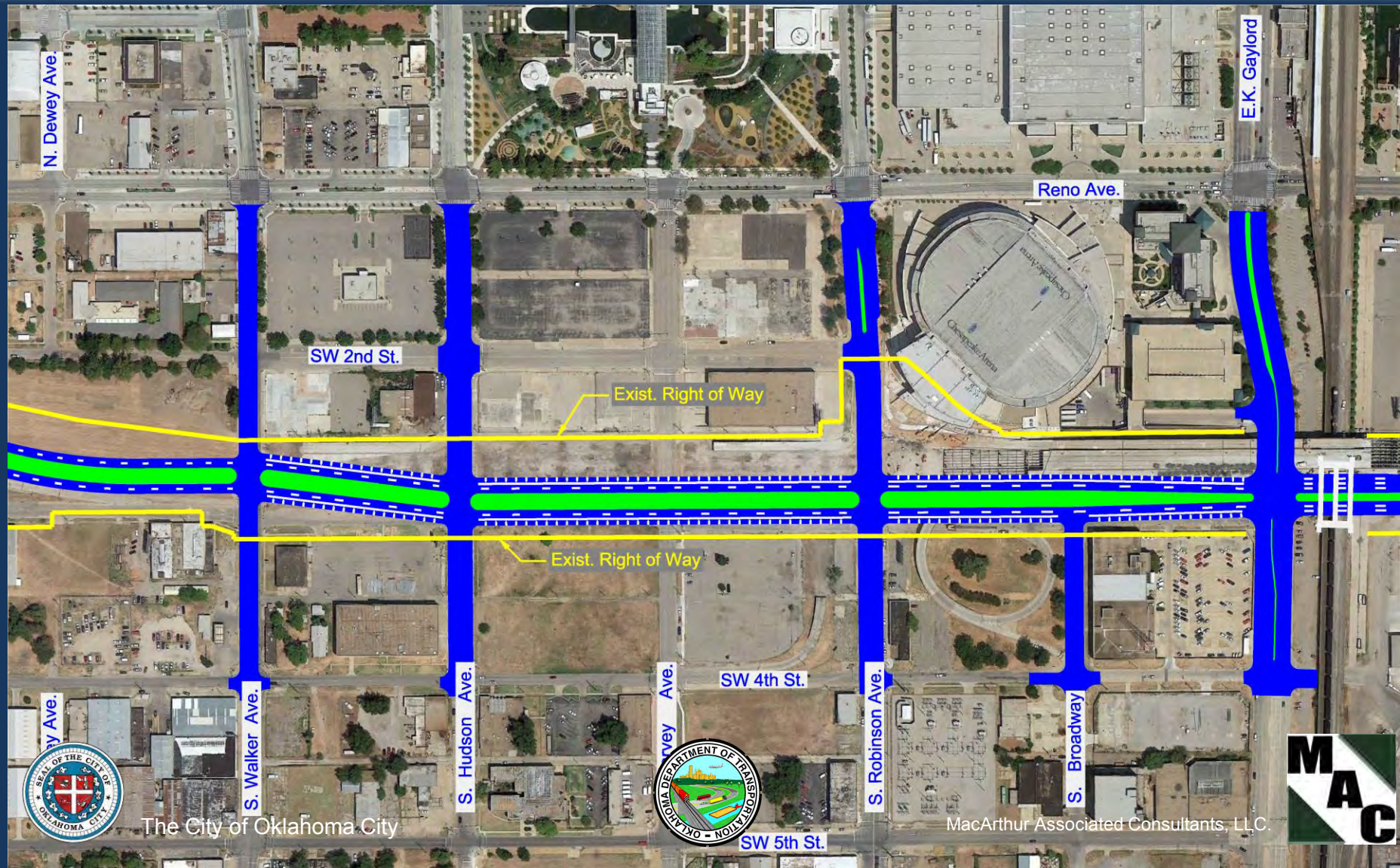
MacArthur Associated Consultants, LLC.



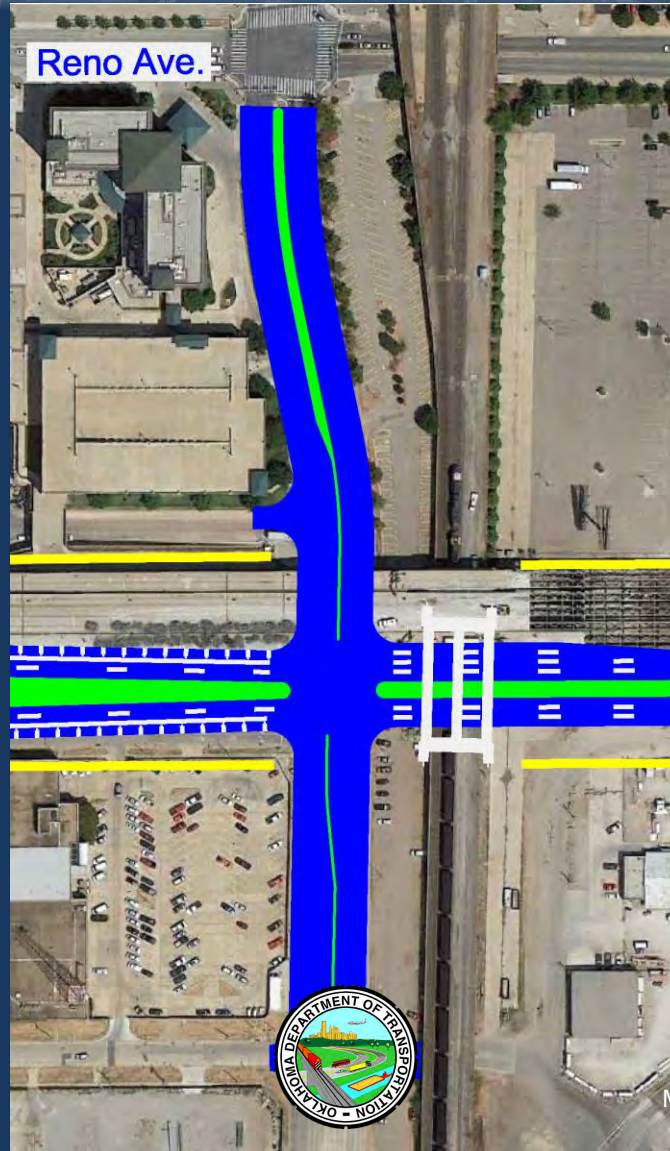
Western/Classen/Reno Section



Core Section



Railroad Section



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East Section



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Alternatives Information



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Screening Criteria

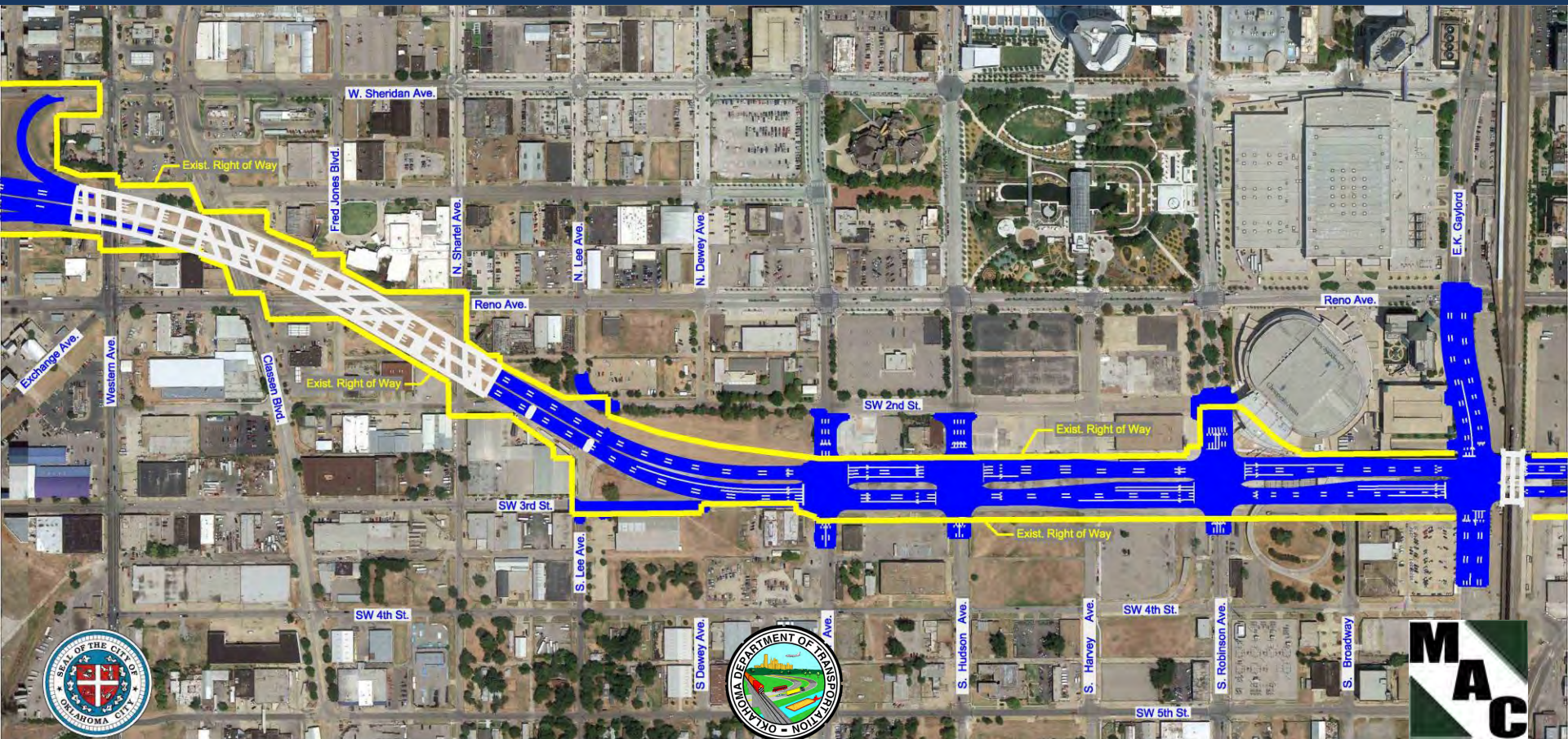
Examples of Criteria used to determine feasibility

- Roadway Geometry (ramps, streets)
- Traffic (ramps, streets)
- Right-of-way
- Construction cost
- Public Comments
- Railroads
- Utilities
- Drainage
- Environmental
- Constructability
- Economic Development
- Gateway/Image
- Reno Continuity
- Access to adjacent areas



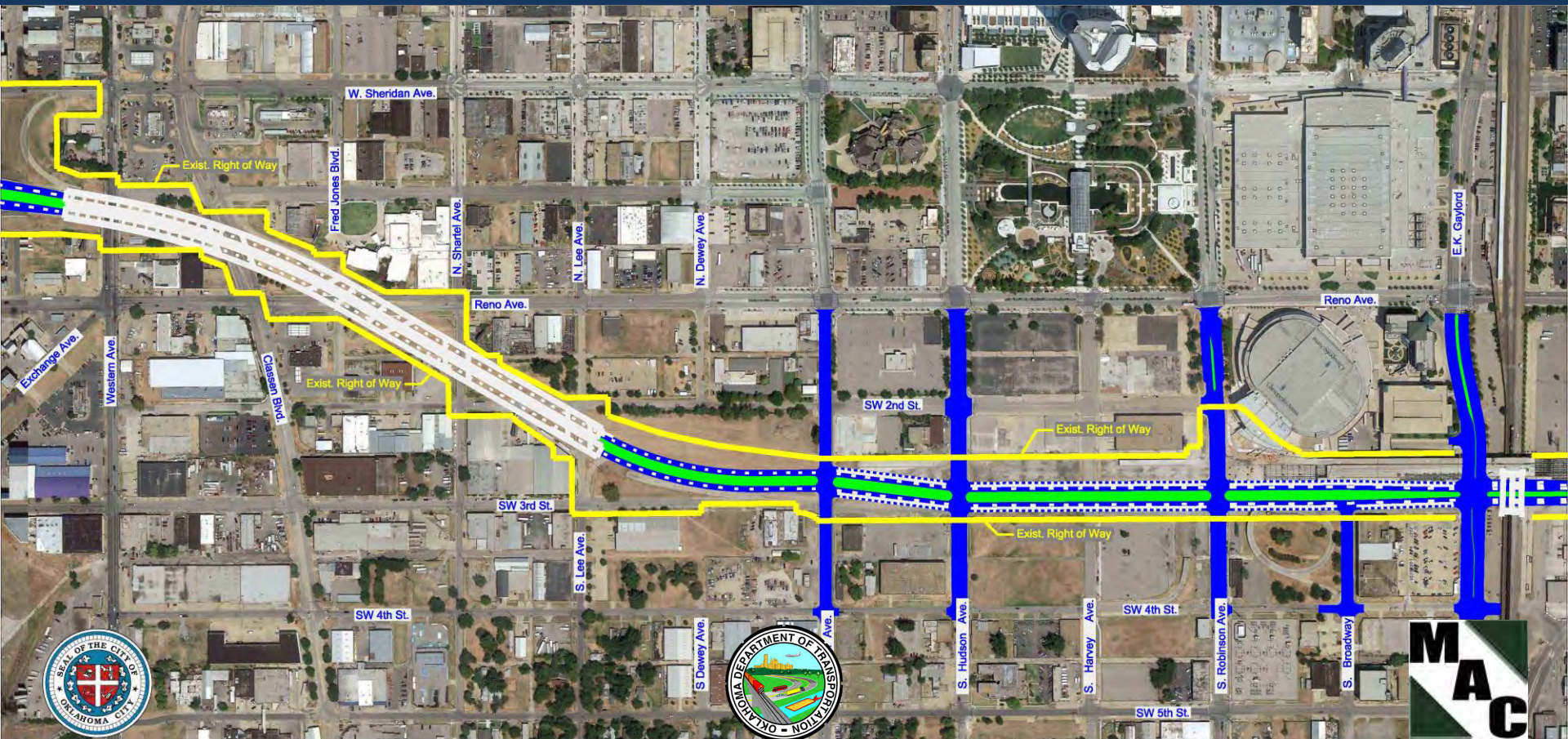
Alternate “A” / 6-Lane

- Original configuration
- Wide median
- Left – turn lanes
- Bridge/retaining wall configuration Western Avenue to Lee Street



Alternate “B” / 4-Lane

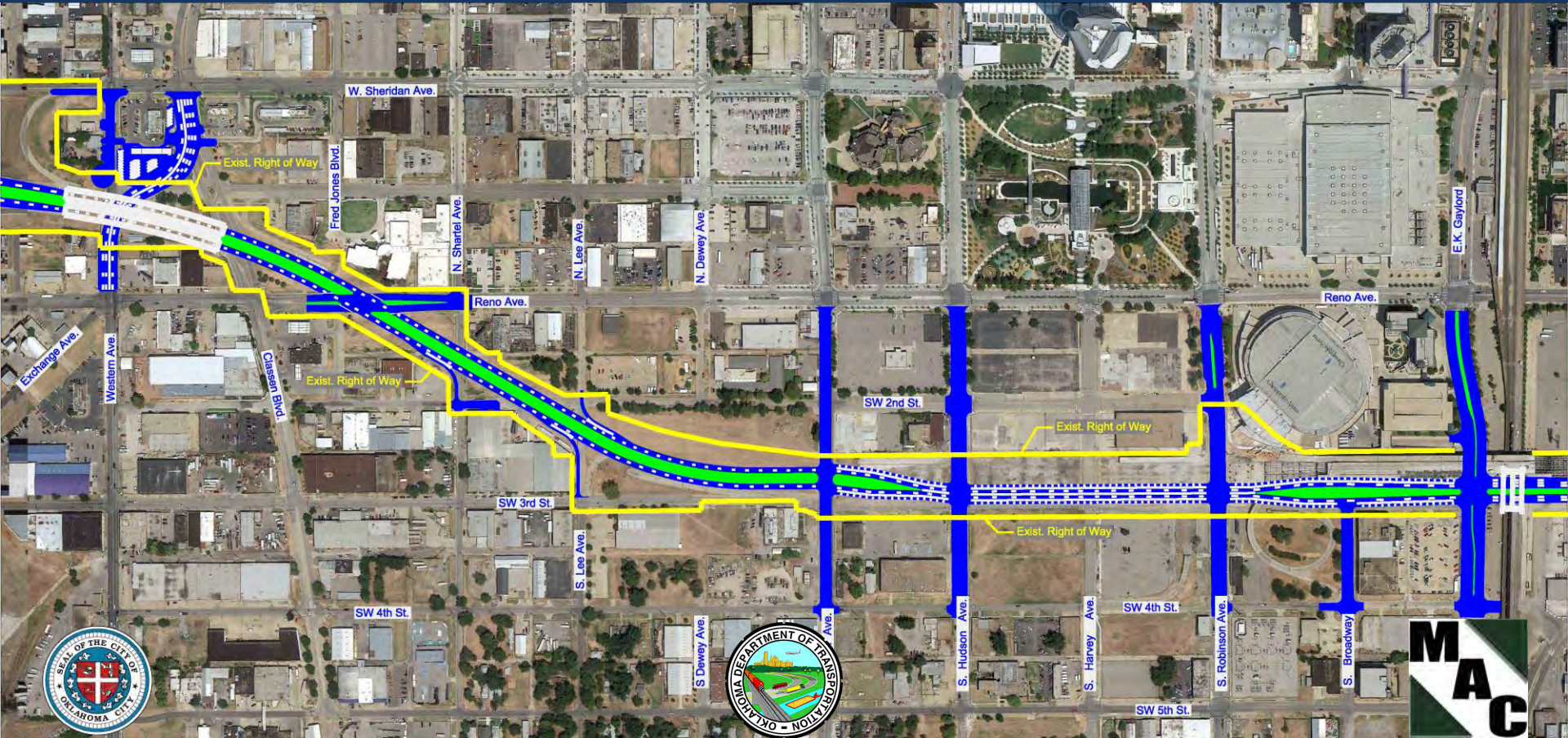
- Street side parking
- Median
- Minimize left – turn lanes
- Bridge/retaining wall configuration Western Avenue to Lee Street





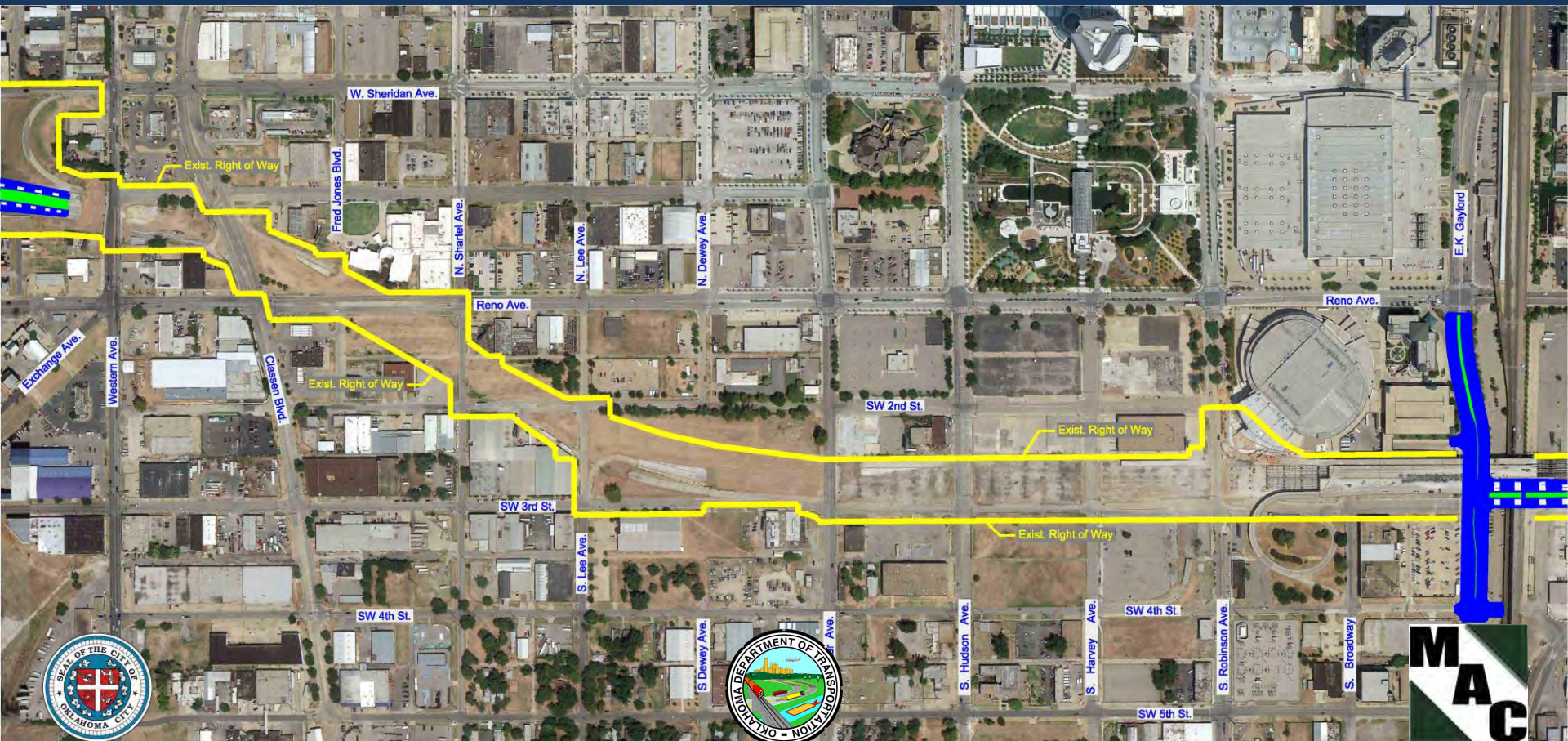
Alternate "C" / 4-Lane OKC

- Street side parking
- Variable width Median
- Minimize left – turn lanes
- Bridge/retaining wall configuration
Western Avenue to Reno Avenue



Alternate “D” / The Grid

- West segment with connection to California near Western
- East configuration with connection to S.E. 3rd Street near E.K. Gaylord Boulevard



What's next?



The City of Oklahoma City



MacArthur Associated Consultants, LLC.



Future Meetings & Process

- Implement the screening process
- Additional Public Meetings
- Final Recommendation to ODOT/FHWA



The City of Oklahoma City



MacArthur Associated Consultants, LLC.





Oklahoma City Boulevard

ODOT Public Involvement Meeting

June 18, 2013

QUESTIONS?



The City of Oklahoma City



MacArthur Associated Consultants, LLC.



Appendix D: Handouts

PUBLIC COMMENT FORM

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



Downtown Oklahoma City Boulevard

06/18/2013

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:

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL PROGRAMS DIVISION

Room 3D2a

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

Fax: (405) 521-6917

email: m-coordinator@odot.org

Please submit comments by:

07/02/2013

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

06/18/2013

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

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Room 3D2a
Oklahoma City, OK 73105-3204
Fax: (405) 521-6917
email: m-coordinator@odot.org

Please submit comments by: **07/02/2013**

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

06/18/2013

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

TỔNG CỤC GIAO THÔNG VẬN TẢI OKLAHOMA

Sở Chương Trình và Nghiên Cứu

Ty Điều Hợp Chương Trình

200 Đường N.E. 21st

Oklahoma City, OK 73105-3204

Fax: (405) 521-6917

email: m-coordinator@odot.org

**Xin vui lòng gửi phiếu góp ý này cho ODOT trước ngày
02 tháng 7 năm , 2013**

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"

TỔNG CỤC GIAO THÔNG VẬN TẢI OKLAHOMA
MẪU PHIẾU PHÊ BÌNH



Eric Wenger

*Public Works Director
Oklahoma City*



David Streb

*Oklahoma Department Of
Transportation
Director of Engineering*



Paul Green

*Oklahoma Department Of
Transportation
Division 4 Engineer*



Steve Lane

*Parsons Brinckerhoff
Transportation Planner*



Keith Angier

*MacArthur Associated
Consultants Ltd.
Vice President*



Frank Roesler III

*Oklahoma Department
Of Transportation
Public Involvement Officer*

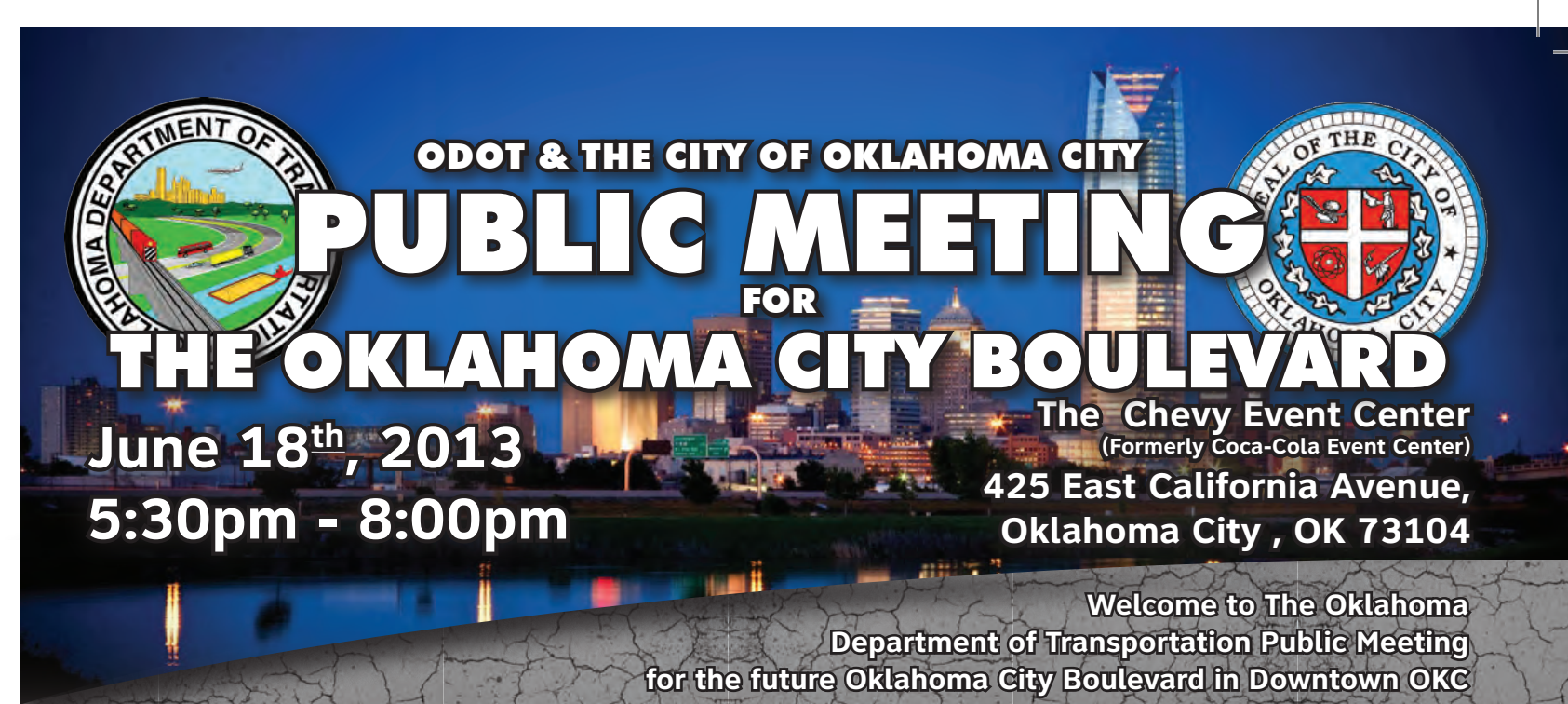


"The mission of the Oklahoma Department of Transportation is to provide a safe, economical and effective transportation network for the people, commerce and communities of Oklahoma."



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OKLAHOMA DEPARTMENT OF TRANSPORTATION, Environmental Programs Division, 200 N.E. 21st St., Oklahoma City, OK 73105



ODOT & THE CITY OF OKLAHOMA CITY

PUBLIC MEETING

FOR

THE OKLAHOMA CITY BOULEVARD

June 18th, 2013
5:30pm - 8:00pm

The Chevy Event Center
(Formerly Coca-Cola 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

AGENDA

WELCOME & HISTORY: Eric Wenger

Public Works Director, Oklahoma City

David Streb

*Oklahoma Department Of Transportation
Director of Engineering*

CONSTRUCTION UPDATE: Paul Green

*Oklahoma Department Of Transportation
Division 4 Engineer*

NEPA: Steve Lane

Parsons Brinckerhoff

ALTERNATIVES & EVALUATION: Keith Angier

MacArthur Associated Consultants Ltd.

QUESTION & ANSWER: Frank Roesler III

*Oklahoma Department of Transportation
Public Involvement Officer*

CLOSING REMARKS

QUESTIONS? COMMENTS?

If you have questions or comments about ODOT's proposed project, please visit www.odot.org/meetings/other.php to fill out an official comment form, or send an e-mail to mcoordinator@odot.org by **July 2nd, 2013**.

PURPOSE OF MEETING

The purpose for the meeting is to obtain information from the public to further assist in the identification of critical social, economic and environmental effects that may result from the project.

PURPOSE OF PROJECT

The purpose of this project is to construct the final phase of the I-40 Crosstown relocation project by reestablishing connectivity to the Downtown Central Business District with a low speed Major Collector street known as the “Oklahoma City Boulevard”.

SUMMARY

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) proposed to construct the Oklahoma City Boulevard as the local access component of the I-40 Crosstown realignment. As approved in the original Environmental Impact Statement (EIS) for the I-40 Crosstown realignment, the Boulevard would be constructed on the existing right-of-way of the old I-40 facility extending from the I-235 Interchange to west to tie into the new I-40 alignment.

In response to input received, ODOT & FHWA are reevaluating the Oklahoma City Boulevard concept in an environmental assessment.

As part of our efforts to keep the public informed of this project and involved in the decision process, ODOT has scheduled a public meeting. This meeting will include a presentation about the Environmental Review Process that is ongoing, the purpose and need for the project, goals and objectives, and alternatives being considered.

WHAT IS NEPA AND THE ODOT DECISION MAKING PROCESS?

The National Environmental Policy Act (NEPA) is a Federal Law that was enacted in 1969 which requires agencies to go through a decision-making process, in order to qualify for Federal Funding, that balances the social, economic, and environmental concerns. Public Involvement and public comments are part of the NEPA process.

ODOT and the FHWA (Federal Highway Administration) will examine the issues and opportunities within the corridor, identify conceptual and preferred alternative solutions, conduct all the necessary environmental and socio-economic studies, coordinate with state and federal resource agencies, conduct preliminary design of the facility, and address any potential right-of-way concerns.

BACKGROUND

An EIS and Record Of Decision (ROD) was completed for the I-40 Relocation Project in 2002. The EIS/ROD identified construction a local access “boulevard” in the existing I-40 right-of-way as an integral element of the preferred alternative approved in the EIS. The boulevard was deemed necessary to restore vehicular access to downtown Oklahoma City that would be lost upon relocation of the I-40 mainline and help provide acceptable operation of the Interstate highway in peak traffic conditions. The ROD described the boulevard as a “six lane at grade boulevard in the existing I-40 right-of-way from east of the Union Pacific Tracks and 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, the existing facility will be converted to a divided boulevard.”

Because of the length of time since the original ROD and continued Oklahoma City planning for the “core-to-shore” developments and other downtown enhancements, FHWA and ODOT must reevaluate the 2002 EIS/ROD to consider the proposed boulevard in light of current Oklahoma City planning priorities and any previously unidentified social, economic, and environmental impacts that may result from this element of the I-40 Crosstown relocation project. In cooperation with FHWA, ODOT will perform an Environmental Assessment (EA) of the proposed boulevard to provide the required reevaluation. This EA will consider, among other factors, the original purpose and need for the boulevard in light of current planning priorities of the City of Oklahoma City, the feasibility of reasonable alternatives, in light of the purpose and need and current and future traffic requirements, and the social, economic, and environmental impacts of the feasible alternatives.

SCREENING CRITERIA

As part of the EA, the following evaluation criteria will be used to analyze project alternatives:

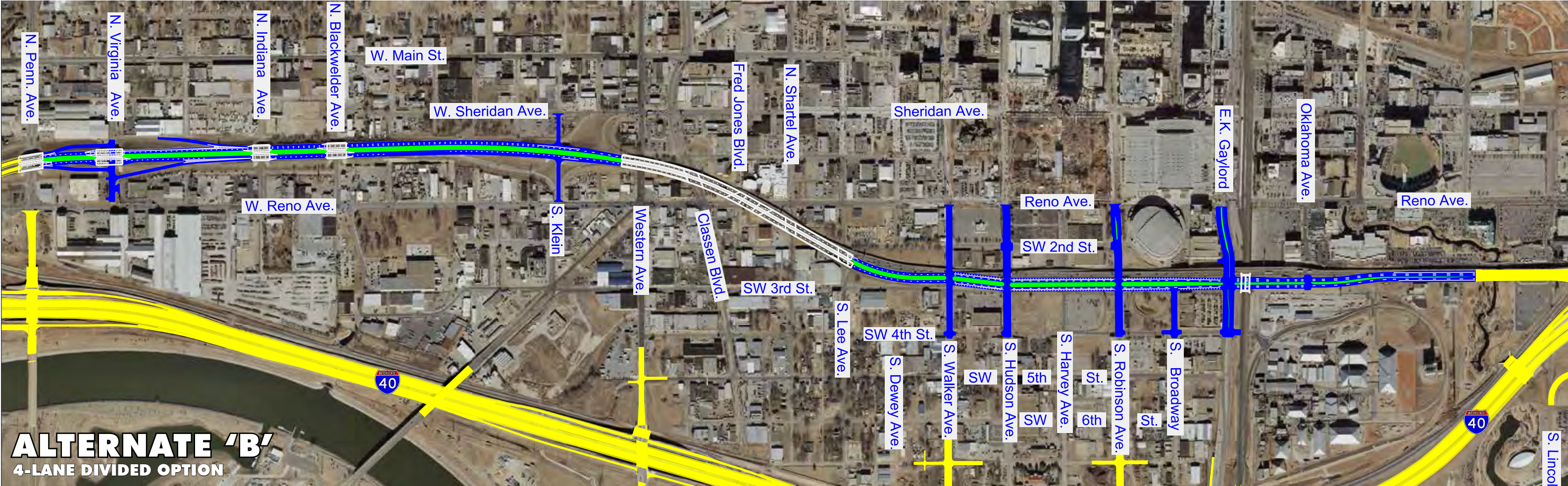
- Roadway Geometry (ramps, streets) - Does the concept conform to current design requirements?
- Traffic (ramps, streets) - Does the concept meet design year traffic requirements?
- Right-of-way - Are there any additional right-of-way requirements?
- Construction cost - What is the estimated construction cost?
- Public Comments - Can identified and documented public comment objectives be satisfactorily met?
- Railroads- Will railroad facilities and operations be impacted?
- Utilities - How are existing utilities impacted?
- Drainage - How is existing or proposed drainage impacted?
- Environment- What are the potential environmental impacts?
- Constructability – Are there construction phasing issues?
- Economic Development - What opportunities are created?
- Gateway/Image – Are there opportunities to create a “gateway” for Oklahoma City?
- Reno Continuity – How does the project impact the City’s desire to maintain Reno as a primary east-west city street?
- Access to adjacent areas – Is direct or secondary access in conformance with the purpose and need?

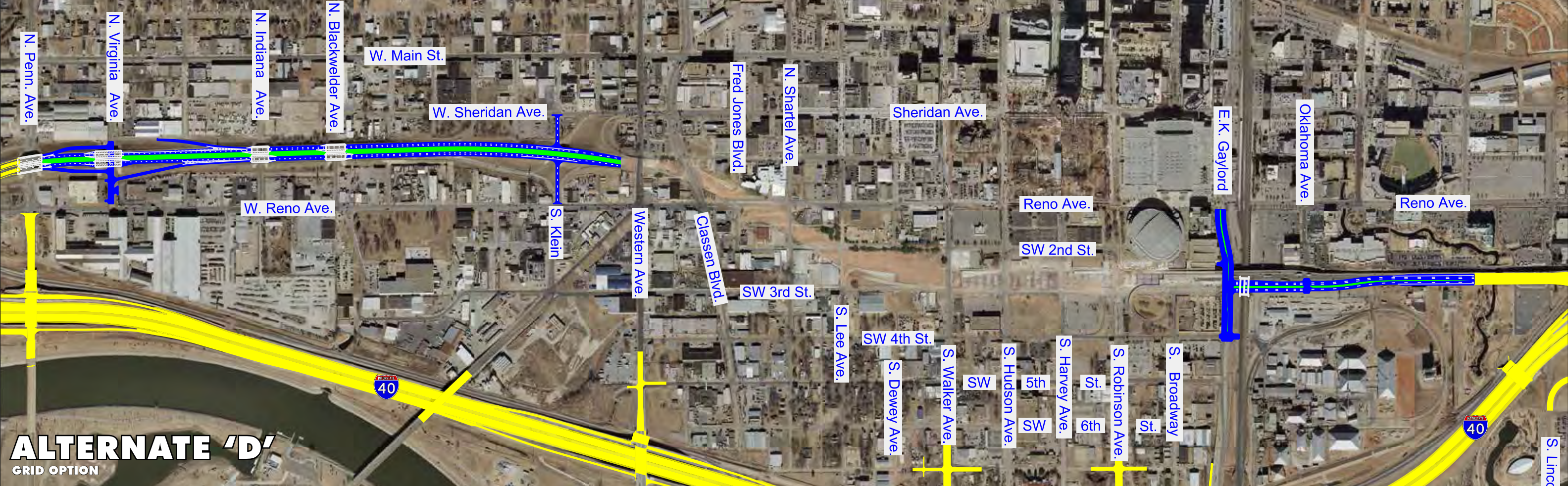
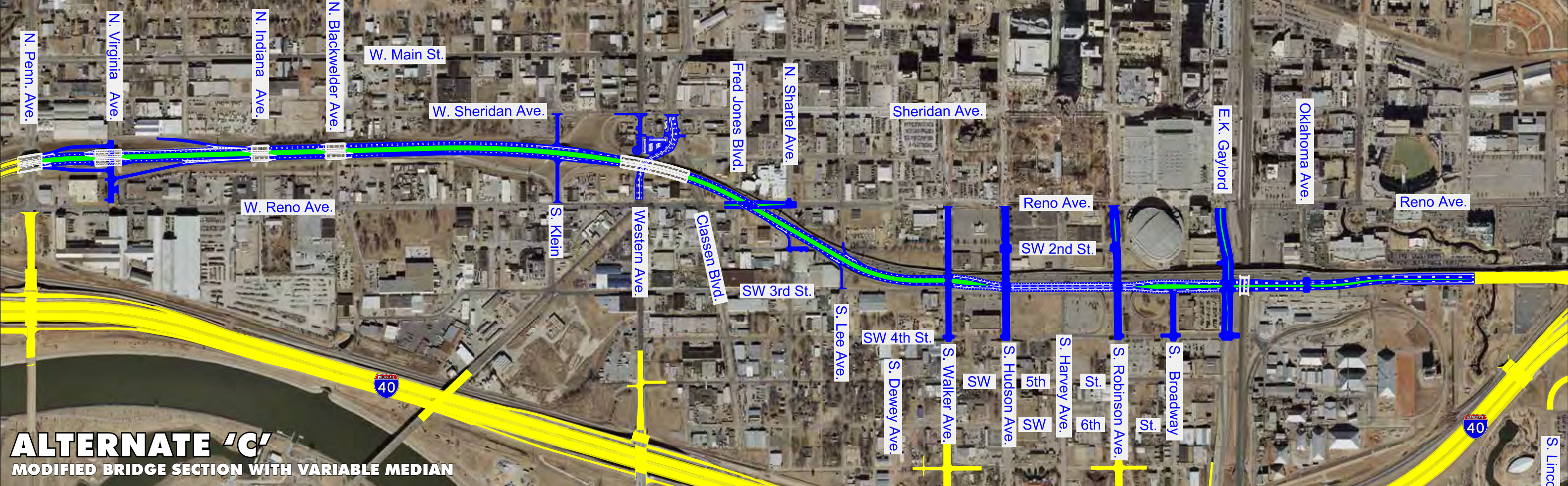
GOALS AND OBJECTIVES

Over the next few months, ODOT and FHWA will continue to move forward on the Boulevard EA. The next few steps include:

- Review the comments from this meeting
- Revise the Purpose and Need, Goals and Objectives and Alternatives as appropriate
- Conduct the necessary technical studies (traffic, noise, hazardous materials, etc.)
- Hold another Public Meeting to discuss the results of the technical studies

We will continue to update the project website on the EA progress: (www.40forward.com), so check back with us soon!







Eric Wenger

Ciudad de Oklahoma City
Director de Obras Públicas



David Streb

Departamento de Transporte de Oklahoma
Director of Ingeniería



Paul Green

Departamento de Transporte de Oklahoma
Ingeniero - División 4



Steve Lane

Parsons Brinckerhoff
Planificador de Transporte



Keith Angier

MacArthur Associated Consultants Ltd.
Vicepresidente



Frank Roesler III

Departamento de Transporte de Oklahoma
Agente - Participación Pública



"La misión del Departamento de Transporte de Oklahoma es proporcionar una red de transporte segura, económica y eficaz a las personas, el comercio y las comunidades de Oklahoma."



Visítenos con su dispositivo móvil! Utilice el código de barras a su izquierda con su lector de barras preferido para visitar ODOT.org

ODOT & LA CIUDAD DE OKLAHOMA CITY

REUNIÓN PÚBLICA

SOBRE EL BULEVAR DE OKLAHOMA CITY

Junio 18, 2013
5:30pm - 8:00pm

The Chevy Event Center
(Conocido anteriormente como el Coca-Cola Event Center)
425 East California Avenue,
Oklahoma City , OK 73104

Bienvenidos a la Reunión Pública del Departamento de Transporte de Oklahoma sobre el futuro Bulevar Oklahoma City en el Centro de OKC

AGENDA

BIENVENIDA & HISTORIA: **Eric Wenger**

Director de Obras Públicas, Oklahoma City

David Streb

Departamento de Transporte de Oklahoma
Director de Ingeniería

NOTICIAS SOBRE CONSTRUCCIÓN: **Paul Green**

Departamento de Transporte de Oklahoma
Ingeniero - Division 4

NEPA: **Steve Lane**

Parsons Brinckerhoff

ALTERNATIVAS & EVALUACIÓN: **Keith Angier**

MacArthur Associated Consultants Ltd.

PREGUNTAS & RESPUESTAS: **Frank Roesler III**

Departamento de Transporte de Oklahoma
Agente - Participación Pública

COMENTARIOS FINALES

¿PREGUNTAS? ¿COMENTARIOS?

Si usted quisiera preguntar o comentar sobre el proyecto propuesto por ODOT, por favor visite la página www.odot.org/meetings/other.php y llene un formulario oficial de comentarios, o envíe un correo electrónico a mcoordinator@odot.org antes del 2 de Julio del 2013.

PROPÓSITO DE LA REUNIÓN

El propósito de la reunión es obtener información del público que ayude en la identificación de los efectos sociales, económicos y ambientales críticos que pudieran resultar de este proyecto.

PROPÓSITO DEL PROYECTO

El propósito de este proyecto es construir la fase final del proyecto de reubicación de la autopista I-40 (Crosstown) para restablecer la conexión con el Distrito Central por medio de una colectora principal de baja velocidad, conocida como “el Boulevard Oklahoma City”.

SUMARIO

El Departamento de Transporte de Oklahoma (ODOT), en cooperación con la Administración Federal de Carreteras (FHWA) propuso la construcción del Bulevar Oklahoma City como componente del acceso local luego de la realineación de la autopista I-40. Tal como fuera aprobado en la Declaración de Impacto Ambiental (EIS) de la realineación de la autopista I-40, el bulevar se construirá en el derecho de vía existente de la antigua autopista I-40, extendiéndose desde el intercambiador con la autopista I-235 hacia el oeste hasta la nueva ubicación de la autopista I-40.

En respuesta a comentarios recibidos, ODOT y la FHWA están reevaluando el concepto del Boulevard Oklahoma City mediante una Evaluación Ambiental (EA)

Como parte de nuestros esfuerzos para mantener al público informado sobre este proyecto, e involucrado en el proceso de decisión, ODOT ha programado una reunión pública. La reunión incluirá una presentación sobre el Proceso de Revisión del Medio Ambiente que se está llevando a cabo, el propósito y la necesidad del proyecto, las metas y objetivos, y las alternativas que están siendo consideradas.

¿CÓMO ES EL PROCESO DE TOMA DE DECISIONES DE NEPA Y ODOT?

La Ley Nacional de Política Ambiental (NEPA) es una ley federal promulgada en el año 1969 que requiere que las agencias deban cumplir, con el fin de calificar y obtener fondos federales, con un proceso de toma de decisiones que equilibre las inquietudes sociales, económicas y ambientales. La participación pública y los comentarios públicos son parte del proceso NEPA.

ODOT y la FHWA examinarán los problemas y oportunidades dentro del corredor, identificarán soluciones conceptuales y alternativas preferidas, llevarán a cabo todos los estudios ambientales y socio-económicos necesarios, coordinarán con las agencias de recursos federales y estatales, desarrollarán un diseño preliminar de la instalación y atenderán posibles inquietudes sobre el derecho de vía.

ANTECEDENTES

La EIS y el Registro de la Declaración (ROD) del proyecto de reubicación de la autopista I-40 se completaron en el año 2002. El EIS/ROD identificó la construcción de un “bulevar” para acceso local en el derecho de vía existente de la autopista I-40, como un elemento integral de la alternativa preferida aprobado por la EIS. El bulevar se consideró necesario para restablecer el acceso vehicular al centro de la ciudad de Oklahoma City que se perdería con la reubicación de la autopista I-40, y para ayudar a proporcionar un funcionamiento aceptable de la autopista interestatal en horas de mayor tráfico. El ROD describe el bulevar como un “bulevar de seis carriles a nivel en el derecho de vía existente de la autopista I-40, que se extiende desde el este de las vías del ferrocarril Union Pacific y del intercambiador de la autopista I-235 hasta el oeste de la Avenida Walker. Desde el oeste de la Avenida Walker hasta la Avenida Western, se rehabilitarán los puentes existente de la autopista I-40. Desde la Avenida Western, las instalaciones existentes serán convertidas en un bulevar con carriles separados.”

Debido al tiempo transcurrido desde el ROD original y a la continua planificación de la ciudad de Oklahoma City para el desarrollo de los terrenos entre el centro y el río (programa “core-to-shore”), y otras mejoras del centro de la ciudad, es que la FHWA y ODOT deben reevaluar la EIS/ROD del año 2002 para considerar el bulevar propuesto, teniendo en cuenta las prioridades actuales de planificación de la ciudad de Oklahoma City, así como cualquier impacto social, económico y ambiental no identificado previamente que pudieran derivarse de este componente del proyecto de reubicación de la autopista I-40. En cooperación con la FHWA, ODOT realizará una Evaluación Ambiental (EA) del bulevar propuesto para proporcionar la reevaluación requerida. Esta EA considerará, entre otros factores, el propósito original y la necesidad del bulevar teniendo en cuenta las prioridades actuales de planeamiento de la ciudad de Oklahoma City, la viabilidad de las alternativas razonables, considerando el propósito y la necesidad así como los requisitos actuales y futuros del tráfico y los impactos sociales, económicos y ambientales de las alternativas factibles.

CRITERIO DE EVALUACIÓN

Como parte de la EA, se utilizarán los siguientes criterios de evaluación para analizar las alternativas del proyecto:

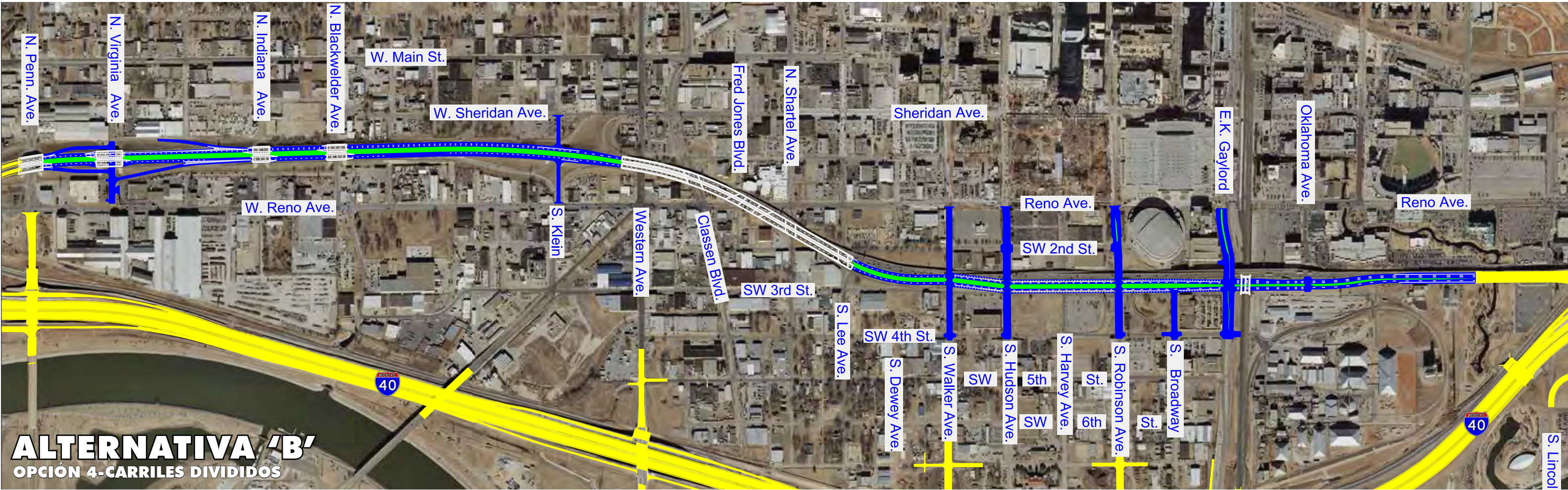
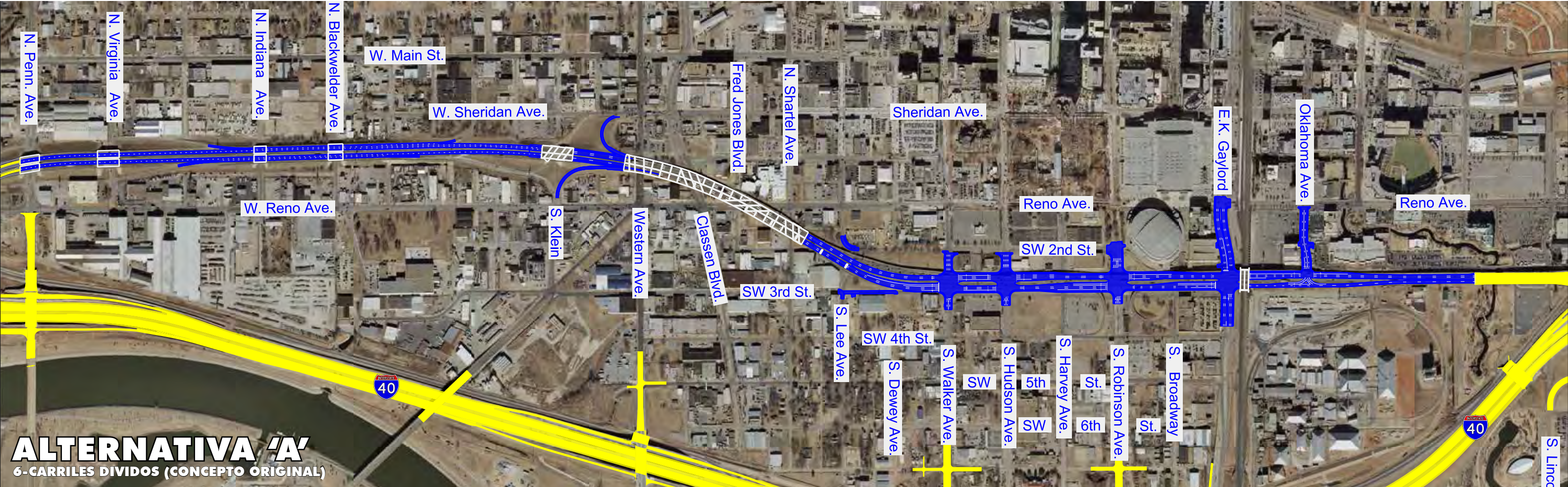
- Geometría de la carretera (rampas, calles) - ¿Se ajusta el concepto a los requisitos actuales de diseño?
- Tráfico (rampas, calles) - ¿Cumple el concepto con los requerimientos de tráfico en el año de diseño?
- Derecho de Vía - ¿Existe algún requisito adicional en el derecho de vía?
- Costo de construcción - ¿Cuál es el costo estimado de la construcción?
- Comentarios públicos - ¿Se pueden atender satisfactoriamente los objetivos identificados y documentados en los comentarios públicos?
- Ferrocarriles - ¿Serán afectadas las instalaciones y operaciones de ferrocarril?
- Servicios Públicos - ¿Cómo serán afectados los servicios públicos existentes?
- Drenaje - ¿Cómo serán afectados los drenajes existentes y propuestos?
- Medio Ambiente - ¿Cuáles son los posibles impactos ambientales?
- Construcción – ¿Existen problemas en las distintas fases de construcción?
- Desarrollo Económico - ¿Qué oportunidades serán creadas?
- Puerta de Entrada/Imagen – ¿Existen oportunidades para crear una “puerta de entrada” a la ciudad de Oklahoma City?
- Continuidad de la Avenida Reno – ¿Cómo afecta el proyecto el deseo de la ciudad de mantener la Avenida Reno como la calle principal de recorrido este - oeste de la ciudad?
- Acceso a áreas adyacentes. ¿Está el acceso directo o secundario en conformidad con el propósito y la necesidad (del proyecto)?

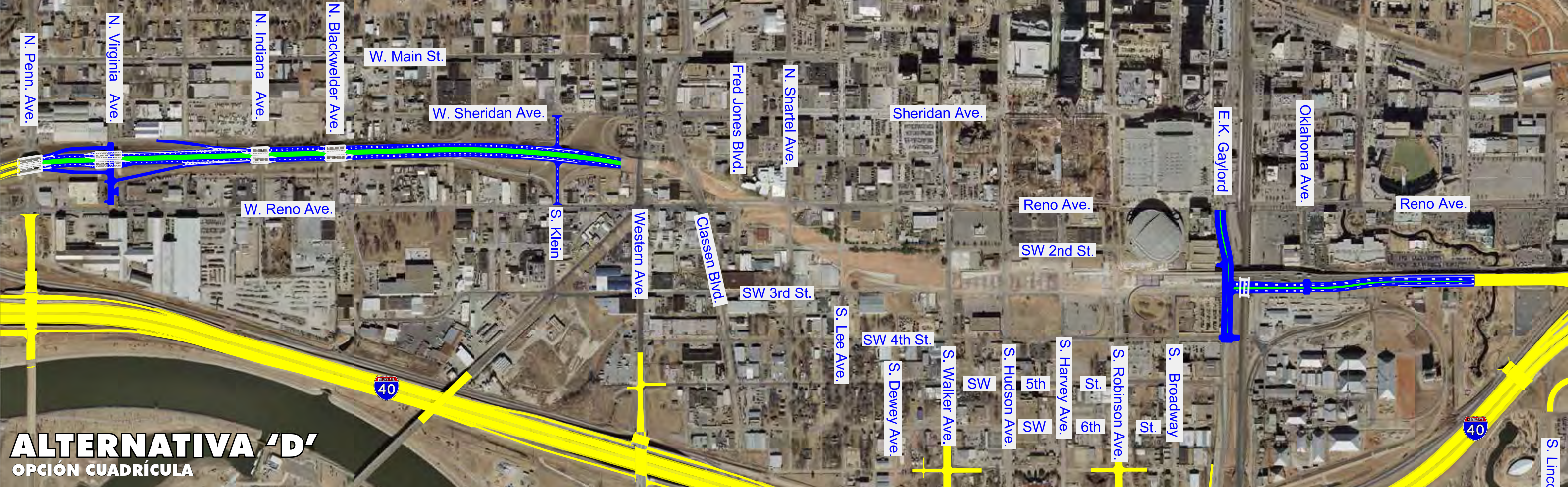
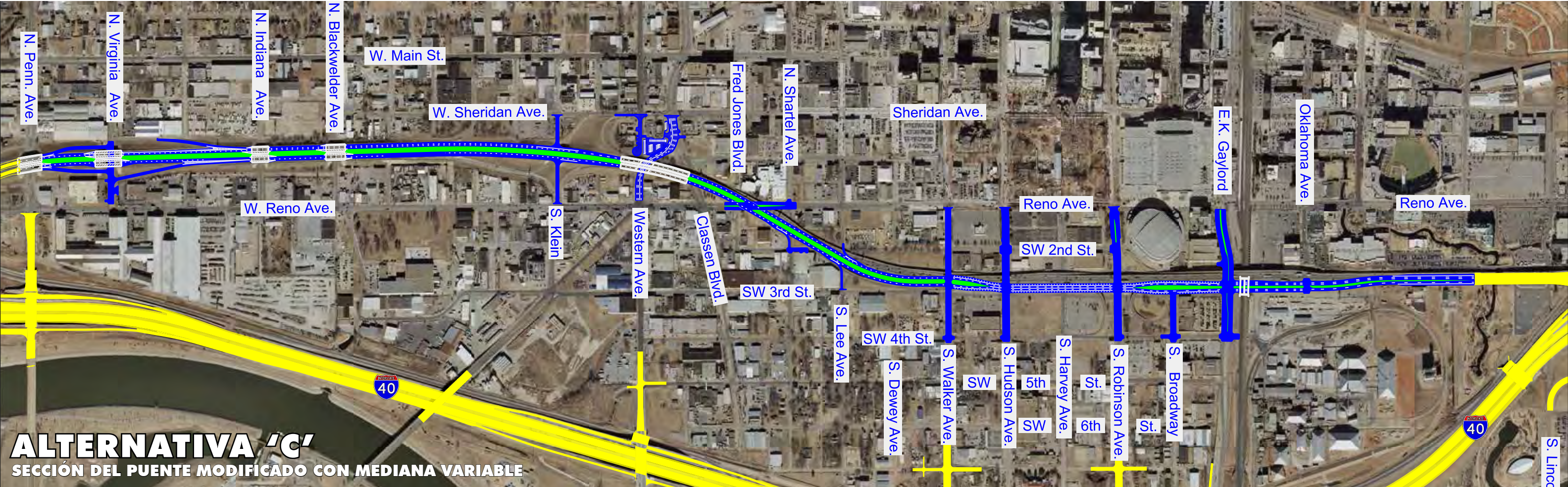
¿QUÉ SIGUE?

Durante los próximos meses, ODOT y la FHWA continuarán avanzando en la Evaluación Ambiental (EA) del Bulevar. Los próximos pasos incluyen;

- Revisar los comentarios de esta reunión.
- Revisar el propósito y necesidad, metas y objetivos, y las alternativas según corresponda.
- Realizar los estudios técnicos necesarios (tráfico, ruido, materiales peligrosos, etc.).
- Realizar otra reunión pública para presentar los resultados de los estudios técnicos.

Seguiremos actualizando el progreso de la EA en el sitio web del proyecto: (www.40forward.com), por lo tanto, visite el sitio web pronto!







Eric Wenger

Giám Đốc Sở Công Chánh
Thành Phố Oklahoma City



Paul Green

Tổng Cục Giao Thông Vận Tải
Oklahoma
Kỹ Sư Trưởng Khu 4



Keith Angier

MacArthur Associated
Consultants Ltd.
Phó Chủ Tịch



David Streb

Tổng Cục Giao Thông Vận Tải
Oklahoma
Giám Đốc Nha Kỹ Thuật



Steve Lane

Parsons Brinckerhoff
Hãng Kỹ Sư Cố Vấn



Frank Roesler III

Tổng Cục Giao Thông Vận Tải
Oklahoma
Cán Bộ Tham Gia Công



“ Nhiệm vụ của Tổng Cục Giao Thông Vận Tải Oklahoma là cung cấp một hệ thống giao thông an toàn, tiết kiệm và hữu hiệu cho nhân dân, thương mại và Cộng Đồng của tiểu bang Oklahoma”.



Ghé thăm chúng tôi trên thiết bị di động của bạn. Hãy đọc mã vạch bên trái với đầu đọc mã vạch do bạn lựa chọn để thăm trang web ODOT.org trên đường đi.

TỔNG CỤC GIAO THÔNG VẬN TẢI OKLAHOMA, Phân Chia Các Chương Trình Môi Trường, 200 N.E. 21st St., Oklahoma City, OK 73105



ODOT & THÀNH PHỐ OKLAHOMA CITY



HỘI THẢO QUẦN CHÚNG VỀ ĐẠI LỘ OKLAHOMA CITY

Ngày 18 tháng 6, 2013
5:30 chiều - 8:00 chiều

Trung Tâm Sinh Hoạt Chevy
(Trước đây gọi là Trung Tâm Sinh Hoạt Coca-Cola)
425 Đông- Đại Lộ California,
Oklahoma City, OK 73104

Xin chào mừng quý vị tới tham dự buổi hội thảo quần chúng tổ chức bởi Tổng Cục Giao Thông Vận Tải Oklahoma về Đại Lộ Oklahoma City tương lai ở Trung tâm giao dịch thành phố OKC

CHƯƠNG TRÌNH BUỔI HỘI THẢO

CHÀO MỪNG & LỊCH SỬ: **Eric Wenger**

Giám Đốc Sở Công Chánh Thành Phố Oklahoma City

David Streb

Tổng Cục Giao Thông Vận Tải Oklahoma
Giám Đốc Nha Kỹ Thuật

CẬP NHẬT CÔNG TÁC XÂY CẤT: **Paul Green**

Tổng Cục Giao Thông Vận Tải Oklahoma
Kỹ Sư Trưởng Khu 4

NEPA: **Steve Lane**

Parsons Brinckerhoff

CÁC GIẢI PHÁP THAY THẾ & ĐÁNH GIÁ: **Keith Angier**

MacArthur Associated Consultants Ltd.

HỎI & TRẢ LỜI: **Frank Roesler III**

Tổng Cục Giao Thông Vận Tải Oklahoma
Cán Bộ Phụ Trách sự tham gia của Cộng Đồng

BẾ MẠC

CÂU HỎI? PHÊ BÌNH ?

Nếu bạn có câu hỏi hay phê bình về công tác đề nghị trên của ODOT, xin vui lòng ghé trang web www.odot.org/meetings/other.php để điền vào mẫu phê bình chính thức, hay gửi một điện thư tới mcoordinator@odot.org trước ngày 2 tháng 7 năm 2013.

MỤC TIÊU BUỔI HỌP

Mục tiêu của buổi họp là nhằm thu thập tin tức đóng góp từ quần chúng để từ đó xác định các ảnh hưởng quan trọng về xã hội, kinh tế và môi trường mà công tác này có thể gây ra.

MỤC TIÊU CỦA CÔNG TÁC

Mục tiêu của công tác này là để xây dựng giai đoạn cuối cùng của công tác dời chuyển Xa lộ I-40 Xuyên Đô bằng cách tái thiết lập kết nối với khu Trung Tâm Giao Dịch Thành Phố qua một một xa lộ với vận tốc di chuyển chậm gọi là “ Đại Lộ Oklahoma City”.

TÓM TẮT

Tổng Cục Giao Thông Vận Tải Oklahoma (ODOT), với sự hợp tác của Bộ Quản Trị Quốc Lộ Liên Bang (FHWA), đề nghị xây dựng Đại Lộ Oklahoma City để kết nối tân xa lộ Xuyên Đô I-40 với các đường phố địa phương. Như đã được chấp thuận trong nguyên bản Báo Cáo Tác Động Môi Trường (Environmental Impact Statement – EIS) cho tân xa lộ Xuyên Đô I-40, Đại lộ Oklahoma City sẽ được xây cất trong ranh đất của xa lộ I-40 cũ, bắt đầu từ giao điểm với xa lộ I-235 tới phía Tây để kết hợp với xa lộ I-40 mới.

Nhằm trả lời các phê bình đã nhận được, ODOT & FHWA sẽ tái thẩm định khái niệm về Đại lộ Oklahoma City trong bản đánh giá môi trường.

Để giúp Cộng Đồng biết rõ hơn về công tác này và tham dự vào các quyết định chung, ODOT đã dự trù một buổi hội thảo quần chúng. Buổi hội thảo quần chúng này sẽ trình bày về Quy Trình Đánh Giá Môi Trường đang tiếp diễn, mục đích , mục tiêu và sự cần thiết của công tác cũng như các giải pháp đã được xem xét.

NEPA VÀ QUY TRÌNH RA QUYẾT ĐỊNH CỦA ODOT LÀ GÌ?

Chính sách Môi Trường Quốc Gia (NEPA) là đạo luật của Liên Bang Hoa Kỳ, đã được khởi động vào năm 1969 . Đạo luật này đòi hỏi các cơ quan Liên Bang Hoa kỳ phải trải qua quy trình quyết định làm sao có thể cân bằng sự tương quan giữa các vấn đề và xã hội, kinh tế và môi trường nếu các cơ quan này muốn được tài trợ bởi quỹ Liên Bang. Sự tham gia và những lời phê bình của Cộng Đồng là một phần của quy trình NEPA.

ODOT và FHWA (Bộ Quản Trị Quốc Lộ Liên Bang) sẽ nghiên cứu các vấn đề và các cơ hội hiện hữu trong hành lang, xác định khái niệm và các phương án thay thế được ưa chuộng nhất, thực thi các nghiên cứu cần thiết về môi trường, xã hội và kinh tế, phối hợp với các cơ quan của Tiểu bang và Liên bang, tiến hành thiết kế sơ khởi của công trình cũng như trình bày về các vấn đề có thể xảy ra liên quan tới ranh giới

DIỄN TIẾN SỰ VIỆC

Bản EIS và ROD cho công tác tái định cư xa lộ I-40 đã được hoàn tất trong năm 2002. Bản EIS/ROD xác định công tác xây cất một “Đại Lộ” trong ranh giới hiện hữu của xa lộ I-40 để kết nối với các đường phố trong thành phố là một yếu tố không thể tách rời trong phương án thay thế được ưa chuộng nhất được chấp thuận trong trong bản EIS. Đại Lộ này rất cần thiết để xe cộ có thể truy cập và trung tâm thành phố Oklahoma City mà không bị gián đoạn bởi công tác tái định cư của tân xa lộ I-40 cũng như để giải toả cho tân xa lộ I-40 khi xa lộ này bị kẹt xe. Bản ROD mô tả Đại Lộ như là “ Một Đại Lộ trên mặt đất với sáu làn xe trong ranh giới của xa lộ I-40 cũ, từ phía Đông của nhà ga xe lửa Union Pacific và giao điểm với xa lộ I-235 cho tới phía Tây của Đại Lộ Walker. Từ phía Tây của Đại Lộ Walker tới Western, các cầu của I-40 sẽ được tái xử dụng. Từ Đại Lộ Western , phần còn lại của xalộ I-40 cũ sẽ được biến đổi thành Đại Lộ với làn ranh ngăn cách.”

Bởi vì thời điểm mà bản ROD nguyên thủy cũng như dự trù về các phát triển cơ bản và các tăng cường khác cho trung tâm thành phố Oklahoma City đã qua quá lâu, FHWA và ODOT phải đánh giá lại bản 2002 EIS/ROS về Đại Lộ này sao cho phù hợp với các kế hoạch ưu tiên hiện tại của thành phố Oklahoma City cũng như với các tác động về xã hội, kinh tế và môi trường nảy sinh do công tác xây dựng xa lộ I-40 Xuyên Đô mà trước kia chưa được phát hiện. Với sự hợp tác của FHWA, ODOT sẽ thực hiện một bản Đánh Giá Môi Trường (EA) của Đại Lộ được đề nghị để cung cấp các tái đánh giá cần thiết. Bản EA này sẽ xem xét, ngoài các yếu tố khác, mục đích nguyên thủy và sự cần thiết của Đại Lộ, so sánh với các kế hoạch ưu tiên hiện thời của thành phố Oklahoma City, cũng như khả năng khả thi của một vài phương án thay thế khác đối với sự đòi hỏi cần thiết của lưu lượng lưu thông hiện tại và tương lai cũng như tác động của các phương án này trên xã hội, kinh tế và môi trường.

TIÊU CHUẨN ĐỂ LỰA CHỌN

Các mục tiêu đánh giá sau đây sẽ được dùng để phân tích các phương án thay thế , coi như là một phần của bản EA :

- Cấu trúc đường phố (dốc kết nối, đường) - Khái niệm có phù hợp với các tiêu chuẩn thiết kế đòi hỏi hay không ?

- Giao Thông (dốc kết nối, đường) - Khái niệm có phù hợp với các tiêu chuẩn giao thông hàng năm đòi hỏi hay không ?

- Ranh Giới – Có cần mua thêm ranh giới cần thiết cho xây dựng?

- Chi Phí xây cất – Kinh phí dự trù cho xây cất là bao nhiêu?

- Phê bình của Cộng Đồng- Có thể nào lập hồ sơ xác định rằng các mục tiêu của sự phê bình của Cộng Đồng đã được giải quyết thỏa đáng hay không?

- Hỏa xa – Các cơ sở và hoạt động của hỏa xa có thể bị ảnh hưởng hay không ?

- Tiện ích công cộng – Các tiện ích công cộng có bị ảnh hưởng hay không ?

- Thoát Nước – Các hệ thống thoát nước hiện tại và tương lai sẽ bị ảnh hưởng như thế nào?

- Môi Trường – Những ảnh hưởng nào có thể xảy ra trên môi trường ?

- Khả thi của xây cất – Các giai đoạn của xây cất có vấn đề gì không ?

- Phát triển kinh tế – Sẽ tạo được những cơ hội gì ?

- Phương tiện truy cập/Hình ảnh- Có những cơ hội nào để tạo ra một “Phương tiện truy cập” cho thành phố Oklahoma City?

- Tiếp nối đường Reno – Công tác xây cất này sẽ có ảnh hưởng như thế nào với ước muốn của thành phố Oklahoma City là muốn giữ đường Reno là con đường đông-tây chính của thành phố?

- Truy cập vào các vùng phụ cận – Các truy cập chính và phụ có thỏa mãn các đòi hỏi của mục tiêu và nhu cầu ?

TIẾP THEO LÀ GÌ?

Trong vài tháng tới, ODOT và FHWA sẽ tiếp tục tiến hành bản Đánh Giá Môi Trường (EA) của Đại Lộ. Các bước tiếp theo sẽ là :

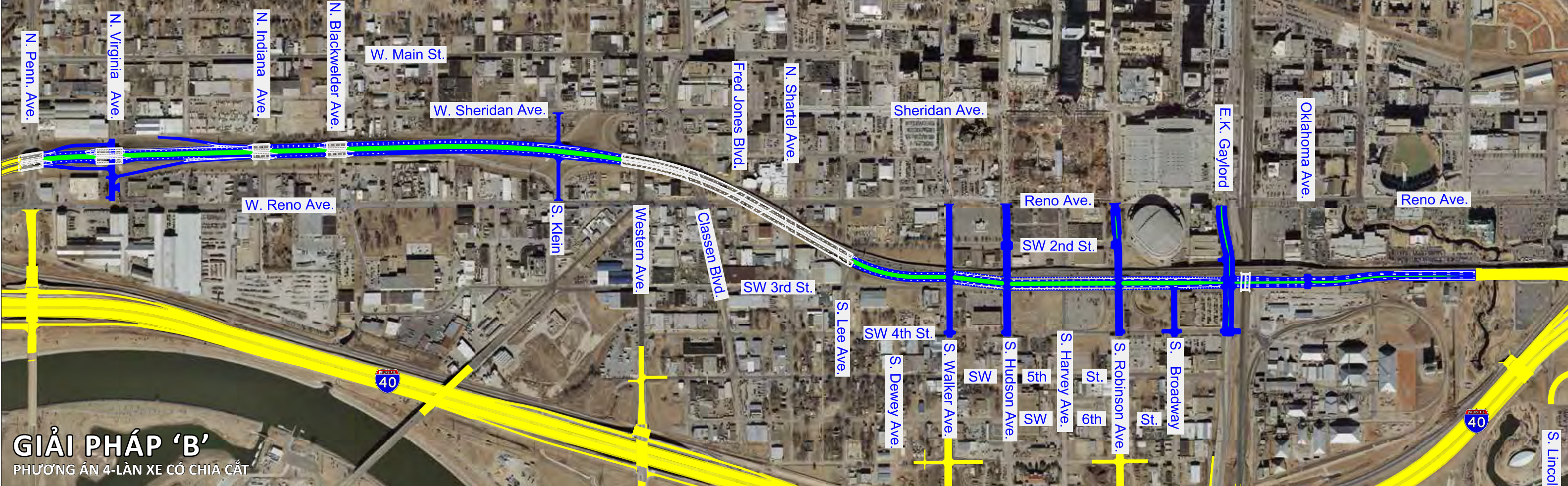
- Xem xét lại các lời phê bình ghi nhận được trong buổi họp này

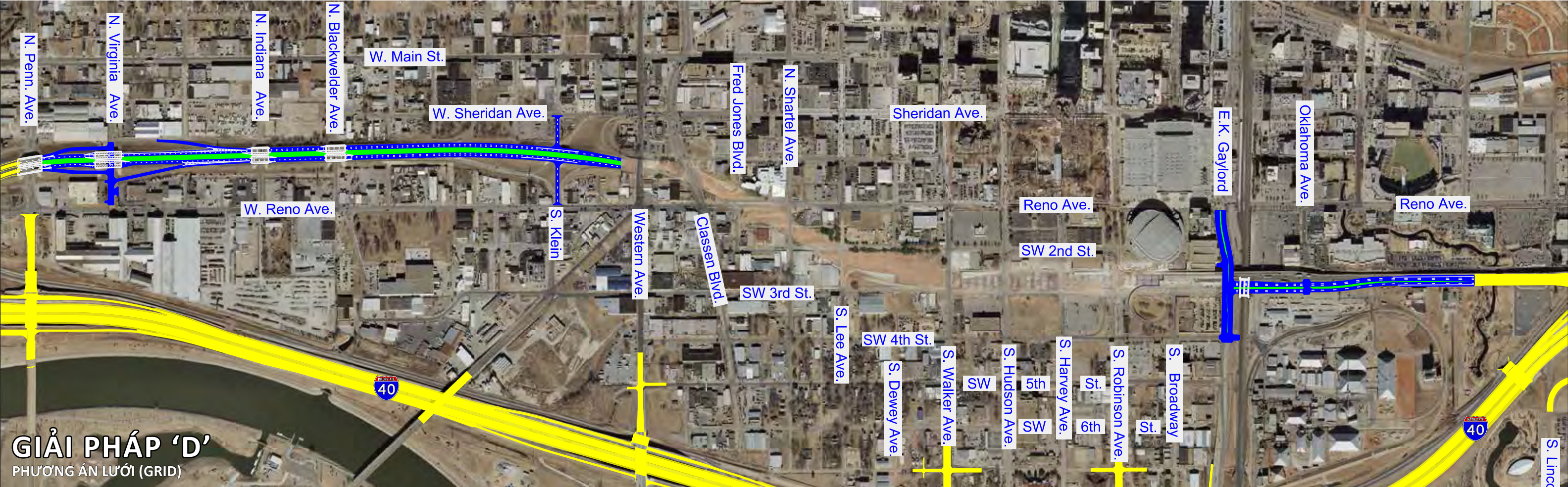
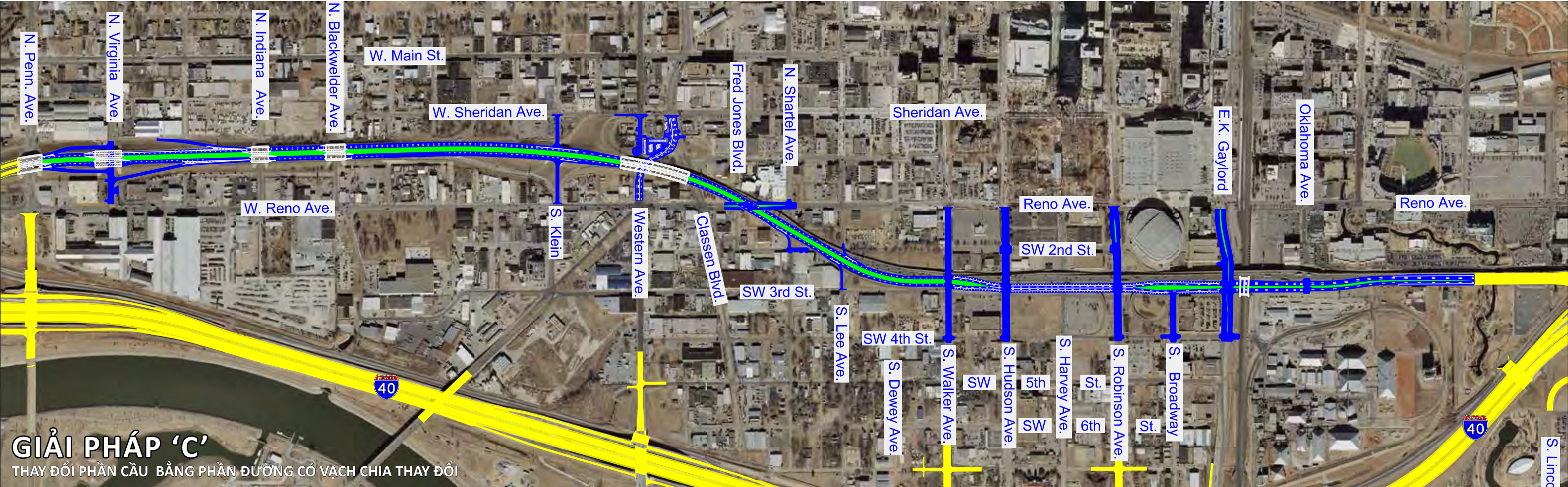
- Sửa lại nguyên nhân và nhu cầu, mục tiêu và mục đích cũng như các phương án thay thế cho phù hợp

- Thực hiện các nghiên cứu kỹ thuật (Giao thông, tiếng động, các vật liệu nguy hiểm, vân vân ..)

- Tổ chức một buổi Hội Thảo Quần Chúng mới để thảo luận về kết quả của các nghiên cứu kỹ thuật trên.

Chúng tôi sẽ tiếp tục cập nhật các tiến triển của bản EA trên trang web : (www.40forward.com), do đó xin liên hệ với chúng tôi càng sớm càng tốt.





Appendix E: Comment Cards

BLAIR HUMPHREYS

405.445.4477 | blairhumphreys@alum.mit.edu

July 2, 2013

Oklahoma Department of Transportation
Planning & Research Division
Program Coordination Branch
200 N.E. 21st Street
Oklahoma City, OK 73105-3204

Re: In Support of the “Alternative D” Oklahoma City Boulevard Route

To Whom It May Concern:

My name is Blair Humphreys. I live at 1222 NW 20th Street, Oklahoma City, Oklahoma. I am a citizen of Oklahoma City. I hold a Master’s in City Planning and Urban Design Certificate from the Massachusetts Institute of Technology, and serve as the Executive Director of the University of Oklahoma Institute for Quality Communities, Chairman of the Urban Land Institute Oklahoma District Council, member of the PlanOKC Citizens Advisory Committee, and a committee member of the Regional Transit Dialogue II.

This letter is an addendum to my letter *Concerns with the planning and design of the Oklahoma City “Boulevard”* sent on May 8, 2013 (see attached). As a follow-up, I would like to write in support of the new grid option “Alternate D”. My comments are specifically geared towards the “Western/Classen/Reno Section” of the boulevard plan impacting the area between Western Avenue and Walker Avenue.

It is my belief that grid option “Alternate D” is the best configuration for the following reasons:

It is a connection to downtown not through downtown

“Implement the final phase of the I-40 Crosstown relocation project by providing connectivity to the Downtown Central Business District with a low speed major arterial street known as ‘The Oklahoma City Boulevard’”

- Project Purpose Statement from June 18, 2013

Of the four alternatives, “Alternate D” provides superior access to the whole of downtown by providing users with a range of options as it integrates into the grid beginning at the junction of Western and Classen.

A Better Environment for Adjacent Users

By utilizing the strength of the grid, “Alternate D” provides more direct access to locations throughout the CBD, Film Row, Core to Shore, Midtown, St. Anthony’s and the Classen Corridor. While the more direct access will reduce commuting times for a majority of users, as compared to the other alternatives, the use of the local street network is advantageous in that it mitigates the impact by dispersing traffic and reducing speeds. As a result, “Alternate D” offers:

- a reduction in noise,
- more safety for bikes and pedestrians,
- greater opportunities for adjacent commerce, and
- a better environment for surrounding housing, schools and open spaces.

Substantially Greater Economic Impact

Only “Alternate D” allows for the complete redevelopment of the former right-of-way. The combined land area of the former I-40 right-of-way and related parcels between Western Avenue and Walker Avenue is approximately ten (10) acres – not including local street right-of-way. All ten (10) of these acres of land area fall into the regular pattern of urban blocks within the Downtown, Film Row and Core to Shore areas. At today’s market prices, this land is valued somewhere between \$4 – 6 million dollars. But that is only the start.

In Oklahoma City we are experiencing a boom in urban housing, including significant new product in urban single-family, mixed-use and multifamily housing. New multifamily housing in and around downtown is being developed at approximately one hundred (100) units per acre, with ground-floor storefront retail fronting onto key multimodal corridors. Thus, by better utilizing the restored right-of-way, “Alternate D” alone offers a chance for meaningful redevelopment that could provide more than one thousand (1,000) units of additional housing, representing an investment of over \$140 million. Added to this would be a range of storefront retail, restaurants and other amenities that contribute to the surrounding neighborhoods and broader downtown area.

Improved Housing Affordability

As noted above, the opportunity for the complete redevelopment of the former I-40 right-of-way would increase housing in an area within walking distance of downtown. This would be of benefit to a range of potential users, particularly those in need of affordable housing that for various reasons do not or can not drive an automobile.

Pedestrian and Bicycle Connectivity

Beyond the benefits of reduced traffic speeds and less noise, “Alternate D” provides pedestrians and cyclist are with the highest levels of connectivity. By retaining the vast majority of

north/south through street connections, pedestrian and cyclist (as well as cars) are able to take advantage of a well-spaced grid.

According to the EPA's Urban and Economic Development Division's *Pedestrian and Transit-Friendly Design: A Primer for Smart Growth*: "For a high degree of walkability, block lengths of 300 feet, more or less, are desirable."

All other configurations reduce network connectivity and increase effective block length to distances that are considerably less desirable. Only "Alternate D" effectively maintains the appropriately spaced pedestrian connections of the urban street grid to deliver superior walkability.

In Conclusion

The strength of "Alternate D" is the strength of a good city. It is balanced in the approach, sensitive to the context and efficient in its connections. It enhances traffic flow by utilizing the whole of the grid network, and in doing so dramatically improves accessibility for car commuters, cyclist and pedestrians. It is the best alternate for the boulevard, and the best alternate for Oklahoma City.

Sincerely,

A handwritten signature in black ink that reads "Blair Humphreys". The signature is written in a cursive, slightly slanted style.

Blair D. Humphreys
blairhumphreys@alum.mit.edu

BLAIR HUMPHREYS

405.445.4477 | blairhumphreys@alum.mit.edu

May 8, 2013

Oklahoma Department of Transportation
Planning & Research Division
Program Coordination Branch
200 N.E. 21st Street
Oklahoma City, OK 73105-3204

Re: Concerns with the planning and design of the Oklahoma City “Boulevard”

To Whom It May Concern:

My name is Blair Humphreys. I live at 1222 NW 20th Street, Oklahoma City, Oklahoma. I am a citizen of Oklahoma City. I hold a Master's in City Planning and Urban Design Certificate from the Massachusetts Institute of Technology, and serve as the Executive Director of the University of Oklahoma Institute for Quality Communities, Vice-chair of Mission Advancement of the Urban Land Institute Oklahoma District Council, member of the PlanOKC Citizens Advisory Committee, and a committee member of the Regional Transit Dialogue II.

I am writing to express my concern with the planning and design of the proposed Oklahoma City “boulevard”. I have maintained an active engagement in planning, development and infrastructure issues in the central Oklahoma area, particularly within Oklahoma City's urban core. It is my opinion that the currently proposed boulevard design is not in line with the current goals, vision and values of the people this project will most impact. Further, the process thus far has not allowed for adequate consideration of what is potentially the most viable alternative.

Zero Core to Shore Alternatives Considered

Of particular concern to me has been the general lack of willingness to sincerely consider alternatives to the original bypass route alignment, even while the context of the project has changed considerably. This perception that the route of the boulevard could not be modified was a limiting constraint during the Core to Shore planning process, as this excerpt from the 2008 Core to Shore Plan Executive Summary makes clear:

“The Core to Shore process has always been about broad concepts and issues, and **except with respect to the relocated I-40 and the new boulevard, not about particular elements in designated places.** It is really about training ourselves as a community to think both long term and intelligently about the evolution of our city.”

- from the 2008 Core to Shore Plan Executive Summary (pg 2)

The Core to Shore plan was never able to address the obvious inconsistencies between the goals and objectives of the plan, and alignment of the boulevard. As a result we continue to struggle with the conflict between our vision for the future development of downtown, and the alignment and design of the boulevard that is inconsistent with this vision. I believe this conflict is at the heart of much of the tension we are encountering today.

Stantec Study and December 2012 Public Meeting

In September 2012, a consulting team from Stantec was hired by Oklahoma City to study alternatives and refinements to the boulevard route and design. City officials have stated that the consultants were “allowed to propose any alternatives” as part of this process. At the public meeting on December 3, 2012, all thirty-eight (38) proposed concepts were made available to the public in booklets, though thirty-four (34) of those concepts were rejected before any “Detailed Traffic Analysis” was completed. Only four (4) of the concepts had a “Detailed Traffic Analysis” completed and, quite interestingly, Stantec’s Bill Farris stated that, “ODOT was kind enough to do a couple renderings” for only two (2) concepts - Alternative A and Alternative B – which had identical routes, intersections and traffic movements. Stantec’s Bill Farris stated that “Alternative B is 99% the same as Alternative A.” Both Alternative A and Alternative B were very similar to the original route and design proposed more than a decade ago, with limited incremental improvement in terms of access to adjoining streets, most notably an at-grade intersection at Reno.

Alternative C added an at-grade intersection at Western Avenue that continues along the proposed boulevard right-of-way. Alternative C increases access to the Western Avenue corridor including St. Anthony’s Hospital, the Film Row District, the Farmer’s Market District, and other emerging districts west of downtown. It was stated by Stantec’s Bill Farris that in Alternative C “everything runs reasonably acceptable”.

Alternative A was favored over Alternative C by the consultants, because in their opinion it was preferable for pedestrians to walk along Western Avenue under the boulevard, than to utilize a crosswalk at an at-grade intersection. As a trained urban designer and walkability expert, I can attest that this assumption is incorrect. The at-grade crosswalk at a signalized intersection is typically superior from a pedestrian standpoint when compared to traveling under a heavily trafficked overpass (next to a heavily trafficked corridor). Interestingly, this same boulevard has a similar traffic condition on the east end at the intersection of the boulevard and EK Gaylord Boulevard, where the proposed plan calls for an at-grade intersection in a more actively used pedestrian zone. If an at-grade intersection is appropriate on the east end of the proposed boulevard, it is difficult to understand why it is viewed as inappropriate on the west end of the proposed boulevard. At the very least the “Detailed Traffic Analysis” of Alternative C proved that an at-grade intersection at Western Avenue is “acceptable” from a traffic standpoint.

Alternative D included a three-lane roundabout or traffic circle at Western/Classen that was ostensibly intended to appease a group advocating its use. It was stated that it could not satisfy the long-run traffic demands.

According to Bill Farris, “each of these last four alternatives – A, B, C & D – has really been a compilation of the best component elements of the original thirty-eight (38) alternatives. Its been spliced together...”. What is difficult to understand is why not one of these “compilations” included the straight west-east connection from the boulevard west of Western Avenue onto California Avenue – whether using an overpass (e.g. Alternative A) or at-grade intersection (e.g. Alternative C). This California connection was shown in a handful of alternatives of the original thirty-eight (38) alternatives though apparently a “Detailed Traffic Analysis” was never carried out on this configuration. It was only in reviewing the evaluation criteria for narrowing the pool of alternatives that the reason this configuration was ignored became clear.

Biased Evaluation Criteria: “Boulevard must remain as a through movement”

The original evaluation criteria included a range of consideration that directed the development of the initial thirty-eight (38) alternative configurations. According to Stantec, they were as follows:

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

After the creation of the thirty-eight (38) alternatives, representatives from ODOT, the City of Oklahoma City and Stantec added additional evaluation criteria to reduce the alternative pool from thirty-eight (38) to four (4) alternatives. The additional criteria were:

- Reno must remain as a through movement
- Boulevard must remain as a through movement
- Western as connector to new I-40

While I do not take issue with the first or third additions, I would like to highlight the second: “Boulevard must remain as a through movement.” Reno already exists, thus it can remain. Western “as connector to I-40” already exists, thus it can remain. However, the boulevard does not exist, thus its through movement cannot remain. This speculative criteria prescribes how the boulevard should be designed and routed prior to any “Detailed Traffic Analysis.” Requiring the through movement of the boulevard from the California Avenue alignment of the I-40 connection on the west, three blocks south to a SW 3rd Street alignment of the I-40 connection on the east, requires an adherence to the original route along the old I-40 right-of-way.

Further, this added and biased constraint on selecting the final four alternatives for further study precluded any of the multiple configurations that utilized California Avenue on the west from receiving “Detailed Traffic Analysis”.

If the concept of “the boulevard” did not exist and the old I-40 right-of-way did not sit empty before us, would we ever decide that Oklahoma City needed a cross-downtown connection above-and-beyond that which is already provided by a robust grid and a new ten-lane I-40? Why then would we require that the I-40 on-ramp on the west side of downtown have a direct “through movement” to the I-40 on-ramp on the east side of downtown? Ultimately, these west and east connections should be considered independently, and connected to the downtown street network in whatever way produces the best overall result.

A California Aligned Alternative

It is my belief that a at-grade intersection at Western Avenue, connecting straight through to California Avenue, and thereby providing both inbound and outbound traffic full access to the downtown grid is the best option in satisfying the evaluation criteria. Likewise, the east approach could continue straight along SW 3rd Street providing the same integration into the grid. At the very least, it is worthy of further consideration and “Detailed Traffic Analysis.”

During the public comments at the December 3, 2012 meeting, I asked if a straight connection could receive additional study, but I did not receive a direct response. Again, I would like to formally request that an objective and detailed analysis be undertaken assessing the potential for a route continuing straight along California Avenue and integrating into the grid.

In Conclusion

Mr. David Streb of ODOT said at the December 3, 2012 meeting that the boulevard could “of course” be changed, but it “very well could come with a great amount of effort”. I believe that it is worth the “great amount of effort” to correct the deficiencies of the proposed boulevard, and instead provide Oklahoma City with a infrastructure solution that provides regional access to downtown, while enhancing active transportation options and increasing economic development.

Sincerely,



Blair D. Humphreys

blairhumphreys@alum.mit.edu

FRIENDS FOR A BETTER BOULEVARD

P.O. Box 75575
Oklahoma City, OK 73147



FBB applauds the efforts of ODOT to develop and review an additional boulevard design alternative that provides for greater integration with the original street grid network of the downtown area impacted by the project. We believe that a properly designed Alternative D will not only provide for an outstanding boulevard(s) for Oklahoma City, but will also provide the greatest and most beneficial access to the entire downtown area of all alternatives under consideration. Further, we believe that a properly evaluated Alternative D will show the greatest and most beneficial environmental impacts, including potential economic development, to the entire downtown area of all alternatives under consideration.

The fundamental basis for the boulevard project under the Final Environmental Impact Statement (FEIS) for the I-40 Crosstown Expressway (Crosstown) was to mitigate the potential negative impacts to the downtown area as a result of reduced vehicular access due to the relocation of the Crosstown. This is confirmed in “Chapter 3.0 – Alternatives Considered” of the FEIS for the Crosstown, where the primary rationale for the boulevard project is described:

3.4.6. Tier Two Evaluation – Access to Downtown – Alternative D

“The proposed boulevard from I-235 to Agnew Avenue will provide improved access to Bricktown and the downtown area from eastbound and westbound traffic.”

Further, in “Chapter 5.0 – Environmental Impacts” of the FEIS, several potential beneficial environmental impacts of the boulevard project are described:

5.3 – Land Use Impacts – Alternative D

“Transforming the existing facility to a grade-level boulevard with at-grade access to cross streets, would provide the incentive for commercial development on vacant land and, commercial redevelopment of existing industrial properties along the boulevard would increase. The overall effects of converting existing I-40 to a boulevard could have positive land use impacts on the downtown area.”

5.5 – Historical and Archeological Preservation Impacts – Alternative D

“Developing a grade-level boulevard serving the downtown area along the current I-40 alignment would change the SW 3rd Street Industrial District’s visual setting. The change may bring the district closer to the original historic context, which included grade-level city streets. Therefore, this is anticipated to be a beneficial impact.”

5.23 – Socio-Economic Impacts – Alternative D

“The property tax base in the affected study area could be enhanced by potential commercial development and redevelopment in available areas along the proposed boulevard under Alternative D. New development on vacant properties could make redevelopment of adjacent existing properties more attractive and could raise the property values. Enhanced access to areas near the proposed facilities would reduce transportation costs, for travel to and from these areas, thereby making residential and business location more attractive and resulting in potentially higher property values.”

FBB notes that the purpose of the boulevard project is to provide greater access to the entire downtown area being impacted by the relocation of the Crosstown. Further, we note that the potential beneficial environmental

impacts for providing that access are the direct result of developing a grade-level boulevard with at-grade access to cross streets. FBB believes that purpose and the resulting benefits can best be achieved by development of one or more linear boulevards reintegrated into the original downtown street grid, as opposed to the various curvilinear boulevard designs previously under consideration.

FBB also notes that nowhere in the FEIS or the accompanying Record of Decision (ROD) is the purpose of the boulevard project described as providing for a bypass for the purposes of moving vehicular traffic as quickly as possible into and out of the downtown area in order to eliminate traffic congestion or for emergency situations. Federal Highway Administration officials have confirmed that there is no requirement under the FEIS and the ROD for the boulevard to serve as a bypass facility.

FBB urges ODOT to conduct a thorough and unbiased evaluation of the various technical criteria associated with Alternative D, including design considerations, traffic modeling and analysis, and land use and other environmental impacts. Further, we urge ODOT to undertake a just and equitable analysis of its findings in determining a preferred alternative for the boulevard project in order to ensure the greatest access and beneficial environmental impacts for the entire downtown area.

A handwritten signature in black ink, reading "Bob Kemper". The signature is fluid and cursive, with the first name "Bob" and last name "Kemper" clearly legible.

Bob Kemper
Chair, Friends for a Better Boulevard

1201 Lynnwood Dr.
Elk City, OK 73644
June 24, 2013

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

To Whom It May Concern:

I am responding to your letter of June 19, 2013, concerning the SH-6 project in Beckham County [Project Number STPY-038B (232), J/P 15027(04)]. Even though your letter did not ask my permission to work on my property, I am certainly willing for you to do so.

First, for clarity, the description of the project is "beginning at the intersection of SH 6 and SH 55 at Retrop and extending 5.5 miles south."

I am responding to your department's request for specific concerns that I might have regarding this project's potential impact on the human environment. For the most part, this long-term project has completed the four-lane construction except for this 5.5-mile section. In this 5.5 miles of old two-lane, ODOT has taken soil from the ditches along the roadway to use in construction and repair of the connecting four-lane highway. As a result of this dirt removal, much of the 5.5 miles of two-lane now have deep ditches and no road shoulder, creating a dangerously steep drop-off along the pavement. Furthermore, there are places where the edges of the pavement have broken off, even inside the white line.

I farm in the area south of Retrop. Farmers in the area are experiencing serious problems moving equipment along the road because there is no way to pull off the highway to accommodate other traffic. Because of the four lanes connecting to both the north and south ends of this 5.5-mile segment, traffic has increased a great deal, and the old two-lane does not handle it well.

There have been a number of accidents along this section of the SH 6 because of the problems that I have mentioned; fortunately, no one has been seriously injured.

We need the four-lane construction of this 5.5 miles finished! It deserves to be an immediate priority of ODOT!

Respectfully,



Bob Kennemer

RECEIVED
ODOT

JUN 27 2013

PLANNING & RESEARCH
DIVISION



Fw: Option "D"
Public Mailbox
to:
Frank Roesler
06/19/2013 04:09 PM
Sent by:
Arla McCarty
Show Details

Frank, this was sent to the Public In-box. Thank you Frank for all your time and help!

Follow us on Twitter @OKDOT and YouTube or visit www.okladot.state.ok.us
Oklahoma Department of Transportation
405-522-8000

----- Forwarded by Arla McCarty/ODOT on 06/19/2013 04:07 PM -----

"Dennis Ladd" <edladd@hotmail.com>

06/19/2013 03:20 PM

To <odotinfo@odot.org>
cc
Subject Option "D"

I think it is a wonderful step in the right direction to restore the street grid as in Option "D" in the new boulevard plan.

Please file this e-mail in the group that supports restoring the grid.

Thank you.



Oklahoma City Street grid

William Lovallo

to:

froesler

06/22/2013 01:05 PM

Show Details

Dear ODOT,

As a longtime resident of Oklahoma City and a homeowner near 4th and Western, I am writing in full support of returning the former route of the crosstown expressway (old I-40) to the closest possible approximation to the original street grid.

There are many obvious advantages to doing this including traffic dispersal and accessibility of all neighborhoods. I am opposed to any plan that would create new overpasses or any form of elevated expressway on the old I-40 right of way.

Thank you.

Best regards,

Bill

William R. Lovallo
825 NW 7th Street
Oklahoma City, OK 73106

405.820.8834 cell

bill@mindbody1.org

blovallo@me.com

July 1, 2013

Oklahoma Department of Transportation
Planning and Research Division
Program Coordination Branch
220 NE 21st Street
Oklahoma City, OK. 73105-3204

Elizabeth Romero
Federal Highway Administration
5801 N. Robinson, Suite 300
Oklahoma City, OK 73118

RE: Oklahoma City downtown boulevard

To Whom It May Concern,

I'd like to take this opportunity to comment on the proposed Oklahoma City downtown boulevard, the final phase of the I-40 Crosstown Expressway relocation project.

I am an attorney who has resided in Oklahoma City since 1980. My bachelor's degree is in political science from the University of Washington with an emphasis in urban planning.

The objective is to establish a low speed major collector street, reconnecting the downtown business district with I-40 utilizing the footprint of the Crosstown Expressway. Of the four options presented, in general I support Alternate D. Oklahoma City needs to knit downtown back together again, replacing the division of the Crosstown Expressway with new development possibilities; none of the first three options accomplish that goal. Instead, they all attempt to keep the ghost of the Crosstown Expressway alive, and do little to revitalize the area.

My interest has been in the Western/Classen/Reno section, the Core Section, and the Railroad Section. The stretches of the boulevard in the West Section and East Section are transitions from interstate speed traffic and the "low speed major collector street" which is needed in the downtown core.

What's being overlooked is the vast amount of land between Western and the BNSF tracks which can be returned to productive use – retail and commercial businesses and residences that generate tax revenue and bring more people to downtown. Reconstructing the Crosstown Expressway at grade continues to deprive that land of economically productive use. The test should be whether the same result can be achieved – moving people in and out of downtown – while restoring this valuable land to productive use. I believe that can be accomplished.

My main variation from Alternate D is that it makes more sense to reconnect the West Section with Sheridan instead of California.

The north edge of the old highway, near Brauer, is about 320 feet from the north side of Sheridan; it is about 60 feet from the north edge of California. But between Brauer and Western, the old highway changed its route. It did not run parallel to Sheridan, or true east-west. Between Pennsylvania and Douglas, the interstate moved more toward Sheridan than it did to California; at Brauer, the old highway is 230 feet closer to Sheridan than it is to Pennsylvania, over 3400 feet to the west, at about an 88 degree angle. Continuing that trajectory brings the route naturally as close to Sheridan as it does to California; a straight line from the north side of the old highway at Pennsylvania to the north side of Sheridan at Western is about an 85.6 degree angle.

There is very little developed land on the north side of the current right of way between Brauer and Western, where the connection to Sheridan would be made. The distance from Brauer to Western is approximately 1,730 feet. The course of the highway would need to move about 320 feet in the course of that 1,730 feet. In contrast, southbound E.K. Gaylord from 4th to Robert S. Kerr Avenue (2nd Street) moves about 520 feet east of alignment with Broadway in about 680 feet – and it is one of the most heavily traveled routes in downtown Oklahoma City. Connecting the West Section to Sheridan would not be a significant transition.

Sheridan is a better street to connect to the West Section for two main reasons. California dead-ends at Hudson in a little over 3100 feet. Sheridan, on the other hand, extends through the heart of downtown – past Devon Tower, past the Myriad Gardens and the Cox Center, and across Bricktown – all the way to Lincoln, a distance of a mile and a half. From Sheridan, traffic can connect north and south on several main arteries; California does not provide that benefit. They both have 100' rights of way, so there is nothing lost by connecting to Sheridan.

Second, a connection with Sheridan opens greater potential for redevelopment in the subject area. In fact, Sheridan is the site of significant new redevelopment along Film Row that would only increase in value (to property owners and the community) with a direct connection to tourist traffic from I-40. Many major developers need several acres of land for a hotel and retail development. A typical city block in this neighborhood covers about two and a half acres. By using Sheridan, the city retains the option of closing part of California and seeing redevelopment between Sheridan and Reno (a section line road), an area of over six acres. While no one is currently proposing such a project, using Sheridan keeps that option open for significant developers.

The latter principle applies below Reno as well, where a majority of the State's right-of-way in the old Crosstown footprint exists. The two square blocks covering over six acres between Reno/Walker/Third/Dewey is a significant potential site for a hotel-retail complex; limiting it to two plots of about two and a half acres each reduces the size of potential development. There are about 40 acres of land between Reno/Walker/Third/Western, 37 of which is east of Classen; while not all of it would be developed, the vast majority of it has great potential. The State's right of way takes up about six acres of that land, cutting through it in such a way that major development is practically impossible.

This is not a new concept. The Cox Center, the Chesapeake Arena, and the Myriad Gardens all take up what formerly were four city blocks. The new Convention Center is expected to take up at least two square blocks. The MAPS 3 park is expected to follow that trend. It only

makes sense to ensure the city has the flexibility to redevelop the corridor between Western and Walker along the same lines.

A final comment on Third Street: It's the logical route for the Boulevard connecting east to I-40. In fact, redeveloping Third from the East Section to Western, and tying it into Exchange, has the potential to infuse new life into the Farmer's Market neighborhood, provide a connection to southwest Oklahoma City and the Stockyards neighborhood, and connecting via Western to the new I-40. Alternates A, B and C do nothing to improve traffic flow from the I-40 interchange with Western, by forcing that traffic to move further north before turning southeast to travel downtown. By redeveloping Third into a boulevard, traffic can easily come the short distance from I-40 up Western, then turn east on Third, and travel directly to downtown destinations.

I've done a crude edit of the map of Alternate D to reflect these concepts:



The map includes other suggestions. The most significant one is to place Third below grade between Walker and Oklahoma. Descent would begin at Oklahoma, which would be the main connection with Bricktown. This approach accommodates the BNSF tracks; traffic would access Shields/Gaylord via ramps parallel to the tracks. This arrangement provides needed access to the existing Arena parking garage and the south side of the arena; note that those areas are

currently accessed by a ramp. This suggestion also makes possible a seamless pedestrian transition between the Arena and the Convention Center to the MAPS 3 Park at grade, avoiding a significant pedestrian crossing interrupting traffic flow. It also provides access below grade to the new Convention Center for both exhibitors and guests, which may resemble the Cox Center in that regard. In effect, pedestrians may be able to walk below grade from the new Convention Center, under Reno, and into the sunken areas of the Myriad Gardens without crossing a single street. They also may be able to walk out of the Convention Center and into the north end of the MAPS 3 park at grade, without conflicting with the below-grade traffic of Third. Finally, it opens the possibility of a public parking lot underground, on the south side of Third, to provide public access to the MAPS 3 park itself.

At one time, 23rd Street passed on the north side of the State Capitol Building at grade. A decision was made to place it below grade many years ago, and the decision has proven to be very successful. The effect would be the same; just as people are able to walk out the north doors of the Capitol onto a large open area without crossing a major thoroughfare, pedestrians would be able to walk out of the south doors of the new Convention Center into the MAPS 3 park without crossing the Boulevard.

In sum, the suggestions I'm making have several advantages:

- It provides smooth, uninterrupted east-west traffic flow on both Sheridan and Third, both of which extend to the east side of the downtown core, unlike California;
- It keeps Western and Classen intact, augmenting north-south traffic flow, and avoiding difficult and controversial decisions at the Western/Classen/Boulevard interchange;
- It enables redevelopment of the old Crosstown footprint, both for conventional projects and large development projects;
- It provides better access to the Farmers Market, southwest Oklahoma City and the Stockyards District via Exchange Avenue;
- The cost to the City and State would be significantly less, and in fact several acres of prime land currently owned by the State could be sold for redevelopment, resulting additional savings for the project;
- It allays concerns of many citizens who would prefer to see a return to the grid structure and strongly object to a high-speed recreation of the Crosstown Expressway;
- It opens additional land west of Western for sale and redevelopment, between Sheridan/Boulevard and Reno, in the old right-of-way owned by ODOT; and
- It improves pedestrian access between the downtown core and the MAPS 3 park.

Thank you for your consideration.

Sincerely,

Walter Jenny
2317 Jeannes Trail
Edmond OK 73012
(405) 830-5249
wjenny@oklahoma.net



OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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



Downtown Oklahoma City Boulevard

06/18/2013

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 Dickerson		
NAME:		
18033 Cristobal Blvd		
ADDRESS:		
Edmond	OK	73012
CITY:	STATE:	ZIP:
+1 (405) 216-8411		
PHONE NUMBER:		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
Room 3D2a
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-6917
email: m-coordinator@odot.org

Please submit comments by: **07/02/2013**

davidwdickerson@sbcglobal.net
EMAIL ADDRESS:

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

I fully support the Friends for a Better Boulevard position after the latest public meeting. I was pleased to see Option 'D' included in the latest offerings. However there was clearly little effort put into the effort and appears to be an attempt to prejudice public opinion against any design that does not include an overpass at the Western/Classen intersection. Option 'D' needs to be fully developed with California and 3rd Street being upgraded to at least Project 180 standards and restoring the street grid connectivity. Then Option 'D' needs to be fully analyzed using the same simulations used for the previous proposed designs in the December 2012 presentation. Only after Option 'D' has been fairly compared to the other ODOT and City of Oklahoma City design proposals can an informed decision be made by city leaders about this critical infrastructure project.

FBB applauds the efforts of ODOT to develop and review an additional boulevard design alternative that provides for greater integration with the original street grid network of the downtown area impacted by the project. We believe that a properly designed Alternative D will not only provide for an outstanding boulevard(s) for Oklahoma City, but will also provide the greatest and most beneficial access to the entire downtown area of all alternatives under consideration.

Further, we believe that a properly evaluated Alternative D will show the greatest and most beneficial environmental impacts, including potential economic development, to the entire downtown area of all alternatives under consideration.

The fundamental basis for the boulevard project under the Final Environmental Impact Statement (FEIS) for the I- 40 Crosstown Expressway (Crosstown) was to mitigate the potential negative impacts to the downtown area as a result of reduced vehicular access due to the relocation of the Crosstown.

This is confirmed in "Chapter 3.0 – Alternatives Considered" of the FEIS for the Crosstown, where the primary rationale for the boulevard project is described: 3.4.6. Tier Two Evaluation – Access to Downtown – Alternative D

"The proposed boulevard from I-235 to Agnew Avenue will provide improved access to Bricktown and the downtown area

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

from eastbound and westbound traffic.”

Further, in “Chapter 5.0 – Environmental Impacts” of the FEIS, several potential beneficial environmental impacts of the boulevard project are described:

5.3 – Land Use Impacts – Alternative D

“Transforming the existing facility to a grade-level boulevard with at-grade access to cross streets, would provide the incentive for commercial development on vacant land and, commercial redevelopment of existing industrial properties along the boulevard would increase. The overall effects of converting existing I-40 to a boulevard could have positive land use impacts on the downtown area.”

5.5 – Historical and Archeological Preservation Impacts – Alternative D

“Developing a grade-level boulevard serving the downtown area along the current I-40 alignment would change the SW 3rd Street Industrial District’s visual setting. The change may bring the district closer to the original historic context, which included grade-level city streets. Therefore, this is anticipated to be a beneficial impact.”

5.23 – Socio-Economic Impacts – Alternative D

“The property tax base in the affected study area could be enhanced by potential commercial development and redevelopment in available areas along the proposed boulevard under Alternative D.

New development on vacant properties could make redevelopment of adjacent existing properties more attractive and could raise the property values. Enhanced access to areas near the proposed facilities would reduce transportation costs, for travel to and from these areas, thereby making residential and business location more attractive and resulting in potentially higher property values.”

FBB notes that the purpose of the boulevard project is to provide greater access to the entire downtown area being impacted by the relocation of the Crosstown.

Further, we note that the potential beneficial environmental impacts for providing that access are the direct result of developing a grade-level boulevard with at-grade access to cross streets.

FBB believes that purpose and the resulting benefits can best be achieved by development of one or more linear boulevards reintegrated into the original downtown street grid, as opposed to the various curvilinear boulevard designs previously under consideration.

FBB also notes that nowhere in the FEIS or the accompanying Record of Decision (ROD) is the purpose of the boulevard project described as providing for a bypass for the purposes of moving vehicular traffic as quickly as possible into and out of the downtown area in order to eliminate traffic congestion or for emergency situations.

Federal Highway Administration officials have confirmed that there is no requirement under the FEIS and the ROD for the boulevard to serve as a bypass facility.

FBB urges ODOT to conduct a thorough and unbiased evaluation of the various technical criteria associated with Alternative D, including design considerations, traffic modeling and analysis, and land use and other environmental impacts.

Further, we urge ODOT to undertake a just and equitable analysis of its findings in determining a preferred alternative for the boulevard project in order to ensure the greatest access and beneficial environmental impacts for the entire downtown area.



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Downtown Oklahoma City Boulevard

06/18/2013

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.

Andrew Stewart		
NAME:		
1715 N. Gatewood Ave.		
ADDRESS:		
Oklahoma City	OK	73106
CITY:	STATE:	ZIP:
+1 (405) 808-5410		
PHONE NUMBER:		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
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Room 3D2a
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-6917
email: m-coordinator@odot.org

Please submit comments by: **07/02/2013**

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."

My comments on the proposed boulevard are best summed up by the following excerpt from a letter written by Bob Kemper on behalf of the Friends for a Better Boulevard:

"FBB applauds the efforts of ODOT to develop and review an additional boulevard design alternative that provides for greater integration with the original street grid network of the downtown area impacted by the project.

We believe that a properly designed Alternative D will not only provide for an outstanding boulevard(s) for Oklahoma City, but will also provide the greatest and most beneficial access to the entire downtown area of all alternatives under consideration.

Further, we believe that a properly evaluated Alternative D will show the greatest and most beneficial environmental impacts, including potential economic development, to the entire downtown area of all alternatives under consideration.

FBB urges ODOT to conduct a thorough and unbiased evaluation of the various technical criteria associated with Alternative D, including design considerations, traffic modeling and analysis, and land use and other environmental impacts.

Further, we urge ODOT to undertake a just and equitable analysis of its findings in determining a preferred alternative for the boulevard project in order to ensure the greatest access and beneficial environmental impacts for the entire downtown area."



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Oklahoma City Boulevard

06/18/2013

Oklahoma City, OK

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Russell Pace

NAME:

3101 Eton Ave

ADDRESS:

OKL

CITY:

OK

STATE:

73122

ZIP:

405-659-0101

PHONE NUMBER:

oklahomaland@gmail.com

EMAIL ADDRESS:

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Please submit comments by:

07/02/2013

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

Back to the Grid!

Don't build streets where streets already exist. Use the LAND for other uses!

I like the 90° turns on Kline.

It frees up land at that existing exit.

Where are the bike lanes?

(CONTINUED ON BACK)



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Oklahoma City Boulevard

06/18/2013

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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.

Justin Stangel

NAME:

500 Central Park Dr Apt 2319

ADDRESS:

OKC

CITY:

OK

STATE:

73105

ZIP:

606-692-8333

PHONE NUMBER:

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FAX: (405) 521-6917

Please submit comments by:

07/02/2013

justinstangel@gmail.com

EMAIL ADDRESS:

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

No where on the maps or renderings is a bike lane or ^{pedestrian} ~~side~~ crossings. How are those being taken into effect?

As an Olympic hopeful training at the Posthouse District I bike a lot around downtown as do people using the new Spokies. I really believe that this is necessary to the life and flow of a city and downtown.

Also what is the projected speed limits?

(CONTINUED ON BACK)



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Oklahoma City Boulevard

06/18/2013

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Walter Jacques

NAME:

4832 Koelsch Dr

ADDRESS:

OKC

OK

73117-8407

CITY:

STATE:

ZIP:

405 226 1111

PHONE NUMBER:

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FAX: (405) 521-6917

Please submit comments by:

07/02/2013

jacq2@cox.net

EMAIL ADDRESS:

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

- 1) Have someone survey the signage in place to direct traffic out of downtown; I think it's inadequate + could be greatly improved.
- 2) Put in place temporary blinking (programmable) signs that use existing traffic / congestion conditions to re-route traffic in real time as needed.
- 3) Please flesh out interface of the Boulevard w/ the grid for presentation. The video of the grid option looked disingenuous + intentionally portraying congestion to discourage public support.
- 4) The "traffic cop" suggestion was great. Please consider.

(CONTINUED ON BACK)



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Oklahoma City Boulevard

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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: DENNIS ROX

ADDRESS: 522 COLCORD DRIVE

CITY: Oklahoma City STATE: OKLA ZIP: 73102

PHONE NUMBER: 232 0080

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Please submit comments by: **07/02/2013**

EMAIL ADDRESS: BoxeWBFB LAW.Com

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

The City and State officials have provided a framework for input from citizens. It is refreshing to see the work & level of cooperation to allow traffic flow but make it Development friendly.

David Strub & Eric Weger have been very clear on alternatives for us to analyze.

In Alt "C" please connect western & eastern as shown on the map.

(CONTINUED ON BACK)

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It is important for this connection for
North South traffic.



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Oklahoma City Boulevard

06/18/2013

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

OKLAHOMA DEPARTMENT OF TRANSPORTATION
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FAX: (405) 521-6917

Please submit comments by:

07/02/2013

EMAIL ADDRESS: jillseyl118@gmail.com

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

First sentence "open to traffic". Why is the emphasis not on pedestrians? Our downtown emphasis needs to be walkability not driveability. If things have truly "changed for the better" we need to continue that momentum.

I think a return to the grid will ^{and encourage} emphasize downtown Core to Shore and Farmer's Market development, and our focus should be on continuing the momentum of downtown development. It emphasizes walkability and citizen interaction with ~~and~~ north and ~~both~~ sides of the street.

I do NOT understand why it is the responsibility of the Boulevard to keep traffic flowing. I-35 does

(CONTINUED ON BACK)

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not have a boulevard nor do any other interstates
highways I am familiar with. ~~But it is not~~

Rather, I agree that pedestrian and bicycle access
is the paramount purpose for this project

Six lanes absolutely MUST NOT be used as a
benchmark if there is any concern for pedestrians
at all. That would be totally divisive for
downtown and Core to Shore connectors and
a disaster for development of Core to Shore

How much traffic will there really be on the
boulevard if the speed limit is 25 mph?
There will be stoplights as well, so I see
this as a very unappealing road for traffic
movement - which is how it should be.
We don't really want much traffic on the Boulevard

Most traffic after events is north and south,
not east and west, so all this concern about
traffic flow after events is a bit overemphasized



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Oklahoma City Boulevard

06/18/2013

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

CITY: OKC STATE: OK ZIP: 73116

PHONE NUMBER: 405 886-3120

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Please submit comments by: **07/02/2013**

EMAIL ADDRESS:

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

can we use low tech option like police
or increased lanes for enhance operations.

use police and cones like Norman does after an
ov gang

(CONTINUED ON BACK)

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Cathy was invited to speak at a 4 county
mtg next Fri @ robbers cave.



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Oklahoma City Boulevard

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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: Andrew Nguyen

ADDRESS: 906 NW 42nd Street

CITY: Oklahoma City STATE: OK

PHONE NUMBER: 405 535 4703

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Please submit comments by: 07/02/2013

EMAIL ADDRESS: andrew.t.nguyen@owhix.edu

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

In watching the flyovers in options A & B, it appears the boulevard is extremely wide and undesirable to pedestrian traffic through the transitional segment.

FAST TRAFFIC THROUGH THE BLVD MEANS LESS PEDESTRIAN ACTIVITY! Please don't make this new Blvd like Lincoln Blvd, an extremely unwalkable stretch of road. I prefer the fewest bridge separation as possible and a comfortable level of traffic for bicycling and pedestrian walking.

I'm trying to decide where to apply for jobs when I graduate med school, please keep me here! Make a lively walkable, and sustainable downtown where I want to live

P.S. Thanks for the Vietnamese info sheets. It really means a lot to reach out

(CONTINUED ON BACK)

FORM-CF-PCB-PRD

REVISION: 21.04.2011



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Downtown Oklahoma City Boulevard

06/18/2013

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.

Peter Breninger		
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4024 NW 28th Street		
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Oklahoma City	OK	73107
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+1 (806) 544-2040		
PHONE NUMBER:		

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email: m-coordinator@odot.org

Please submit comments by: **07/02/2013**

PBreninger@gmail.com
EMAIL ADDRESS:

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

In my humble opinion, the best option for the Oklahoma City Boulevard is to proceed with Option D. Option D allows the grid to be brought back where the old I-40 once stood. The old I-40 divided downtown from the Oklahoma River. Please proceed with Option D.



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Downtown Oklahoma City Boulevard

06/18/2013

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:		
5434 Brookhaven		
ADDRESS:		
OKC	OK	73120
CITY:	STATE:	ZIP:
+1 (405) 830-6420		
PHONE NUMBER:		

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Fax: (405) 521-6917
email: m-coordinator@odot.org

Please submit comments by: **07/02/2013**

davidhglover@gmail.com

EMAIL ADDRESS:

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

I fully support the position of Friends for a Better Boulevard for Alternative D.

FBB applauds the efforts of ODOT to develop and review an additional boulevard design alternative that provides for greater integration with the original street grid network of the downtown area impacted by the project. We believe that a properly designed Alternative D will not only provide for an outstanding boulevard(s) for Oklahoma City, but will also provide the greatest and most beneficial access to the entire downtown area of all alternatives under consideration.

Further, we believe that a properly evaluated Alternative D will show the greatest and most beneficial environmental impacts, including potential economic development, to the entire downtown area of all alternatives under consideration.

The fundamental basis for the boulevard project under the Final Environmental Impact Statement (FEIS) for the I-40 Crosstown Expressway (Crosstown) was to mitigate the potential negative impacts to the downtown area as a result of reduced vehicular access due to the relocation of the Crosstown.

This is confirmed in "Chapter 3.0 – Alternatives Considered" of the FEIS for the Crosstown, where the primary rationale for the boulevard project is described: 3.4.6. Tier Two Evaluation – Access to Downtown – Alternative D

"The proposed boulevard from I-235 to Agnew Avenue will provide improved access to Bricktown and the downtown area from eastbound and westbound traffic."

Further, in "Chapter 5.0 – Environmental Impacts" of the FEIS, several potential beneficial environmental impacts of the boulevard project are described:

5.3 – Land Use Impacts – Alternative D

"Transforming the existing facility to a grade-level boulevard with at-grade access to cross streets, would provide the incentive for commercial development on vacant land and, commercial redevelopment of existing industrial properties

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along the boulevard would increase. The overall effects of converting existing I-40 to a boulevard could have positive land use impacts on the downtown area.”

5.5 – Historical and Archeological Preservation Impacts – Alternative D

“Developing a grade-level boulevard serving the downtown area along the current I-40 alignment would change the SW 3rd Street Industrial District’s visual setting. The change may bring the district closer to the original historic context, which included grade-level city streets. Therefore, this is anticipated to be a beneficial impact.”

5.23 – Socio-Economic Impacts – Alternative D

“The property tax base in the affected study area could be enhanced by potential commercial development and redevelopment in available areas along the proposed boulevard under Alternative D.

New development on vacant properties could make redevelopment of adjacent existing properties more attractive and could raise the property values. Enhanced access to areas near the proposed facilities would reduce transportation costs, for travel to and from these areas, thereby making residential and business location more attractive and resulting in potentially higher property values.”

FBB notes that the purpose of the boulevard project is to provide greater access to the entire downtown area being impacted by the relocation of the Crosstown.

Further, we note that the potential beneficial environmental impacts for providing that access are the direct result of developing a grade-level boulevard with at-grade access to cross streets.

FBB believes that purpose and the resulting benefits can best be achieved by development of one or more linear boulevards reintegrated into the original downtown street grid, as opposed to the various curvilinear boulevard designs previously under consideration.

FBB also notes that nowhere in the FEIS or the accompanying Record of Decision (ROD) is the purpose of the boulevard project described as providing for a bypass for the purposes of moving vehicular traffic as quickly as possible into and out of the downtown area in order to eliminate traffic congestion or for emergency situations.

Federal Highway Administration officials have confirmed that there is no requirement under the FEIS and the ROD for the boulevard to serve as a bypass facility.

FBB urges ODOT to conduct a thorough and unbiased evaluation of the various technical criteria associated with Alternative D, including design considerations, traffic modeling and analysis, and land use and other environmental impacts.

Further, we urge ODOT to undertake a just and equitable analysis of its findings in determining a preferred alternative for the boulevard project in order to ensure the greatest access and beneficial environmental impacts for the entire downtown area.



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Downtown Oklahoma City Boulevard

06/18/2013

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.

SHANE HAMPTON		
NAME:		
201 Northwest 17th Street, Apt 1		
ADDRESS:		
Oklahoma City	OK	73103
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+1 (405) 694-7105		
PHONE NUMBER:		

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email: m-coordinator@odot.org

Please submit comments by:

07/02/2013

EMAIL ADDRESS:

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

When looking at similar highway removal or relocation projects around the country, the best practice has been to restore the street grid in the old highway's place. This is the modern solution to urban traffic flow that balances economic development needs.

The new I-40 has replaced the limited access Crosstown Expressway by limiting access further. A high-access route is needed to balance the impact on both traffic and economic development in downtown Oklahoma City. This is especially true as the city moves forward with significant public investments south of the old Crosstown route.

The traffic problems created by the new I-40 are a result of limiting access in the immediate downtown area. Providing only limited access points to a new boulevard, as shown in Alternatives A-C, will create the same traffic problems along those access routes. Spreading access among the maximum number of streets offered by Oklahoma City's historic grid system will reduce the impact on any single street.

The grid system in downtown Oklahoma City is robust. Alternative D presents an opportunity to strengthen the grid system of downtown Oklahoma City with two strong new east/west links to I-40 along SW 3rd and California. California terminates into the heart of the rapidly growing west side of downtown, while SW 3rd continues through downtown to Western and Exchange Avenues. This alternative should include rebuilding SW 3rd Street and California into high quality streets based on the local best practices represented by Project 180.

Urban neighborhoods around the world require highly connected street networks, not dendritic networks that funnel all users onto arterial roadways. That is outdated thinking based on low-density areas. Please refine Alternative D. We want our downtown be a place where we can live in, not just drive through.



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Downtown Oklahoma City Boulevard

06/18/2013

Oklahoma City, OK

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Allen Parleir		
NAME:		
1005 NW 32nd street		
ADDRESS:		
oklahoma city	ok	73118
CITY:	STATE:	ZIP:
+1 (405) 524-3977		
PHONE NUMBER:		

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Please submit comments by: **07/02/2013**

EMAIL ADDRESS:

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

I fully support the position of the Friends for a Better Boulevard. Our OKC street grid system is a tremendous asset and should be accessed by the boulevard which will improve both the boulevard and our street grid system.



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Downtown Oklahoma City Boulevard

06/18/2013

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 Pogemiller		
NAME:		
420 NW 21st St		
ADDRESS:		
Oklahoma City	OK	73103
CITY:	STATE:	ZIP:
+1 (405) 601-0729		
PHONE NUMBER:		

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email: m-coordinator@odot.org

Please submit comments by: **07/02/2013**

mpogemiller@yahoo.com

EMAIL ADDRESS:

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

I fully support Option D. This is a great opportunity for OKC to not only increase ease of moving throughout downtown OKC with restoring the street grid, but it is the option that will most likely be the cheapest (no bridge necessary to be built) and give the greatest amount of land that can be redeveloped. This increased amount of land that can be redeveloped will only mean more tax revenue for the city. Not often do you get the chance to have the smallest initial investment with the greatest potential return on that investment. Also, with the money saved on not building an unnecessary bridge 2 boulevards can be built (one from the east on SW 3rd leading all the way to Exchange, or at least past the Thunder arena and the new convention center and park, and one from the west on probably California). If the Boulevard from the east goes all the way to exchange, this will naturally connect the Stockyards and the Farmer's Market areas with downtown and could boost all areas. 2 boulevards spreading into the existing street grid will disperse traffic very well. A boulevard needs to be interacting with all the cross streets. Re-establishing the street grid does this the best. Please fully consider Option D with the chance of having 2 postcard worthy boulevards.



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Downtown Oklahoma City Boulevard

06/18/2013

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.

Paul Ryckbost		
NAME:		
612 NE 16th Street		
ADDRESS:		
Oklahoma City	OK	73104
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+1 (405) 535-9393		
PHONE NUMBER:		

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email: m-coordinator@odot.org	
Please submit comments by:	07/02/2013
ryckbost@gmail.com	
EMAIL ADDRESS:	

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

I am writing to submit comment that Alternate "D" is the most appropriate option going forward. Alternate "D" will allow Oklahoma City to restore a grid iron street structure in downtown (Core to Shore), thereby increasing options for future development and encouraging a livable core. The grid structure will allow for more walkable, pedestrian-oriented streets, provide more land for economic development, and will lower the overall cost of construction. Furthermore, a grid allows multiple travel options for the traveling public in case of emergency closer, event closure, etc.

I think it was inappropriate of ODOT and The City of Oklahoma City to allow the consultant to create aerial flyover videos for Alternates A-C and ignore Alternate D. They should have taken the time to fully consider this option instead of treat it as a step-child to the process.



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Downtown Oklahoma City Boulevard

06/18/2013

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.

Shawn Wright		
NAME:		
2200 N Classen Blvd		
ADDRESS:		
Oklahoma City	Oklahoma	73106
CITY:	STATE:	ZIP:
PHONE NUMBER:		

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Fax: (405) 521-6917
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Please submit comments by: **07/02/2013**

shawn.wright@gmail.com

EMAIL ADDRESS:

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

Thank you for listening to previous comments and adding "Option D - Grid" to the conversation. That said, please forever remove options A and B (or in the very least remove option A) and never speak of them again. They should no longer be part of the discussion. I don't think anybody wants yet another nearly uncrossable (by foot) 6-lane road through downtown (i.e. Gaylord), so let's stop wasting time talking about it. Also, could we please refrain from ever again at a public meeting wasting time discussing at length the previous 1996 and 2002 decisions regarding this stretch of road? I swear if I add up the time used to go over this point (repeatedly), a good quarter of the meeting last night was filled with that information, which we already know. Well, we get it. We understand how we got here. We know that it's essentially our fault that the 6-lane mega road never got built because we (the public) hated the idea of such a road existing. But that is all OBE, and it's time to move on. Let's please focus on the future!

Speaking of the future, I very much like the idea of building out the West portion immediately. Get that puppy going. I have no issue with what you have planned for West of Western. I have SOME (potential) issue with what you have planned for the East end depending on the nature of the elevation of that end (as much effort as possible should be made to keep it at grade for as long as possible, basically until we get to the canal, as this opens up potential frontage/development opportunities in Bricktown along the boulevard). The East end should definitely be discussed more, with more technical details on hand, at the next meeting.

Regarding the middle section, "the grid", if we're in no hurry there, if the money doesn't go away, then I say wait (before making any major decisions). Let's not rush here. If left alone I suspect this area will organically begin to improve and develop and thereby change the very nature we may want to interface with it using cars. Basically, don't touch it until MAPS III work is done or at least well underway (e.g. convention center and street car). By then we should have a MUCH better idea of what we're heading towards and what the true needs and requirements are in that area in terms of vehicle and pedestrian flow. That doesn't mean we shouldn't still discuss this portion at future meetings, but those discussions should be more open ended and open minded.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

Lastly, can we PLEASE stop only taking/taking traffic counts in these areas (downtown) without also taking/taking pedestrian counts? If we are truly serious about wanting to be pedestrian friendly, we need to also take into account the growing and changing number of pedestrians downtown.



REC:

JUL 02 2013

ENVIRONMENTAL
PROGRAMS DIV

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Oklahoma City Boulevard

06/18/2013

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.

Debbie Blackburn

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Please submit comments by:

07/02/2013

If you are honest about considering a grid alternative - flesh it out fully. - no pre-judgments.

a grid alternative does not mean "do nothing."

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

I am pleased to see that a grid alternative has been put on the table. However, a grid option is not a 'no enhancement' alternative, which seems to be indicated by the lack of any work on alternative D, the grid option.

As the former legislator for this area, I know that Chapter 3 of the FEIS emphasized "at grade access to cross streets" to provide "incentive for commercial development on vacant land" and "positive land use impacts on the downtown area." Further stated was the fact that "a grade level boulevard... would change SW 3rd street's industrial visual setting. #1 closer to the original historic context which included grade level city streets." There are more positive benefits emphasized under socio-

(CONTINUED ON BACK)

economic impacts in 5.23 - Chapter 3 of the FEIS. So why hasn't something specific along these lines been fleshed out as the other alternatives have been?

Since work has begun on the east and west access into downtown, let it proceed to allow people another way into and out of downtown. Secondly, however, and most importantly for the current discussions, concentrate on Western to Walker. Be sure the road is kept at grade. Use SW 3rd and California as natural entries into downtown at grade so that all the above quotes can become reality. Western should be merged into Classen to avoid confusion for all those sitting at Western. You could call this the 2 Boulevard approach.

ODOT has begun to view the proposed boulevard as a "bypass" for "thoroughfare," something necessary to make I-40 operate. What ^{other} Interstate requires a bypass to allow it to operate? None that I know.

This usage is not written into either the FEIS or the Record of Decision and seems to be an excuse to keep on doing everything on the same boiler plate highway building template. Every urban transit planner I have either read or heard nowadays does not agree with this concept. (The more lanes the better, elevated - all of this will move more traffic faster is not accepted.) It is simply channeling traffic to one busy road which can get clogged, rather than allowing traffic to disperse through a grid. No ~~one~~ ^{expert} agrees with this freeway mentality in a downtown particularly. Stantec would have found so if ~~that~~ they had not had their hands tied to a "bypass." So please truly evaluate:

1. ~~Western to Walker~~ Consider at grade, enhanced street, cross streets
 2. Analyze SW 3rd as the boulevard from the east and California (Meridian?) from the west
 3. Merge Western into Classen close to the old I-40
- Don't tie the hands of any consultants, such as Stantec for a fully developed land use, traffic analysis, design, needs and environmental impact of the above - unprejudiced, unbiased, & equitable.

Joel Dixon
136 NW 20th St
Oklahoma City, OK 73103

Oklahoma Department of Transportation
Environmental Programs Division
Room 3D2a
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June 26, 2013

Re: Oklahoma City Boulevard Public Involvement Meeting held on June 18, 2013

Ladies and Gentlemen of ODOT,

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

First, I would like to applaud the alternatives your office is exploring based upon the feedback received by our community, especially Alternative 'D', the Grid Option. Based upon both my own feedback from the initial Boulevard public meeting in August 2012 as well as much of the feedback from audience members at last week's meeting, it is clear that our community strongly supports a restoration of the natural street grid. No doubt, further exploration of this option will continue to illuminate the benefits of restoring our city's street grid. I am disturbed, however, to learn that ODOT is moving forward with current plans for an elevated, grade-separated West Connection of the Boulevard project. Why must we cut-off entire blocks of the city south of W Lindley/W California Avenue from Pennsylvania Avenue all the way to Klein Avenue? Could we not instead create on/off ramps from the new I-40 to W Reno Avenue, opening an avenue for motorists to access the interstate without the divisive effects of grade separations?

I strongly encourage ODOT to examine expanding the Grid Option further west from its currently proposed Western/Classen/Reno area all the way to Pennsylvania Avenue. In uniting the areas west of downtown by restoring the original grid throughout the entire western section of the Boulevard, it will not only invigorate business activity in these neighborhoods by affording easier access and more store frontage to business owners in the area, it will also help alleviate potential traffic concerns by offering motorists multiple routing options, including access to the interstate, as they make their way to and from the heart of the city.

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

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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.

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Please submit comments by:

09/04/2012

sjl_prodigynet@yahoo.com

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

I favor integrating the two halves of the Boulevard into the Oklahoma City street grid system. Downtown Oklahoma City needs to be pedestrian-friendly. As you well know, connecting the east and west portions of the Boulevard by following the old Crosstown alignment results in problems when crossing Western and Reno. Particularly problematic would be the intersection of Reno and the New Boulevard, where there would be two heavy streams of traffic crossing obliquely. Despite being hazardous for cars, it would be extremely dangerous for pedestrians attempting to cross. The proposed overpass at Western would be extremely pedestrian-unfriendly and will kill any opportunities for the Farmers' Market district to be reborn.

Most urban areas have abandoned the idea that the automobile must be accommodated at the expense of pedestrians and the people who live in the area. In that regard, Oklahoma City remains a throwback. Traffic engineers here need to learn to think about people, not about cars. I would invite everyone working on this project to take time and walk downtown Oklahoma City and the areas that would be affected by the Boulevard. As a physician, I can tell you it would be very healthy for you and you would also learn a lot. In my experience, you have to walk an area to really get to know it.

