Crosstown Boulevard
May 7, 2014 Public Meeting Summary

Prepared For:

Oklahoma Department of Transportation

Prepared By:

MacArthur Associated Consultants

PARSONS BRINCKERHOFF

September 2014

Table of Contents

1.0 Introduction 2
1.1 Project Description 2
1.2 Project Purpose 2
1.3 Meeting Purpose 2
2.0 Public Meeting 3
2.1 Date, Time, and Location 3
2.2 Format and Content 3
2.2.1 Exhibits 3
2.2.2 Visual Presentation 3
2.2.3 Comment Area 4
2.3 Notification 4
2.3.1 Media Relations 4
2.3.2 Website 4
2.3.3 Direct Mail 5
2.4 Attendance 5
3.0 Summary of Comments 7
3.1 Stated Preferences for Alternatives 7
3.2 Major Themes 7
3.2.1 Alternatives A and B 7
3.2.2 Alternative C 8
3.2.3 Alternative D 8
3.2.4 Suggested Changes to the Alternatives 9
3.2.5 Additional Themes 10
3.2.6 Correspondence from City of Oklahoma City 11

List of Figures

Figure 1. Geographic Distribution of Public Meeting Participants 5
Figure 2. Geographic Distribution of Comments by Zip Code 6

List of Appendices

Appendix A Sign-In Sheets
Appendix B Notifications
Appendix C Presentation & Exhibits
Appendix D Handouts
Appendix E Comments
Appendix F Correspondence from City of Oklahoma City

1.0 Introduction

1.1 Project Description

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

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

1.2 Project Purpose

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 on the Crosstown Boulevard to collect public comments on the project's proposed alternatives. Held on May 7, 2014, the public meeting' purpose was to:

- Review the project history
- Discuss how input from previous public meetings was used and incorporated into the project
- Present the technical analyses results done to evaluate social, economic and environmental effects that may result from the project
- Collect feedback on the proposed alternatives

2.0 Public Meeting

This section includes general information regarding the public meeting. It is intended to provide an understanding of the format and context for the public comments received.

2.1 Date, Time, and Location

Following is the meeting date, time, and location.

Date: May 7, 2014
Time: 6:00 PM – 8:00 PM
Location: Cox Convention Center, Rooms 15-16
1 Myriad Gardens
Oklahoma City, OK 73102

The meeting facility was accessible in accordance with the Americans with Disabilities Act (ADA). Free parking also was provided at the Santa Fe Parking Garage.

2.2 Format and Content

The public meeting was held in an "open house" format that consisted of graphic exhibits, a presentation which operated continuously, and a seated public comment area. The meeting format allowed members of the public to come and go as they pleased and to converse with staff about the project in one-on-one settings. Following is a brief description of the meeting components.

2.2.1 Exhibits

The exhibits presented at the public meeting consisted of schematic designs of the alternatives under consideration, the engineering and environmental evaluation matrices used to compare the alternatives, summaries of the environmental studies and their findings, and graphics displaying the results of a traffic analysis conducted for each of the alternatives. Appendix C contains a copy of the meeting exhibits presented.

2.2.2 Visual Presentation

During the public meeting, participants also had the option to sit and watch an approximately ten-minute, repeating visual project presentation. Appendix C has print version of the presentation.

The presentation provided an overview of the following:

- Project history
- Purpose and Need for the project
- National Environmental Policy Act
- Alternatives under consideration
- Environmental findings

- Engineering findings
- Next steps in the process

2.2.3 Comment Area

At registration, each participant was given a handout providing a project overview and the alternatives under consideration, as well as a comment card. Comments were requested in writing. Tables were provided to allow participants the opportunity to sit and write their comments at the meeting and electronic comments were also accepted through June 13, 2014 (originally the comment period ended on May 22, 2014 but the deadline was extended to allow for additional participation).

Appendix D has copies of the meeting handout, comment card, and the additional information provided on ODOT's website.

2.3 Notification

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

- Media relations
- Website
- Direct mail

The following provides a brief description of each method. 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 April 29, 2014 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 (see Appendix B). Additionally, materials from the public meeting were uploaded to the ODOT website so that people could comment on the environmental and engineering findings through June 13, 2014, by viewing and commenting on the information online.

In addition, as part of the extended comment deadline, ODOT provided additional information on their website (http://www.odot.org/meetings/a2014/ 140507/ Additional%20Information.htm) to address public comments and concerns. This information included "Frequently Asked Questions" about the project and alternatives, and photographic renderings and computer visualizations of each alternative (Appendix D).

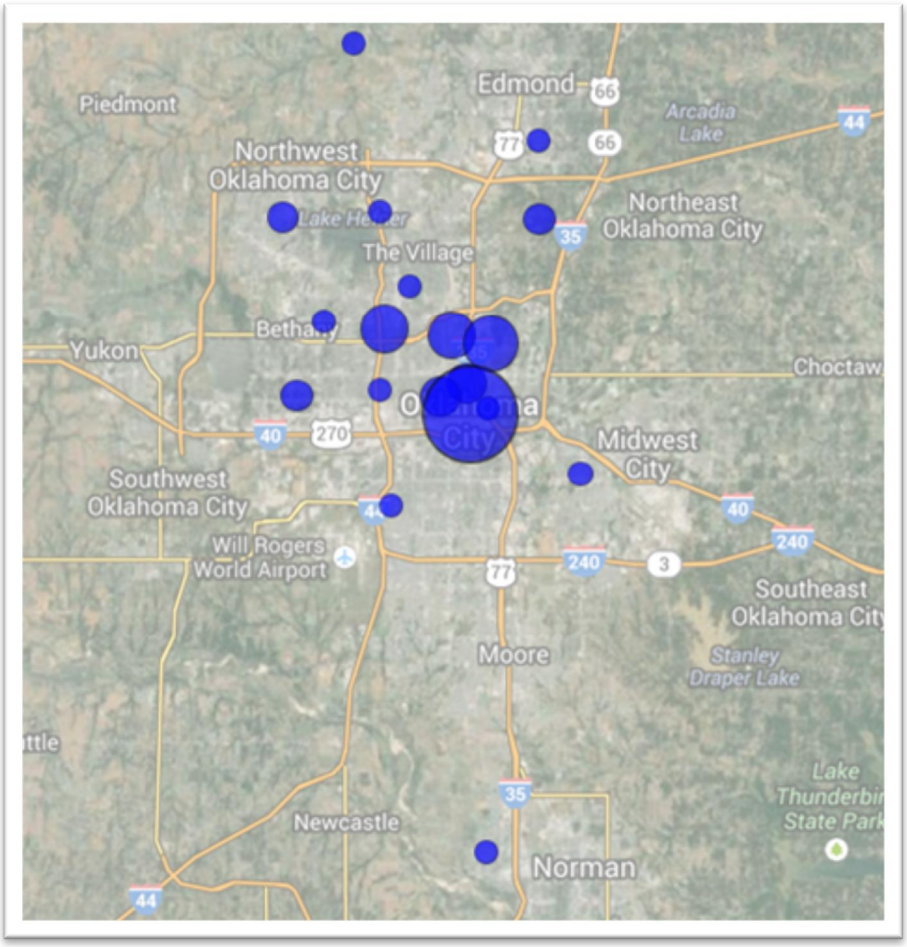
2.3.3 Direct Mail

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

2.4 Attendance

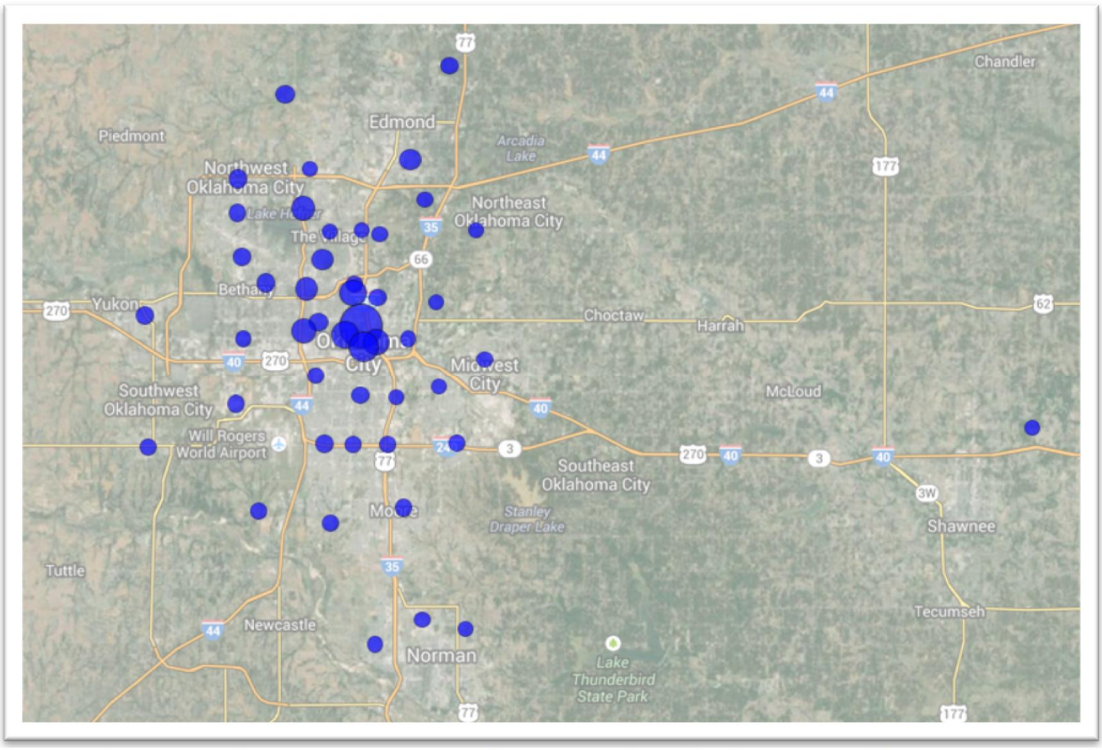
A total of 101 individuals registered at the public meeting and nearly 300 commented electronically via the ODOT and Oklahoma City websites (some duplicates may be included in these numbers since the respondents did not specify their names). Appendix A provides the sign in sheets for those who registered at the public meeting. 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, and various parts of the region were also represented (Figure 1 and Figure 2).

Figure 1. Geographic Distribution of Public Meeting Participants



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

Figure 2. Geographic Distribution of Comments by Zip Code



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

3.0 Summary of Comments

Comments were received from a variety of stakeholders ranging from residents, business owners, downtown workers, urban plan and economic development advocates, rail interests, government agencies, and community, business and civic organizations. Approximately 320 individuals, companies and organizations submitted online or written comments between the public meeting on May 7, 2014, and the closing of the extended comment period on June 13, 2014.

A summary of comments and themes follows, however, it should be noted that the purpose of the public meeting was not quantify public perception but, rather, obtain qualitative comments about perceived strengths and weaknesses of the four alternatives. We have attempted to quantify some of the opinions for the purposes of understanding the preferences of those who participated in the public process. Any quantitative analysis would need to be based upon a statistically valid, random sampling of the Crosstown Boulevard users and community stakeholders.

3.1 Stated Preferences for Alternatives

Approximately 84 percent of participants who provided comments stated a specific preference for one of the four Alternatives: A, B, C or D. Approximately two percent of participants who provided comments stated that they could not support any of the alternatives, as presented. Specific changes suggested for Alternatives C and D are outlined below. Of the participants who stated a preference for an alternative, approximately 55 percent of those individuals favored Alternative D as presented or with requested changes; 42 percent favored Alternative C as presented or with requested changes; 2 percent favored Alternative A; and 1 percent favored Alternative B.

3.2 Major Themes

Following are the major themes that emerged during the public comment period.

3.2.1 Alternatives A and B

The most common theme expressed in favor of Alternatives A and B included the following:

- Both alternatives better facilitate traffic flow.

The principal concerns expressed about Alternatives A and B included:

- An elevated structure would divide the community (north and south).
- Neither is pedestrian or bicycle-friendly, or safe.
- Both alternatives prioritize cars over people.
- Economic development would be adversely affected.
- Downtown Oklahoma City would become less livable.
- Visual impacts would be significant.

- Both are inconsistent with the goals/vision of adopted city plans such as the Core to Shore Plan, Metropolitan Area Projects (MAPS) 3, and Project 180.

3.2.2 Alternative C

The predominant themes in favor of Alternative C included the following:

- Better facilitates traffic flow and increases access to downtown.
- Is pedestrian and bicycle-friendly.
- Supports future economic development and growth.
- Reflects good urban design.
- Is less costly, particularly when compared to Alternatives A and B.
- Is better for the environment.

The principal concerns expressed about Alternative C included many of the same ones as with Alternatives A and B, and some others:

- Not friendly or safe for pedestrians, bicycle riders or the disabled.
- Disrupts the existing street grid, which can handle current and future traffic needs.
- Would divide the community (north and south).
- Does not do enough to slow traffic in downtown.
- Would have adverse impacts to future economic development, specifically mixed-use development and retail.
- Reflects poor urban design and would make downtown Oklahoma City less livable.
- Is inconsistent with the goals/vision of adopted city plans such as the Core to Shore plan, MAPS 3, and Project 180.

3.2.3 Alternative D

Many different themes raised in favor of Alternative D included:

- Should be at grade to restore the street grid, which many feel can handle current and future traffic volumes, and to slow traffic through downtown.
- Creates a more favorable environment for pedestrians, bicycle riders, children and the disabled.
- Better supports future mixed-use development, retail, and the revitalization of the downtown area.
- Reflects better urban design and promotes livability and public health.
- Is more consistent with adopted city plans including the Core to Shore Plan, MAP3 and Project 180.
- Will realize a greater return on public investment.
- Supports a better mix of modes of travel, including transit.

The principal concerns expressed about Alternative D included:

- Fails to facilitate traffic flow into, out of, and through downtown.
- Does not connect the major streets at the east and west ends.
- Was not developed and analyzed to the same extent as Alternative C in the environmental process.

3.2.4 Suggested Changes to the Alternatives

A number of participants requested specific changes to one or more of the four project alternatives, as follows:

- Limit the boulevard to a maximum of four lanes.
- Increase connectivity from north to south, linking important districts like Bricktown, Film Row and others; avoid dead-end streets.
- Restore the downtown street grid (keep all or many of the major intersections at-grade).
- Make the boulevard an iconic and beautiful parkway by adding public art in the medians, stone or brick veneers over concrete structures, fountains, etc.
- Create at-grade, four-way intersections at Lee (most often cited) as well as Klein Avenue, Shartel Avenue, and Western Avenue.
- Add or improve bike lanes (some suggested making them dedicated).
- Improve the streetscape including streets, sidewalks, lighting and landscaping.
- Increase connectivity to the new downtown park (pedestrian access emphasized).
- Fully illustrate Alternative D with two boulevards the full length of California Avenue and 3rd Street as described by the mayor of Oklahoma City.
- Follow the Friends for a Better Boulevard recommendations and include the organization's analysis of Alternative D in the in the EA submission to the FHWA.
- Create a roundabout at Western Avenue/Reno Avenue/Classen Boulevard/Exchange Avenue.
- Do not make 3rd Street a one-way street. Close it and make the land available for development.
- Preserve or add on-street parking (parallel mentioned more frequently than diagonal).
- Move the boulevard underground or reduce the number of lanes; remove on-street parking near the Convention Center and add a landscaped median and a pedestrian crossing to increase connectivity and access to the new park.
- Follow the plans developed by A Better Block OKC and substantively address each of the issues the organization has raised on www.betterblockokc.com.
- Use "Complete Streets" principles for the design of the boulevard.
- Coordinate more closely with the City of Oklahoma.
- Add wide sidewalks and more crosswalks to facilitate pedestrian movement.
- Facilitate public transit; do not reduce lanes so much that a downtown circulator/shuttle system is precluded.
- Do not reduce number of lanes and provide for the extension of the city's downtown trolley / downtown circulator transit system
- SE 3rd Street should extend as a boulevard from its entry into downtown on the east, all the way to Exchange Avenue on the west.
- Extend California Avenue all the way until it dead ends at the Gardens.
- Use wide crosswalk striping in intersections at Walker, Hudson and Robinson avenues, with possible diagonal crossings in the future.
- Redesign the intersection of Lee Avenue to allow the street to continue south.
- Include an overhead or underground pedestrian crossing around Robinson Avenue.

- Remove all on-street parking to facilitate pedestrian safety.
- Add or extend left-hand turns along California Avenue, at Western Avenue and Classen Boulevard, on Reno Avenue and Classen Boulevard, on Shartel and on other streets, as necessary.
- Add right-hand turn lanes between Sheridan and California Avenue.
- Widen SW 3rd Street to at least three lanes.
- Restore California Avenue to four lanes between Dewey and Walker avenues.
- Close California Avenue at Classen Boulevard and let Classen Boulevard feed into Western Avenue; and make Exchange Avenue join either Reno or Western avenues, but not both.
- Add bridges along the boulevard at Reno Avenue, Western Avenue, Walker Avenue, Hudson Avenue, Robinson Avenue, Shields Boulevard/BNSF railway tracks, and Oklahoma Avenue.
- Keep plans to align road under the BNSF railway tracks.
- Implement a maximum speed limit of 30 mph.

Some participants also requested that ODOT review the following websites and online documents:

- http://www.okctalk.com/transportation/30513-friends-better-boulevard-54.htm
- l#post798579
- http://www.betterblockokc.com/the-ok...alternative-d/
- http://www.betterblockokc.com/blvdtraffic/
- http://www.betterblockokc.com/boulevardcommute/
- http://www.betterblockokc.com/new-visuals-from-odot/
- http://www.newsok.com/more-questions...rticle/4747385
- http://www.newsok.com/a-better-view-...rticle/4747474
- http://www.newsok.com/design-changes...rticle/4845069
- http://www.okctalk.com/images/pete/alternated.pdf
- http://andrewkstewart.wordpress.com/2013/08/30/the-better-boulevard-part-i-market-circle/
- http://andrewkstewart.wordpress.com/2013/08/09/thunder-circle/
- https://medium.com/changing-city/68648bc111ae

3.2.5 Additional Themes

Additional public ideas or concerns expressed during the comment period follow:

- A number of participants expressed that traffic assumptions (modeling) are based on the travel behaviors of the past and do not reflect increased trends in bicycle riding, walking and transit use, particularly by members of younger generations.
- Some reported that the online comment form did not function correctly.
- Some expressed frustration that the public meeting was held on the same night as an Oklahoma City Thunder game and that it was difficult to find parking.

- Some felt there was insufficient advance notice of the public meeting and requested an extension of the public comment period and/or more public meetings (as a result the comment period was extended).
- Many participants appreciated the opportunity to provide input on the alternatives.
- There was a request for greater coordination between the Crosstown Boulevard, BNSF Railway Bridge, and intermodal hub projects, as well as coordinated environmental review efforts.
- Three downtown property owners expressed specific concerns about direct impacts to their properties or businesses. (ODOT will respond to those concerns directly).

3.2.6 Correspondence from City of Oklahoma City

Following the closing of the public comment period, ODOT received a letter from Oklahoma City generally supporting Alternative C, but requesting the exploration of the following:

- Enhancing the intersections at both Lee and Shartel to include completing the north south connectively at streets, creating traditional intersections, and providing for future signalization.

A copy of Oklahoma City's letter is attached in Appendix F.

Appendix A: Sign-In Sheets

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THE CITY OF OKLAHOMA CITY

ATTENDANCE ROSTER

http://www.ODOT.org

http://www.OKC.gov

OPEN HOUSE

Wednesday, May 7, 2014

COX CONVENTION CENTER, OKALHOMA CITY, OK

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☑ Mr. ☐ Ms. ☐ Mrs.	Frank V. Roesler III Office: (405) 521-2350 Cell: (405) 318-1424	200 N.E. 21st Street Oklahoma City OK 73105	Oklahoma Department of Transportation	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Clinton Tillette (405) 522-1041	200 N.E. 21st Street Oklahoma City OK 73105	Oklahoma Department of Transportation	☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☑ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	JONATHAN HEUSER 405 312.7332	1805 COUNCIL BLUFF EDMOND OK 73013	PERSONAL	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Austin Rose	6 SE 14th ST	Producers Coop Oil Mill	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	ANN LAWTON	3409 NW 65 ST OC 73116		☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	DON CARTER	2604 S.W. 38 OKC 73119		☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Jeff Bezdek	105 N. Broadway (suite 120) OKC-73102	Freinds for a Better Blvd	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THE CITY OF OKLAHOMA CITY

ATTENDANCE ROSTER

http://www.ODOT.org

http://www.OKC.gov

OPEN HOUSE

Wednesday, May 7, 2014

COX CONVENTION CENTER, OKALHOMA CITY, OK

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☐ Mrs.	Brenda Perry		ODOT Media + PR	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Jean Arglier		//	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	LISA CHRONISTER (405) 971-4199		CITY OF OKC	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	DAVID GLOVER 830.6420			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Ken Bryan		City of OKC	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	PETER BORELLI		—	☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☑ Mrs.	SUSIE WATKINS		HC	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THE CITY OF OKLAHOMA CITY

ATTENDANCE ROSTER

http://www.ODOT.org

http://www.OKC.gov

OPEN HOUSE | Wednesday, May 7, 2014 | COX CONVENTION CENTER, OKALHOMA CITY, OK

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	Tim Tegeler	ODOT	ODOT	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Jennifer Sebesta	21 E main St, St. 100	ACOG	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Debbie Blackburn	1515 NW 35th OKC 73118	Citizen former legislator	☐ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	DAVID TODD	420 W. Main OKC 73102	City of OKC	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs.	Miranda Wilson	400 W. California OKC 73102	Arts Council of OKC	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Ian Colgan	420 W. Main	City of OKC	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Grant Gregory	10624 Pond Meadow Dr OKC	self	☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THE CITY OF OKLAHOMA CITY

ATTENDANCE ROSTER

http://www.ODOT.org

http://www.OKC.gov

OPEN HOUSE | Wednesday, May 7, 2014 | COX CONVENTION CENTER, OKLAHOMA CITY, OK

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]
☐ Mr. ☐ Ms. ☐ Mrs.	GARY SANDER 405-740-0505	1909 NW 35 OKC 73118		☑ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Mark Pogemiller (405) 601-0729	420 NW 21st St OKC, OK 73103		☒ Male ☐ Female ☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Debbie Miller 297-3832	420 W Main OKC, OK 73102		☐ Male ☒ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	SHANNON SHEFFORE 521-2553	OKC	ODOT	☑ Male ☐ Female ☑ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
Dr. ☐ Mr. ☐ Ms. ☐ Mrs.	Jill Adler	21 NE 3rd St.	resident	☐ Male ☑ Female ☑ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
Dr. ☐ Mr. ☐ Ms. ☐ Mrs.	Stephen Adler	21 NE 3rd St.	resident	☑ Male ☑ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Burt McManally	311 S Klein OKC	Business	☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THE CITY OF OKLAHOMA CITY

ATTENDANCE ROSTER

http://www.ODOT.org

http://www.OKC.gov

OPEN HOUSE | Wednesday, May 7, 2014 | COX CONVENTION CENTER, OKALHOMA CITY, OK

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☒ Ms. ☐ Mrs.	Diana Barlow	200 NE 21st OKla City, OK 73105	ODOT/Relo Branch	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Daniel Nguyen	200 NE 21st	ODOT/PMD	☒ Male ☐ Female	☒ White ☒ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Siv Sundar	"	ODOT ED	☐ Male ☒ Female	☐ White ☒ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Rob Rusch	"	ODOT	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Paul Green	"	ODOT	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	DAVID SAULSBERRY	"	ODOT	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Jeff Pearl	"	ODOT	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THE CITY OF OKLAHOMA CITY

ATTENDANCE ROSTER

http://www.ODOT.org

http://www.OKC.gov

OPEN HOUSE

Wednesday, May 7, 2014

COX CONVENTION CENTER, OKALHOMA CITY, OK

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	LAMONT CARTER	ODOT RE26		☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☒ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Liz Romero	~~ODOT~~	FHWA	☐ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Jared Podolny		Leidos Engineering	☐ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Tom Jones Connie Jones	1832 N.W. 17th	City Rescue mission	☒ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	CHAD PARSONS	ODOT	ODOT	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☒ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	DARYL JOHNSON	ODOT		☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	GREG MASSEY	ODOT		☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THE CITY OF OKLAHOMA CITY

ATTENDANCE ROSTER

http://www.ODOT.org

http://www.OKC.gov

OPEN HOUSE | Wednesday, May 7, 2014 | COX CONVENTION CENTER, OKALHOMA CITY, OK

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☐ Mrs.	Cathy Cook 478-3432	13108 Cattle Dr. OKC, OK 73131		☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs.	Lou Seely 475-7697	2106 Meadowlake Duncan OK 73533		☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Kurt Beues (402)-312-3780	7209 N Harvey Ave #302 OKC, OK, 73103		☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THE CITY OF OKLAHOMA CITY

ATTENDANCE ROSTER

http://www.ODOT.org

http://www.OKC.gov

OPEN HOUSE

Wednesday, May 7, 2014

COX CONVENTION CENTER, OKALHOMA CITY, OK

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☐ Mrs.	Meg Salyer	811 N. Broadway OKC, OK 73102	City of OKC Ward 6	☐ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Rita Crockett	3300 N Vermont OKC OK 73112	Support People Inc	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Greg Gilliam	600 Owens Ave Edmond, OK		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Joey Johnson	15th		☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Tekia Statton	P.O Box 891104 OKC OK		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	ED SHADID	5500 Mosteller Dr #152 OKC, 73112		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	DREW	424 NW 33rd OKC 73118		☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

Send Copy to Teri A.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THE CITY OF OKLAHOMA CITY

ATTENDANCE ROSTER

http://www.ODOT.org

http://www.OKC.gov

OPEN HOUSE | Wednesday, May 7, 2014 | COX CONVENTION CENTER, OKALHOMA CITY, OK

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	ANTHONY MCDERMOTT 405 820 2041	415 N. BROADWAY AVE OKC 73102	TAP ARCHITECTURE	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	CHUCK Taylor	2301 N Maxwell pl OKC OK 73127	upper room graphics	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☑ Mrs.	Autumn Taylor	2301 N maxwell pl OKC OK 73127	upper room graphics	☐ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Kent Ward	2316 NW 27th OKC 73107	Ward Construction Inc.	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	A.J. Kirkpatrick	~~428 NW 26th~~ 211 N. Robinson, Ste 225 OKC 73102	Downtown OKC, Inc.	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☑ Mrs.	James Rose Dee Hall	6415 Lyrewood Te OKC 73131	—	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Steve Lackmeyer	9000 N Broadway OKC	Oklahoman	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THE CITY OF OKLAHOMA CITY

ATTENDANCE ROSTER

http://www.ODOT.org

http://www.OKC.gov

OPEN HOUSE | Wednesday, May 7, 2014 | COX CONVENTION CENTER, OKALHOMA CITY, OK

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☐ Mrs.	DAVID DICKERSON 4052468441	18033 CRISTOBAL BLVD EDMOND, OK 73012		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	GARY DESJARDINS 405-602-8510	1 MYRIAD GARDENS OKC, OK 73102	SMG	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Jefferson Laughlin 405 722 7693	9724 Bismark Dr OKC OK 73162	Emerson	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Charles Seibel 405 496 9922	518 NW 12th Apt. 9 OKC, OK 73103		☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Eugena Zachary	821 S. Scott St Del City OK 73115		☐ Male ☑ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☑ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Daniel DeMoss 734-223-4767	1420 NW 20th St OKC, OK 73106		☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Maureen Hefferman 207 633 4266	208 Russell M Perry OKC 73104		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THE CITY OF OKLAHOMA CITY

ATTENDANCE ROSTER

http://www.ODOT.org

http://www.OKC.gov

OPEN HOUSE | Wednesday, May 7, 2014 | COX CONVENTION CENTER, OKALHOMA CITY, OK

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	BILL HAALAND	726 W SHERIDAN	CMHR/ANGR/AMR	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Larry G. Shockley 918-633-9775	2825 NW 57th St OKC, OK 73112	Apt. 10	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Larry Compton	6 SE 4th St OKC 73162	OCOM	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	ANDREW DIAZ	825 NW 16TH OKC 73106	DVM	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☒ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Amy Auwarter-Diaz	825 NW 16 OKC 73106	DVM	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Brett Dickerson	2817 Lakeside Dr OKC OK	Self	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Chad Grace	800 W California	City Rescue Mission	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THE CITY OF OKLAHOMA CITY

ATTENDANCE ROSTER

http://www.ODOT.org

http://www.OKC.gov

OPEN HOUSE | Wednesday, May 7, 2014 | COX CONVENTION CENTER, OKALHOMA CITY, OK

NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]
☐ Mr. ☒ Ms. ☐ Mrs. Terri Holley	ODOT	ODOT	☐ Male ☒ Female ☐ White ☐ Asian ☐ Native American ☒ Black ☐ Hispanic ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs. Shawn Wright	333 NW 5th #2308 OKC 73102		☑ Male ☐ Female ☐ White ☑ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. Steve Mason	212 NW 18	Bluebird Consulting	☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.			☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.			☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.			☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.			☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THE CITY OF OKLAHOMA CITY

ATTENDANCE ROSTER

http://www.ODOT.org

http://www.OKC.gov

OPEN HOUSE | Wednesday, May 7, 2014 | COX CONVENTION CENTER, OKALHOMA CITY, OK

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	TONY BORELLI 405.830.5337	1110 SHERWOOD LN NICHOLS HILLS, OK	MYSELF	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	John Hite 405-633-1741	3237 NW 41st St OKC 73112	Myself- Retired	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Scott Sundermeyer 405-325-7201		ODOT	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	JOHN SHARP	ACOG	ACOG.	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	SHANE HAMPTON	333 NW 5th #1804 OKC, OK 73102		☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Sazan Bahar	5801 N Robinson OKC, OK	FHWA	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	NOEL KRUGER	13032 Green Valley OKC 73120	RETIRED	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THE CITY OF OKLAHOMA CITY

ATTENDANCE ROSTER

http://www.ODOT.org

http://www.OKC.gov

OPEN HOUSE

Wednesday, May 7, 2014

COX CONVENTION CENTER, OKALHOMA CITY, OK

NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]
☑ Mr. ☐ Ms. ☐ Mrs. JERRY EGIN	528 CHAUTAUQUA DR. NORMAN OK 73072	POE & ASSOCIATES	☑ Male ☐ Female ☑ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs. Ryan Baker	—	ACOG	☒ Male ☐ Female ☒ White ☐ Asian ☒ Native American ☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs. Derek Sparks		Greater OKC Chamber	☒ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs. Kate Brady		ACOG	☐ Male ☒ Female ☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs. Juan Garcia	4836 NW 62 Terr OKC	OKC	☒ Male ☐ Female ☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs. John Bowman	200 NE 21st	ODOT	☒ Male ☐ Female ☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs. Richard McKown	123 N.E. 2nd st OKC	City Center Development	☒ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THE CITY OF OKLAHOMA CITY

ATTENDANCE ROSTER

http://www.ODOT.org

http://www.OKC.gov

OPEN HOUSE | Wednesday, May 7, 2014 | COX CONVENTION CENTER, OKALHOMA CITY, OK

NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☒ Ms. ☐ Mrs.	Jerena Seay 802-2414	1017 NW 91 OKC OK 73118	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Media

Send Copy to Jenni

THE CITY OF OKLAHOMA CITY

Media

ATTENDANCE ROSTER

http://www.ODOT.org

http://www.OKC.gov

OPEN HOUSE | Wednesday, May 7, 2014 | COX CONVENTION CENTER, OKALHOMA CITY, OK

NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]
☐ Mr. ☐ Ms. ☐ Mrs. Russell Pace	3101 ETON AVE OKC OK 73127		☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. ~~GARY~~ Jim Whiddon 235-8474	729 SW 3rd OKC	OZARKA WATER	☑ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs. Chip Fudge	726 W Sheridan	CMR, Film Rd OKC 73102	☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs. Ben Felder	OKC	OK Gazette	☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. ERIC WENGER	420 W. MAIN SUITE 700	CITY OF OKC	☑ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. ARUNA MATHURANAYAGAM		Kerlos	☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. John G. Johnson	21 E Main OKC	ACOG	☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Media ATTENDANCE ROSTER

THE CITY OF OKLAHOMA CITY

http://www.ODOT.org

http://www.OKC.gov

OPEN HOUSE | Wednesday, May 7, 2014 | COX CONVENTION CENTER, OKLAHOMA CITY, OK

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	A Jim Couch	200 N. Walker OKC, OK 73102	City of OKC	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Edwin Miller	3300 N Vermont OKC 73112	Support People Inc	☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Mark Gibbs	601 N Broadway OKC		☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

Appendix B: Notifications

Media Advisory

****
Oklahoma Department of Transportation, Media & Public Relations Division
200 N.E. 21st Street, Oklahoma City, OK 73105
Phone: 405-521-6000, Fax: 405-521-2524
****

PLEASE DO NOT REPLY TO THIS EMAIL
****

Media Advisory
April 29, 2014

Public urged to attend next meeting on 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 7.

The meeting will be hosted in an open house format, where attendees will be able to review findings from the environmental assessments and design, and give input for selecting the preferred alternative among the four being considered for the local access component of the I-40 Crosstown.

Members of the public are encouraged to attend and formally submit their comments about elements of the environmental assessment.

OKC Boulevard Public Meeting
Wednesday, May 7
6 - 8 p.m.
Cox Convention Center, Rooms 1 & 2
1 Myriad Gardens

Free parking available in the Santa Fe Parking Garage on E.K. Gaylord Blvd, between Robert S. Kerr Ave. & E. Main St.

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 Frank Roesler, Public Involvement Officer at (405) 521-2350, froesler@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--

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

Media Advisory

****
Oklahoma Department of Transportation, Media & Public Relations Division
200 N.E. 21st Street, Oklahoma City, OK 73105
Phone: 405-521-6000, Fax: 405-521-2524
****
PLEASE DO NOT REPLY TO THIS EMAIL
****

Media Advisory
May 14, 2014

Public urged to submit comments on future Oklahoma City Crosstown Boulevard by May 21

The Oklahoma Department of Transportation and the City of Oklahoma City, are asking citizens to take part in shaping the elements included in the future OKC Boulevard. The agencies hosted a public meeting last week and are providing information on design alternatives on ODOT's website www.okladot.state.ok.us. Comments are being requested through Wednesday, May 21st.

Citizens who live, work or frequent the downtown area are urged to review the options presented and share their feedback on topics such as:

- Preferred Design Alternative
- Ease of Access
- Traffic Flow
- Walkabilit
- Bycicle and Pedestrian Accmodations
- Roadway Features

ODOT and its partners are asking local citizens to voice their opinions about their priorities on what aspects and functions they would like to see included in the new boulevard.
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 Oklahoma City Crosstown Boulevard.

--www.okladot.state.ok.us--

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

Page Intentionally Left Blank

INFORMATION RELEASE
OKLAHOMA DEPARTMENT OF TRANSPORTATION, MEDIA & PUBLIC RELATIONS DIVISION
200 N.E. 21ST ST. OKLAHOMA CITY, OK 73105-3204 PHONE 405-521-6000

FOR IMMEDIATE RELEASE
May 22, 2014
PR# 14-024

ODOT Extends Comment Period for Oklahoma City Boulevard

The Oklahoma Department of Transportation is extending the public comment period for the Oklahoma City Boulevard until June 13. The decision to continue to accept comments longer than the standard 14-day period was made after careful consideration of the public comments and questions received to date and because ODOT is working on additional information to be placed on the project website.

The refined information will be posted on ODOT's website at www.okladot.state.ok.us by May 30, in order to help address questions and eliminate confusion on the project. All comments received to date, as well as any new comments, are important and will be considered as part of the overall environmental process.

ODOT and the City of Oklahoma City are jointly asking local citizens to take advantage of the longer comment period to voice their opinions about their priorities for the Boulevard. An outreach will be made to inform those members of the public that have previously provided comments or attended meetings that additional information is being made available. The public is encouraged to continue to check ODOT's website for additional information.

Because the Oklahoma City Boulevard is a complex issue, ODOT offers the following facts to be considered as the public provides input:

· The massive I-40 Crosstown relocation interstate project including the future Oklahoma City Boulevard has experienced some of the highest level of public involvement and participation success.

· ODOT, in conjunction with the City of Oklahoma City, has worked beyond the standard requirements for public involvement so that the Boulevard project is transparent and effective for local citizens.

· There have been several public meetings held for the Boulevard. The May 7 Open House was successful in that it produced many public comments. The next meeting to be scheduled will be the final public hearing.

· All four conceptual design alternates under public review were evaluated using the same criteria.

· As part of federal requirements, ODOT cannot begin final design efforts until an environmental process is complete.

· Advanced design features such as sidewalks, bicycle and pedestrian accommodations and other roadway features will be developed for consideration with input from Oklahoma City and the community and can be incorporated into any of the four conceptual designs being considered.

· ODOT remains committed to working hand-in-hand with the City of Oklahoma City in its efforts to expedite the design and construction of the Boulevard as the final part of the original I-40 Crosstown interstate project.

—www.okladot.state.ok.us—

(Editors and News Directors: For more information, call the ODOT Media and Public Relations Division at 405-521-6000.)

Press Release - Oklahoma Department of Transportation
Media & Public Relations Division
200 N.E. 21st Street, Oklahoma City, OK 73105
Phone: 405-521-6000, Fax: 405-521-2524

Media Advisory

****

Oklahoma Department of Transportation, Media & Public Relations Division
200 N.E. 21st Street, Oklahoma City, OK 73105
Phone: 405-521-6000, Fax: 405-521-2524

****

PLEASE DO NOT REPLY TO THIS EMAIL

****

Media Advisory
April 29, 2014

Public urged to attend next meeting on 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 7.

The meeting will be hosted in an open house format, where attendees will be able to review findings from the environmental assessments and design, and give input for selecting the preferred alternative among the four being considered for the local access component of the I-40 Crosstown.

Members of the public are encouraged to attend and formally submit their comments about elements of the environmental assessment.

OKC Boulevard Public Meeting
Wednesday, May 7
6 - 8 p.m.
Cox Convention Center, Rooms 15 & 16
1 Myriad Gardens

Free parking available in the Santa Fe Parking Garage
on E.K. Gaylord Blvd, between Robert S. Kerr Ave. & E. Main St.

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 Frank Roesler, Public Involvement Officer at (405) 521-2350, froesler@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.)

NOTICE OF OPEN HOUSE

PLEASE TELL YOUR FRIENDS & NEIGHBORS

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) proposes to construct the Crosstown 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 an **Open House Event** at the **Cox Convention Center in Meeting Rooms 1 & 2 on the North side of the building from 6:00pm to 8:00pm**. The Open House will include information on the analysis of the four (4) proposed alternatives being considered. The purpose for the meeting is to review key findings from the environmental assessments and design as input to selecting the preferred alternative among the four.

You are encouraged to come by at your leisure; free parking will be available at the Sante Fe Parking Garage inbetween Robert S Kerr Ave. and E. Main St. on EK Gayloard Blvd.

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

Open House - Crosstown Boulevard
05/07/2014

DATE: May 7, 2014

TIME: 6:00 PM - 8:00 PM

LOCATION: **Cox Convention Center**
1 Myriad Gardens
Oklahoma City, OK 73102

YOUR COMMENTS / INPUT ARE WELCOME

The Oklahoma Department of Transportation, in partnership with the City of Oklahoma City, is asking citizens to take part in shaping the elements included in the future OKC Boulevard. The agencies hosted a public meeting May 7th and are providing information on design alternatives (left side of the page) along with a Comment Form. The official project comment period continues through June 13th.

COMMENTS

Comment Form
(PC and Mac only)

Description:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) proposes to construct the Crosstown 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 an Open House Event at the Cox Convention Center in Meeting Rooms 15 & 16 on the North side of the building from 6:00pm to 8:00pm. The Open House will include information on the analysis of the four (4) proposed alternatives being considered. The purpose for the meeting is to review key findings from the environmental assessments and design as input to selecting the preferred alternative among the four.

You are encouraged to come by at your leisure; free parking will be available at the Sante Fe Parking Garage inbetween Robert S Kerr Ave. and E. Main St. on EK Gayloard Blvd.

The purpose of this Open House:

The purpose for the Open House is to review key findings from the environmental assessments and design as input to selecting the preferred alternative among the four.

The purpose of this 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 “Crosstown Boulevard”.

Page Intentionally Left Blank

Appendix C: Presentation and Exhibits

Crosstown Boulevard
ODOT Open House Meeting
May 7, 2014

The Oklahoma Department of Transportation

and

MacArthur Associated Consultants, LLC.

Welcome!

- Tonight's meeting is in an open house format.
- You are free to come and go as you please. There will be no formal presentation.
- Staff members are available around the room to help answer any questions.
- This presentation offers a history of the project, what's been done and where we're headed.
- We ask that you please fill out the comment card with your comments.

The City of Oklahoma City

MacArthur Associated Consultants, LLC.

Purpose of this Meeting

- Review the project history
- Review how your input was used and incorporated into the project
- Review the technical analyses that was done to understand the social, economic and environmental effects that may result from the project's implementation
- Collect feedback on the proposed alternatives to help identify the best one for our city

Purpose of the Project

- Implement the final phase of the I-40 Crosstown Relocation Project
- Re-establish connectivity to the Downtown Central Business District
- Among the alternatives, help identify the best alternative for the “Crosstown Boulevard”

Background

How Did We Get Here?

The original Environmental Impact Statement (EIS) submitted for I-40 in 2001 and approved in 2002 called for a boulevard that would be constructed on the existing right-of-way of the old I-40 facility extending from the I-235 Interchange west to tie into the new I-40 alignment.

Why is the Project Needed?

The purpose of the boulevard and the alternatives is to address three things:

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

Need for the Project

Traffic operations on the new I-40 Crosstown depends on having additional access points into downtown

Since opening the new I-40 Crosstown in 2012, local traffic entering downtown has been limited to four locations

The Crosstown Boulevard will help add access points to downtown and separate through and local traffic

For this reason, the Crosstown Boulevard is needed to improve traffic operations on I-40 and restore downtown access points

Need for the Project

- Recent downtown development trends in OKC have focused on transit, pedestrian, and bicycle travel modes
- Numerous new and redevelopment projects have resulted from MAPS and Oklahoma City planning including:
  - Chesapeake Arena
  - Myriad Botanical Gardens
  - Devon Tower
  - Other Oklahoma City parks
  - Bricktown Entertainment District
  - Project 180

- For this reason, bicycle and pedestrian accessibility is increasingly important

Environmental Process

National Environmental Policy Act of 1969

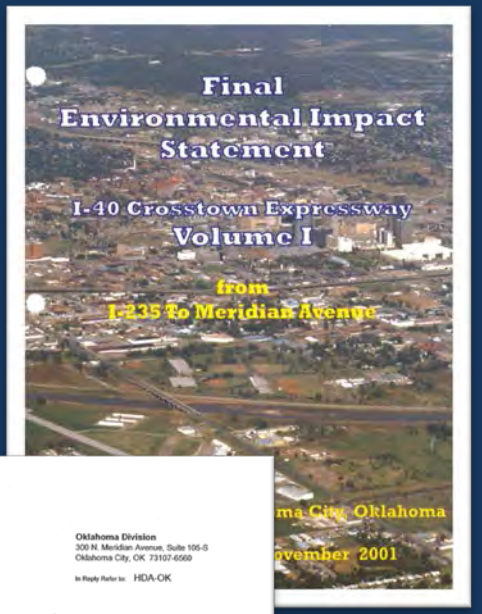
NEPA asks us to consider the environmental consequences of pending decisions prior to taking any action including:

- Spelling out a decision-making process
- Evaluating impacts – social, economic and environmental
- Coordinating with state/federal resource agencies, including tribal governments
- Providing opportunity for and considering public input
- Identifying the preferred alternative

NEPA – What's Been Done?

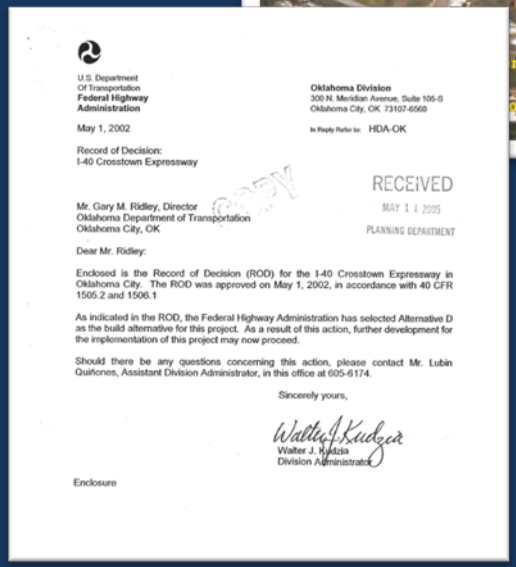
Nov 2001 - Final Environmental Impact Statement

- Included both the I-40 Crosstown Expressway and the Crosstown Boulevard Project
- Environmental Impacts studied from I-235 to Meridian Avenue, including the boulevard



May 2002 - Record of Decision allows:

- Construction of new I-40 expressway
- Construction of boulevard in existing I-40 right-of-way



U.S. Department
Of Transportation
Federal Highway Administration

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

May 1, 2002

In Reply Refer to: HDA-OK

Record of Decision:
I-40 Crosstown Expressway

RECEIVED
MAY 1 4 2002
PLANNING DEPARTMENT

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

Dear Mr. Ridley:

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

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

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

Sincerely yours,

Walter J. Kwiatkowski
Division Administrator

Enclosure

NEPA – Current Effort

- Given public interest in the Crosstown Boulevard, ODOT is developing an Environmental Assessment

- This is being done to evaluate four alternatives and their impacts to downtown, and assess which best reflects adopted local development plans

We are here to listen and help make an informed decision.

We are not starting over, rather re-evaluating the things we know have changed.

Environmental Assessment

The City of Oklahoma City

MacArthur Associated Consultants, LLC.

Environmental Assessment Elements

Updated studies including:

- Traffic analyses
- Historic resources analyses
- Noise impacts
- Land use and economic impacts
- Socio-economic impacts
- Indirect and cumulative impacts
- Other resource areas arising as the result of public and agency comments

What We Have Done Since Our Last Meeting

- Revised the project Purpose and Need reflecting downtown changes
- Developed and reviewed additional alternatives in response to your comments
- Re-evaluated key environmental impacts
- Documented and addressed public and agency involvement
- Evaluated the alternatives

What We Heard & How it was Addressed

Bicycle and pedestrian access is important

- Project Purpose and Need was revised to incorporate the need for bicycle and pedestrian accessibility.
- Bicycle and pedestrian friendly alternatives were added and impacts evaluated.

Adjacent land use is changing

- Met with the city and local stakeholders to understand these changes better and how the project could affect or accommodate these changes.

The city is much different since 2002

- We agree. The current Environmental Assessment serves to update many of the analyses completed for the previously approved Environmental Impact Statement.

Alternatives Information

The City of Oklahoma City

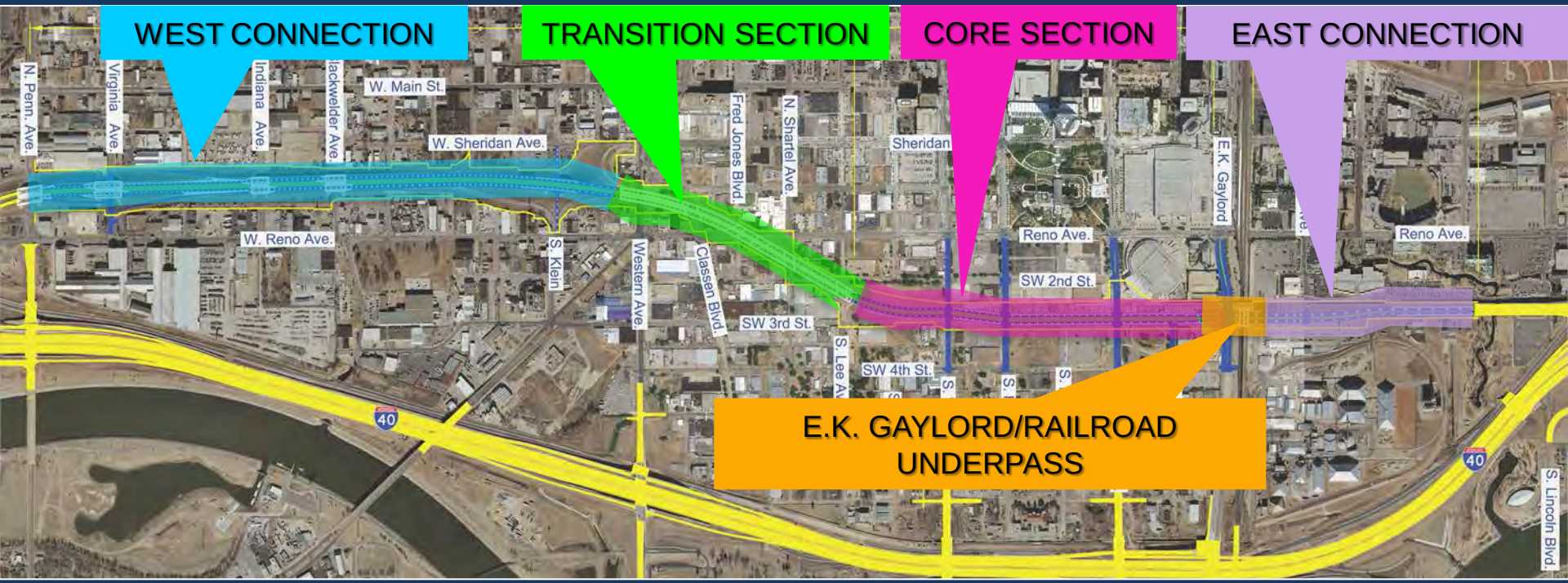
MacArthur Associated Consultants, LLC.

General Information

- Alternative A was approved in the I-40 Crosstown Environmental Impact Statement - Record of Decision. It is the baseline
- Alternatives B, C and D resulted from OKC and public input
- None of the alternatives displaces residents or commercial establishments because they occur primarily within transportation right-of-way
- Operations on the newly constructed I-40 depend on the Crosstown Boulevard being implemented

Alignment Details

- Boulevard extends from Pennsylvania Ave to Byers Ave
- Includes five sections



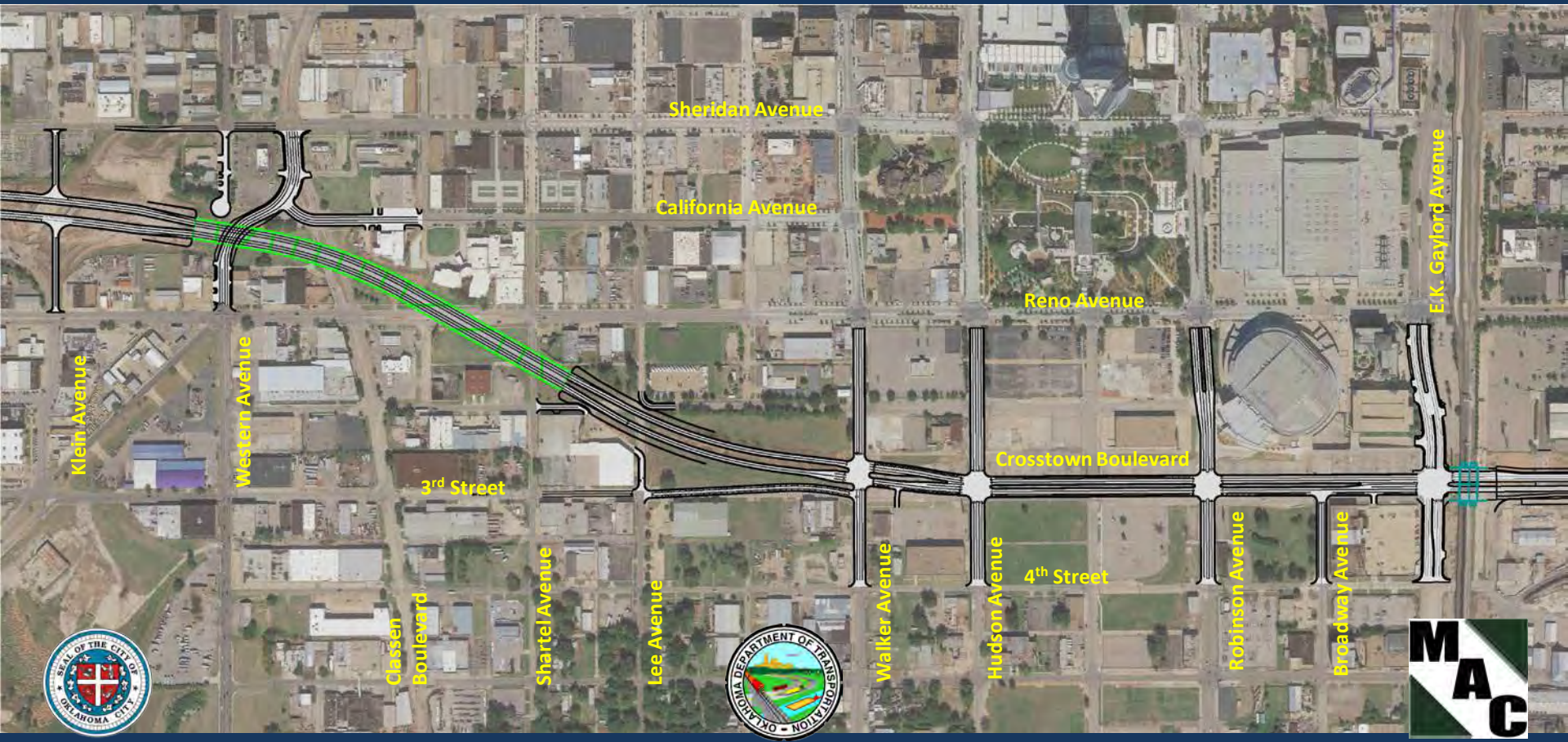
Alternative "A" / 6-Lane

- Original configuration
- Wide median
- Left – turn lanes

- Bridge/retaining wall configuration Western Avenue to Lee Street
- Least desirable for bicycles/pedestrians

Alternative "B" / 4-Lane

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



Alternative "C" / 4-Lane OKC

- Street side parking
- Variable width Median
- Minimize left – turn lanes
- Reduces the amount of bridge needed
- Bridge/retaining wall configuration Western Avenue to Reno Avenue
- Desirable for bicycles/pedestrians

Alternative "D" / The Grid

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

Environmental Findings

Environmental Screening

The following environmental resources were evaluated as part of the Environmental Assessment:

- Bicycle/Pedestrian Accessibility
- Air Quality
- Cultural Resource Impacts
- Noise Sites Exceeding Policy Levels
- Indirect and Cumulative Impacts
- Hazardous Waste Sites of Concern
- Natural Resources
- Social and Community Impacts

Bicycle and Pedestrian Connectivity

- Alternative D offers the most connectivity to the existing street network, has the shortest intersection crossing distances and the slowest traffic speeds – providing good options for bicyclists and pedestrians
- Alternative C also has slower vehicle speeds and some of the shorter intersection crossing distances – it, too, creates a more pleasant and safer environment for all road users
- Alternative A is the least bicycle and pedestrian friendly alternative

Air Quality

- None of the alternatives would affect regional air quality levels, as they would not affect regional vehicle miles traveled
- Several intersections in the study area are predicted to have poor traffic conditions in both 2015 and 2040 and have the potential for elevated local pollutant emissions
  - Alternative A provides the least amount of impact to air quality through the year 2040
  - Alternatives B and C perform well through 2040
  - Alternative D would have the most number of intersections with poor traffic operations

Cultural Resource Impacts

- All alternatives have the potential to affect the elevated Santa Fe Raised Railroad tracks, a property which has been determined eligible for inclusion in the National Register of Historic Places as a contributing element of the Santa Fe Depot Historic District - consultation is ongoing regarding effects to this property
- Consultation to date has resulted in concurrence that there is no additional direct or indirect impact to historic properties
- Bridge structures for Alternatives A, B, and C were evaluated for visual impacts and were found to have no negative visual impacts

Traffic Noise Study Findings

- Noise measurements and computer modeling were conducted at 15 receptor sites - all of which represent noise sensitive receptors defined as FHWA Noise Abatement Criteria (NAC)
- Based on the preliminary analysis of the future condition, all the alternatives have two receptors exceeding the noise levels for these sensitive receptors
- Noise mitigation for the two affected receptors was considered in a form of a free standing noise wall placed within the boulevard's right-of-way and determined to exceed the reasonable cost per benefitted receptor allowed under the ODOT Noise Policy
- Since impacts are the same for all alternatives and noise mitigation is not recommended, all four alternatives scored the same

Natural Resources

- Since all four alternatives occur mostly on existing right-of-way in a heavily urbanized downtown area, no wetland or waters of the US will be affected
- Additionally, no potential habitat for federal or state listed threatened or endangered species was identified
- No floodplain encroachment is anticipated because of the existing impervious nature of the area

Hazardous Materials

- Potential impacts to soils and/or groundwater were identified at multiple locations
- Appropriate mitigation efforts will be taken to manage contaminated materials excavated and removed
- Hazardous material sites identified were related to former auto repair, painting, electricity generation, oil refining, and filling stations
- All alternatives were given a “good” score in the evaluation matrix because the impacts would be comparable and manageable

Social and Community Impacts

- None of the alternatives would result in residential or commercial displacement
- None of the alternatives would disrupt community connectivity
- Alternative A is the least likely to improve community connectivity
- Since all alternatives occur mostly within existing right-of-way, no adverse effects are expected to low income or minority populations

Cumulative and Indirect Impacts

- Alternatives A, B, and C acquire approximately 0.3 acres of land
- Indirect impacts make available between 17 to 27 acres of right-of-way for potential land development
- All alternatives involve changes to the elevated BNSF railway tracks which are part of the Sante Fe Depot Historic District
- Alternatives A, B, and C are anticipated to have beneficial/positive indirect and cumulative visual effects
- Alternative D is not expected to have indirect or cumulative visual effects

Environmental Screening Matrix

- The Environmental Screening Matrix on the next slide is also available for display at tonight's meeting.

The screening shows that Alternative C best meets the project's Purpose and Need and is most compatible with current planning efforts in Oklahoma City.

Environmental Matrix

Category	Alternative A	Alternative B	Alternative C	Alternative D
Meets Purpose and Need				
Alleviate Traffic on the New I-40 Crosstown	4	4	4	1
Restore Lost Vehicular Access to Downtown	4	4	4	1
Provide Pedestrian and Bicyclist Accessibility	1	4	4	4
Pedestrian/Bike (Accessibility)	1	3	3	4
Air Quality				
Regional Impact	4	4	4	4
Local Impact - 2015	4	3	3	1
Local Impact - 2040	4	3	3	1
Cultural Resource Impacts	3	3	3	3
Potential Section 4(f) Use*	3	3	3	3
Noise Sites Exceeding Policy Levels	4	4	4	4
Indirect and Cumulative Impacts				
Opportunities for Development	1	1	3	4
Consistency with Locally Approved Plans	4	4	4	1
Visual Assessment				
Downtown Transitional District	3	3	4	1
Downtown Business District	3	4	3	1
Hazardous Waste Sites of Concern	3	3	3	3
Biological Resources				
Wetland Impacts	4	4	4	4
Stream Crossing Impacts	4	4	4	4
Anticipated Threatened & Endangered Species Impacts	4	4	4	4
Floodplain Encroachments	4	4	4	4
Potential Displacement / Relocation	4	4	4	4
No Environmental Justice Impacts	4	4	4	4
Total	70	74	75	60

* - coordination between FHWA, ODOT and the State Historic Preservation Officer is under way regarding potential impacts to the elevated BNSF Railway tracks which is part of the Sante Fe Depot Historic District.

LEGEND	1 - Worst	2 - Bad	3 - Good	4 - Best

Totals - Highest number is best

Engineering Findings

The City of Oklahoma City

MacArthur Associated Consultants, LLC.

Engineering Analysis

A variety of factors were considered when evaluating the concepts developed for the Crosstown Boulevard including the following:

- Estimated Construction Costs—Determining preliminary costs associated with construction, including improving the intersecting roadways
- Traffic Functionality After Construction—Identifying the traffic service of each alternative and the impact on the adjacent street network
- Impacts to Right-of-Way— Identifying additional right-of-way that would be required

Engineering Analysis

- Constructability—Outlining construction issues that would result in additional cost or construction/disruption time
- Traffic Impacts During Construction—Reviewing traffic effects during construction and determining where traffic would be allowed while construction occurs
- Consistency with Local Planning—Reviewing stakeholders' project objectives
- Environmental impacts—Considering the overall environmental, social, and economic impacts on the natural and built environments

Estimated Construction Costs

- Alternative A is the most costly because of the long bridge and pavement width
- Alternative D is the least costly because it would have no bridges and less pavement

Traffic After Construction

- Alternative A moves traffic most efficiently through the system and would have the least delays at key intersections
- Alternative D is the least efficient at moving traffic. It would have the most delays at key intersections and affects more area intersections

Impacts to Right-of-Way

- All alternatives would stay mostly on existing state and city right-of-way.
- All alternatives would require some additional right-of-way for the Oklahoma Avenue connection.
- None of the additional right-of-way would result in residential or commercial displacements.
- Alternatives A, B and C would require additional right-of-way for the Western Avenue/Classen Boulevard realignment.

Constructability

- Alternatives A and B would be more difficult to construct than Alternatives C and D because of the large complex bridge carrying traffic over the city streets.

Traffic Impacts During Construction

- Alternatives A and B will affect the least amount of traffic during construction because they have the most construction in areas that are not currently used as streets.
- Alternative D will affect the most amount of traffic during construction because nearly all of the construction will take place on existing streets.

Consistency with Local Planning

- Alternative C is the most consistent with local downtown planning. This includes the proposed Convention Center and Downtown Park. It is also consistent with the City's desire to provide multi-modal facilities friendly to pedestrians and bicycle riders.

Engineering Concept Matrix

- The Engineering Concept Matrix on the next slide is also available for display at tonight's meeting.

The matrix shows that Alternative C is the most acceptable alternative for the Crosstown Boulevard Project.

Engineering Concept Matrix

Concept Matrix				
Category	**Alternative A**	**Alternative B**	**Alternative C**	**Alternative D**
Estimated Construction Cost	1	2	3	4
Traffic Functionality After Construction	3	2	4	1
Impacts to Right-of-Way	3	3	3	4
Constructability	3	3	4	4
Traffic Impacts During Construction	4	4	3	2
Consistency to Local Planning	2	3	4	1
Environmental	2	3	4	1
Total	18	20	25	17

Alternative C is the most consistent with local planning objectives and best meets the Purpose and Need for the Crosstown Boulevard

LEGEND	1 - Worst	2 - Bad	3 - Good	4 - Best

Rankings are a comparison of the alternatives to each other
Totals - Highest number is best

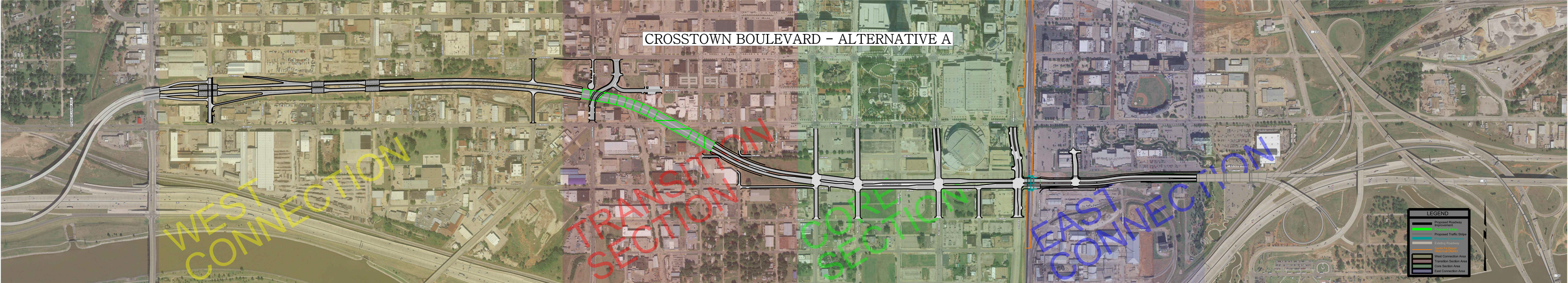
What's Next?

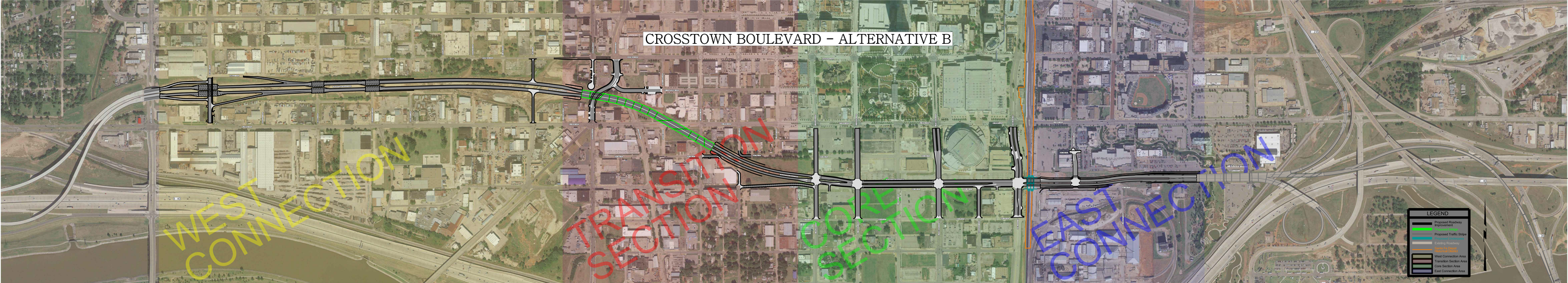
The City of Oklahoma City

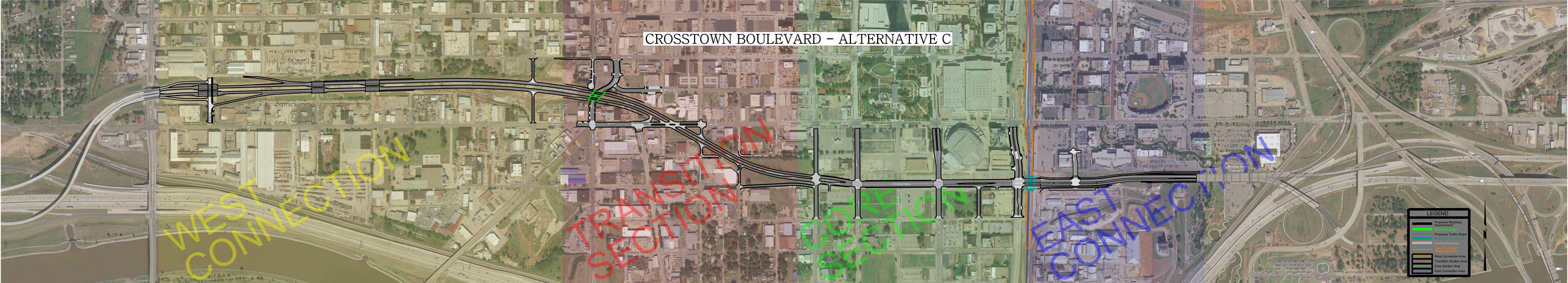
MacArthur Associated Consultants, LLC.

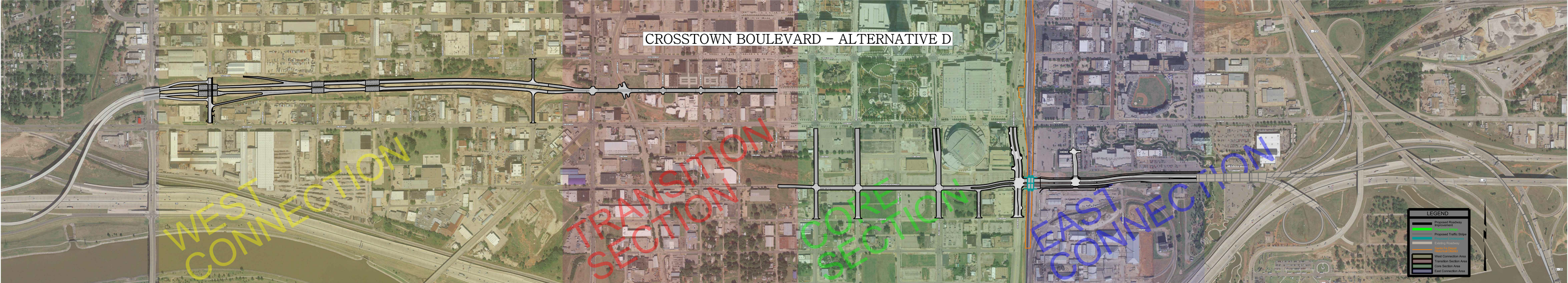
Next Steps

- Address public and agency comments we receive this evening
- Identify the preferred alternative in the Environmental Assessment
- Hold a public hearing on the preferred alternative
- ***Finish what we started with I-40 by breaking ground on the Crosstown Boulevard***


CROSSTOWN BOULEVARD – ALTERNATIVE A
WEST CONNECTION
TRANSITION SECTION
CORE SECTION
EAST CONNECTION
LEGEND
Proposed Roadway Improvement
Proposed Traffic Stripe
Existing Roadway
Existing Stripe
West Connection Area
Transition Section Area
Core Section Area
East Connection Area


CROSSTOWN BOULEVARD – ALTERNATIVE B
WEST CONNECTION
TRANSITION SECTION
CORE SECTION
EAST CONNECTION
LEGEND
Proposed Roadway Improvement
Proposed Traffic Stripe
Existing Roadway
Existing Stripe
West Connection Area
Transition Section Area
Core Section Area
East Connection Area


CROSSTOWN BOULEVARD – ALTERNATIVE C
WEST CONNECTION
TRANSITION SECTION
CORE SECTION
EAST CONNECTION
LEGEND
Proposed Roadway Improvement
Proposed Traffic Stripe
Existing Roadway
Existing Stripe
West Connection Area
Transition Section Area
Core Section Area
East Connection Area


CROSSTOWN BOULEVARD – ALTERNATIVE D
WEST CONNECTION
TRANSITION SECTION
CORE SECTION
EAST CONNECTION
LEGEND
Proposed Roadway Improvement
Proposed Traffic Stripe
Existing Roadway
Existing Stripe
West Connection Area
Transition Section Area
Core Section Area
East Connection Area

Concept Matrix

Category	Alternative A	Alternative B	Alternative C	Alternative D
Estimated Construction Cost	1	2	3	4
Traffic Functionality After Construction	3	2	4	1
Impacts to Right-of-Way	3	3	3	4
Constructability	3	3	4	4
Traffic Impacts During Construction	4	4	3	2
Consistency to Local Planning	2	3	4	1
Environmental	2	3	4	1
Total	18	20	25	17

LEGEND	1 - Worst	2 - Bad	3 - Good	4 - Best

Rankings are a comparison of the alternatives to each other
Totals - Highest number is best

Environmental Matrix

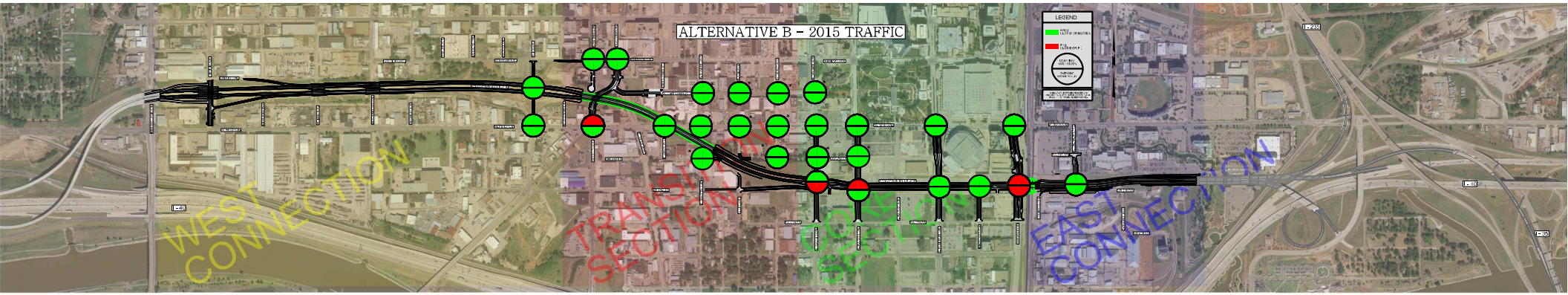
Category	Alternative A	Alternative B	Alternative C	Alternative D
Meets Purpose and Need				
Alleviate Traffic on the New I-40 Crosstown (Yes/No)	Yes	Yes	Yes	No
Restore Lost Vehicular Access to Downtown (Yes/No)	Yes	Yes	Yes	No
Provide Pedestrian and Bicyclist Accessibility (Yes/No)	No	Yes	Yes	Yes
Pedestrian/Bike (Accessibility)	Least	Moderate	Moderate	Most
Air Quality				
Regional Impact (Yes/No)	No	No	No	No
2015 – AM Intersections with Poor LOS (#)	6	6	7	11
2015 – PM Intersections with Poor LOS (#)	4	5	6	9
2040 – AM Intersections with Poor LOS (#)	9	10	10	19
2040 – PM Intersections with Poor LOS (#)	10	11	11	20
Cultural Resource Impacts (#)	1	1	1	1
Potential Section 4(f) Use* (Yes/No)	Yes	Yes	Yes	Yes
Noise Sites Exceeding Policy Levels (#)	4	4	4	4
Indirect and Cumulative Impacts				
Opportunities for Development (range: 1 to 3 = lowest to highest)	1	1	2	3
Consistency with Locally Approved Plans (Yes/No)	Yes	Yes	Yes	No
Visual Assessment				
Downtown Transitional District (range: 1 to 3 = least to most visual improvements)	2	2	3	1
Downtown Business District (range: 1 to 3 = least to most visual improvements)	2	3	2	1
Hazardous Waste Sites of Concern (#)	21	21	21	11
Biological Resources				
Wetland Impacts (#)	0	0	0	0
Stream Crossing Impacts (#)	0	0	0	0
Anticipated Threatened and Endangered Species Impacts (Yes/No)	No	No	No	No
Floodplain Encroachments (#/acres)	0/0	0/0	0/0	0/0
Potential Displacement / Relocation (#)	0	0	0	0
Disproportionate or Adverse Environmental Justice Impacts (Yes/No)	No	No	No	No

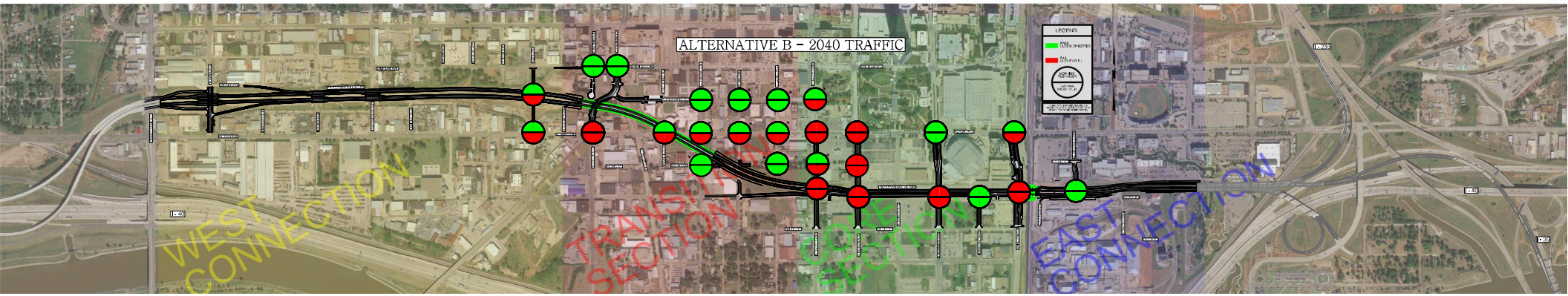
* - coordination between FHWA, ODOT and the State Historic Preservation Officer is under way regarding potential impacts to the elevated BNSF Railway tracks which is part of the Santa Fe Depot Historic District.

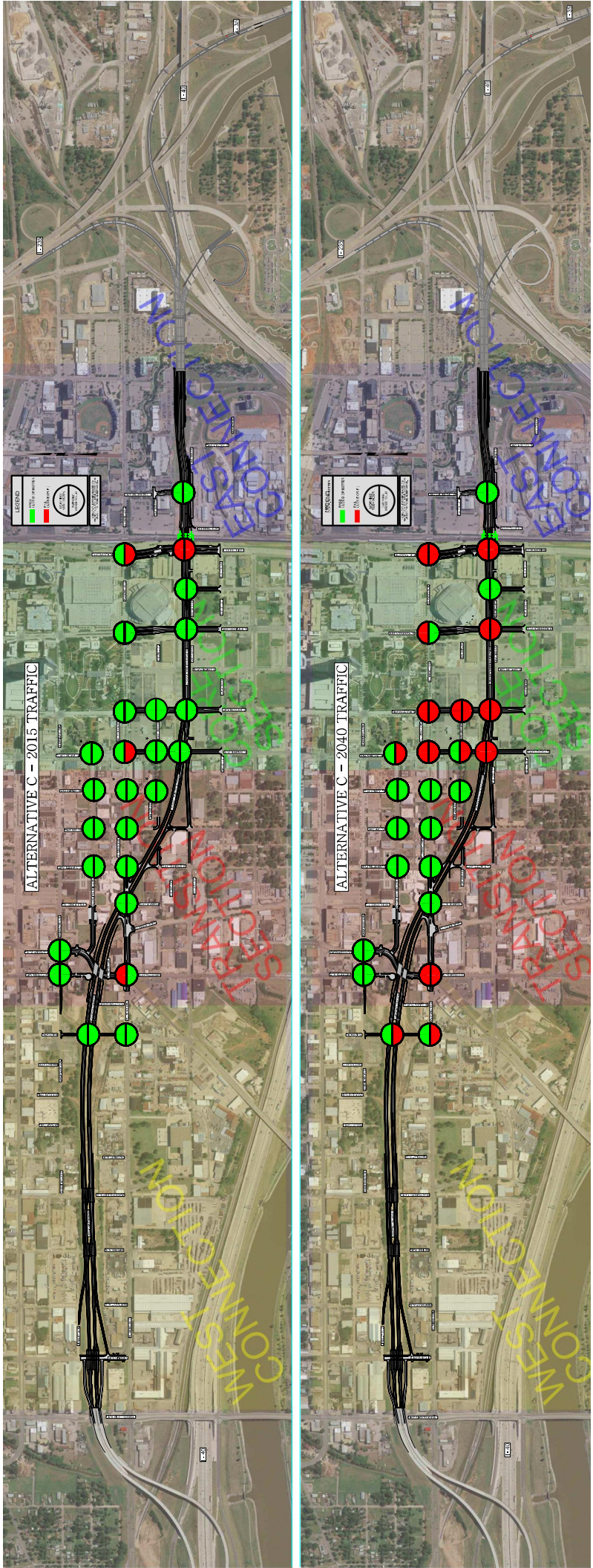
LEGEND: Worst Condition | Bad Condition | Good Condition | Best Condition

ALTERNATIVE A – 2015 TRAFFIC
EAST CONNECTION
TRANSIT STATION
WEST CONNECTION

ALTERNATIVE A – 2040 TRAFFIC
EAST CONNECTION
TRANSIT STATION
WEST CONNECTION


ALTERNATIVE B – 2015 TRAFFIC
LEGEND
WEST CONNECTION
TRANSITION SECTION
CORE SECTION
EAST CONNECTION


ALTERNATIVE B – 2040 TRAFFIC
LEGEND
WEST CONNECTION
TRANSITION SECTION
CORE SECTION
EAST CONNECTION


ALTERNATIVE C – 2015 TRAFFIC
ALTERNATIVE C – 2040 TRAFFIC
WEST CONNECTOR
TRANSIT SECTION
NORTH CONNECTION

ALTERNATIVE D – 2015 TRAFFIC
LEGEND
NC-LCONNECTOR
EAST CONNECTOR
TRANSVERSAL
WEST CONNECTOR

ALTERNATIVE D – 2040 TRAFFIC
LEGEND
NC-LCONNECTOR
EAST CONNECTOR
TRANSVERSAL
WEST CONNECTOR

Appendix D: Handouts

Page Intentionally Left Blank

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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:

EMAIL ADDRESS:

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

Please submit comments by: 06/13/2014

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

"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."

ADDITIONAL INFORMATION

- Crosstown Boulevard -

FREQUENTLY ASKED QUESTIONS

Why is ODOT planning this project?

The OKC Boulevard is part of the original concept for the relocation and reconstruction of Interstate 40 in Oklahoma City. Improved safety and design standards on the new I-40 resulted in a reduction of exits serving downtown. The boulevard's purpose is to reestablish access that was lost to downtown Oklahoma City.

If the Boulevard was part of the I-40 project, why is ODOT looking at alternatives?

The OKC Boulevard was approved in the environmental process for I-40 that was completed in 2002. Because of new developments in Oklahoma City in the last 12 years, ODOT and FHWA were asked to re-examine the alternatives for the Boulevard. This effort to re-evaluate design alternatives for the OKC Boulevard portion of the project is being conducted in an Environmental Assessment process to provide structure and assist in the evaluation and documentation of the decision making process.

What Alternatives are being considered?

- *Alternate A*, a 6 lane facility that closely follows the original I-40 route and has a center median through its entire length. It includes a bridge spanning Western, Classen, and Reno in order to maintain traffic flow on these streets. This is the original Boulevard plan from the I-40 environmental process, but is modified to realign Western Avenue onto Classen, a traffic enhancement identified in the City of Oklahoma City's 2012 study. This alternate is the baseline with which to compare the other alternatives.
- *Alternate B*, a reduced capacity option (4 lanes, instead of 6 lanes) identical to A, but includes on street parking in the Core Section, from Walker Avenue to Sheilds /E.K. Gaylord Boulevard. It includes a bridge spanning Western, Classen, and Reno in order to maintain traffic flow on these streets. As with Alternate A, it is modified to realign Western Avenue onto Classen, a traffic enhancement identified in the City of Oklahoma City's 2012 study.
- *Alternate C*, a reduced capacity option (4 lanes) with a bridge over Western only, with a full intersection connection at Reno Avenue and more street level access to the boulevard west of Walker Avenue, recommended to ODOT by studies performed by the City of Oklahoma City. This alternative has a center median through all of the sections except for the Core Section, to accommodate left turn lanes at intersections. The Core Section also has on-street parking. The transition section of this alternate was supported by Oklahoma City Council resolution adopted January of 2013.
- *Alternate D* includes connections to the existing city streets system after the interstate transition areas, with minimal changes to the existing street network. The West Connection will be the same as in Alternative C, but the transition section will converge with the existing California Avenue at Western Avenue. On the east, the Boulevard will use the existing 3rd Street. This alternate was developed through the public comment process.

Will the Boulevard be an expressway?

No. All the alternatives under consideration will operate as city streets, owned and operated by the City of Oklahoma City. Vehicle speeds will vary from near 65 mph at the I-40 off ramp near Agnew, to 45 mph west of Klein, to 25 mph through the Transition Section. Alternatives A, B, and C continue as a low-speed, 25 mph, urban street section through the convention and central park area, connecting on the east end through Bricktown, to the connection area for interstate access to I-235 and I-40. Alternate D includes the connection areas on each end, tying into the existing street network. No new streets would be constructed through the Core Section. Posted speed limits for Alternate D outside of the transitions will be the same as today.

Why aren't bike, pedestrian, and transit features shown on the alternatives at this point to help with a more informed body of public comments?

Bike accommodations will be included in the preferred alternative, consistent with the most current Oklahoma City Bike Transportation Plan. Pedestrian and transit features like bus stops will be included in the preferred alternative selected by the environmental process, independent of which alternative is selected. The scale of the maps makes depicting all bike and pedestrian features difficult. Other visual tools are currently being developed to assist the public. Additionally, the Boulevard will be able to accommodate the planned Oklahoma City Streetcar should the route be expanded in the future.

Will trucks be allowed on the Boulevard?

Semi-truck and delivery truck access are important to commercial businesses, and would be expected to use public streets. The operation of the Boulevard will be subject to the City of Oklahoma City ordinances.

What are the differences between the alternatives?

Visual tools and artist renderings are being developed to assist the public. The following table may assist in explaining the major design features of each Alternate, by section. Please refer to public meeting graphics and additional information posted on the website.

Alternate	Section	# of Traffic Lanes	Median Width	Bridge Length	Speed Limit (mph)	Elevated Roadway	On street Parking	Pedestrian Features
Alternative A	West Connection	6	42'	NA	45	Partial	No	No
	Transition Section	6	22'	1600'	25	Yes	No	Sidewalks Crosswalks
	Core Section	6	22' to 33'	NA	25	No	No	Sidewalks Crosswalks
	East Connection	5	20'	Rail Road Underpass	45	Partial	No	Sidewalks Crosswalks
Alternative B	West Connection	4	42'	NA	45	Partial	No	No
	Transition Section	4	30'	1600'	25	Yes	No	Sidewalks Crosswalks
	Core Section	4	30' to 12'	NA	25	No	Yes	Sidewalks Crosswalks
	East Connection	5	20'	Rail Road Underpass	45	Partial	No	Sidewalks Crosswalks
Alternative C	West Connection	4	42'	NA	45	Partial	No	No
	Transition Section	4	42' to 30'	100'	25	Yes - Only at Bridge	No	Sidewalks Crosswalks
	Core Section	4	0' to 30'	NA	25	No	Yes	Sidewalks Crosswalks
	East Connection	5	20'	Rail Road Underpass	45	Partial	Yes	Sidewalks Crosswalks
Alternative D	West Connection	4	42'	NA	45	Partial	No	No
	Transition Section (California Ave)	4	NA	NA	25	No	Existing	Existing
	Core Section (3rd Street)	4	NA	NA	25	No	Existing	Existing
	East Connection	5	20'	Rail Road Underpass	45	Partial	No	Sidewalks Crosswalks

West Connection: From I-40 ramps near Pennsylvania east to Western Avenue
Transition Section: From Western Avenue east to Walker Avenue
Core Section: From Walker Avenue east to Shields/E.K. Gaylord Boulevard
East Connection: Shields/E.K. Gaylord Boulevard east to I-40 ramps

Why is ODOT suggesting changes to city streets like Classen and Exchange, and Lee and Shartel, shown as part of the alternates?

The changes to city streets in the Transition Section were developed by the City of Oklahoma City with the assistance of independent consultants, considering traffic operations and land use forecasts. The consolidation of Western and Classen allows for improved traffic flow and a shorter bridge over Western Avenue on the Boulevard. An option to close Exchange Avenue was recommended due to a number of reasons. These include the safety concerns a large 5-leg approach intersection would have, the limited access it provides as a result of being one-way only, and the fact that affected businesses have access on the existing N-S or E-W city streets. At the City's request, Alternate C was carried forward into the environmental process, along with these local street modifications. Alternates A and B also include these city street modifications.

Specific comments concerned with restoring full intersection access at Shartel Avenue or Lee Avenue are also being considered and evaluated.

What is the environmental process?

The environmental process, or NEPA process, is the decision-making process that assesses the environmental impacts of a project and is required before federal funds are approved to be used for a project. It requires alternative courses of action be evaluated and decisions made in the best overall public interest based on the balanced consideration of the need for safe and efficient transportation, of the social, economic, and environmental effects of the proposed improvement, and environmental protection goals. The process involves coordination with the public and other agencies, as well as technical studies to inform the decision-makers.

Who are the decision-makers?

Transportation decision making for this project is a collaborative process which relies on cooperation between ODOT, the City of Oklahoma City, and Federal Highway Administration. Final approval of federal funds for this project resides with FHWA.

Why do you ask for public comments so many times?

The environmental process calls for early and continuing consultation with interested parties and others to advise and inform to achieve the following:

- To determine which aspects of the proposed action have the potential for social, economic, or environmental impact
- To identify alternatives and measures which might mitigate adverse environmental impacts
- To identify other environmental review and consultation requirements to be performed.

ODOT and FHWA use public comments to accomplish these goals.

The next opportunity for public comment after June 13, 2014 will be during the Public Hearing period, anticipated by the end of the year. This occurs after the Environmental Assessment and all technical reports have been approved and made available to the public and interested agencies for review.

What is the Boulevard's potential effect to the historic Santa Fe Depot?

While the Boulevard project will not affect the Santa Fe Depot itself, it has the potential to adversely affect the Santa Fe Depot Historic District by constructing an underpass through the concrete retaining wall that elevates the tracks. The historical documentation from the era, however, establishes the desire for an underpass at this location in the original plans. The underpass was later eliminated due to financial and engineering constraints, but is acknowledged in the final design approval from the Corporation Commission report that, "…it shall be expressly understood that the Santa Fe at any time in the future upon the demand of public authority or the City shall permit the opening of subways at Sixth Street and Noble Avenue (now 3rd Street), or either or both…". The proposed use of the wall elevating the rail, is consistent with the intended use of the structure – to facilitate the movement of traffic in Oklahoma City. Constructing an underpass here for the Boulevard is consistent with the original design of the elevated rail. ODOT and FHWA are consulting with the Oklahoma State Historic Preservation Office regarding the potential affect.

How will the boulevard project effect future rail use of the Santa Fe Depot?

The design of the new Boulevard accommodates the possible future expansion of rail operations at the Santa Fe Depot by providing adequate clearance for the Boulevard under the existing and future railroad tracks.

When will we see all of the final reports and documents?

The environmental assessment and technical reports will be available, when approved by FHWA, anticipated to be later this year. The public hearing will be scheduled at that time.

What is the timeline for the environmental process? Can the time to plan this important project be extended?

The timeline for the environmental process varies based on the complexity of the project. The time required for this project depends on the time necessary to address public and agency comments, as well as time required to develop and complete technical reviews. The Public Hearing is anticipated later this year.

How is my vote counted?

The environmental process is not a voting process, but a process where projects are evaluated based on objective criteria and analyzed based on the social, economic, and environmental effects. Public comments are used to identify concerns that need to be evaluated and to help identify alternatives and measures which might mitigate adverse effects.

How can I make my voice heard?

Comments are accepted throughout the environmental process, however, in order to be fully considered in the technical review, comments should be submitted by June 13, 2014. Comments can be submitted by the following means:

- ODOT Website: http://www.odot.org
- Email: m-coordinator@odot.org
- In writing to: Public Involvement Program
  200 NE 21st Street, RM: 3A7
  Oklahoma City, OK 73105

How much money is available for this project?

There is $38 million programmed in ODOT's current 8 Year Construction Work Plan for the remaining work on the OKC Boulevard.

What happens after the environmental process is completed? When will construction start?

Once a final decision is made and approved by FHWA, ODOT will have final design plans developed, and Oklahoma City will acquire any necessary right-of-way to construct the selected alternative. Any utilities in conflict with construction will need to be relocated, and only then can construction begin on the project.

What are the criteria that were used in judging the alternatives?

Criteria include how well each alternative meets the purpose and need for the project, and the social, economic and environmental effects of each alternative, as well as cost, traffic function both during and after construction, right-of-way impacts, constructability, and consistency with local planning.

Does the City of Oklahoma City even want a Boulevard?

The original concept of the Boulevard was developed in collaboration with the city, to address the city's concerns with potential impacts of moving the interstate during the original I-40 project development process. ODOT and the City of Oklahoma City continue to be partners in the effort to restore critical access to the downtown area, consistent with all the city's plans and vision for the area.

Why is there so much elevated roadway on the west end?

There are many reasons why the dirt fill and bridges cannot simply be removed and replaced with signalized intersections for the Boulevard. The reasons focus on safety and traffic needs.

The design concept of the West Connection area is controlled by both design standards like maximum vertical grades, and required clearances over railroads and streets, safety requirements like stopping sight distance (how far it takes for a vehicle to slow or stop to avoid a collision with a stopped, turning or crossing vehicle), and intersection proximity (intersections need to be far enough apart that cars and trucks can maneuver and clear the intersection safely).

Design standards require the exit and entrance ramps from Interstate 40 to the Crosstown Boulevard be over the railroad on the east end of ramps. The distance between the railroad and Pennsylvania Avenue is too small to safely achieve a signalized intersection at Pennsylvania and the new Boulevard. The grade would be too steep, and not enough distance would be available to stop at the intersection. Also, a signalized intersection at Pennsylvania or Virginia Avenue and the boulevard would result in cars and trucks being held at the light for crossing traffic, queuing and backing up stopped traffic onto the ramp and interstate, a very dangerous situation. Pennsylvania is an important north-south arterial street and cannot be blocked, so the Boulevard must go over Pennsylvania on a bridge, which is called "grade separated". Local access to the West Connection is important, in order to serve the existing industrial and commercial properties in the area. Since access cannot be provided safely by a signalized intersection as explained, a bridge over Virginia Avenue and on and off ramps to and from the Boulevard are the only option to keep traffic safely operating on both Virginia and the Boulevard simultaneously.

Indiana Avenue is the next north-south street crossing with the Crosstown Boulevard. The eastbound Boulevard ramp from Virginia, and the westbound off ramp to Virginia creates a weaving conflict point where an intersection would be placed, creating unacceptable safety concerns, due to the likelihood of rear-end and side-swipe collisions. To preserve existing north-south traffic uninterrupted on Indiana, the Boulevard must go over Indiana on a bridge.

Blackwelder is the next north-south city street. Its proximity to a bridge over Indiana Avenue make a signalized intersection unsafe because the vertical grade required to get to street level at Blackwelder causes inadequate stopping site distance. To preserve existing north-south traffic uninterrupted on Blackwelder, the Boulevard must go over Blackwelder on a bridge.

East of Blackwelder, the land use is generally large tract industrial, and none of the city streets provide more than local access between Sheridan and Reno. When Interstate 40 was located in the corridor, local traffic in the area was served by access at Klein Avenue. Due to local land uses and existing traffic, adding a signalized intersection is not warranted at this time, but access is provided to and from the Crosstown Boulevard by right-turn only access at Klein Avenue. If, in the future, the City of Oklahoma City determines that the needs of the area require additional access to the Boulevard, it can easily be modified.

What are the traffic models being used to evaluate the traffic? When were the counts taken? Is it the most current information?

The traffic study utilizes two standard traffic engineering methodologies to conduct intersection capacity analyses. For signalized intersections, Synchro Professional, Version 7.0, which is a software package for modeling and optimizing traffic signal timings at signalized intersections was used. For unsignalized intersections, the methodology from the 2010 (5th) edition of the Highway Capacity Manual (Transportation Research Board, 2010) was used.

The original study performed traffic counts in late 2004 and incorporated a 2% growth factor to the forecasted year of 2030. Based on the recent reduction in growth rates in vehicle miles travelled both nationally and regionally, the projected traffic for the area of boulevard for 2040 is forecasted using an approximate growth factor of 1.25%.

Since the original traffic study was conducted, the City of Oklahoma City has constructed portions of the Downtown Streetscape Project 180. The study also reviewed the traffic distribution so the volumes account for known future developments and land uses in the area. This includes information regarding land uses and developments such as the new convention center, new hotels, high-density residential and additional commercial and retail developments. Based on the information provided, traffic distribution along the Boulevard reasonably reflects the anticipated area developments and land uses.

What alternatives are eligible for federal funding?

Any alternate that is evaluated in the Environmental Assessment (EA) and selected as the preferred alternative will be **eligible** for federal funding provided the EA results in a Finding of No Significant Impact, or FONSI by Federal Highway Administration. Federal funds are allocated to ODOT directly, and to cities like Oklahoma City through Metropolitan Planning Organizations, like ACOG, the Association of Central Oklahoma Governments. Funding availability is subject to state and local matching funds requirements, other federal planning requirements, and agency budgetary constraints.

How will the selected alternative be funded?

The current agreement between the City and ODOT specifies that ODOT will allocate federal funds towards the Boulevard construction within the former right-of-way for I-40. As all alternatives under consideration include work outside the former right-of-way, it is anticipated that the project agreement will be amended after the completion of the environmental process. Funding sources and commitment of funds by ODOT and Oklahoma City will be determined at that time.

Back to Top

ALTERNATE A: ADDITIONAL INFORMATION

Alternate A Renderings

Boulevard Option A: Camera 1

Boulevard Option A: Camera 2

Boulevard Option A: Camera 3

Boulevard Option A: Camera 4

Boulevard Option A: Camera 5

Boulevard Option A: Camera 6

Visualization:

Alternate A Visualization:

Back to Top

ALTERNATE B: ADDITIONAL INFORMATION

Alternate B Renderings:

Boulevard Option B: Camera 1

Boulevard Option B: Camera 2

Boulevard Option B: Camera 3

Boulevard Option B: Camera 4

Boulevard Option B: Camera 5

Boulevard Option B: Camera 6

Visualization:

Alternate B Visualization:

Back to Top

ALTERNATE C: ADDITIONAL INFORMATION

Alternate C Renderings:

Boulevard Option C: Camera 1

Boulevard Option C: Camera 2

Boulevard Option C: Camera 3

Boulevard Option C: Camera 4

Boulevard Option C: Camera 5

Boulevard Option C: Camera 6

Boulevard Option C: Camera 7

Visualization:

Alternate C Visualization:

Back to Top

ALTERNATE D: ADDITIONAL INFORMATION

Alternate D Renderings:

Boulevard Option D: Camera 1

Boulevard Option D: Camera 2

Boulevard Option D: Camera 3

Boulevard Option D: Camera 4

Boulevard Option D: Camera 5

Boulevard Option D: Camera 6

Visualization:

Alternate D Visualization:

Back to Top

Page Intentionally Left Blank

Appendix E: Comments

DIGITAL - #₪' - #₪6 1(33$ -
" . , , $ - 32₪RECEIVED BY 3 ' $
OKLAHOMA DEPARTMENT OF
TRANSPORTATION

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Ernest Abrogar		
NAME:		
9320 S. Youngs Avenue		
ADDRESS:		
Oklahoma City	OK	73159
CITY:	STATE:	ZIP:
+1 (405) 850-6581		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

ernestabrogar@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

To Whom It May Concern:

I strongly support Alternative D for the Crosstown Boulevard in Oklahoma City. It is the best option given its site.

Us Oklahoma Citians are fortunate to have a network of highways that enable us to move in a quick and convenient fashion that belies our large area. Longtime residents and visitors alike find it easy to get from place to place here. But the following are reasons why ODOT is erroneous in thinking a highway-like boulevard is necessary for this area:

1) The key word is place -- this neighborhood of blocks just west of the CBD was not built to serve as a means to get to somewhere else; it is a place in its own right. Events, both everyday and special, are meant to take place in these blocks. Business development is meant to occur in these blocks. The more downtown land taken for highways is less downtown capable of generating activity that leads, supports, and entertains the rest of the state.

2) Motorists already have several ramps through which to enter the robust interstate system and an easy grid of city streets to access them. As a resident of south Oklahoma City, I have several options for getting home from downtown, including the I-235 S-bound 6th Street on-ramp, Shields, Walker, and Western in addition to I-40W->I44W. For extremely large events, all that is needed is temporary signage and well-publicized options by event organizers.

3) Motorists are not as inconvenienced by the street grid as some think they are. They know they are in the central city, not on an outer loop. They expect to slow down, and won't mind it if the neighborhood is redeveloped and lit well. In addition, California and Classen, with smart traffic signaling, are capable of moving traffic to the West Connection expeditiously enough.

4) As a long-time southside resident, I-240 has never been an attractive gateway for business because it is a highway first and a district second. People -- both motorists and pedestrians -- don't like looking at highways, much less working their

"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."

way around them. But they will stop and pull in if a business catches their eye. Does Oklahoma really prioritize making traffic nonexistent over economic development? Does Oklahoma City? Wasn't this the reason we eliminated the Crosstown bridge in the first place? Activity, streetlife, and business make a city major league, not its ability to make people disappear.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

jose alberola	
NAME:	
307 nw 19th	
ADDRESS:	
oklahoma city / ok / 73103	
CITY: / STATE: / ZIP:	
PHONE NUMBER:	
pepealberola@me.com	
EMAIL ADDRESS:	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: **05/21/2013**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I think the new Boulevard, especially in its central section should encourage interaction with the surrounding streets and be pedestrian and bicycle-friendly, to encourage further development of the downtown area, and to maintain the momentum of renovation in film row, the old farmer market area and the hotel 21C. To remove a freeway and then build a new one, which is what alternatives A and B propose, seems senseless. Alternative D seems barely appropriate, and I would certainly would favor a more pedestrian-friendly alternative, including a basic return to the old grid.

I also think that scheduling such an important meeting with just one week of notice is disingenuous, and makes me believe that ODOT and the City do not really want our input. You are just following the motions to pretend there was citizen involvement.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 Oklahoma City, OK

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

Larry Ball		
NAME:		
2701 Edinburgh Drive		
ADDRESS:		
Edmond	OK	73013
CITY:	STATE:	ZIP:
+1 (405) 553-2826	lgball@gmail.com	
PHONE NUMBER:	EMAIL ADDRESS:	

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I strongly urge the ODOT to consider keeping as much of this road at grade (even with the surrounding grade, not on berms) and that it not be a six lane bypass through downtown OKC. There is a need for more ingress and egress to and from downtown, but we do not need a broad thoroughfare that will divide the city. The Boulevard should be a grand entrance to the city with room for cars, bikes, streetcars and pedestrians. It should have parking available on both sides and should be designed to slow traffic down, not speed it through downtown. I believe restoring the street grid (option D) is the best option, but am OK with a continuous boulevard as long as it maximizes the at grade developable frontage and accommodates the modern pedestrian and bike friendly city we are becoming. Please don't rely on old data - traffic counts are decreasing, not increasing as you predict. I urge you to look to the future of OKC. We probably only get one shot at this - don't build another crosstown expressway that will lead to more blight and orphaned land.

I have worked in downtown OKC my entire adult life. I've seen the rise of OKC's downtown happen every day. Please don't cut our fair city in half with an outmoded and unnecessary highway in the guise of a boulevard. That would be a tragedy.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***Oklahoma City, OK***

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

Jim Book		
NAME:		
12601 N Pennsylvania Apt 248		
ADDRESS:		
Oklahoma City	OK	73120
CITY:	STATE:	ZIP:
PHONE NUMBER:		

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

Please submit comments by: 06/13/2014

ih560nut@yahoo.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I am in favor of having a street grid, NOT a curvilinear development

"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."

Page Intentionally Left Blank

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Bryan Boone		
NAME:		
2732 NW 20th Street		
ADDRESS:		
Oklahoma City	OK	73107
CITY:	STATE:	ZIP:
+1 (405) 326-1534	bryan@bryanboone.com	
PHONE NUMBER:	EMAIL ADDRESS:	

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

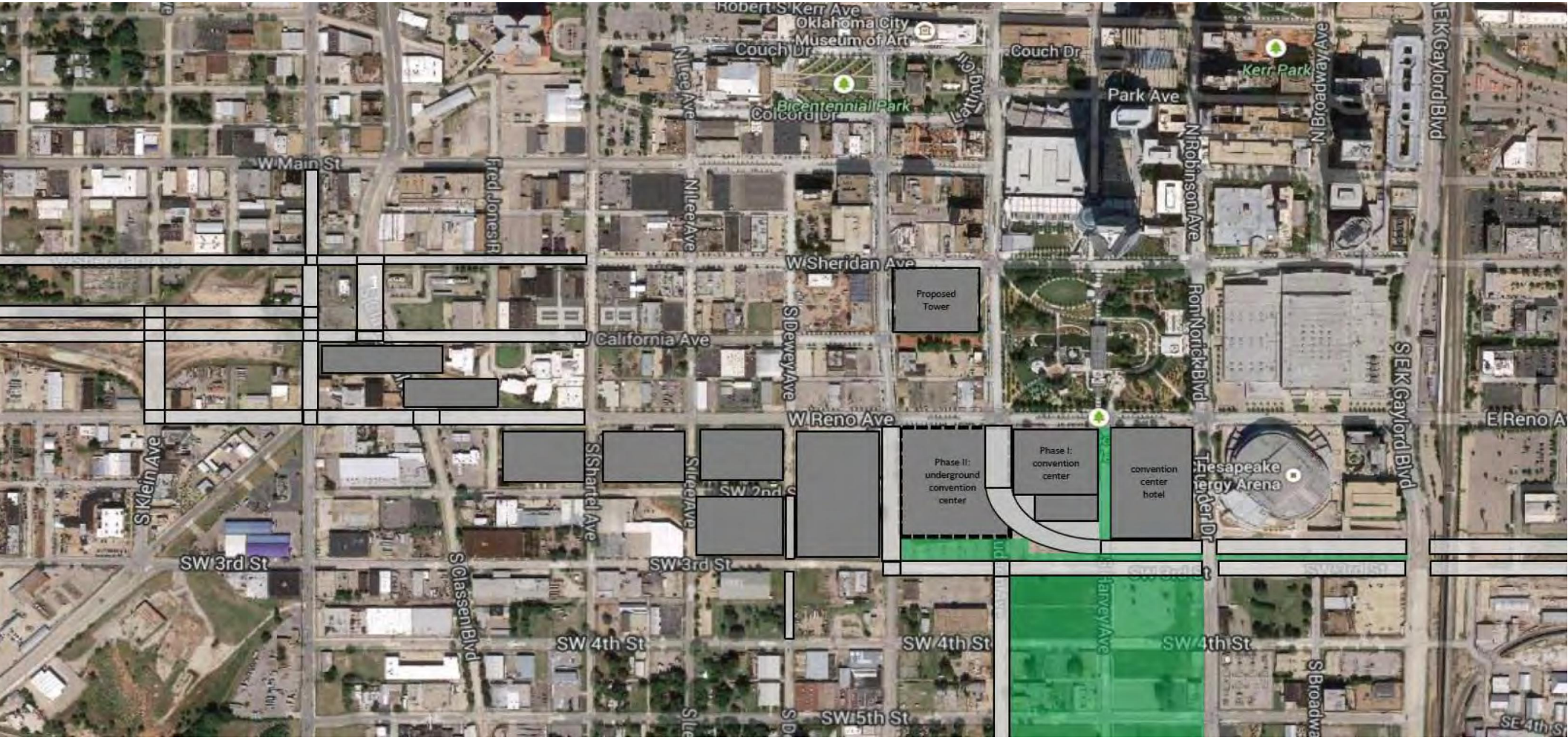
Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Simply put, we cannot afford to build another urban highway that will blight downtown, creating another suburban wasteland of empty spaces. I support Alternative D and generally agree with all of the points made at http://www.betterblockokc.com/the-okc-boulevard-why-we-choose-alternative-d/

The future is the end of urban highways. What we do now will either align us with that future or create yet another transportation disaster. Thank you soliciting citizen feedback on this important project.

"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."


Robert S Kerr Ave
Oklahoma City Museum of Art
Couch Dr
Bicentennial Park
Colcord Dr
Couch Dr
Kerr Park
Park Ave
N Broadway Ave
E K Gaylord Blvd
W Main St
Fred Jones R
N Lee Ave
W Sheridan Ave
Proposed Tower
N Robinson Ave
Ron Norick Blvd
S Dewey Ave
California Ave
S E K Gaylord Blvd
W Reno Ave
E Reno A
S Klein Ave
S Shartel Ave
S Lee Ave
Phase II: underground convention center
Phase I: convention center
convention center hotel
Chesapeake Energy Arena
SW 3rd St
S Classen Blvd
SW 3rd St
Harvey Ave
SW 4th St
SW 4th St
SW 4th St
S Broadway
SW 5th St
SE 4th St

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Cody Boyd	
NAME:	
2200 Lazy Brook Trail	
ADDRESS:	
Edmond / OK / 73013	
CITY: / STATE: / ZIP:	
PHONE NUMBER:	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: **05/21/2013**

cboyd1987@hotmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

As with any public policy decision, it is important to weigh the wishes of each group of stakeholders and work inward to a solution that meets most of the needs for most of the stakeholders. It appears that Alternative C offers such a compromise.

On one hand, eliminating construction of the Boulevard in the right-of-way of the old I-40 Crosstown would hamper the movement of traffic in and out of downtown OKC, especially during the morning and evening commutes and special events, like games and concerts. Hundreds of workers at some of our state's largest companies and people from all over the OKC metro area, who do not live in downtown OKC, flow in and out of the area each day and have been patiently waiting for better access to I-40 and I-235. It would be unwise in the short-term to

On the other hand, a six-lane Boulevard would keep the area from being truly pedestrian and bicycle friendly, which is absolutely necessary for downtown OKC to expand and thrive. As younger generations are placing more and more importance on non-automobile transportation, it would be shortsighted to plan the Boulevard for maximum movement of car traffic in an area of the city that is favoring walking and bicycling. Furthermore, many businesses will benefit greatly from slower car traffic and more sidewalk traffic.

I believe that a reasonable compromise can be reached in Alternative C that balances current realities of our auto-centric lifestyle with our future goal of a less auto-dependent culture and that will satisfy most current and future stakeholders. Alternative C preserves the continuity/ease of travel from the interstate through downtown OKC (important to bigger business, entertainment, and tourism stakeholders) and also keeps the four-lane street and minimizes the "bridged" area (important to residents, property owners/developers, tourism, and small businesses stakeholders)

As an ODOT employee, I know that a great amount of extra time, effort, and expense went into revisiting the plan for the Boulevard to ensure that the public was heard and that all concerns were taken into consideration. As a lifelong resident

"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."

of the OKC metro area who has visited downtown regularly in the last several years, I am very proud of what the area has become and what it has the potential to become if we work together.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Kristen Burkholder		
NAME:		
2229 NW 27th St		
ADDRESS:		
Oklahoma City	OK	73107
CITY:	STATE:	ZIP:
+1 (405) 525-2188		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

burkh007@hotmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I have looked at the various proposed options for the Crosstown Boulevard, and I like alternate D the best. While it shows the greatest potential car traffic problems, it is the friendliest to pedestrians and bicyclists. Assuming that car traffic will only increase over the next 25 years is not necessarily the best assumption; as the US population ages, people are beginning to move back into the core areas of cities around the country, to make more use of public transit where available, to walk more, because driving and living miles away from the places one wants to go (like restaurants, sports events, museums, and other cultural sites) is less and less easy as one grows older. Furthermore, the city has put a great deal of effort into the MAPS projects which promote pedestrian use of the downtown area. A Crosstown Boulevard that prioritizes car traffic over pedestrians seems to me to go against what the city has been trying to do for over a decade now. Thank you for reading this and I hope that the final decision is for alternate D.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Judy Burns		
NAME:		
3104 Astoria Blvd		
ADDRESS:		
Oklahoma City	OK	73122
CITY:	STATE:	ZIP:
+1 (405) 947-7055		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

Jburns407@cox.net
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I cannot read the maps that you have posted. They are inadequate to tell exactly what is being presented. But, I know for sure that I do not want to see a SIX LANE expressway built. That is not what the citizens of Oklahoma City want. We are NOT interested in rebuilding the old Crosstown expressway.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Joshua Carroll		
NAME:		
5618 N. Military		
ADDRESS:		
Oklahoma City	OK	73118
CITY:	STATE:	ZIP:
+1 (405) 204-8271		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

jrcarroll85@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I strongly oppose the creation of a cross town boulevard (Alternative C) through the middle of Oklahoma City. This will only serve to divide the downtown area, hinder pedestrian/bicycle traffic, and slow development.

I would like to voice my support for a grid pattern (Alternative D). This will lead to a more interconnected downtown, increased usability for all types of traffic, and pose greater development opportunities. Resulting in an overall greater quality of life.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Patty Cason		
NAME:		
1420 NW 37th		
ADDRESS:		
OKC	ok	73118
CITY:	STATE:	ZIP:
+1 (405) 206-1781		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

pscason1@cox.net
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I am in favor of Option D for the following reasons:

Preserves a rich interconnected street network.
Maximizes realistic opportunities for quality development.
Provides greater return on public investment.

Please do not replace the highway with another highway. This is important for future generations and a more sustainable OKC. I think we need to take into account more bikes and people walking. Our city is too oriented toward the car. thank you.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***Oklahoma City, OK***

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

Don Ciupak		
NAME:		
16424 Ernest Ct		
ADDRESS:		
Edmond (OKC)	OK	73013
CITY:	STATE:	ZIP:
+1 (405) 826-6671	productsigma@cox.net	
PHONE NUMBER:	EMAIL ADDRESS:	

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

Please submit comments by: 06/13/2014

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Option A is the best solution. As downtown grows we need easy and quick access. Make it hard to get downtown and everyone loses.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Karen L. Collier		
NAME:		
3136 NW 20th		
ADDRESS:		
Oklahoma City	OK	73107
CITY:	STATE:	ZIP:
+1 (405) 947-4730	karenlcollier@cox.net	
PHONE NUMBER:	EMAIL ADDRESS:	

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

Please submit comments by: 06/13/2014

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I would like to see the Crosstown use mostly an at-grade (on ground) alternative, to make it more pedestrian-friendly and visually appealing. The raised portions seem to be a bit of a backward step - we just tore down a problem-plagued raised roadway across this area.

I believe Alternative D is the best choice for the Crosstown project. Thank you.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Tricia Dameron		
NAME:		
2425 NW 16th Street		
ADDRESS:		
Oklahoma City	OK	73104
CITY:	STATE:	ZIP:
+1 (405) 388-3332	triciathered@gmail.com	
PHONE NUMBER:	EMAIL ADDRESS:	

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I am in favor of Alternative D because it:

Preserves a rich interconnected street network.
Maximizes realistic opportunities for quality development.
Provides greater return on public investment.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 Oklahoma City, OK

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

Jason Davis		
NAME:		
17700 Opal Ln.		
ADDRESS:		
Oklahoma City	OK	73012
CITY:	STATE:	ZIP:
405-844-6925		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

jagck@live.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

As a citizen of the City of Oklahoma City I would like to voice my comment on the 4 proposals offered for the Crosstown Boulevard. Upon review it is evident that Alternative C makes the most sense between all the alternatives in keeping true to the promise and purpose of the project. No design is perfect, but common sense dictates connecting the two boulevards in the transition area.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Jeanne Davis
NAME:

2612 NW 27th St
ADDRESS:

Oklahoma City | OK | 73107
CITY: STATE: ZIP:

405-820-9813
PHONE NUMBER:

jeannemdavis@cox.net
EMAIL ADDRESS:

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Option C is basically a modified highway that is highly similar to what was just removed. Not allowing crossovers for 4 blocks will greatly impact the walkability of this area in downtown. Option D is the best option for the city of Oklahoma City. It allows us to stay with the current grid pattern and will have much less impact on the walkability of this area.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Barb Denny		
NAME:		
1112 NW 141st		
ADDRESS:		
Edmond	OK	73013
CITY:	STATE:	ZIP:
+1 (405) 751-5606		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

barbdenny2011@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I would like to provide my support for Option C. I believe that this combines the best of the alternatives and allows adequate traffic flow for people working downtown that need to be able to leave the downtown area after work for personal commitments (ie, daycare, children's activities, classes, etc), while preserving a reasonable focus on a pedestrian friendly downtown. Additionally, when there are events in the downtown area, it is important to keep a reasonable traffic flow.

While I have an Edmond address, I am an Oklahoma City resident and work in the downtown area.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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
PUBLIC INVOLVEMENT PROGRAM
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-6917
email: m-coordinator@odot.org

Please submit comments by: 06/13/2014

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I strongly favor Alternative 'D' of the proposed designs for the Oklahoma City Crosstown Boulevard - with some stipulations. First and foremost, ODOT must revise Alternative 'D' so that is meets the intent of replacing the old Interstate 40 Crosstown with a boulevard - or in the case of Alternative 'D', two boulevards; one on California and one on 3rd Street. ODOT has once again prejudiced the public evaluation process by making little or no effort to design Alternative 'D', or the grid option, with the amenities requested by the Oklahoma City Council and most importantly, the people of Oklahoma City.

By making the grid/D option barely meet the most basic requirements, it is clear they are attempting to once again steer public opinion toward their original preferred alternative of a limited access road with a divisive curvilinear section that once again isolates southwest downtown OKC from the rest of downtown. The Federal Highway Administration has confirmed the federal funds for this project can be used to improve California and 3rd both from an aesthetic point of view and to better facilitate traffic flow using the existing street grid. The "urban" amenities such as sidewalks and bicycle lanes AND left turn lanes on California and 3rd are the easy to spot improvements needed to better fulfill the city's vision for a grand entrance to downtown.

The following analysis is precisely what I have said to ODOT engineers and other representatives at every public meeting held about this project.

ANALYSIS OF THE CURRENT ALTERNATIVE D FOR THE CROSSTOWN BOULEVARD PROJECT

Alternative D under ODOT's Environmental Assessment for the Crosstown Boulevard appears to have been set up to fail as the local access component of the I-40 Crosstown realignment. It was designed and modeled with only minimal changes to the existing city street grid, even though the provisions of an iconic grand boulevard and effective traffic distribution are widely expected by the public and supported by proponents of Alternative D. Consequently, it should come as no surprise that Alternative D did not perform as well as the other options under ODOT's traffic analysis. In fact, it's remarkable that it performs as well as it does.

"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."

Alternative D can and should be improved beyond its current design. Properly configured, Alternative D can even more effectively restore access from I-40 to the downtown area, consistent with all of the City's plans and vision for the area; consistent with the extensive recent and planned development in this area; and - most importantly – consistent with the community's aspirations for this area.

In order to ensure against any preexisting prejudice or bias, it is imperative that the improvements suggested here be comprehensively and impartially evaluated as part of the Crosstown Boulevard Environmental Assessment process and before the final selection of a design is made.

The FHWA has confirmed that all of the federal funding provided for the project is available regardless of which alternative is selected, including Alternative D. Changes to existing city streets away from the previous I-40 ROW have already been proposed in Alternative C, such as the closure of parts of Western and Classen. Such changes to other city streets in the general area as part of Alternative D certainly qualify as reasonable mitigation of the various environmental impacts resulting from the relocation of the old I-40.

Indeed, the large amount of money saved by not building the large bridge in Alternatives A & B or not building the shorter bridge and associated earthworks in Alternative C can and should be used on street improvements throughout the whole area affected by the relocation of I-40. Not only can such improvements ensure traffic flows effectively now and in the future, but they can contribute to the redevelopment and the stitching back together of downtown with the northwest Core-to-Shore and the Farmers Market areas. Conversely, there will be far less development potential and far less connectivity on a human, walkable scale between these two neighborhoods and downtown in any of the other alternatives.

As will be shown below, Alternative D clearly needs to be fixed in the central Core Section to represent the community's desire for an iconic grand street. There is also sufficient room in many other locations throughout the project area to add turn lanes and additional through lanes. All of these improvements would reduce the modeled traffic congestion and level the playing field between Alternative D and Alternative C.

In regard to the public comment period, Friends for a Better Boulevard has said, "say you prefer D, but state how C could be improved." At this juncture, it may be more important to say how D should be improved so that it can then realistically be compared as a viable option to Alternative C.

Our public servants are more than bright enough and competent enough as traffic engineers to figure out solutions to further improve D so that traffic congestion is minimized – at least to a similar level that is projected for Alternative C.

Before the Environmental Assessment process is complete, ODOT should objectively, and without prejudice, evaluate an option that both restores and improves the street grid throughout the project
area AND provides for a grand iconic boulevard through downtown. Furthermore, federal funds are available to build this option, which clearly falls within the scope of implementing effective and environmentally sound mitigation measures as part of the I-40 Crosstown relocation project. A fair and unbiased assessment of the environmental benefits of proposed realistic alternatives will not be complete until this is carried out.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***Oklahoma City, OK***

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

Joel Dixon		
NAME:		
136 NW 20th St		
ADDRESS:		
Oklahoma City	OK	73103
CITY:	STATE:	ZIP:
+1 (903) 258-4053		
PHONE NUMBER:		

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

Please submit comments by: 06/13/2014

joel.dixon@chk.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

The Oklahoma City Crosstown Boulevard offers a unique opportunity to reunite this city after the great divide that the original Interstate 40 imposed. Access is key when it comes to implementing any plan for our city's traffic, and Alternative D affords the most opportunity for access throughout and across downtown Oklahoma City. A recent article in the Oklahoma Gazette ("One street, one city", 21 May 2014) illustrated all too well the divisive effect that a raised highway can have on the demographics of an area. By removing the old I-40 from the heart of downtown (and moving it parallel with an existent natural barrier, the Oklahoma River), we have reunited the city center and breathed life into areas formerly known for blight. We would be fools to re-erect such a barrier in the face of our city's current revitalization, especially in the areas of Film Row and points west of downtown in the vicinity of Western Avenue and Classen Boulevard. An at-grade Boulevard alignment that ties into the current gridded city street system affords the most flexibility, the most access, and the most opportunity for our city to continue on its trajectory of greatness. For all these reason, I most emphatically support Alternative D for our Crosstown Boulevard, and am disappointed that the alignment does not include further at-grade access and integration with the city's gridded street system at points west of Klien Ave.

"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."

Page Intentionally Left Blank

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Chet Dodrill		
NAME:		
1919 E. 2nd St. #234		
ADDRESS:		
Edmond	OK	73034
CITY:	STATE:	ZIP:
+1 (918) 521-3789		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

cdodrill@chloetafire.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Thank you for the opportunity to share my comments and concerns with the design of the proposed Crosstown Boulevard project in downtown Oklahoma City. My name is Chet Dodrill, and I write as both an interested resident of Oklahoma County and a graduate of the city planning division of the University of Oklahoma.

The reduction of through lanes from 6 to 4 on Alternatives B and C is a welcome start from the previous design shown in Alternative A. Of the alternatives selected, my preference is for either Alternative D, restoration of the street grid, or Alternative C with modification. Positives of the restoration of the street grid include the opening up of more land for economic redevelopment and the most complete removal of the barrier to development that the old Crosstown Expressway represented. The elevated, ugly structure of the old I-40 was a significant contributing factor of the decay of the area between the old and new I-40 (nicknamed "Core 2 Shore"), and any designs proposed by ODOT need to ensure that such a barrier is not recreated.

Ultimately, as a pragmatist, I am aware that Alternative C is currently the favored design by many in ODOT and the City of Oklahoma City. While the elimination of the long bridge spanning Western, Classen, and Reno is appreciated in Alternative C, I have other suggestions to make this facility more inviting for pedestrian and biking activity, and in turn economic development. I believe that having only one full intersection (at Reno) between Western and Walker is inappropriate in the context of this area. Having such few intersections will promote a high rate of speed in this section, which will discourage pedestrian activity and correspondingly economic development in this area. I would recommend that the partial intersections at Shartel and Lee. I would also recommend removing the proposed alignment of SW 3rd St. between Lee and Western, because it creates an awkward intersection with Walker and creates a triangular section of right of way to the north that will be largely unusable for anything. Inclusion of wide sidewalks and bicycle lanes alongside the boulevard is another recommendation.

Please remember that this is a once in a generation opportunity to create a boulevard that impresses visitors and makes residents of Oklahoma City proud. Designs that recreate the old I-40 or a replica of Northwest Expressway will not

"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."

accomplish this goal, and my fear is that this is the direction some at ODOT want to proceed in. Thank you for your time and I sincerely hope either Alternative D or Alternative C with modification is selected.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 Oklahoma City, OK

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

Eric Dryer		
NAME:		
901 NW 13th St, Apt 106		
ADDRESS:		
Oklahoma City	OK	73106
CITY:	STATE:	ZIP:
+1 (810) 730-5010	egdryer@gmail.com	
PHONE NUMBER:	EMAIL ADDRESS:	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: **05/21/2013**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I do not agree with ODOT's preferred alternative for the Oklahoma City Boulevard. The point of the Boulevard is to provide an area where people can come and enjoy the shops, restaurants, and entertainment options that will be located there. You can't expect people to want and come and walk around on a street that resembles Northwest Expressway. Can you honestly say that people who will be enjoying the future park on the south side of the Boulevard will want to cross the street to reach the shops? Or the people shopping will come and enjoy the park? Most will not feel safe with the proposed alignment. In order to make the street truly walkable ODOT's design needs to reduce the auto speeds, narrow the lanes, provide adequate street parking, include wide sidewalks that provide an easy place to walk, and include bike lanes and transit stops. I, and many other people in Oklahoma City, want to see the Boulevard as a complete street, NOT AN EXPRESS ROUTE OUT OF DOWNTOWN!

don't think you all at ODOT should be able to call yourselves engineers I come from a family of engineers and their first response to any problem is "How can I make this better?", not "How can I fix this with a broken solution?". Engineers are supposed to find innovative solutions to problems, not take a solution from a book written 30 years ago. Why build something that is already out of date? Transportation habits are changing, people are driving less and biking and walking more. Build something innovative that will be useful in 20 years, for the tens of thousands of people who live downtown, rather than something that is already obsolete. If any other professional engineer was to act like a traffic engineer, we would not have computers, iPhones, the internet, fuel efficient vehicles, or skyscrapers. If innovation is expected in every other engineering profession, why not traffic engineering?

I challenge you to create an innovative street that allows all forms of transportation to use it. Create a multimodal street that everyone from a car to a bike to a pedestrian can enjoy without feeling unsafe. If people in cars want to drive faster, they should use the giant freeway that we just relocated 4 blocks south. Oklahoma City deserves a world class Boulevard that is a destination and not just another way to get back to the suburbs.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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 A. Elder		
NAME:		
1200 Larchmont Lane		
ADDRESS:		
OKC	OK	73116
CITY:	STATE:	ZIP:
+1 (405) 290-8278		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

delder@hartzoglaw.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I live in NW OKC and drive to work on Broadway (77) every morning. One or two evenings a week to attend my son's baseball games at Britton and Lake Hefner Parkway. I take the new I-40 west and then exit to head north to Britton. I have never had any difficulty or encountered any serious traffic on the new I-40. To the extent I ever experience traffic during rush hour or otherwise it is on 77 between 63rd and 23rd. We do not need another highway crossing east to west across downtown OKC. The Boulevard was intended to be an entrance to our city, that encourages development around the core to shore. It should be pedestrian and bike friendly. The way ODOT has managed this project is pitiful, by refusing to listen to the wants and concerns of the leaders and citizens of OKC (who will own this road when completed) and intentionally avoiding public comment by holding an "open meeting" on short notice during a Thunder Playoff game. We do not want nor need your proposed highway. Listen to the citizens of OKC and get this right.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Marva Ellard		
NAME:		
1521 N Shartel Avenue		
ADDRESS:		
Oklahoma City	OK	73103
CITY:	STATE:	ZIP:
+1 (405) 204-4881	1521@sbcglobal.net	
PHONE NUMBER:	EMAIL ADDRESS:	

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I prefer Option D.

The other options are highways that are being referred to as boulevards. They are not pedestrian-friendly. They do not encourage business development or neighborhood development. Areas of town are cut off and will be stunted in their future growth. The idea of completely severing Exchange Avenue is idiotic.

Most of the proposals seem more about moving large columns of traffic quicker to the basketball games. Those 50 nights a year should not so drastically affect the long-term growth of the downtown area.

This highway is not needed. Re-installing the grid system will more than suffice.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Ernest		
NAME:		
828 East Dive Apt.1		
ADDRESS:		
Oklahoma	OK	73105
CITY:	STATE:	ZIP:
+1 (405) 808-9817		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

eodunze405@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Big league cities require big league transportation. For some that statement may signify building the largest highway with the most amount of lane to get people in and out as quickly as possible. Boulevard alternatives A-C adopt this belief. For some people that is all they want to do, and that is O.K. Drive in from an adjoining city or suburb, attend your event, and get home with minimal traffic. As I mentioned, this is a fine desire, but that does not mean the city should cater development to serve the desire.

A large population of residents enjoy downtown, eat downtown, play downtown, and want to stay downtown. We are in no hurry to get out as quickly as possible. Some of us even want to walk, bike, and use alternative transportation! The problem with Boulevard alternatives A-C is they serve the car culture which data shows is on the decrease while walk ability and sustainability are on the increase.

I support Option D! I want streets not another highway to replace the highway we dismantled. I lived in film row when the highway came down and rejoiced not having that monstrosity obstructing connection to the south. I was thrilled to hear a beautiful boulevard was being proposed with a roundabout to spur future development. My hopes were quickly crushed after attending the first town hall meeting at the Cox and even more as the subsequent proposals were released. None of my desires for a livable, sustainable, walkable urban core are being addressed by the A-C options.

OKC has been placed on the map by MAPS projects, project 180, TIF development, and great leadership. Lets not build something we will regret and be forced to rebuild in the future. Let's do it right the first time. Lets built option D!

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Tywanna Everhart		
NAME:		
528 SW 43rd Street		
ADDRESS:		
OKC	OK	73109
CITY:	STATE:	ZIP:
+1 (405) 634-0620		
PHONE NUMBER:		

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

Please submit comments by: 06/13/2014

tywanna.everhart@yahoo.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Option D.

I live on the south side and go downtown to eat, go to movies, etc. I used to work downtown. First of all, traffic is not bad leaving downtown like in other, bigger cities. You guys are trying to make it bad for us south siders by cutting us off to speed up the access for wealthy northsiders.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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 F	
NAME:	
1 NE 2nd St. #417	
ADDRESS:	
Oklahoma City / CITY:	OK / STATE: 73104 / ZIP:
PHONE NUMBER:	aoeplayer@hotmail.com / EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: m-coordinator@odot.org

Please submit comments by: **05/21/2013**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

As a downtown resident of OKC, I feel the importance of the boulevard is very significant. I feel strongly that the traffic flow in and out of the downtown area is efficient enough as-is and for future use. I feel a restoration to a grid format, where the proposed Boulevard is to go, is the best solution.

This boulevard has the opportunity and chance to finally extend the thriving downtown area south of this imaginary old I-40 corridor. The amount of viable land and street frontage that is created by returning to normal grid greatly outweighs any advantage of moving additional vehicles through downtown.

The proposed Convention Center and Central Park's success and ease of use will be heavily reliant on this Boulevard. Using a park (and anything for that matter) on the opposite side of an elevated multi-lane street only re-establishes the old I-40 barrier that was removed.

I would like additional meetings held on this matter. there is a large majority of us that do not want another NW Expressway going through downtown. This road has the ability to make or break the accessibility of Core2Shore and any additional riverfront attractions.

I witness rush hour traffic everyday and evening including Thunder games. I-40 provides the correct avenue for entry/exit. I will note that I-235 could use an additional northbound ramp somewhere on the east side of downtown. But in regards to the Boulevard's necessity, it only needs to be a grid. It will only aid in the flow of vehicles back down to I-40.

Once again, more meetings, PLEASE!

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Carmen Garrett		
NAME:		
6700 W Memorial Rd #1614		
ADDRESS:		
Oklahoma City	OK	73142
CITY:	STATE:	ZIP:
+1 (405) 264-7902	carmenmgarrett@yahoo.com	
PHONE NUMBER:	EMAIL ADDRESS:	

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I stand with Better Block OKC and hope you choose Alternate D for the Crosstown Boulevard.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 Oklahoma City, OK

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

Steve Gooch		
NAME:		
401 NW 25th ST		
ADDRESS:		
Oklahoma City	OK	73103
CITY:	STATE:	ZIP:
+1 (405) 208-5605		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

sgooch@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I strongly support Alternative D. In all ways it surpasses the other presented alternatives. Restoring the grid will result in a development boom as Film Row and the Farmers Market areas grow together. Alternative D allows for more frontage to be accessible and developed. This will be especially important as the west edge of downtown grows into an area that will demand walkable amenities, a logical extension of Project 180, the Myriad Gardens, the Core to Shore project, and the 21c Museum Hotel anchoring the area.

Alternative D also allows for a more reasonable dispersion of traffic, both auto, bus, bicycle, and pedestrian. Walking and biking are on the rise in Oklahoma City, and we citizens are hungry for more human-sized settings and events, as evidenced by the successes of Open Streets, H & 8th, Better Block, Plazafest, etc., etc., etc.

Please do not build a street that shuts down development along it. No one wants another E.K. Gaylord, where parcels of land that should be incredibly desirable sit vacant because the street design has made them unusable. Please do not build a street that has no crossing options for bikes and pedestrians for four blocks. Alternative D is about the future of the city; it is the option that citizens want, it is the option that will bring business, will bring inhabitants, and will continue to grow OKC and its current reputation as a dynamic, forward thinking city. Other alternatives doom this area to simply be a wasteland, halting development, and decreasing traffic through the area. They will be viewed as a folly in the future.

Please choose Alternative D!

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Jeffrey D. Groves	
NAME:	
12209 Biltmore Drive	
ADDRESS:	
Oklahoma City / CITY:	OK / STATE: 73173 / ZIP:
+1 (918) 645-9391	jeffreygroves@att.net
PHONE NUMBER:	EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: **05/21/2013**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Thank you for the opportunity to provide feedback. I completely understand you can not please everyone. However, this project has an opportunity to transform the area south of Reno in DT OKC. I believe if done properly, our state tax dollars can be utilized in a way that will result in incredible private investment along this route. This would result in sky rocketing property values that would greatly benefit the citizens of OKC. I believe this should be the driving force behind the planning of this project. However, after reviewing the options presented, it is apparent the driving force behind this project is moving traffic in and out of OKC as quickly as possible. I am dumbfounded that this is the objective of the boulevard given the incredibly designed new I-40 Expressway. You should be commended for the wok on I40. However, we do not want or need the boulevard designed and built that repeats the mistakes of the old cross town. I would ask you to consider the following.

1) What is the best way to slow traffic from the east connection at the rail line all the way to Classen?
2) How can this be done at grade in a way that prevents a barrier being created between the North and the South?
3) What is the best way to leverage the new Central Park, Convention Center, Myriad Gardens, the Bricktown Canal and future development to the west ending at Classen?
4)How will these proposal impact the above projects and future projects?
5) Could planning the boulevard as a high speed expressway similar to NW Expressway effectively waste the public investment made by OKC citizens along the proposed route?
6) Can the boulevard be pedestrian friendly?

Please consider the impact the proposed designs will have on the substantial public investment being made in OKC. The goal of this project should be to compliment the existing public investment and consider what the people of OKC and the city council want.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Ray Hand, Phd		
NAME:		
3106 Norcrest Drive		
ADDRESS:		
Oklahoma City, Forest Park	OK	73121
CITY:	STATE:	ZIP:
+1 (405) 557-1989		
PHONE NUMBER:		

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

Please submit comments by: 06/13/2014

rayhand@rayhand.net
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

As a life long resident of Oklahoma City I have been amazed at the multiple messes caused by attempts in our city to impede the flow of traffic down town. Creating another limited access highway to replace the Crosstown expressway just doesn't make sense. Why create a 4 block obstruction to travel around town. I thought moving I-40 to the south was going to create and allow a more friendly city that opens the way for pedestrians and for business rather than creating more barriers.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Amanda Harding		
NAME:		
12 E California Ave		
ADDRESS:		
Oklahoma City	OK	73104
CITY:	STATE:	ZIP:
+1 (405) 613-4690		
PHONE NUMBER:		
aharding@hardingshelton.com		
EMAIL ADDRESS:		

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

Please submit comments by: 06/13/2014

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I prefer Alternative D or the following changes to Alternative C.
--Introduce an intersection at Lee to better connect Film Row to Core 2 Shore;
--Eliminate 3rd street as it is duplicative and could provide a larger development parcel;
--Narrow between the new CC and MAPS 3 park by eliminating parallel parking to make it easier to cross, and install a midblock median with crosswalk to continue the "Harvey Spine".

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Nathaniel Harding
NAME:

721 NW 19th St
ADDRESS:

Oklahoma City	OK	73103
CITY:	STATE:	ZIP:

+1 (405) 204-1711
PHONE NUMBER:

nharding@hardingshelton.com
EMAIL ADDRESS:

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I really prefer Option D, but understand that Option C is more likely. I strongly prefer that Option C be amended in the following manner:
--Introduce an intersection at Lee to better connect Film Row to Core 2 Shore;
--Eliminate 3rd street as it is duplicative and provides a larger development parcel
--Narrow the Boulevard between the new CC and Maps 3 park by eliminating parallel parking there to make it an easier street to cross, and install a midblock median there with crosswalk to continue the "Harvey Spine".

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Greg Harper		
NAME:		
RR1 Box 14		
ADDRESS:		
Buffalo	Ok	73834
CITY:	STATE:	ZIP:
+1 (580) 735-2426		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

GHarper@odot.org
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I think all efforts should be made to making option C better by removing parallel parking lanes in front of the park and Convention Center to reduce the distance a pedestrian has to cross the street at that critical location. Introduce a median in front of the Park/Convention Center site instead of one, singular, continuous turn lane. In addition, promoting a mid-block crosswalk to continue the Harvey Spine across that section, through the proposed median, and into the park. Finally, close 3rd street between Lee and Walker, introduce a proper four-way intersection at Lee along with introducing a roundabout at Exchange and Western instead of closing Exchange.

Pedestrian friendliness should be the focus. Not "rush hour" traffic.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Greg Harper		
NAME:		
RR1 Box 14		
ADDRESS:		
Buffalo	Ok	73834
CITY:	STATE:	ZIP:
+1 (580) 735-6109		
PHONE NUMBER:		

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

Please submit comments by: 06/13/2014

onside@pldi.net
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Option D improvements can be made to make it even better than the cherry picked design of option C. As suggested by others to make option D better and improve traffic flow you could add L/H turns on California @ Western & Classen. Add L/H turn lanes along California, and R/H turn lanes on streets between Sheridan and California. Restore California to four lanes between Dewey & Walker. Design Core Section to same standard as Alternative C by including left-hand and right-hand turns. Add/Extend L/H turns on Reno and Classen. Add L/H turns on Shartel and other streets as necessary. Widen SW 3rd at least three lanes.

Instead of continuing to blight portions of the project area by continued isolation due to a large physical barrier, be it a bridge, embankment or wide divided highway with no opportunities for pedestrians to cross, federal funding can and should be used to improve the traffic flow and streetscape on multiple streets and blocks to provide greater connectivity and access throughout the entire area.

The money allocated to this project should be used to rejuvenate the whole of a largely blighted area and not just certain downtown locations along the original ROW of the old I-40 mainline. The consequent increased potential for development would fit well with the recent expansion of the acquisition area in the Core-to-Shore Urban Renewal Plan in this vicinity. More importantly, allocation of funding in this manner would more appropriately meet federal Environmental Justice requirements.

The improvements to Alternative D discussed here should be seriously evaluated before a final Boulevard design is selected. But they are not necessarily a complete set of improvements. ODOT and City traffic engineers, acting in good faith, may well find other mitigation measures that could be implemented in the general project area to improve traffic flow as part of Alternative

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Justin Henry	
NAME:	
465-E Harr Drive	
ADDRESS:	
Midwest City / OK / 73110	
CITY: / STATE: / ZIP:	
+1 (405) 641-8150	Justin.Henry@OMES.OK.gov
PHONE NUMBER:	EMAIL ADDRESS:

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I think Option C is getting close, but I still have a few notes:
• Western should be revised as bridge over a connected street without having to end in a cul-de-sac
• Classen could then become serve as the next full intersection with a design more similar to what is being proposed at Shields (This would also prevent the need for reconstruction of Westbound Reno
• The intersections at Shartel and Lee should be redesigned in the same manner as the Reno intersection is proposed. (Speeds should be reduced after the Classen intersection)
• The rehabilitations of 2nd and 3rd Streets South of the Boulevard are unnecessary. These small triangular parcels can and should be absorbed into the blocks that neighbor them to the South
• The Core Sections design is good under Option C. As is the East Section with the realization that curb-cuts may be necessary East of Oklahoma to access the adjoining businesses.

A key point of conflict over this project has been two competing goals:
• To make a traffic efficient means to access Downtown
• To make the Boulevard a place of destination itself
but both will be necessary for a satisfying project

ODOT should also release a detailed description of its scoring matrix. Some elements of the rankings, especially regarding how well aligned projects are with aligned with local planning, are quite puzzling.

Please have another public meeting if possible.

Thanks
Justin Henry
Assistant Planner
Office of Management and Enterprise Services - State of Oklahoma

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

theresa hoersch

NAME:

2320 cashion pl

ADDRESS:

okc	ok	73112
CITY:	STATE:	ZIP:

+1 (405) 942-1535

PHONE NUMBER:

EMAIL ADDRESS:

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

Please submit comments by: 06/13/2014

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I am against any elevated curvilinear sections which will damage and divide downtown neighborhoods. I am in favor of a ground level, grid adhering boulevard.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Lindsay Houts

NAME:

PO BOX 16259

ADDRESS:

Oklahoma City	OK	73113
CITY:	STATE:	ZIP:

PHONE NUMBER:

EMAIL ADDRESS:

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Alternative D is the clear choice of the options presented. I do not want to see a highway replaced with a highway, and I want my city's downtown to continue to make gains in walkability.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Jacob Hunt		
NAME:		
1230 Westbrooke Ter		
ADDRESS:		
Norman	OK	73072
CITY:	STATE:	ZIP:
+1 (405) 664-1116		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

jacobhunt2717@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

To whom it may concern,

I am not currently a resident proper of OKC, however i have lived my entire life in the metro area (Mustang and Norman) and would like to think that my opinion and money spent (sales tax, parking fees, etc...) in OKC mean something more than where my property taxes are spent. I work in OKC and commute daily into the CBD and often bring my family into the downtown area or plaza district or 23rd street now that its not only safe, but fun. There are more opportunities in the downtown than ever before for people to explore, visit, and live. I spend more waking hours in OKC than I do at home and with that said am incredibly discouraged by the popularity of the first three ODOT proposals. The walkability and interconnection of areas such as Bricktown, Deep Duece, The Plaza District, Midtown, The Paseo, Automobile Alley, Film Row and even the growing popularity of 23rd street is a huge testament to what people want and desire this city to become. 20,000 people showed up to the food truck ralley on Hudson and 8th the last two months, That is amazing! we rival a national level Tampa Bay Annual food truck convention and we do it every month and we are still growing! The desire to see OKC evolve into a thriving city is not only mine, but largely one of the mass public. We moved I-40 to the south for a reason, please please please do not cut the potential downtown growth by building another highway directly through the heart of it. The boulevard should be the crown jewel of the city, not only getting people into the city, but becoming a piece of the cities growth. Allowing it to grow beyond just another NW expressway into something that we can call good design fore generations to come. Please choose option D as that is the only option that maintains any sort of fessible walkability, cycling, active lifestyle. If we truly want to be a successful CDB we should be focusing on public transportation, well designed alternatives, encouraging walking and riding and living downtown rather than 1 person 1 car commuting. I am currently considering property in the Mesta Park/Crown Heights areas because of the wonderful growth that is happening. I want to be closer to the action, please do not ruin this chance to become more than just a drive through city again, we are already on our way to so much more than that.

Sincerely,
Jacob E. Hunt

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Matlock Jeffries		
NAME:		
1428 NW 39th St.		
ADDRESS:		
Oklahoma City	OK	73118
CITY:	STATE:	ZIP:
+1 (405) 412-5093		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

matlockjeffries@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

My view is that the new boulevard should represent a grand, low-speed, high-design corridor connecting our revitalized downtown with the larger interstate system, and am concerned that the design has somehow morphed into yet another pseudo-expressway, with an emphasis on vehicular traffic instead of pedestrian and bicycle traffic.

Granted, I am part of the millennial generation, a group which has been shown time and again to prefer less vehicular travel and more walking and bicycling, who would greatly prefer a shift in mindset of the planners and engineers of our great city towards a more pedestrian-friendly downtown environment. We should not (as it appears ODOT has) ignore the vetted scientific evidence that increasing traffic lanes paradoxically increases traffic rather than alleviating congestion (Duranton, Gilles; Turner, Matthew A. 2011. "The Fundamental Law of Road Congestion: Evidence from US Cities." American Economic Review, 101(6): 2616-52. doi: 10.1257/aer.101.6.2616.)

Oklahoma City has a unique opportunity to create a nation-leading walkable downtown; indeed, unlike other cities, we are at this very moment in process of determining the fate of our downtown cityscape for my and several generations to come. Let us return to our bold Frontiersman roots, take a chance, and create a model downtown streetscape that places our upcoming generations' needs and desires at the forefront.

My suggestions for the boulevard design would be: on-grade as much as possible, maximum 4 lanes of vehicular traffic, minimum of 2 lanes of bicycle traffic (perhaps immediately outside of vehicular lanes), heavy emphasis on design, street crossings to improve walkability at all major intersections.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 Oklahoma City, OK

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

Don A.Karchmer		
NAME:		
21 East Main		
ADDRESS:		
Oklahoma city	OK	73104
CITY:	STATE:	ZIP:
+1 (405) 627-9355		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

don@dakarchmer.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I support Alternative C. However, I feel which ever alternative is selected the 2 block between Walker and Robinson should be sunken enough to create a pedestrian grassy knoll or several foot bridges across the proposed Boulevard to encourage convention goers and visitors to our city to cross from the Myriad Gardens to the convention center and on to the New Central Park without having to cross a multi lane high traffic boulevard.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Laurie Kauffman		
NAME:		
1718 N Sapulpa		
ADDRESS:		
Oklahoma City	OK	73107
CITY:	STATE:	ZIP:
+1 (646) 708-5584		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

laurie.kauffman@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Please choose an option that increases the walkability of OKC. To be a thriving city, we need more neighborhoods like the Paseo, Film Row, and the Plaza District. All these places succeed because pedestrians can move easily between local businesses. Please keep this in mind when choosing a plan for the crosstown boulevard.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Brandon Kemp		
NAME:		
523 NW 35th St.		
ADDRESS:		
Oklahoma City	OK	73118
CITY:	STATE:	ZIP:
+1 (405) 740-4542		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

bkemp@browngouldlaw.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I would like to voice my support for Option D, the restoration of the grid. I do not think the amount of east-west traffic downtown warrants the boulevard. If Option C is selected, it needs to be significantly improved. I support the recommendations made by Friends for a Better Boulevard and like-minded groups.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 Oklahoma City, OK

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

James R. King
NAME:

12730 N MacArthur Blvd, Apt C
ADDRESS:

Oklahoma City	OK	73142
CITY:	STATE:	ZIP:

+1 (405) 761-6747
PHONE NUMBER:

jamesrking72@gmail.com
EMAIL ADDRESS:

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I choose Alternative D, it creates a much better community for all.

I want to live downtown and not rely on my car. I want to be able to bike and walk as far as possible without the added expense of owning a car. Alternative D will also produce the potential for much more small business development in the downtown area. I myself am trying to develop my small business and would love to locate downtown.

Please, lets choose Alternative D. There are enough highways that already divide and segment off sections of the city.

"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."

Page Intentionally Left Blank

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Patrick Kirk		
NAME:		
3600 NW 72nd Street		
ADDRESS:		
Oklahoma City	OK	73116
CITY:	STATE:	ZIP:
+1 (405) 535-0521		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

patrick@indianheadokc.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I would like to record my endorsement of 'Option D' for the replacement of the old I-40 Crosstown. I will soon be relocating my business to Film Row along Sherridan Ave. and I have a vested interest in seeing both the continued growth of Film Row, Downtown, and areas further out such as the Farmer's Market District.

The failure to move forward with a truly visionary and trans-formative proposal like a Grand Roundabout collecting the intersections of the Boulevard, Classen, Western, Sherridan, and Reno (or some variation thereof) is an unfortunate oversight. Such a proposal would connect Downtown, Film Row, a revitalize the Farmer's Market District, and the northern section of Core-to-Shore with a potential retail and entertainment gateway for the central part of the city. Such a proposal would be in sharp contrast to Option C which is designed to move vehicles past those neighborhoods as quickly as possible stifling future development. Such a proposal would be significantly more consistent with both the promises of what the Boulevard was to be as well as the overall direction Oklahoma City has taken in public civic projects.

In the absence of such a proposal, I feel the Option D return to the grid is the best proposal up for consideration.

ODOT's biggest concern with Option D is future traffic projections and potential intersection tie-ups. Indeed, ODOT's presentation of Option D includes large red circles over many intersections in the area in 2040. This view however bucks the real-world trend of highway removals. As outline in this article:

https://medium.com/changing-city/68648bc111ae

...traffic totals decrease after freeway removal. Freeway removals in San Francisco, New York City, and Seoul have all lead to less traffic tie-ups in the central cores not more! It must be noted these cities have far greater populations than Oklahoma City with a much greater need to move traffic yet, traffic dispersed rather than snarled. Other cities such as Milwaukee, Portland, Toronto, and more have or are planning to remove highways. Indeed today, without the Boulevard in place to move traffic, flow in and out of Downtown OKC has adjusted without causing issues. Traffic has simply diffused

"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."

over many more streets. A boulevard of the kind proposed in Option C would only serve to concentrate traffic into one corridor and causing the very traffic problems it is supposed to alleviate.

Option D allows for better development in areas to the west and south west of Downtown, most notably the Farmer's Market and the Core-to-Shore neighborhoods to the west of the new Central Park. The Boulevard as proposed in Option C would do little for either of these sectors. The Boulevard would simply cut past them to whisk traffic out of Downtown. As we saw with the old I-40, if the transportation system in the area is designed to move traffic by the area, there is no reason to spend dollars developing those areas.

This would be error in planning and recognizing shifting demographics and generational shifts in attitudes towards life-style. Millennials, who have stayed in Oklahoma City due to strong job opportunities are demanding centrally located walkable housing, work, and shopping. Even with improvements such as full intersections at Shartel and Lee, Option C will cut off the growing Film Row area from the Farmer's Market District and future Core-to-Shore residents with a road meant to move traffic. Such a barrier would reduce people's desire to invest and live in housing in the area because the purpose of living in centrally located housing is walkability! The Option C Boulevard will prevent easy walking and biking between where the City envisions people living in the Core-to-Shore housing and places they would want to such as Film Row!

Eventually, the job markets in other cities will recover. Those cities that have realigned their infrastructure to more compact-walkable models rather than wide concrete traffic moving models will begin to entice current Oklahoma City Millennials away at a time when they are choosing to put down roots. This would have a negative impact on the economy and the city's tax base.

Option D allows for the most development of the areas to the west and south of Downtown. It allows for a continuous flow of neighborhoods and districts from Downtown to Film Row and the Farmer's Market. It will allow for and encourage the trend in urban walkability in housing, dining, working, and shopping which in turn will keep younger professionals in the economy and tax pool.

Option C still has too many issues to be palatable at this time. They include:

1. A lack of intersections at Shartel and/or Lee effectively cutting off Film Row from the proposed Core-to-Shore housing. Motorists, pedestrians, and cyclists that live in the area would all be routed around for the sake of traffic that was not local.
2. The one-way Third Street corridor connecting with Walker just feet south of the Boulevard would create a strange and trecherous crossing for pedestrians-especially those who might be living in the new housing and walking their children to the new elementary school two blocks north.

3. The intersection created at Reno and the Boulevard has the potential for numerous dangerous accidents. Without intersections at Shartel or Lee, drivers coming east will be conditioned that if they hit a green light at Reno, they don't need to slow down until Walker. With the oblique angles of the intersection and the width created by the medians increasing the amount of time cars need to get through the intersection, accidents caused by drivers attempting to make the light are a near certainty.
4. The routing of the Boulevard over a combined Western & Classen recreates the bypass effect the Farmer's Market District experienced with the old I-40. When the purpose of the main transportation connections in the area is to move cars past instead of to the District, little investment in the area will likely result.

5. The most unbelievable feature of Option C, though, is the seven lane wide section between Hudson and Robinson capping the north end of the new park. It is hard to imagine people passing through the new convention center grounds on the north side of the Boulevard finding those seven lanes between them and the park desirable to cross. Considering that engineers from both ODOT and the City have known what was being located there for some time combined with the repeated promises of a pedestrian friendly tree-lined street, the creation of a seven-lane wide ribbon of concrete at this location appears to be a purposeful design flaw to be 'compromised' on later to make the final version of Option C more 'inclusive' to those who commented.

In conclusion, Option D is is the best proposal to replace the old Crosstown in the absence of a true 'Grand Boulevard' retail and shopping option. It allows for the most development and growth in line with both the collected vision of the residents of Oklahoma City and the shifting housing and life-style needs of younger generations.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Daniel Krutka		
NAME:		
316 Wainwright St. #302		
ADDRESS:		
Denton	TX	76201
CITY:	STATE:	ZIP:
+1 (405) 476-5427		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

dankrutka@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Dear ODOT and other decision-makers,

I was a resident of Oklahoma City and the surrounding areas for 10 years before recently moving for work. I frequent Oklahoma City often for both professional and business purposes. One of the primary reasons I make an effort to return often is because of the organic growth of the downtown area. It is also the reason I hope to move back to the downtown area in the future. Like many in their 20s and 30s, I often get around by bike and foot, not car. The car culture that arose post-WWII is starting to regress as trends show more and more people using other means of getting around dense urban areas. All of these reasons are why I support Alternative D that has been presented. Please keep this boulevard at grade all the way through the entire downtown area and do not raise the highway to create economic and transportation barriers for the community. A raised boulevard will also hurt the thriving business development, particularly in areas like the Farmer's Market and Film Row.

Furthermore, I am extremely disappointed in the options presented by ODOT and their methods - from holding public meetings at poor times to having a public comment form that doesn't work using most internet browsers to manipulating traffic count projections. These are all signs of the disregard ODOT employees have shown for the desires of the public. I hope that ODOT considers bringing in urban planners who can bring them up to date to 21st century transportation issues. This road will be maintained by the city of Oklahoma City. Give the people the boulevard they want and I will continue to bring my money north of the Red River to spend. Best,

Daniel G. Krutka, Ph.D.

"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."

Page Intentionally Left Blank

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Dennis Ladd		
NAME:		
3607 N Market Ave		
ADDRESS:		
Shawnee	OK	74804
CITY:	STATE:	ZIP:
+1 (405) 206-6709		
PHONE NUMBER:		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: **05/21/2013**

edladd@hotmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I am so frustrated as I write this.

I don't know who will ultimately read this, but I would like to voice my disappointment in the alternatives for the downtown boulevard.

None of them have come even close to what we need as a boulevard. It has been said that this road would be the gateway to our city to introduce people to OKC who would usually bypass OKC on I-40 on their way out of town.

How can we have a Grand Boulevard that introduces people to our city if it is basically another expressway?

The idea of a six lane highway through downtown is ridiculous. The speed limit will not matter because if it is six lanes and the lanes themselves are wide, people will speed through DT. If we wanted that, we should have just kept I-40 where it was and used the current I-40 area for train connections.

I realize there is a complication at the Reno/Boulevard/Classen/Western intersection, but to have a cul-de-sac for Western? Really? My frustration level with you is over the top.

This street is not meant to rapidly get people in and out of downtown. It is meant to be a grand entrance to our city and make people stay down there.

Let's keep in mind what is going to be built along the boulevard over the next five years: The new convention center, the new central park, the new transit parking garage east of the rail lines in bricktown, any development in the Lumberyard plus any other C2S development as the others open.

Why not introduce the idea of bike lanes and wide sidewalks along the boulevard? This would get people moving on foot

"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."

or bike instead of just sitting in their car. Please use some new and forward thinking!

I am age 66 and realize that new and younger thinking is needed. Don't you have anyone in your department that is capable of designing something for another generation?

Thank you.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

LIZ Langthorn

NAME:

609 NW 17th St

ADDRESS:

Oklahoma City	ok	73103
CITY:	STATE:	ZIP:

PHONE NUMBER:

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

Please submit comments by: **05/21/2014**

LIZ@LIZTHEDOULA.COM

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I support making it as low impact as possible. Above grade does not meet that criteria. It should be integrated into the existing grid street pattern. Our city needs to be walkable; it does not need to be solely focused around cars and trucks. I support alternative D.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Mairead Todd
NAME:

719 NW 20th Street
ADDRESS:

Oklahoma City | OK | 73103
CITY: STATE: ZIP:

4058183258
PHONE NUMBER:

maireadkt@gmail.com
EMAIL ADDRESS:

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

Please submit comments by: 06/13/2014

Print Form | Reset Form | Submit by Email

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I would like to show my support for Alternative plan D for the OKC boulevard. Alternative D disperses commuters at many intersections with access to both downtown and Midtown. This means more route choices, with less traffic passing through each intersection. Alternative D directly connects to Western, Classen, and Shartel, making access to the St. Anthony's and Midtown area convenient.

As a close resident to downtown, I feel however the new boulevard is contructed, it will effect me and my family's lives. We go downtown weekly for events, dining, or a simple bikeride. It is our neighborhood of choice when we go out. I will be one of few people who will be using it regularly (aside from those commuting to work) so I feel very strongly about my comments.

Please choose Alternative D.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Ryan Marshall		
NAME:		
2600 NW 29th		
ADDRESS:		
Oklahoma City	OK	73107
CITY:	STATE:	ZIP:
+1 (405) 640-8232		
PHONE NUMBER:		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: m-coordinator@odot.org

Please submit comments by: **05/21/2013**

ryan.5and2@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I live on the West side of downtown and currently have easy and convenient access to downtown via General Pershing Blvd or Reno. Traffic is minimal to non-existent even during big events. I would prefer to see a Boulevard that encourages business develop and commerce on the West side of downtown. I do not want a 6 lane road that is dangerous for pedestrians and cyclists. I would actually prefer convenient public transit access for the Boulevard and into downtown.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Doug Matheny
NAME:

2725 W. Wilshire Blvd.
ADDRESS:

Oklahoma City | OK | 73116
CITY: STATE: ZIP:

405-848-8382
PHONE NUMBER:

dougmatheny@cox.net
EMAIL ADDRESS:

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

Please submit comments by:

Print Form | Reset Form | Submit by Email

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Thank you for extending the comment period and for your public service. I strongly prefer the "street grid" approach (option D) rather than adding any curvilinear or elevated street addition to the downtown street system. Keeping the existing grid system intact will help spur development and "placemaking" along existing streets between Western and Walker. Also, it would be highly undesirable to further bifurcate north and south OKC. Any east-west elevated roadways or north-south dead-end streets should be avoided. Please use the dedicated ODOT funding for the Western to Walker section of the proposed boulevard towards further improving the existing grid system in that area instead.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Michelle McBeath		
NAME:		
2725 NW 67th		
ADDRESS:		
Oklahoma City	OK	73116
CITY:	STATE:	ZIP:
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

michellemcbeath@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

This is a quality of life issue for not only current OKC residents, but those who will live and work here for years to come. Quality of life does not include zipping in and out of a place the fastest way possible. We don't build cities for cars. We build cities for people. People who eat, shop, walk, grab drinks at the local bar, bike, and walk their dogs.

As a citizen of this city, I don't want to see another seam in our city - I don't want another Broadway Extension/NW Expressway/Classen Avenue. These type of streets divide. I want a design that does not create barriers, but allows for the market/people to decide what they want to see happen with it. Please return to the grid (Option D) and allow the city to move in the direction it chooses. Better yet, just give the City the funds and let us design it ourselves since we'll be the ones "inheriting" it after. I'm guessing at this point that it might save you some heartache. People are upset because they care.

Our city is on the edge of transformation. People don't want another artery to simply move cars in and out of the city to/ from the suburbs. We want people to stay, to invest, to linger, to enjoy all of the things/art/nightlife/culture that is booming here. There is such momentum. We walk a green, walkable, bikeable, liveable, city. Where strollers and and dogwalkers feel safe crossing the street. Thank you for your consideration and I hope you will listen to the people's voices.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 Oklahoma City, OK

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

Matthew Mclarty		
NAME:		
3801 Normandy Road		
ADDRESS:		
Edmond	Ok	73013
CITY:	STATE:	ZIP:
(405)97934383		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

MatthewM@Bockus-Payne.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

The selection should be "D". We can design Complete Streets with full access to protected bike lines , walk-able sidewalks and a public transportation system that can and will be better supported by the mixed uses and density that this area will create. We can design this correctly to encourage a healthy community that does not relay on the car thus we dont need the big road. We have the knowledge and the ability. The community can buy the books the engineers have. We can get the designs form other cities. The information is easy to get.
We need the revenue that the development option "d" with create by not impeding development and allowing more parcels. We do not have the revenue for what a huge road costs to maintain over time. We should have adopted the ITE and Urban Street Design Manual yesterday and apply the best practice. We can create a TOD that will mitigate the "estimated" traffic theory. The rest of the world is getting ride of these budget sink holes. We cant keep doing this to ourselves and to our children. No company is going to move here , family's dont want to be apart of a community that is not progressively creating a better and healthier environment for the WHOLE city. There is nothing healthy, fun, pretty , or picturesque about large car filled lanes of traffic filled roads. We cant keep doing this to OKC. We diverse the best we can get, and that is option "d".

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***Oklahoma City, OK***

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

Chuck Mikkelson		
NAME:		
4401 NW 4TH ST Suite 100		
ADDRESS:		
Oklahoma City	OK	73107
CITY:	STATE:	ZIP:
+1 (405) 942-9900		
PHONE NUMBER:		
chuckmikkelson@prodigy.net		
EMAIL ADDRESS:		

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

Please submit comments by: 06/13/2014

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I'm not sure I understand your comment that bike lanes and sidewalks will be the same as OKC's current plan? What is OKC current bike plan?

There should be wide bike lanes and wide sidewalks on the entire route from the 1st access (Virginia on the west?) to the last access on the east before returning to I-40.

There should be NO street side parking along the route. Roads, bike lanes, sidewalks are for transportation not parking.

The plan should include either an overhead or underground pedestrian crossing around Robinson. This should be a high pedestrian area with the new park and during large events. It would be a much needed safe crossing for pedestrians and bikes regardless if the new boulevard is 2, 4 or 6 lanes. My opinion 6 lanes with no street side parking is a lot safer to cross than a 2 lanes with street parking blocking pedestrian views.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Adam Mills		
NAME:		
704 NW 22ND ST		
ADDRESS:		
Oklahoma City	OK	73103
CITY:	STATE:	ZIP:
+1 (405) 367-9665		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

mills_a@hotmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

As a person who uses the services and frequents the businesses and activities downtown, I must register my dismay at the City's support for alternative "C" of the proposed crosstown boulevard routing. Alternative "D" presents a much better, more walkable, friendlier, more local, and more efficient use of the space. Alternative C would function too much like the former I-40 bridge used to, dividing downtown. Alternative D, on the other hand, would allow easy, direct access from north to south, instead of requiring a pedestrian or cyclist to detour several blocks out of their way to find a crossing. The diagonal routing is also wasteful of lot space and would artificially limit development along the corridor.

I do not believe that the traffic and development projections for alternative C are based on sound data or good analysis. I think that the assumptions that are being made to justify it are unrealistic and will harm the objectives of the downtown revitalization.

As has been said before, don't replace a highway with a highway. Alternative C does just that, and it is the wrong choice for downtown.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 Oklahoma City, OK

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

Braden Palm	
NAME:	
12401 N. MacArthur Blvd. #3512	
ADDRESS:	
Oklahoma City / OK / 73142	
CITY: / STATE: / ZIP:	
+1 (405) 824-2332	bradenpalm78@gmail.com
PHONE NUMBER:	EMAIL ADDRESS:

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

First and foremost, my preferable option for entry to downtown OKC would be "Alternative D", which is to return the grid to its former glory to allow for larger sized land development. In this option the boulevard would be a grand boulevard along and slightly north of the SW 3rd Street alignment between the east end I-40 connector and Hudson. That boulevard would be tree lined on each side with a half lane for urban cycling, two full through lanes in each direction, extended left turn lanes for Robinson and Hudson and a landscaped center median between the opposing directions. This landscaped center median would be a refuge between the Harvey Spine north of the boulevard where the new convention center will be and the Central Park to the south. If I could provide pictures in my comments, I would, but alas, you make this as complicated as possible.

If we are going to go along the lines of "Alternative C", then these are the changes that I would like to propose as viewed from west to east.

First, at Western and Reno, there needs to be a roundabout here and if ODOT doesn't do it then the City of Oklahoma City needs to do it and include Exchange as it is an integral connection to the Farmers Market area from the newly enriched and expanding area in an around Film Row and where the 21C Hotel will be located. It is of vital importance that as many links as possible are connected to each "district" so that we don't have to detour.

Second, there needs to be a full access intersection at Lee Avenue, to tie Film Row in with the Core-To-Shore area--again, future development, as envisioned in bringing residential back down to the downtown area.

Third, the segment of SW 3rd Street, between Lee & Walker, where you have a one way street with parallel parking on either side of it needs to be closed off, so as to allow a much larger parcel of land to be available for development fronting the new boulevard.

Fourth, as stated in my "Alternative D" narrative, it is VERY IMPORTANT that the main stretch of our downtown boulevard

"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."

not be 100' of solid concrete with cars zipping by in each direction. Please imagine your kids kids trying to get to school downtown but they can't because they're scared to cross the highway, which is basically what you have created as a part of your vision of a boulevard. Instead of parallel parking lanes (2), two thru lanes in each direction (4) and a center turn lane (1), for a total of SEVEN lanes, lets decrease the count and make this boulevard something iconic that will be remembered in a good way. This DOES NOT need to be a NW 39th Street or a Northwest Expressway. When I was a kid, I was fearful for my life of crossing May Avenue. Imagine how these kids would feel. I would also suggest that your intersections at Walker, Hudson and Robinson, all have very wide crossing stripes and keep in mind that in the future you may want to allow for diagonal crossings through the middle of the intersection so that pedestrians can stay ahead of vehicular traffic. I would also suggest a pedestrian crossing midstreet along the Harvey Spine between the future convention center and the Central Park. If you can't do these then you need to include subterranean pedestrian tunnels or skybridges that tie into the new convention center from the Central Park area. It's hard to imagine it all now but when the Central Park is built, the land around it will be prime for residential development and we just need to be prepared to think about families actually living close to downtown and that they will have kids who are going to have to cross the streets at some time or another.

That pretty much sums up my views on how the boulevard needs to be designed and built. With newer modes of transportation becoming available to our city and the millennials and younger generations looking at living close to their jobs in a downtown environment, you're going to see a shift in traffic counts that you've never witnessed before because, honestly, times are changing for the better. Why not a BETTER BOULEVARD?

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Brandon Pellow		
NAME:		
2212 SE 67th Street		
ADDRESS:		
Oklahoma City	OK	73149
CITY:	STATE:	ZIP:
+1 (405) 672-7964	brandon@johnsoncrating.com	
PHONE NUMBER:	EMAIL ADDRESS:	

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

Please submit comments by: 06/13/2014

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I wanted to express my support for Boulevard Design 'D' and vehemently object to plan 'C' or any other design that would limit access to Exchange Avenue/Stockyards.

I ask that everyone involved to please encourage the current momentum the city has and to not inadvertently create obstacles to existing destinations within the city. These destinations are vital for local business and tourism which is becoming a large force in our economy.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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 Perry		
NAME:		
223 NE 2nd Apt 302		
ADDRESS:		
OKC	OK	73104
CITY:	STATE:	ZIP:
+1 (918) 348-2384		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

andrewmperry@me.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

In my opinion the Boulevard's main focus should not be to move CARS in and out of downtown. In a perfect world we could return to the grid or option D. If the Boulevard absolutely has to be built, none of the current options will work. It needs to focus almost solely on walkability and bikability. You are designing streets these days for people who want to live in a walkable environment and you have the perfect opportunity to get this right and please a lot of people. Please do the right thing.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Thomas Peryam		
NAME:		
1001 NW 16th St.		
ADDRESS:		
Oklahoma City	OK	73106
CITY:	STATE:	ZIP:
+1 (405) 435-7881	peryam@gmail.com	
PHONE NUMBER:	EMAIL ADDRESS:	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: **05/21/2013**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Options A and B are completely unacceptable. These options would create a wall seperating SW downtown from the economic revitalization which is occurring elsewhere and would condemn these areas to continued urban blight. Options C and especially D incorporate the areas to the southwest of downtown OKC into the urban fabric. This will result, in time, in economic growth in the area, decreased crime and transiency, and a more vibrant Oklahoma City.

State DoTs across the USA have a terrible track record of over-predicting traffic counts into the future, and thus your 2040 traffic projections should be taken with a grain of salt and weighed much lower than economic development considerations.

So, in summary, options C and D are the best for Oklahoma City. Options A and B should not be enacted.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 Oklahoma City, OK

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

Joe Quinlin		
NAME:		
723 SW 6th		
ADDRESS:		
Oklahoma City	ok	73109
CITY:	STATE:	ZIP:
+1 (405) 317-6100		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

joe@quinlin.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I have lived within blocks of the old I-40 / new boulevard since October of 2008. From 2008 to 2013 I lived just across the street from City Rescue Mission on California Ave. Recently I moved about 6 blocks south into a highly volatile area off South Shartel and SW 5th. There are several families that have collectively and intentionally moved to this area to seek the peace of the city and fight for shalom in this area. Keeping the neighborhood we live in walkable, bikable, and drivable is highly important to us. It would be our preference to not be cut off to the south by the freeway and to the north by the boulevard. If at all possible it would be great to implement Alternative D as the primary option for the boulevard. This takes into account a fair balance of efficient transportation and the development of community. We love OKC and would greatly appreciate our voice being heard. Please respond to me anytime as I would love to discuss this further.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 Oklahoma City, OK

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

Dustin Ragland		
NAME:		
3344 NW 18th St		
ADDRESS:		
OKC	OK	73107
CITY:	STATE:	ZIP:
405-314-2445	walrusmuse@gmail.com	
PHONE NUMBER:	EMAIL ADDRESS:	

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Option D, or Alternative D under the recommendations is the best way going forward for the city to preserve development opportunities in the western part of the core, and southern Film Row, which is already developing at an excellent pace. The preservation of the grid is essential in an urban context, and the mistakes made via the old crosstown, the current crosstown (still bisecting the core 2 shore goals and southern core neighborhoods from actual downtown), and other urban highways in OKC must be heeded when considering the replacement of the crosstown.

The slowing of traffic, multiple and smaller lanes and intersections, more blocks, less superblocks: all of these are essential for the further development of the western core.

The new Shields, Western, and OKC Blvd exits already extant with the new crosstown (I40) provide multiple points of entry at highway speed into the core, and the argument that the extension of the Blvd in the manner of Alternative C is necessary for traffic handling is disingenuous and patronizing to OKC residents who know better, and have seen what these kinds of streets have done to decimate so much of our inner city.

The "best of bad options" approach is no longer feasible for our city, and my hope is that ODOT and city planners realize this and implement what's best for the perpetuity of our city's urban growth and renewal.

Thank you for your time and consideration.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Abbey Richards		
NAME:		
2236 NW 157th Ter		
ADDRESS:		
OKC	OK	73013
CITY:	STATE:	ZIP:
+1 (405) 513-7668		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

abbeyviolet@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I strongly dislike Option C and do not think it will be beneficial for the city, its residents, or its businesses now or in the future.

In reading through the various options, I am most encouraged by Option D. The downtown boulevard will be a permanent seam across the heart of our downtown, a seam that should connect downtown, not divide it. It should allow for easy maneuvering and connections between businesses. Replacing a highway with a highway we don't need or want doesn't make sense. I strongly, strongly oppose Option C for the future of our city and my family.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Deborah Richards		
NAME:		
2900 N Harvey Pkwy.		
ADDRESS:		
Oklahoma City	OK	73103
CITY:	STATE:	ZIP:
+1 (973) 441-0898		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

deborah.a.richards@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I support option D. I am excited about the recent growth and development in Oklahoma City and am interested in seeing this development expand. If we want to create a city that encourages development and new businesses then proximity to desirable locations and ease of movement from one block to another is critical. Large roads and highways that break up the grid do not allow for community among business owners and residents in an area. They also deter transportation by bike, foot and public transportation - which are primary methods of transportation in all successful and active downtowns across the country.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Andy Rine		
NAME:		
1900 NW 22nd		
ADDRESS:		
Oklahoma City	OK	73106
CITY:	STATE:	ZIP:
+1 (405) 820-3991		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

andyrine@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I feel strongly that option D should be implemented.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Stacy Rine		
NAME:		
1900 NW 22nd Street		
ADDRESS:		
Oklahoma City	OK	73106
CITY:	STATE:	ZIP:
+1 (405) 637-9692	stacyrine@gmail.com	
PHONE NUMBER:	EMAIL ADDRESS:	

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I support Alternative D because it is more pedestrian and bicycle friendly.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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
CITY:	STATE:	ZIP:
405-535-9393	ryckbost@gmail.com	
PHONE NUMBER:	EMAIL ADDRESS:	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: m-coordinator@odot.org

Please submit comments by: **05/21/2013**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Thank you for accepting my comments regarding the proposed Crosstown Boulevard. I fully support Alternate D, as I believe it will most adequately support future development in downtown Oklahoma City. Alternate C is a minimally acceptable option, but in its current form is extremely limiting in its development potential and in promoting or encouraging multi-modal use. Alternatives A and B should not receive any consideration from ODOT, The City of Oklahoma City or FHWA as they do not promote development or multi-modal use.

I have the following comments about the process and the methods by which ODOT appears to support Alternative C: First, the public comment period for this Alternative analysis is too short. Two weeks is too short to garner appropriate input on such an important piece of Oklahoma City's future.

Second, the only public meeting for the Alternative analysis was ill-timed during a Wednesday evening on which many people attend churches and the Thunder were having a playoff game. Additionally, this meeting was held as an open house, with no information provided prior to the meeting for people to become educated to ask questions.

Third, no information was provided publicly regarding traffic studies and other engineering and planning input into the final four Alternatives. People that were able to attend the open house (see point above) were able to ask such questions, but those who could not attend were not able to. The only information I've seen was provided via The Oklahoman.

I have the following comments about the ranking system and choice of preferred Alternative:

First, the scoring asserts that Alternative D does not meet local planning preferences but that Alternative C does fully. This is a false assumption that should have been vetted through Oklahoma City's Planning Department and possibly the Planning Commission and City Council. The Core to Shore plan is a guiding document and is not intended to be set in stone, so to speak. It contains conceptual renderings that are intended to show the spirit of the City's goals. Furthermore, one of the goals of the plan was to increase development potential in this area once I-40 was moved. Alternatives A, B

"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."

and C do NOT meet this goal. The only Alternative that fully meets this is Alternative D, because it leaves the most developable land free.

Second, the traffic counts, provided only through the media, indicate that initially ODOT projected 58,000 vehicles per day the day it would open, and then 94,000 vehicles per day by 2040. The Oklahoman reports that ODOT now suggests 13,000 vehicles per day the day it would open and then 27,850 vehicles per day in 2040? If these lower projections are accurate, it fully reinforces that the existing grid pattern can easily handle the vehicle load. Per FHWA and other studies, an appropriately designed three lane (1 lane of travel each direction with center turn lane) can handle upwards of 20,000 vehicles per day (some even reporting 24,000 vehicles per day works efficiently). The area around the old Crosstown (the proposed Crosstown Boulevard area) can easily absorb these vehicle counts.

Third, the assumption that Oklahoma City needs a through-boulevard is an incorrect assumption even from a traffic engineering standpoint. The point of this boulevard (Alternative D, the grid) should be the delivery of people to and from downtown, rather than that of creating a thoroughfare. Oklahoma City does not need an I-40 bypass through downtown/ Core to Shore; if necessary, the grid could easily supply this need.

Finally, given whatever Alternative is chosen, it should be designed to the standards of the National Association of City Transportation Officials (NACTO), not to the American Association of State Highway Transportation Officials (AASHTO) standards (aka the Green Book). NACTO's standards, known as the Urban Street Design Guide, have been adopted by numerous city, county and even state bodies across the United States and are the most appropriate standards for street design in an urban area.

In summary, I believe Alternative D will provide the City and State with the largest return on its investment in the long term. Alternative D will leave the most developable land and allow the streets to be built, or rebuilt, to much more multi-modal standards. The southern downtown/Core to Shore area needs to be walkable, bike-able and transit-friendly, on top of allowing vehicular access.

Thank you for taking the time to accept my public comments.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Steven Schwartz		
NAME:		
3141 NW 18th St		
ADDRESS:		
Oklahoma City	OK	73107
CITY:	STATE:	ZIP:
+1 (405) 205-8953	steven@klsprop.com	
PHONE NUMBER:	EMAIL ADDRESS:	

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

Please submit comments by: 06/13/2014

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I support "Alternate C" as proposed by city council.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 Oklahoma City, OK

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

John Semtner
NAME:

1125 Hemstead Place
ADDRESS:

Oklahoma City	OK	73116
CITY:	STATE:	ZIP:

PHONE NUMBER:

EMAIL ADDRESS:

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

As a fellow engineer I applaud ODOT for the public forums they have held. It is always difficult to incorporate public opinion into a design attempting to follow logic. As a downtown employee and regular commuter I would like to put my support behind option D. I feel the grid option this proposes is best for the future of Oklahoma City. I understand the "peak" flow rates push us towards an elevated roadway, but I do not feel this is the best solution for 99% of the time. I've lived in cities where policy was against automobile traffic and seen the issues that causes, but I also appreciated the benefits daily. Please put strong consideration into option D and the "grid" option.

An invested citizen,

-John Semtner

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Amy Shell		
NAME:		
2200 Classen Blvd. Apt. 13112		
ADDRESS:		
Norman	OK	73072
CITY:	STATE:	ZIP:
+1 (918) 853-2255		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

amyelaineshell@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

As a young professional that is moving away to Columbia University for Urban Design graduate school, I will be keeping track of what OKC is doing to better itself. If it continues to let ODOT make destructive and horrible decisions that impact the walkability, healthiness, and overall future growth of the City, then I will establish roots in cities that have recognized their mistakes and then strove to make much wiser decisions.

I will only support Alternative D because it:

Preserves a rich interconnected street network.
Maximizes realistic opportunities for quality development.
Provides greater return on public investment.

I also reject the promotion of Alternative C because it is based on manufactured data and assumptions about future traffic, ignoring changing transportation trends

I attended the Mayor's Development Roundtable --- and this highway proposal is the antithesis of what a great OKC could look like.

Larry Beasley “Don’t replace a highway with a highway.”

I move to New York City in a week. I hope that I can proudly represent a city I have come to love and can uphold as a model of new Urban Design. The car is dead. People want more, so Oklahoma City must be prepared to challenge ODOT to be able to invest in the correct outlets.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Tyler Sullivan		
NAME:		
2307 N Walker Apt. A		
ADDRESS:		
OKC	OK	73103
CITY:	STATE:	ZIP:
+1 (405) 488-4617		
PHONE NUMBER:		

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

Please submit comments by: 06/13/2014

Sullivantyler64@Hotmail.Com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

This is an extremely bad idea. Cutting off Exchange would be not be conducive to development down in the stockyards, and the businesses down there would be negatively affected. Please don't go with Plan C.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Meredith Thomas		
NAME:		
2012 NW 20 ST		
ADDRESS:		
Oklahoma City	OK	73106
CITY:	STATE:	ZIP:
+1 (817) 564-6051		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

meredithtms@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I support alternative D for the Crosstown Boulevard. I believe that we have an opportunity to make our downtown a more pedestrian and bike friendly place. Alternative D would encourage people to walk and bike while the other alternatives would only encourage more cars. I think our priority should be making downtown a welcoming and enjoyable place to live, work, and play. Alternative D would spur on quality development and make downtown the kind of place that attracts people. Let´s make Oklahoma City a great destination. Let´s not replace one highway with another highway.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Jessica Thompson		
NAME:		
1414 NW 14th St.		
ADDRESS:		
OKC	OK	73106
CITY:	STATE:	ZIP:
+1 (405) 200-2313		
PHONE NUMBER:		
jessicathompson@classentenpenn.org		
EMAIL ADDRESS:		

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

Please submit comments by: 06/13/2014

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I would like to state that I approve of Option D. My husband and I live off Western and NW 14th St. We also work on off Western and Main St. I approve of Option D because I believe we need more exits, as the highway does not have many headed West. As a result we witness western traffic become very congested during the rush hour traffic times-morning, lunch, and dinner. Option D is the only option that does not exclude small businesses on the way to Downtown OKC/ Bricktown.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 Oklahoma City, OK

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

Matt Tilly	
NAME:	
1811 NW 19th Street	
ADDRESS:	
Oklahoma City	OK 73106
CITY:	STATE: ZIP:
+1 (405) 552-5397	tillyato@yahoo.com
PHONE NUMBER:	EMAIL ADDRESS:

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

As a resident of a nearby neighborhood and downtown Oklahoma City worker, I would like to strongly voice my support for Alternative D for the Crosstown Boulevard. I am disappointed that, through more than two years of study and multiple meetings with substantial public input, the views and feelings of the majority of downtown residents and workers have not been seriously considered or incorporated into the proposed boulevard designs. The old I-40 highway through downtown cut off development to the south and connectivity with downtown for more than 40 years, and despite a golden opportunity to create a boulevard that would encourage economic redevelopment of the area, walkability, and a great return on investment for public dollars, little interest has been shown in creating such a pedestrian friendly boulevard. Alternative C 's route cuts across vacant land and opportunity sites, making it difficult or impossible to develop much of the area. Alternative C, which is being promoted because of a supposed need for future traffic, is based on manufactured data and assumptions about future traffic, ignoring changing transportation trends. The goal of the boulevard should be to connect people with downtown, not to create a new highway allowing people to bypass downtown altogether. Going forward with Alternative C as it is currently contemplated would be a tremendous mistake that would set back development in the southwest portion of downtown for decades to come.

Despite my strong support for Alternative D, should Alternative C be ultimately chosen, I would strongly encourage that changes be made to Alternative C as currently proposed to comply with the principles of Project 180, making walkability, bikeability, and over pedestrian friendliness a priority in the design and implementation of the boulevard. The selection of any boulevard alternative is a critical decision that will have an impact on downtown for decades to come. The design of the OKC Boulevard will set the precedent for how our downtown will grow, or not, and whether it will prosper or suffer. It will define what urban vitality means in OKC. It will be the first impression of people visiting from the east and west. It will shape when, where and what type of development occurs. I strongly encourage you to consider implementing Alternative D, and that if Alternative C is chosen, substantial improvements are made to the design to better incorporate the principles of Project 180 and better urban design in the boulevard ultimately constructed.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 Oklahoma City, OK

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

Matt Tilly	
NAME:	
1811 NW 19th Street	
ADDRESS:	
Oklahoma City	OK 73106
CITY:	STATE: ZIP:
+1 (405) 552-5397	tillyato@yahoo.com
PHONE NUMBER:	EMAIL ADDRESS:

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

As a resident of a nearby neighborhood and downtown Oklahoma City worker, I would like to strongly voice my support for Alternative D for the Crosstown Boulevard. I am disappointed that, through more than two years of study and multiple meetings with substantial public input, the views and feelings of the majority of downtown residents and workers have not been seriously considered or incorporated into the proposed boulevard designs. The old I-40 highway through downtown cut off development to the south and connectivity with downtown for more than 40 years, and despite a golden opportunity to create a boulevard that would encourage economic redevelopment of the area, walkability, and a great return on investment for public dollars, little interest has been shown in creating such a pedestrian friendly boulevard. Alternative C 's route cuts across vacant land and opportunity sites, making it difficult or impossible to develop much of the area. Alternative C, which is being promoted because of a supposed need for future traffic, is based on manufactured data and assumptions about future traffic, ignoring changing transportation trends. The goal of the boulevard should be to connect people with downtown, not to create a new highway allowing people to bypass downtown altogether. Going forward with Alternative C as it is currently contemplated would be a tremendous mistake that would set back development in the southwest portion of downtown for decades to come.

Despite my strong support for Alternative D, should Alternative C be ultimately chosen, I would strongly encourage that changes be made to Alternative C as currently proposed to comply with the principles of Project 180, making walkability, bikeability, and over pedestrian friendliness a priority in the design and implementation of the boulevard. The selection of any boulevard alternative is a critical decision that will have an impact on downtown for decades to come. The design of the OKC Boulevard will set the precedent for how our downtown will grow, or not, and whether it will prosper or suffer. It will define what urban vitality means in OKC. It will be the first impression of people visiting from the east and west. It will shape when, where and what type of development occurs. I strongly encourage you to consider implementing Alternative D, and that if Alternative C is chosen, substantial improvements are made to the design to better incorporate the principles of Project 180 and better urban design in the boulevard ultimately constructed.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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 Toland		
NAME:		
PO Box 950562		
ADDRESS:		
Oklahoma City	OK	73195
CITY:	STATE:	ZIP:
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

dtoland01@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

1. There is no convenient access north of the boulevard near Western and Classen. If option C is chosen, an intersection should be built at Klein to allow north/south traffic.
2. Has a two point interchange ever been discussed at the Reno intersection? With the median, the appears to be room.
3. I know that two point interchanges have always had an overpass, but it could be built at ground level.
4. The east bound exit at Reno should have a dedicated lane on Reno that can turn north on Western.
5. There should be more turn-arounds along the boulevard. Shields boulevard has them approximately every 1/8-1/4 mile and that doesn't impair traffic.
6. Parallel parking should be included from Classen to Walker to spur development.
7. I believe all options are designed to move the maximum amount of traffic possible. The main egress should be I-40. This should be a slower option that can bring business and community together, not divide it. There should not be any elevated roads east of Klein, even if that means more stop lights and longer waits. ODOT has missed the mark again. ODOT is very good at designing and building highways, but maybe a boulevard like this should be designed by a consultant with much more experience.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Chris Wadsworth		
NAME:		
8505 SW 46th PL		
ADDRESS:		
Oklahoma City	OK	73179
CITY:	STATE:	ZIP:
+1 (405) 261-6245		
PHONE NUMBER:		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: **05/21/2013**

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Please use common sense and do not build this as a 6-lane highway with the primary purpose of getting cars in and out of downtown as quick as possible. I-40 sits just a few blocks South and is used for quickly moving cars. This boulevard needs to create and support economic development that is taking place in the area and building a 6-lane highway that is elevated at some points will effectively kill development in this area. Please consider the future of OKC and all the development that is in the works in this area and take that into account when deciding on an option for this road and not focus solely on what is the quickest way to move cars.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 Oklahoma City, OK

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

Kent Ward		
NAME:		
7725 W. Reno		
ADDRESS:		
Oklahoma City	OK	73127
CITY:	STATE:	ZIP:
+1 (405) 947-1643		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

kent@wardconst.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

To do what is best for downtown OKC, property redevelopment, and residents and visitors alike, the new boulevard needs to be a slower, at grade, pedestrian and bike friendly road. Having a high speed, elevated road creates a dangerous situation for walkers and bikers, as well as creates a physical barrier from downtown OKC to the core to shore area. Which leads me to another reason this road should be a slower speed, at grade road, property redevelopment opportunities. To maximize property values, which would bring in higher property values for the city and state, a slower, at grade road would be the best to help property redevelopment efforts. If you have an unsightly and dangerous road thats is a barrier between downtown and core to shore, housing and office opportunities would be wasted. Lets make this boulevard pedestrian and bike friendly to boost improved lifestyle and development opportunities and not make another mini highway just a few blocks from I-40.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Sean Webster		
NAME:		
1513 1/2 NW 17th St		
ADDRESS:		
Oklahoma City	OK	73106
CITY:	STATE:	ZIP:
+1 (405) 514-1201	sean.webster@gmail.com	
PHONE NUMBER:	EMAIL ADDRESS:	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: m-coordinator@odot.org

Please submit comments by: **05/21/2013**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I am seriously concerned about adding yet another freeway into Downtown. It's not necessary, it's not entirely appropriate, it's not wise, and it's not wanted by the City or those who live in and near its urban core. Freeways and limited-access roads will hinder development at a time when it is just starting to take off.

I am also concerned at the attempts to pass off what is essentially a freeway as an "at-grade" solution, as basically demanded by the City, by designing a limited-access road at ground level. We all know what we mean by at-grade.

Put the new boulevard on the existing grid. Alternative D is the closest I see to that, but honestly I'm not sure it quite does the job either. Alternatives A and B are the exact opposite of what we need and want. C, if it's any better, is only marginally so.

Putting traffic onto the street grid is not going to be the end of the world, especially with a new 10-lane bypass nearby. Please give us the OKC we want and not the one you've decided we need.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Robert J. West		
NAME:		
7301 S. Shields		
ADDRESS:		
Oklahoma City	OK	731490
CITY:	STATE:	ZIP:
+1 (405) 641-5720		
PHONE NUMBER:		

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

Please submit comments by:

westernwear@yahoo.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

We do not want to cut off access from downtown to the stockyards area! Bad idea. Think about all the horse shows that come to town and those people could not get to Cattlemen's or Langston's or the other shops they most frequent! I favor plan D!

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 Oklahoma City, OK

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

Jim Whiddon		
NAME:		
7404 NW 125th St.		
ADDRESS:		
Oklahoma City	Ok	73142
CITY:	STATE:	ZIP:
+1 (405) 818-9977		
PHONE NUMBER:		

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: **05/21/2013**

jwhiddon@ozarkah2o.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I work with Eureka Water Company in Oklahoma City. We are bordered by Shartel on the west, SW 3rd, Lee on the east, and SW 2nd. All of these Alternatives will affect us significantly, with the exception of Alternative "D". Alternative "D" would be the absolute best for us because it does not affect us at all. I do, however, understand that it is really not the best for Oklahoma City going forward. I am not sure where "D" came from, but it doesn't connect. From what I gathered at the meeting on Wednesday evening, Alternative "C" is going to be the preferred Alternative. Alternative "C" would be better for us than either "A" or "B". The main problem that we are going to have is that the access to our building is going to be somewhat compromised by the intrusion of the Boulevard onto our back door. Alternative "C", according to the maps and diagrams, will have exit and entrance areas on both Shartel and Lee on the south side of the Boulevard. in order to do this, both Shartel and Lee would have to be turned into two way streets and increase the vehicle traffic around our property. On Lee, the east side of our property, 18 wheelers drive north from SW 3rd to our diagonal driveway on the west side of the street for deliveries. If vehicles are allowed to exit the Boulevard less than 100 feet from our driveway entrance, we could be seeing some serious traffic problems. Our docks are located on the west end of our diagonal driveway area. The trucks pull past the docks out onto SW 2nd, so that they can back up straight into the dock area. The bottom line is that we can deal with Shartel having exit and entrance areas, but not Lee and certainly not both of them. That would just cut us off even further.

Also, with the Crosstown Boulevard coming through, we are going to be separated from our other properties on SW 2nd and Lee. We own the lot on the northwest corner of SW 2nd and Lee, and the lot on the northeast corner of SW 2nd and Lee. When I-40 was up, we could go under the overpass to our other properties. With the new Boulevard being at ground level, we are going to lose the ability to go across the street to our lots. The Boulevard will be going in between our properties and cutting off our access, so we would have to drive south to 3rd, east to Walker, north to 2nd and west to Lee just to get across the street. We have made significant improvements to the lot on the northeast corner, including a concrete parking area with security fences and lighting. Mr. Eric Wenger had made a suggestion about possibly swapping our properties on SW 2nd and Lee with the land on the northeast corner of SW 3rd and Lee. We would be happy with this, as long as the same improvements were included in the package. It is directly east of our existing property and would

"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."

make a lot more sense for us. It would mean better access for us, and if the Boulevard could jog north through our two properties on SW 2nd and Lee that would leave more room on SW 3rd and Lee for further expansion.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***Oklahoma City, OK***

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

Jim Whiddon		
NAME:		
7404 NW 125th St.		
ADDRESS:		
Oklahoma City	Oklahoma	73142
CITY:	STATE:	ZIP:
+1 (405) 818-9977		
PHONE NUMBER:		

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

Please submit comments by: 06/13/2014

jwhiddon@ozarkah2o.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I work with Eureka Water Company. We own the property bounded by Shartel on the west, SW 3rd, Lee on the east, and SW 2nd. I have already submitted comments about the Crosstown Boulevard, but I have some further thoughts. When I went to the “Open House” meeting at the Cox Center on May 7th, I was told by the engineers and everyone else I spoke with about the different Alternatives, that Alternative “C” was going to be the preferred choice. They made Alternative “C” sound like it was going to be the only practical choice, so all of the comments that I made were revolving around this choice and none of the others. Looking back at the other alternatives, both “A” and “B” are elevated on the north side of our property thereby closing both Shartel and Lee to any and all traffic. We would still lose access to our properties on SW 2nd and Lee, but we would not be facing the exit and entrance areas on Shartel and Lee. Alternatives "A" and "B" are both good choices for us. Alternative "D" also is a viable alternative for us, because it does not come close to our property at all. it would change nothing for us, and that would work very well for us. Alternative "C", as it is being proposed, will be a severe detriment to our business. Alternative "C" has traffic exiting and entering the Boulevard on both Shartel and Lee just on the north side of our property. SW 2nd will also be closed on the north side of our property, leaving us virtually no way to access our loading dock area. We don't have a tremendous amount of room on the north side of our building, so semi trucks would not be able to turn around in that space.

According to a recent newspaper article, some have proposed that there be a full intersection at Lee for pedestrian and bicycle traffic crossing the Boulevard. David Wanzer and Councilwoman Meg Salyer both would like to see this happen. Right now as it stands, there is not much pedestrian or bicycle traffic going across SW 2nd on Lee. When the Crosstown Boulevard comes through, SW 2nd will close on the north side of our property. Having a full intersection at Lee would be a serious problem for our ability to ship and receive. As you may know, our docks are on the west end of our diagonal drive and the only access to this will be from Lee. From SW 3rd, on Lee, to our diagonal drive is only 155 feet and from our diagonal drive to SW 2nd is 152 feet. Somewhere in that 152 feet would be an exit from the Boulevard that would probably have no stop or yield, but will put traffic onto Lee with very little room to spare before our diagonal drive and also

"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."

just before a stop sign at SW 3rd. This would essentially cut us off from Lee, and make it a lot more difficult to safely ship and receive our products.

Please understand that I mean absolutely no disrespect, but have either Mr. Wanzer or Councilwoman Salyer been out to our location to see what will happen to us if the proposed exits and entrances are allowed to be put in? I would invite them both here to visit with us, and hopefully see for themselves that we cannot have these exits on both streets. We could live with a crossing or intersection at Shartel, but not at Lee.

Also, according to the same newspaper article, Councilman Pete White has proposed that there be traffic controls at every intersection on the Boulevard, to avoid driving 45 or 50 mph through downtown and also to "make it like what Reno is now". Although I do agree that we don't need to be driving at 45 or 50 mph on the Crosstown Boulevard, if you have driven on the existing "West Connection" of the Boulevard the speed limit is 45 mph but traffic is constantly going 55 to 60 mph plus. The concept for the Boulevard, in my opinion, is to make it easier to exit downtown without having to use I-40 thereby easing the congestion on I-40. If we make the Boulevard to be like Reno is now, what good comes from it? We are simply making another street that has stoplights at every intersection, and is as slow as Reno forcing drivers back to the Interstate. Where have we made any progress?

I understand that you all have a very tough decision ahead of you. I also understand that you cannot please everyone. I hope that you take into consideration how long we have been at this location. While we're not a Devon or a Chesapeake, as the years have passed we have expanded our operation and are looking forward to a bright future helping Oklahoma City become a better place to live and work.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Nathan Williams		
NAME:		
3616 NW 24th St.		
ADDRESS:		
Oklahoma City	OK	73107
CITY:	STATE:	ZIP:
+1 (405) 641-3909		
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

natewilliams56@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

To Mayor Cornett, Councilman Shadid, and other concerned parties at the Oklahoma and Federal Departments of Transportation,

I'm commenting today in support of Alternative D for the Oklahoma City Boulevard project. I've lived in Oklahoma City since late 1997, and have been privileged to watch it grow as I've grown up. I went from being a young teenager who was eager to get away to being a young adult who is proud to call Oklahoma City my home, due to the hard work that's been put into this city's renewal.
However, I'm very concerned by the proposals surrounding the Boulevard project. I do not want to see one highway traded for another. Alternative C will leave the Boulevard less pedestrian-friendly, which will make it less development-friendly. The Boulevard could be a bustling area of new business and residences, helping to transform a barren, urban wasteland into a vibrant community that could rival Bricktown, the Plaza and other areas that have sprung up in the last twenty years as urban focal points. Alternative C would leave it another Broadway Extension or Northwest Expressway. Just another busy route and not a gathering point for the city. Alternative D is simply the best solution for the area and for the city as a whole.

Please, as you make your decisions for this project, go with Alternative D. I'm sure you've seen it before, but Better Block OKC has a wonderful outline for why it's the best choice. http://www.betterblockokc.com/the-okc-boulevard-why-we-choose-alternative-d/

Thank you for your time.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Rainey Williams		
NAME:		
1117 N. Robinson apt #109		
ADDRESS:		
Oklahoma City	OK	73103
CITY:	STATE:	ZIP:
+1 (405) 684-0106	grw33190@yahoo.com	
PHONE NUMBER:	EMAIL ADDRESS:	

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I have already submitted a comment form with my thoughts on the proposed blvd 'options' and hope you have received and read it. This is in response to the ODOT tweet asking to rank automobiles, pedestrians, and bikes in order of importance to the design of the blvd. Here is my order

1. Pedestrians (ultrawide sidewalks, 4 slimmer lanes to discourage speeding, on street parking, cross walks that go off regularly not just when button pressed etc)/

2. Bikes (dedicated and protected bike lanes, bike racks, access to the river trails, etc).

3. Automobiles. This road should be completely designed around pedestrians and bikes and make the cars adjust to them, not the other way around.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Brandon Powell Wilson		
NAME:		
9613 SW 35 Street		
ADDRESS:		
Oklahoma City	OK	73179
CITY:	STATE:	ZIP:
+1 (405) 203-4817		
PHONE NUMBER:		
brandonpowellwilson@gmail.com		
EMAIL ADDRESS:		

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Of the options, I support Option D, and I hope that ODOT will also support that Option. Here are some of my thoughts:

I. An option that creates an "expressway" (I do not know if that is the right word) is not necessary.
a. A road that delivers traffic through and across downtown is not necessary. The new I-40 does an admirable job.
b. A road that quickly delivers traffic into downtown is also not necessary. Again, the new I-40 does an admirable job.
c. I drive into downtown OKC from western OKC (I-40 and Morgan Road area) almost every day. (I also ride my bike a day or two a week and/or take the bus). We have been without the old I-40 route now for a couple of years. I move about fine in my motor vehicle even without the benefit of the old I-40 route. If it were never re-configured and opened, we would be fine traffic wise, at least in the foreseeable future.
d. Thus the idea that we "need" an "expressway"--a road akin to NW Expressway--to alleviate some problem or some perceived future problem is not true.

2. An option that creates an "expressway" is not only not necessary, it is also a bad idea.
a. The evidence is available now. There is significant interest in re-developing the core areas of Oklahoma City. But an expressway style road (like Option C) will limit development because it will (i) favor only motor vehicle traffic and (ii) favor only those limited areas that are accessible by motor vehicle traffic according to the traffic patterns the road itself dictates. (In other words, whereas a boulevard with many intersections, sidewalks, bike lanes, etc., will maximize the areas that could be developed, where there is limited access points on an expressway style road, only those areas directly available to vehicular traffic will be desirable.)
b. Option C, for example, would limit development not only along the roadway, but also development a block or two away, again, depending upon access points.

3. This is a chance for the state and city to design a bold, welcoming street into Oklahoma City. Oklahoma City is becoming known nationally for its attempts to create a certain quality of life, and this is a prime chance (that will be lost if we don't seize it) to create a boulevard committed to people--not just people in cars--and to show how economical it can

"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."

be to create transportation systems that are heterogeneous.

I hope that Option D is constructed if these four are the sole options.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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:		
333 NW 5th St #2308		
ADDRESS:		
Oklahoma City	OK	73102
CITY:	STATE:	ZIP:
PHONE NUMBER:		

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

Please submit comments by: **05/21/2014**

shawn.wright@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

After being stuck with the barrier of the old I-40 for decades we finally have a chance to return to the flexibility of the street grid, which will do wonders for that part of downtown OKC. Downtown egress and ingress can be adequately achieved with the East and West ends currently being built, I see no reason to connect the two with a curve cutting through the grid. No highway bypass is necessary. Once those ends are built and connected to the grid, turn them over to the city, and be done with it. Let the city do what needs to be done otherwise. Get the state and feds out of the non-highway road business. Return excess taxpayer dollars to Washington in good faith. If traffic turns out to be a problem in 20 years, let the city deal with it. I-40 is done. ODOT needs to move on.

I attended the open house and felt that everyone's mind at ODOT had been set, and rather than listening to public input and taking notes, I felt my thoughts were dismissed, or that the mere concept had already been ruled out. I was also unhappy with the short notice, the short comment period, and the unwelcoming environment for the public at the open house. Not that the people or place were unwelcoming, but that it was held in the convention center on a playoff game night, where parking was at a premium and traffic was tight. There's no reason it couldn't have been a day later, or at another venue in another part of downtown with less parking and traffic issues. Due to this arrangement, I feel you only got the hard core true believers to attend your meeting (which is actually to your disadvantage, ironically), whereas many in the public that would have attended did not or could not. Also, not making your documents available online sooner, even an hour earlier, so that well-formed questions could be asked by the public that did attend, was in my opinion an oversight. I strongly encourage you to have one more meeting, with ample notice, in a welcoming environment for the public, with documents available before hand, and using a presentation style format where everything is explained first, and questions are taken after. If you don't do this the public will view the process as disingenuous.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 **Oklahoma City, OK**

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

Kurt E Benes
NAME:

1209 N Harvey Ave #302
ADDRESS:

Oklahoma City OK 73103
CITY: STATE: ZIP:

(402)-312-3780
PHONE NUMBER:

kebenes@icloud.com
EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

After reviewing the 4 proposals for the next phase of construction, I believe Alternative C is the best option for this city, now and in the future. D is a nightmare waiting to happen. I can easily see truckers mistaking the "crosstown" exit with I-40W exit. I used quotes around crosstown because D does not really cross the town, it dumps you on California Ave or SW 3rd st with no real flow. On California Ave it stops right at the new school. It also leaves in botched Exchange, Western, & Reno, which right now is confusing. Option C eliminates that intersection in eliminating Exchange. It also allows for traffic, be it truckers taking the wrong exit or tourists wanting to quickly see the city or again wrong turn to quickly get back on the interstate. It still allows for pedestrian friendly access, while maintaining traffic flow. A and B still have a large bridge, and with a large chunk of America's bridges structurally deficient, it is best not to add another large bridge. Option D has the potential to become just as bad as the old I-40 Crosstown in terms of usability.

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Edwin Miller
NAME:

3300 N. Vermont Av
ADDRESS:

OKC | OK | 73112
CITY: STATE: ZIP:

405 823 5608
PHONE NUMBER:

people@spcglobal.net
EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Alt C looks good both environmentally and business-wise. It also looks good economically. Alt D does not fully connect which seems to not do the whole intent.
We use the West Connection on the Crosstown frequently and find it convenient and useful access to downtown.

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Daniel DeMoss
NAME:

1430 NW 30th St
ADDRESS:

OKC OK 73106
CITY: STATE: ZIP:

734-223-4767
PHONE NUMBER:

danieldemoss@gmail.com
EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I believe that pedestrian and cycling access will become more important to the city, and traffic will become less crucial. My hope is that ODOT will heavily consider the importance of neighborhood connectedness, from a pedestrian perspective, on reducing blight and encouraging development.

I prefer, in order of preference: Alternative "D" and Alternative "C"

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 **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:

EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

This seems like an objectively terrible idea. This project seems likely to destroy development potential and hobble downtown OKC.

ODOT's slimy tentacles, awash in the birth canal broth of Gary Ridley, are dead set on strangling OKC's growth with this enormous concrete dildo forced violently into it's downtown over and over and over again unrelentingly in the hopes the city will capitulate, sobbing in acquiescence while Patterson dances, nude, in the moonlight over the smoking, shattered ruins of the Farmer's Market and the surrounding district awash in sickness and poverty courtesy of ODOT's vast blight machine. Woe! Woe! Woe to he who must traverse the concrete corridors of death webbed like a spider's web across this abysmal city of fat, mewling man-babies.

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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: OKC STATE: OK ZIP: 7315 4

PHONE NUMBER: 405-202-1230

EMAIL ADDRESS: jillsej11@gmail.com

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: **05/21/2013**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Must be 4 lanes
please !!! with
parking (angled is fine)
We cannot have another NW
Expressway in front of our park please.

(CONTINUED ON BACK)

FORM-CF-PCB-PRD REVISION: 21.04.2011

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Richard M'Koown
NAME:

123 N.E. 2nd St.
ADDRESS:

Oklahoma City 73104
CITY: STATE: ZIP:

405-637-8742
PHONE NUMBER:

mckoownrichard@mac.com
EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: **05/21/2013**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Please Select D
and if you have to select something different
please only make it 4 lanes with on street parking

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***Oklahoma City, OK***

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

Kent Ward
NAME:

2316 NW 27th
ADDRESS:

OKC OK 73107
CITY: STATE: ZIP:

PHONE NUMBER:

Kent@WardConst.com
EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: **05/21/2013**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

As a property owner & developer, the best opportunity for realizing maximum property value increase (ie, property taxes), as well as a sense of place & quality of life, options C & D are the best.

Regarding C, I still would like to see an intersection at Lee.

If we want the best "placemaking" option, it should be D

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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: GREG COLEMAN

ADDRESS:

CITY: STATE: ZIP:

PHONE NUMBER:

EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

REGARDING THE "ENVIRONMENTAL MATRIX" WHAT CRITERIA WERE USED IN SCORING? IT SEEMS SUBJECTIVE.

DO NOT – PLEASE-RE-CONSTRUCT A HIGHWAY WHERE THE OLD I-40 ROUTE WAS.

OKC IS MOVING IN A PEDESTRIAN-FRIENDLY, DOWNTOWN-FRIENDLY, PRO-DEVELOPMENT DIRECTION. WE HAVE THE POSSIBILITY OF HAVING A WORLD-CLASS CITY. BUT BY CREATING ANOTHER HIGHWAY, AN ELEVATED, NEIGHBORHOOD-DIVIDING "I-40", OKC WOULD BE REGRESSING. BUILD COMMUNITY, NOT A HIGHWAY.

→ ALTERNATIVE D RETURNS THE AREA TO A GRID & ALLOWS DEVELOPMENT OF BUSINESS & COMMUNITY.

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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:

EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

What speeds are recommended for the Boulevard?

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***Oklahoma City, OK***

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

Warren Heffernan
NAME:

208 Russell III Pkwy
ADDRESS:

OKC OK 73104
CITY: STATE: ZIP:

207 633 4266
PHONE NUMBER:

EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I like and recommend Alternative D –

I think having no overpasses is ideal – fewer lanes and less environmental impact.

Would have much better opportunities for economic development at street level boulevard.

(CONTINUED ON BACK)

FORM-CF-PCB-PRD REVISION: 21.04.2011

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Austin Rose
NAME:

6 SB 4th St
ADDRESS:

OKC | OK | 73129
CITY | STATE: | ZIP:

405 - 760 - 4901 (Cell) ; 405 - 212 - 4337 (Office) | austin@producerscoop.net
PHONE NUMBER: | EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: **05/21/2013**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I am President and CEO of Producers Cooperative Oil Mill. Our concern is the possibility of interruption of Rail Service during the construction of the boulevard on the East End close to our property — We have rail shipments both inbound and outbound every day and cannot be without service from the BNSF.

We are a 24 hr per day 7 day a week — 365 day a year operation. It is absolutely essential to our business not to have interruptions of services — Rail, Electricity, Natural Gas - and Vehicle accesability and Water.

We are a 70 year business in our location and are owned by Oklahoma Cotton Gins + Farmers.

Any interruption of any of the above listed services would be catastophic to the operations of our business. ~~Operational costs per day exceed $50,000.00~~

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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: Amy Alexander-Diaz

ADDRESS: 825 NW 18th St.

CITY: OKC STATE: OK ZIP: 73106

PHONE NUMBER:

EMAIL ADDRESS: aldiaz@gmail.com

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: **05/21/2013**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Option D seems to fit best a vision for downtown business growth & urbanization/revitalization of downtown. OKC has made a mistake in the past of trying to move traffic quickly through downtown & around it. This needs to be reversed. I'm not sure in the scoring why "consistency w/ locally approved plans" matters! This just allows Alt D to look like it scores very well & is a bad option. How does a highway w/ a bridge lend itself to business development or how is that pedestrian/bike friendly? OKC needs to be more forward-thinking than that. The most walkable, easy & safe to bike & most loved areas need further revitalization & improvements.

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

JOEY JOHNSON
NAME:

2517 NW 15TH
ADDRESS:

OKC
CITY: STATE: ZIP:

PHONE NUMBER:

EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I LIKE ALT. A. BECAUSE IT ALLOWS ME TO GO TO DOWNTOWN WITHOUT DELAY. ALSO GOOD ACCESS TO CONVENTION CENTERS

ALT. D IS TERRIBLE FOR EAST-WEST TRAVEL

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

ANN LAWTON
NAME:

3409 NW 65TH ST
ADDRESS:

OC OK 73116
CITY: STATE: ZIP:

4058431188
PHONE NUMBER:

ANNLAWTON@COX.NET
EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

SHORT BY THE LONG... OPTION C IS MY CHOICE

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***Oklahoma City, OK***

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

VAN BARBER
NAME:

4836 NW 62 TERR
ADDRESS:

OKC OK 73122
CITY: STATE: ZIP:

405 722-9877
PHONE NUMBER:

VBARBER4836@Gmail.com
EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

C meets The needs The best
Shorter bridge - more room for development
Need for bikes + [illegible] walkers
Hopefully the western side of the blvd will
be landscaped - trees etc.

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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: Burt McAnally

ADDRESS: 311 S Klein Ave

CITY: OKC STATE: OK ZIP: 73108

PHONE NUMBER: 405 818 0199

EMAIL ADDRESS: BURT@OKCFARMERSMARKET.com

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

DO NOT ELEVATE ANY PART of THE BOULEVARD that is left unBuilt. THIS IMPEDES BUSINESS DEVELOPMENT Along Either SIDE. WE DO NOT NEED A "FAST" MEANS of INGRESS/EGRESS.

YOUR TRAFFIC NUMBERS for the "AT GRADE" PROPOSAL ARE NOT BELIVABLE whether TRUE OR NOT. At least that's what I'm hearing At this public forum.

Don't really like AWAY but "D" IS ACCEPTABLE.

NICE touch on timming of meetings.

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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: Jon Curtis

ADDRESS: 2408 S.W. 38th

CITY: O.K.C. STATE: OK ZIP: 7311[illegible]

PHONE NUMBER: 405 943 6153

EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Traffic signals

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Russell Pace JR
NAME:

3101 Eton Ave
ADDRESS:

OKC OK 73122
CITY: STATE: ZIP:

405-659-0101
PHONE NUMBER:

Oklahomalaw@gmail.com
EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Option C with Bike Lanes

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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: NOEL KEULER

ADDRESS: 13032 GREEN VALLEY

CITY: OKC STATE: OK ZIP: 73170

PHONE NUMBER: 757 8423

EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

MY FEELINGS WOULD BE THAT THE 'C' WOULD OFFER A REASONABLE PROPOSAL —

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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
NAME:

ADDRESS:

CITY: STATE: ZIP:

525-0656
PHONE NUMBER:

EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Same old barrier - a waste of money too much concrete, asphalt. Contractors should love it - our poor city will be saddled with one more highway parallel to I-40. Move traffic out instead of making it conducive to staying and playing in downtown. You all do not listen or follow good planning. Listen to what the Vancouver Planner said at the Mayor's Roundtable today about the Boulevard

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***Oklahoma City, OK***

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

Scott Howard
NAME:

P.O. Box 28501
ADDRESS:

OKC OK 73156
CITY: STATE: ZIP:

(405) 752-8018
PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: **05/21/2013**

showard@hfsd.ecs
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I like Alt. 'C' (narrow lanes, w/ 2 lanes b.w).
Desire to have slower speeds w/ at grade intersections
'C' works well.

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 **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:

(405) 601-0729
PHONE NUMBER:

mpogemiller@yahoo.com
EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

PLEASE strongly consider Alternative D. Not only will this option give the most available future land for re-development and thus more $$ for the city in available taxes, but it is the best for pedestrians and bicycles. Traffic will also be better as it can be dispersed throughout the grid instead of concentrating it on one right of way. If we truly want to be a first-class world city, Alternative D is the only option. Unfortunately I feel that this comment will be ignored and the decision has already been made. Makes me sad to think I decided to continue living here in OKC after my active duty time at Tinker was completed. MAPS has given so much positive momentum to the city, but building a surface highway through the middle of downtown will destroy all momentum gained.

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED: 07/24/2013 REVISION: 21.04.2011

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Grant Gregory
NAME:

10624 Road Meadow Dr
ADDRESS:

OKC OK 73151
CITY: STATE: ZIP:

405-974-1874
PHONE NUMBER:

grant.i.gregory@gmail.com
EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Based on the data I saw, Option C seems like the best compromise for all competing interests.

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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:

EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I would like to see the boulevard completed as originally contemplated with the I-40 relocation. It is my opinion that changing it to suit a few loud voices is foolish. It is more difficult to exit and enter downtown than it was before the relocation. I believe the "grid" option is foolish and a future disaster. I also believe that the boulevard should be designed to move traffic efficiently and effectively. Intersections will be adequate for pedestrians. Therefore, I am in favor of the 2 or 3 lane alternate. Do not bow to the loud minority.

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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: Ken Bryan

ADDRESS:

CITY: OKC STATE: OK ZIP:

PHONE NUMBER: 405-297-2574

EMAIL ADDRESS: Ken.bryan@okc.gov

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: **05/21/2013**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

The scoring criteria seems faulty. Esp. related to 'D'
- D: Restores lost vehicular access to DT better than A-C
- Is not consistent with local plans or planning practice for urban environs
- Is at least as visually appealing as the new A-C
- Not sure what 'traffic functionality' is but a restored grid will function to provide access to valuable DT blocks
- Please build "D"

- A, B, & C are basically the same - replacing a highway w/ another highway.

-Ken

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***Oklahoma City, OK***

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

DAVID GLOVER

NAME:

2800 GUILFORD

ADDRESS:

OKC OK 7312

CITY: STATE: ZIP:

405 830 6420

PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

DAVIDGDAIDGLOVER.COM

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

IT SEEMS THE LONGTERM ECONOMIC IMPACT OF THE GRID OPTION IS NOT BEING CONSIDERED & THAT WOULD TIP THE DECISION FOR LOCAL ECONOMIC DEVELOPMENT TOWARDS THAT AS THE BEST CHOICE

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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:

EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I think treating the Boulevard as an extension of I-40 is a horrible decision. One barrier to a walkable, livable downtown has been removed just to be replaced with another.

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***Oklahoma City, OK***

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

Larry G. Shackley
NAME:

2825 NW 57th St. Apt. 10
ADDRESS:

OKC OK 73112
CITY: STATE: ZIP:

918-633-9775
PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: **05/21/2013**

larryshackley@hotmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

ODOT Builds highways -

I support Option D

- Its most pedestrian & Bicycle friendly
- Its least expensive
- It Allows for residential development
  - Increased tax revenues !!

We had a highway there already and we know what that got us - !.

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Jill E Adler, M.D.
NAME:

21 NE 3rd St.
ADDRESS:

Oklahoma City OK 73104
CITY: STATE: ZIP:

405-202-1230
PHONE NUMBER:

jillsey1118@gmail.com
EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: **05/21/2013**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

PLEASE, PLEASE Listen to us!!

Alternative D is what the majority of citizens who use downtown want. C is the only other even vaguely reasonable alternative. The car culture that is here currently is going away. Millenials choose cities where they don't have to drive at all if possible. Oklahoma City needs to move into the 21st century and create a road that makes Core to Shore and our park accessible. More and more people are moving to downtown because they want to WALK, not drive. Stop wasting money and ruining our downtown.

(CONTINUED ON BACK)

"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."

I am on a MAPS subcommittee. I have seen scoring systems used for multiple decisions. Every scoring system I have seen has very questionable scores that allow the engineers to pick the alternative they prefer.

The grid is inexpensive, allows economic development to occur all over downtown, is pedestrian friendly (which should be our primary goal for downtown). It doesn't divide Core to Shore and surrounds from the rest of the city.

Alternative C is the only half-way acceptable alternative to option D, but why should we even build it when we can have a easy, usable, pedestrian friendly GRID.

Please think of people, not CARS.

Please think of improving Oklahoma City, not making it easier for people to drive through and away from it.

Bill E Aaron, M.D.

FORM-CF-PCB-PRD EFFECTIVE: 07.05.20 REVISION: 21.04.2011

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 **Oklahoma City, OK**

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

John Hite
NAME:

3237 NW 41st St
ADDRESS:

Oklahoma City OK 73112
CITY: STATE: ZIP:

405-633-1741
PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

Johnmhite@aol.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

Definitely Alt A would NOT be ~~a valid~~ my choice. I do not want a 6 lane boulevard. ~~The~~ OKC is not Las Vegas.

I like Alt C but would ~~maybe~~ prefer traffic lights at all the intersections instead of limited access & ramps. From E.K. Gaylord to Western.

There should be a large median from Harkins Theater area all the way to Western with sidewalks, bike paths & trees. I do not want to see any ramps or limited access.

Remember this is a 2 lane boulevard, not an express blvd. when it is between Bass Pro & Western.

(over)

(CONTINUED ON BACK)

"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."

If this is considered a vote for Alt C, it is not a vote for ramps & limited access.

Otherwise, I am forced to vote for Alt D & have the 2 streets which don't connect.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***Oklahoma City, OK***

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

Steve Adler

NAME:

21 NE 23rd St

ADDRESS:

OKC OK 73104

CITY: STATE: ZIP:

405 630-9461

PHONE NUMBER:

sadler@mcgmail.com

EMAIL ADDRESS:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-3050
email: environment@odot.org

Please submit comments by: 05/21/2013

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

(1) I think another Road is Stupid, we have I 40 for CARS. We need Rapid Transit not more Roads

(2) Any construction should be at grade for Bikers & walking only. eg Gate Before "Train"

(3) Boosts atmos more cars, Pollution, Noise, Traffic Deaths & Injurys by 4

(4) Elevated Highways Divide Cities & Reduce Values of Either Side

(5) I-40 is Deafening, & this will make it worse

(CONTINUED ON BACK)

"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."

(6) ODOT clearly does not understand that city centers need green not concrete but concrete regenerates $ for vested interests in Bank $.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

J B Schuelein
NAME:

704½ NW 22nd St.
ADDRESS:

OKC OK 73103
CITY: STATE: ZIP:

(405) 525-2059
PHONE NUMBER:

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

Please submit comments by: **05/21/2014**

jbatokc@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I strongly support efforts to make the boulevard more pedestrian and bicycle friendly - and endorse the following recommendations of Friends for a Better Boulevard -

1) Introduce a "proper" intersection at Lee Ave.
2) Close SW 3rd Street West of Dewey
3) Eliminate parking and the "block long" turn lane between the proposed convention center and new park - adding a median.

Thanks for allowing me to provide comments -

"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."

FAXED 5-20-14 ORIGINAL

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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

EMAIL ADDRESS: jillsey1118@gmail.com

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

RECEIVED
MAY 21 2014
ENVIRONMENTAL PROGRAMS DIV.

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

While I, and everyone I know thinks option D is the best option for the people of Oklahoma City. I recognize that our wishes may not be used as a guide for road design and construction. So I will comment on C.

But, as downtown becomes more populated and people become more interested in downtown recreation, ODOT needs to take a walking and biking population into consideration. The boulevard must be pedestrian and bike friendly. Every intersection needs a traffic light, we need the speed limit to be slow enough that a parent taking children to the park can safely cross, that children can walk or ride their bikes to the new elementary school. It needs to be green and above all, people friendly. We've got plenty of roads for cars. The boulevard needs to be for people.

"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."

I want a narrow boulevard with a wide median and single crosswalks.

If ODOT is not willing to put people first then you need to construct underground walkways beneath the boulevard at every at grade intersection.

We are paying for this. Build it for us. We need bike lanes, sidewalks, zed crossings and street - everything that makes a road walkable.

FAXED 5-20-14 ORIGINAL

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Jeff M. Bezdek
NAME:

1015 N. Broadway, Suite 120
ADDRESS:

Oklahoma City, OK 73102
CITY: STATE: ZIP:

405-313-8788 (Cell)
PHONE NUMBER:

jeff@bezdekintl.com
EMAIL ADDRESS:

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

Please submit comments by: **05/21/2014**

RECEIVED
MAY 21 2014
ENVIRONMENTAL PROGRAMS DIV.

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I support the Option D "grid type" alternative as the appropriate and least negatively environmental mitigating method to replace the former I-40 alignment. Reinforcing the existing street grid and reinvesting in our broader city infrastructure would act as an appropriate method to distribute traffic load, increase areas for economic development, and eliminate the additional barrier that the other "bypass type" designs offer.

With that stated, should Option C continue to be ODOT's preferred alternative, I request that the current Lee Avenue location on the Boulevard be converted to a four-way street intersection that maintains north/south traffic on Lee. I request that in lieu of the Option D grid solution, that 3rd Street be simply closed and removed between Walker and Lee streets instead of the one-way and parallel parking proposal. I request that a roundabout be considered for the Western, Exchange, and Reno intersection. I adamantly oppose the proposed closure of Exchange as depicted in the Option C drawings presented to the public. I request a narrower Boulevard. I request the elimination of proposed parallel parking between Robinson and Hudson Avenues, the introduction of a landscaped median, a mid-block crosswalk, and minimized or no turning lanes at this location. The Option C proposal does not provide information regarding bike lanes, sidewalks, crosswalks, transit stops, trees, landscaping, and other assets that would make this proposal truly an "urban street" that follows the spirit of what many urban boulevards employ. As proposed, Option C is not an adequate environmental mitigation for our community and may constitute a barrier that separates the Farmer's Market neighborhood, Capitol Hill neighborhood, Film Row District, Core 2 Shore development plans, and the cumulative $420 million investment for the new MAPS 3 Park and Convention from each other. The "Option C" proposal should be a "true boulevard" that is scaled smaller than the current "Option C" proposal by ODOT.

"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."

FAXED 5-20-14 ORIGINAL

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 Oklahoma City, OK

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

Matt Latham
NAME:

1138 NW 34th #4
ADDRESS:

Oklahoma City OK 73118
CITY: STATE: ZIP:

405 826 8114
PHONE NUMBER:

LATHAMOK@GMAIL.COM
EMAIL ADDRESS:

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I would like to see more pedestrian and bike traffic considerations made in the design particularly in regard to the new park and access to it. Access to Bricktown, Film Row, and the other business districts should be the top priority. Access to downtown is important but preservation of a more city street, walkable streetscape should be a priority.

RECEIVED
MAY 21 2014
ENVIRONMENTAL PROGRAMS DIV.

"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."

FAXED 5-20-14 ORIGINAL

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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: Todd Adler

ADDRESS: 1117 North Robinson Ave #110

CITY: Oklahoma City STATE: OK ZIP: 73103

PHONE NUMBER: 405-535-2173

EMAIL ADDRESS: toddmadler@gmail.com

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

Please submit comments by: **05/21/2014**

RECEIVED
MAY 21 2014
ENVIRONMENTAL
PROGRAMS DIV.

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I and everyone else prefers option D for Oklahoma City's downtown. I believe that a non-elevated boulevard would be best on a grid. However If we are going to go with Option C or another alternative ODOT should be mindful that downtown is going to become more populated. The people that live and spend time in downtown will want a more pedestrian friendly downtown. This will consist of sidewalks, parks, bike paths and landscaping.

FORM-CF-PCB-PRD REVISION: 21.04.2011

"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."

FAXED 5-20-14 ORIGINAL

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Joseph Hudson
NAME:

1018 NW 35th
ADDRESS:

OKC OK 73118
CITY: STATE: ZIP:

PHONE NUMBER:

JAHOKC@GMAIL.com
EMAIL ADDRESS:

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I would like a protected bike line between the convention center and the Core-to-Shore park. I feel this would be a good compromise that can be accomodated within the framework of option "C".

RECEIVED
MAY 21 2014
ENVIRONMENTAL
PROGRAMS DIV.

Jim A Hudson

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 Oklahoma City, OK

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

Matthew Melarty
NAME:

3801 Normandy Road
ADDRESS:

Edmond | Ok | 73013
CITY: | STATE: | ZIP:

(405)97934383
PHONE NUMBER:

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

Please submit comments by: **05/21/2014**

MatthewM@Bockus-Payne.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

The selection should be "D". We can design Complete Streets with full access to protected bike lines , walk-able sidewalks and a public transportation system that can and will be better supported by the mixed uses and density that this area will create. We can design this correctly to encourage a healthy community that does not relay on the car thus we dont need the big road. We have the knowledge and the ability. The community can buy the books the engineers have. We can get the designs form other cities. The information is easy to get.
We need the revenue that the development option "d" with create by not impeding development and allowing more parcels. We do not have the revenue for what a huge road costs to maintain over time. We should have adopted the ITE and Urban Street Design Manual yesterday and apply the best practice. We can create a TOD that will mitigate the "estimated" traffic theory. The rest of the world is getting ride of these budget sink holes. We cant keep doing this to ourselves and to our children. No company is going to move here , family's dont want to be apart of a community that is not progressively creating a better and healthier environment for the WHOLE city. There is nothing healthy, fun, pretty , or picturesque about large car filled lanes of traffic filled roads. We cant keep doing this to OKC. We diverse the best we can get, and that is option "d".

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 Oklahoma City, OK

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

Matthew Mclarty
NAME:

3801 Normandy Road
ADDRESS:

Edmond — Ok 73013
CITY: STATE: ZIP:

(405)97934383
PHONE NUMBER:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 521-6917
email: m-coordinator@odot.org
Please submit comments by: **05/21/2014**

MatthewM@Bockus-Payne.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

The selection should be "D". We can design Complete Streets with full access to protected bike lines , walk-able sidewalks and a public transportation system that can and will be better supported by the mixed uses and density that this area will create. We can design this correctly to encourage a healthy community that does not relay on the car thus we dont need the big road. We have the knowledge and the ability. The community can buy the books the engineers have. We can get the designs form other cities. The information is easy to get.
We need the revenue that the development option "d" with create by not impeding development and allowing more parcels. We do not have the revenue for what a huge road costs to maintain over time. We should have adopted the ITE and Urban Street Design Manual yesterday and apply the best practice. We can create a TOD that will mitigate the "estimated" traffic theory. The rest of the world is getting ride of these budget sink holes. We cant keep doing this to ourselves and to our children. No company is going to move here , family's dont want to be apart of a community that is not progressively creating a better and healthier environment for the WHOLE city. There is nothing healthy, fun, pretty , or picturesque about large car filled lanes of traffic filled roads. We cant keep doing this to OKC. We diverse the best we can get, and that is option "d".

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

Wesley Jones
NAME:

1505 1/2 NW 17th Street
ADDRESS:

Oklahoma City	OK	73106
CITY:	STATE:	ZIP:

(405) 551-3186
PHONE NUMBER:

souslalumierenoire@gmail.com
EMAIL ADDRESS:

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I request that a grid option be considered for the OKC Boulevard. It is abhorrent that ODOT, et al, chooses to use the taxpayers' money on this project in a way that would be detrimental to future development and future needs of inner OKC.

Thanks,
Wesley Jones

RECEIVED
MAY 1 2014
ENVIRONMENTAL
PROGRAMS DIV.

"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."

Page Intentionally Left Blank

May 13, 2014

Environmental Programs Division
Oklahoma Department of Transportation

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

RECEIVED
MAY 16 2014
ENVIRONMENTAL
PROGRAMS DIV.

Dear Sir or Madam,

Please find this a formal request by Friends for Better Boulevard to extend the public comment period beyond the 14 days provided for after the May 7, 2014 public meeting regarding the Crosstown Boulevard Project, also known as the "Oklahoma City Boulevard".

We believe that a 14 day comment is not sufficient for public responses and are requesting that the period be extended a full 60 days. We also believe that further public meetings are warranted to fully vet the project as part of the National Environmental Protection Act.

The public meeting, held May 7th, was scheduled directly adjacent to a National Basketball League playoff game between the Oklahoma City Thunder and the Los Angeles Clippers. We believe that access to the meeting was therefore fundamentally constrained. Furthermore, it is our understanding that attendees of previous meetings were not directly contacted via phone, email, or via US mail to notify them of the meeting. The meeting was also announced to the media only 7 days beforehand.

We have fielded complaints from citizens who had difficulty accessing the meeting due to congestion and limited parking related to the NBA event and from those who could not attend due to the short and limited notice.

The information presented at the meeting left many questions unanswered about the proposed mitigation. The "Option C" alternative was proposed without detailed explanations to attendees and the broader general public via means outside of the meeting as to how the "Option C" mitigation proposal legitimately acts as a "Boulevard" incorporating the desired elements our community and Oklahoma City Council has requested.

Detailed information regarding pedestrian access, sidewalks, bike lanes, crosswalks, transit stops, full four-way intersections to support economic development, economic impact on potential land parcel development, and environmental impacts on existing owners in the area was not provided at the meeting.

Also absent were three dimensional drawings or renderings of "Option C" to enable a greater understanding of the aesthetic environmental impacts. Details regarding the visual blight created by any section of the "Boulevard" that is elevated by either bridge or earthen ramp were not at all presented.

Significant redevelopment has occurred just within the last two years in areas immediately adjacent to where this new "Boulevard" will go. New projects have been announced as downtown continues to expand towards the historic Farmer's Market District. These investments will be significantly impacted by a raised highway, be it on a bridge structure or earthen berm. In addition, the adjacent historic Hispanic community of Oklahoma City south of the Farmer's Market District will be adversely impacted as linkages will not be facilitated by the elevated "Boulevard /Highway" structure. It is a well known fact that elevated bridge structures inhibit economic development and form strong barriers that separate communities and neighborhoods. All of this is incredibly ironic as this "Boulevard" is supposedly an environmental mitigation of the effects of the relocated main alignment of I-40 through the traditional Hispanic neighborhood of south Oklahoma City.

Also, no details as to how "Option C" may adversely impact the historic Santa Fe Station (now part of a major Federal Transit Administration grant), and mitigation were given. A sister citizen transit advocacy organization has issued requests regarding specific details about the Santa Fe Station Facility in a previous letter but have never received a response.

A detailed "history" of some of these various concerns were provided via the "Crosstown Boulevard Public Information Meeting Summaries and Findings" pamphlet that was available for discussion but not for public distribution at the meeting. No detailed mitigation recommendations as part of the "Option C" proposal were provided at the meeting. Only limited scoring data was provided without detailed explanations as to proposed mitigation methods regarding environmental factors outside of selecting the alignment itself. The primary obsession of engineers via verbal discourse appeared to be traffic flow and movement without seriously weighting and incorporating these other important environmental and community factors. That all environmental considerations are only 1/7th of ODOT's scoring matrix illustrates how disinterested ODOT is in this issue, in stark contrast to the vast majority of public concern about this project.

This project could be a hallmark example of the current Federal Highway Administration's emphasis on "livability principles". But the emphasis on mainly traffic mitigation throws into the question whether those principles will be thoroughly incorporated into what is intended to be an "urban street".

Friends For A Better Boulevard is gravely concerned about this process and its potential adverse environmental impact to our Oklahoma City community. We have filed Open Records Act requests to your agency via certified mail to require the release of additional details that appear missing.

After experiencing this questionable public meeting and observing the lack of details present, we ask ODOT's support in ensuring that this project remain compliant with NEPA and lengthen the public comment period an for a full 60 days. We strongly encourage additional public meetings. We ask that the public comment and information period be extended to July 5, 2014

Thank you for your consideration in this matter,

Bob Kemper, FBB Founder

Cc. Elizabeth Romero, Assistant Director- FHWA Oklahoma

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Brian Barber
NAME:

15 NE 3rd. St.
ADDRESS:

Oklahoma City | OK | 73104
CITY: STATE: ZIP:

405-990-9828
PHONE NUMBER:

EMAIL ADDRESS:

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

Please submit comments by: **06/13/2014**

Print Form | Reset Form | Submit by Email

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I would like to express my support for Plan D and my opposition to any plan that creates boundries within or between Oklahoma City's existing or emerging districts in the core of the city.

I am a downtown resident with ownership in a prominent business in Stockyards City. As one of Oklahoma City's oldest commerce and retail districts, the Stockyards is inextricably linked to the core of our city, as well as to our heitage. The Stockyards draws many vistors from around the world to Oklahoma City, many of which stay in the growing hotel and hospitality districts downtown. Maintaining an uninterupted link from downtown to Exchange Ave. for access into Stockyards City is vital to the long term health of the district. Doing so also greatly helps distribute traffic to and from the Stockyards and the core of the city that would otherwise be exclusively funneled onto I-40 through limited access points. Inevitably, this would add more congestion to an artery that is vital to commercial interstate and intrastate traffic as well as local commuter traffic.

This is why I would like to state that I am against the currently favored Boulevard Design Plan C or any plan that limits access or creates any barriers to and from our existing districts.

Plan D clearly offers the best distribution of traffic, the greatest number of route options for motorists, the safest design for pedestrian flow, and the geratest potential for economic development. The benefits of distributing traffic throughout a grid as opposed to funneling it through a single artery or access point can clearly be seen when comparing congestion in the grid of the core, with the layout along the outer edges of the city like Memorial Avenue or in Edmond. It also maximizes the potential for development on he western side of downtown as it creates more street frontage and exposure for existing and future business.

"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."

Plan D is the only plan currently being considered that could actually be a positive catalyst for continued economic growth in downtown Oklahoma City. All other plans as they are currently designed include multiple elements that would hinder development or create barriers between long established and historically significant districts in our city. Our roads should be there to connect people, businesses, and districts together, not seperate them.

Thank you for time and consideration.

FAX COVER SHEET

TO	
COMPANY	
FAX NUMBER	14055216917
FROM	Johnson Crating Services
DATE	2014-05-30 15:55:54 GMT
RE	Crosstown Boulevard

COVER MESSAGE

Please see the attachment for the completed Public Comment Form.

Thank you!

Carmen Sawyers

Johnson Crating Service, LLC

2212 SE 67th Street

OKC, OK 73149

405-672-7964 Phone

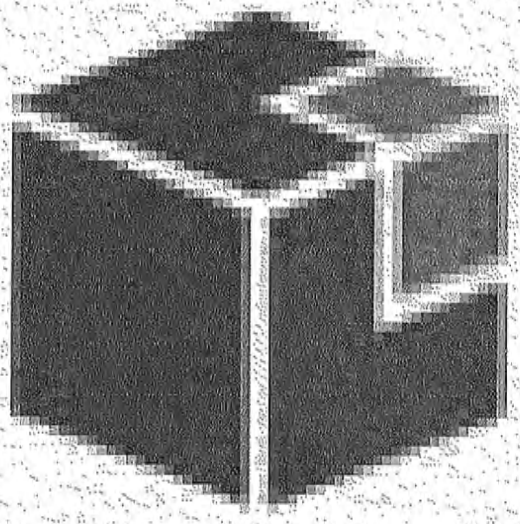
866-703-1445 Fax

Mailing Address

P.O. Box 95147

OKC, OK 73143

Description: C:\Users\Brandon\Desktop\logo_58 Edited II.bmp



JOHNSON

crating • shipping

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Brandon Pellow
NAME:

2212 SE 67th Street
ADDRESS:

Oklahoma City | OK | 73149
CITY: STATE: ZIP:

+1 (405) 672-7964
PHONE NUMBER:

brandon@johnsoncrating.com
EMAIL ADDRESS:

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

Please submit comments by: 06/13/2014

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

I wanted to express my support for Boulevard Design 'D' and vehemently object to plan 'C' or any other design that would limit access to Exchange Avenue/Stockyards.

I ask that everyone involved to please encourage the current momentum the city has and to not inadvertently create obstacles to existing destinations within the city. These destinations are vital for local business and tourism which is becoming a large force in our economy.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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.

Terry Hall
NAME:

6813 Old Orchard Ln
ADDRESS:

Oklahoma City | OK | 73132
CITY: | STATE: | ZIP:

405-722-6458
PHONE NUMBER:

thallok@sbcglobal.net
EMAIL ADDRESS:

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

Please submit comments by: 06/13/2014

Print Form | Reset Form | Submit by Email

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

The most important features of the Crosstown Boulevard need to be its beauty and park-like design.

"The beautiful is as useful as the useful. Perhaps more so."
- Monseigneur Bienvenu, the bishop of Digne, from Victor Hugo's Les Misérables

The new Crosstown Boulevard should be the antithesis of the urban environment. Relaxed, natural, friendly and sublime. Don't make it just another street, or even just a tree-lined street. It should be for enjoyment, not for efficiency. It's the opposite of an expressway. Make it a beautiful parkway. Even overpasses and underpasses can be splendid; use stone or brick on top of the concrete structure for the visible components. It should be amongst the most beautiful features of OKC.

"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."

June 12, 2014

Environmental Programs Division
Oklahoma Department of Transportation

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

RECEIVED
JUN 13 2014
ENVIRONMENTAL
PROGRAMS DIV.

RE: ANALYSIS OF ALTERNATIVE D FOR MITIGATIVE MEASURES RELATED TO THE RELOCATION OF I-40 AND THE CONSTRUCTION OF THE BOULEVARD;

IMPORTANT INFORMATION THAT MUST BE CONSIDERED AS PART OF THE PUBLIC INVOLVEMENT AND PROJECT DEVELOPMENT PROCESS FOR THE OKC CROSSTOWN BOULEVARD PROJECT

Dear Sir or Madam,

Please find this a formal submission by our group regarding analysis of "Alternative D". We request that the analysis become part of the official comments and is properly considered in the Environmental Assessment submission to the Federal Highway Administration.

Bob Kemper, FBB Founder

Cc. Elizabeth Romero, Assistant Director- FHWA Oklahoma

See attached 12 page submission "Analysis of the current Alternative D for the Crosstown Boulevard Project"

RECEIVED
JUN 16 2014
ENVIRONMENTAL
PROGRAMS DIV.

ANALYSIS OF THE CURRENT ALTERNATIVE D FOR THE CROSSTOWN BOULEVARD PROJECT

Alternative D under ODOT's Environmental Assessment for the Crosstown Boulevard appears to have been set up to fail as the local access component of the I-40 Crosstown realignment. It was designed and modeled with only minimal changes to the existing city street grid, even though the provisions of an iconic grand boulevard and effective traffic distribution are widely expected by the public and supported by proponents of Alternative D. Consequently, it should come as no surprise that Alternative D did not perform as well as the other options under ODOT's traffic analysis. In fact, it's remarkable that it performs as well as it does.

Alternative D can and should be improved beyond its current design. Properly configured, Alternative D can even more effectively restore access from I-40 to the downtown area, consistent with all of the City's plans and vision for the area; consistent with the extensive recent and planned development in this area; and - most importantly – consistent with the community's aspirations for this area.

In order to ensure against any preexisting prejudice or bias, it is imperative that the improvements suggested here be comprehensively and impartially evaluated as part of the Crosstown Boulevard Environmental Assessment process and before the final selection of a design is made.

The FHWA has confirmed that all of the federal funding provided for the project is available regardless of which alternative is selected, including Alternative D. Changes to existing city streets away from the previous I-40 ROW have already been proposed in Alternative C, such as the closure of parts of Western and Classen. Such changes to other city streets in the general area as part of Alternative D certainly qualify as reasonable mitigation of the various environmental impacts resulting from the relocation of the old I-40.

Indeed, the large amount of money saved by not building the large bridge in Alternatives A & B or not building the shorter bridge and associated earthworks in Alternative C can and should be used on street improvements throughout the whole area affected by the relocation of I-40. Not only can such improvements ensure traffic flows effectively now and in the future, but they can contribute to the redevelopment and the stitching back together of downtown with the northwest Core-to-Shore and the Farmers Market areas. Conversely, there will be far less development potential and far less connectivity on a human, walkable scale between these two neighborhoods and downtown in any of the other alternatives.

As will be shown below, Alternative D clearly needs to be fixed in the central Core Section to represent the community's desire for an iconic grand street. There is also sufficient room in many other locations throughout the project area to add turn lanes and additional through lanes. All of these improvements would reduce the modeled traffic congestion and level the playing field between Alternative D and Alternative C.

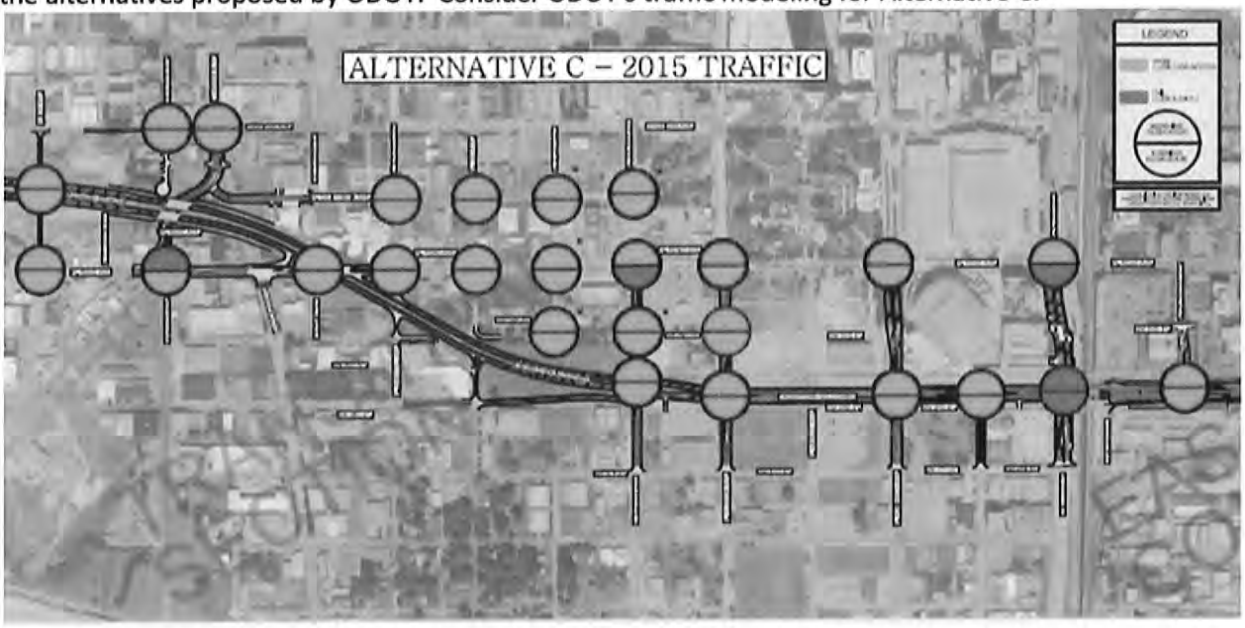
In regard to the public comment period, Friends for a Better Boulevard has said, "say you prefer D, but state how C could be improved." At this juncture, it may be more important to say ***how D should be improved*** so that it can then ***realistically*** be compared as a viable option to Alternative C.

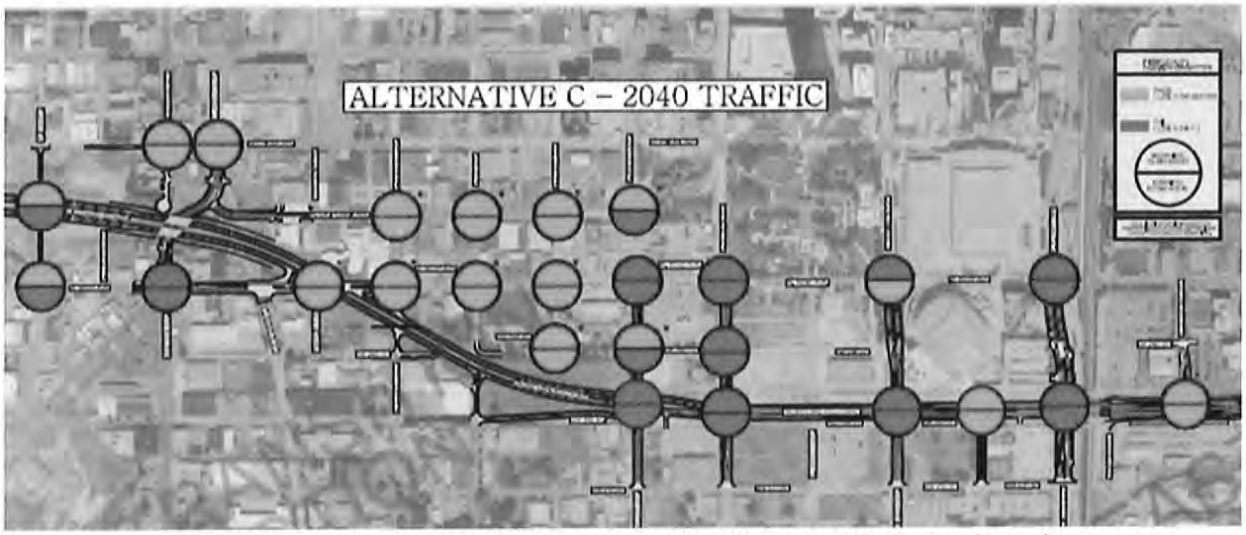
Our public servants are more than bright enough and competent enough as traffic engineers to figure out solutions to further improve D so that traffic congestion is minimized – at least to a similar level that is projected for Alternative C.

Before the Environmental Assessment process is complete, ODOT should objectively, and without prejudice, evaluate an option that both restores ***and improves*** the street grid throughout the project

area AND provides for a grand iconic boulevard through downtown. Furthermore, federal funds are available to build this option, which clearly falls within the scope of implementing effective and environmentally sound mitigation measures as part of the I-40 Crosstown relocation project. A fair and unbiased assessment of the environmental benefits of proposed ***realistic*** alternatives will not be complete until this is carried out.

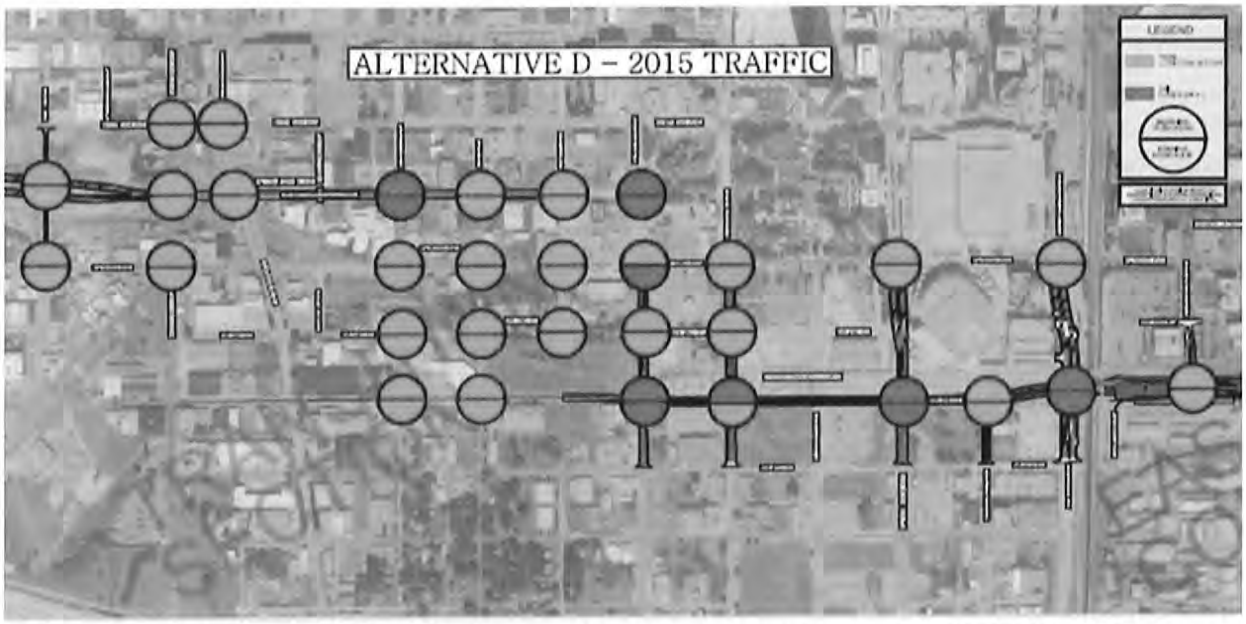
Traffic congestion is inevitable at certain locations at certain times – in both 2015 and 2040 – ***in ALL*** of the alternatives proposed by ODOT. Consider ODOT's traffic modeling for Alternative C:

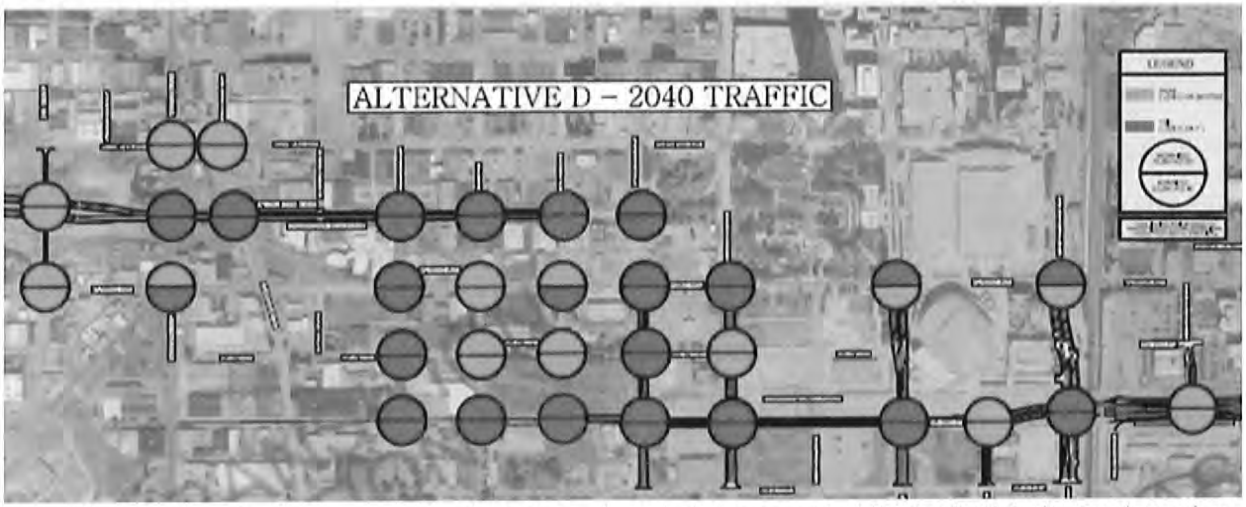




Notice how morning and evening congestion is predicted for EK Gaylord & the Boulevard as soon as Alternative C is opened. This is ODOT's preferred choice, yet some level of congestion at this busy urban intersection is apparently inevitable. In 2040, morning and evening congestion will also be present at a further seven of the modeled intersections in the Core Section (i.e., Walker to Gaylord, Boulevard to Reno). Congestion in both peaks in 2040 also occurs at Reno & Western. Again, this is ODOT's preferred choice.

Now consider ODOT's traffic modeling for Alternative D:



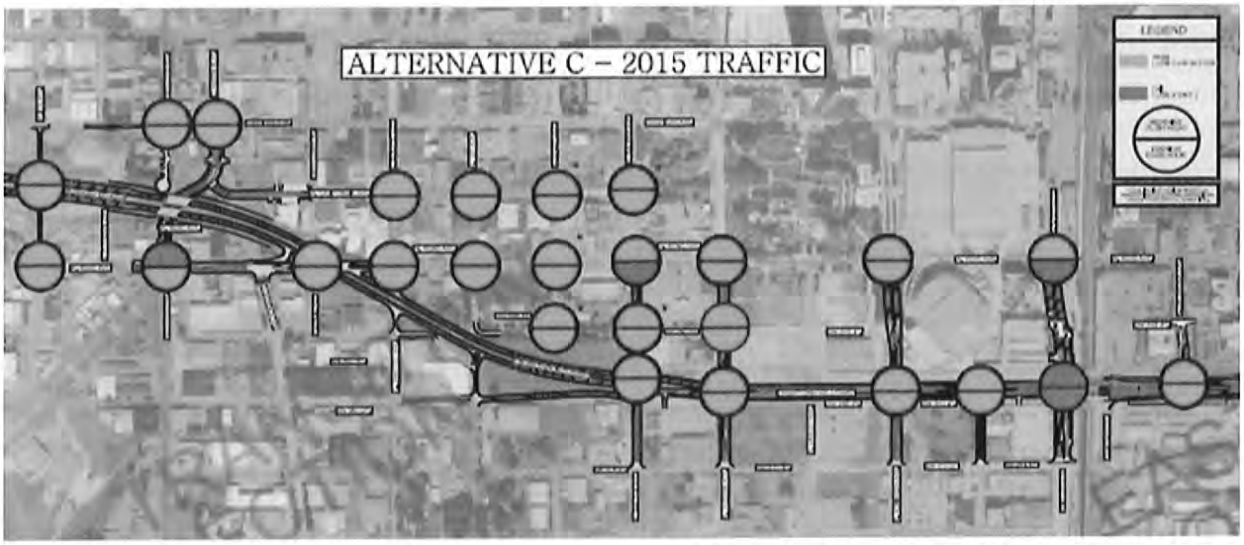


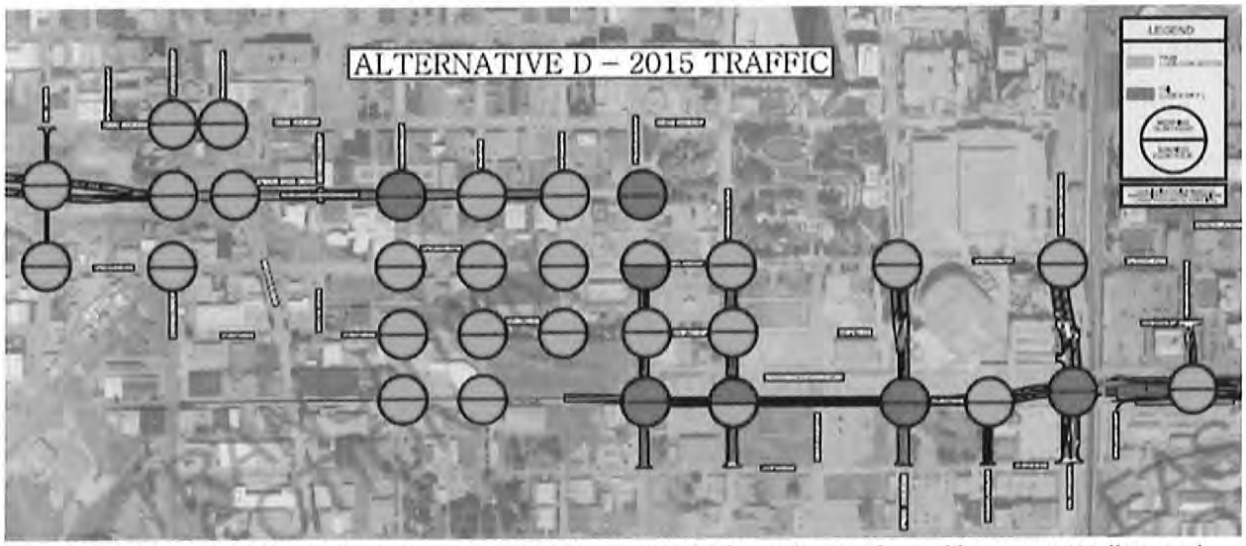
In 2015 in the Core Section, congestion in both peak periods is present at EK Gaylord & the Boulevard as well as at the Boulevard & Robinson and the Boulevard & Walker. This should not be a surprise given that the Boulevard was modeled as a smaller road lacking critical turn lanes in Alternative D compared to Alternative C.

In Alternative D, congestion in both peak periods in 2015 is also present at California & Shartel and California & Walker. As will be discussed below, given how California was modeled in this area it is remarkable how well Alternative D does perform here for 2015, even in these hobbled circumstances.

In 2040 congestion is apparently present at further intersections in Alternative D, as is the case for Alternative C. It will be argued below that some of this congestion can be reasonably mitigated to fit with the goals of the I-40 relocation project while satisfying federal funding eligibility.

So how bad then is traffic congestion in Alternative D when compared to the traffic congestion in Alternative C? Compare 2015 Alternative C traffic to 2015 Alternative D traffic:





Alternative D apparently performs worse than Alternative C along the Boulevard between Walker and Robinson. Should this be a surprise given that Alternative D was modeled as a four lane street with no turn lanes, unlike Alternative C?

Undoubtedly this section of the Boulevard is widely expected to be an iconic grand street. Saying that Alternative D must only be four lanes wide with no turn lanes is setting this option up to fail. The public is clearly expecting it to be built to the standard shown in Alternative C and traffic congestion in this area in 2015 would certainly be reduced in Alternative D if it were built as such.

Compare Alternative C versus Alternative D at Hudson & the Boulevard:

Note the lack of right turn lanes in Alternative D on both the Boulevard (or rather SW 3rd) and also on Hudson. Unsurprisingly, modeled traffic congestion at this intersection in 2015 is worse in Alternative D.

Compare Alternative C versus Alternative D at Robinson & the Boulevard:

Note that there are no turn lanes on Robinson in Alternative C and Alternative D, there are left-hand turn lanes on the Boulevard in both directions in Alternative C, along with a westbound right-hand turn lane. There are no turn lanes in Alternative D on the Boulevard at all. Unsurprisingly, modeled traffic congestion at this intersection in 2015 is worse in Alternative D.

A closer look at this intersection using screen grabs from the animations illustrates this issue:

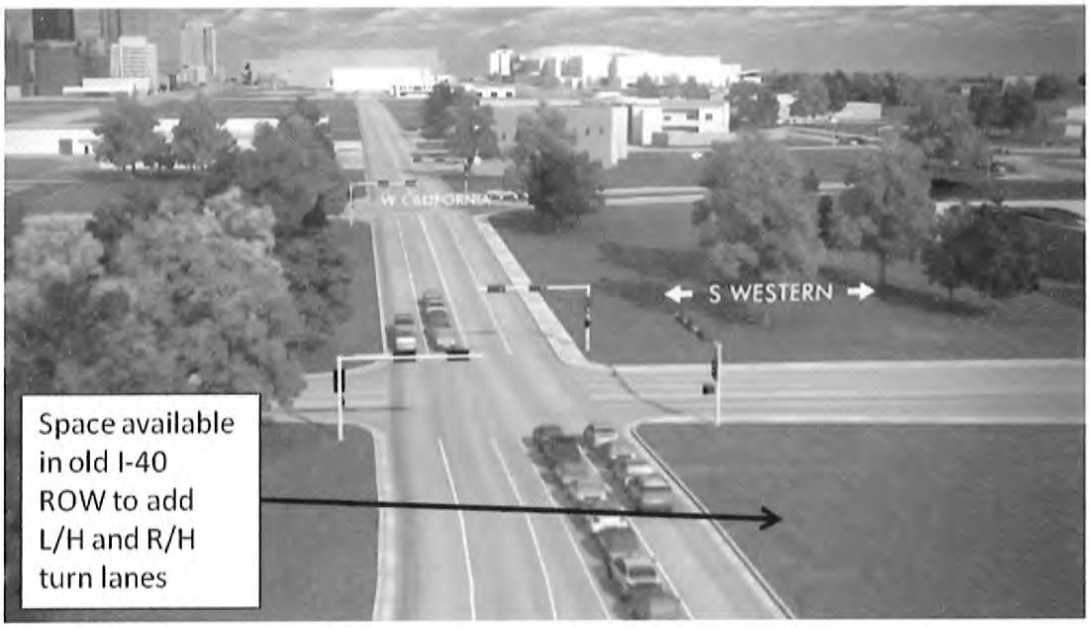
The contrast in appearance of the Boulevard and this important location is particularly noticeable – for instance, note the lack of parking in Alternative D along the Boulevard ("SW 3rd Street). It can hardly be said that Alternative D is in keeping with the public's expectations for the Boulevard design in this area.

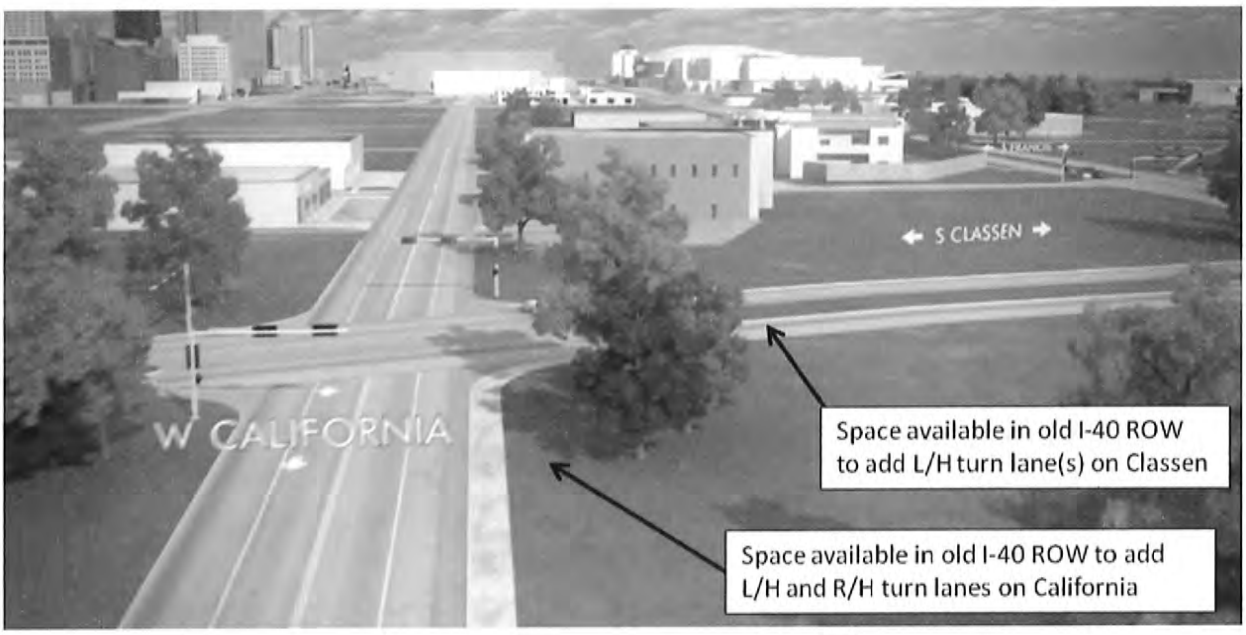
Let us now turn to the current end of the western section of the Boulevard at Western. Alternative D was modeled with no turn lanes on the Boulevard at the intersections of both Western and Classen. Clearly there is sufficient room here in the old I-40 ROW to add both left-hand and right-hand turn lanes at these two important intersections.

Amenities shown including bike lanes, sidewalks, lighting, signals, tree placement etc... are subject to modification due to coordination with Oklahoma City in order to be consistent with City plans

Interestingly, no congestion is predicted at these intersections in Alternative D in 2015, although morning and evening congestion is predicted slightly further east at California & Shartel. California is sufficiently wide to add left-hand turn lanes at California & Shartel, which would directly alleviate peak congestion at that intersection. Nevertheless, there is clearly sufficient room to add ***two left-hand*** turn lanes potentially at Western and certainly at Classen to allow incoming traffic to easily turn north and then reach Sheridan or Main for the final leg into the CBD. (Indeed, there is sufficient space in this area to also add a large median/pedestrian refuge to enhance walkability and connectivity to the Farmers Market District.) This mitigation would surely relieve the potential for congestion further east at California & Shartel.

Conversely, also not depicted above and not modeled as part of Alternative D, one or two left-hand turn lanes can be added on Classen at California & Classen. This would accommodate traffic that has come west along SW 3rd, SW 2nd or Reno and wishes to head over to join the Boulevard westbound.





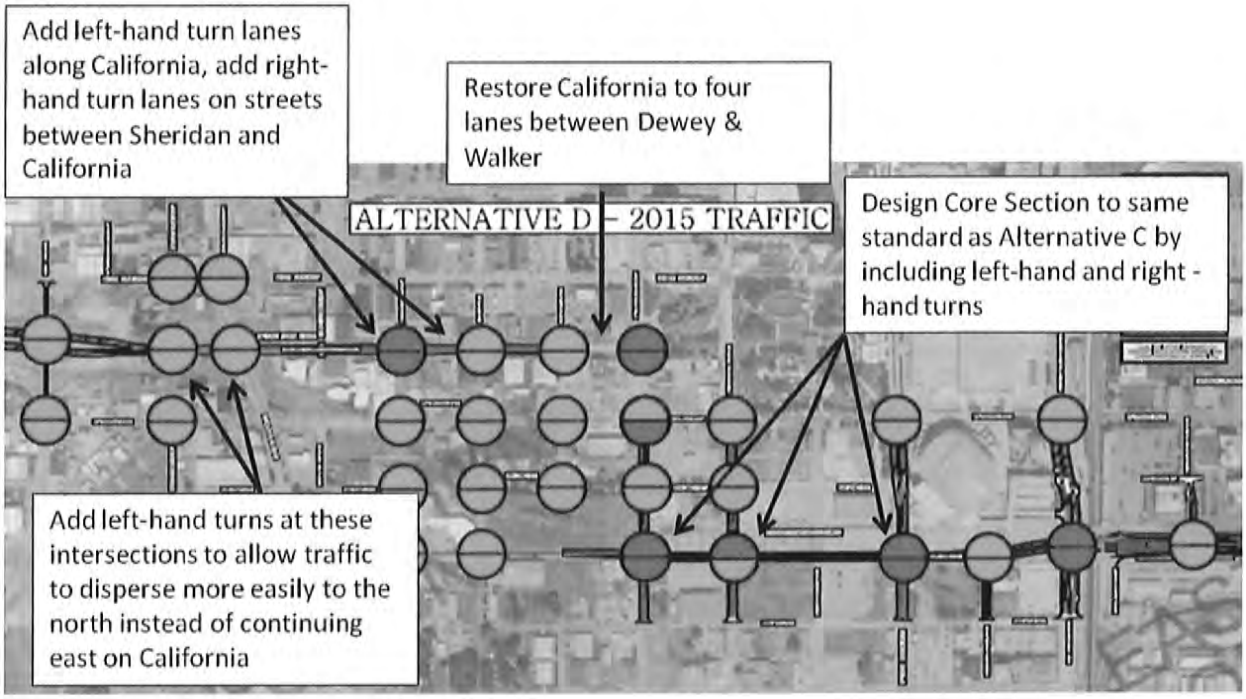
The California & Walker intersection is predicted to experience congestion in both peaks in 2015. Apparently California was modeled as a four lane street (with no turn lanes) as far east as Dewey:

Although it's not clear on ODOT's map, California between Dewey and Walker is only two lanes plus bike lanes since the streetscape on this block has been recently renovated. Some of the predicted congestion at California & Walker may therefore be due to this lane reduction. Widening this block back to two lanes may well be justified in the larger context of allowing traffic to more efficiently disperse around and through the western downtown area.

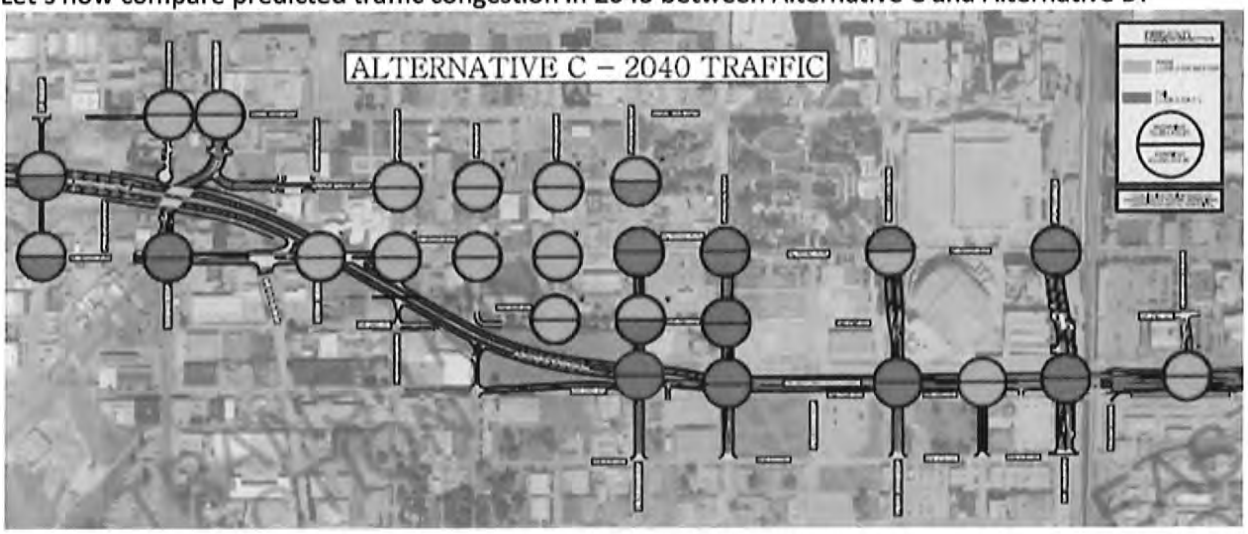
As mentioned earlier, left-hand turn lanes (such as at Shartel, Lee and Dewey) along the length of California were not included in Alternative D but do need to be evaluated. California has a sufficiently wide enough ROW that such lanes could be accommodated and their construction justified as part of this project's efforts to mitigate the relocation of I-40.

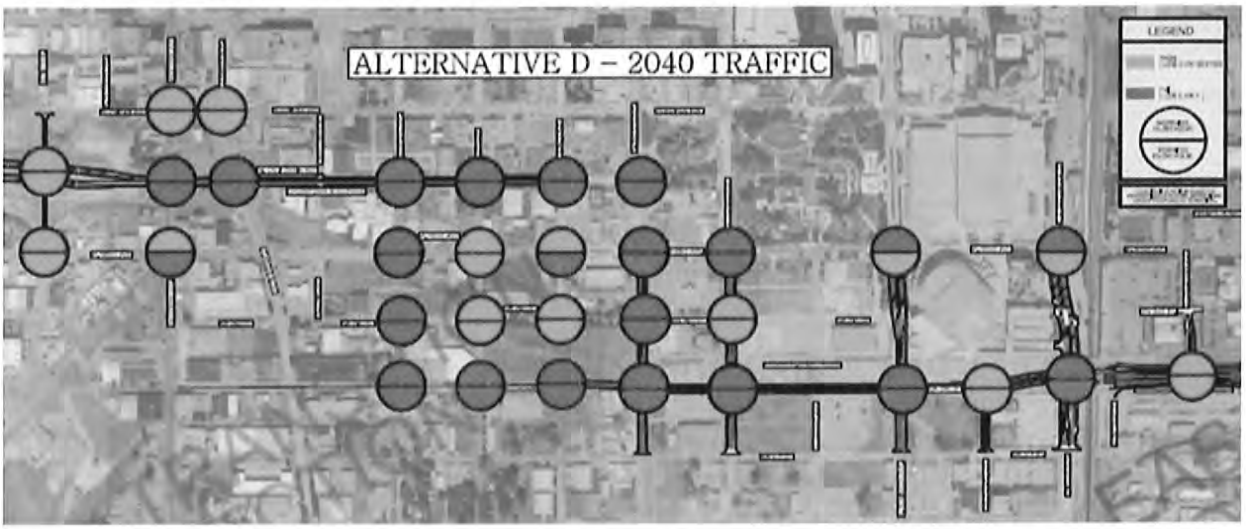
The addition of dedicated left-hand turn lanes at any or all intersections along California between Western through to Walker can thus be expected to allow traffic to more easily disperse northward and reduce the congestion that is currently predicted for California & Walker. Furthermore, right-hand turn lanes can be added on many of the north-south streets in this area between Sheridan and California such as at Lee and Shartel. These turn lanes would help traffic heading west out of downtown to flow better and more easily join the Boulevard heading westbound.

We have now addressed all the intersections in Alternative D where significant congestion (morning and evening peak) is predicted to occur in 2015. Reasonable mitigation of these issues is summarized below:



Let's now compare predicted traffic congestion in 2040 between Alternative C and Alternative D:





It is striking that extensive traffic congestion at almost all intersections in the Core Section is predicted in both Alternative D and Alternative C, yet the latter is ODOT's preferred option. We have already addressed measures that could be expected to improve traffic flow in Alternative D at all the intersections along California between Western and Walker. What about the southeastern part of the Transition Section?

It is unclear exactly how SW 3rd Street was modeled west of Walker in Alternative D. Although it is currently a one-way street, presumably it was modeled as a two-lane bidirectional street. At its narrowest between Lee and Shartel, SW 3rd is a 70' ROW. It has previously been argued that even with only 70', SW 3rd could still accommodate four lanes (40'), 10' sidewalks, and 5' landscaping buffers. Alternatively, three 11' lanes could easily be accommodated, one of which could be a left-turn lane, and this would be expected to relieve the traffic congestion along SW 3rd between Walker and Shartel that is predicted for 2040 in Alternative D.

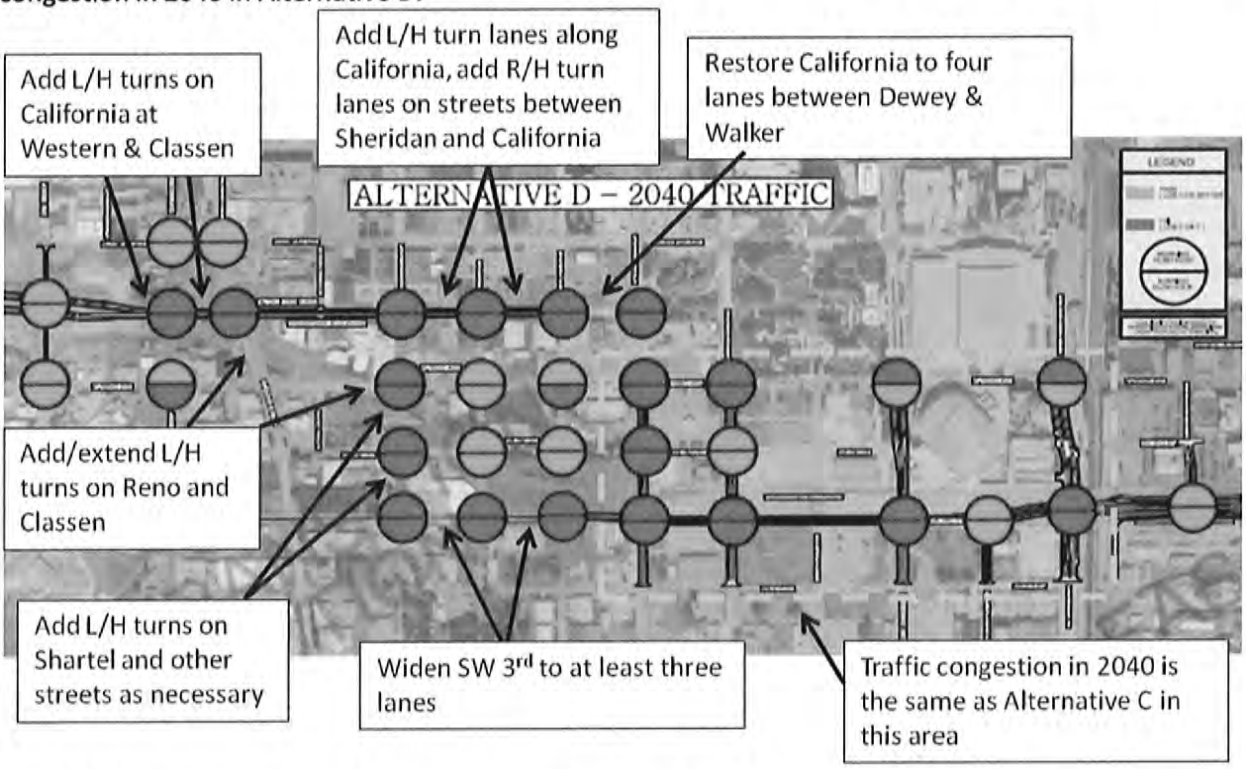
In the area bounded by Reno, SW 3rd, Walker and Classen, there may well be sufficient space to add an additional lane for turns on the smaller streets. In the part of this area where these smaller streets traverse the old I-40 ROW, additional through traffic lanes could possibly be added. Turn lanes can be added or extended on Reno and Classen where there is plenty of room in the ROW of these streets. All of these measures could be expected to reduce the predicted traffic congestion in 2040.

Morning and evening peak congestion is also predicted in 2040 in Alternative D at the intersections of Shartel with both Reno and SW 2nd Street. Space exists to add turn lanes at Reno & Shartel:

Turn lanes can also be added at Reno & SW 2nd Street:

Addition of turn lanes at both of these intersections could reasonably be expected to mitigate peak hour congestion at these locations in 2040.

Let's now summarize all the mitigation measures that could be implemented to reduce peak hour traffic congestion in 2040 in Alternative D:



Instead of continuing to blight portions of the project area by continued isolation due to a large physical barrier, be it a bridge, embankment or wide divided highway with no opportunities for pedestrians to cross, federal funding can and should be used to improve the traffic flow and streetscape on multiple streets and blocks to provide greater connectivity and access throughout the entire area. We are

especially fortunate that City of Oklahoma City Public Works staff have now acquired considerable hard-won experience at rebuilding high quality urban streetscapes.

The money allocated to this project should be used to rejuvenate the whole of a largely blighted area and not just certain downtown locations along the original ROW of the old I-40 mainline. The consequent increased potential for development would fit well with the recent expansion of the acquisition area in the Core-to-Shore Urban Renewal Plan in this vicinity. More importantly, allocation of funding in this manner would more appropriately meet federal Environmental Justice requirements.

The improvements to Alternative D discussed here should be seriously evaluated before a final Boulevard design is selected. But they are not necessarily a complete set of improvements. ODOT and City traffic engineers, acting in good faith, may well find other mitigation measures that could be implemented in the general project area to improve traffic flow as part of Alternative D.

Doubtless there will be individual issues that need to be examined further, such as additional utility relocation, rebuilding some streets that may have been recently streetscaped, possible conflicts in the area around the park and the new downtown school, etc. But ODOT and City traffic engineers are a fine group of public servants who, with clear political leadership and free of bias, can rise to and solve these challenges in a holistic manner so that mitigation of the relocation of I-40 can be creatively and successfully achieved in a manner that meets the public's desires and expectations.

Page Intentionally Left Blank

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 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.

JARED THOMPSON
NAME:

444 N. CENTRAL AVENUE
ADDRESS:

OKLAHOMA CITY OK 73104
CITY: STATE: ZIP:

405 833 6242
PHONE NUMBER:

JT123000@GMAIL.COM
EMAIL ADDRESS:

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

Please submit comments by: **05/21/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

AS AN DOWNTOWN OKLAHOMA CITY RESIDENT, I CARE GREATLY ABOUT OKLAHOMA CITY'S URBAN CORE AND FUTURE. WALKABILITY AND BIKE ABILITY ARE ASPECTS OF PLANNING THAT SHOULD BE THOUGHT OF NOW. IN THE SCOPE OF THE CROSSTOWN BOULEVARD, NO OPTION EXCEPT "OPTION D" GRANTS VIABLE ACCESS FOR THE UPCOMING COMMUNITY TO WALK TO ACROSS THE BOULEVARD. NO OPTION EXCEPT "OPTION D" WILL ALLOW TRAFFIC TO SLOW AND EXIT THE BOULEVARD ENOUGH FOR THE AREA TO THRIVE. I WANT US TO DO THIS RIGHT THIS TIME. I DO NOT WANT ANOTHER HIGHWAY TO REPLACE I-40. HAVING SAID ALL OF THAT, IF "OPTION D" IS NOT SELECTED, THEN I PRAY THAT "OPTION C" WITH THE SUGGESTIONS FROM FRIENDS FOR A BETTER BOULEVARD ARE CONSIDERED. THANK YOU.

"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."

Page Intentionally Left Blank

To: Mrs Walton
From: Conference

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

Crosstown Boulevard

05/07/2014 ***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: Roger M. Walton
8420 S. Douglas Ave.
Oklahoma City, OK 73139-9108

ADDRESS:

CITY: STATE: ZIP:

405-219-5149
PHONE NUMBER:

RWXACT@YAHOO.COM
EMAIL ADDRESS:

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

Please submit comments by: **06/13/2014**

"I have the following comments or questions about the proposed project to construct the Crosstown Boulevard."

ADDITIONS TO PLAN "C"
ADD BRIDGES AT: (BOULEVARD)

RENO
WESTERN
WALKER
HUDSON
ROBINSON
SHIELDS / RAILROAD TRACKS
OKLAHOMA

RAMPS:

WALKER EB EXIT / WB ENT
HUDSON EB ENT / WB EXIT
OKLAHOMA EB ENT
WB EXIT

RECEIVED
ODOT
MAY 23 2014
STRATEGIC ASSET & PERFORMACE MANAGEMENT

"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."

CROSSTOWN BOULEVARD – ALTERNATIVE C
NORTH CONNECTOR
EAST CONNECTOR
NORTH-SOUTH ROADWAY
WEST MOLLOY STREET
MARSHALL CONNECTOR
SHIELDS / RAILROAD

EMAILS RECEIVED BY OKLAHOMA DEPARTMENT OF TRANSPORTATION

Downtown OKC Boulevard

Jill to: m-coordinator@odot.org 05/15/2014 09:20 PM

From: Jill <jillsey1118@gmail.com>
To: "m-coordinator@odot.org" <m-coordinator@odot.org>

As a downtown resident and a person acutely interested in downtown development, I find the idea of a boulevard as a traffic mover to be incredibly upsetting. Are we building for the future and our children who want to enjoy our downtown, or for people who only care about driving to and from work? We are finally getting a downtown that invites people to come there and linger. By building a huge concrete through way, we discourage development, discourage anyone from living in Core to Shore, make it impossible for children living in the area to ride their bikes to or from school and people to walk to our new park.

There are articles in newspapers around the country talking about the fact that the next generation doesn't want to drive if they can avoid it. Many are not buying cars, many are not getting drivers' licenses and many are choosing to live in cities that encourage pedestrian traffic, bicycle traffic and provide mass transit. You are planning the boulevard to reflect the wants of people who will be in nursing homes not many years from now. We need to build for the future and the next generation, not for the past.

Sincerely, Jill Adler
Sent from my iPhone

Crosstown Boulevard
Matthew Anderson to: m-coordinator 05/19/2014 09:52 AM

From: Matthew Anderson <mattpander@gmail.com>
To: m-coordinator@odot.org

I have attempted to use your form to submit my comments on the Crosstown Boulevard proposal. However, when I try to save the form (I do not have a desktop e-mail service), I receive an error message. Here are my comments:

Oklahoma City should encourage pedestrian traffic and a walkable downtown. The proposal -- Alternative C -- is an outdated proposal that emphasizes car traffic instead of pedestrian and bicylce traffic. If we want to establish a vibrant downtown, it must be down by cultivating community. This is done by interacting with people face-to-face, not car-to-car. I am extremely disappointed that the proposal envisions a highway going through downtown, and it is a huge leap backwards for the city.

Best,

Matthew Anderson
1601 Durham Court
Edmond, OK 73013
405-216-3506
mattpander@gmail.com

OKC Boulevard Alternative D

Brandon Atkinson to: m-coordinator 05/21/2014 01:37 PM

From: Brandon Atkinson <brandjoatkin@gmail.com>
To: m-coordinator@odot.org

To Whom It May Concern:

I'm sending this to voice my vote and interest in seeing Option D considered for the downtown boulevard. I currently work in downtown and live near downtown in midtown. I aggree with Better Block OKC thoughts on this option; which they state:

- Preserves a rich interconnected street network.
- Maximizes realistic opportunities for quality development.
- Provides greater return on public investment.

I believe in alternative D!

Thank You,

Brandon Atkinson
524 NW 19th

Oklahoma City Boulevard Alternatives

Allison Barta Bailey to: mayor, ward6, m-coordinator, elizabeth.romero

05/20/2014 05:00 PM

I would like to email my support for Alternative D for the Oklahoma City Boulevard.

As a retail consultant specializing in independent retailers, I believe that a street-grid based design like Alternative D will best for the type of development that we want to occur in Downtown OKC. I also helped author the blog article released by Better Block OKC (http://www.betterblockokc.com/the-okc-boulevard-why-we-choose-alternative-d/) and agree with all points included in that article.

As a 29 year old citizen of Oklahoma City, I know that this project will be as much for my kids and my grandchildren as it is for my generation. I want them to have a walkable, beautiful downtown to love. I want them to be able to bike from neighborhoods to our new park safely and I think that Alternative D is the only alternative that would fulfill that role.

Thank you,

Allison Bailey
Owner, BartaBailey
405.620.3883
@shopcrawlr

Oklahoma City Boulevard
Bill Bell to: 'm-coordinator@odot.org' 05/15/2014 03:19 PM

From: Bill Bell <BBell@BancFirst.com>
To: '"m-coordinator@odot.org"' <m-coordinator@odot.org>

A note to let you know of my strong support for Alternative C and the completion of this roadway!

Bill Bell
BancFirst
101 N. Broadway, Suite 400
Oklahoma City, OK 73102
phone: (405) 218-4694
fax: (405) 218-4672

BancFirst Disclaimer:
This message is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential, and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, you are hereby notified that any retention, dissemination, distribution, or copying of the communication is strictly prohibited. If you have received this communication in error, please notify the sender immediately and delete the email from your system.
BancFirst utilizes encryption technology when sending sensitive messages. If you receive an encrypted message from BancFirst, you must ensure that any replied or forwarded messages are also encrypted.

Fwd: Boulevard

Debbie Blackburn to: m-coordinator@odot.org 06/12/2014 01:16 PM

From: Debbie Blackburn <blackburnokc@cox.net>
To: "m-coordinator@odot.org" <m-coordinator@ODOT.ORG>

1 attachment

alternated.pdf

To whom it may concern at ODOT:

I am sending this under public comment on the OKC Boulevard as part of the NEPA process. With the suggestions made herein, Alternate D is clearly the choice that should be made for the OKC Boulevard. All alternatives are to be considered in a fully fleshed out way and alternate D has not been. Your proposal makes it untenable when in reality it is the most logical choice from a planning standpoint. It can handle all the traffic if fairly developed as this attachment proposes.

Debbie Blackburn
1515 NW 35th Street
Oklahoma City,Oklahoma 73118
405-525-0656

Sent from my iPad

>
> www.okctalk.com/images/pete/alternated.pdf
>
>
>
> ---
> This email is free from viruses and malware because avast! Antivirus protection is active.
> http://www.avast.com

FW: Public Comment Regarding Oklahoma City Crosstown Boulevard ODOT

Elizabeth.Romero to: m-coordinator 05/29/2014 12:25 PM
Cc: Elizabeth.Romero, matthewbridges

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Matthew Bridges [mailto:matthewbridges@live.com]
Sent: Tuesday, May 20, 2014 5:35 PM
To: mcoordinator@odot.org
Cc: mayor@okc.gov; eric.wenger@okc.gov
Subject: Public Comment Regarding Oklahoma City Crosstown Boulevard ODOT

Hello,

I am writing today in support of Option C for the OKC (Crosstown Boulevard) **ONLY if** (!!!) ODOT works with the public further on improving the Option C. Specifically on issues pertaining to walkability and urban design.

The Friends for a Better Boulevard citizen group released their bulletin points on specific items that could easily be addressed, and would improve the Bouelevard concept tremendously. Because I agree with every point, I have copied and pasted them into this email.

1. Introducing a proper four-way intersection at Lee
2. Closing 3rd street between Lee and Walker
3. Removing parallel parking lanes in front of the park and Convention Center to reduce the distance a pedestrian has to cross the street at that critical location.
4. Introducing a median in front of the Park/Convention Center site instead of one, singular, continuous turn lane.
5. Promoting a mid-block crosswalk to continue the "Harvey Spine" across that section, through the proposed median, and into the park.
6. Introducing a roundabout at Exchange and Western instead of closing Exchange.

My support for Option C is only if all 6 of those items are addressed and implemented in the design. If ODOT cannot meet that expectation, my support is fully in favor of Option D; the grid design.

I have copied Elizabeth Romero, of the Federal Highway Administration, and I

urge her to make note of my frustration with ODOT's process on this issue. I received one week notice of the recent meeting, and was unable to schedule off work that evening. One week's notice and a 2 week comment period is completely unacceptable, insulting, and unethical for a project with such consequences over the future of urban design inside the core of the city. It is with much frustration that I send this email, and I expect my comment and ALL suggestions be included in the registry of this project, and suggestions given serious consideration to the design of this project. I am not writing this email to have a comment registered, I am writing as a taxpayer to have serious input in the public process over a project being funded through taxpayer dollars.

Matthew Bridges
2101 Banbury Lane
Oklahoma City, OK 73170

Oklahoma City Boulevard

Sharon Caldwell to: m-coordinator@odot.org 05/14/2014 08:05 PM

From: Sharon Caldwell <sharon@cmastrategies.com>
To: "m-coordinator@odot.org" <m-coordinator@odot.org>

As a someone who has had a business in downtown Oklahoma City for many years, I am excited about the plans for the Boulevard. I strongly support Alternative C.

Thank you. Sharon Caldwell

OKC Boulevard Comments

Mike Carrier to: 'm-coordinator@odot.org' 05/27/2014 02:13 PM

From: Mike Carrier <mcarrier@visitokc.com>
To: '"m-coordinator@odot.org"' <m-coordinator@odot.org>

I tried to send comments in via the form but am not sure they went through.

Michael J. Carrier
President

Oklahoma City Convention and Visitors Bureau
123 Park Avenue
Oklahoma City, OK 73102

Office: 405-297-8963
Fax: 405-290-7063
mcarrier@visitokc.com

www.VisitOKC.com | @VisitOKC | facebook.com/VisitOKC

201405271356.pdf

Design of the Cross-Town Boulevard

Doug Catterall to: mayor@okc.gov, Ward2@okc.gov, m-coordinator@odot.org, elizabeth.romero@dot.gov — 05/21/2014 11:14 PM

From: Doug Catterall <woborders@hotmail.com>
To: "mayor@okc.gov" <mayor@okc.gov>, "Ward2@okc.gov" <ward2@okc.gov>, "m-coordinator@odot.org" <m-coordinator@odot.org>, "elizabeth.romero@dot.gov" <elizabeth.romero@dot.gov>

Dear Mayor Cornett, Councilman Shadid, Team Leader Romero, and ODOT Staff--

Having looked over the various options for the downtown streetscape that are on offer as part of MAPS 3, my wife and I would like to indicate our preference for Option D.

As we see it, Option D is the only alternative on offer that maintains a proper streetscape, which, we can assure you, is important to members of the strong, growing, and civically active running community in the city. And for those who want to go shopping or access other amenities in the downtown area, Option D is also better. Inserting a continuation of I-40 into the downtown cityscape probably seems attractive if one is planning to go back to the old version of the CBD, but we don't think that was the purpose of MAPS 3. We don't know many folk who want to walk along a street and shop or dine or visit any number of other sorts of businesses with traffic whizzing by at 40 MPH.

When we think about the most distinctive public spaces of OKC, they tend to be those cast on a human scale: Bricktown, the Plaza District, the Paseo District, the Botanical Gardens, Midtown, etc. These sections of the city are reminiscent of other U.S. cities such as Philadelphia that have wisely bucked the trend of car-dominated urban renewal. In contrast, major thoroughfares in the city such as Classen, the Northwest Expressway, and sections of Reno lying either side of the CBD, seem to shed almost everything except cars in terms of what's immediately accessible. There are businesses along Northwest Expressway, but most are in strip malls and not pedestrian-friendly. People only interact at their point of destination and experience little sense of the civic space that should typify the best of what a city can be. Classen has a distinct lack of business activity apart from the Asian District where more accessible streetscapes in the nearby neighborhoods effectively interrupt the flow of traffic. And sections of Reno where the road widens (east of Lincoln Blvd. and west of Pennsylvania Ave.) are really more like freeways than proper urban streets.

Neither my wife nor I can claim any expertise as urban planners. But we are devoted to the city as residents for nearly a decade and it would be a shame if it did not take this opportunity to create a downtown worthy of a city that stands out in so many ways.

Thanks for your time.

Sincerely,

Douglas Catterall

2229 NW 27th Street
Oklahoma City, OK 73107

FW: OKC Crosstown Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 09:57 AM

Cc: Elizabeth.Romero, justin.cliburn

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Justin C. Cliburn [mailto:justin.cliburn@gmail.com]
Sent: Friday, May 09, 2014 4:09 PM
To: Romero, Elizabeth (FHWA)
Subject: OKC Crosstown Boulevard

Ms. Romero:

I am writing to express my displeasure with ODOT's proposed design of the Crosstown Boulevard. I grew up in Lawton. Until I was an adult I thought sidewalks and walkable communities were urban legends because I'd only seen them in television and movies.

Then I moved to the OKC area to attend law school. I discovered the Paseo, Midtown, and Plaza Districts. I started going to "Premiere on Film Row" (https://www.facebook.com/FilmRowOKC) just west of downtown.
That area is primed for further development as a walkable community for Oklahoma City. But placing an expressway (for all intents and
purposes) next to it (without a direct link to Film Row via Lee Avenue) will greatly stunt that growth.

I always planned on moving back home after law school, but I fell in love with the community feel at events in these walkable districts. I have followed the Boulevard design and waited anxiously for it since I moved here. But now it looks ODOT is insisting on something we don't want.

Please do whatever you can to ensure ODOT is accountable.

Thank you,

Justin C. Cliburn
Oklahoma City
--
Justin C. Cliburn
Travis Law Office
Office: 405.236.5400
Cell: 580.585.2975 or
405.928.8548
justin.cliburn@gmail.com
justincliburn@travislawoffice.com

This e-mail is covered by the Electronic Communications Privacy

Oklahoma boulevard/Crosstown boulevard

John Coleman to: m-coordinator@odot.org 05/16/2014 09:17 PM

From: John Coleman <johnmscoleman@yahoo.com>
To: "m-coordinator@odot.org" <m-coordinator@odot.org>
Please respond to John Coleman <johnmscoleman@yahoo.com>

Oklahoma City's proposed boulevard needs to co-exist with the existing street grids, Not act as a freeway/expressway.

Alternate route D, with modifications, is the most desirable. Both the west and east connections should transition to the existing street grid as soon as possible.

John Coleman

OKC Crosstown Boulevard

Brent Condreay to: m-coordinator 06/13/2014 04:41 PM

Hello, I am a resident of OKC Ward 5 and I have been following the Crosstown Boulevard selection very closely. I have some reservations about certain issues dealing with the Boulevard and I would like to **request that the issues raised in the below postings be substantively addressed as part of the Environmental Assessment**.

The OKC Boulevard: Why We Choose Alternative D
http://www.betterblockokc.com/the-ok...alternative-d/

ODOT's Traffic Projections for the OKC Boulevard
http://www.betterblockokc.com/blvdtraffic/

How the OKC Boulevard Will Impact Commuters
http://www.betterblockokc.com/boulevardcommute/

New Visuals from ODOT
http://www.betterblockokc.com/new-visuals-from-odot/

More Questions than Answers on the Downtown Boulevard
http://www.newsok.com/more-questions...rticle/4747385

A Better View of the Boulevard Design "Scored" Highest by ODOT
http://www.newsok.com/a-better-view-...rticle/4747474

Design Changes Proposed for Downtown Boulevard
http://www.newsok.com/design-changes...rticle/4845069

Analysis of the Current Alternative D for the Crosstown Boulevard Project
http://www.okctalk.com/images/pete/alternated.pdf

Thank you!

OKC Crosstown Boulevard

Steven Copeland to: m-coordinator 05/08/2014 08:20 PM

I'm writing to voice my continued concern of the proposed downtown Boulevard plans that your staff continues to stuff down our throats. The "unveiling" last night, if that is what you want to call it, reeks of an attempt to slip something by the citizens of OKC. Why else would you have this on a night the Thunder are hosting a home playoff game, knowing that downtown will be packed with little to no available parking and a large majority of people wanting to watch the game. Even if you had it scheduled before the playoff schedule was announced, once you saw the schedule you should have been looking to re-schedule. However, the fact you didn't seem to care just proves that you didn't want anyone to show up or criticize the proposals.

While I was unable to attend this for other reasons, I've been following closely the progress of this project. I actually live in the suburbs of OKC, but am in complete agreement that the plans submitted by ODOT are completely wrong for this growing area of OKC. I'm afraid that if ODOT is allowed to ramrod their view, it will forever stifle the potential growth of the affected area. What I don't understand is that it seems no one other than ODOT likes these plans and you appear to be turning a deaf ear to our concerns. Worse, you seem to have a "How dare you question us" attitude.

What I don't understand is your insistence that we have to have this interrupted "freeway" type road to handle the traffic load, but I don't hear anyone complaining about traffic, not even before or after a Thunder game.

Please, please I ask you listen to the citizens of OKC and actually design something that we desire and not something that will kill the momentum going on in OKC.

Thank you,
Steven Copeland

Re: OKC Crosstown Boulevard
Klint Cowan to: m-coordinator, Ward6 05/20/2014 06:17 PM

ODOT and Councilwoman:

A just-released study showed that OKC is in the **top 20 most dangerous cities for pedestrians.** See:
http://www.smartgrowthamerica.org/documents/dangerous-by-design-2014/dangerous-by-design-2014.pdf

How will the new boulevard impact this ranking?

On Tue, May 20, 2014 at 11:52 AM, Klint Cowan <okccowan@gmail.com> wrote:

> Dear ODOT and Ms. Salyer,
>
> I am resident of downtown. I work downtown. I walk to work. My son will enter 1st Grade at Rex Elementary downtown in August. We will walk to his school. We will walk home after school. I write to ask you to please select Alternative D (return to the grid) for the OKC Crosstown Boulevard.
>
> Many of my friends also plan to move downtown in the next few years. With developments like the 21C Museum Hotel, the area around the proposed boulevard (including the Farmers Market) is primed to be developed into a fully mixed-use urban environment. This has the potential to increase density and create a place for to people to live without the need for cars on a daily basis.
>
> I fully support Alternative D. No other Alternative allows for development of full blocks within downtown OKC. No other alternative makes the area walkable, bikeable, and easy for children to walk to school or the new Park or Myriad Gardens. Should families really have to cross an expressway to walk from their homes to the new Central Park?
>
> If you build Alternative C as is, will anyone build housing south of the boulevard? If they do, how will children walk to school at Rex? By not forcing ODOT to built Alternative D, the City Council is allowing downtown to be developed in a suburban context. You are putting the future of downtown as a vibrant, growing, urban environment at risk.
>
> Personally, I don't care whether people from the suburbs have to wait in traffic downtown. Have you been to a vibrant downtown? NYC? Philadelphia? Boston? Paris? London? All have traffic issues, but people want to live in the middle of those urban environments because of the quality of life. Because there is public transportation. Because they don't NEED cars in those environments.
>
> Please choose Alternative D.
>
> Thank you,
>
> Klint A. Cowan
> 601 Robert S. Kerr #206
> OKC, OK 73102
>
> PS, If you do choose another alternative, please modify it by adding medians near the parks, bike lanes, trees, intersections at every street (including Lee), and please do not make 3rd a

one-way street. Just eliminate that section of 3rd.

OKC Crosstown Boulevard

Klint Cowan to: m-coordinator, Ward6 05/20/2014 11:53 AM

From: Klint Cowan <okccowan@gmail.com>
To: m-coordinator@odot.org, Ward6@okc.gov

Dear ODOT and Ms. Salyer,

I am resident of downtown. I work downtown. I walk to work. My son will enter 1st Grade at Rex Elementary downtown in August. We will walk to his school. We will walk home after school. I write to ask you to please select Alternative D (return to the grid) for the OKC Crosstown Boulevard.

Many of my friends also plan to move downtown in the next few years. With developments like the 21C Museum Hotel, the area around the proposed boulevard (including the Farmers Market) is primed to be developed into a fully mixed-use urban environment. This has the potential to increase density and create a place for to people to live without the need for cars on a daily basis.

I fully support Alternative D. No other Alternative allows for development of full blocks within downtown OKC. No other alternative makes the area walkable, bikeable, and easy for children to walk to school or the new Park or Myriad Gardens. Should families really have to cross an expressway to walk from their homes to the new Central Park?

If you build Alternative C as is, will anyone build housing south of the boulevard? If they do, how will children walk to school at Rex? By not forcing ODOT to built Alternative D, the City Council is allowing downtown to be developed in a suburban context. You are putting the future of downtown as a vibrant, growing, urban environment at risk.

Personally, I don't care whether people from the suburbs have to wait in traffic downtown. Have you been to a vibrant downtown? NYC? Philadelphia? Boston? Paris? London? All have traffic issues, but people want to live in the middle of those urban environments because of the quality of life. Because there is public transportation. Because they don't NEED cars in those environments.

Please choose Alternative D.

Thank you,

Klint A. Cowan
601 Robert S. Kerr #206
OKC, OK 73102

PS, If you do choose another alternative, please modify it by adding medians near the parks, bike lanes, trees, intersections at every street (including Lee), and please do not make 3rd a one-way street. Just eliminate that section of 3rd.

OKC Downtown Boulevard

Josiah Daniel to: m-coordinator@odot.org 05/20/2014 05:35 PM

Cc: "mayor@okc.gov", "ward2@okc.gov", "elizabeth.romero@dot.gov"

Dear ODOT:

Please select Alternative D for the OKC Boulevard. Alternative C represents bad street design in the heart of the city and will severely limit quality future development. Alternative D represents the best opportunity to maximize the public investment at issue.

Thank you for your consideration.

Josiah Daniel
Home address: 1609 NW 38th St., OKC, OK 73118
Work address: 1230 N. Robinson, OKC, OK 73103

Josiah Daniel
Energy Practice - Power & Utilities

Arthur J. Gallagher & Co.
BUSINESS WITHOUT BARRIERS™

Arthur J. Gallagher & Co.
1230 N. Robinson Avenue | Oklahoma City, Oklahoma, 73103
P:405.639.3852 | M:405.626.7174
Arthur J. Gallagher Risk Management Services, Inc.
Gallagher Meyers-Reynolds

General Disclaimer: This email/fax and any files transmitted with it are intended solely for the use of the individual or entity to whom they are addressed and are privileged and confidential. If you have received this communication in error please notify the system manager. If you are not the named addressee you should not disseminate, distribute or copy this communication. / Premium indication Disclaimer: The premium indicated is an estimate provided by the market. The actual premium and acceptance of the coverage requested will be determined by the market after a thorough review of the completed application. / Placement Note Disclaimer: The coverage outlined above may not conform to the terms and conditions you requested. Please check carefully. This document is intended for use as evidence that the insurance, as described herein, has been effected and shall be subject to all terms and conditions of policy(ies) which will be issued and that, in the event of any inconsistency herewith, the terms and provisions of such policy(ies) shall prevail. / Loss Control Disclaimer: The information contained in this report was obtained from sources which to the best of the writer's knowledge are authentic and reliable. Arthur J. Gallagher makes no guarantee of results, and assumes no liability in connection with either the information herein contained, or the safety suggestions herein made. Moreover, it cannot be assumed that every acceptable safety procedure is contained herein, or that abnormal or unusual circumstances may not warrant or require further or additional procedures / Claims Disclaimer: Communications concerning this matter, including this email and any attachments, are provided for

Oklahoma City Boulevard Public Comment

David Dickerson to: m-coordinator@odot.org, Elizabeth Romero, Patrick Ryan 06/13/2014 12:33 AM

Please respond to David Dickerson

Please accept my comments regarding the proposed Oklahoma City Crosstown Boulevard project. This project is one of the critical mitigation steps required by the relocation of Interstate 40 and is therefore subject to all NEPA review requirements. I have concerns about the manner this process has been conducted - there appears to be a concerted effort to prejudice the process by ODOT and possibly Oklahoma City officials.

The attached comment form is my direct input to ODOT regarding their proposed mitigation solution for the removal of the old Crosstown elevated highway. The second document is a detailed analysis that exposes the inaccuracy of ODOT's traffic projections and reveals there was little or no effort put into making Alternative 'D' a viable solution, therefore prejudicing the process toward the long preferred option of a limited access roadway that subdivides downtown in the same manner that caused extensive blight in the south and southwest sections of downtown Oklahoma City when the old Crosstown highway was built (Alternative C).

The 'D' Alternative, or popularly known as "The Grid" option, needs to be fully developed with the same level of detail and effort as Option 'C'. Then conduct an unbiased analysis of the various options with any attempt to guide public opinion to a particular design. This responsibility lies with ODOT regardless of any influence from "stakeholders" or city officials. It is a public process involving very large sums of federal funds and failure to faithfully adhere to the requirements of the NEPA process is a failure of public officials to faithfully execute their duties for the greatest ***public*** benefit. Thus far, I do not believe this process meets that standard.

Thank you for your consideration on this matter that will impact OKC for many decades.

Best regards,

David Dickerson ODOTcommentform.pdf Alternative D.pdf

OKC Boulevard Public Input - Follow Up

David Dickerson to: OKC Mayor, Patrick Ryan, Elizabeth Romero, m-coordinator@odot.org

06/13/2014 12:35 PM

Please respond to David Dickerson

As an interested citizen of Oklahoma City, I have followed to review process of the OKC Boulevard very closely. While there has been an appearance of public involvement, ODOT and City Engineers have actually been fairly dismissive of any public input that differs significantly from their clearly preferred alignment (Alt. C) of the future Crosstown Boulevard.

I am very concerned that it appears ODOT and City Engineers have willfully mislead the public and elected officials about the use of federal funds for this project. The Federal Highway Administration confirmed federal funds for this project may be used to build a fully developed Alternative 'D' / Grid - and likely save a substantial amount of money in the process. To date, ODOT and City Engineers have not made a good faith effort to objectively evaluate and illustrate what a significant number of citizens expect the Alternative 'D' / Grid option to be. We are merely asking they illustrate a true boulevard on the ***full length*** of Californian AND 3rd Street as described by the Mayor - one with wide sidewalks, landscaping, pedestrian friendly amenities, etc.

Below are some links to questions and information easily accessible in the public realm that have not been addressed. I am requesting ODOT address EACH of the issues raised in a substantive manner before proceeding with a final design decision.

The OKC Boulevard: Why We Choose Alternative D
http://www.betterblockokc.com/the-ok...alternative-d/

ODOT's Traffic Projections for the OKC Boulevard
http://www.betterblockokc.com/blvdtraffic/

How the OKC Boulevard Will Impact Commuters
http://www.betterblockokc.com/boulevardcommute/

New Visuals from ODOT
http://www.betterblockokc.com/new-visuals-from-odot/

More Questions than Answers on the Downtown Boulevard
http://www.newsok.com/more-questions...rticle/4747385

A Better View of the Boulevard Design "Scored" Highest by ODOT
http://www.newsok.com/a-better-view-...rticle/4747474

Design Changes Proposed for Downtown Boulevard
http://www.newsok.com/design-changes...rticle/4845069

Analysis of the Current Alternative D for the Crosstown Boulevard Project
http://www.okctalk.com/images/pete/alternated.pdf

Only after ODOT and city officials address these concerns in an objective manner, free from any prejudicial input of "stakeholders", can the public be assured the Environmental Review process met the legal standards and perhaps more importantly, how we expect public officials to work in the best interests of the city.

Thank you,
David Dickerson

Crosstown Blvd. OKC

judd fisher to: m-coordinator@odot.org 05/20/2014 08:27 PM

Dear Sir or Madam,

I have reviewed the available Options A-D and for numerous reasons believe Option D is the best for the Crosstown Boulevard. I have also read every piece of literature I can find to assist in coming to this decision. Option D provides for the following important benefits:

1. A consistent downtown street grid providing easy access to adjacent streets whilst not channeling traffic in one way patterns or dead ends.
2. A more walk and bike friendly boulevard with intersecting streets.
3. Slower speeds with more frequent stops.
4. An inherent ease of use quality that will benefit future residential and business development in the area.

With respect to Option C, the Crosstown Boulevard would achieve none of the above. In my opinion, Option C would also harm future residential and business expansion in some areas where interchanges / exits are not available. Further, I-40 is situated very nearby so anyone wanting access to a high speed highway has it available. The Crosstown Boulevard should be the cornerstone of our future OKC, not simply a means of managing traffic. Option C is likely to stifle growth in this area. Option D provides the best demonstration of how a Boulevard should function in an urban core environment. It's not perfect but it's certainly head and shoulders above the other options.

Best Regards,

Judd Fisher

RE: Crosstown Blvd. OKC, OK

judd fisher to: Elizabeth.Romero, m-coordinator 05/29/2014 01:00 PM

From: judd fisher <juddfisher@msn.com>
To: <Elizabeth.Romero@dot.gov>, <m-coordinator@odot.org>

Ms. Romero,

I am fine with that. I've been following the continuing recommendations regarding the Crosstown Blvd. While I still believe Option D is best, Option C with additions like Exchange Ave having access to downtown and a full intersection at Lee Ave make option C more viable than the current configuration.

I fully appreciate this is a difficult process. I would urge decision makers to keep in mind that traffic is only part of the matrix. Walkability, bicycle safety, security, business & residential sprawl, streetscape are all critical components to make work in the final design. OKC has and is changing with respect to how and where people want to live. The Crosstown Blvd should represent where our city is presently with an eye to future growth. All signs point to a more sustained downtown with more businesses and residents alike. Many of the new residents will live and work downtown. As such, due consideration should be given to creating an urban environment that these individuals will want to call home. The correct design of the Blvd positively amplifies this progression. Conversely, the wrong design could prove to have long lasting negative implications for downtown OKC.

Thank you in advance for the consideration.

Best Regards

Judd Fisher

Sent via the Samsung Galaxy S™III, an AT&T 4G LTE smartphone

Elizabeth.Romero@dot.gov wrote:

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: judd fisher [mailto:juddfisher@msn.com]
Sent: Tuesday, May 20, 2014 8:30 PM
To: Romero, Elizabeth (FHWA)
Subject: Crosstown Blvd. OKC, OK

Dear Ms. Romero,

I have reviewed the available Options A-D and for numerous reasons believe Option D is the best for the Crosstown Boulevard in Oklahoma City. I have also read every piece of literature I can find to assist in coming to this decision. Option D provides for the following important benefits:

1. A consistent downtown street grid providing easy access to adjacent streets whilst not channeling traffic in one way patterns or dead ends.
2. A more walk and bike friendly boulevard with intersecting streets.
3. Slower speeds with more frequent stops.
4. An inherent ease of use quality that will benefit future residential and business development in the area.

With respect to Option C, the Crosstown Boulevard would achieve none of the above. In my opinion, Option C would also harm future residential and business expansion in some areas where interchanges / exits are not available. Further, I-40 is situated very nearby so anyone wanting access to a high speed highway has it available. The Crosstown Boulevard should be the cornerstone of our future OKC, not simply a means of managing traffic. Option C is likely to stifle growth in this area. Option D provides the best demonstration of how a Boulevard should function in an urban core environment. It's not perfect but it's certainly head and shoulders above the other options.

Best Regards,

Judd Fisher

CROSSTOWN OPTION D SUPPORT

Brian Fitzsimmons to: m-coordinator@odot.org 05/17/2014 04:11 PM

From: Brian Fitzsimmons <brian@fitzsimmons-arch.com>
To: "m-coordinator@odot.org" <m-coordinator@odot.org>

I am in support of Option D

Option D is simple, Logical , easy to understand and navigate, and provides full connectivity and opportunities to have more development than previously thought about. All of this is the intent behind Core to Shore.
Option D is flexible and can allow for time honored effective Growth patterns in a city framework.
There may be a perceived congestion issue indicated in the report , but it appears the study is assuming that people are only going to take one road, and are all heading to the same place. IN reality Don't we want people to stay a while when they come to the downtown area anyway, and also people will create habits of turning on other blocks and the net result will be an enhancement of our city.. ?
A and B should not be considered at all .

Option C needs much improvement for connectivity and honoring the plan and concept behind core to shore and the relocation of I-40 , before is should be further considered.
Following is true of option C unless something is modified in option C, like allowing all the roads to be intersections, rather than on ramps to the boulevard.

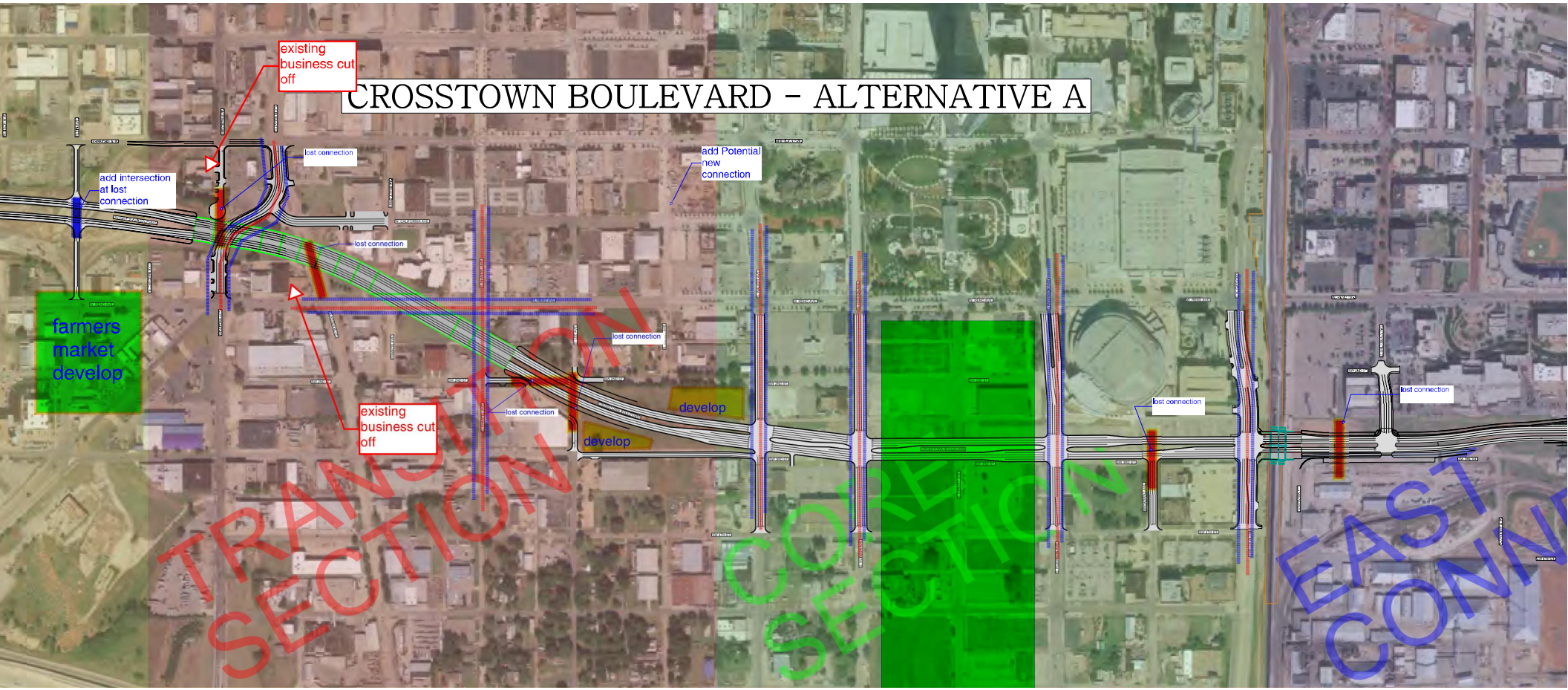
Option C cuts off many access points and cuts of exchange avenue and farmers market which will effectively hamper its continued current redevelopment.

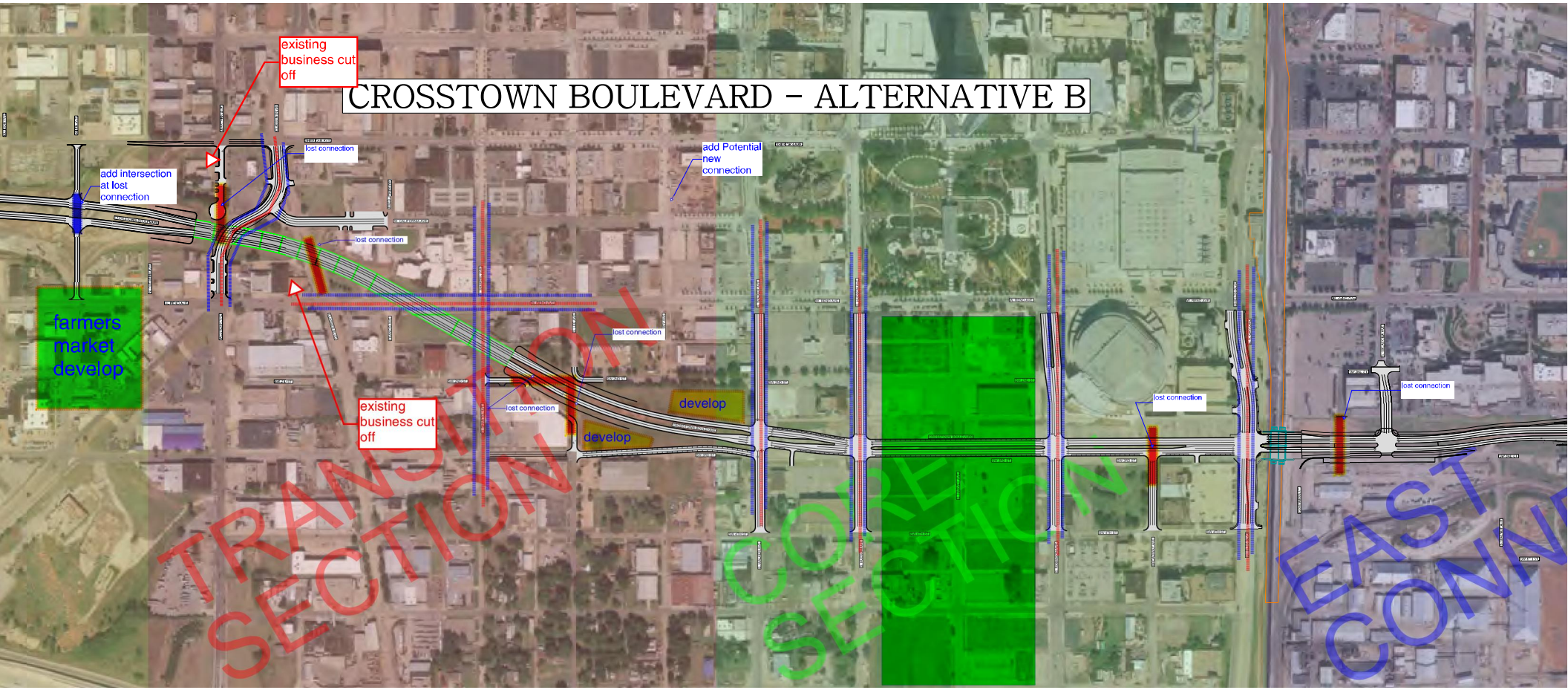
With OPTION C as drawn - The end result will make it harder than before I-40 was torn down to traverse north to south. Then and now- there are currently 13 roads that cross north and south across the Boulevard Right of way
With the new plan that number will be reduced to 5 roads. Before 1-40 was realigned there were 13 connection between north and south from down town to the river. (IE core to shore). now that is reduced to 5 roads crossing the proposed boulevard. That's if you going by car.
If you're going by foot the number goes from 12 safe crossings to 3 safe crossings from the core to the shore. I realize nothing can be done now about changing the new I 40 for connection to the shore ,, but is there still an opportunity to maintain connectivity between down town and the area now north of 1-40. If unchanged the net effect to core to shore is the opposite of its name and goal.

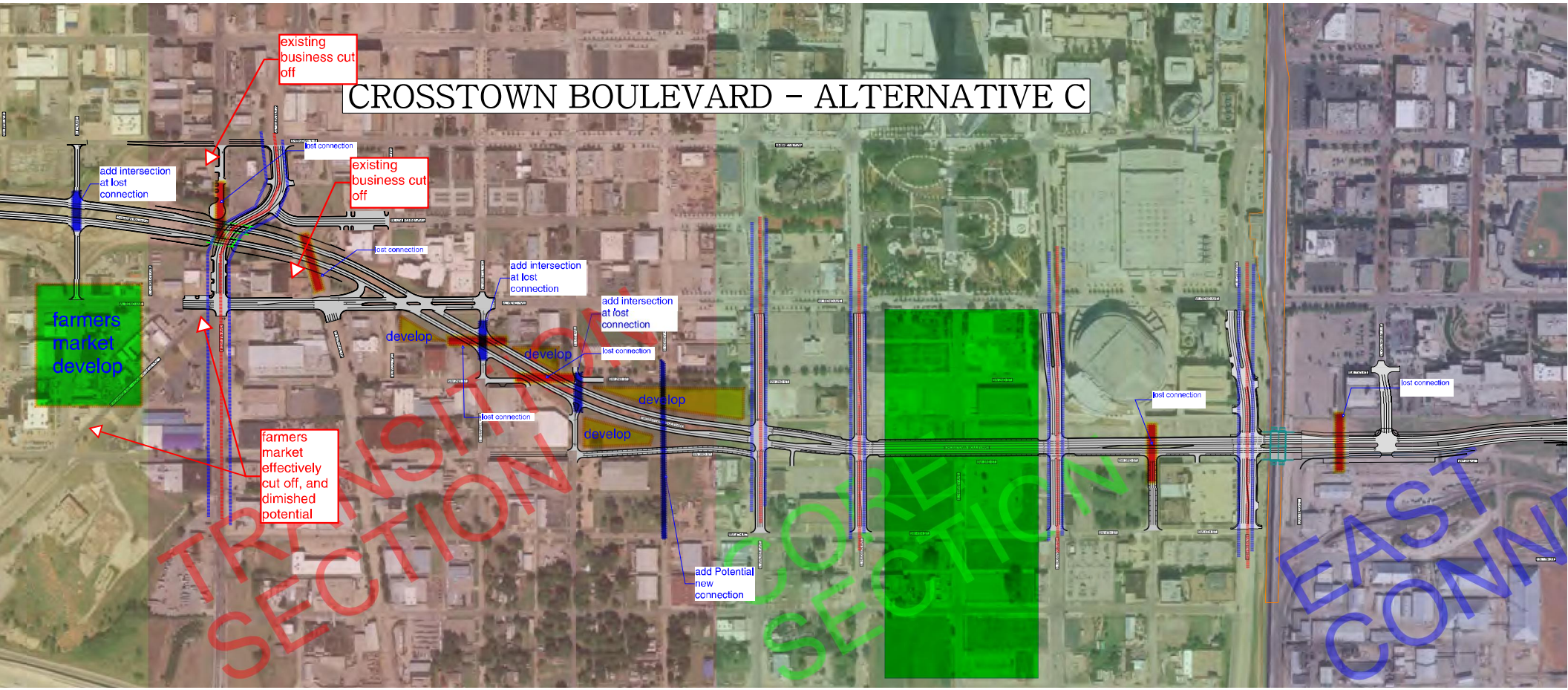
Thank you,

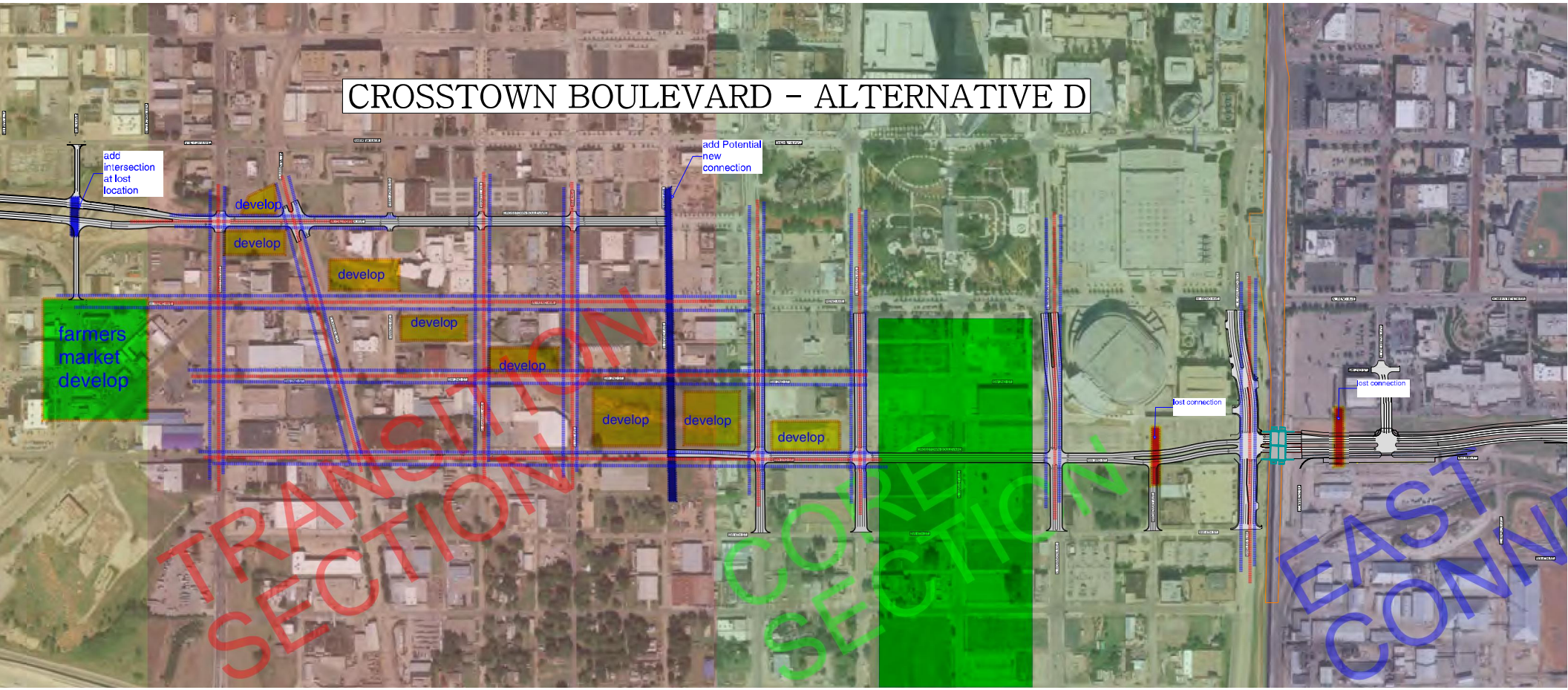
brian fitzsimmons aia
fitzsimmons architects
405.209.3913 v
405.606.4844 f
2721 north walker oklahoma city, ok 73103
www.fitzsimmons-arch.com

crosstown ABCD compare notes reduced .pdf


CROSSTOWN BOULEVARD – ALTERNATIVE A
existing business cut off
lost connection
add intersection at lost connection
lost connection
add Potential new connection
farmers market develop
lost connection
existing business cut off
lost connection
develop
develop
lost connection
lost connection
TRANSITION SECTION
CORE SECTION
EAST CONN


CROSSTOWN BOULEVARD – ALTERNATIVE B
existing business cut off
lost connection
add intersection at lost connection
lost connection
add Potential new connection
farmers market develop
lost connection
existing business cut off
lost connection
develop
develop
lost connection
lost connection
TRANSITION SECTION
CORE SECTION
EAST CONN


CROSSTOWN BOULEVARD – ALTERNATIVE C
existing business cut off
lost connection
add intersection at lost connection
existing business cut off
lost connection
add intersection at lost connection
add intersection at lost connection
lost connection
develop
develop
develop
develop
lost connection
farmers market develop
farmers market effectively cut off, and dimished potential
add Potential new connection
lost connection
lost connection
TRANSITION SECTION
CORE SECTION
EAST CONN


CROSSTOWN BOULEVARD - ALTERNATIVE D
add intersection at lost location
add Potential new connection
develop
develop
develop
develop
develop
develop
develop
develop
farmers market develop
lost connection
lost connection
TRANSITION SECTION
CORE SECTION
EAST CONN

Proposed Boulevard - please consider option D

ken to: m-coordinator 05/20/2014 10:46 PM

To fellow Oklahomans

Please consider option D as the best choice because of how it reconnects streets as a true urban core that places priority on pedestrians, bicyclists and mass transit and will allow downtown to continue to evolve in a postive manner. A boulevard that severs north south streets , even if at grade, will still effectively divide the core to shore plan in a manner similar to the demolished crosstown freeway.

Thank you for your time

Ken Fitzsimmons, AIA
TASK design , inc.
405 . 625 . 2115 v
405 . 605 . 1012 f
1228 NW 36th st okc ok 73118
task-design.com

The proposed boulevard design

Fry, Hurley J. to: Elizabeth.Romero@dot.gov, m-coordinator@odot.org, mayor@okc.gov, ward8@okc.gov, ward1@okc.gov, 05/16/2014 12:11 PM

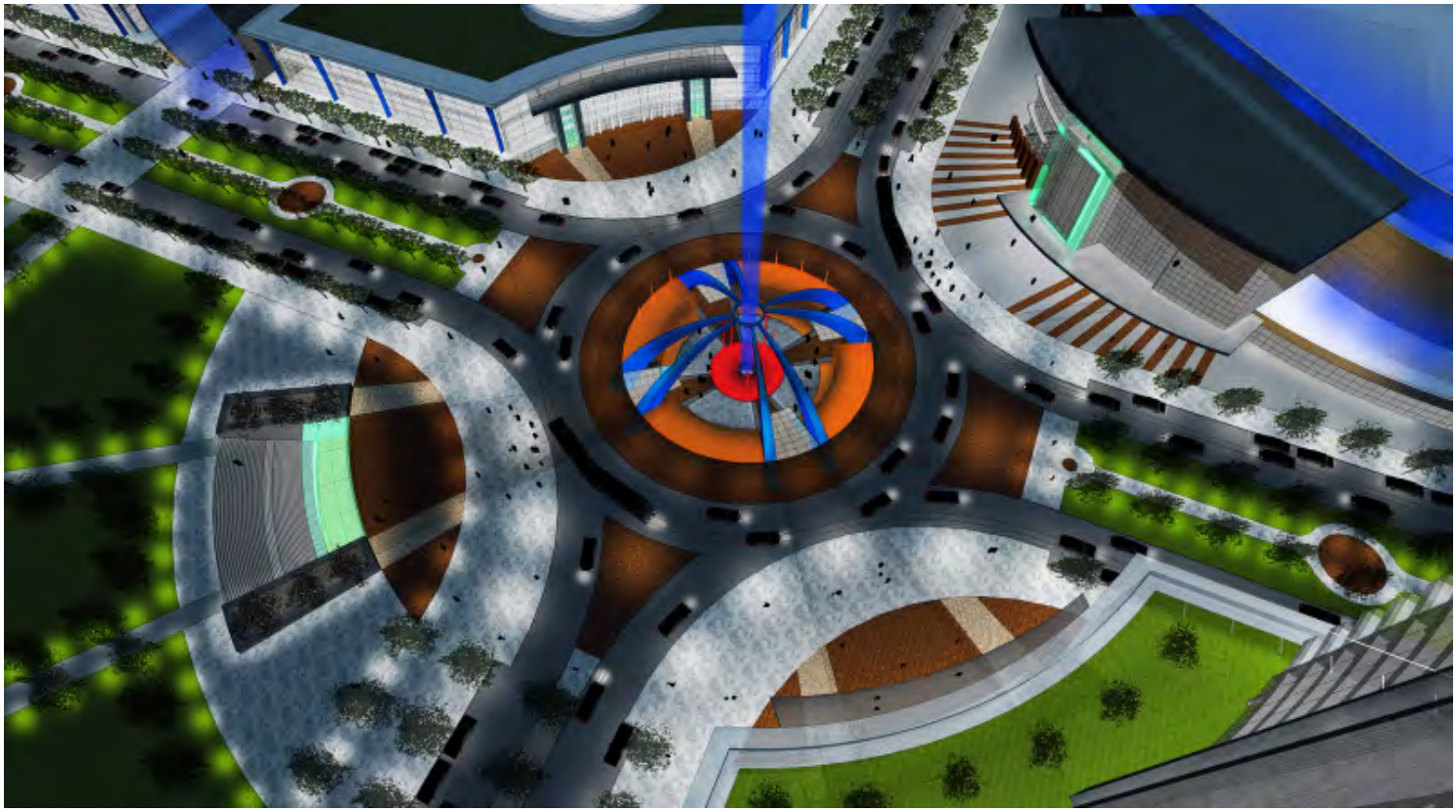
From: "Fry, Hurley J." <hurley@ou.edu>

To: "Elizabeth.Romero@dot.gov" <Elizabeth.Romero@dot.gov>, "m-coordinator@odot.org" <m-coordinator@odot.org>, "mayor@okc.gov" <mayor@okc.gov>, "ward8@okc.gov" <ward8@okc.gov>, "ward1@okc.gov" <ward1@okc.gov>, "ward2@okc.gov"

Hi, my name is Hurley Fry and I live at 5801 NW 160th. My email address for any questions is Hurley@ou.edu. I am not in favor of any of the 4 boulevard designs. To even have reconsidered a 6lane road shows that ODOT is set on their favorite option, C. Their top concern is moving traffic in and out of downtown and making life in a car their top priority. This can be clearly seen in their tweets of leading questions. They appear greatly concerned with the public input but up until this point they haven't shown any considerations to the public designs. This boulevard should become an iconic part of our city not another bypass or northwest expressway. I ask you to please force them to consider other options and extend their timetable. As a taxpayer and voter I hope you can do something to do what the overall majority of the people want. WE want a boulevard that promotes walking and has amble room for riding bikes. I WISH our boulevard can have a roundabout that would be unique to OKC and something we can be proud of. Something with a fountain in the middle that becomes an instant landmark between downtown and the park. A roundabout at the western/ classen/ exchange is also something that needs to be implemented. Exchange leads to the stockyards which are still a vibrant part of our city and by ignoring any of the 3 roads; we are just going to encourage blight that was obvious when the elevated I40 ran though. We need some thinking that is outside of the box from what has already been proposed. Option C, which ODOT clearly favors is sadly nothing more than a bypass through downtown, which would be fine if that's what they planned all along but this is OUR boulevard and it needs to be a city street and not a high speed elevated corridor. As someone who travels on I40 almost daily it moves more than enough traffic and is capable of handling downtowns traffic. The boulevard cannot and should not be used to move traffic in and out. It needs to be a road that is taken, knowing full well that it will be slow, and its purpose is to encourage growth all around it. If any of the options are implemented no business will want be anywhere near it in the western/ classen corridor which is a shame. Please do something to help make this a street something we can be proud of. For a great rendering that was made by an OKC resident please look at Andrew Stewart's idea, and admire the possibilities that all of ODOT designs are ignoring.
http://andrewkstewart.wordpress.com/2013/08/09/thunder-circle/

http://andrewkstewart.wordpress.com/2013/08/30/the-better-boulevard-part-i-market-circle/

Why create something with taxpayer money that the people don't want, instead lets please create something that connects downtown to the river and beyond. Let's encourage growth not encourage blight for another 20 years. This isn't something that can be fixed once it's done and it is something that will be maintained by the people of OKC so let our voice show what we want the boulevard to be.



The Better Boulevard – Part II, Thunder Circle

Over the last few years, I have made an effort to become actively involved in shaping the future of Oklahoma City's urban environment. One particular issue that I have dedicated a great deal of time to is the new boulevard that will repla er I-40 crosstown bridge. This is Part I of a three-pa y ideas, hopes and dreams for my city's new front do ng soon)

Robinson Avenue at the New

The roundabout at Robinson and the new B hwest

09 Aug

This entry was published on August 9, 2013 at 9:00 pm. It's filed under Ideas, The New Oklahoma City Boulevard, Urban Design and tagged Convention center, Fountain, Friends for a

Follow

Follow "Andrew Stewart"

Get every new post delivered to your Inbox.

Join 364 other followers

entrance to the arena, the future convention central park with a grand civic gesture. Linkin creates a distinctive and dramatic sense of pla City. This roundabout is not only aesthetical for each facility to benefit from the proximity unified whole.

Enter your email address

Sign me up

Pow ered by WordPress.com

he projects ahoma portunity ork as a

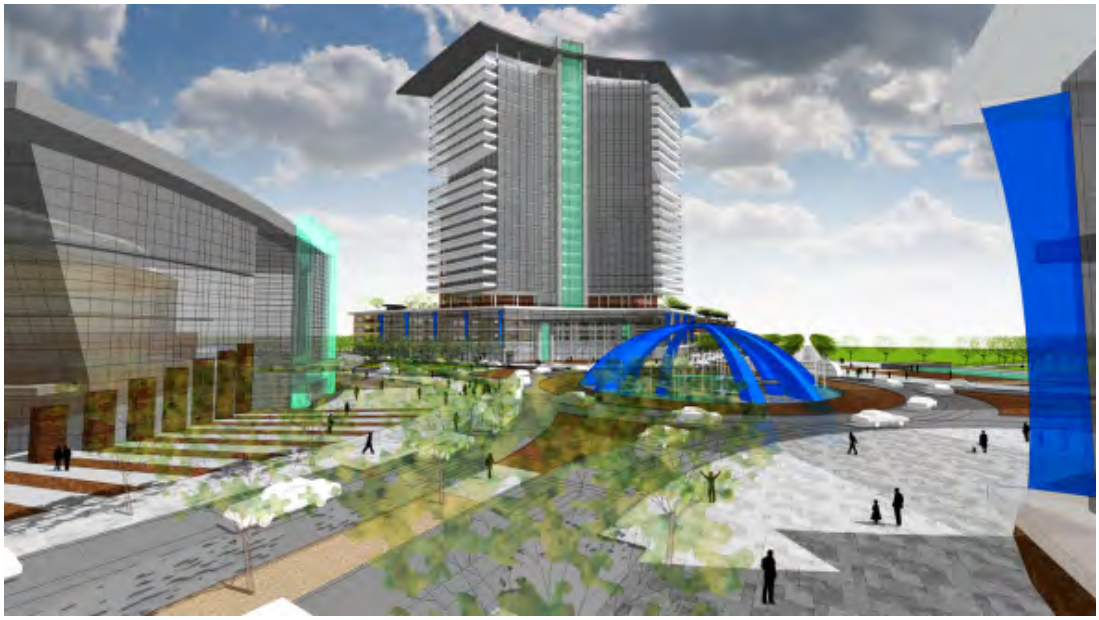
Better Boulevard, Oklahoma City, Roundabout, Thunder. Bookmark the permalink. Follow any comments here with the RSS feed for this post.

Site Plan – Click for larger image

An underground pedestrian concourse creates a protected connection between all four MAPS projects, while an underground garage provides parking and convention center service access. By moving these functions below grade, the urban fabric and open green space above is preserved. The concourse level also provides pedestrian access to the fountain in the center of the roundabout without having to cross traffic.

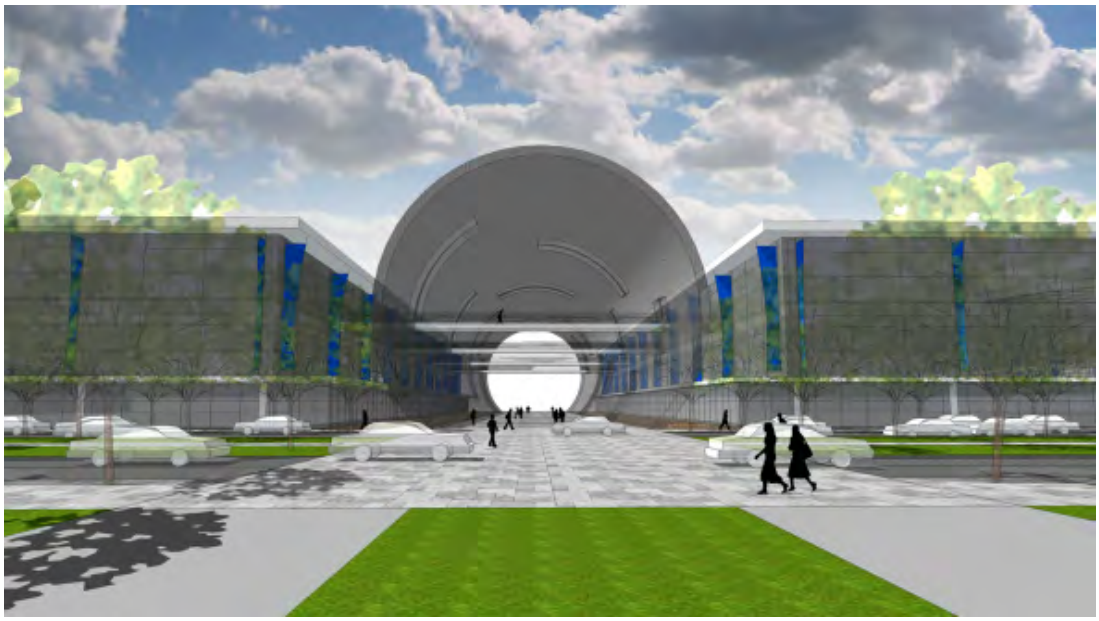
Overall Site

Convention Hotel



Convention Hotel from Convention Center

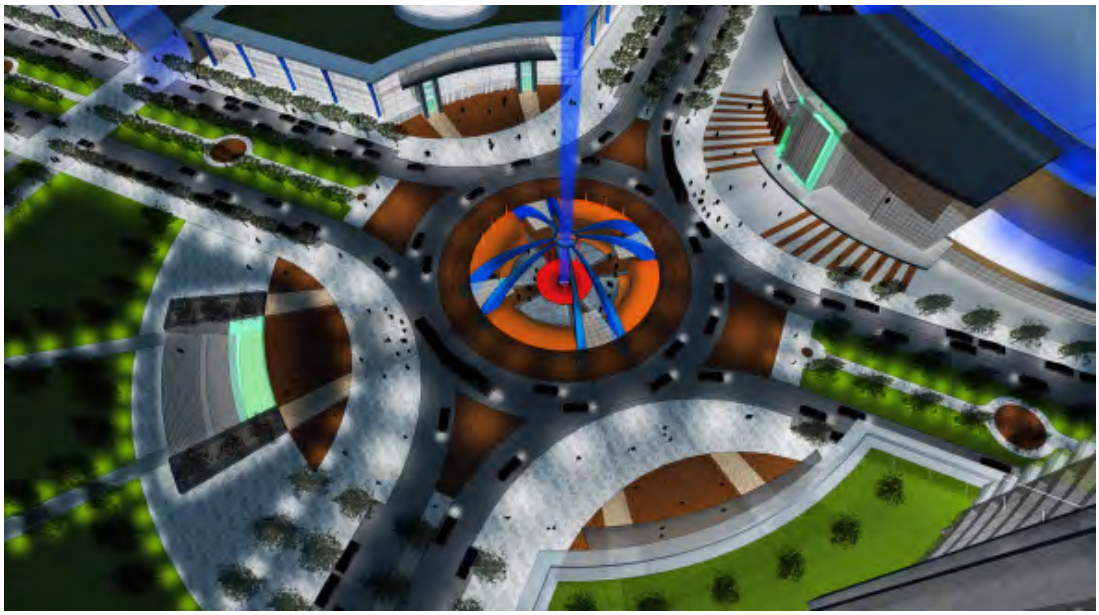
The convention hotel is located directly across the roundabout from the convention center and is physically connected via the pedestrian concourse. By locating the convention hotel across the street, the convention center is allowed to completely occupy the site and maximize its usable area. The building is a true mixed-use structure with a full service hotel, meeting rooms, residential units, and office/retail spaces on the ground floor



Pedestrian Portal along Harvey Axis

The pedestrian portal splits the above-grade levels of the convention center into a west building and an east building. This passageway provides a necessary link between the Myriad Gardens and Central Park and encourages travel between the two green spaces. The structure consists of a translucent cylindrical form that mimics the shape of the Crystal Bridge across the street to the north. On the inside, lighting, video projectors

and audio systems create an exciting and interactive light show. The pedestrian portal is a destination event intended to draw pedestrians to and through the passageway and induce travel between the park and the gardens.



The Thunder Circle at night

At the center of the roundabout is a large water feature which includes several vertical jets and waterfall elements. In the evenings, this fountain is illuminated by lighting that is programmable to glow in any color of the rainbow. This is especially exciting on game nights when the fountain glows Thunder blue, orange, and red. The centerpiece of the fountain is a beacon that projects a bright shaft of light skyward each night. Since the fountain is partially below grade, it is safely accessible to pedestrians from the concourse level.

To download a high-resolution PDF of the entire presentation, click here.

About these ads

- The Quest To Bake The Perfect Pita http://bit.ly/1kv2PFw

-
-
-
- http://bit.ly/1kv2PFw

Share this:

Twitter Facebook Google+

Like

Be the first to like this.

Related

The Better Boulevard - Part I, Market Circle
In "Ideas"

Centennial Park
In "Ideas"

Modern Streetcar OKC
In "Ideas"

One thought on "The Better Boulevard – Part II, Thunder Circle"

idea guy on September 30, 2013 at 11:41 pm said:

This is some of the "Best" ideas I have seen yet. This is the standard we should have for the entire BLVD. and others.

Idea : I would love to see OKC have a "Energy Tower" on the North Bank of the Central Park (on River) ...that would be a central US landmark. Superior to the Seatly Space Needle close to 800 / 900 ft. ...I would like to see your work on such an idea???

Reply ↓

Blog at WordPress.com. The AutoFocus Theme.

The Better Boulevard – Part I, Market Circle

Over the last few years, I have made an effort to become actively involved in shaping the future of Oklahoma City's urban environment. One particular issue that I have dedicated a great deal of time to is the new boulevard that will replace the former I-40 crosstown bridge. This is Part I of a three-part story about the boulevard and my ideas, hopes and dreams for my city's new front door. (Click for part II. Part III coming soon)

30 Aug

This entry was published on August 30, 2013 at 9:00 pm. It's filed under Ideas, The New Oklahoma City Boulevard, Urban Design and tagged Boulevard, Crosstown Expressway, Downtown Oklahoma City, Farmer's Market,

I-40 and the Boulevard

In 1965, in conjunction with an ill-fated urban

renewal plan by architect I.M. Pei to modernize downtown Oklahoma City, a 4 mile elevated interstate highway known as the Crosstown Expressway was constructed along the southern edge of the central business district. Over the next several years this viaduct became a de-facto division between downtown Oklahoma City and the neighborhoods to the south. Even as the inner-city began to revive in the 1990s, the highway continued to be a barrier to growth and reinvestment.

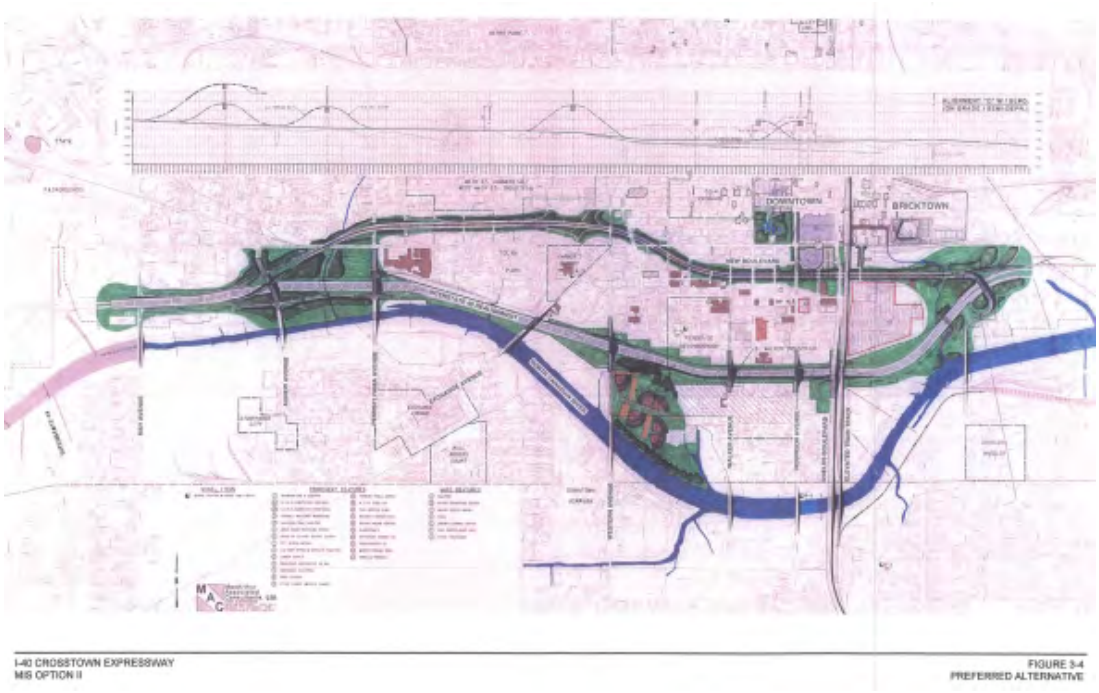
Image courtesy of the Oklahoma City / County Historical Society

The I-40 Crosstown prior to demolition in 2012.

As the city continued it's suburban growth through the 60s and 70s, more and more drivers utilized the city's expanding network of expressways resulting in an ever-increasing vehicular load on the structure. By the late 80s, the bridge was handling vehicular traffic in excess of its designed capacity and was rapidly deteriorating. In the following years it became apparent that the aging viaduct was in need of immediate replacement.

Ultimately, and not without controversy, it was decided that the interstate would be reconstructed several blocks south as a below-grade roadway (ODOT's Alternative D. See below). As part of the environmental mitigation for this project, a tree-lined, pedestrian-friendly boulevard would be constructed in the footprint of the demolished expressway. This would be the new "front door" to a downtown in the midst of a significant urban revival and provide access to many downtown amenities. It would also remove a long-standing barrier and open the door for urban growth to the south of the old expressway.

Friends for a Better Boulevard, Interstate 40, Market Circle, Oklahoma City, Oklahoma City Boulevard, Oklahoma Department of Transportation, Roundabout. Bookmark the permalink. Follow any comments here with the RSS feed for this post.



Plan from Final Environmental Assessment Study, November, 2001

In light of these new redevelopment opportunities, the city commissioned a study, known as Core-to-Shore, in 2006 to provide a framework for redeveloping the neighborhoods between central business district and the Oklahoma River. As a part of this study, the planning team was tasked with developing a conceptual design for the future boulevard that would suggest both its function and its look and feel. Below is an excerpt from the Core-to-Shore final master plan document that briefly describes the vision for the boulevard:

> Planning for the Core to Shore study area began with the Oklahoma Department of Transportation's (ODOT) decision to remove the deteriorating Crosstown Expressway Bridge and relocate I-40 to a new alignment. The structure defines the current southern boundary of the downtown core and separates it from the land and river to the south. ODOT's preferred alignment for I-40 was one-half mile south of the current route, along the east-west Union Pacific Railroad corridor. During initial negotiations with Oklahoma City, ODOT proposed building a city street after demolishing the deteriorating bridge structure. The demolition of the bridge would, in effect, remove the south boundary to the core, making major changes in the area to the south inevitable. The proposed relocation raised a variety of concerns from downtown and neighborhood interests. In 1999, Oklahoma City completed a study to analyze the issues at hand and propose solutions acceptable to all parties. The study, The Interstate 40 Land Use and Mitigation Study, recommended:

- Connecting downtown to the river by creating a continuous park and open space system surrounded by vibrant new neighborhoods

– A major pedestrian bridge over the new I-40 alignment to minimize the divisive effects of the new roadway

- A new park on the new freeway's south side to reduce environmental impacts and provide an open space amenity for new and existing neighborhoods south of the railroad alignment

- A new boulevard to replace the old Crosstown Expressway Bridge, providing an iconic entry into the city and an incentive for new downtown development.

Final Core to Shore Master Plan, 2008

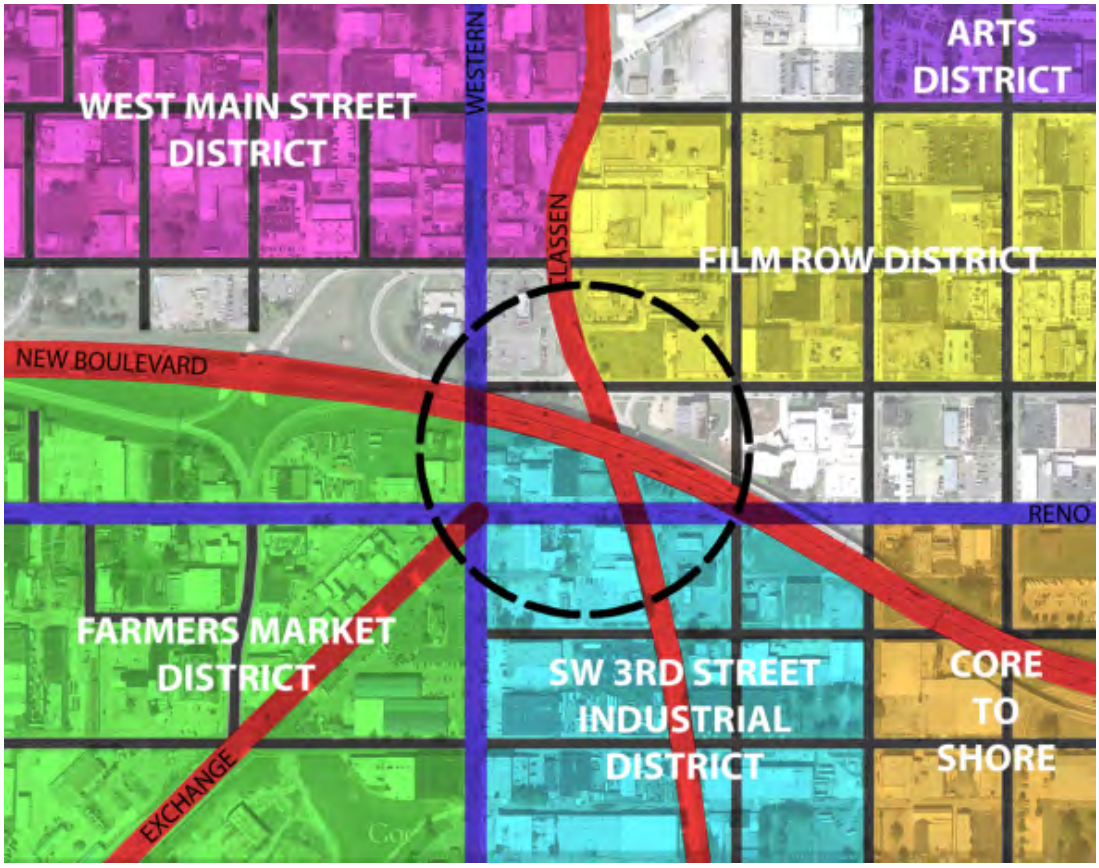
The Classen-Western-Reno Conundrum

In the years since Alternative D was choose to replace the aging interstate, it was frequently repeated in the local media that an "at-grade boulevard" would be constructed in the footprint of the old I-40. As a result, the general public was under the

impression that the boulevard would replace the crosstown expressway in its entirety from Pennsylvania Aveune to Bricktown. However, this assumption was unfortunately incorrect; as there were several nuances to the new boulevard design that were not necessary common knowledge. One such nuance was a particularly complicated confluence of the boulevard with Classen, Western, & Reno (C-W-R).

To fully appreciate the complexities of this interchange it is important to understand the basic transportation framework that exists in Oklahoma City. The vehicular transportation network is composed of two systems. The primary system is composed of a grid of square mile sections, bounded by main arterial roads, and subdivided by various collector and local streets. Overlaid on this grid is a secondary system of freeways and boulevards that crisscross the metropolitan area.

What makes this particular location in the city so unusually unique and challenging is the convergence of several major thoroughfares within and between both systems. Reno and Western are both significant primary arterial streets and Classen, Exchange, and the new Boulevard are significant boulevards. The close proximity of several important streets and intersections created a design dilemma. When the Crosstown expressway was in existence, this issue was largely mitigated because the busiest thoroughfare, I-40, was elevated over the other streets. Now that an at-grade boulevard was being considered, by all appearances this area had the potential to become much more complicated.



In order to avoid the problematic intersections, the plan was to simply reuse a portion of the old viaduct and maintain an elevated roadway over C-W-R. At the time, this strategy made a certain degree of sense. In Oklahoma City in the late 90s, there was generally little concern about pedestrian amenities and development potential in the dilapidated, western edges of downtown. Through movement of vehicular traffic held first priority. Therefore, it was no surprise that the decision was made to select an auto-centric solution for this area. This plan of action was formalized in the Final Environment Impact Statement dated November 2001 and in the Record of Decision dated May 2002. It was also alluded to in the final document of the subsequent Core-to-Shore study (page 43).

Roundabout?

In 2006, while following the on-going Core-to-Shore study, I became curious about the future of some of the areas just beyond the study area. I was particularly interested what an at-grade boulevard would look like where it interfaced with C-W-R. At this time I was not aware of the FEIS or the Record of Decision and the plan to maintain the elevated portion of the old expressway. I assumed that since the project was several years away from beginning construction, the intersections with C-W-R had not been designed yet. Being a problem-solver by nature and training, I began to sketch out potential solutions. During this process it occurred to me that this location would be ideal for a roundabout.

Much like the iconic traffic circles of many of the world's great cities, a grand roundabout would create a magnificent civic space, while elegantly resolving the functional aspects of a complex intersection and maintaining urban continuity. A roundabout would link 3 of the city's important boulevards and provide connectivity between the near-northwest neighborhoods, Stockyards City, and Downtown. It would also unite the Farmer's Market, Film Row, and other future districts and serve as a western gateway into the core of the city. Instead of dividing this portion of the city like the former elevated expressway, a grand roundabout could in itself be a "bridge" that reconnects the adjacent inner-city neighborhoods.

This is the image I sketched out and posted to OKCTalk.com in 2006:

Friends for a Better Boulevard

In 2012 the I-40 was opened to traffic and demolition crews began to demolish the old expressway. Now that the viaduct was no longer a barrier, many downtown observers were realizing the potential for areas along West Main Street, SW 3rd, and in particular, the Farmer's Market area. However, this opportunity would be short-lived. Through a series of circumstances, urban advocates become aware of ODOT's plans for the west end of the boulevard. It appeared that an elevated expressway would once again isolate these areas from the urban core.By this time, urban redevelopment had expanded

Roundabout sketch, circa 2006.

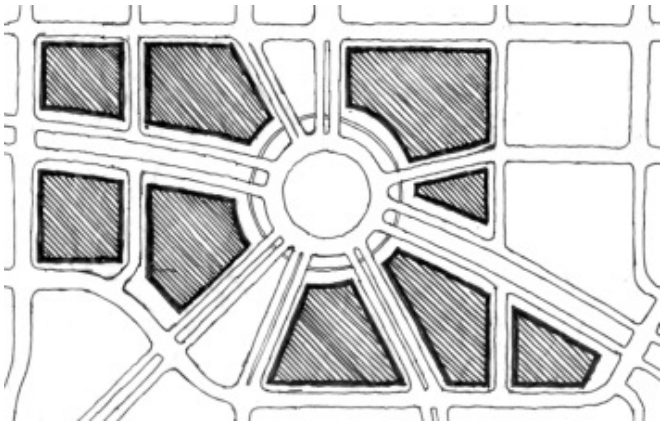
beyond the traditional boundaries of downtown and previously overlooked areas, such as Film Row, were in the process of being revitalized.

In May of 2012 I was participating in Better Block OKC where I met Bob Kemper in the MAPS 3 Streetcar Public Information pop-up shop. During our brief conversation, the topic of discussion drifted to the recent news regarding the west end of the boulevard and the controversy it was generating. To my surprise, Bob mentioned a roundabout sketch that had been "making the rounds" and that the concept was generating quite a bit of interest in certain circles. When I asked about the specifics of the sketch, it became obvious to me it was the very same sketch I had posted on OKCTalk.com six years earlier.

Between the brewing controversy on the boulevard and the apparent interest in the concept of a grand roundabout, I realized my off-the-cuff, pie-in-the-sky idea might have some small bit of influence in the boulevard dialogue. Shortly after our chance encounter, Bob launched a citizen advocacy group, Friends for a Better Boulevard, and I set to work developing, refining and eventually publishing the roundabout concept.

Market Circle

In the initial Market Circle concept, I decided to separate the street/arterial system and the boulevard/freeway system vertically. By depressing both Reno and Western below grade, I was able to bring Classen, Exchange, and the new boulevard neatly together in a roundabout surrounded my parkland. On the surface, this concept reasonably solved the functional issues while creating an attractive and monumental gateway into the city. However, even though it was not as auto-centric as the originally-proposed bridge, the first Market Circle concept was still designed primarily for vehicular traffic.



The revised concept takes into account the myriad of changes that have taken place in this area since the initial idea was proposed and recognizes the importance of pedestrian and development opportunities. The needs of downtown access must be balanced with walkability, development potential, and the viability of fledgling urban neighborhoods. The revised version of the Market Circle is an attempt to strike that balance.

The goal of the Market Circle concept is to take the two overlapping street systems and mesh them together without any form of grade separation. This is achieved by modifying the alignments of Reno and Western within the street grid and shifting the intersections of these secondary streets away from the circle. In the case of Reno, it is simply re-routed one block south onto the alignment of SW 2nd street between Shartel and Clegern. Western is a bit more difficult. Due to the proximity of Classen Boulevard, Western in this area is not a significant through street north of Sheridan. Taking that into account, northbound Western is terminated where it meets the re-rerouted Reno and southbound Western is terminated at Sheridan. Traffic on Western south of Reno is routed to and from Classen via Exchange. By making these adjustments, I was able to resolve much of the complexity in bringing together so many roadways while preventing growth-stifling grade separations.

Overall, the Market Circle concept is a viable solution that balances multiple, competing goals:

- Accommodates large-volume vehicular traffic flow.
- Encourages pedestrian activity.
- Promotes connectivity between emerging districts and existing neighborhoods.
- Provides development opportunities.
- Creates a sense of place with a unique, local landmark.

- Establishes a western gateway to downtown.
- Provides an opportunity for public art.

Below are images of the Market Circle concept. Click on the images for larger versions. There complete presentation can be downloaded here (28MB PDF).

Market Circle – Plaza Plan

Market Circle – Veterans Memorial Plaza

Market Circle – Aerial View

Market Circle – Looking East

Market Circle – Ground Level, Looking East

Market Circle – Looking West

The Rest of the Story...?

My part of the story ends here (for now). Following the establishment of Friends for a Better Boulevard and the publication of the Market Circle concept, the local news media outlets began to devote a significant amount of coverage to the ongoing boulevard controversy. In the months following meetings were held, interviews were given, and stories were written. The links that I have complied below that, read together, should tell the rest of the boulevard story through January of 2013. However, the story is still being written. Look for Part III in the coming weeks.

July 16th, 2012 – NewsOK.com: Critics attack Oklahoma City boulevard designs, say

elevation will hamper Core to Shore development

July 19th, 2012 – The Oklahoman Editorial: Oklahoma City Boulevard design gets a bumpy response

July 24th, 2012 – Oklahoma Gazette: Street fight – Opposition to initial plans for the downtown boulevard call a bridge counterproductive.

July 26th, 2012 – The Journal Record: Elevations: Roundabout Dreams

July 28th, 2012 – NewsOK.com: Oklahoma City group questions highway engineers' roundabout design

July 30th, 2012 – News9.com: City Council To Get Update On Controversial OKC Boulevard Project

July 31st, 2012 – NewsOK.com: Oklahoma legislators monitor downtown Oklahoma City boulevard debate

July 31st, 2012 – NewsOK.com: Boulevard fight represents divide between traditional road design, modern urban planning

City Council Meeting – July 31st, 2012

July 31st, 2012 – City Council: Agenda and Video ODOT & Public Works Boulevard Presentation

Speaking to the city council

July 31st, 2012 – News9.com: Oklahomans Express Concerns On OKC Boulevard Project

August 1st, 2012 – NewsOK.com: Oklahoma City will hire independent engineer to look at downtown boulevard options

August 6th, 2012 – NewsOK.com: Possible roundabout has iconic art potential for Oklahoma City's boulevard

August 7th, 2012 – Oklahoma Gazette: Road warriors – A flurry of options and disagreements arises over a proposed downtown boulevard.

Friends for a Better Boulevard Town Hall Meeting – August, 13th, 2012

Highway to Boulevard:
Reclaiming and Revitalizing Our City

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

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

GUEST SPEAKERS

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

Mark Lenters
Ourston Engineering
Madison, WI

HOSTS

Ed Shadid
Councilman,
Ward 2

Meg Salyer
Councilwoman,
Ward 6

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

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

tbb Sponsored by **Friends for a Better Boulevard**

Market Circle bc

Follow

Follow “Andrew Stewart”

Get every new post delivered to your Inbox.

Join 364 other followers

Enter your email address

Sign me up

Pow ered by WordPress.com

Photo taken by Glenn Hightower

August 14th, 2012 – News9.com: Hundreds Attend Meeting Concerning OKC Boulevard Project

August 21st, 2012 – NewsOK.com: An Oklahoma City urban revival meeting prompts cheers

ODOT Public Meeting – August 21st, 2012

August 21st, 2012 – ODOT Public Meeting: Presentation & Handouts

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

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

August 21st, 2012 – NewsOK.com: Oklahoma officials: We're listening to you on downtown Oklahoma City boulevard

November 26th, 2012 – NewsOK.com: Design compromise for Oklahoma City Boulevard to be revealed at December meeting

November 30h, 2012 – NewsOK.com: Oklahoma City Boulevard recommendation has raised portion only at Western

ODOT Public Meeting – December 3rd, 2012

December 3rd, 2012 – ODOT Public Meeting: Presentation & Handouts

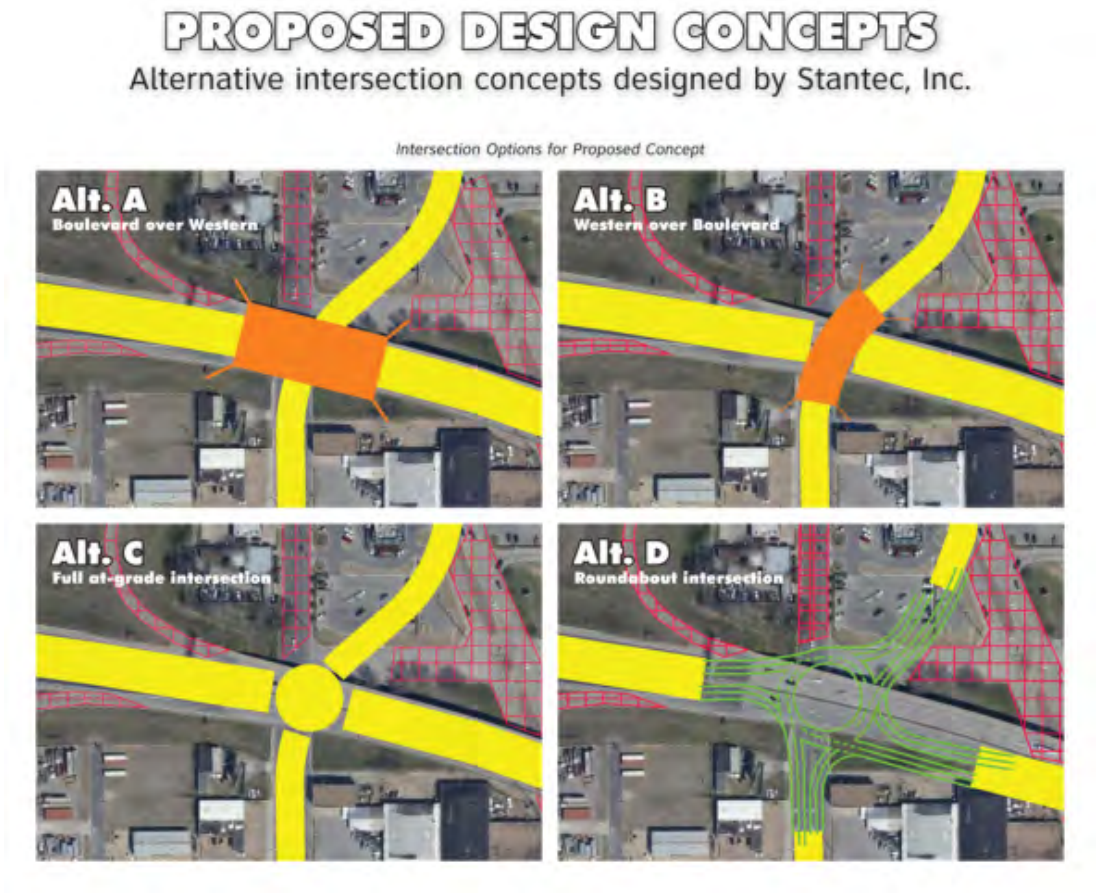
December 3rd, 2012 – NewsOK.com: Recommended Oklahoma City Boulevard design meets skepticism

December 11th, 2012 – Oklahoma Gazette: Street fight – City leaders hope a recommended design for a downtown boulevard will quell opponents who favor other options

December 18th, 2012 – Oklahoma Gazette Bumpy Road – Opposition mounts against a plan to elevate a section of the future downtown boulevard

January 7th, 2013 – NewsOK.com: Oklahoma City Council set to make decision on boulevard design

Main Proposed Concept for design



Intersection Options for Proposed Concept

ODOT-Proposed Alternatives

January 8th, 2013 – NewsOK.com: Oklahoma City Council approves compromise plan for downtown boulevard

January 9th, 2013 – Oklahoma Gazette: Road test – After lengthy debate, OKC city council approves a controversial plan for a downtown boulevard

Oklahoma Energy Grand Prix

Updated 1-13-2014

Ron Smith, right, and Tom Fidler, with Stantec, talk about proposed designs for the Oklahoma City Boulevard as it crosses Western, before a public meeting at the Coca-Cola Bricktown Events Center in Oklahoma City, Monday, Dec. 3, 2012. Stantec is the firm hired by Oklahoma CIty to create design possibilities for the new boulevard. Photo by Nate Billings, The Oklahoman

Thanks for reading,

People look at proposed designs for the Oklahoma City Boulevard as it crosses Western, before a public meeting at the Coca-Cola Bricktown Events Center in Oklahoma City, Monday, Dec. 3, 2012. Photo by Nate Billings, The Oklahoman

ANDREW

About these ads

- How To Fight The Acne You Can't See
  http://bit.ly/1iHHarf

Share this:

Twitter Facebook Google

Like

Be the first to like this.

Related

The Better Boulevard - Part II, Thunder Circle
In "Ideas"

Centennial Park
In "Ideas"

Modern Streetcar OKC
In "Ideas"

Blog at WordPress.com. The AutoFocus Theme.

FW: The OKC boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 10:34 AM

Cc: Elizabeth.Romero, hurley

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Fry, Hurley J. [mailto:hurley@ou.edu]
Sent: Monday, May 19, 2014 11:35 AM
To: Romero, Elizabeth (FHWA); mayor@okc.gov; ward8@okc.gov
Subject: The OKC boulevard

The boulevard as proposed is a bypass/ northwest expressway through downtown which is unacceptable. Since this isnt my first email I will highlight my ideas this time.
1. A Roundabout should be included at the intersection of Robinson and the boulevard to make what could be the most iconic intersection in the city. This roundabout should plan ahead for the tram system as well as encouragewalking.
2. A roundabout or intersection of some sort that promotes growth and accessibility to classen/exchange and western. Turning western into a cul de sac is idiotic and damaging to growth and will just create blight.
3. From western eastwards the boulevard should be an at grade city street with project 180 standards that encourages walking and cyclists. There should be intersections at every block to help encourage growth for parts of the city that have been neglected for years. The proposed off ramps by ODOT do nothing but encourage blight.
4. The boulevard should plan ahead for the future of the OKC tram system and have walking path/ bike lanes and the possibility of angled parking.
5. It should at no point be wider than 4 lanes and should include medians with trees and vegetation that highlights Oklahoma.
6. This boulevard should be considered a city street like reno, which means its main concern is not moving traffic in and out of downtown. It shouldnt be created as to cause traffic jams but I40 is meant to move traffic and is a mile away, that should be taken.
7. fountains and statues or art should line the internal areas between the 4 lanes to help encourage walking and promote growth down the boulevard.
8. This boulevard can not be only concerned with the area right in front of the park, it must be low speed and at grade from western till it connects to the interstate on the far east end.
9. The plans to go under the RR tracks is crucial and should be kept to help no create a barrier between districts.
10. This boulevard is something that the city should be proud of and is iconic. It should be something seen on national TV and gets people buzzing about how cool and unique OKC is. The proposed plans by ODOT will do none of this but instead just create a dead zone in what was supposed to be the core to shore.
11. This boulevard needs a name that has importance to the city not just the crosstown or OKC boulevard. I think we should honor one of our important historic figures like ray ackermen or naming it after our state bird like scissor tale lane. Anything will be better

than the plane jane OKC boulevard.

for a visual idea of what this boulevard should look like please look at Andrew Stewarts renderings,
http://andrewkstewart.wordpress.com/2013/08/30/the-better-boulevard-part-i-market-circle/
http://andrewkstewart.wordpress.com/2013/08/09/thunder-circle/
If the city can get anything even half as good as these ideas it will create something that we can be proud of.

Alternative D Please

Brenden Gateley to: mayor@okc.gov, m-coordinator@odot.org, elizabeth.romero@dot.gov 05/20/2014 06:38 PM

Please choose Alternative D when considering the options for the OKC Boulevard project. Alternative D is the best solution for creating interconnected streets and maximizing business/retail development.

Thank you for your consideration and thank you for your service to the great State of Oklahoma,

Brenden Gateley

Comments on the Proposed Downtown Boulevard

Gibbs, Jeremy A. to: m-coordinator@odot.org 05/20/2014 09:55 AM

From: "Gibbs, Jeremy A." <gibbz@ou.edu>
To: "m-coordinator@odot.org" <m-coordinator@odot.org>

Councilman Greenwell,

Thanks in large part to your leadership, Oklahoma City has undergone a wonderful transformation. The City has catapulted into the 21st century and now serves as a bright example for other burgeoning cities. The new Downtown has ignited a sense of community, as evidenced from the wonderful events like H&8th. Such gatherings show that the sense of community is based largely on the existence of beautiful, walkable, and bike-able areas in Downtown. This is why I write today to voice my support for Alternative D.

The shift of I-40 to the south offered a great opportunity to unite Downtown. I feel it would be a shame to replace a highway with a highway and again divide the city. For the wonderful sense of community to expand, Oklahoma City needs a grid that allows walkers and riders to travel without navigating dead-end streets. It feels like such a step backward to support an urban highway that would prohibit north/south crossing for four blocks. The proposed Alternative C seems far less efficient at dispersing traffic. In my view, for Downtown to continue it's march toward progress, the City should select a plan that maximized efficiency for all residents, whether they be drivers, walkers, or bikers. The proposed Alternative C treats downtown residents as second-class citizens.

I support Alternative D because it treats the boulevard like a grand entry into the City, is more amenable to future development opportunities, offers a greater return on residents' investment, and encourages 21st-century transportation habits. I oppose Alternative C because it divides the city, hinders future development, and represents an antiquated model that ignores the will of the coming generations and the trends in urban living.

Thank you for your consideration.

Regards,
Jeremy

Dr. Jeremy A. Gibbs
Postdoctoral Research Fellow
School of Meteorology
National Weather Center
120 David L. Boren Blvd., Suite 5900
Norman, OK 73072-7307

OKC Boulevard Comments

David Glover to: m-coordinator 05/21/2014 05:55 PM

From: David Glover <davidhglover@gmail.com>
To: m-coordinator@odot.org

I could not get the online system to work, neither could 7 other of my friends. You should deploy a more user friendly system.

I support Option / Alternative D, I believe the grid option is the best for the short term and longterm economic development of the entire area where the BLVD. travels. Making it maximally walkable and bikeable should be a high priority.

David Glover , 73120

OKC Boulevard
Nicolle Goodman to: m-coordinator 05/20/2014 11:36 AM

From: Nicolle Goodman <nicolle.goodman@gmail.com>
To: m-coordinator@odot.org

In my opinion, of the options provided, Option D makes the best sense for the future of Downtown OKC.

Downtown Boulevard Concern

Nick Gray to: m-coordinator@odot.org 05/20/2014 10:15 PM

I am a very concerned citizen in regards to the proposed design of the new downtown boulevard in downtown OKC. I live in ward7 in OKC and have worked in downtown OKC for over 6 years.

I am advocating for several specific improvements to the "Option C" proposal as well as advocating for Option D. I support the following ideas:

1. Introducing a proper four-way intersection at Lee
2. Closing 3rd street between Lee and Walker
3. Removing parallel parking lanes in front of the park and Convention Center to reduce the distance a pedestrian has to cross the street at that critical location.
4. Introducing a median in front of the Park/Convention Center site instead of one, singular, continuous turn lane.
5. Promoting a mid-block crosswalk to continue the "Harvey Spine" across that section, through the proposed median, and into the park.
6. Introducing a roundabout at Exchange and Western instead of closing Exchange.

The 3rd street issue is particularly disheartening as a proper grid solution would potentially make prominently connectivity to the Farmer's Market area much likely. ODOT's suggestion for a one way street as this location really causes a challenge and a terrible intersection at Lee for pedestrians.

Please take these thoughts and ideas into consideration as you decide to move forward with your design option.

Thanks,

-Nick Gray

Comments on Boulevard Process and Alternative Designs

Shane Hampton to: ward6, mayor, elizabeth.romero, m-coordinator 05/15/2014 08:18 PM

From: Shane Hampton <shanehamp@gmail.com>
To: ward6@okc.gov, mayor@okc.gov, elizabeth.romero@dot.gov, m-coordinator@odot.org

SUBMITTED TO Councilwoman Salyer, Mayor Cornett, ODOT, and FHWA:

FROM Shane Hampton
333 NW 5th Street, #1804
Oklahoma City, OK 73102

I believe the selection of Alternative C is based on placing undue confidence in traffic models and questionable criteria. Unfortunately, the roadway design of Alternative C will fail to attract new development and would represent public agencies failing to provide for specific public purposes.

Alternative D requires less commitment now, but will provide greater opportunity for walkable urban development to continue in an increasingly vibrant downtown Oklahoma City.

Not only is the selection of Alternative C inconsistent with my aspirations for the future of downtown Oklahoma City (where I live and spend most of my time), it is also inconsistent with the policies of the Federal Highway Administration which have increasingly shifted toward alternative transportation and context-sensitive solutions that respect and encourage walkable urban places.

Here's why I think this way:

I QUESTION THE CONCEPT MATRIX AND ASSUMPTIONS

Assigns Full Confidence in Accuracy of Traffic Modeling

Traffic modeling comparing Alternative C and D show that Alternative D creates many failing intersections by 2040, nearly 30 years in the future. Downtown Oklahoma City is full of roads that are way overbuilt because of traffic projections decades ago. Those roads are not 'Failing' at level of service, but they are certainly 'failing' to be comfortable places to walk.

Traffic models do not take into account many shifts that are starting to take place in the way we live and build our city. 1) People increasingly prefer walkable communities that provide the option between driving and other modes of transportation. 2) Serious regional efforts are ongoing to create more commuter transportation options to downtown. They will decrease the share of downtown commuters arriving by private car. 3) Residential development of the inner city means an increasing percentage of downtown workers will live nearby.

Since we are at a pivot point in transportation preferences, these models cannot accurately predict the future of traffic in 2040. We are creating, paying for, and maintaining roadway capacity to satisfy predicted demand 30 years from now.

Ignores Ability to Influence Transportation Decisions

Our public investments influence how people get downtown. Providing free and easy traffic flow means more people can drive alone in their cars to downtown. Congestion (assuming traffic models are remotely correct) will influence people to choose alternatives such as carpooling or commuter transit.

As a side benefit, encouraging and enabling a shift to carpooling and transit for downtown access will manage the growth of demand for downtown parking, which is increasingly constrained and expensive to provide.

Other Key Assumptions Sound Like Junk Criteria

Alternative C is only "consistent to local planning" like Core to Shore because the route of the roadway was considered a done deal until this process unlocked the possibility of alternatives.

However, this alternative is NOT consistent to local planning objectives, which include the development of urban neighborhoods in the project area.
Alternative D fares poorly in the environmental assessment, because of what really sound like junk criteria.
- "Alleviate Traffic on the new I-40 Crosstown" (There is no congestion on the new I-40 Crosstown)
- "Restore Lost Vehicular Access to Downtown" (Alternative D scored 'no' but Alternative D does provide new access points to downtown- in fact, the access points are several blocks closer to downtown under Alternative D.)
- "Air Quality" (Air quality is measured by the number of intersections with poor Level of Service – this is again based on misguided traffic assumptions and ignores the impact of mode switching to carpooling or transit)
- "Visual Assessment" (It is unclear how Alternative D, along streets that already exist, will have 'worse' visual impact than Alternative C which creates a new limited access roadway)

I DON'T THINK IT'S CONTEXT-SENSITIVE STREET DESIGN

Extremely Long Block Length

Block length is a key component of mobility. Short blocks with frequent intersections mean more choices for how to move through an area. They increase the percentage of property that is street frontage- this piece of the property is the most valuable part.
Alternative C continues for 1,600 feet without a full intersection. That means no north-south movement across the boulevard for four blocks. This has an impact on car traffic, but pedestrians and cyclists will be most impacted, having to detour to Walker or Reno to cross the boulevard. The only realistic development on 1,000 foot blocks is conventional suburban strip mall retail that is not appropriate for the area.
Alternative D has full intersections at regular intervals comparable to the rest of downtown. It would allow full freedom of movement in the area south of downtown, increasing the value of property and chances for walkable urban development.

Highway-Style Roadway Geometry

Roadway geometry of Alternative C looks like standard highway geometries, including slip lanes for right turns on and off of the boulevard in the transition section. This limited access roadway with highway geometry will fail to make drivers aware of possible pedestrians and cyclists. They will be looking over their shoulder for oncoming traffic, looking for a gap, and totally miss any pedestrians that may be crossing.
Alternative D can have standard urban intersections with full accessibility for everyone, not just those in cars.

Irregular Block Shapes

The path of Alternative C bisects many blocks, chopping them into irregular parcels that will be difficult or impossible to develop. Some of the parcels are so small that they will only ever be small grass islands directly adjacent to the roadway- owned and maintained by the public.
Alternative D conforms to the historic grid pattern of Oklahoma City, creating or preserving regular, square blocks of the type that are extremely desirable to developers. These blocks allow standard development and construction techniques to be applied for a profitable project that has been demonstrated many times within blocks of this area.

I THINK IT IGNORES NOBLE PUBLIC PURPOSES

Distant Areas Get Benefit, Local Area Burdened with Negative Impact

The benefit of Alternative C is providing a new through-route to and from distant areas. The benefits of this alternative will be enjoyed by those who live further from downtown, while the negative impacts will only be experienced by local property owners and residents.
Alternative D generates new access points to downtown for distant people, but also generates benefits for local property owners and residents.

Return on Public Investment

Urban transportation projects should represent an investment of public resources that unlock an expanded sales tax and property tax base by attracting new development. Considering that this roadway is being constructed within blocks of some of the most valuable properties in Oklahoma City, development potential should be a top consideration.

The geometry and path of the Alternative C limited access roadway will not generate or contribute to growing interest in the development of southwest downtown.

Alternative D has the potential to unlock development potential by preserving regular blocks, maximizing street frontage, and creating unbroken access north to Film Row and the CBD from the Core to Shore area.

SO YEAH I'D RATHER HAVE ALTERNATIVE D

The concept matrix characterizes Alternative C as the best option because it simply does not prioritize the economic development impacts of transportation investments. Instead, it prioritizes predicted traffic impacts on a 30-year horizon.

Alternative D is the best option for economic development impacts and has the potential to provide a new burst of energy to an increasingly vibrant, walkable, livable downtown Oklahoma City.

Thank you for the opportunity to share these concerns.

shane

Shane Hampton

p: (405) 694-7105

Crosstown Boulevard Comments
Libbey to: m-coordinator 05/20/2014 01:04 PM

From: "Libbey" <libbey@midamericacompanies.net>
To: <m-coordinator@odot.org>

We here at Mid America prefer the Alternate C option for the boulevard. Additionally, we would prefer for there to not be elevated sections of the boulevard.

FYI – When I go to the website listed in the Journal Record (http://www.okladot.state.ok.us/meetings/a2014/140507/index.htm) the links do not appear to work. The "comment form" link does not work for me, even after updating Adobe. Additionally, the "Contact Meeting Coordinator" link is inoperable.

Libbey Hart
Administrative Assistant
405-232-0361
Libbey@midamericacompanies.net

FW: Oklahoma City's Crosstown Boulevard

Elizabeth.Romero to: m-coordinator 06/11/2014 02:38 PM

Cc: mheaton76, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Michael Heaton [mailto:mheaton76@gmail.com]
Sent: Friday, May 30, 2014 3:12 PM
To: Romero, Elizabeth (FHWA)
Subject: Oklahoma City's Crosstown Boulevard

Dear Ms. Romero,

My name is Michael Heaton, and I am a resident in Oklahoma City's downtown area. I just wanted to pass along a brief email in support of the boulevard option "D" that restores the grid. I have been read with concern the process ODOT has used to score the various options, and I worry that the City may end up with a boulevard that does not truly serve our needs.

If they absolutely must go with their preferred Option C, I hope that in your capacity with the Department of Transportation, and as appropriate, that you strongly advocate for improvements that will mitigate against it becoming just an extension of the recently relocated I-40. The area has so many needs beyond traffic count that include economic development, tourism, pedestrian access, and quality of life concerns for those of us who live in the neighborhood, and those in the surrounding communities as well.

Thanks so much for all your effort, and your consideration.

Sincerely,

Michael

430 NW 12th St., Apt. 203
Oklahoma City, OK 73103
405-239-0200

FW: Federal Funding for Boulevard
Elizabeth.Romero to: m-coordinator 05/29/2014 05:19 PM
Cc: Elizabeth.Romero
History: This message has been forwarded.

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Romero, Elizabeth (FHWA)
Sent: Thursday, May 29, 2014 5:07 PM
To: Marion Hutchison
Cc: Romero, Elizabeth (FHWA)
Subject: RE: Federal Funding for Boulevard

Mr. Hutchison,
I would like to acknowledge receipt of your e-mail and recent phone message regarding this subject.
I will forward this comment to ODOT to be considered and addressed appropriately as part of the public involvement and project development process for the OKC Crosstown Boulevard project.
Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Thursday, May 29, 2014 4:10 PM
To: Romero, Elizabeth (FHWA)
Subject: Federal Funding for Boulevard

Liz:

I left you a message today concerning another question that has come up regarding the OKC Boulevard

project. This one has to do with the applicability of the federal funding that ODOT has committed to the project. Oklahoma City Public Works Director Eric Wenger is informing members of the public and certain public organizations that ODOT will withhold the federal funding for the project if Alternative D is selected instead of Alternative C. Since the purpose of the project is to provide mitigation for various environmental aspects of the relocation of the old I-40 Crosstown, I find it hard to believe that federal funding will be withdrawn unless the project is specifically designed as a throughway and conforms completely to the original I-40 right-of-way. It would seem that if the various mitigation issues are determined to best be addressed by Alternative D, then the federal funding that ODOT has previously committed to the project should apply.

Please let me know at your earliest convenience whether or not what is being presented to the public with regard to the federal funding is accurate or not.

Thanks in advance.

Marion Hutchison

This email is free from viruses and malware because avast! Antivirus protection is active.

FW: OKC Boulevard - Comment Period
Elizabeth.Romero to: m-coordinator 05/29/2014 04:40 PM
Cc: Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Sunday, May 25, 2014 7:27 AM
To: Romero, Elizabeth (FHWA)
Subject: RE: OKC Boulevard - Comment Period

Liz:

One more thing that has come to my attention involves the type of "Tweets" that ODOT has been generating on Twitter to solicit public comments on the four boulevard alignment alternatives. Please see the attached list of their Tweets and also some of the public discussion that has taken place regarding those on OKCTalk.

ODOT's Tweets seem to fall into three categories…

1) Providing general notices about attending the public meeting, providing comments, deadlines.
2) Soliciting comments through general statements about helping to shape the project.
3) Soliciting comments by suggesting specific public concerns about the project.

It is the third category of Tweets that the public is taking issue with and raising concerns that ODOT has a preexisting bias in favor of a throughway-type alternative and is purposefully trying to solicit public comments that support that type of design. I've highlighted in yellow all of ODOT's Tweets that fall into the third category. Most are specifically raising concerns about access into and out of downtown. I've seen enough of this type of "leading the public" in NEPA public processes to know there's a problem here.

Marion

From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Tuesday, May 20, 2014 1:49 PM
To: 'Elizabeth.Romero@dot.gov'

Subject: RE: OKC Boulevard - Comment Period

Here's a posting from today on the OKCTalk Forum…this is a response from OKC Public Works Director Eric Wenger to a citizens email questions. I have highlighted the part that concerns me and it the subject of my earlier email. Mr. Wenger is telling the public that following the current 14-day comment period a final decision will be made on the alignment design of the Boulevard. If that's the case, then the public certainly needs more than 14 days to review data and provide comment on what is likely the most important environmental aspect of the entire project.

Gary –

I received a copy of your email, and appreciate you sharing comments regarding the design of the new Oklahoma City Boulevard. I don't know if you had an opportunity to attend the public meeting held on Wednesday, May 7th , or if you had an opportunity to review the design alternatives proposed by the Oklahoma Department of Transportation (ODOT) on their website. Although one alternative suggests a 6-lane design, the alternative that meets the majority of Oklahoma City's criteria is Alternate "C" which is a 4 lane design (2 lanes in each direction) with a landscaped median, reduced speed, wide sidewalks and parallel parking on both sides of the street. The City envisions a new street similar to Reno Avenue in the downtown area, but enhancing the streetscape elements to provide connectivity, a destination and a gateway to the downtown area.

The discussion that is currently underway is to make a decision on the type of street to be designed and there are 4 options being considered. The public comment period is open, and once a decision is made, the City will be prepared to work closely with ODOT on the specific design elements to be incorporated into the project. The design will take several months, and once complete, we should have much better information to share about the project including potential renderings of what can be expected following construction.

Although the Oklahoma City Boulevard is an ODOT project, the City is a partner and we have been included in the design process. Public comments regarding the current alternatives are being received through Wednesday, May 21st, so I invite you to submit your suggestions on which alternate is most appropriate for the City. You can link to comment page from the City's website at City of Oklahoma City | News.

Again, I very much appreciate your interest in the project and thank you for your insight and suggestions.

Eric

Eric J. Wenger, P.E.
Director Public Works/
City Engineer
(405) 297-3486
eric.wenger@okc.gov

From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Tuesday, May 20, 2014 1:35 PM
To: 'Elizabeth.Romero@dot.gov'
Subject: OKC Boulevard - Comment Period

Liz:

Thanks for taking the time to visit with me this morning.

As we discussed, there is considerable confusion and concern among the public as to where we are in the NEPA process…especially in regard to the recent public meeting and current 14-day comment period. Many are under the impression that this is the public's last opportunity to provide comment in the process, and as a result feel their input is being purposefully limited on important design elements and mitigation measures, such as sidewalks, bike lanes, transit integration, neighborhood and business connectivity, and walkability. However, it is my understanding based on our conversation that there will be additional opportunities for the public to review and provide comment on those issues as we move forward toward a final EA for the project. I do believe it would be a good idea for ODOT to provide the

public with more clarity about where we are in the EA process and what additional public meeting and comment opportunities for addressing these other issues will be available before the EA process is concluded.

I also think it is important that ODOT extend the current 14-day comment period an additional 30 or 60 days. Even though you have advised that this is not the end of the EA process and that there will be additional opportunities for the public to comment on various aspects of the project, this particular comment period is being described by ODOT and OKC as relating specifically to selection of the type of alignment for the project…meaning ODOT is preparing to make a decision on whether or not to move forward with final design on a continuous boulevard solution or a grid-type solution. As the decision between a boulevard or grid solution has become the most debated, controversial and important aspect of the project, it certainly seems that providing for only a 14-day public comment period prior to making that decision is very inadequate. Especially in light of the fact that the public meeting recently held to address the alignment aspect was poorly scheduled and provided little in the way of detailed information to the public to explain the nature of ODOT's analysis and scoring for the various alternatives.

Thanks for your efforts!

Marion Hutchison
205-2458

This email is free from viruses and malware because avast! Antivirus protection is active.

ODOT Boulevard Public Comments Tweets.pdf

OKCTalk Boulevard NEPA Posts.pdf

ODOT @OKDOT 2h
OKC- Options for the future OKC Blvd found here:http://ow.ly/x1Sz4 Let us know if you have questions: m-coordinator@odot.org

ODOT @OKDOT 5h
OKC- Public comments needed to determine future OKC Blvd. plans. Send comments to http://ow.ly/wLcxr by May 21

ODOT @OKDOT 9h
OKC- Is downtown access an issue? Make comments official about the future OKC Blvd. by sending in by May 21 at http://ow.ly/wLcxr

ODOT @OKDOT 12h
OKC- Only 3 days left to help shape the future of the OKC Blvd. Send comments to http://ow.ly/wLcxr by May 21

ODOT @OKDOT May 18
OKC- Want to shape your future commute to work/events in downtown? Send in comments on future OKC Blvd. by 5/21 at http://ow.ly/wLcxr

ODOT @OKDOT May 18
OKC- Only 4 days left to help shape the future of the OKC Blvd. Send comments to http://ow.ly/wLcxr by May 21

ODOT @OKDOT May 17
OKC- How do you rank the importance of car, bicycle or pedestrian access on future OKC Blvd. Send comments to http://ow.ly/wKIcg by 5/21

ODOT @OKDOT May 17
OKC- Only 5 days left to help shape the future of the OKC Blvd. Send comments to http://ow.ly/wLcxr by May 21

ODOT @OKDOT May 17
OKC- Want to shape your future commute to work/events in downtown? Send in comments on future OKC Blvd. by 5/21 at http://ow.ly/wLcxr

ODOT @OKDOT May 16
OKC- Want shape the future of downtown OKC access? Send in comments on the future OKC Blvd. by 5/21 at http://ow.ly/wLcxr

ODOT @OKDOT May 16
OKC- Your opportunity to shape the future OKC Blvd. Tell us what is important. Comment forms at http://ow.ly/wLxnm by 5/21

ODOT @OKDOT May 16

OKC- Want to shape your future commute to work/events in downtown? Send in comments on future OKC Blvd. by 5/21 at http://ow.ly/wLcxr

ODOT @OKDOT May 16
Four alternatives for OKC Blvd gives public things to consider. Send in comments by May 21. Details,: http://ow.ly/wD4dj

ODOT @OKDOT May 16
OKC- Want to shape your future commute to work/events in downtown? Send in comments on future OKC Blvd. by 5/21 at http://ow.ly/wSLBI

ODOT @OKDOT May 15
OKC- How do you rank the importance of car, bicycle or pedestrian access on future OKC Blvd. Send comments to http://ow.ly/wKI5U by 5/21

ODOT @OKDOT May 15
OKC- Want shape the future of downtown OKC access? Send in comments on the future OKC Blvd. by 5/21 at http://ow.ly/wKGtg

ODOT @OKDOT May 15
OKC- Is downtown access or walkability an issue? Send in your comments about the future OKC Blvd. by May 21 at http://ow.ly/wKEJt

ODOT @OKDOT May 15
OKC- Only 7 days left to help shape the future of the OKC Blvd. Send comments to http://ow.ly/wKKAy by May 21

ODOT @OKDOT May 14
OKC- Public comments needed to determine future OKC Blvd. plans. Send comments to http://ow.ly/wKJ38 by May 21

ODOT @OKDOT May 14
OKC- Only 1 week left to help shape the future of the OKC Blvd. Send comments to http://ow.ly/wLcxr by May 21

ODOT @OKDOT May 14
OKC- Your opportunity to shape the future OKC Blvd. Tell us what is important. Comment forms at http://ow.ly/wLcxr by 5/21

ODOT @OKDOT May 14
OKC- How do you rank the importance of car, bicycle or pedestrian access on future OKC Blvd. Send comments to http://ow.ly/wKHFm by 5/21

ODOT @OKDOT May 14

OKC- Want to improve your commute to work or events in downtown? Send in comments on future OKC Blvd. by 5/21 at http://ow.ly/wLcxr

ODOT @OKDOT May 14
OKC- Questions about OKC Blvd. alternatives at http://ow.ly/wLnQc Send questions to odotinfo@odot.org, Comments-http://ow.ly/wLnQd

ODOT @OKDOT May 13
Your opportunity to shape the future OKC Blvd. Tell us what is important. Comment forms at http://ow.ly/wLcxr by 5/21

ODOT @OKDOT May 13
OKC- Questions about OKC Blvd. alternatives at http://ow.ly/wLnIL Send questions to odotinfo@odot.org, Comments- http://ow.ly/d/2a4B

ODOT @OKDOT May 13
Four alternatives for OKC Blvd gives public things to consider. Send in comments by May 21. Details: http://ow.ly/wKB6p

ODOT @OKDOT May 13
OKC- Questions about OKC Blvd. alternatives at http://ow.ly/wLnIL Send questions to odotinfo@odot.org, Comments-http://ow.ly/wLnIM

ODOT @OKDOT May 13
OKC Blvd.-Those having issues w/ online comment form can fill out & email attached version http://ow.ly/d/29QV to m-coordinator@odot.org

ODOT @OKDOT May 13
OKC- Is getting in & out of downtown an issue? Send in your comments about the future OKC Blvd. by May 21 at http://ow.ly/wLcxr

ODOT @OKDOT May 12
OKC- Your opportunity to shape the future OKC Blvd. Tell us what is important. Comment forms at http://ow.ly/wLcxr by 5/21

ODOT @OKDOT May 12
OKC- Want shape the future of downtown OKC access? Send in comments/questions on the future OKC Blvd. by 5/21 at http://ow.ly/wLcxr

ODOT @OKDOT May 12
OKC Blvd.-Those having issues w/ online comment form can fill out & email attached version http://ow.ly/d/29QV to m-coordinator@odot.org

ODOT @OKDOT May 12
OKC- Questions about OKC Blvd. alternatives at http://ow.ly/wLngT Send questions to odotinfo@odot.org, Comments-http://ow.ly/wLnBf

ODOT @OKDOT May 12
OKC - As mentioned at 5/7 mtg & in mtg. documents, 14 day OKC Blvd. comment period ends May 21. Comment form- http://ow.ly/wLkyz

ODOT @OKDOT May 12
OKC- How do you rank the importance of car, bicycle or pedestrian access on future OKC Blvd. Send comments to http://ow.ly/wLgkJ by 5/21

ODOT @OKDOT May 12
OKC- Send in comments on the future OKC Blvd. by 5/21. View alternatives at http://ow.ly/wLeD2 Comment form - http://ow.ly/wLcxr

ODOT @OKDOT May 12
OKC- Only 10 days left to help shape the future of the OKC Blvd. Send comments to http://ow.ly/wLcxr by May 21

ODOT @OKDOT May 12
OKC- Is getting in & out of downtown an issue? Send in your comments about the future OKC Blvd. by May 21 at http://ow.ly/wKEcp

ODOT @OKDOT May 12
OKC - Be heard on the future OKC Blvd project by sending in your comments by May 21. For details & form: http://ow.ly/wKwnT

ODOT @OKDOT May 11
Four alternatives for OKC Blvd gives public things to consider. Send in comments by May 21. Details: http://ow.ly/wD4dj

ODOT @OKDOT May 8
OKC - Be heard on the future OKC Blvd project by sending in your comments by May 21. For details & form: http://ow.ly/wD4KS

ODOT @OKDOT May 8
OKC- Give OKC Boulevard input via online form, e-mail, mail or fax. Form works best with Internet Explorer-->> http://ow.ly/wDxDa

ODOT @OKDOT May 8
Four alternatives for OKC Blvd gives public things to consider. Send in comments by May 21. Details: http://ow.ly/wD4dj

ODOT @OKDOT May 7
OKC - couldn't make tonight's OKC Boulevard mtg? Get materials and comment form online -->> http://www.odot.org/meetings/a2014/140507/index.htm … and give input

ODOT @OKDOT May 7

OKC - People giving comments at The OKC Blvd Open House. Still time to come out - Cox Conv Ctr (Rm16 &17) til 8pm. http://ow.ly/i/5uFY6

ODOT @OKDOT May 7
OKC - Be sure to stop by the Blvd Open House tonight at Cox Conv Ctr (6-8p), Rms 15 & 16. Need your input! http://ow.ly/wBcqc

ODOT @OKDOT May 7
Have input on OKC Boulevard? Send in official comments via online form and come to public mtg at 6pm tonight-->> http://ow.ly/wAYo3

ODOT @OKDOT May 7
Can't make tonight's OKC Boulevard Open House at Cox Conv. Center? Displays & comment form available online -->> http://ow.ly/wqdjw

ODOT @OKDOT May 7
Have input on OKC Boulevard? Send in official comments via online form and come to public mtg at 6pm tonight-->> http://ow.ly/wAY4D

ODOT @OKDOT May 7
OKC – Come early; free parking available for those attending tonight's Blvd Open House (6-8p). Details: http://ow.ly/wAwCS

ODOT @OKDOT May 7
OKC – make it an evening downtown! Come to the Blvd Open House (6-8p) before the Thunder playoff game. http://ow.ly/wAvWC

ODOT @OKDOT May 7
OKC METRO - Come out for tonight's Open House to learn more about the future OKC Blvd -- Cox Convention Ctr, Rooms 15 & 16. Input needed!

1. Yesterday, 09:04 AM #2571

Hutch

Re: Friends for a Better Boulevard

More time for additional comment letters to ODOT and the FHWA is certainly a good thing. However, even more important at this point is also directly contacting OKC Councilmembers.

City Council has the greatest voice and influence as to which alternative will be selected, including recommendations for additional changes to those alternatives. The extension of the official comment period provides the opportunity for City Council to publicly review and discuss the four ODOT alternatives and to make an official recommendation as to their preference, including any changes they desire. Although City Council previously reviewed and voted to support one of Stantec's alternatives...Alternative A...which is similar to ODOT's Alternative C...that is not the same action as reviewing the four ODOT alternatives...which includes a "grid" alternative not previously reviewed and discussed by Council...and making an official recommendation of one of those alternatives, including any changes, under the FHWA's NEPA process.

1. Yesterday, 11:26 AM #2573

Hutch

Re: Friends for a Better Boulevard

> Originally Posted by **Tier2City**
>
> *Interesting. Council's previous recommendation was based on a selection of options that did not include the grid. So if Council doesn't revote on the current alternatives presented by ODOT - which do now include a return to the grid option - where does that leave things in terms of NEPA legal challenges?*

Good question. I'm not an attorney, so I'm probably not the best one to try to answer it. But I do have quite a bit of personal experience dealing with NEPA.

From a NEPA perspective, I'm not sure that Council is even required to offer an opinion, although that would probably not be looked at very favorably by the public. Their previous review and selection of the Stantec option was simply Council expressing an opinion on the recommendations of their hired consultant. That recommendation was offered prior to ODOT's latest reviews and presentations for the four official alignment options under the NEPA review process, which now includes a "grid" alternative. The fact that Council did not previously consider a grid alternative when reviewing and selecting one of Stantec's options may have little consequence legally under NEPA. However, this particular NEPA process for the Boulevard seems a little unusual, as it is technically an ODOT governed process, yet OKC appears to be equally involved as a partner in coordinating the technical reviews and public processes. So, that could have some bearing on the answer to your question.

At the very least from a public service and political perspective, it would seem that Council has an obligation to officially review and make a recommendation on the four current ODOT alternatives being provided for under the official NEPA process regardless of their earlier selection of one of Stantec's options.

1. Yesterday, 03:00 PM #2576

Hutch

Re: Friends for a Better Boulevard

> Originally Posted by **Tier2City**
>
> *...where does that leave things in terms of NEPA legal challenges?*

One more thing about NEPA...where most agencies get into legal trouble is by prejudging alternatives and predetermining the outcome of the process in favor of a specific action. There are very strict requirements for conducting environmental reviews under NEPA to ensure there is no preexisting bias toward any particular alternative and that there is no bias involved in the evaluation and decision-making process.

1. Yesterday, 06:05 PM #2577

Tier2City

Re: Friends for a Better Boulevard

> Originally Posted by **Hutch**
>
> *One more thing about NEPA...where most agencies get into legal trouble is by prejudging alternatives and predetermining the outcome of the process in favor of a specific action. There are very strict requirements for conducting environmental reviews under NEPA to ensure there is no preexisting bias toward any particular alternative and that there is no bias involved in the evaluation and decision-making process.*

So is this preexisting bias towards an alternative?

> Originally Posted by **Anonymous.**
>
> *ODOT just tweeted this:*
>
> *ODOT@OKDOT·12m*
> *OKC- Is getting in & out of downtown an issue? Send in your comments about the future OKC Blvd. by May 21 at Open House: 7th of May, 2014*

> Originally Posted by **cafeboeuf**
>
> *Very guided/managed "question" from ODOT. I believe a trial lawyer would call that a "leading" question...*

1. Yesterday, 08:22 PM #2578

Hutch

Re: Friends for a Better Boulevard

> Originally Posted by **Tier2City**
>
> *So is this preexisting bias towards an alternative?*

I'm neither a NEPA attorney nor a Twitter user. Without looking at all of ODOT's Tweets in regard to the solicitation of public comments, I can't say if the specific example looks like a preexisting bias or not. If this is but one type of question among a great many inquiring of the public of many varied potential environmental concerns, then I would have to say there is no bias. However, if there is a predominance of the same type of question trying to illicit the same type of response that would support one type of alternative over another, then I would be concerned there is a preexisting bias and a purposeful effort to influence the nature of public comments in order to skew the results in support of a certain alternative.

If a significant percentage of ODOT's Tweets are questioning whether the public is concerned about getting in and out of downtown, it would certainly raise questions as to whether or not they are trying to influence comments in favor of Alternative C or other throughway-type design. It shouldn't be too difficult to count all of their Tweets, categorize them and then look at the percentages with regard to specific questions.

1. Today, 09:54 AM #2580

Hutch

Re: Friends for a Better Boulevard

> Originally Posted by **betts**
>
> *Here's another good one:*
>
> *ODOT (@OKDOT)*
> *5/14/14, 9:05 AM*
> *OKC- Want to improve your commute to work or events in downtown? Send in comments on future OKC Blvd. by 5/21 at ow.ly/wLcxr*
>
> *Most of the tweets are either generic "give us your input on the boulevard" or they are directed to "commuters". There are no*

> *tweets that mention bicycles or pedestrians that do not also mention cars.*

I'd be curious to know if they are also Tweeting questions like:

Is street connectivity between Downtown, Film Row, Farmers Market and Core to Shore an issue?
Is walkability between Downtown, Film Row, Farmers Market and Core to Shore an issue?
Is walkability between Downtown and the MAPS 3 Park an issue?
Is walkability between Core to Shore and John Rex Elementary School an issue?
Is future economic development in Film Row, Farmers Market and Core to Shore an issue?
Are visual impacts and physical barriers due to grade elevations and bridges an issue?

Since it's been clear for some time that there is considerable public support for a "grid" type alternative, as opposed to a through-way design, you would expect to see Tweets similar to the above if there is a non-biased approach to soliciting comments by raising questions and concerns about the project. Repeatedly Tweeting "give us your input" and "is getting in and out of downtown an issue" would certainly raise a red flag about the existence of a bias and whether the purpose of their Tweets is to solicit a greater number of comments in favor of a particular solution.

Again, one of the major problems some agencies get into with NEPA is purposefully skewing things to support a particular predetermined outcome. Sometimes its more subtle...sometimes its very blatant. They love getting federal money to pay for their projects, but they can't stand having to deal with the federal NEPA process. Over the years, they have figured out how to hold their noses through the process and do the minimum necessary to jump through the federal requirement hoops. It's not uncommon for them to enter the process with a certain outcome already somewhat predetermined and to "work" the process in such a way as to arrive at the desired outcome. Unfortunately, it happens all too frequently. Without considerable public involvement and oversight, they often end up receiving federal approval for the alternative they set out to achieve.

Official Public Comment for the Record - Crosstown Boulevard Environmental Assessment

Marion Hutchison to: m-coordinator 06/13/2014 04:47 PM
Cc: elizabeth.romero

To Whom It May Concern:

I request that the following postings, articles, reports and analyses be made a part of the public record for the Environmental Assessment for the Crosstown Boulevard Project and that the issues raised in said postings, articles, reports and analyses be substantively addressed as part of said Environmental Assessment.

The OKC Boulevard: Why We Choose Alternative D
http://www.betterblockokc.com/the-ok...alternative-d/

ODOT's Traffic Projections for the OKC Boulevard
http://www.betterblockokc.com/blvdtraffic/

How the OKC Boulevard Will Impact Commuters
http://www.betterblockokc.com/boulevardcommute/

New Visuals from ODOT
http://www.betterblockokc.com/new-visuals-from-odot/

More Questions than Answers on the Downtown Boulevard
http://www.newsok.com/more-questions...rticle/4747385

A Better View of the Boulevard Design "Scored" Highest by ODOT
http://www.newsok.com/a-better-view-...rticle/4747474

Design Changes Proposed for Downtown Boulevard
http://www.newsok.com/design-changes...rticle/4845069

Analysis of the Current Alternative D for the Crosstown Boulevard Project
http://www.okctalk.com/images/pete/alternated.pdf

Thank you.

Marion Hutchison
5220 Montrose Circle
Norman, OK 73072

Official Public Comment for the Record - Crosstown Boulevard Environmental Assessement

Marion Hutchison to: m-coordinator 06/13/2014 04:55 PM
Cc: elizabeth.romero

To Whom It May Concern:

I request that the following emails be made a part of the public record for the Environmental Assessment for the Crosstown Boulevard Project and that the issues raised in said emails be substantively addressed as part of said Environmental Assessment.

Thank you.

Marion Hutchison
5220 Montrose Circle
Norman, OK 73072

From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Friday, June 13, 2014 1:02 PM
To: 'Elizabeth.Romero@dot.gov'
Subject: RE: Federal Funding for Boulevard

Ms. Romero:

Thank you for your prompt reply. I appreciate you taking the time to address my question. Unfortunately, your answer did not clear up the issue to which I was inquiring. Specifically, if any portion of the plans for any alternative falls outside the original alignment and right-of-way of the old I-40, is that portion ineligible for federal funding? This is an important fact for the public and City officials to know. They need confirmation from the FHWA on this issue in order to make informed comments and decisions on the project.

Today the public was once again provided information that ODOT's position is that portions of any plan that do not fall in the alignment of the old I-40 are not be eligible for federal funding (see Oklahoman Reporter Steve Lackmeyer's comments today as part of his live OKC Central Chat program).

I once again respectfully request your specific clarification of this issue.

Thank you.

Marion Hutchison

OKC Central Chat transcript, June 13, 2014

The Oklahoman's Steve Lackmeyer took questions from readers in today's OKC Central Live Chat. You can join Steve's Q&A's on Fridays at 10 a.m. and submit your questions about the happenings in and around downtown Oklahoma City.
by Steve Lackmeyer Modified: June 13, 2014 at 12:13 pm • Published: June 13, 2014
The Oklahoman's Steve Lackmeyer took questions from readers in today's OKC Central Live Chat. You can join Steve's Q&A's on Fridays at 10 a.m. and submit your questions about the happenings in and around downtown Oklahoma City. Below is an unedited transcript of the chat.

Steve Lackmeyer 10:38 a.m. Today is the final day for the public to submit comments to ODOT about the four options. After that, I wouldn't be surprised if its just a few weeks before an option is chosen.

Alternative ABCD 10:38 a.m. There is mixed communication happening on the Boulevard alternatives and what is eligible for funding. The FHWA is telling people that Alternative D is eligible for funding as presented, but ODOT and the City is saying it's not. Who's right? What does that mean for the public process?

Steve Lackmeyer 10:41 a.m. I had a lot of difficulty getting clarification on this as well. But here's the final word as given by ODOT: portions of any plan that do not fall in the alignment of the old Interstate 40 will not be eligible for federal funding. That's at least what ODOT is telling me. It remains to be seen as to whether the feds will publicly contradict ODOT on this detail. As for the public process, I will leave it to others when ODOT has conducted itself throughout this project in a transparent, receptive and cooperative manner.

From: Elizabeth.Romero@dot.gov [mailto:Elizabeth.Romero@dot.gov]
Sent: Wednesday, June 11, 2014 11:28 AM
To: mariohutch@sbcglobal.net
Cc: Elizabeth.Romero@dot.gov
Subject: RE: Federal Funding for Boulevard

Mr. Hutchinson,

I received your phone call along with this e-mail and I am using this e-mail to respond to both.

All alternatives currently under consideration in the OKC Crosstown Boulevard environmental assessment (EA) are eligible for federal funding.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Tuesday, June 10, 2014 12:22 PM
To: Romero, Elizabeth (FHWA)
Subject: RE: Federal Funding for Boulevard

Ms. Romero:

I left you another message today concerning the question of the applicability of federal funding that I addressed in my previous email and that we discussed on the phone last week. Mr. Bob Kemper, Chair of Friends for a Better Boulevard, called me this morning to tell me that he had just met with ODOT Director Mike Patterson to discuss the Crosstown Boulevard project. As part of that discussion, Mr. Kemper asked Mr. Patterson about the extent to which ODOT can use federal funding for Alternative D. Mr. Patterson told Mr. Kemper that based on the original I-40 agreements with the FHWA that it was his understanding that federal funding only applies to work done specifically within the right-of-way of the original I-40 alignment and that federal money can't be spent on anything outside that right-of-way, which would include a substantial amount of the work necessary for implementing Alternative D.

It would seem that any work necessary to implement Alternative D for the purposes of mitigating the environmental impacts of the relocation of the original I-40, including reestablishment of the street network in order to provide necessary access, connectivity and mobility in the affected area should qualify for federal funds regardless of whether or not it specifically lies within the original I-40 right-of-way.

Could you once again please clarify this issue for me. I would appreciate it if you would address my question directly, as opposed to forwarding it to ODOT, as it is clear what their position is on the issue. My concern is that they are relying on the intent of documents more than a decade old, and that due to the same change in conditions that precipitated the current additional Environmental Assessment work on the project, including the consideration of new alternatives, that there has also been a necessary change in the specifics of how the federal funding for the project may be applied.

This is an extremely important matter, as the determination of the extent of the applicability of federal funding to the various alternatives has a tremendous impact on the support given to those various alternatives by the public, City of Oklahoma City and ODOT.

At your earliest convenience, can you please let me know whether or not the federal funding for the boulevard project is applicable to various components of Alternative D that serve mitigation purposes and lie outside the footprint of the original I-40 right-of-way.

Thanks again for your assistance.

Marion Hutchison

From: Elizabeth.Romero@dot.gov [mailto:Elizabeth.Romero@dot.gov]
Sent: Thursday, May 29, 2014 5:07 PM
To: mariohutch@sbcglobal.net
Cc: Elizabeth.Romero@dot.gov
Subject: RE: Federal Funding for Boulevard

Mr. Hutchison,
I would like to acknowledge receipt of your e-mail and recent phone message regarding this subject.
I will forward this comment to ODOT to be considered and addressed appropriately as part of the public involvement and project development process for the OKC Crosstown Boulevard project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Thursday, May 29, 2014 4:10 PM
To: Romero, Elizabeth (FHWA)
Subject: Federal Funding for Boulevard

Liz:

I left you a message today concerning another question that has come up regarding the OKC Boulevard project. This one has to do with the applicability of the federal funding that ODOT has committed to the project. Oklahoma City Public Works Director Eric Wenger is informing members of the public and certain public organizations that ODOT will withhold the federal funding for the project if Alternative D is selected instead of Alternative C. Since the purpose of the project is to provide mitigation for various environmental aspects of the relocation of the old I-40 Crosstown, I find it hard to believe that federal funding will be withdrawn unless the project is specifically designed as a throughway and conforms completely to the original I-40 right-of-way. It would seem that if the various mitigation issues are determined to best be addressed by Alternative D, then the federal funding that ODOT has previously committed to the project should apply.

Please let me know at your earliest convenience whether or not what is being presented to the public with regard to the federal funding is accurate or not.

Thanks in advance.

Marion Hutchison

This email is free from viruses and malware because avast! Antivirus protection is active.

This email is free from viruses and malware because avast! Antivirus protection is active.

FW: Proposed Oklahoma City Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 09:57 AM

Cc: Elizabeth.Romero, jwhyde61

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: John Hyde [mailto:jwhyde61@yahoo.com]
Sent: Friday, May 09, 2014 11:40 AM
To: Romero, Elizabeth (FHWA)
Subject: Proposed Oklahoma City Boulevard

Dear Ms. Romero,
I would like to comment on the proposed Oklahoma City Boulevard that The Oklahoma Department of Transportation will build for Oklahoma City.
I'm strongly in favor of returning the grid and building no raised structures other than those required to permit other access to downtown Oklahoma City already in place.
The access structure on the western end that already exists should meet with and become the existing grid as soon as structurally feasible and continue on to become California Avenue
The access structure on the eastern end should get to grade as soon as structurally and safely feasible and continue on to tie in to SW 3rd St..
In essence, Option D is the only mechanism that does this, thus allowing organic development in the Core Business District without preventing any further obstructions like the old Crosstown Freeway that was torn down.
Please do not let the Oklahoma Department of Transportation construct a second (competing) freeway that will have deleterious effects on growth and development in Oklahoma City.
very respectfully,
John W. Hyde

Am Feeling Left-Out

Uncle Jay to: m-coordinator 05/16/2014 11:15 AM

From: "Uncle Jay" <mythman@cox.net>
To: <m-coordinator@odot.org>

Traffic KILLED ME; would like to help avoid more pedestrian-death (like the one on NW 24th & Classen a year-or-so ago), but I suppose you don't care how many pedestrians die ... (Obviously you DO, but only because you should; your actions/lack-of-action speak louder.)

http://www.mylot.com/post/2799564/why-i-ask-good-lord-will-you-forgive-the-self-serving-odot-okla

myLot

Search

$1.99 Domain Names
godaddy.com
Your Website Starts With the Right Domain. Register Yours Today!

Delivery Drivers Wanted
get.lyft.com/drive
Drive While Looking For Your Job Join Lyft and Make Up to $20/Hour!

Rock Solid Security of OK
rocksolidsecurityok.com
Need Security? We have everything you need. Call or visit our web...

New to myLot?
Full name
Email
Password
Sign Up

Have an account?
Username
Password
Remember me
Sign In
Forgot password?

Ads

Easy Way To 10K a Month!
Free video reveals hidden method to make over 10k a month from home.
www.outofhomeincome.com

Drop Out Tells The Truth!
Find Out How School Drop Out Made $50k In Less Then 4 Months Join Now!
www.Entreprenuers.com/...

Extra income $5000/mo?
Find Out How You Can Earn up to $5000/mo from Home Part Time.
www.splendid-lifestyle.com

Become wealthy in 9 days?
Discover how can you make up to 979$/day with 2 hours of work from home
www.LiveYourLife.com

Want Large Commissions?
Free video reveals how to earn large commissions online. Must see now!
onlinewealthstudy.com

Make Money Now, $40/day

Why I Ask 'Good Lord, Will You Forgive the Self-Serving ODOT (Okla. Dept. of Transportation) Folk?'

By nameless, face less
@mythociate (10224)
Bethany, Oklahoma
May 16, 2014 11:05am CST

Tweet 0 Like 0

I read about the ODOT's plans for a Oklahoma City Crosstown Boulevard (reported in the Oklahoma Gazette http://adf.ly/1O4FR)

First I sense a reconfirmation of the subconscious wish of most of the city ... something like 'we don't care what kind of pile-driven crap-laden skin-scorching Hell we put J Hubbard through, as long as our slave-masters give us enough filthy lucre to pay for so-many distractions that we don't have to listen to him SCREAM as we lounge back as our Hell-machine lull us into a reckless stupor '

(Maybe I'm reading a lot into it; but it's a message I've had to pick up in bits-&-pieces, because people (including me) are too wussy to directly say such things to people who could possibly harm them).

The ODOT chimes right in with the crowd by 1) scheduling a meeting I SHOULD HAVE BEEN AT & not inviting me---I 'understand' why not; I'm not one of the "businesses" PAYING FOR the Boulevard. (Like councilman Ed Shadid said--at a 'city planning'-meeting to which I WAS invited--'you don't go up & down the street, mowing people's lawns BEFORE they promise to pay you for it!')

But I WILL have to 'live with' whatever choice they make, and their choice WILL affect whether I spend any of my money alongside the Boulevard. I would hope that they will make a good choice for pedestrians, but most citizens of OKC have been duped into the laziness which causes them to sink deeper into their lethargy while their Hell-machines move them from 'Point A' to 'Point B.'

And then 2) their site CLAIMS to be 'open for comments until May 21,' but "commenting" there requires visitors to download a program that doesn't have the security-clearance to make it onto MY machine ... confirming that they DO NOT CARE WHAT NON-BUSINESS CITIZENS THINK!

I imagine their full evaluation will hinge upon the 'theories' (which their minds cannot distinguish from "facts") that they were force-fed as they went through college---which is one of the many reasons I QUIT college (after six or seven years).

You won't get rich, but we do pay. Free survey dashboard makes it easy
www.cashbackresearch....

Get Paid for Surveys
Want to get paid for taking simple surveys online?
GetPaidForSurveys.com

#1 Typing Job at Home
%100 Legitimate Work at Home Job. Apply Today, Get Hired Tomorrow
trustedworkathome.com

$500 A Day Formula !
Discover The Unique And Simple Formula That Generates $500 Bucks A Day!
http://www.youronlinesuc...

Start Making Money Online
Supplement your income with this easy start-up online business model.
www.workfromhomeidea...

That's why a lot of their 'options' (Alternatives A-THROUGH-D on the link) featured sections that were 'raised' like interstate-highway---they're not thinking of 'human beings stopping at businesses along the highway,' they're only thinking of The Urban Sprawl Plan: that people live far away from where they work, and get on the highway with a plan to get off the highway WAY OVER THERE ... blind, deaf & dumb to ALL LIFE in-between.

But I forgive them, as they have been immersed in media that has told them that there's no LIFE anywhere you do not "plan" to go. Businesses (the way the city will GET the money to pay for the Boulevard) make more money from communities that are free from 'plans'---when people can--possibly on the way to do some other unimportant thing--instantly upgrade a shop-or-restaurant from 'something I might do someday' to 'possible option now!'

Open House: 7th of May, 2014
www.okladot.state.ok.us
oklahoma department of transportation, press, press release information, traffic advisories, beautification, maps, work zone

forgiveness, odot, boulevard, city plan, selfish

We Recommend

Sponsored Content by Taboola

NEVER Eat This Type of Fish (Ever)
The Inflammation Solution

4 Hormones All Skinny People Have In Balance
Real Dose

Top 10 Cancer Causing Foods You Eat Every Day
NaturalON

No responses

Frank Roesler

From: wjohnson <wjohnson@allergylabs.com>
Sent: Friday, May 30, 2014 6:13 PM
To: Frank Roesler; Rebecca Johnson
Subject: Re: ODOT Wants your input

Frank,

Thank you for extending the time for comments on the different proposals for the transition section of the Oklahoma City Boulevard. My wife and I own Allergy Laboratories and the entire block of property fronting on the south side of Reno from Western to Classen and south to SW 2nd Street. We own two corners that could be impacted depending on which proposal is chosen, Reno and Western (SE/C) and Reno and Classen(SW/C). We have been part of the area of the past 15 years or lab since the sixties.

Plan C seems to make the most sense for the future of OKC and its growth. Its two major short comings as I see it is the closing of Classen at California and giving priority access for California to access Western and cutting off Exchange Ave at Reno and Western. The Classen/California problem is easily solved. Classen carries many times the traffic and is a major part of OKC history, it ties north and south OKC together. California provides none of Classen's assets. It is a short feeder street adding nothing to traffic movement in the area. Closing California at Classen and letting Classen feed into Western makes the most sense. California has North, South and East options and easily transitions into Sheridan and Reno via Fred Jones Rd. The intersection of Reno and Western needs a major upgrade and adding access for Exchange can be easily accomplished by making Exchange join either Reno or Western but not both.

Plan D appeals to me from a cost and simplicity standpoint. However, its not the right plan for the long term growth and progressive nature of OKC, and not in the best interest of the city or state. It is a band-aid approach and one the City and State would be sorry they invested in a few years down the road.

We support Plan C with the changes proposed above.

Should you wish to discuss this further please don't hesitate to contact me.

Sincerely,

Warren Johnson
1-405-231-1718x101
1-405-232-4840-fax

On 5/30/2014 2:48 PM, Frank Roesler wrote:

ODOT WANTS YOUR INPUT

Additional Boulevard Information being made available
Please tell your friends & Neighbors

The Oklahoma Department of Transportation is extending the public comment period for the Oklahoma City Boulevard until June 13, 2014. The decision to continue to accept comments longer than the standard 14-day period was made after careful consideration of the public comments and questions received to date. Additional information will be posted on ODOT's website at www.okladot.state.ok.us *on or before May 30*, in order to help address questions and eliminate confusion on the project. All comments received to date, as well as new comments, are important and will be considered as part of the overall environmental process.

June 12, 2014

Environmental Programs Division
Oklahoma Department of Transportation

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

RE: ELIGIBILITY OF FEDERAL FUNDING FOR MITIGATIVE MEASURES RELATED TO THE RELOCATION OF I-40 AND THE CONSTRUCTION OF THE BOULEVARD;

IMPORTANT INFORMATION THAT MUST BE CONSIDERED AS PART OF THE PUBLIC INVOLVEMENT AND PROJECT DEVELOPMENT PROCESS FOR THE OKC CROSSTOWN BOULEVARD PROJECT

Dear Sir or Madam,

Please find this a formal submission by our group regarding the applicability of Federal Funds beyond the former I-40 Crosstown Alignment. It is our understanding via the attached email correspondence that funds **can be** applied beyond the former alignment. Obviously, an understanding between the Federal Highway Administration and the Oklahoma Department of Transportation is essential in determining the funding viability of broad street improvements proposed in Alternative D or similar proposal.

These improvements may represent mitigation of the impact on traffic of the relocation of the I-40 Crosstown as well as mitigation of the social, economic, and environmental impact of the construction of the boulevard itself. Put simply, mitigation of the mitigation must be considered.

Please contact the Federal Highway Administration and resolve this issue.

Bob Kemper, FBB Founder

Cc. Elizabeth Romero, Assistant Director- FHWA Oklahoma

See attached email correspondence on page 2.

From: Elizabeth.Romero@dot.gov [mailto:Elizabeth.Romero@dot.gov]
Sent: Wednesday, June 11, 2014 11:34 AM
To: m-coordinator@odot.org
Cc: Elizabeth.Romero@dot.gov; mariohutch@sbcglobal.net
Subject: FW: Federal Funding for Boulevard

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Romero, Elizabeth (FHWA)
Sent: Wednesday, June 11, 2014 11:28 AM
To: Marion Hutchison
Cc: Romero, Elizabeth (FHWA)
Subject: RE: Federal Funding for Boulevard

Mr. Hutchinson,

I received your phone call along with this e-mail and I am using this e-mail to respond to both.

All alternatives currently under consideration in the OKC Crosstown Boulevard environmental assessment (EA) are eligible for federal funding.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Tuesday, June 10, 2014 12:22 PM
To: Romero, Elizabeth (FHWA)
Subject: RE: Federal Funding for Boulevard

Ms. Romero:

I left you another message today concerning the question of the applicability of federal funding that I addressed in my previous email and that we discussed on the phone last week. Mr. Bob Kemper, Chair of Friends for a Better Boulevard, called me this morning to tell me that he had just met with ODOT Director Mike Patterson to discuss the Crosstown Boulevard project. As part of that discussion, Mr. Kemper asked Mr. Patterson about the extent to which ODOT can use federal funding for Alternative D. Mr. Patterson told Mr. Kemper that based on the original I-40 agreements with the FHWA that it was his understanding that federal funding only applies to work done specifically within the right-of-way of the original I-40 alignment and that federal money can't be spent on anything outside that right-of-way, which would include a substantial amount of the work necessary for implementing Alternative D.

It would seem that any work necessary to implement Alternative D for the purposes of mitigating the environmental impacts of the relocation of the original I-40, including reestablishment of the street network in order to provide necessary access, connectivity and mobility in the affected area should qualify for federal funds regardless of whether or not it specifically lies within the original I-40 right-of-way.

June 12, 2014

Environmental Programs Division
Oklahoma Department of Transportation

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

RE: ANALYSIS OF ALTERNATIVE D FOR MITIGATIVE MEASURES RELATED TO THE RELOCATION OF I-40 AND THE CONSTRUCTION OF THE BOULEVARD;

IMPORTANT INFORMATION THAT MUST BE CONSIDERED AS PART OF THE PUBLIC INVOLVEMENT AND PROJECT DEVELOPMENT PROCESS FOR THE OKC CROSSTOWN BOULEVARD PROJECT

Dear Sir or Madam,

Please find this a formal submission by our group regarding analysis of "Alternative D". We request that the analysis become part of the official comments and is properly considered in the Environmental Assessment submission to the Federal Highway Administration.

Bob Kemper, FBB Founder

Cc. Elizabeth Romero, Assistant Director- FHWA Oklahoma

See attached 12 page submission "Analysis of the current Alternative D for the Crosstown Boulevard Project"

Comments on the Environmental Matrix and Concept Matrix for the Oklahoma City Crosstown Boulevard Project

Bob Kemper to: m-coordinator 06/13/2014 11:44 PM
Cc: elizabeth.romero

Please accept the comments and questions below that have been developed by our members as a formal submission for the public involvement and project development process for the OKC Crosstown Boulevard project

This submission is being made during the official public comment period that continues through June 13, 2014.

Please confirm receipt of this email.

Thank you,

Bob Kemper
Founder
Friends for a Better Boulevard

Comments on the Environmental Matrix

These comments are based on the version of the Environmental Matrix at http://www.okladot.state.ok.us/meetings/a2014/140507/Environmental.pdf, which is different from what was given to the public at Open House on May 7, 2014.

Meet Purpose & Need

Why is this category even part of the Environmental Matrix? Surely this is a separate question from assessing the environmental impacts of each of the alternatives? Why are "Alleviate Traffic on the New I-40 Crosstown" and "Restore Lost Vehicular Access to Downtown" not simply duplication of the category "Traffic Functionality After Construction" in the Concept Matrix?

Alleviate Traffic on the New I-40 Crosstown

What exactly does this criteria mean? How much congestion is there on the new I-40 that must apparently be alleviated? How often does traffic currently back up on the travel lanes of the new I-40? What is the exact nature of this issue ***today*** now that the western portion of the Boulevard is open to Klein? Alternative D is scored as No on this criteria, yet surely Alternative D will allow traffic from the west to easily travel east on California and disperse to other parts of the city grid?

When were the traffic counts, used as input to the traffic model, taken? Do they include the effect of the western portion of the Boulevard now being open to Klein? Do the inputs to the traffic model reduce the vehicles per day on Western to take into account the traffic that is heading south on Western today to join I-40 and which will be able to head east from California & Western to access the Boulevard westbound in Alternative D?

How was the amount of traffic using the Boulevard derived? The Stantec report assumed 30% of the 90,000 vpd using I-40 would use the Boulevard. Is this figure still valid, and if so, why?

The Additional Information page states, "Based on the recent reduction in growth rates in vehicle miles travelled both nationally and regionally, the projected traffic for the area of boulevard for 2040 is forecasted using an approximate growth factor of 1.25%." Why is there a difference between this assumed growth rate and the 1% growth rate used in the Stantec study?

How do empirical observations of recent traffic growth in Oklahoma City match the projections used in the traffic modeling study? What is the effect of VMT growth stopping completely?

Restore Lost Vehicular Access to Downtown

That Alternative D was modeled in a configuration that reduces traffic flow compared to the other alternatives has been discussed elsewhere. However, even as configured now, Alternative D when complete will allow traffic coming into downtown from the north, south and east on I-40, I-35 and I-235 to pass under the BNSF tracks and to then move west past EK Gaylord along SW 3rd/the old I-40 alignment. That is, Alternative D ***Restores Lost Vehicular Access to Downtown*** . How can this criteria possibly be rated as No for Alternative D?

Also, in Alternative D traffic coming into Downtown from the west and which currently has to exit at Klein, now would be able to more easily move down California and disperse north or south on the grid. Again, how can it possibly be said that Alternative D does not restore access to downtown?

Furthermore, there would be even more access to Downtown if Alternative D was improved with additional turn lanes at various key intersections, as we have discussed in our previous analysis.

Building Alternative D, even as it is currently designed, ***will Restore Lost Vehicular Access to Downtown*** .

Provide Pedestrian and Bicyclist Accessibility / Pedestrian/Bike (Accessibility)

Why are these two separate categories? Surely they are duplicative?

For the first category, it is not clear why A is No and Alternatives B, C & D are Yes. Unquestionably, Alternative D provides far better pedestrian and bicyclist accessibility than the other options, and it appears this advantage is being diminished to make Alternative D appear a less preferable option.

For the second category, why does Alternative B rank better than A? Alternative B certainly isn't as good as Alternative C, which in turn, correctly, is worse than Alternative D. These two categories should be merged to correctly show that Alternative D is by far the best option for Pedestrian and Bike Accessibility.

Why is Pedestrian/Bike Accessibility just one or two items out of large list of environmental criteria that is in turn one out of seven criteria in the Concept Matrix? How was this ranking/weighting of the Environmental Matrix and the Concept Matrix decided? With what kind of public input? Many would argue this specific issue should be an important category in and of itself in the concept matrix. Certainly the vast majority of public opinion so far ranks this attribute very highly, as does the Core to Shore Plan which states that the "Core to Shore district will be, above all, walkable."

Number of Intersections With Poor Level of Service (LOS)

Alternative D apparently performs badly – it has the most intersections with poor Levels of Service (LOS) in the evening and peaks. Yet as has been argued elsewhere in another submission, Alternative D was inherently designed to perform badly with no turn lanes added at many intersections. Provision of turn lanes and designing the Core Section to the same level as Alternative C would be expected to significantly improve these numbers and D's ranking. Congestion levels in 2015 and 2040 would then be expected to be closer if not similar to Alternative C.

Opportunities for Development

Given that this area has been blighted for so long by an elevated highway, and given the City's overall goal to revitalize Core-to-Shore and neighboring areas, why is this category not weighted higher?

How much more developable street frontage is available in Alternative D compared to Alternative C?

What is the economic impact of this additional frontage on the value of the properties, on the potential to develop such lots to a high level, and its impact on the City's tax base?

How much more developable land in the old I-40 ROW will be released back to the City in Alternative D compared to Alternative C? How much of this land can be used be for the benefit of existing adjacent businesses in either Alternative? What will be value of this land that can be returned to taxpayers if it is sold for development? How much tax revenue could be realized by the City once this land is redeveloped and back on the tax rolls compared to land that can be redeveloped in Alternative C?

How much land in Alternative C will be lost to poorly developable pockets/inconsistent tracts of land created by the curvilinear design that bifurcates multiple city blocks?

What is the economic impact of the reduced potential for development on sites that will become located on the dead-end at Western & California or on sites on streets such as Lee or SW 2nd that will be blocked in places by the Boulevard in Alternative C?

Rebuilding a highway of some kind along the old I-40 ROW adds additional road beyond the existing street grid, which is in noticeably poor repair in much of the project area. In addition to the cost of having to rebuild this highway and eventually renew the other City streets at some point, what is the long term cost to the City to have to maintain this additional amount of road?

Elevated highways, be they on bridges or embankments are well known for causing economic blight as they separate communities and neighborhoods and prevent development from

occurring. Even though bridges permit movement they inherently create an unsafe perception and consequently less pleasant image of the neighborhoods separated by these barriers. A specific goal of the Core to Shore Plan is:

> *Mitigate the negative impacts of the new I-40, and minimize the highway's potential to divide the corridor.*

What consideration in this Environmental Assessment has been given to the negative impacts of the proposed Crosstown Boulevard and its potential to continue to divide the old I-40 corridor between Walker and Western? From the Stantec 2013 Report:

> *When the Oklahoma Department of Transportation (ODOT) presented a potential design for the Oklahoma City Boulevard it was met with concern from many in the community. They felt that it placed too much emphasis on mobility and by relying on an elevated system through much of the corridor it would have reestablished a barrier between the heart of the downtown on the north and the areas envisioned for transformation in the Core to Shore Plan on the south.*

How can it be said that Alternative C still does not present this problem compared to Alternative D?

What detailed attempt has been made to characterize the likely impact of Alternative A, B & C compared to Alternative D on the nearby areas, i.e., outside the old I-40 ROW? These areas would include Film Row, West Park, and the Farmers Market District as well as districts slightly further away from Downtown such as Wheeler Park, the Stockyards and Capitol Hill. What exactly are the residual effects, potential benefits and potential detriments that would occur outside the project right-of-way among the alternatives? Answering this question would be expected to include assessing limitations on the future growth and development of these areas as opposed to their current industrial and commercial land uses.

What will be the economic impact on the Film Row district because of its proximity to a large highway that is elevated on a bridge or berm? What will be the specific impact on the recent and planned investments in this area including the 21c Museum Hotel?

What will be the economic impact on the future development of the Farmers Market district because of its separation from Film Row and the rest of Downtown by a large physical barrier (i.e., a bridge and embankments) in Alternative C that is significantly above the local grade? How does this compare to the potential for economic development in this area in Alternative D?

What will be the long term economic impact on the currently blighted area to west of the new park and to the south of the Film Row district in Alternative C versus Alternative D? How will this area ultimately develop when the Core to Shore plan is fully realized?

The West Park district in Core to Shore has been identified as a location for new affordable housing where residents can easily walk to work in Downtown. What will be the impact on house prices in this area if it is separated from Downtown by a large divided area with no easy location to cross on foot for several blocks?

Cathy O'Connor, head of the Alliance for Economic Development has said, "For the park to be successful we have to have quality development next to it" and that "developers look for land." These were reasons for recently extending the acquisition area in the Core to Shore Urban Renewal plan to specifically include several blocks around and directly along the old I-40 ROW. She said the "area is very blighted." Why would this area not continue suffer some blight in Alternative C compared to Alternative D if it remains divided by a barrier that pedestrians cannot easily cross? Also, how does Alternative C affect the size and number of potentially available lots that developers prefer to use for large scale quality developments compared to Alternative D? How will Alternative C prevent this area from reaching the highest level of urban quality?

Consistency with Locally Approved Plans

Why is this category repeated in the Concept Matrix?

A specific goal of the 2008 Core to Shore Plan is:

> *Develop a world-class design for a downtown boulevard, to be developed along the existing I-40 alignment between Oklahoma and Walker Avenues.*

Given that Alternative D was only designed as a simple four-lane street along this section, then, not surprisingly, Alternative D is apparently not consistent with local plans. Alternative D needs to be designed to the same level as Alternative C in this vicinity, so eliminating this apparent disadvantage of Alternative D.

But how beholden must we be to plans that are now several years to over a decade out of date? Consider some important changes to both the original I-40 relocation EIS/ROD and the Core to Shore Plan:

- The Boulevard is expected to be four travel lanes between Walker and Oklahoma
- Parking slips, multiple large medians and other amenities are not now shown on any of the Boulevard designs.
- The new MAPS 3 convention center will take up a significant portion of prime Boulevard frontage rather than a signature mixed-use development that would have better activated the area.
- The Boulevard need not be designed to be able to accommodate I-40 traffic in the event of an emergency.
- The Boulevard need not be a through movement.

Reality changes and the City-approved plans that involve the Boulevard have become out of date, even the Stantec report of January 2013 which was hobbled by the City's incorrect insistence that the Boulevard must be a through movement. At what point are these plans superseded?

Furthermore, the plans that do exist do not fully address the exact nature of the Boulevard and its role. From the January 2013 Stantec report:

> *One of the challenges for this study has been the fact that there isn't consensus about the proposed Oklahoma City Boulevard's purpose.*

Stantec went on to say:

There isn't an adopted comprehensive plan, or even a downtown area master plan that includes the Oklahoma City Boulevard and its role within the street network and its relationship with surrounding land uses.

In fact, the most planning and citizen input for any major project in Oklahoma City has been for the Boulevard project itself.

Citizen input in most City planning processes is typically limited to a select group of stakeholders chosen by City staff who form a steering committee, meetings of which are never fully attended, plus desultory attendance at Open Houses and Public meetings. The number of written comments that are ultimately received is limited. In stark contrast, the attendance, often of several hundred people, at major public meetings and Town Halls about the Crosstown Boulevard has been unprecedented for a public planning process in Oklahoma City (with the sole exception of the recent Open House that was poorly advertised and scheduled at an inconvenient time and location). We request that the numerous questions, comments, concerns and issues raised by the public and their representatives at these meeting be fully addressed in this Environmental Assessment. In addition, we understand that the amount of written comments submitted about the Crosstown Boulevard is far in excess of that received about any other public project in Oklahoma City. Indications are that a significant proportion of these comments are in favor of no elevated section (i.e., no bridge or embankment) of the Crosstown Boulevard east of Western at all.

The City of Oklahoma City Planning Department says that its mission "requires involvement and interest from the whole community. Good planning relies on information about the City's current conditions as well as citizens' hopes and dreams for the future."

At what point do older plans that did not apply to the current project in detail and which had limited public involvement become superseded by the far greater public involvement and input about this specific project? What best represents the citizen's wishes and desires for this project? Which is more relevant to the planning for this project? Which Alternative is actually most consistent with the local planning process?

Visual Assessment

The principle that elevated roadways create significant visual and physical barriers is well established, even in key local planning documents. The Core to Shore report said that the then "Crosstown Expressway Bridge forms a visual and psychological barrier between downtown and the river." The Stantec report described the original I-40 roadway as "an elevated structure which more often than not created a domineering visual if not physical barrier between north and south." It also said, "The Boulevard will be a drastic change from the old I-40 facility that presented a physical and visual barrier between the north and south due to its elevated nature."

For the Downtown Transitional District It is very hard to understand how Alternative D ranks the worst for visual impact. Comparing the views from Camera 2 from the renderings of each alternative, how can it be possibly said that Alternative D the worst option out of the four?

The biggest beneficial visual impact of any of the alternatives would be the removal of a wide highway that used to be present and restoring the grid with the potential for dense, mixed-use development.

It can be argued that the driver's view is what matters the most when it comes to assessing the visual impact of a highway. Many in the public would consider otherwise - that the permanent visual impact of any kind of elevated feature – a bridge and/or embankment – on those who live, work and travel within close proximity to such a feature is more important than the brief transitory experience of a driver. Relief in the community when the old Crosstown was demolished was palpable. People simply do not want to see any kind of elevated highway reappear in this area at all.

For the Downtown Business District it is not a surprise that Alternative D does not score well compared to the other options not laid out as a great street but simply a four-lane street with no parking. Alternative D was set up to fail here. If Alternative D was designed to the same level as Alternative C – as many in the public were expecting – then there should be no difference between C and D for visual impact in the Downtown Business District area.

Overall, it is simply impossible to understand why Alternative D should not be the ***best option for visual impact*** .

Environmental Justice

This section appears to narrowly focus on disruption in the existing right of way to existing communities in the project area. Not surprisingly, apparently none of the alternatives would result in any residential displacement, and apparently none would disrupt community connectivity by physically dividing communities because they have developed around the existing I-40 right-of-way. However, redevelopment and rejuvenation of the greater downtown Oklahoma City area is a long standing priority for the City and its citizens. Examination needs to be made of the potential of each alternative to prevent or slow the growth of future residential developments and to physically divide future, dense and walkable communities that could develop on either side of the existing ROW. Great emphasis has been given to impacts on traffic but, as noted in the Stantec report, the public have repeatedly said that alternatives that rely on a elevated system through much of the corridor placed too much emphasis on mobility which would reestablish the barrier between the heart of the downtown on the north and the areas envisioned for transformation in the Core to Shore Plan on the south. A focus simply on the motorist and not on pedestrians and developing walkable neighborhoods appears to be a poor application of environmental justice for the whole community, now and in the future.

Comments on the Concept Matrix

What public input was used to determine the selection and weighting of the categories in the Concept Matrix? How will the selection and weighting of these categories – or the addition of other categories – change based on the current public input that has just been submitted on the four alternatives?

Estimated Construction Cost

Not surprisingly, Alternative D performs the best. The federal funding saved by not having to build any kind of bridge or embankment could be spent on improving streetscapes throughout the area which would better mitigate the I-40 relocation as well as increase the value of the land released for development in the old I-40 ROW and more generally allow all the various districts in the project area near downtown develop ultimately to a much higher standard and quality.

Traffic Functionality After Construction

Why is this category not duplication with Alleviate Traffic on the New I-40 Crosstown and with Restore Lost Vehicular Access to Downtown in the Environmental Matrix?

Alternative D apparently ranks the worst for this category. As has been discussed elsewhere in a detailed analysis that has been submitted as part of the public input process, Traffic Functionality After Construction would be much improved if Alternative D was designed to the same standard as Alternative C in the Core Section and the grid was improved elsewhere such as by adding turn lanes and additional travel lanes. FHWA have confirmed that such improvements to the existing street network throughout the project area and not just within the old I-40 ROW would be eligible for federal funding.

Constructability

Why does Alternative C rank the same as Alternative D? Surely building a bridge and embankment is more complex then restoring existing city streets?

Traffic Impacts During Construction

Why does Alternative D score the worst in this category? Project 180 has shown that streets can be partially restored while still open to traffic and the grid can handle temporary diversions from temporary street closures. Alternatives A and B involve construction of a massive viaduct across multiple major roads while Alternative C involves construction of a bridge across one arterial and closure of another. How do all of these alternatives have less of an impact on traffic during construction than Alternative D?

Consistency to Local Planning

Why is this category repeated in the Environmental Matrix? This issue was discussed at length above. Alternative D should score much higher in this category.

Environmental

Why is Environmental only one of seven categories in the Concept Matrix? Why is it not weighted higher? Why are so many categories in the Environmental Matrix repeated in the Concept Matrix? Many of the categories in the Environmental Matrix were discussed in detail above and it was shown how Alternative D would perform far better in this category overall. It seems bizarre to many in the public that Alternative D should score the worst for Environmental.

The first five columns in the table below are from the Concept Matrix at http://www.okladot.state.ok.us/meetings/a2014/140507/Concept.pdf with the only change being to correct the color-coding to show red for Worst for the total for Alternative D. The last column is revised scoring for Alternative D only which:

(i) Conservatively assumes traffic functionality would improve from Worst to Good if Alternative D is built to the same standard as Alternative C in the Core Section and turn lanes and additional travel lanes are added as required throughout the rest of the project area;

(ii) Conservatively raises the traffic impacts during construction from Bad to Good;

(iii) Conservatively raises consistency with all local planning processes – specifically including this planning process for the Crosstown Boulevard itself – from Worst to Good;

(iv) Conservatively raises the Environmental rating from Worst to Good – in fact, it could well be argued that this rating for Alternative D should be Best.

Concept Matrix

Category	Alternative A	Alternative B	Alternative C	Alternative D	Alt. D - Revised
Estimated Construction Cost	1	2	3	4	4
Traffic Functionality After Construction	3	2	4	1	3
Impacts to Right-of-Way	3	3	3	4	4
Constructability	3	3	4	4	4
Traffic Impacts During Construction	4	4	3	2	3
Consistency to Local Planning	2	3	4	1	3
Environmental	2	3	4	1	3
Total	18	20	25	17	24

LEGEND	1 - Worst	2 - Bad	3- Good	4 - Best

The net effect of these changes is that Alternative D's score increases from 17 to 24, i.e., only one point behind Alternative C. No changes were made to any of the other alternatives although it can be argued that the constructability of Alternative C should be lowered from Best to Good and the environmental rating for Alternative C should be lowered from Best based on the extensive discussion above. If so, Alternative D would then score the highest in this particular Concept Matrix.

However, this revised scoring does not take into account changing the weighting of the existing categories. For instance, many in the public would expect Environmental to weighted higher than 1 out of 7 categories, whereas more importance is given to categories that relate to traffic. As the public input received in this process will show, other issues should be specific categories in the concept matrix and not just tucked away in the Environmental Matrix.

Many would argue that Pedestrian/Bikeability be a specific category in the Concept Matrix, especially since traffic already has two specific categories. It can also be said that the social, economic and environmental effects of restoring a large physical barrier of any kind that sits above local grade, particularly on the development of the Film Row and Farmers Market districts, should be specifically be ranked as a separate, additional category in the Concept Matrix. If these additional categories were added Alternative D could be expected to score even higher, making it the clear technical choice that also best meets public sentiment about what the Crosstown Boulevard should look like. It will be up to the elected leadership of Oklahoma City to then make a decision that is best for the city's long term good and which reflects the desires of its citizens.

alternate C

farhaklopp to: m-coordinator 05/15/2014 05:46 PM

From: farhaklopp@aol.com
To: m-coordinator@odot.org

I support Alternate C for the development of the OKC Boulevard.
thank you,
Jan Farha Klopp

Crosstown Boulevard - Alternative D

John Knight to: mayor@okc.gov, ward2@okc.gov, m-coordinator@odot.org, elizabeth.romero@dot.gov 05/20/2014 08:59 PM

Dear ODOT and others,

I am a current resident of Oklahoma City. I lived in Norman for about 12 years before moving into Edgemere Park just south of 36th St. I have become really interested in city development over the last couple years since moving. My wife and I are now more involved and love to walk/run/ride to our destinations. I support 'Alternative D' for the simple fact that it will increase urban development along the boulevard as well as create a more 'walkable' urban core. Building the 'Alternative C' will hurt local districts as well as disable the potential businesses that would move in along the boulevard. Please consider 'Alternative D' as the only viable for the Crosstown Boulevard. Anything otherwise would be a step in the wrong direction.

Thanks,
John Knight

Downtown boulevard options

Lynne to: m-coordinator 06/09/2014 07:06 PM

After studying all of the boulevard options, I highly favor Option D, which is much more pedestrian friendly and unites the outer downtown area with the new park, possible shopping areas, the Myriad Gardens, and the inner downtown area. It was such a relief when the Crosstown was demolished and the downtown area was opened up and united for the first time in over 40 years, and I hope the new boulevard will continue that united feeling by keeping overpasses and bridges to a minimum. Option D, for sure.

Comment On OKC Boulevard

Jim McGoodwin to: m-coordinator 06/07/2014 07:18 AM
Cc: Victor.Mendez, Elizabeth.Romero, Ivan.Marrero, mayor, ward8

From: Jim McGoodwin <jimcgoodwin@cox.net>
To: m-coordinator@odot.org
Cc: Victor.Mendez@dot.gov, Elizabeth.Romero@dot.gov, Ivan.Marrero@dot.gov, mayor@okc.gov, ward8@okc.gov

I would like to thank the staff at ODOT for extending the comment period. It has provided an appropriate amount of time to fully evaluate each of the alternatives. Now that I've had time to more carefully review all the options I would like to modify an earlier comment.

In my original comment I said that I support Alternative D. I still do, but it requires a major revision to be fully functional. The design for that alternative limits the extent of a boulevard style street along SW 3rd Street to stop west of Walker. This makes no sense. SE 3rd should extend as a boulevard from its entry into downtown on the east, all the way to Exchange Avenue on the West. At the very least the boulevard should extend to South Western Avenue.

This would facilitate traffic all through the southern downtown region. It would connect the SW 3rd boulevard to the Exchange Boulevard creating a continuous boulevard all the way to the OKC stockyards area. Thus, it would improve the connection of the stockyards area to downtown. This area is ripe for commercial development and would encourage its growth. It would also promote traffic to and from the new Wheeler District development on the south side of the Oklahoma river on Western Avenue at the location of the former downtown airport.

It also makes no sense to stop California Avenue one block before the Myriad Gardens. To facilitate traffic flow California should continue as a boulevard like the rest of it from I-40, all the way until it dead ends at the Gardens.

Failure to make these two changes doesn't take into consideration all the development in downtown and the goal of moving traffic through and around the downtown area.

It is my understanding that you will give all the comments due consideration and make appropriate modifications to each alternative. I understand that there will be a further public meeting at which time you will present your final drafts of all four alternatives, having made changes consistent with the comments received. After that there will be an additional comment period for the public to provide ODOT with their opinions on the final options. Only after taking those comments on the final drafts of the alternatives will ODOT make its recommendation to the FHWA.

It is my firm belief that the modest suggestions that I have made are necessary corrections to the alternative D that ODOT has proposed. Without these changes traffic flows and connectivity problems will remain, which would be inappropriate in a final draft of alternative D.

Thank you for your time and consideration.

Jim McGoodwin, OKC

Fwd: Comment On OKC Boulevard

Jim McGoodwin to: m-coordinator 06/10/2014 08:12 PM

Cc: Victor.Mendez, Elizabeth.Romero, Ivan.Marrero, mayor, ward8, Pete White

From: Jim McGoodwin <jimcgoodwin@cox.net>

To: m-coordinator@odot.org

Cc: Victor.Mendez@dot.gov, Elizabeth.Romero@dot.gov, Ivan.Marrero@dot.gov, mayor@okc.gov, ward8@okc.gov, Pete White <peteokc@aol.com>

Upon further information and analysis I would like to submit the following PDF, which demonstrates how alternative D should be amended before the next submission of plans. I believe the analysis and recommendations are quite cogent and would lead to the best alternative for the OKC Boulevard.

alternated.pdf

Sincerely,

Jim McGoodwin, OKC resident
16717 Covington Manor
Edmond, Oklahoma 73012

Submitting Completed Form

Jim McGoodwin to: m-coordinator 05/20/2014 06:00 PM

Cc: Victor.Mendez, Elizabeth.Romero, Ivan.Marrero

Comment to ODOT regarding the Oklahoma City boulevard:

First I must protest the manner in which you handled the public comment period. Given the large number of Oklahoma City citizens who have been interested in this issue, you chose a horrible location on a very inconvenient evening. The meeting was difficult to get to given the amount of traffic that evening and parking was difficult to find. These problems were caused by a Thunder playoff game that was held across the street from the meeting location.

The comment period was unnecessarily brief. It gave people little opportunity to hear from the consultants and little time to review and comment on the alternatives presented. One of the alternatives had been uniformly rejected by the citizens and the OKC City Council reducing the effective number of alternatives to 3. And to cap it all off, your website has given any number of commenters problems with sending their comments to you. I was unable to send my comments using it.

Having said that I would like to inform you that in my opinion, as well as those of many, many other fellow citizens, the best design is alternative D, the one that fully restores the grid. Unfortunately you failed to provide and costs associated with any of the alternatives making it impossible to compare them on that basis. This, in spite of the fact, that your representatives had committed to providing a cost estimate for restoring the grid. Without that as a baseline how can you weigh the costs of the other alternatives?

As to your favorite, alternative C, it is wholly inappropriate for the area. It will cut off commerce and development of the area between Classen and Walker avenues. It will create a number of dead ends that will again bisect the downtown. When the decision was made to tear down crosstown expressway was anticipated as an opportunity to integrate the downtown with the area south of it. Your alternatives A, B and c continue this division.

What businessman would want to choose a location for a commercial establishment on one of the many dead end streets that the alternatives A, B and C would continue. It guarantees reduced traffic and customers in these areas. In addition it cripples the development of the Core-to-Shore park to the south. Without adequate traffic flow into and through that area you will set back the development of that area by years, if not decades.

I know that ODOT and OKC staff want to get this over and begin construction of alternative C. However, the southern downtown area, including the Core-to-Shore park, should be given a fair chance to flourish by reestablishing the grid, if not, OKC at some future date will have to come back into the area and fix this problem that ODOT will have left. You should realize that streets and highways do more than simply move traffic; they impact the environment and culture of a place. These non-monetary values should play at least as important as speeding traffic through downtown.

Very truly yours

Jim McGoodwin
16717 Covington Manor

Edmond Oklahoma 73012
(405) 285-0280

Crosstown Boulevard

Shelly Mullens to: mayor@okc.gov, ward2@okc.gov, m-coordinator@odot.org, elizabeth.romero@dot.gov 05/20/2014 09:39 PM

ODOT,

I have serious concerns about option C for the new OKC boulevard. Our community is growing by leaps and bounds, and i feel that option C will hamper that growth. Option C will negatively impact business growth, walkability, and access to future improvement projects. Having a city that is accessible for biking, running, etc is of the upmost importance to me. We have made great strides within the city to improve the access to these things, so we do not want to take a step backwards instead of a step forwards.

I would like to point to a few events to demonstrate how much this community wants accessibility. Open Streets OKC, recently held on 23rd street, was an overwhelming success. Many, including myself, walked or biked to this event. Also, weekly events in Paseo, Film Row, Plaza District, and H&8th show that people are interested in projects that improve accessibility and community involvement, and not an easy access in and out of the city.

For these reasons, I respectfully request that Option C be dismissed, and Option D be adopted.

Thanks,
Shelly

OKC Boulevard: Choose Alternative D

Nate Clair to: mayor, Councilman James Greiner, m-coordinator, elizabeth.romero 05/29/2014 01:44 PM

From: Nate Clair <nateclair@gmail.com>
To: mayor@okc.gov, Councilman James Greiner <ward1@okc.gov>, m-coordinator@odot.org, elizabeth.romero@dot.gov

Dear Mr. Mayor, Councilman Greiner, ODOT & Ms. Romero,

As a Registered Landscape Architect and advocate of Complete Streets, I strongly feel Option D is the clear design choice for the proposed Boulevard. While I believe it does not fully meet all the criteria of a Complete Street, it does begin to touch on most of the important aspects by encouraging street connectivity and aims to create a comprehensive, integrated, connected network for all modes. It best considers all users including pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as trucks, buses, and automobiles.

Complete Streets can contribute to the improvement of traffic performance and provide a number of social, economic, environmental, and health benefits to communities. They respond to and support other efforts to increase transportation system efficiency, including transportation demand management, parking management, improvements to alternative modes, transit-oriented development, and smart growth land use policies.

Option D is the best alternative to improve Livability. Livability refers to the environmental and social quality of an area as perceived by residents, employees, customers, and visitors. This includes safety, health and well-being, economic opportunity, social equity, and the local environmental quality.

Option D is the best opportunity to create Place and not an area you go through to get someplace else so I urge you to select Option D.

Best,
--
Nate L. Clair, PLA | ASLA | LEED®AP
Landscape Architect OK #0349
5912 N. Sterling Dr, OKC 73122
405-508-1305

Fwd: Oklahoma City Boulevard

Nguyen, Andrew T (HSC) to: m-coordinator@odot.org 05/12/2014 04:19 PM

Hello There,

I have been having difficulty submitting comments regarding the OKC boulevard through the PDF so I thought I would send them directly via email. I am a young preprofessional student and resident of central Oklahoma City and I firmly believe that the boulevard that is constructed should **NOT** act as a wide bypass through downtown.

By removing the I-40 bridge we have created great space that can be used for development and a place for people. When the elementary school and central park are complete, children should be able to cross safely. Could you imagine allowing children to cross **Lincoln Boulevard** or the **Northwest Expressway** after school? Lincoln and NWX are some of the most pedestrian and bicycle unfriendly streets we have in OKC and roads like those should not be replicated downtown.

My preference is that the two ramps into downtown from I-40 on either side remain disconnected as they currently are and that we put the money into making the roads safer for pedestrians and cyclists. However, if the ends do become connected the road should be designed to slow traffic into downtown, not allow for motorists to speed through.

Thanks for your consideration,
Andrew Nguyen
OU College of Medicine 2016

Begin forwarded message:

> **From:** Andrew Trong-Huy Nguyen <andrew-t-nguyen@ouhsc.edu>
> **Subject: Oklahoma City Boulevard**
> **Date:** May 12, 2014 at 4:10:29 PM CDT
> **To:** <odotinfo@odot.org>
> **Cc:** <ward1@okc.gov>, <ward2@okc.gov>, <ward3@okc.gov>, <ward4@okc.gov>, <ward5@okc.gov>, <ward6@okc.gov>, <ward7@okc.gov>, <ward8@okc.gov>, <mayor@okc.gov>
>
> Hello There,
>
> I have been having difficulty submitting comments regarding the OKC boulevard through the PDF so I thought I would send them directly via email. I am a young preprofessional student and resident of central Oklahoma City and I firmly believe that the boulevard that is constructed should **NOT** act as a wide bypass through downtown.
>
> By removing the I-40 bridge we have created great space that can be used for development and a place for people. When the elementary school and central park are complete, children should be able to cross safely. Could you imagine allowing children to cross **Lincoln Boulevard** or the **Northwest Expressway** after school? Lincoln and NWX are some of the most pedestrian and bicycle unfriendly streets we have in OKC and roads like those should not be replicated downtown.
>
> My preference is that the two ramps into downtown from I-40 on either side remain disconnected as they currently are and that we put the money into making the roads safer

for pedestrians and cyclists. However, if the ends do become connected the road should be designed to slow traffic into downtown, not allow for motorists to speed through.

Thanks for your consideration,
Andrew Nguyen
OU College of Medicine 2016

Crosstown Boulevard
Derek Olson to: m-coordinator 06/05/2014 02:27 PM

From: Derek Olson <derekwolson@gmail.com>
To: m-coordinator@odot.org

My Vote is for Alternate C on the Cosstown Boulevard.
--
_____

Derek Olson

FW: Oklahoma City Boulevard Feedback

Elizabeth.Romero to: m-coordinator 06/16/2014 10:05 AM

Cc: tpalen.stu, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Trevor M Palen [mailto:tpalen.stu@my.okcu.edu]
Sent: Friday, June 13, 2014 2:41 PM
To: m-coordinator@odot.gov; Romero, Elizabeth (FHWA); mayor@okc.gov; ward2@okc.gov
Subject: Oklahoma City Boulevard Feedback

Dear reader,

This letter is addressed to a variety of persons/entities that are directly involved in the process of deciding what course of action will be taken in regards to the Boulevard that is to run through OKC's downtown area between approximately Penn and Interstate 235. A significant portion of this road has already been constructed, but for the portion that remains heretofore unconstructed and even unplanned, I offer my input as a citizen of Oklahoma City:

1. The process on this development has been delayed heavily since 2012 because there are many citizen who have voiced major concern over the impact this development is going to have on the future of downtown development. However, I feel that the ultimate decision making entity in this process (Oklahoma Department of Transportation) has been nothing short of obstructionist to the desires of various citizen groups who have spent the last 2 years raising concerns about the construction options the city has heretofore presented. I feel that a more objective and thorough process is still needed.

2. It is possible to ask questions in such a way that predetermined answers are the only viable answers. Whether consciously or not, I feel that this has been the process undertaken by ODOT since before the new I-40 was completed. A comprehensive look at ALL factors this Boulevard will affect still has not taken place, particularly as it pertains to the option of restoring the grid layout of OKC's downtown road network.

3. This Boulevard absolutely cannot be solely or even mostly about automotive traffic flow. It must first and foremost be built as a single part of the entire

downtown developmental plan, both today and in the future. It is touted as the gateway to our downtown, yet of the parts that have already been constructed, it is unequivocally anything but. No amount of landscaping is going to change the fact that there is and likely never will be anything of interest between Exit 148B and wherever the Boulevard is finally brought to grade (at grade meaning completely level with the land immediately surrounding the road) . This complete lack of vision is scary enough for me that cutting a large swath of developable land for a "grand boulevard" is the less desirable option and that restoring the grid and simply making California on the west end of downtown and SW 3rd on the east end of downtown "grand streets" is the best option we have.

4. Here is a link to a fairly exhaustive list of criticisms that I feel need to be listened to and addressed before moving forward with any option on the Boulevard:
http://www.okctalk.com/transportation/30513-friends-better-boulevard-54.html#post798579

5. Lastly, downtown OKC is becoming a special place, and its greatest advantage right now is that it is a relatively blank slate. Removing I-40 further to the south has greatly expanded downtown's fabric, and a fast paced traffic thoroughfare risks redividing that blank slate and removing the advantage OKC enjoys of being able to connect a wide-swath of land into the future urban environment that greater downtown can enjoy. OKC stands to gain or lose a lot for the future based on this road, and I hope that *all factors* are considered in the handling of this project.

Please give greater consideration and care to Option D

Trevor Palen
1222 NW 46th St.
Oklahoma City, OK 73118

Support Alternative D

Ellen Clark Pogemiller to: m-coordinator@odot.org, elizabeth.romero@dot.gov 06/02/2014 01:40 PM

From: Ellen Clark Pogemiller <c_ellen@yahoo.com>
To: "m-coordinator@odot.org" <m-coordinator@odot.org>, "elizabeth.romero@dot.gov" <elizabeth.romero@dot.gov>
Please respond to Ellen Clark Pogemiller <c_ellen@yahoo.com>

I am writing to support Alternative D. I moved to Oklahoma City 6 years ago from Dayton, Ohio. My husband and I were beyond impressed with the momentum of change that was occurring in Oklahoma City. MAPS had sparked innovative projects and in return was creating growth all over the city. We moved into a historic neighborhood downtown and have been thrilled at the development around our neighborhood. We walk EVERYWHERE!! I was very disappointed when I learned about the plans that were pushed for the new boulevard. The Alternative C plan does not push development, alternative transportation or creativity. It is a secondary highway that individuals can take to quickly get downtown. This is not the long term grown that we want for our city. I encourage the city to create a plan that makes walkability and sustainable growth a priority!!

Sincerely,
Ellen Pogemiller
420 NW 21st St
OKC, OK 73103

RE: Downtown (Crosstown) OKC Boulevard

Pogemiller, Mark I (HSC) to: eric.wenger@okc.gov 06/11/2014 01:41 PM
Cc: "mayor@okc.gov", "Ward6@okc.gov", "m-coordinator@odot.org", "elizabeth.romero@dot.gov"

From: "Pogemiller, Mark I (HSC)" <mark-pogemiller@ouhsc.edu>
To: "eric.wenger@okc.gov" <eric.wenger@okc.gov>
Cc: "mayor@okc.gov" <mayor@okc.gov>, "Ward6@okc.gov" <Ward6@okc.gov>, "m-coordinator@odot.org" <m-coordinator@odot.org>, "elizabeth.romero@dot.gov" <elizabeth.romero@dot.gov>

Mr. Wenger,

Thank you so much for taking the time to respond to my initial e-mail. I agree that the ideas you listed below in regards to increasing the north-south connectivity in Alternative "C" are imperative. However, it seems to me that the changes to Alternative "C" that are necessary, which you listed below, are basically trying to make Alternative "C" more like Alternative "D". In your words below: "To address these comments, the City is considering additional access at both Lee and Shartel, to further expand opportunities for connecting the existing street grid." Why not just do Alternative "D" and completely reconnect the existing street grid?

Admittedly I am not even from Oklahoma. I am a former active duty air force pediatrician who was stationed at Tinker AFB and upon completion of my active duty obligation we decided to stay in OKC because of the MAPs programs and the exciting, progressive feel to OKC regarding its self-improvement. That being said, I am not a city planner, engineer, or any other specific qualifications to have anything more than an opinion on this issue. Therefore, I have attached a piece (not written by me) specifically looking at how much better Alternative "D" can be at handling traffic which is a legitimate concern.

Also, if you have not already, please look at the articles written on http://www.betterblockokc.com/category/blog/.
Specifically the following 4 entries:
1. The OKC Boulevard: Why we choose Alternative D
2. ODOT's Traffic Projections for the OKC Boulevard
3. How the OKC Boulevard Will Impact Commuters
4. New Visuals from ODOT

Thank you for time.
-Mark

Mark I. Pogemiller, MD
Sooner Pediatric Clinic Medical Director
Clinical Assistant Professor of Pediatrics
OU Health Science Center
1200 Children's Ave, Suite 12400
Oklahoma City, OK 73104
(405)271-4407, fax (405)271-8709

From: eric.wenger@okc.gov [mailto:eric.wenger@okc.gov]
Sent: Wednesday, June 11, 2014 12:24 PM
To: Pogemiller, Mark I (HSC)
Cc: mayor@okc.gov
Subject: RE: Downtown (Crosstown) OKC Boulevard

Mark –

I received a copy of your email to the Mayor's Office and appreciate your interest in the Oklahoma City Boulevard project. As you may already know, the Oklahoma Department of Transportation (ODOT) is leading the project, but the City of Oklahoma City has been a partner since the project began. The City's interest in the overall design is significant since once complete, the new Boulevard will be a city street that is intended to provide enhanced pedestrian access, future opportunities for development, connectivity to downtown and providing a destination and a gateway to the urban core.

At the public meeting held on Wednesday, May 7th , four design alternatives were proposed by ODOT. The alternative that meets the majority of Oklahoma City's criteria is Alternate "C" which is a 4-lane design (2 lanes in each direction) with a landscaped median, reduced speed, wide sidewalks and parallel parking on both sides of the street. The project will not reconstruct a highway to replace the former Interstate. Alternative "C" has many similarities to Alternative "D", with the major differences occurring the Transition Section from Western to Walker. The area west of Western, and the area east of Walker are nearly identical in both concepts.

Since the public meeting, several comments have been received regarding the lack of north-south connectivity shown in the Transition Section of Alternative "C". To address these comments, the City is considering additional access at both Lee and Shartel, to further expand opportunities for connecting the existing street grid. Likewise, north-south connections are preserved around the proposed MAPS 3 downtown park, Chesapeake Arena and the Myriad Botanical Gardens at Walker, Hudson, Robinson and Broadway. It is important that proper planning take place around the development of the Boulevard, and the City's Planning and Public Works departments along with consultants have been working very closely together to ensure all options are being considered.

Again, I very much appreciate your interest in the project and thank you for your comments and suggestions.

Eric

Eric J. Wenger, P.E.
Director Public Works/
City Engineer
(405) 297-3486
eric.wenger@okc.gov

From: Pogemiller, Mark I (HSC) [mailto:mark-pogemiller@ouhsc.edu]
Sent: Monday, May 19, 2014 11:33 PM
To: The Mayor; Ward6; m-coordinator@odot.org; elizabeth.romero@dot.gov
Subject: Downtown (Crosstown) OKC Boulevard

To whom it may concern.

Option D is by far and away the best option for OKC. Option D preserves a rich interconnected street grid network, it maximizes realistic opportunities for quality development (and thus future tax revenue) without cutting off portions of downtown, and it provides greater return on public investment. Option D would be the cheapest to construct with the smallest impact to right-of-way and the most positive increase in pedestrian/bike accessibility. I am a pediatrician and see the amazingly high numbers of overweight and obese children that we have here in Oklahoma. We need every opportunity to increase walkability in every aspect of life. We will have an impressive new elementary school to serve the downtown area but option C will divide the school from potential new housing development with an at grade limited access road that no matter what name is given will not be pedestrian friendly enough for children/families to cross. Please don't lose out on this opportunity to improve Oklahoma City.

Thank you for your time.
-Mark Pogemiller, MD
420 NW 21st St
OKC, OK 73103

CONFIDENTIALITY NOTE: This e-mail message and any attachments are intended solely for the person to which it is addressed and may contain privileged and confidential information protected by law. If you have received this communication in error, please notify the sender immediately by telephone or e-mail, destroy this message and delete any copies held in your electronic files. Unauthorized use and/or re-disclosure may subject you to penalties under applicable state and federal laws.

OptionD.pdf

Downtown (Crosstown) OKC Boulevard

Pogemiller, Mark I (HSC) to: mayor@okc.gov, Ward6@okc.gov, m-coordinator@odot.org, elizabeth.romero@dot.gov — 05/19/2014 11:35 PM

From: "Pogemiller, Mark I (HSC)" <mark-pogemiller@ouhsc.edu>
To: "mayor@okc.gov" <mayor@okc.gov>, "Ward6@okc.gov" <Ward6@okc.gov>, "m-coordinator@odot.org" <m-coordinator@odot.org>, "elizabeth.romero@dot.gov" <elizabeth.romero@dot.gov>

To whom it may concern.

Option D is by far and away the best option for OKC. Option D preserves a rich interconnected street grid network, it maximizes realistic opportunities for quality development (and thus future tax revenue) without cutting off portions of downtown, and it provides greater return on public investment. Option D would be the cheapest to construct with the smallest impact to right-of-way and the most positive increase in pedestrian/bike accessibility. I am a pediatrician and see the amazingly high numbers of overweight and obese children that we have here in Oklahoma. We need every opportunity to increase walkability in every aspect of life. We will have an impressive new elementary school to serve the downtown area but option C will divide the school from potential new housing development with an at grade limited access road that no matter what name is given will not be pedestrian friendly enough for children/families to cross. Please don't lose out on this opportunity to improve Oklahoma City.

Thank you for your time.

-Mark Pogemiller, MD
420 NW 21st St
OKC, OK 73103

Downtown boulevard options

Lynne to: m-coordinator 06/09/2014 07:06 PM

After studying all of the boulevard options, I highly favor Option D, which is much more pedestrian friendly and unites the outer downtown area with the new park, possible shopping areas, the Myriad Gardens, and the inner downtown area. It was such a relief when the Crosstown was demolished and the downtown area was opened up and united for the first time in over 40 years, and I hope the new boulevard will continue that united feeling by keeping overpasses and bridges to a minimum. Option D, for sure.

OKC Boulevard

ben to: mayor, m-coordinator, elizabeth.romero, Ward6, ward7 05/20/2014 10:58 PM

I am writing to express my opinion for the OKC Boulevard design currently being discussed. Options A, B, & C are concerning to me because they create serious barriers to north/south access, and essentially create an expressway through the west end of downtown. It also appears the traffic count data used to predict future demand is extremely flawed. Option D, which restores the grid in this area, seems to be the only option to truly provide the best long term development and growth options for this part of our City. I would encourage you to look at the following links that provide a very thorough explanation and analysis of the issues. These are well thought out, and provide a very rational, and supportable argument for Option D.

http://www.betterblockokc.com/the-okc-boulevard-why-we-choose-alternative-d/
http://www.betterblockokc.com/blvdtraffic/

Regards,
Ben Sellers
(Resident of Ward 7, Property & Business owner in Ward 6)
Wayne Property Advisors
405.802.6993

OKC Boulevard

Rosemary Stow to: mayor@okc.gov, m-coordinator@odot.org, elizabeth.romero@dot.gov 05/20/2014 11:04 PM

To Whom It May Concern:

I would like to express to you the importance of choosing Alternative D for the new Oklahoma City Boulevard. As a Millennial who hopes to stay in this city, I strongly believe in the importance of a more bicycle & pedestrian friendly urban core like the original Core to Shore plan favored. I feel that Alternative D is the only option that truly supports this vision & I urge you to deeply consider these factors as you make this important decision for the future of Oklahoma City.

Sincerely,
Rosemary E. Stow

Oklahoma Crosstown Boulevard comment

Shauna Struby to: m-coordinator
Cc: mayor, Ward2, elizabeth.romero

05/20/2014 01:33 PM

To Whom it May Concern at the Oklahoma Department of Transportation:

I tried in vain to use your online comment form about this matter. In every browser I used it did not work (Firefox, Chrome, IE). I hope this is an ironic and unintentional error you will correct immediately since the comment period ends tomorrow, or perhaps you can extend the time period since I know many people are trying to submit comments and are posting on Facebook that they are unable to do so.

Given ODOT's comment form is not working, it is my hope that this email will serve as my comment for the public record.

Having read the pros and cons on this issue, I am completely and totally in favor of Alternative D. Furthermore, it appears ODOT's traffic projections are inconsistent and flawed.

Fewer people are driving, more people are driving less, more people are walking and biking, more people wish to use public transit. Trend projections show the number of people walking, biking and using public transit will continue to rise in the coming years. Citizens are concerned about climate change, auto emissions, air pollution, expensive and volatile fuel supplies, clean air and energy, healthier lifestyles, and hence are making choices that counter those concerns. Useful urban road design should not only meet citizens needs but should also reflect a consciousness about the connectedness of these issues and help encourage – not hinder – a better quality of life for all citizens.

ODOT's preferred plan accomplishes none of the above. It ignores changing trends in transportation, is myopic and antiquated, does not reflect the needs of the citizens it purportedly serves, and is deeply disconnected from the very real issues we are facing (climate change, air pollution, unhealthy communities and quality of life, etc.).

For all the above reasons and more, I strongly encourage and endorse Alternative D.

Thank you for considering this comment –

Shauna Lawyer Struby

Shauna Lawyer Struby
p.o. box 54665 . okc . ok . 73154
m 405.210.6027

Oklahoma City Boulevard - In Support of Option D

Ashley Terry to: m-coordinator 05/20/2014 09:53 PM

Cc: mayor, ward2, Ward6, elizabeth.romero

Ashley Terry
3332 NW 25th St.
Oklahoma City, Ok 73107

I would like to take this chance to voice my full support for "Option D" for the Oklahoma City Boulevard. As an Oklahoma City resident and someone who works in Downtown OKC, I support Option D which integrates into the grid that already exists in Downtown. This ensures that the street will be a walkable, bikeable, an enjoyable, and safer experience for all involved. Instead of focusing solely on cars and moving them quickly thru the city, Option D will focus giving all people using any form of transportation a chance to benefit from the well-spaced grid. It will give residents and visitors easy access to their destinations and connections to other parts of Downtown. Option D is also built to allow for more quality development along its streets. We want our residents to stop and enjoy our city, not just drive thru it as fast as possible. Instead of shuffling people thru, Option D could allow for development that invites people to linger and stroll, shop, and eat. Isn't that the kind of development we want?

Our city is on the edge of transformation and poor street design will only send us back in the other direction. The design of this boulevard will set the precedent for how our downtown will grow, or not and whether it will prosper or suffer. As a part of the Oklahoma City community, I am asking that you choose Option D for the OKC Boulevard. Choose to continuing sending our city in an upward and forward direction.

Thank you for your time.

Ashley Terry
(405)206-6612
www.ashleyterrystylist.com

Oklahoma City Boulevard : Alternative D

Gregory Terry to: m-coordinator
Cc: mayor, ward2, ward6, elizabeth.romero

05/20/2014 11:51 PM

Gregory Terry
3332 NW 25th St
Oklahoma City, OK 73107

I would like to formally voice my support for Alternative D in regards to the OKC Boulevard.

Alternative D is the only plan outlined that supports returning to the existing grid of streets in place in the proposed area. Any change to this grid will decrease both the walkability of the area, and the quality of future development in the area. Don't we want to see areas of our city grow, rather than become conduit for out-of-towners 8 months out of the year?

It's important to me and those of my age group to see this city grow in a direction that encourages the right kind of congestion rather than discourage mixed modes of transportation under the guise of relieving congestion. Mixed mode transportation congestion in a well developed area means vitality. It means people enjoying an area of the city for the quality of business that can raise up and flourish. It means people living close to where they work, enjoying a higher quality of life. This type of congestion is desirable.

Please consider supporting Alternative D as an important step in pushing Oklahoma City forward to greater communities, fostering development that makes sense over decades, rather than a quick-fix solution to drive traffic to Chesapeake Arena.

Thank You,

Gregory Terry
gregoryterry@me.com
405.831.5469

OKC Boulevard

Clark Thomas to: m-coordinator 05/21/2014 11:23 PM

From: Clark Thomas <clarktms@gmail.com>
To: m-coordinator@odot.org

Dear ODOT,

I love living in OKC. The main frustration I have is surrounding bicycle and pedestrian infrastructure. I become increasingly frustrated each time we have to fight tirelessly for a mode of transportation (other than the car) to be recognized. Some of the infrastructure decisions that are being made in OKC (especially with the Boulevard) are extremely shortsighted and will eventually be detrimental for our city. I full heartedly support option D. There is no other option that will allow core-to-shore to prosper and that will continue to create the type of downtown we all want to live in. I am currently a resident of Gatewood. I would love to bike to work, however crossing classen is a very difficult obstacle. I fear that building the Boulevard as anything other than option D will create a limited access road that will make it difficult for cars, bikes and pedestrians to travel north or south. As a road that currently has no traffic, I find it difficult to believe that we will suddenly be overwhelmed with cars on the new boulevard. Even at the 30 year projections for the boulevard we still have many better design options (if only looking at OKC as an example). I really hope our city makes the right decision on this boulevard.

Thank you,

Clark Thomas
2012 NW 20th St.
Oklahoma City, OK 73106

Crosstown Boulevard comments
Kristen Vails to: m-coordinator 05/21/2014 11:03 AM

Hello,

I cannot get the comment form to work so directly emailing comments:

I support Alternative D because it:

preserves the street network

There are many users and destinations downtown. The boulevard should connect with the existing street grid. We want a street that allows easy access/crossing for the growing number of pedestrians, cyclists, which means the boulevard needs to connect at each intersection. The removal of the highway created an opportunity to reconnect downtown, not divide it. We do not need to build another highway that is posed as a boulevard.

allows quality development in areas around the boulevard

Alternative D is the only option that creates walkability and the quality development that results from a walkable place. We want quality development in our downtown. Other alternatives create odd shaped parcels that will not allow for quality development

Additionally, the traffic predictions from ODOT are both **extreme** and conflicting. They do not take into account the rise in downtown living, walking, cycling and future plans for public transportation. This street will be used by ALL users of downtown...residents, commuters and visitors. We do not need to build a street just for commuters to downtown, for specific rush hour times. We need to build a street suitable for ALL users.

Kristen Vails
Executive Director
Plaza District Association
(405) 367-9403

Experience Local
Experience 16th
www.plazadistrict.org

FW: Crosstown Boulevard - Alt D

Elizabeth.Romero to: m-coordinator 05/29/2014 11:02 AM
Cc: Elizabeth.Romero, eddiewalker01

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Eddie Walker [mailto:eddiewalker01@gmail.com]
Sent: Monday, May 19, 2014 3:01 PM
To: Romero, Elizabeth (FHWA)
Subject: Crosstown Boulevard - Alt D

I am writing to express my strong support for Alternative D. We need to build upon what has made downtown OKC's recent transformation so successful - pedestrian, bicycle and street-friendly neighborhoods. We should be less concerned with moving people from place to place and more concerned with providing reasons for people to stop and enjoy. The most successful development activity right now is occurring in places where traffic is challenged, but where people want to be. Density. Activity. Alternative D supports the kind of development this is creating the OKC we are all so proud of.

Eddie Walker
1921 NW 35th Street
Oklahoma City

Public Comment Form: Crosstown Boulevard
jamesrobertwatson.com to: m-coordinator 05/27/2014 01:30 PM

From: "jamesrobertwatson.com" <email@jamesrobertwatson.com>
To: m-coordinator@odot.org

Selecting one of the proposed options for the replacement of the former I-40 is quite easy. Only one option, D, meets the needs of the growing downtown by respecting and enhancing the historical street grid.

All of the boulevard's new users need and want to access downtown, not bypass it. Bypassing happens on the new I-40 freeway. Drivers are not likely to exit I-40, stop at their destination downtown and then get back on that road and leave in the same direction. Almost all users of the new road will exit, stop, and return back in the direction from which they came.

There is just no need for an I-40 bypass connector, elevated or not, with or without a traffic circle.

Full essay with photos, diagrams, and explanations:
http://www.jamesrobertwatson.com/boulevard.html

FW: Options for the Downtown Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 12:53 PM

Cc: Elizabeth.Romero, email

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: jamesrobertwatson.com [mailto:email@jamesrobertwatson.com]
Sent: Tuesday, May 27, 2014 1:30 PM
To: mayor@okc.gov; Romero, Elizabeth (FHWA)
Subject: Options for the Downtown Boulevard

Selecting one of the proposed options for the replacement of the former I-40 is quite easy. Only one option, D, meets the needs of the growing downtown by respecting and enhancing the historical street grid.

All of the boulevard's new users need and want to access downtown, not bypass it. Bypassing happens on the new I-40 freeway. Drivers are not likely to exit I-40, stop at their destination downtown and then get back on that road and leave in the same direction. Almost all users of the new road will exit, stop, and return back in the direction from which they came.
There is just no need for an I-40 bypass connector, elevated or not, with or without a traffic circle.

Full essay with photos, diagrams, and explanations:
http://www.jamesrobertwatson.com/boulevard.html

FW: Downtown OKC Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 09:58 AM

Cc: Elizabeth.Romero, brian.werkman

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Brian Werkman [mailto:brian.werkman@champion-hotels.com]
Sent: Friday, May 09, 2014 6:59 PM
To: Romero, Elizabeth (FHWA)
Subject: Downtown OKC Boulevard

Good evening,

I would like to offer a suggestion for the new Downtown OKC Boulevard.
While I understand that traffic flow in and out of downtown is of supreme importance, I also believe the vision of Core to Shore is firmly at the mercy of the decision to put a true Four lane Street with bike lanes/medians that are landscaped and the road being at grade in order to spur development and create a seamless area that spans downtown/bricktown/OKC River. Anything other than this will derail the amazing vision that our leaders have for our city. The old I-40 was an obvious detriment to our city expanding into the new frontier between the current downtown/bricktown area and the Oklahoma River. To add back in a like structure seems like the wrong decision. I think it is important to have this 4 lane street between lincoln blvd all the way west to Western Avenue. I believe it will still assist with traffic flow in that regard.

Thank you for your time. I am not an expert, but have been long invested in the idea that OKC can expand and develop all the way to the Oklahoma River and the momentum says this is very possible.

Brian Werkman
General Manager
Springhill Suites by Marriott
613 NW 8th Street
Moore, OK 73160
405.759.2600-Phone
brian.werkman@champion-hotels.com

The OKC Boulevard - Option D

Chelsea to: mayor@okc.gov, Ward6@okc.gov, m-coordinator@odot.org, elizabeth.romero@dot.gov 05/19/2014 09:32 PM

From: Chelsea <chelseazmail@yahoo.com>

To: "mayor@okc.gov" <mayor@okc.gov>, "Ward6@okc.gov" <Ward6@okc.gov>, "m-coordinator@odot.org" <m-coordinator@odot.org>, "elizabeth.romero@dot.gov" <elizabeth.romero@dot.gov>

Please respond to Chelsea <chelseazmail@yahoo.com>

To All Concerned:

I am writing today to voice my opinion on the proposed OKC Boulevard. I am vastly in favor of option D and hope that we can get that approved for our city.

“Don’t replace a highway with a highway.” We must stick with a simple grid system that has make OKC so easy to navigate.

Below you will find thoughts from Better Block OKC that I wholeheartedly agree with.

Developing on traditional street grids creates improved walkability and a better place to live.

Seeing the City’s support for Alternative C, we wonder why the City would support a bad street design in the heart of downtown. With the stakes so high, there is no room for bad design. The truth is, as a city and a state, we can make mistakes, even after everything that we’ve learned.

We’re in favor of Alternative D because it:
Preserves a rich interconnected street network.
Maximizes realistic opportunities for quality development.
Provides greater return on public investment.

We also reject the promotion of Alternative C because it is based on manufactured data and assumptions about future traffic, ignoring changing transportation trends.

Alternative D preserves a rich interconnected street network.
You should be able to get to your destination without having to navigate dead end streets. A NW Expressway-style road with right turn only situations should not interrupt your route.

Alternative D maximizes realistic opportunities for quality development.
The area around the boulevard should be the first development opportunity downtown, not the last. Alternative C’s route cuts across vacant land and opportunity sites, making it difficult or impossible to develop much of the area. If new development does occur, it will tend to face its backside toward the street, and front on side-streets. The boulevard should serve as our grand gateway to downtown, not another EK Gaylord lined with blank walls.

The roadway that we choose for OKC will influence the style and quantity of traffic that wants to use it. We don’t agree with ODOT’s calculations that Alternative D will cause gridlock in 2040. But assuming traffic congestion did happen, could that be a good thing? Would increased congestion encourage more people to carpool, live downtown, or use public transit? In building Alternative D, we are creating better transportation opportunities for the future.

The design of the OKC Boulevard will set the precedent for how our downtown will grow, or not, and whether it will prosper or suffer. It will define what urban vitality means in OKC. It will be the first impression of people visiting from the east and west. It will shape when, where and what type of development occurs.

The downtown boulevard will be a permanent seam across the heart of our downtown, a seam that should connect downtown, not divide it.

Please help us to keep Oklahoma City a progressive city and allow for alternative transportation to grow.

Sincerely,

Chelsea Willingham
Oklahoma City Resident 73103

Oklahoma City's Downtown Boulevard
John Yoeckel to: m-coordinator 05/19/2014 03:53 PM
Cc: "Mick Cornett", jim.couch, aubrey.hammontree, eric.winger

Ladies and gentlemen:

In order for downtown Oklahoma City to develop moving south toward the Oklahoma River, and to fully realize the benefits we hope to achieve with the Core to Shore Park, it is vital that the Boulevard run at grade from Western (there will shortly be a hotel at Classen Blvd. & Sheridan) east to E K Gaylord. Oklahoma City's goal is to have a walkable area with street life, including retail and restaurant options along the Boulevard and facing the Park. The width of the Boulevard should not be more than two lanes in each direction including a median that can be crossed safely and quickly by pedestrians. On street parking is needed to slow traffic as would the absence of left turn lanes at intersections. The Boulevard's construction will influence the future development pattern of Oklahoma City's downtown for the next 50 years or more. The development of the area surrounding the Park will be significantly impacted by the Boulevard's construction and whether the north/south street connections are preserved. It is critical that it be done with great care.

Respectfully,

John Yoeckel
Chair, Oklahoma City Planning Commission

John M. Yoeckel
KPL Production Company, LLC
3545 NW 58th Street, Suite 700
Oklahoma City, OK 73112-4709
Office: 405-949-9599
Fax: 405-949-9612
Cell: 405-833-0317
jyoeckel@kplproduction.com

Blvd Option D

Philip Zorn to: m-coordinator 05/29/2014 11:23 AM

From: Philip Zorn <philipzorn@gmail.com>
To: m-coordinator@odot.org

As someone who grew up in Oklahoma City, moved to the east coast and then CHOSE to return to my hometown because of the progress being made in the city, seeing this boulevard discussion frustrates me.

I grew up in NW OKC, but when I returned I purchased a home in the urban core within walking distance to downtown. I purchased in the urban core for the obvious reasons: the growing downtown and surroundings areas such as Midtown, Auto Alley, Film Row, the River Development and the future Core to Shore and park.

I do not want another NW Expressway placed in downtown Oklahoma City. I want to be able to walk with my family downtown to a Thunder game or enjoy the new park without having to cross an interstate.

Option D gives us the downtown we want. A DESTINATION.

Do the right thing and don't make me regret my return home.

LETTERS RECEIVED BY OKLAHOMA DEPARTMENT OF TRANSPORTATION

!

!

!

verbode

Date: May 20, 2014!

!

To Whom It May Concern:!

!

After reviewing the Core to Shore Plan today with some colleagues, we came up with a lot of questions with regard to how the OKC Boulevard Alternative C (which appears to be the one with all of the political clout behind it) could have emerged if the goals of the original plan were kept at the forefront of consideration throughout the process. I decided to pick out several pages from the plan to highlight what seem to have been generally admirable intentions back in 2008. I will leave it to you to review the C2S Plan and the Boulevard Alternatives to determine for yourself if you think they match up.!

!

There are countless references throughout the Core to Shore Plan that speak to an emphasis on creating walkable, bikeable, green, artistic, iconic destinations for people to interact. Fast forward six years to 2014. The urban core of Oklahoma City has see an explosion of growth in all of those aspects that were barely in the conversation with most residents at that time, from the monthly arts and entertainment district events, to a resurgence in biking for commuters and casual riders, to the closing down of major thoroughfares to create gathering spaces for people (Open Streets), to the ultra-successes of Better Block OKC. It would be difficult to ignore the evidence of what our friends and neighbors now find most valuable. I can't imagine that we would not want to collectively create more and better spaces for these human interactions to take place. The re-installation of a highway in a space that has the potential to connect and encourage an expansion of downtown to the river with a plethora of beautiful, healthy gathering places for people and with a focus on attracting and gathering people together at the core of our city, not merely finding quicker ways to get them in and out, seems like a step in the opposite direction. Look at the cropped diagram above for Alternative C for the Boulevard, and you tell me if you think that matches the goals stated in the Core to Shore Plan excerpts in the pages below.!

!

I believe we have a once in a lifetime or beyond opportunity to make the kind of city and built environment to encourage human interaction, healthy living, not only access to but encouragement of multimodal transportation (walk, bike, bus, streetcar, train, and car), beautiful and artistic spaces that inspire creativity, a multitude of urban living options for people of all family situations and income levels, live-work spaces, streets ripe for downtown retail that has been absent for such a long time, restaurants and street cafes that flow onto the expansive sidewalks, and green spaces to offset the concrete heavy UBD. This is the kind of city I want for my family, for my friends, for my clients, for visitors, and for all of future generations to whom we will leave our creations. !

!

If the proposed alternatives are our only options at this stage, I personally prefer Alternative D, due to it's leanings toward restoration of the existing grid structure. I wish we would abandon the Boulevard completely and strictly focus on making slight changes to the existing grid structure to

provide more opportunities for development along the lines of the ideals communicated above. Alternative C seems to be incongruent with most of these same ideals, as it appears to focus more on quick and easy access in and out of downtown, rather than on creating areas ripe for connectivity and interaction than I and so many of my friends and colleagues desire.!

!

Thank you for you consideration.!

!

GARY CAPLINGER, Realtor® GREEN
urbanlivingokc@gmail.com
m - 405.694.8562
urbanlivingokc.com

!

VERBODE
415 N Broadway, Suite 101
Oklahoma City, OK 73102

!

MISSION STATEMENT
CORE TO SHORE
STEERING COMMITTEE

October 5, 2006

The Mission of the Steering Committee will be to work together with other Committee members and the community to create a Vision, Plan, and Implementation Strategy that is widely supported throughout Oklahoma City. The Plan is an opportunity for Oklahoma City to develop a public/private partnership to strengthen the City's vitality, economy, and image from the southern edge of the Downtown Core to the Oklahoma River. To do this, the Committee members will focus on:

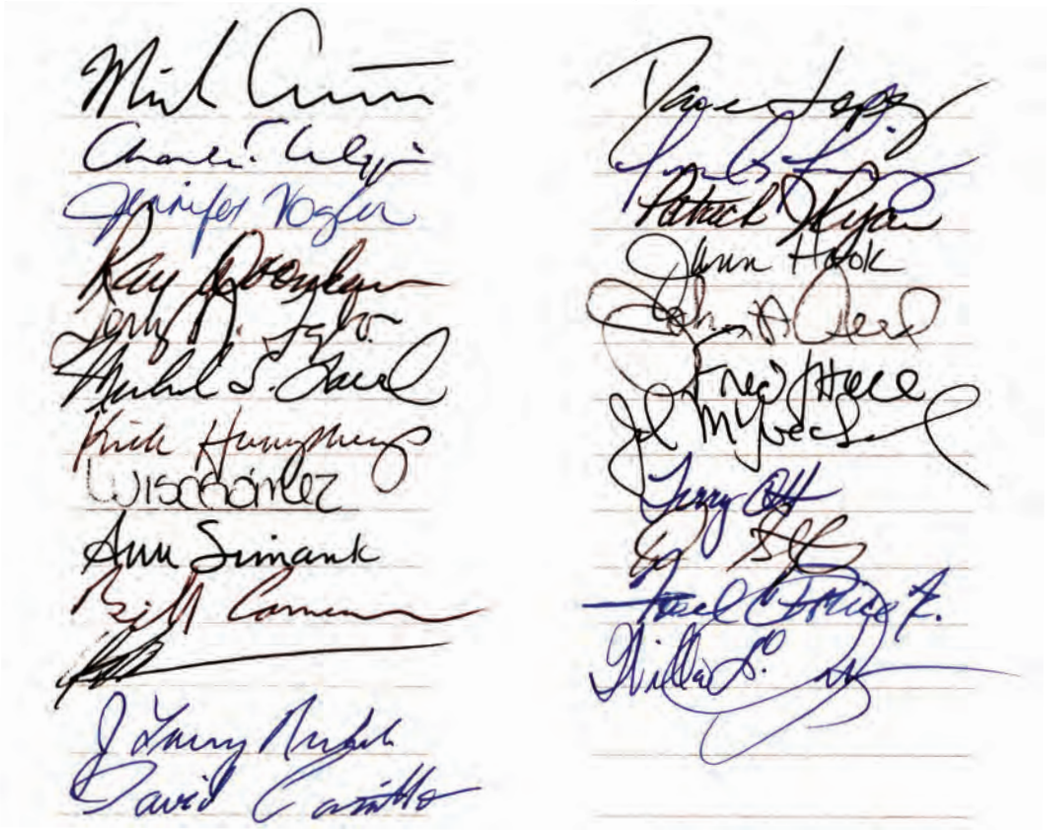
- The Urban Design and Land use planning
- Transportation Planning, including The Boulevard
- Economic Development and REdevelopment
- Phasing and Implementation

The Responsibilities of the Steering Committee members will be to:

- attend Steering Committee meetings and serve as spokespersons for stakeholders and organizations interested in the future of this area;
- work collaboratively with other Committee members to guide the Plan's development;
- garner community support and promote implementation; and,
- provide a liason function with their interest groups.

The Steering Committee will meet on a regular monthly basis with the City's technical team and their consultants during this planning effort. Additionally, there may be targeted task forces, workshops, and public meetings where Steering Committee members' participation will be encouraged.

This Plan represents a rare opportunity to create a vision grounded in pragmatism that can be implemented over the next two decades and sustained for generations to come.



A broad range of urban experiences will appeal to a wide variety of preferences, ages, and incomes.

An urban environment that welcomes children will bring families to the city's center.

Development Principles

The five basic principles that define the Core to Shore district's environment are

High Quality Design - The design of both the public and private environments must reflect the scale and detail of a distinctive urban community, provide variety while remaining cohesive, and employ enduring, high-quality building, landscape, and streetscape materials.

Pedestrian Scale - The Core to Shore district will provide, above all, a walkable urban environment, designed for the enjoyment and experience of people traveling without a motor vehicle. The essentials and amenities of urban life will be near at hand, and the quality and scale of the environment will make pedestrian and bicycle transportation the naturally preferred modes of travel.

Sustainability - Sustainable design and development will be fundamental to the Core to Shore Plan's framework. The physical structure of the district, including a mix of uses, an intimate scale, and an emphasis on non-motorized transportation, will minimize unnecessary driving and energy use. Building designs will conserve energy and minimize use of non-renewable resources.

SEQUENCE OF PARKS

A connected sequence of parks and open spaces defines the Core to Shore district, creating a procession that leads naturally from Myriad Botanical Gardens to the Oklahoma River. The parks will create a connected series of outdoor rooms, with different experiences, activities, features, and views. A continuous and clear pedestrian pathway, defined by landmarks that draw people along the way, will unify these public spaces. Potential edges or barriers, such as the former I-40 alignment, the new I-40 corridor, and the river, will be experienced instead as "bridges" that link these public spaces and maintain the district's continuity.

Parks, business areas, and housing will be part of a connected sequence that unifies these public spaces.

HIERARCHY OF SPACES

The Core to Shore district will provide a continuum of open spaces that recognizes different levels of community and privacy in urban neighborhoods. These spaces range from the most public, a large public park that belongs to the entire community, to the most private, the individual home and garden. Residential developments will include transitional space where the public and private environments meet. The hierarchy of space in the district may include, in order from most public to most private, the following:

- Major public spaces of primary civic and ceremonial importance
- Other public spaces for overall community use
- Neighborhood and local public spaces
- Transitional spaces where the public and private environments meet
- Semi-private open spaces shared by residents of a common development
- Individual private open spaces such as gardens.

STRONG STREET DEFINITION

Streets in the Core to Shore district will provide quality public environments that are comfortable and pleasant for their users. Development will follow the current city grid of streets and blocks. Individual projects will strongly define the street edge, with a high degree of site coverage and clear build-to lines.

GREEN STREETS

The district's streets will be "green" in both design and use. Tree-lawns with regular street tree plantings will separate the vehicular and pedestrian domains. Landscape and street design will employ best practices to manage stormwater runoff, conserve water resources, and provide shade. Streets will be multi-modal, encouraging non-motorized and public transportation while successfully accommodating private motor vehicles.

A range of public spaces with varying degrees of public interaction and privacy give people choices for outdoor activity.

Active street frontages will engage the public.

ACTIVE STREET FRONTAGES

All development will address the street, providing windows and other features that engage the public along the street and avoiding blank, unarticulated walls. Primary entrances to private and civic buildings will be oriented to the street and directly connected to the public sidewalk. Surface parking lots, parking garages, and other structures that lack street level interest will either be hidden from direct public view or lined with active uses.

BOULEVARD AS GATEWAY AND BRIDGE

The new boulevard that replaces the Crosstown Expressway Bridge will be both a ceremonial gateway to downtown and a "bridge" that links the downtown core and the Core to Shore district. The boulevard, designed in the tradition of grand boulevards in Europe and America, will include a broad traffic way, parallel parking sleeves separated from moving traffic by park-like medians, wide sidewalks, formal tree plantings, public art, and custom lighting and street furniture. Major private mixed-use development will mark the north, or downtown core, side of the new boulevard; civic and park development will define its south side. Despite its width, crossing the boulevard will be comfortable for pedestrians.

MIXED USES

Mixed-use developments create vibrant, engaging urban environments. Therefore, development areas should include retail, commercial, and residential uses near one another. Mixed uses may be integrated into individual buildings or distributed throughout the development.

HIGH RESIDENTIAL DENSITY

Residential development in the Core to Shore district will provide high densities that respond to the preferences of the Oklahoma City market. Quality common spaces and amenities will complement dense, residential settings with high degrees of land coverage.

VARIETY OF HOUSING TYPES

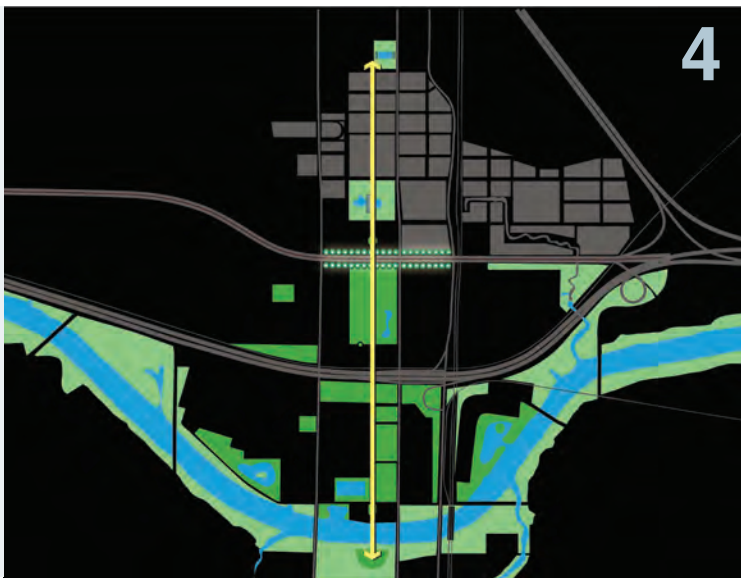
The Core to Shore district will provide a variety of neighborhoods with housing types that meet diverse needs. The district's residential settings should include high- to mid-rise residential towers, high-density urban condominiums and apartments, townhomes, and small-lot single-family attached and detached homes. Different housing types are located in places that capitalize on their individual character and scale, and provide good

TRANSPORTATION INFRASTRUCTURE

Walker and Robinson Avenues and Shields Boulevard cross the river, linking downtown with southside neighborhoods. Today, the Crosstown Expressway Bridge forms a visual and psychological barrier between downtown and the river. The new boulevard will replace the expressway bridge, creating a ceremonial entrance into downtown and beginning the connection of downtown to the river.

NEW PARKS AND PEDESTRIAN SPINE

A sequence of new parks and a continuous pedestrian spine will extend from Myriad Gardens to Wiley Post Park. The largest of these parks is the two-block wide Central Park, extending between the new boulevard and the new I-40 alignment. This series of public spaces will set the image for and anchor adjacent private and public redevelopment.



The boulevard, looking east from Harvey Avenue.

The Boulevard Environment: Street and Mixed-Use Development

OBJECTIVES

- Develop a setting for major mixed-use urban development that increases downtown's role as a retail and business center.
- Build a new boulevard that is an urban place, an image center, and an iconic entry into downtown.
- Create an interplay between the intensive development on the north side of the new boulevard and a large, signature public park on the south side.

VISION

The pulse of a great city often beats along a great street. The Champs Elysees in Paris, K Street in Washington D.C., San Francisco's Embarcadero, Michigan Avenue in Chicago, Fifth Avenue in New York, Franklin Parkway in Philadelphia, and many others – these streets conjure up images of the life of their respective cities. These streets and grand boulevards have different dimensions, but also share certain characteristics. Their tree-lined landscapes and adjacent architecture capture their city's spirit. They boast generously proportioned sidewalks activated by sidewalk cafés, informal seating, public

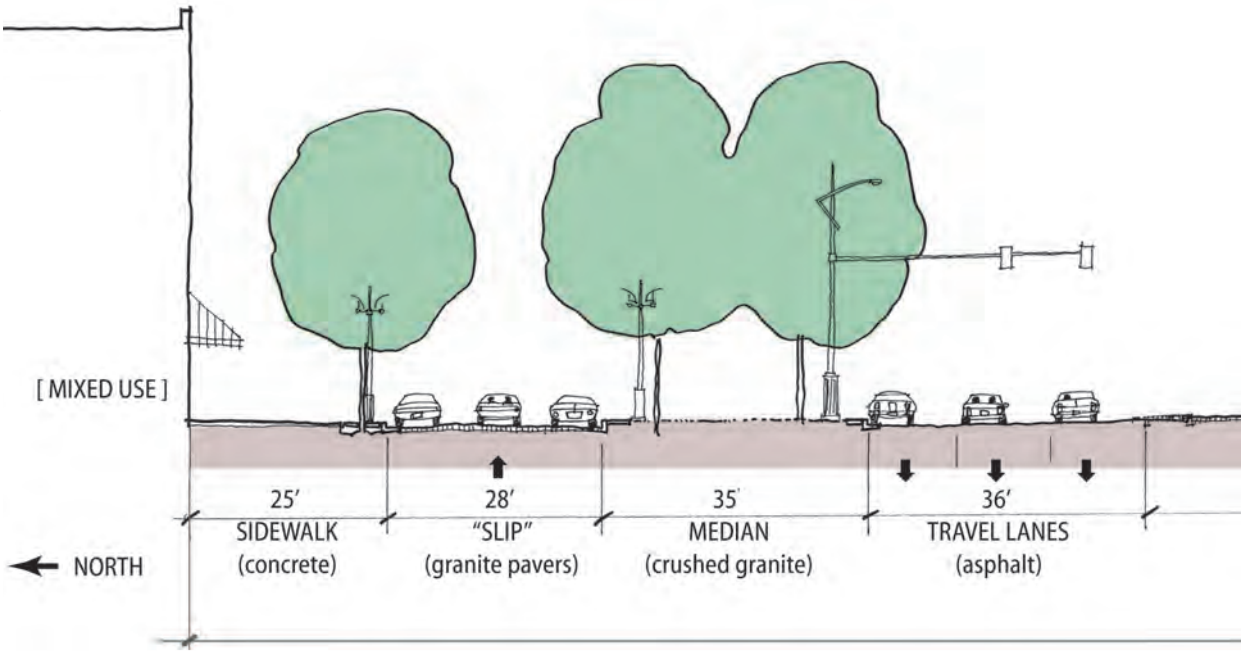
art, and special landscaping. Durable, high quality materials emphasize their permanence, and specialty lighting distinguishes them after dark. Great streets are a place where people go to see and be seen, to linger, and to experience the best of urban living.

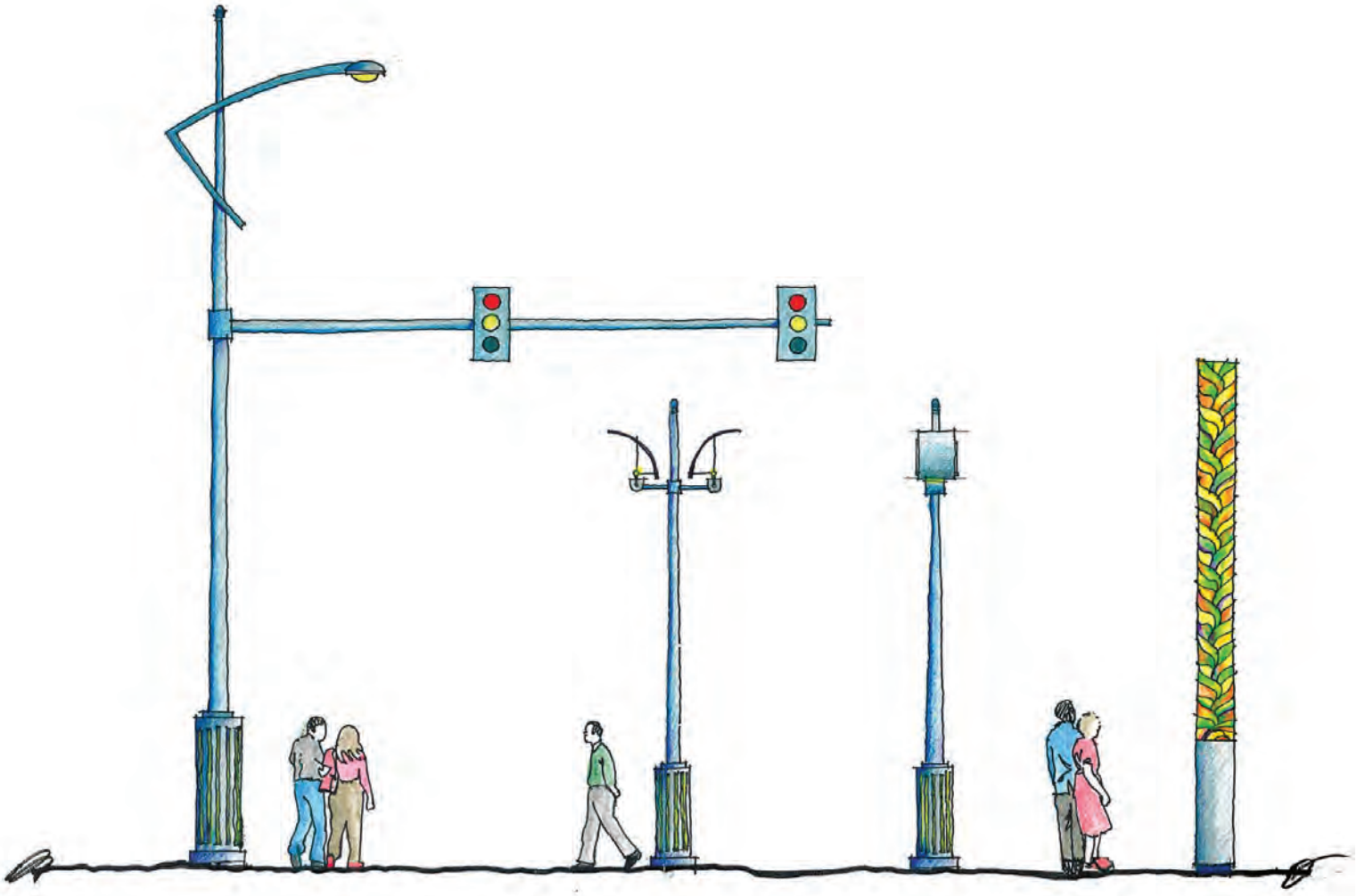
The new boulevard will be Oklahoma City's own version of such a great street and is pivotal to the vision of the Core to Shore Plan. Its construction will follow completion of the new I-40 alignment and demolition of the existing Crosstown Expressway Bridge, now scheduled for 2012. The boulevard will connect with the retained elevated portions of I-40, intersecting at grade level with Walker Avenue on the west and Oklahoma Avenue on the east. As a result, it will be a major arterial for traffic entering Downtown, particularly from the east.

In the Core to Shore concept, the new boulevard fulfills four roles. First and foremost it will be a special place – a destination that draws people to enjoy its restaurants and cafés and sets the image for Oklahoma City. Second, it will be the downtown gateway from I-40, defining people's first impression of Oklahoma City. Third, the boulevard is the seam that connects the downtown core and the new neighborhoods and parks that lead to the shore of the Oklahoma River. Fourth, it will help to establish a new, memorable national image for Oklahoma City.

An active retail street front has many entrances, window displays, and attractive street furnishings that create a comfortable pedestrian environment.

Typical boulevard cross-section between Walker and Harvey Avenues.





Boulevard streetscape lighting concept including traffic signals, pedestrian lights, and light columns that follow the pedestrian path from the downtown core to the river.

"What people want to see most in a city is other people."

— *William Whyte, Jr.,* The Social Life of Small Urban Spaces *and* The City, *the seminal works about designing urban spaces for people.*

This sidewalk invites people to linger and watch the urban scene.

Maintenance and management of the new boulevard, which could be incorporated into downtown's existing Business Improvement District, will be critical to its success.

ACTIONS AND RECOMMENDATIONS FOR THE BOULEVARD

- Lead the preparation of detailed plans for the new boulevard roadway, pedestrian domain, and railroad underpass in coordination with ODOT. Roadway and streetscape design, and engineering should be a unified effort to accommodate all modes of travel, with a priority on the pedestrian environment. The City should develop an implementation agreement with ODOT that addresses capital financing, construction management, right-of-way, materials, and project scheduling.
- Include a final streetscape plan in the boulevard design process, with streetscape elements incorporated as part of the construction project. The City should begin discussions with artists, and develop a process to select the work of an artist who would be involved in the design or fabrication of special elements.
- Begin discussions with owners of property north of the new boulevard to implement the boulevard mixed-use development.
- Begin an assessment of the need for supporting parking, some of which may be provided off-site. If required, the design and financing for Central Park should include parking to support park use and surrounding redevelopment.
- Implement design guidelines and regulatory tools such as special district zoning, form-based zoning regulations, and development agreements, to ensure that development reaches the site's full potential and urban quality.
- Expand the scope of the Downtown Business Improvement District to include management and maintenance of the new boulevard upon completion. The improvement district's responsibilities should include landscape maintenance, snow and ice removal, trash collection, graffiti control, security, upkeep and repair of materials and lighting, events and seasonal decorations, retail programming and promotion, and special events.

Streets and Circulation

OBJECTIVES

- Create a street network that encourages walking and bicycling as preferred modes of transportation.
- Promote bicycle, transit, and pedestrian travel by providing attractive and safe infrastructure throughout the district.
- Accommodate motor vehicles successfully while not allowing them to dominate the environment.
- Establish a transit circulator that serves the expanded downtown area.
- Link the Core to Shore district and its neighborhoods with the larger region with frequent and direct access to a future, multi-modal transit center.
- Provide amenities that enhance the pedestrian, cycling, and transit experience.
- Establish traffic speeds and operations compatible with non-motorized modes.
- Provide business and visitor convenience and traffic-calming by providing on-street parking on most streets.

VISION

The Core to Shore district will be a complete transportation environment, serving motor vehicles, public transportation, pedestrians, and cyclists. Streets in the district will be conceived as major public spaces, designed to enhance the quality of the environment. Every aspect of the transportation system will reinforce the principles and urban design patterns of the Core to Shore district. In addition, Core to Shore's streets will be "green" in many senses of the word – literally green with tree canopy and effective landscaping, and environmentally green by using best stormwater management practices and giving preference to transportation modes that minimize energy use and pollution.

The pedestrian spine will be a wide, straight path for both pedestrians and bicyclists.

Simple inverted "U" bicycle parking tubes will be installed conveniently throughout the district.

KENT ELDRIDGE

Attorney at Law

email: kent@kenteldridge.com

601 N.W. 13th Street
Oklahoma City, Oklahoma 73103
Telephone: (405) 235-6565

Mail: P.O. Box 607
Oklahoma City, Oklahoma 73101
Fax: (405) 525-0528

May 20, 2014

Oklahoma Department of Transportation

TO WHOM IT MAY CONCERN:

As a lifelong resident of Oklahoma City who lives and works in Mid-Town, the Oklahoma City Boulevard is very important not only to me, but my community and clients.

After studying the proposals, it is clear that Alternative D is the best proposal. It provides more connecting streets which encourage walkability and cyclists. We must do all we can to reduce congestion and this is a start. Livable cities have more connecting streets, not fewer.

As a corollary to connecting streets and the route plan itself, there is a greater likelihood of business and retail development. The inner city is shedding its image as a wasteland to be avoided. We need to continue on the path of infill.

The above stated reasons mean the public money spent will give us the best return on tax dollars. We have learned through MAPS the value of tax dollars well spent.

I endorse without reservation for Alternative D.

Sincerely,

Kent Eldridge

KE:tll

Oklahoma City
Convention & Visitors Bureau

TO: Oklahoma Department of Transportation

FROM: Michael J. Carrier, President
Oklahoma City Convention & Visitors Bureau

DATE: May 27, 2014

RE: OKC Boulevard

I write to you today in support of the proposed Plan C routing and basic design of the new OKC Boulevard.

As head of the tourism promotion agency for the City of Oklahoma City it is our responsibility to work with tourism related businesses and the traveling public to help make their time in Oklahoma City and the area as enjoyable as possible. One significant aspect of that enjoyment is the ease of movement into, out of and around the Oklahoma City area, especially the city's central core. The proposed Plan C appears to offer the best solution to that issue for those not familiar with the area.

I understand the process requires approval of the basic route and plan at which time detailed design will begin. I agree with comments that have been made regarding the desire to have additional on grade intersections that will make access to the surrounding area easier and help reduce the speed of traffic. The ability of ODOT and the City of Oklahoma City planners to have an approved plan to work with is paramount to moving the final process forward.

Tourism is a significant industry in OKC and the upcoming construction of the new convention center on the north side of the boulevard will only increase the amount of traffic into and out of downtown. With over $2.5 billion in spending inside OKC on an annual basis it is imperative that the boulevard be completed as soon as possible and that our visitors can access the area easily and with comprehensive way-finding that will allow them to navigate the area with confidence. It appears that Plan C provides the best opportunity to achieve these goals in the coming years.

COMMENTS FORWARDED BY THE FEDERAL HIGHWAY ADMINISTRATION

Page Intentionally Left Blank

FW: OKC Boulevard - Alternative D Support
Elizabeth.Romero to: m-coordinator 05/29/2014 12:16 PM
Cc: Elizabeth.Romero, dustinrussellakers

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Dustin Akers [mailto:dustinrussellakers@gmail.com]
Sent: Tuesday, May 20, 2014 3:30 PM
To: mayor@okc.gov; ward6@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: OKC Boulevard - Alternative D Support

Dear Mayor Cornett, Councilwoman Salyer, the Oklahoma Department of Transportation and Federal Highway Administration,

I write today in full support of Alternative D for the Oklahoma City Boulevard, as a private citizen, independent of my employer or any affiliated organization in which I am a representative. I have spent a great deal of time researching, contemplating and analyzing all proposed alternatives for the boulevard and have concluded that the only feasible option is reconnecting the street grid. I have come to this conclusion as a former downtown resident, a downtown employee who commutes into downtown and as an urban planner with expertise in urban redevelopment. Alternative D represents my aspirations for the future of downtown Oklahoma City, as a livable urban core, rich in quality development and street life, that supports multi-modal transportation options and maximizes both sales and property tax potential.

Alternative D promotes proven urban design principles through providing a rich, interconnected street network made of regular block shapes in manageable lengths. The grid network provides choices for all modes of transportation, maximizing efficiency and mobility. Traffic disperses more evenly across a street grid, alleviating heavy use of major intersections, while smaller blocks allow the shortest trip to be prioritized through increased walkability and bikability. Regular block shapes make development easier, more desirable and allows a more urban form to take place.

Alternative C does the complete opposite by causing a division of downtown areas through an impenetrable street network, causing irregular block shapes and bisecting major development sites. It acts as a by-pass pushing traffic in and out of downtown, instead of serving as an economic development tool to build

downtown. It dumps large amounts of traffics at key intersections, overloading the network, while the majority is unfriendly, and outright unsafe to pedestrians and people on bikes. It renders much valuable land undevelopable or causes it to place its back to the boulevard, making this gateway into downtown have unattractive blank walls.

Alternative D increases the public's return on investment by making development easier and more predictable. Developers make site selection decisions based on desirability and level of risk. Alternative D increases desirability based on basic livability principles, while it decreases risk due to the construction of appropriate, urban infrastructure that is development ready and friendly. The grid increases the amount of linear street frontage, which provides more opportunity for street level retail. With sales tax as the main source for municipal funding, this increased opportunity for new sales tax revenue should be a high priority. It is proven that good, urban redevelopment has higher property values than any other building type, leading to our supporting jurisdictions, like schools, libraries and the County, receiving more revenue to continue the services they provide to the community.

Now my comments shift away from what I believe is best for building an Oklahoma City we can all be proud of, to my disagreement for how key assumptions were developed making Alternative C ODOT's preferred choice. The OKC Boulevard does not exist today. It is impossible to make objective assumptions on what day-one traffic counts would be, and especially be able to project those out for 25 years. Major traffic counts were projected for the completed west end of the Boulevard, which to this day has remained mostly unused. These numbers are not only fabricated, but they do not take into account changing trends, both with demographics and how the city is evolving. There is nothing included in the traffic modeling to offset the major increase in downtown housing, improved walkability and bikability, or the future streetcar and regional transit dialogue. These are major pieces of data that were simply ignored in the development of the traffic projections, that drastically change how the models function. Currently, 23rd Street in the heart of Uptown carries 10,000 more cars a day than the traffic counts predicted for the Boulevard in 2040. 23rd at Uptown is connected to our urban street grid and also serves as a connection to our regional interstate network, proving that you can balance the needs of commuters while promoting the livability of the neighborhoods and districts surrounding a street. We should not make permanent decisions based on a system and model that is flawed, subjective and has caused the overbuilding of streets for decades. The "key assumptions" that ODOT used in its scoring criteria for the Alternatives were inaccurate, leading to false conclusions and scores:

- Alleviate Traffic on the new I-40 Crosstown - We just built a 10 lane interstate. There is not enough traffic now, nor will there be in the future to prompt the construction of a downtown "bypass."
- Restore Lost Vehicular Access to Downtown - Alternative D actually creates more access points to downtown, that make access to all areas easier and more efficient.
- Air Quality - This was based on Level of Service, which traffic models failed to accurately predict, because they are flawed.
- Visual Impact - Connecting the street grid actually improves visual impact, as opposed to berms, bridges and a limited access "bypass."

In conclusion, I want to reiterate my support for Alternative D, the reconnection of our historic street grid, as the only feasible option worth supporting.

Sincerely,

Dustin Akers
1845 West Park Place
Oklahoma City, OK 73106

Page Intentionally Left Blank

FW: odot proposals for new boulevard in okc

Elizabeth.Romero to: m-coordinator, pepealberola 05/29/2014 09:59 AM

Cc: Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration - Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Jose Alberola-Ila [mailto:pepealberola@me.com]
Sent: Saturday, May 10, 2014 1:15 AM
To: Romero, Elizabeth (FHWA)
Subject: odot proposals for new boulevard in okc

Dear Ms. Romero,

what follows is a copy of the comments I submitted to ODOT regarding their proposals for the new Boulevard. I really do not believe the consider or care about the opinion of the citizens of OKC, and I hope your department can help us steer this project towards a more pedestrian and public transportation-friendy proposal that encoutages sustainable development around downtown OKC.

Thanks for your attention,

Sincerely

Jose Alberola
307 NW 19th OKC
OK 73103

Comments sent to ODOT

I think the new Boulevard, especially in its central section should encourage interaction with the surrounding streets and be pedestrian and bicycle-friendly, to encourage further development of the downtown area, and to maintain the momentum of renovation in film row, the old farmer market area and the hotel 21C. To remove a freeway and then build a new one, which is what alternatives A and B propose, seems senseless. Alternative D seems barely appropriate, and I would certainly would favor a more pedestrian-friendly alternative, including a basic return to the old grid.

I also think that scheduling such an important meeting with just one week of notice is disingenuous, and makes me believe that ODOT and the City do not really want our input. You are just following

FW: OKC Boulevard Alternative D

Elizabeth.Romero to: m-coordinator 05/29/2014 12:51 PM

Cc: Elizabeth.Romero, brandjoatkin

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Brandon Atkinson [mailto:brandjoatkin@gmail.com]
Sent: Wednesday, May 21, 2014 1:38 PM
To: Romero, Elizabeth (FHWA)
Subject: OKC Boulevard Alternative D

I'm sending this to voice my vote and interest in seeing Option D considered for the downtown boulevard. I currently work in downtown and live near downtown in midtown. I aggree with Better Block OKC thoughts on this option; which they state:

- Preserves a rich interconnected street network.
- Maximizes realistic opportunities for quality development.
- Provides greater return on public investment.

I believe in alternative D!

Thank You,

Brandon Atkinson
524 NW 19th

FW: Better Block OKC questions about OKC Boulevard
Elizabeth.Romero to: m-coordinator 06/11/2014 11:51 AM
Cc: Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Romero, Elizabeth (FHWA)
Sent: Wednesday, June 11, 2014 11:45 AM
To: Allison Barta Bailey
Cc: Romero, Elizabeth (FHWA)
Subject: RE: Better Block OKC questions about OKC Boulevard

Ms. Bailey,

Thank you for your interest in the OKC Crosstown Boulevard.

All alternatives currently under consideration in the OKC Crosstown Boulevard environmental assessment (EA) are eligible for federal funding.

I will forward your additional questions to ODOT for consideration and appropriate response during this project's public involvement and project development. Our office has no information and is not involved in the funding agreements between ODOT and City of Oklahoma City for this project. The design details you have questions on such as streetscape amenities and utility relocation for the project are being considered during and will be finalized after the environmental analysis for the project is complete. These details will be worked out by ODOT and City of Oklahoma City.

You may contact ODOT directly with any specific questions you may have regarding this project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Allison Barta Bailey [mailto:allison@bartabailey.com]
Sent: Thursday, June 05, 2014 10:27 AM
To: Romero, Elizabeth (FHWA)
Cc: Allison Bailey
Subject: Better Block OKC questions about OKC Boulevard

Thank you in advance for taking the time to answer these questions!

Is Alternative D, as presented, an eligible option to be completed with federal funding? We are specifically referring to the reconstruction of the grid in the transition zone outside of the former I-40 right of way.

If yes, what will the City of OKC's financial responsibility be to complete that portion of the project?

What streetscape amenities or utility relocation will be included in the project?

Thank you,
Allison Bailey
Owner, BartaBailey
405.620.3883
@shopcrawlr

FW: Oklahoma City Boulevard Alternatives
Elizabeth.Romero to: m-coordinator 05/29/2014 12:20 PM
Cc: Elizabeth.Romero, allison

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Allison Barta Bailey [mailto:allison@bartabailey.com]
Sent: Tuesday, May 20, 2014 5:02 PM
To: Romero, Elizabeth (FHWA)
Subject: Fwd: Oklahoma City Boulevard Alternatives

Allison Bailey
Owner, BartaBailey
405.620.3883
@shopcrawlr

---------- Forwarded message ----------
From: **Allison Barta Bailey** <allison@bartabailey.com>
Date: Tue, May 20, 2014 at 5:00 PM
Subject: Oklahoma City Boulevard Alternatives
To: mayor@okc.gov, ward6@okc.gov, m-coordinator@odot.org, elizabeth.romero@dot.gove

I would like to email my support for Alternative D for the Oklahoma City Boulevard.

As a retail consultant specializing in independent retailers, I believe that a street-grid based design like Alternative D will best for the type of development that we want to occur in Downtown OKC. I also helped author the blog article released by Better Block OKC (http://www.betterblockokc.com/the-okc-boulevard-why-we-choose-alternative-d/) and agree with all points included in that article.

As a 29 year old citizen of Oklahoma City, I know that this project will be as much for my kids and my grandchildren as it is for my generation. I want them to have a walkable, beautiful downtown to love. I want them to be able to bike from neighborhoods to our new park safely and I think that Alternative D is the only alternative that would fulfill that role.

Thank you,
Allison Bailey
Owner, BartaBailey
405.620.3883
@shopcrawlr

Page Intentionally Left Blank

FW: Public Comment Regarding Oklahoma City Crosstown Boulevard ODOT

Elizabeth.Romero to: m-coordinator 05/29/2014 12:25 PM
Cc: Elizabeth.Romero, matthewbridges

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Matthew Bridges [mailto:matthewbridges@live.com]
Sent: Tuesday, May 20, 2014 5:35 PM
To: mcoordinator@odot.org
Cc: mayor@okc.gov; eric.wenger@okc.gov
Subject: Public Comment Regarding Oklahoma City Crosstown Boulevard ODOT

Hello,

I am writing today in support of Option C for the OKC (Crosstown Boulevard) **ONLY if** (!!!) ODOT works with the public further on improving the Option C. Specifically on issues pertaining to walkability and urban design.

The Friends for a Better Boulevard citizen group released their bulletin points on specific items that could easily be addressed, and would improve the Bouelevard concept tremendously. Because I agree with every point, I have copied and pasted them into this email.

1. Introducing a proper four-way intersection at Lee
2. Closing 3rd street between Lee and Walker
3. Removing parallel parking lanes in front of the park and Convention Center to reduce the distance a pedestrian has to cross the street at that critical location.
4. Introducing a median in front of the Park/Convention Center site instead of one, singular, continuous turn lane.
5. Promoting a mid-block crosswalk to continue the "Harvey Spine" across that section, through the proposed median, and into the park.
6. Introducing a roundabout at Exchange and Western instead of closing Exchange.

My support for Option C is only if all 6 of those items are addressed and implemented in the design. If ODOT cannot meet that expectation, my support is fully in favor of Option D; the grid design.

I have copied Elizabeth Romero, of the Federal Highway Administration, and I

urge her to make note of my frustration with ODOT's process on this issue. I received one week notice of the recent meeting, and was unable to schedule off work that evening. One week's notice and a 2 week comment period is completely unacceptable, insulting, and unethical for a project with such consequences over the future of urban design inside the core of the city. It is with much frustration that I send this email, and I expect my comment and ALL suggestions be included in the registry of this project, and suggestions given serious consideration to the design of this project. I am not writing this email to have a comment registered, I am writing as a taxpayer to have serious input in the public process over a project being funded through taxpayer dollars.

Matthew Bridges
2101 Banbury Lane
Oklahoma City, OK 73170

FW: Oklahoma City Crosstown Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 12:15 PM
Cc: Elizabeth.Romero, burkh007

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Kristen [mailto:burkh007@hotmail.com]
Sent: Tuesday, May 20, 2014 2:59 PM
To: Romero, Elizabeth (FHWA)
Subject: Oklahoma City Crosstown Boulevard

Dear Ms. Romero,

I have looked at the various proposed options for the Crosstown Boulevard, and I like alternate D the best. While it shows the greatest potential car traffic problems, it is the friendliest to pedestrians and bicyclists. Assuming that car traffic will only increase over the next 25 years is not necessarily the best assumption; as the US population ages, people are beginning to move back into the core areas of cities around the country, to make more use of public transit where available, to walk more, because driving and living miles away from the places one wants to go (like restaurants, sports events, museums, and other cultural sites) is less and less easy as one grows older. Furthermore, the city has put a great deal of effort into the MAPS projects which promote pedestrian use of the downtown area. A Crosstown Boulevard that prioritizes car traffic over pedestrians seems to me to go against what the city has been trying to do for over a decade now. Thank you for reading this and I hope that the final decision is for alternate D.

Sincerely yours,
Kristen Burkholder
Oklahoma City

FW: Oklahoma City Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 12:46 PM

Cc: Elizabeth.Romero, jburns407

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Judy Burns [mailto:jburns407@cox.net]
Sent: Wednesday, May 21, 2014 7:51 AM
To: mayor@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA); ward3@okc.gov
Subject: Oklahoma City Boulevard

I support Alternative D for the Oklahoma City Boulevard. I appreciate your consideration of my opinion.

Judy Burns
3104 Astoria Blvd
Oklahoma City, OK 73122
947-7055

Romero, Elizabeth (FHWA)

From: Brian Carlozzi <BCarlozzi@rkixp.com>
Sent: Thursday, May 15, 2014 3:46 PM
To: Romero, Elizabeth (FHWA)
Subject: Boulevard Project

Ms. Romero,
I appreciate your efforts on this "Boulevard Project". It is an important project for our city, which is why I feel compelled to share a few of my views.
I would ask that your team strongly consider revising the options presented on Wednesday and please consider at the very least a true four lane intersection at Lee, Klein and Shartel, as well as proper bike paths and sidewalks to allow for multiple forms of transportation on the "at grade" portion of the road. These revisions could go far in spurring development in the blighted areas around much of the boulevard, which have so much promise especially with the new 21c Hotel project injecting life into the area.

Please know we appreciate your work and understand the difficult position you are put in. I do not normally compose these emails, but feel the concern for our city is too high to avoid doing so. Please feel free to forward my email and let me know if I can address my concerns with any other decision makers involved with the project.

Best Regards,

Brian Carlozzi
District Coordinator - Rockies
RKI Exploration & Production
210 Park Ave., Suite 900
Oklahoma City, OK 73102
Direct: 405-996-5745
Mobile: 405-468-5194
Fax: 405-996-5772
bcarlozzi@rkixp.com

FW: Boulevard Project

Elizabeth.Romero to: m-coordinator 05/29/2014 10:08 AM

Cc: Elizabeth.Romero, BCarlozzi

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Brian Carlozzi [mailto:BCarlozzi@rkixp.com]
Sent: Thursday, May 15, 2014 3:46 PM
To: Romero, Elizabeth (FHWA)
Subject: Boulevard Project

Ms. Romero,
I appreciate your efforts on this "Boulevard Project". It is an important project for our city, which is why I feel compelled to share a few of my views.
I would ask that your team strongly consider revising the options presented on Wednesday and please consider at the very least a true four lane intersection at Lee, Klein and Shartel, as well as proper bike paths and sidewalks to allow for multiple forms of transportation on the "at grade" portion of the road. These revisions could go far in spurring development in the blighted areas around much of the boulevard, which have so much promise especially with the new 21c Hotel project injecting life into the area.

Please know we appreciate your work and understand the difficult position you are put in. I do not normally compose these emails, but feel the concern for our city is too high to avoid doing so. Please feel free to forward my email and let me know if I can address my concerns with any other decision makers involved with the project.

Best Regards,

Brian Carlozzi
District Coordinator - Rockies
RKI Exploration & Production
210 Park Ave., Suite 900
Oklahoma City, OK 73102
Direct: 405-996-5745
Mobile: 405-468-5194
Fax: 405-996-5772
bcarlozzi@rkixp.com

FW: Option D for the Boulevard
Elizabeth.Romero to: m-coordinator 05/29/2014 11:55 AM
Cc: Elizabeth.Romero, patty

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Patty Cason [mailto:patty@thestampstore.com]
Sent: Tuesday, May 20, 2014 10:21 AM
To: Romero, Elizabeth (FHWA)
Subject: Option D for the Boulevard

I am in favor of Option D for the following reasons:

Preserves a rich interconnected street network.
Maximizes realistic opportunities for quality development.
Provides greater return on public investment.

Please do not replace the highway with another highway. This is important for future generations and a more sustainable OKC. I think we need to take into account more bikes and people walking. Our city is too oriented toward the car. thank you.

Patty Cason | The Stamp Store
121 NE 40th Street | Oklahoma City, OK 73105 | 888-848-0059 | 405-525-2426
patty@thestampstore.com | www.thestampstore.com

Think Green - Save a tree! Only print this email if needed.

Page Intentionally Left Blank

FW: Design of the Cross-Town Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 12:51 PM
Cc: Elizabeth.Romero, woborders

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Doug Catterall [mailto:woborders@hotmail.com]
Sent: Wednesday, May 21, 2014 11:15 PM
To: mayor@okc.gov; Ward2@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: Design of the Cross-Town Boulevard

Dear Mayor Cornett, Councilman Shadid, Team Leader Romero, and ODOT Staff--

Having looked over the various options for the downtown streetscape that are on offer as part of MAPS 3, my wife and I would like to indicate our preference for Option D.

As we see it, Option D is the only alternative on offer that maintains a proper streetscape, which, we can assure you, is important to members of the strong, growing, and civically active running community in the city. And for those who want to go shopping or access other amenities in the downtown area, Option D is also better. Inserting a continuation of I-40 into the downtown cityscape probably seems attractive if one is planning to go back to the old version of the CBD, but we don't think that was the purpose of MAPS 3. We don't know many folk who want to walk along a street and shop or dine or visit any number of other sorts of businesses with traffic whizzing by at 40 MPH.

When we think about the most distinctive public spaces of OKC, they tend to be those cast on a human scale: Bricktown, the Plaza District, the Paseo District, the Botanical Gardens, Midtown, etc. These sections of the city are reminiscent of other U.S. cities such as Philadelphia that have wisely bucked the trend of car-dominated urban renewal. In contrast, major thoroughfares in the city such as Classen, the Northwest Expressway, and sections of Reno lying either side of the CBD, seem to shed almost everything except cars in terms of what's immediately accessible. There are businesses along Northwest Expressway, but most are in strip malls and not pedestrian-friendly. People only interact at their point of destination and experience little sense of the civic space that should typify the best of what a city can be. Classen has a distinct lack of business activity apart from the Asian District where more accessible streetscapes in the nearby neighborhoods effectively interrupt the flow of traffic. And sections of Reno where the road widens (east of Lincoln Blvd. and west of Pennsylvania Ave.) are really more like freeways than proper urban streets.

Neither my wife nor I can claim any expertise as urban planners. But we are devoted to the city as residents for nearly a decade and it would be a shame if it did not take this

opportunity to create a downtown worthy of a city that stands out in so many ways.

Thanks for your time.

Sincerely,

Douglas Catterall

2229 NW 27th Street
Oklahoma City, OK 73107

FW: OKC Crosstown Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 09:57 AM

Cc: Elizabeth.Romero, justin.cliburn

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Justin C. Cliburn [mailto:justin.cliburn@gmail.com]
Sent: Friday, May 09, 2014 4:09 PM
To: Romero, Elizabeth (FHWA)
Subject: OKC Crosstown Boulevard

Ms. Romero:

I am writing to express my displeasure with ODOT's proposed design of the Crosstown Boulevard. I grew up in Lawton. Until I was an adult I thought sidewalks and walkable communities were urban legends because I'd only seen them in television and movies.

Then I moved to the OKC area to attend law school. I discovered the Paseo, Midtown, and Plaza Districts. I started going to "Premiere on Film Row" (https://www.facebook.com/FilmRowOKC) just west of downtown.
That area is primed for further development as a walkable community for Oklahoma City. But placing an expressway (for all intents and
purposes) next to it (without a direct link to Film Row via Lee Avenue) will greatly stunt that growth.

I always planned on moving back home after law school, but I fell in love with the community feel at events in these walkable districts. I have followed the Boulevard design and waited anxiously for it since I moved here. But now it looks ODOT is insisting on something we don't want.

Please do whatever you can to ensure ODOT is accountable.

Thank you,

Justin C. Cliburn
Oklahoma City
--
Justin C. Cliburn
Travis Law Office
Office: 405.236.5400
Cell: 580.585.2975 or
405.928.8548
justin.cliburn@gmail.com
justincliburn@travislawoffice.com

This e-mail is covered by the Electronic Communications Privacy

Act,
18 U.S.C. 2510-2521 and is legally privileged. The information contained in this e-mail is intended only for use of the intended recipient. If the reader of this message is not the intended recipient, or the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited.
If you have received this communication in error, please immediately notify us by telephone (Collect (405) 236-5400) and destroy the original message. Thank you.

FW: OKC Crosstown Boulevard
Elizabeth.Romero to: m-coordinator 06/16/2014 10:06 AM
Cc: ouariakas, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Brent Condreay [mailto:ouariakas@gmail.com]
Sent: Friday, June 13, 2014 4:34 PM
To: Romero, Elizabeth (FHWA)
Subject: OKC Crosstown Boulevard

Hello, I am a resident of OKC Ward 5 and I have been following the Crosstown Boulevard selection very closely. I have some reservations about certain issues dealing with the Boulevard and I would like to **request that the issues raised in the below postings be substantively addressed as part of the Environmental Assessment**.

The OKC Boulevard: Why We Choose Alternative D
http://www.betterblockokc.com/the-ok...alternative-d/

ODOT's Traffic Projections for the OKC Boulevard
http://www.betterblockokc.com/blvdtraffic/

How the OKC Boulevard Will Impact Commuters
http://www.betterblockokc.com/boulevardcommute/

New Visuals from ODOT
http://www.betterblockokc.com/new-visuals-from-odot/

More Questions than Answers on the Downtown Boulevard
http://www.newsok.com/more-questions...rticle/4747385

A Better View of the Boulevard Design "Scored" Highest by ODOT
http://www.newsok.com/a-better-view-...rticle/4747474

Design Changes Proposed for Downtown Boulevard
http://www.newsok.com/design-changes...rticle/4845069

Analysis of the Current Alternative D for the Crosstown Boulevard Project

FW: Proposed OKC "Boulevard"
Elizabeth.Romero to: m-coordinator 05/29/2014 09:56 AM
Cc: Elizabeth.Romero, steve

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Steven Copeland [mailto:steven@thecopelands.us]
Sent: Thursday, May 08, 2014 8:12 PM
To: Romero, Elizabeth (FHWA)
Subject: Proposed OKC "Boulevard"

Miss Romero, I'm writing to voice my continued concern of the proposed downtown Boulevard plans that ODOT continues to stuff down our throats. The "unveiling" last night, if that is what you want to call it, reeks of an attempt to slip something by the citizens of OKC. Why else would you have this on a night the OKC Thunder are hosting a home playoff game, knowing that downtown will be packed with little to no available parking and a large majority of people wanting to watch the game.

While I was unable to attend this for other reasons, I've been following closely the progress of this project. I actually live in the suburbs of OKC, but am in complete agreement that the plans submitted by ODOT are completely wrong for this growing area of OKC. I'm afraid that if ODOT is allowed to ramrod their view, it will forever stifle the potential growth of the affected area. What I don't understand is that it seems no one other than ODOT likes these plans and they appear to be turning a deaf ear to our concerns. Worse, they have a "How dare you question us" attitude.

What I don't understand is their insistence that we have to have this interrupted "freeway" type road to handle the traffic load, but I don't hear anyone complaining about traffic, not even before or after a Thunder game.

Please, please I ask you to contact ODOT and insist that they listen to the citizens of OKC and actually design something that we desire and not something that will kill the momentum going on in OKC.

Thank you,
Steven Copeland

FW: Oklahoma City Crosstown Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 10:00 AM

Cc: Elizabeth.Romero, okccowan

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Klint Cowan [mailto:okccowan@gmail.com]
Sent: Saturday, May 10, 2014 1:50 PM
To: Romero, Elizabeth (FHWA)
Subject: Oklahoma City Crosstown Boulevard

We in Oklahoma City do not want a freeway running through the middle of our downtown. It would cut off development of the farmers market area, the new Core to Shore park, and make walking or biking unsafe. What we want is a boulevard along which shops can be developed, pedestrians can feel comfortable, and bicyclists can commute. Top speed: 25-35. Please stop ODOT from building this terrible above grade freeway that no one wants. I am a resident of downtown Oklahoma City. I live and work two blocks from the proposed boulevard. Please reign in ODOT and make them build either nothing (which would be better than their planned suburban 4-block wide expressway), or a boulevard that will fit in a developing urban environment.

Page Intentionally Left Blank

FW: OKC Downtown Boulevard
Elizabeth.Romero to: m-coordinator 05/29/2014 12:27 PM
Cc: Elizabeth.Romero, Josiah_Daniel

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Josiah Daniel [mailto:Josiah_Daniel@ajg.com]
Sent: Tuesday, May 20, 2014 5:35 PM
To: m-coordinator@odot.org
Cc: mayor@okc.gov; ward2@okc.gov; Romero, Elizabeth (FHWA)
Subject: OKC Downtown Boulevard

Dear ODOT:

Please select Alternative D for the OKC Boulevard. Alternative C represents bad street design in the heart of the city and will severely limit quality future development. Alternative D represents the best opportunity to maximize the public investment at issue.

Thank you for your consideration.

Josiah Daniel
Home address: 1609 NW 38th St., OKC, OK 73118
Work address: 1230 N. Robinson, OKC, OK 73103

Josiah Daniel
Energy Practice - Power & Utilities

Arthur J. Gallagher & Co.
BUSINESS WITHOUT BARRIERS™

Arthur J. Gallagher & Co.
1230 N. Robinson Avenue | Oklahoma City, Oklahoma, 73103
P:405.639.3852 | M:405.626.7174
Arthur J. Gallagher Risk Management Services, Inc.
Gallagher Meyers-Reynolds
General Disclaimer: This email/fax and any files transmitted with it are intended solely for the use of the individual or entity to whom they are addressed and are privileged and confidential. If you have received this communication in error please notify the system manager. If you are not the named addressee you should not disseminate, distribute or copy this communication. / Premium indication Disclaimer: The premium indicated is an estimate provided by the market. The actual premium and acceptance of the coverage requested will be determined

Page Intentionally Left Blank

FW: OKC Boulevard Public Input - Follow Up
Elizabeth.Romero to: m-coordinator 06/16/2014 10:03 AM
Cc: davidwdickerson, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: David Dickerson [mailto:davidwdickerson@sbcglobal.net]
Sent: Friday, June 13, 2014 12:35 PM
To: OKC Mayor; Patrick Ryan; Romero, Elizabeth (FHWA); m-coordinator@odot.org
Subject: OKC Boulevard Public Input - Follow Up

As an interested citizen of Oklahoma City, I have followed to review process of the OKC Boulevard very closely. While there has been an appearance of public involvement, ODOT and City Engineers have actually been fairly dismissive of any public input that differs significantly from their clearly preferred alignment (Alt. C) of the future Crosstown Boulevard.

I am very concerned that it appears ODOT and City Engineers have willfully mislead the public and elected officials about the use of federal funds for this project. The Federal Highway Administration confirmed federal funds for this project may be used to build a fully developed Alternative 'D' / Grid - and likely save a substantial amount of money in the process. To date, ODOT and City Engineers have not made a good faith effort to objectively evaluate and illustrate what a significant number of citizens expect the Alternative 'D' / Grid option to be. We are merely asking they illustrate a true boulevard on the ***full length*** of Californian AND 3rd Street as described by the Mayor - one with wide sidewalks, landscaping, pedestrian friendly amenities, etc.

Below are some links to questions and information easily accessible in the public realm that have not been addressed. I am requesting ODOT address EACH of the issues raised in a substantive manner before proceeding with a final design decision.

The OKC Boulevard: Why We Choose Alternative D
http://www.betterblockokc.com/the-ok...alternative-d/

ODOT's Traffic Projections for the OKC Boulevard
http://www.betterblockokc.com/blvdtraffic/

How the OKC Boulevard Will Impact Commuters
http://www.betterblockokc.com/boulevardcommute/

New Visuals from ODOT
http://www.betterblockokc.com/new-visuals-from-odot/

More Questions than Answers on the Downtown Boulevard
http://www.newsok.com/more-questions...rticle/4747385

A Better View of the Boulevard Design "Scored" Highest by ODOT
http://www.newsok.com/a-better-view-...rticle/4747474

Design Changes Proposed for Downtown Boulevard
http://www.newsok.com/design-changes...rticle/4845069

Analysis of the Current Alternative D for the Crosstown Boulevard Project
http://www.okctalk.com/images/pete/alternated.pdf

Only after ODOT and city officials address these concerns in an objective manner, free from any prejudicial input of "stakeholders", can the public be assured the Environmental Review process met the legal standards and perhaps more importantly, how we expect public officials to work in the best interests of the city.

Thank you,
David Dickerson

FW: Oklahoma City Boulevard Public Comment

Elizabeth.Romero to: m-coordinator 06/13/2014 08:14 AM
Cc: davidwdickerson, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: David Dickerson [mailto:davidwdickerson@sbcglobal.net]
Sent: Friday, June 13, 2014 12:34 AM
To: m-coordinator@odot.org; Romero, Elizabeth (FHWA); Patrick Ryan
Subject: Oklahoma City Boulevard Public Comment

Please accept my comments regarding the proposed Oklahoma City Crosstown Boulevard project. This project is one of the critical mitigation steps required by the relocation of Interstate 40 and is therefore subject to all NEPA review requirements. I have concerns about the manner this process has been conducted - there appears to be a concerted effort to prejudice the process by ODOT and possibly Oklahoma City officials.

The attached comment form is my direct input to ODOT regarding their proposed mitigation solution for the removal of the old Crosstown elevated highway. The second document is a detailed analysis that exposes the inaccuracy of ODOT's traffic projections and reveals there was little or no effort put into making Alternative 'D' a viable solution, therefore prejudicing the process toward the long preferred option of a limited access roadway that subdivides downtown in the same manner that caused extensive blight in the south and southwest sections of downtown Oklahoma City when the old Crosstown highway was built (Alternative C).

The 'D' Alternative, or popularly known as "The Grid" option, needs to be fully developed with the same level of detail and effort as Option 'C'. Then conduct an unbiased analysis of the various options with any attempt to guide public opinion to a particular design. This responsibility lies with ODOT regardless of any influence from "stakeholders" or city officials. It is a public process involving very large sums of federal funds and failure to faithfully adhere to the requirements of the NEPA process is a failure of public officials to faithfully execute their duties for the greatest ***public*** benefit. Thus far, I do not believe this process meets that standard.

Thank you for your consideration on this matter that will impact OKC for many decades.

Best regards,

David Dickerson ODOTcommentform.pdf Alternative D.pdf

Romero, Elizabeth (FHWA)

From: Eric Dryer <egdryer@gmail.com>
Sent: Thursday, May 15, 2014 11:35 AM
To: Romero, Elizabeth (FHWA)
Subject: ODOT's Oklahoma City Boulevard Decision

I do not agree with ODOT's preferred alternative for the Oklahoma City Boulevard. The point of the Boulevard is to provide an area where people can come and enjoy the shops, restaurants, and entertainment options that will be located there. You can't expect people to want and come and walk around on a street that resembles Northwest Expressway. People who will be enjoying the future park on the south side of the Boulevard will not want to cross the street to reach the shops. And the people shopping will not come across the street to enjoy the park. Most will not feel safe with the proposed alignment C. In order to make the street truly walkable, ODOT's design needs to reduce the auto speeds, narrow the lanes, provide adequate street parking, include wide sidewalks that provide an easy place to walk, and include bike lanes and transit stops. I, and many other people in Oklahoma City, want to see the Boulevard as a complete street, NOT AN EXPRESS ROUTE OUT OF DOWNTOWN!

I want to see ODOT create a multimodal street that everyone from a car to a bike to a pedestrian can enjoy without feeling unsafe. If people in cars want to drive faster, they should use the giant freeway that we just relocated 4 blocks south. Oklahoma City deserves a world class Boulevard that is a destination and not just another way to get back to the suburbs.

Please help us build something great and not just another piece of road that caters to the automobile.

Regards,
Eric Dryer

FW: ODOT's Oklahoma City Boulevard Decision

Elizabeth.Romero to: m-coordinator 05/29/2014 10:08 AM

Cc: Elizabeth.Romero, egdryer

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Eric Dryer [mailto:egdryer@gmail.com]
Sent: Thursday, May 15, 2014 11:35 AM
To: Romero, Elizabeth (FHWA)
Subject: ODOT's Oklahoma City Boulevard Decision

I do not agree with ODOT's preferred alternative for the Oklahoma City Boulevard. The point of the Boulevard is to provide an area where people can come and enjoy the shops, restaurants, and entertainment options that will be located there. You can't expect people to want and come and walk around on a street that resembles Northwest Expressway. People who will be enjoying the future park on the south side of the Boulevard will not want to cross the street to reach the shops. And the people shopping will not come across the street to enjoy the park. Most will not feel safe with the proposed alignment C. In order to make the street truly walkable, ODOT's design needs to reduce the auto speeds, narrow the lanes, provide adequate street parking, include wide sidewalks that provide an easy place to walk, and include bike lanes and transit stops. I, and many other people in Oklahoma City, want to see the Boulevard as a complete street, NOT AN EXPRESS ROUTE OUT OF DOWNTOWN!

I want to see ODOT create a multimodal street that everyone from a car to a bike to a pedestrian can enjoy without feeling unsafe. If people in cars want to drive faster, they should use the giant freeway that we just relocated 4 blocks south. Oklahoma City deserves a world class Boulevard that is a destination and not just another way to get back to the suburbs.

Please help us build something great and not just another piece of road that caters to the automobile.

Regards,
Eric Dryer

Romero, Elizabeth (FHWA)

From: Joe Earley <josephgearley@gmail.com>
Sent: Sunday, May 11, 2014 9:26 PM
To: Romero, Elizabeth (FHWA)
Cc: Wifey
Subject: Oklahoma City Boulevard Concerns

Ms. Romero,

I am writing to you as a concerned citizen of Oklahoma City regarding our pending construction of a new downtown "boulevard" which I understand is to be at least partially funded by your department. I would like to know what power you or your department has to overrule or edit the proposed designs revealed by the Oklahoma Department of Transportation this week at an open house in Oklahoma City. My concern is that the desires and best interest of the public are being ignored by our state engineers who insist on designing this "boulevard" as a freeway bypass which I believe will be detrimental to the ongoing economic renaissance our urban core is experiencing. The current plans (all 4 options) will once again divide our downtown causing blight and crime due to a lack of walkability and restriction of non-automobile based travel from the urban core to the Oklahoma river nearby. I am life-long resident with vivid memories of our recently removed I-40 bridge and have seen first hand the transformation that it's removal has brought to many areas. My family and I recently moved from California avenue only 1 block from the old I-40 and can speak first hand to the benefits of having slower and less traffic along with walkable streets and intersections that can be crossed. Under the current proposal by ODOT the progress that has been gained will be completely thrown away by a short-sighted and regressive design. We implore you to use what authority you have to force ODOT officials and engineers to change the designs for this highway to be a true boulevard with a maximum of 30 MPH speed limits on no more than 4 lanes with on-street parking, large sidewalks, and bike lanes not to mention trees, lighting, and streetscaping. This is what the people are publicly voicing any time they are given the chance and I truly believe our voice is being outright ignored to the detriment of future generations. At the very least ODOT should be forced to hold truly open house/town hall type meetings in a highly publicized manner (not on the same night as a home playoff game of the OKC Thunder 1 block away and with no real advertising) where the public will be informed as well as heard. Our city council has also shown a disagreement (at least) with the proposed designs but seem incapable of forcing any meaningful change. The tax payers are funding this construction and so it reasons that we should be the one's whose voices are given the greatest consideration. Please help us make this happen. Very sincerely,

---

Thank You,

Joe Earley
427 NW 22nd St.
Oklahoma City, OK 73103

Cell: (405) 201-8092
Email: josephgearley@gmail.com

FW: Oklahoma City Boulevard Concerns
Elizabeth.Romero to: m-coordinator 05/29/2014 10:01 AM
Cc: Elizabeth.Romero, josephgearley

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Joe Earley [mailto:josephgearley@gmail.com]
Sent: Sunday, May 11, 2014 9:26 PM
To: Romero, Elizabeth (FHWA)
Cc: Wifey
Subject: Oklahoma City Boulevard Concerns

Ms. Romero,

I am writing to you as a concerned citizen of Oklahoma City regarding our pending construction of a new downtown "boulevard" which I understand is to be at least partially funded by your department. I would like to know what power you or your department has to overrule or edit the proposed designs revealed by the Oklahoma Department of Transportation this week at an open house in Oklahoma City. My concern is that the desires and best interest of the public are being ignored by our state engineers who insist on designing this "boulevard" as a freeway bypass which I believe will be detrimental to the ongoing economic renaissance our urban core is experiencing. The current plans (all 4 options) will once again divide our downtown causing blight and crime due to a lack of walkability and restriction of non-automobile based travel from the urban core to the Oklahoma river nearby. I am life-long resident with vivid memories of our recently removed I-40 bridge and have seen first hand the transformation that it's removal has brought to many areas. My family and I recently moved from California avenue only 1 block from the old I-40 and can speak first hand to the benefits of having slower and less traffic along with walkable streets and intersections that can be crossed. Under the current proposal by ODOT the progress that has been gained will be completely thrown away by a short-sighted and regressive design. We implore you to use what authority you have to force ODOT officials and engineers to change the designs for this highway to be a true boulevard with a maximum of 30 MPH speed limits on no more than 4 lanes with on-street parking, large sidewalks, and bike lanes not to mention trees, lighting, and streetscaping. This is what the people are publicly voicing any time they are given the chance and I truly believe our voice is being outright ignored to the detriment of future generations. At the very least ODOT should be forced to hold truly open house/town hall type meetings in a highly publicized manner (not on

the same night as a home playoff game of the OKC Thunder 1 block away and with no real advertising) where the public will be informed as well as heard. Our city council has also shown a disagreement (at least) with the proposed designs but seem incapable of forcing any meaningful change. The tax payers are funding this construction and so it reasons that we should be the one's whose voices are given the greatest consideration. Please help us make this happen. Very sincerely,

_____

Thank You,

Joe Earley
427 NW 22nd St.
Oklahoma City, OK 73103

Cell: (405) 201-8092
Email: josephgearley@gmail.com

FW: OKC Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 10:11 AM

Cc: Elizabeth.Romero, nic.emenhiser

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Nicholas Emenhiser [mailto:nic.emenhiser@gmail.com]
Sent: Friday, May 16, 2014 3:26 PM
To: Romero, Elizabeth (FHWA)
Subject: OKC Boulevard

Dear Ms. Romero,

An additional concern about this boulevard, beyond laying waste to a lot of otherwise attractive land, is the issue of fair access. I don't see any attempt to incorporate bicycles, pedestrians, handicap people, or transit. These all should be more important in OKC, and are becoming more important especially downtown. And there is the issue - this road is in the middle of downtown, and I don't see how they can design a "grand boulevard" that is so grossly auto-oriented.

All of these options are awful, but Option D is the most attractive at this point. If we are going to do a boulevard so blatantly wrong, we may as well not even do it, before we cause worse damage to this area of downtown that is just now starting to come back.

Thank you,
Nick Emenhiser

Page Intentionally Left Blank

FW: OKC Crosstown Boulevard
Elizabeth.Romero to: m-coordinator 05/29/2014 10:03 AM
Cc: Elizabeth.Romero, NEmenhiser

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Nicholas Emenhiser [mailto:NEmenhiser@clevelandrestoration.org]
Sent: Monday, May 12, 2014 10:14 AM
To: Romero, Elizabeth (FHWA)
Cc: mayor@okc.gov
Subject: OKC Crosstown Boulevard

Dear Ms. Romero,

While I am in the city planning field in Ohio at the moment while I work on my master's, I was living in OKC at the time that the Crosstown Blvd / "Friends for a Better Blvd" issue first blew up, and I am still planning to return home to OKC when I finish my degree. I am writing to you because I have been pushed over the edge by the Oklahoma Department of Transportation, and I hope that they face accountability for the way that they have handled this urban artery project. As you know through working for the federal government in Oklahoma, there are certain political realities within the Fallin State Capitol that have removed accountability from most state agencies.

The City of OKC is undoubtedly feeling pressure from ODOT which may seek out retribution Christie-style with a different roadway project, and for that reason, the city council will likely be pretty quiet despite serving the obvious community best interest. ODOT's assumptions regarding traffic counts once this boulevard first opens, and how those traffic counts will grow, are misguided and don't at all consider quality of life or economic development. QoL and ED are the cornerstones of OKC's recent economic success – this boulevard was sold to citizens as a "boulevard" and the Core 2 Shore visioning process in 2009, led by Hargreaves and TAP/Anthony McDermid, magnified those civic expectations with renderings of a wide, walkable, streetscaped boulevard. OKC needs such a signature public space.

Based on those faulty operating assumptions, ODOT's preferred "Option C" is a proposal with too many faults to accept. They cannot seriously expect to cul-de-sac Western Avenue in the middle of the city? This is shocking, even withstanding the need to merge Classen and Western into a single intersection at the Boulevard. A Western Avenue cul-de-sac is just truly shocking.

This project needs an economic development consultation. OKC is spending all of its

financial resources on civic projects surrounding this boulevard, including a convention center, central park, new arena entrance, streetcar route, and more. The private sector is spending their resources on private developments surrounding this boulevard, including the new 21C hotel, another $60M in planned Film Row development, $100M tower for OG+E, and more. Downtown doesn't just end at Western or Lee – many of these largest investments are located right up against Western. In the 1960s, urban renewal era planners envisioned a Downtown OKC that extended all the way westward to Penn, which explains the magnitude of corridors such as Main, Linwood, and NW 10th that today are devoid of traffic.

Sorry for the long, ranting, email – the point here is that this boulevard is important to me, my family, my friends, and OKC as a whole. "Option C" reflects disregard for that same civic ethos. I am writing to you as FHA has proven to be a workable ally of building community, whereas ODOT cannot be worked with and is not receptive at all to public input. I do support the grid proposal or "Option D" but I would also be supportive of other solutions that take into consideration economic development and quality of life.

ODOT, FHA, or the City of OKC should hire a consultant who can advise this process to be more conducive for economic development opportunities along the boulevard. ODOT's proposals create too much useless space without access and would diminish the value of surrounding blocks.

Thank you for your time,

Nicholas Ian Emenhiser
AmeriCorps Local History Corps Member | Cleveland Restoration Society
216-426-3107 | nemenhiser@clevelandrestoration.org | www.clevelandrestoration.org
3751 Prospect Avenue Cleveland, OH 44115
Cleveland Restoration Society is a member of the National Trust Partners Network

Romero, Elizabeth (FHWA)

From: Nicholas Emenhiser <nic.emenhiser@gmail.com>
Sent: Friday, May 16, 2014 3:26 PM
To: Romero, Elizabeth (FHWA)
Subject: OKC Boulevard

Dear Ms. Romero,

An additional concern about this boulevard, beyond laying waste to a lot of otherwise attractive land, is the issue of fair access. I don't see any attempt to incorporate bicycles, pedestrians, handicap people, or transit. These all should be more important in OKC, and are becoming more important especially downtown. And there is the issue - this road is in the middle of downtown, and I don't see how they can design a "grand boulevard" that is so grossly auto-oriented.

All of these options are awful, but Option D is the most attractive at this point. If we are going to do a boulevard so blatantly wrong, we may as well not even do it, before we cause worse damage to this area of downtown that is just now starting to come back.

Thank you,
Nick Emenhiser

FW: Crosstown Blvd. OKC, OK

Elizabeth.Romero to: m-coordinator 05/29/2014 12:33 PM

Cc: Elizabeth.Romero, juddfisher

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: judd fisher [mailto:juddfisher@msn.com]
Sent: Tuesday, May 20, 2014 8:30 PM
To: Romero, Elizabeth (FHWA)
Subject: Crosstown Blvd. OKC, OK

Dear Ms. Romero,

I have reviewed the available Options A-D and for numerous reasons believe Option D is the best for the Crosstown Boulevard in Oklahoma City. I have also read every piece of literature I can find to assist in coming to this decision. Option D provides for the following important benefits:

1. A consistent downtown street grid providing easy access to adjacent streets whilst not channeling traffic in one way patterns or dead ends.
2. A more walk and bike friendly boulevard with intersecting streets.
3. Slower speeds with more frequent stops.
4. An inherent ease of use quality that will benefit future residential and business development in the area.

With respect to Option C, the Crosstown Boulevard would achieve none of the above. In my opinion, Option C would also harm future residential and business expansion in some areas where interchanges / exits are not available. Further, I-40 is situated very nearby so anyone wanting access to a high speed highway has it available. The Crosstown Boulevard should be the cornerstone of our future OKC, not simply a means of managing traffic. Option C is likely to stifle growth in this area. Option D provides the best demonstration of how a Boulevard should function in an urban core environment. It's not perfect but it's certainly head and shoulders above the other options.

Best Regards,

Judd Fisher

FW: Proposed Boulevard through OKC downtown - please consider option D

Elizabeth.Romero to: m-coordinator 05/29/2014 12:44 PM
Cc: Elizabeth.Romero, ken

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: ken@task-design.com [mailto:ken@task-design.com]
Sent: Tuesday, May 20, 2014 11:00 PM
To: Romero, Elizabeth (FHWA)
Subject: Proposed Boulevard through OKC downtown- please consider option D

Miss Romero

Please consider option D as the best choice because of how it reconnects streets as a true urban core that places priority on pedestrians, bicyclists and mass transit and will allow downtown OKC to continue to evolve in a postive manner. A boulevard that severs north south streets , even if at grade, will still effectively divide the core to shore plan in a manner similar to the demolished crosstown freeway.

Thank you for your time

Ken Fitzsimmons, AIA

TASK design , inc.
405 . 625 . 2115 v
405 . 605 . 1012 f
1228 NW 36th st okc ok 73118
task-design.com

FW: The OKC boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 10:34 AM

Cc: Elizabeth.Romero, hurley

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Fry, Hurley J. [mailto:hurley@ou.edu]
Sent: Monday, May 19, 2014 11:35 AM
To: Romero, Elizabeth (FHWA); mayor@okc.gov; ward8@okc.gov
Subject: The OKC boulevard

The boulevard as proposed is a bypass/ northwest expressway through downtown which is unacceptable. Since this isnt my first email I will highlight my ideas this time.
1. A Roundabout should be included at the intersection of Robinson and the boulevard to make what could be the most iconic intersection in the city. This roundabout should plan ahead for the tram system as well as encouragewalking.
2. A roundabout or intersection of some sort that promotes growth and accessibility to classen/exchange and western. Turning western into a cul de sac is idiotic and damaging to growth and will just create blight.
3. From western eastwards the boulevard should be an at grade city street with project 180 standards that encourages walking and cyclists. There should be intersections at every block to help encourage growth for parts of the city that have been neglected for years. The proposed off ramps by ODOT do nothing but encourage blight.
4. The boulevard should plan ahead for the future of the OKC tram system and have walking path/ bike lanes and the possibility of angled parking.
5. It should at no point be wider than 4 lanes and should include medians with trees and vegetation that highlights Oklahoma.
6. This boulevard should be considered a city street like reno, which means its main concern is not moving traffic in and out of downtown. It shouldnt be created as to cause traffic jams but I40 is meant to move traffic and is a mile away, that should be taken.
7. fountains and statues or art should line the internal areas between the 4 lanes to help encourage walking and promote growth down the boulevard.
8. This boulevard can not be only concerned with the area right in front of the park, it must be low speed and at grade from western till it connects to the interstate on the far east end.
9. The plans to go under the RR tracks is crucial and should be kept to help no create a barrier between districts.
10. This boulevard is something that the city should be proud of and is iconic. It should be something seen on national TV and gets people buzzing about how cool and unique OKC is. The proposed plans by ODOT will do none of this but instead just create a dead zone in what was supposed to be the core to shore.
11. This boulevard needs a name that has importance to the city not just the crosstown or OKC boulevard. I think we should honor one of our important historic figures like ray ackermen or naming it after our state bird like scissor tale lane. Anything will be better

than the plane jane OKC boulevard.

for a visual idea of what this boulevard should look like please look at Andrew Stewarts renderings,
http://andrewkstewart.wordpress.com/2013/08/30/the-better-boulevard-part-i-market-circle/
http://andrewkstewart.wordpress.com/2013/08/09/thunder-circle/
If the city can get anything even half as good as these ideas it will create something that we can be proud of.

Page Intentionally Left Blank

FW: The proposed boulevard design
Elizabeth.Romero to: m-coordinator 05/29/2014 10:10 AM
Cc: Elizabeth.Romero, hurley

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Fry, Hurley J. [mailto:hurley@ou.edu]
Sent: Friday, May 16, 2014 12:12 PM
To: Romero, Elizabeth (FHWA); m-coordinator@odot.org; mayor@okc.gov; ward8@okc.gov; ward1@okc.gov; ward2@okc.gov; ward3@okc.gov; ward4@okc.gov; ward5@okc.gov; ward6@okc.gov; ward7@okc.gov
Subject: The proposed boulevard design

Hi, my name is Hurley Fry and I live at 5801 NW 160th. My email address for any questions is Hurley@ou.edu. I am not in favor of any of the 4 boulevard designs. To even have reconsidered a 6lane road shows that ODOT is set on their favorite option, C. Their top concern is moving traffic in and out of downtown and making life in a car their top priority. This can be clearly seen in their tweets of leading questions. They appear greatly concerned with the public input but up until this point they haven't shown any considerations to the public designs. This boulevard should become an iconic part of our city not another bypass or northwest expressway. I ask you to please force them to consider other options and extend their timetable. As a taxpayer and voter I hope you can do something to do what the overall majority of the people want. WE want a boulevard that promotes walking and has amble room for riding bikes. I WISH our boulevard can have a roundabout that would be unique to OKC and something we can be proud of. Something with a fountain in the middle that becomes an instant landmark between downtown and the park. A roundabout at the western/ classen/ exchange is also something that needs to be implemented. Exchange leads to the stockyards which are still a vibrant part of our city and by ignoring any of the 3 roads; we are just going to encourage blight that was obvious when the elevated I40 ran though. We need some thinking that is outside of the box from what has already been proposed. Option C, which ODOT clearly favors is sadly nothing more than a bypass through downtown, which would be fine if that's what they planned all along but this is OUR boulevard and it needs to be a city street and not a high speed elevated corridor. As someone who travels on I40 almost daily it moves more than enough traffic and is capable of handling downtowns traffic. The boulevard cannot and should not be used to move traffic in and out. It needs to be a road that is taken, knowing full well that it will be slow, and its purpose is to encourage growth all around it. If any of the options are implemented no

business will want be anywhere near it in the western/ classen corridor which is a shame. Please do something to help make this a street something we can be proud of. For a great rendering that was made by an OKC resident please look at Andrew Stewart's idea, and admire the possibilities that all of ODOT designs are ignoring. http://andrewkstewart.wordpress.com/2013/08/09/thunder-circle/ http://andrewkstewart.wordpress.com/2013/08/30/the-better-boulevard-part-i-market-circle/

Why create something with taxpayer money that the people don't want, instead lets please create something that connects downtown to the river and beyond. Let's encourage growth not encourage blight for another 20 years. This isn't something that can be fixed once it's done and it is something that will be maintained by the people of OKC so let our voice show what we want the boulevard to be.

FW: Crosstown Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 11:59 AM

Cc: Elizabeth.Romero, carmenmgarrett

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration - Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Carmen M. Garrett [mailto:carmenmgarrett@yahoo.com]
Sent: Tuesday, May 20, 2014 2:03 PM
To: mayor@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA); Ward6@okc.gov; Ward8@okc.gov
Cc: betterblockokc@gmail.com
Subject: Crosstown Boulevard

I stand with Better Block OKC and hope you choose Alternate D for the Crosstown Boulevard. I live in Ward 8 but work in Ward 6 and spend most of my families' free time in the area.

All of the wonderful improvements to the city need to continue, so I want to personally thank you for taking the time to consider this option.

Carmen M. Garrett
405.264.7902

FW: Alternative D Please

Elizabeth.Romero to: m-coordinator 05/29/2014 12:29 PM

Cc: Elizabeth.Romero, bgate6056

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration - Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Brenden Gateley [mailto:bgate6056@gmail.com]
Sent: Tuesday, May 20, 2014 6:38 PM
To: mayor@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: Alternative D Please

Please choose Alternative D when considering the options for the OKC Boulevard project. Alternative D is the best solution for creating interconnected streets and maximizing business/retail development.

Thank you for your consideration and thank you for your service to the great State of Oklahoma,

Brenden Gateley

FW: Comments on the Proposed Downtown Boulevard
Elizabeth.Romero to: m-coordinator 05/29/2014 11:54 AM
Cc: Elizabeth.Romero, gibbz

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Gibbs, Jeremy A. [mailto:gibbz@ou.edu]
Sent: Tuesday, May 20, 2014 9:58 AM
To: Romero, Elizabeth (FHWA)
Subject: Comments on the Proposed Downtown Boulevard

Ms. Romero,

Oklahoma City has undergone a wonderful transformation. The City has catapulted into the 21st century and now serves as a bright example for other burgeoning cities. The new Downtown has ignited a sense of community, as evidenced from the wonderful events like H&8th. Such gatherings show that the sense of community is based largely on the existence of beautiful, walkable, and bike-able areas in Downtown. This is why I write today to voice my support for Alternative D.

The shift of I-40 to the south offered a great opportunity to unite Downtown. I feel it would be a shame to replace a highway with a highway and again divide the city. For the wonderful sense of community to expand, Oklahoma City needs a grid that allows walkers and riders to travel without navigating dead-end streets. It feels like such a step backward to support an urban highway that would prohibit north/south crossing for four blocks. The proposed Alternative C seems far less efficient at dispersing traffic. In my view, for Downtown to continue it's march toward progress, the City should select a plan that maximized efficiency for all residents, whether they be drivers, walkers, or bikers. The proposed Alternative C treats downtown residents as second-class citizens.

I support Alternative D because it treats the boulevard like a grand entry into the City, is more amenable to future development opportunities, offers a greater return on residents' investment, and encourages 21st-century transportation habits. I oppose Alternative C because it divides the city, hinders future development, and represents an antiquated model that ignores the will of the coming generations and the trends in urban living.

Thank you for your consideration.

Regards,
Jeremy

Dr. Jeremy A. Gibbs
Postdoctoral Research Fellow
School of Meteorology
National Weather Center
120 David L. Boren Blvd., Suite 5900
Norman, OK 73072-7307

FW: Comments on Boulevard Process and Alternative Designs
Elizabeth.Romero to: m-coordinator 05/29/2014 10:09 AM
Cc: Elizabeth.Romero, shanehamp

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Shane Hampton [mailto:shanehamp@gmail.com]
Sent: Thursday, May 15, 2014 8:19 PM
To: ward6@okc.gov; mayor@okc.gov; Romero, Elizabeth (FHWA); m-coordinator@odot.org
Subject: Comments on Boulevard Process and Alternative Designs

SUBMITTED TO Councilwoman Salyer, Mayor Cornett, ODOT, and FHWA:

FROM Shane Hampton
333 NW 5th Street, #1804
Oklahoma City, OK 73102

I believe the selection of Alternative C is based on placing undue confidence in traffic models and questionable criteria. Unfortunately, the roadway design of Alternative C will fail to attract new development and would represent public agencies failing to provide for specific public purposes.
Alternative D requires less commitment now, but will provide greater opportunity for walkable urban development to continue in an increasingly vibrant downtown Oklahoma City.
Not only is the selection of Alternative C inconsistent with my aspirations for the future of downtown Oklahoma City (where I live and spend most of my time), it is also inconsistent with the policies of the Federal Highway Administration which have increasingly shifted toward alternative transportation and context-sensitive solutions that respect and encourage walkable urban places.
Here's why I think this way:

I QUESTION THE CONCEPT MATRIX AND ASSUMPTIONS

Assigns Full Confidence in Accuracy of Traffic Modeling

Traffic modeling comparing Alternative C and D show that Alternative D creates many failing intersections by 2040, nearly 30 years in the future. Downtown Oklahoma City is full of roads that are way overbuilt because of traffic projections decades ago. Those roads are not 'Failing' at level of

service, but they are certainly ‘failing’ to be comfortable places to walk. Traffic models do not take into account many shifts that are starting to take place in the way we live and build our city. 1) People increasingly prefer walkable communities that provide the option between driving and other modes of transportation. 2) Serious regional efforts are ongoing to create more commuter transportation options to downtown. They will decrease the share of downtown commuters arriving by private car. 3) Residential development of the inner city means an increasing percentage of downtown workers will live nearby.

Since we are at a pivot point in transportation preferences, these models cannot accurately predict the future of traffic in 2040. We are creating, paying for, and maintaining roadway capacity to satisfy predicted demand 30 years from now.

Ignores Ability to Influence Transportation Decisions

Our public investments influence how people get downtown. Providing free and easy traffic flow means more people can drive alone in their cars to downtown. Congestion (assuming traffic models are remotely correct) will influence people to choose alternatives such as carpooling or commuter transit.

As a side benefit, encouraging and enabling a shift to carpooling and transit for downtown access will manage the growth of demand for downtown parking, which is increasingly constrained and expensive to provide.

Other Key Assumptions Sound Like Junk Criteria

Alternative C is only “consistent to local planning” like Core to Shore because the route of the roadway was considered a done deal until this process unlocked the possibility of alternatives. However, this alternative is NOT consistent to local planning objectives, which include the development of urban neighborhoods in the project area.

Alternative D fares poorly in the environmental assessment, because of what really sound like junk criteria.

- “Alleviate Traffic on the new I-40 Crosstown” (There is no congestion on the new I-40 Crosstown)
- “Restore Lost Vehicular Access to Downtown” (Alternative D scored ‘no’ but Alternative D does provide new access points to downtown- in fact, the access points are several blocks closer to downtown under Alternative D.)
- “Air Quality” (Air quality is measured by the number of intersections with poor Level of Service – this is again based on misguided traffic assumptions and ignores the impact of mode switching to carpooling or transit)
- “Visual Assessment” (It is unclear how Alternative D, along streets that already exist, will have ‘worse’ visual impact than Alternative C which creates a new limited access roadway)

I DON’T THINK IT’S CONTEXT-SENSITIVE STREET DESIGN

Extremely Long Block Length

Block length is a key component of mobility. Short blocks with frequent intersections mean more choices for how to move through an area. They increase the percentage of property that is street frontage- this piece of the property is the most valuable part.

Alternative C continues for 1,600 feet without a full intersection. That means no north-south movement across the boulevard for four blocks.

This has an impact on car traffic, but pedestrians and cyclists will be most impacted, having to detour to Walker or Reno to cross the boulevard. The only realistic development on 1,000 foot blocks is conventional suburban strip mall retail that is not appropriate for the area.
Alternative D has full intersections at regular intervals comparable to the rest of downtown. It would allow full freedom of movement in the area south of downtown, increasing the value of property and chances for walkable urban development.

Highway-Style Roadway Geometry

Roadway geometry of Alternative C looks like standard highway geometries, including slip lanes for right turns on and off of the boulevard in the transition section. This limited access roadway with highway geometry will fail to make drivers aware of possible pedestrians and cyclists. They will be looking over their shoulder for oncoming traffic, looking for a gap, and totally miss any pedestrians that may be crossing.
Alternative D can have standard urban intersections with full accessibility for everyone, not just those in cars.

Irregular Block Shapes

The path of Alternative C bisects many blocks, chopping them into irregular parcels that will be difficult or impossible to develop. Some of the parcels are so small that they will only ever be small grass islands directly adjacent to the roadway- owned and maintained by the public.
Alternative D conforms to the historic grid pattern of Oklahoma City, creating or preserving regular, square blocks of the type that are extremely desirable to developers. These blocks allow standard development and construction techniques to be applied for a profitable project that has been demonstrated many times within blocks of this area.

I THINK IT IGNORES NOBLE PUBLIC PURPOSES

Distant Areas Get Benefit, Local Area Burdened with Negative Impact

The benefit of Alternative C is providing a new through-route to and from distant areas. The benefits of this alternative will be enjoyed by those who live further from downtown, while the negative impacts will only be experienced by local property owners and residents.
Alternative D generates new access points to downtown for distant people, but also generates benefits for local property owners and residents.

Return on Public Investment

Urban transportation projects should represent an investment of public resources that unlock an expanded sales tax and property tax base by attracting new development. Considering that this roadway is being constructed within blocks of some of the most valuable properties in Oklahoma City, development potential should be a top consideration.
The geometry and path of the Alternative C limited access roadway will not generate or contribute to growing interest in the development of southwest downtown.
Alternative D has the potential to unlock development potential by preserving regular blocks, maximizing street frontage, and creating unbroken access north to Film Row and the CBD from the Core to Shore area.

SO YEAH I'D RATHER HAVE ALTERNATIVE D

The concept matrix characterizes Alternative C as the best option because it simply does not prioritize the economic development impacts of

transportation investments. Instead, it prioritizes predicted traffic impacts on a 30-year horizon.
Alternative D is the best option for economic development impacts and has the potential to provide a new burst of energy to an increasingly vibrant, walkable, livable downtown Oklahoma City.

Thank you for the opportunity to share these concerns.

shane

Shane Hampton
p: (405) 694-7105

FW: OKC Boulevard - Alternative D

Elizabeth.Romero to: m-coordinator 05/29/2014 10:12 AM

Cc: Elizabeth.Romero, ClayH

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Clay Harstad [mailto:ClayH@bockus-payne.com]
Sent: Monday, May 19, 2014 10:19 AM
To: mayor@okc.gov
Cc: Ward8@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA); betterblockokc@gmail.com
Subject: OKC Boulevard - Alternative D

Mayor Cornett & ODOT,

Please give careful consideration to the proposed Alternative D for the OKC Boulevard. Replacing a highway with another highway in Alternative C, I believe, is the wrong answer for the future of our city.

Preserving the grid, allowing for more regular and easily developed sites will continue the growth you have worked so hard to achieve. Limited access and dead ends hurt the efforts to create a pedestrian & bicycle friendly transportation system.

Others such as Better Block OKC & Steve Lackmeyer have stated the case better than I, but I echo their comments and urge you to support Alternative D.

Thank you,
Clay Harstad

FW: Oklahoma City's Crosstown Boulevard

Elizabeth.Romero to: m-coordinator 06/11/2014 02:38 PM

Cc: mheaton76, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Michael Heaton [mailto:mheaton76@gmail.com]
Sent: Friday, May 30, 2014 3:12 PM
To: Romero, Elizabeth (FHWA)
Subject: Oklahoma City's Crosstown Boulevard

Dear Ms. Romero,

My name is Michael Heaton, and I am a resident in Oklahoma City's downtown area. I just wanted to pass along a brief email in support of the boulevard option "D" that restores the grid. I have been read with concern the process ODOT has used to score the various options, and I worry that the City may end up with a boulevard that does not truly serve our needs.

If they absolutely must go with their preferred Option C, I hope that in your capacity with the Department of Transportation, and as appropriate, that you strongly advocate for improvements that will mitigate against it becoming just an extension of the recently relocated I-40. The area has so many needs beyond traffic count that include economic development, tourism, pedestrian access, and quality of life concerns for those of us who live in the neighborhood, and those in the surrounding communities as well.

Thanks so much for all your effort, and your consideration.

Sincerely,

Michael

430 NW 12th St., Apt. 203
Oklahoma City, OK 73103
405-239-0200

FW: Alternative D Analysis

Elizabeth.Romero to: m-coordinator 06/11/2014 11:59 AM

Cc: Elizabeth.Romero, mariohutch

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration - Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Tuesday, June 10, 2014 12:37 PM
To: Romero, Elizabeth (FHWA)
Subject: FW: Alternative D Analysis

FYI

-----Original Message-----
From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Tuesday, June 10, 2014 7:19 AM
To: Bob Kemper
Subject: Alternative D Analysis

I saw this posted on OKCTalk last night...the linked file takes a few seconds to load

www.okctalk.com/images/pete/alternated.pdf

This email is free from viruses and malware because avast!
Antivirus protection is active.
http://www.avast.com

FW: Federal Funding for Boulevard
Elizabeth.Romero to: m-coordinator 06/11/2014 11:34 AM
Cc: Elizabeth.Romero, mariohutch

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Romero, Elizabeth (FHWA)
Sent: Wednesday, June 11, 2014 11:28 AM
To: Marion Hutchison
Cc: Romero, Elizabeth (FHWA)
Subject: RE: Federal Funding for Boulevard

Mr. Hutchinson,

I received your phone call along with this e-mail and I am using this e-mail to respond to both.

All alternatives currently under consideration in the OKC Crosstown Boulevard environmental assessment (EA) are eligible for federal funding.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Tuesday, June 10, 2014 12:22 PM
To: Romero, Elizabeth (FHWA)
Subject: RE: Federal Funding for Boulevard

Ms. Romero:

I left you another message today concerning the question of the applicability of federal funding that I addressed in my previous email and that we discussed on the phone last week. Mr. Bob Kemper, Chair of Friends for a Better Boulevard, called me this morning to tell me that he had just met with ODOT Director Mike Patterson to discuss the

Crosstown Boulevard project. As part of that discussion, Mr. Kemper asked Mr. Patterson about the extent to which ODOT can use federal funding for Alternative D. Mr. Patterson told Mr. Kemper that based on the original I-40 agreements with the FHWA that it was his understanding that federal funding only applies to work done specifically within the right-of-way of the original I-40 alignment and that federal money can't be spent on anything outside that right-of-way, which would include a substantial amount of the work necessary for implementing Alternative D.

It would seem that any work necessary to implement Alternative D for the purposes of mitigating the environmental impacts of the relocation of the original I-40, including reestablishment of the street network in order to provide necessary access, connectivity and mobility in the affected area should qualify for federal funds regardless of whether or not it specifically lies within the original I-40 right-of-way.

Could you once again please clarify this issue for me. I would appreciate it if you would address my question directly, as opposed to forwarding it to ODOT, as it is clear what their position is on the issue. My concern is that they are relying on the intent of documents more than a decade old, and that due to the same change in conditions that precipitated the current additional Environmental Assessment work on the project, including the consideration of new alternatives, that there has also been a necessary change in the specifics of how the federal funding for the project may be applied.

This is an extremely important matter, as the determination of the extent of the applicability of federal funding to the various alternatives has a tremendous impact on the support given to those various alternatives by the public, City of Oklahoma City and ODOT.

At your earliest convenience, can you please let me know whether or not the federal funding for the boulevard project is applicable to various components of Alternative D that serve mitigation purposes and lie outside the footprint of the original I-40 right-of-way.

Thanks again for your assistance.

Marion Hutchison

From: Elizabeth.Romero@dot.gov [mailto:Elizabeth.Romero@dot.gov]
Sent: Thursday, May 29, 2014 5:07 PM
To: mariohutch@sbcglobal.net
Cc: Elizabeth.Romero@dot.gov
Subject: RE: Federal Funding for Boulevard

Mr. Hutchison,
I would like to acknowledge receipt of your e-mail and recent phone message regarding this subject.
I will forward this comment to ODOT to be considered and addressed appropriately as part of the public involvement and project development process for the OKC Crosstown Boulevard project.
Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division

5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Thursday, May 29, 2014 4:10 PM
To: Romero, Elizabeth (FHWA)
Subject: Federal Funding for Boulevard

Liz:

I left you a message today concerning another question that has come up regarding the OKC Boulevard project. This one has to do with the applicability of the federal funding that ODOT has committed to the project. Oklahoma City Public Works Director Eric Wenger is informing members of the public and certain public organizations that ODOT will withhold the federal funding for the project if Alternative D is selected instead of Alternative C. Since the purpose of the project is to provide mitigation for various environmental aspects of the relocation of the old I-40 Crosstown, I find it hard to believe that federal funding will be withdrawn unless the project is specifically designed as a throughway and conforms completely to the original I-40 right-of-way. It would seem that if the various mitigation issues are determined to best be addressed by Alternative D, then the federal funding that ODOT has previously committed to the project should apply.

Please let me know at your earliest convenience whether or not what is being presented to the public with regard to the federal funding is accurate or not.

Thanks in advance.

Marion Hutchison

This email is free from viruses and malware because avast! Antivirus protection is active.

This email is free from viruses and malware because avast! Antivirus protection is active.

FW: OKC Boulevard - Comment Period

Elizabeth.Romero to: m-coordinator 05/29/2014 11:57 AM

Cc: Elizabeth.Romero, mariohutch

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Tuesday, May 20, 2014 1:49 PM
To: Romero, Elizabeth (FHWA)
Subject: RE: OKC Boulevard - Comment Period

Here's a posting from today on the OKCTalk Forum…this is a response from OKC Public Works Director Eric Wenger to a citizens email questions. I have highlighted the part that concerns me and it the subject of my earlier email. Mr. Wenger is telling the public that following the current 14-day comment period a final decision will be made on the alignment design of the Boulevard. If that's the case, then the public certainly needs more than 14 days to review data and provide comment on what is likely the most important environmental aspect of the entire project.

Gary –

I received a copy of your email, and appreciate you sharing comments regarding the design of the new Oklahoma City Boulevard. I don't know if you had an opportunity to attend the public meeting held on Wednesday, May 7th , or if you had an opportunity to review the design alternatives proposed by the Oklahoma Department of Transportation (ODOT) on their website. Although one alternative suggests a 6-lane design, the alternative that meets the majority of Oklahoma City's criteria is Alternate "C" which is a 4 lane design (2 lanes in each direction) with a landscaped median, reduced speed, wide sidewalks and parallel parking on both sides of the street. The City envisions a new street similar to Reno Avenue in the downtown area, but enhancing the streetscape elements to provide connectivity, a destination and a gateway to the downtown area.

The discussion that is currently underway is to make a decision on the type of street to be designed and there are 4 options being considered. The public comment period is open, and once a decision is made, the City will be prepared to work closely with ODOT on the specific design elements to be incorporated into the project. The design will take several months, and once complete, we should have much better information to share about the project including potential renderings of what can be expected following construction.

Although the Oklahoma City Boulevard is an ODOT project, the City is a partner and we have been included in the design process. Public comments regarding the current alternatives are being received through Wednesday, May 21st, so I invite you to submit your suggestions on which alternate is most appropriate for the City. You can link to comment page from the City's website at City of Oklahoma City | News.

Again, I very much appreciate your interest in the project and thank you for your insight and suggestions.

Eric

Eric J. Wenger, P.E.
Director Public Works/
City Engineer
(405) 297-3486

eric.wenger@okc.gov

From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Tuesday, May 20, 2014 1:35 PM
To: 'Elizabeth.Romero@dot.gov'
Subject: OKC Boulevard - Comment Period

Liz:

Thanks for taking the time to visit with me this morning.

As we discussed, there is considerable confusion and concern among the public as to where we are in the NEPA process…especially in regard to the recent public meeting and current 14-day comment period. Many are under the impression that this is the public's last opportunity to provide comment in the process, and as a result feel their input is being purposefully limited on important design elements and mitigation measures, such as sidewalks, bike lanes, transit integration, neighborhood and business connectivity, and walkability. However, it is my understanding based on our conversation that there will be additional opportunities for the public to review and provide comment on those issues as we move forward toward a final EA for the project. I do believe it would be a good idea for ODOT to provide the public with more clarity about where we are in the EA process and what additional public meeting and comment opportunities for addressing these other issues will be available before the EA process is concluded.

I also think it is important that ODOT extend the current 14-day comment period an additional 30 or 60 days. Even though you have advised that this is not the end of the EA process and that there will be additional opportunities for the public to comment on various aspects of the project, this particular comment period is being described by ODOT and OKC as relating specifically to selection of the type of alignment for the project…meaning ODOT is preparing to make a decision on whether or not to move forward with final design on a continuous boulevard solution or a grid-type solution. As the decision between a boulevard or grid solution has become the most debated, controversial and important aspect of the project, it certainly seems that providing for only a 14-day public comment period prior to making that decision is very inadequate. Especially in light of the fact that the public meeting recently held to address the alignment aspect was poorly scheduled and provided little in the way of detailed information to the public to explain the nature of ODOT's analysis and scoring for the various alternatives.

Thanks for your efforts!

Marion Hutchison
205-2458

This email is free from viruses and malware because avast! Antivirus protection is active.

FW: Proposed Oklahoma City Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 09:57 AM

Cc: Elizabeth.Romero, jwhyde61

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: John Hyde [mailto:jwhyde61@yahoo.com]
Sent: Friday, May 09, 2014 11:40 AM
To: Romero, Elizabeth (FHWA)
Subject: Proposed Oklahoma City Boulevard

Dear Ms. Romero,
I would like to comment on the proposed Oklahoma City Boulevard that The Oklahoma Department of Transportation will build for Oklahoma City.
I'm strongly in favor of returning the grid and building no raised structures other than those required to permit other access to downtown Oklahoma City already in place.
The access structure on the western end that already exists should meet with and become the existing grid as soon as structurally feasible and continue on to become California Avenue
The access structure on the eastern end should get to grade as soon as structurally and safely feasible and continue on to tie in to SW 3rd St..
In essence, Option D is the only mechanism that does this, thus allowing organic development in the Core Business District without preventing any further obstructions like the old Crosstown Freeway that was torn down.
Please do not let the Oklahoma Department of Transportation construct a second (competing) freeway that will have deleterious effects on growth and development in Oklahoma City.
very respectfully,
John W. Hyde

FW: Official Comment Submission for the Crosstown Boulevard regarding Alternative D

Elizabeth.Romero to: m-coordinator 06/13/2014 08:11 AM
Cc: Elizabeth.Romero, friendsforabetterboulevard

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Bob Kemper [mailto:friendsforabetterboulevard@gmail.com]
Sent: Thursday, June 12, 2014 5:16 PM
To: froesler@odot.org
Cc: Romero, Elizabeth (FHWA)
Subject: Official Comment Submission for the Crosstown Boulevard regarding Alternative D

The attachment regarding Alternative D has also been mailed to ensure acceptance by tomorrow's deadline.
Thanks,

Bob Kemper ODOT Blvd Letter 6-12-14.pdf Alternative D Analysis by FBB .pdf

FW: Official Comment Submission for the Crosstown Boulevard regarding Funding

Elizabeth.Romero to: m-coordinator 06/13/2014 07:45 AM
Cc: friendsforabetterboulevard, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Bob Kemper [mailto:friendsforabetterboulevard@gmail.com]
Sent: Thursday, June 12, 2014 5:19 PM
To: froesler@odot.org
Cc: Romero, Elizabeth (FHWA)
Subject: Official Comment Submission for the Crosstown Boulevard regarding Funding

The attachment regarding the applicability of Federal Funds has also been mailed to ensure acceptance by tomorrow's deadline.

Thanks,

Bob Kemper ODOT Blvd Funding Letter 6-12-14.pdf

FW: Oklahoma City Boulevard Open Comments
Elizabeth.Romero to: m-coordinator 05/29/2014 12:31 PM
Cc: Elizabeth.Romero, patrick

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Patrick Kirk [mailto:patrick@indianheadokc.com]
Sent: Tuesday, May 20, 2014 7:43 PM
To: mayor@okc.gov; Ward2@okc.gov; Romero, Elizabeth (FHWA)
Subject: Oklahoma City Boulevard Open Comments

I would like to record my endorsement of 'Option D' for the replacement of the old I-40 Crosstown. I will soon be relocating my business to Film Row along Sherridan Ave. and I have a vested interest in seeing both the continued growth of Film Row, Downtown, and areas further out such as the Farmer's Market District.

The failure to move forward with a truly visionary and transformative proposal like a Grand Roundabout collecting the intersections of the Boulevard, Classen, Western, Sherridan, and Reno (or some variation thereof) is an unfortunate oversight. Such a proposal would connect Downtown, Film Row, a revitalize the Farmer's Market District, and the northern section of Core-to-Shore with a potential retail and entertainment gateway for the central part of the city. Such a proposal would be in sharp contrast to Option C which is designed to move people past those neighborhoods as quickly as possible stifling future development Such a proposal would be significantly more consistent with both the promises of what the Boulevard would be as well as the overall direction Oklahoma City has taken in public civic projects. In the absence of such a proposal, I feel the Option D return to the grid is the best proposal up for consideration.

ODOT's biggest concern with Option D is future traffic projections and potential intersection tie-ups. Indeed, ODOT's presentation of Option D includes large red circles over many intersections in the area in 2040. This view however bucks the real-world trend of highway removals. As outline in this article:

https://medium.com/changing-city/68648bc111ae

...traffic totals decrease after freeway removal. Freeway removals in San Francisco, New York City, and Seoul have all lead to less traffic tie-ups in the

central cores not more! It must be noted these cities have far greater populations than Oklahoma City with a much greater need to move traffic yet, traffic dispersed rather than snarled. Other cities such as Milwaukee, Portland, Toronto, and more have or are planning to remove highways. Indeed today, without the Boulevard in place to move traffic, flow in and out of Downtown OKC has adjusted without causing issues. Traffic has simply diffused over many more streets. A boulevard of the kind proposed in Option C would only serve to concentrate traffic into one corridor and causing the very traffic problems it is supposed to alleviate.

Option D allows for better development in areas to the west and south west of Downtown, most notably the Farmer's Market and the Core-to-Shore neighborhoods to the west of the new Central Park. The Boulevard as proposed in Option C would do little for either of these sectors. The Boulevard would simply cut past them to whisk traffic out of Downtown. As we saw with the old I-40, if the transportation system in the area is designed to move traffic by the area, there is no reason to spend dollars developing those areas.

This would be error in planning and recognizing shifting demographics and generational shifts in attitudes towards life-style. Millennials, who have stayed in Oklahoma City due to strong job opportunities are demanding centrally located walkable housing, work, and shopping. Even with improvements such as full intersections at Shartel and Lee, Option C will cut off the growing Film Row area from the Farmer's Market District and future Core-to-Shore residents with a road meant to move traffic. Such a barrier would reduce people's desire to invest and live in housing in the area because the purpose of living in centrally located housing is walkability! The Option C Boulevard will prevent easy walking and biking between where the City envisions people living in the Core-to-Shore housing and places they would want to such as Film Row!

Eventually, the job markets in other cities will recover. Those cities that have realigned their infrastructure to more compact-walkable models rather than wide concrete traffic moving models will begin to entice current Oklahoma City Millennials away at a time when they are choosing to put down roots. This would have a negative impact on the economy and the city's tax base.

Option D allows for the most development of the areas to the west and south of Downtown. It allows for a continuous flow of neighborhoods and districts from Downtown to Film Row and the Farmer's Market. It will allow for and encourage the trend in urban walkability in housing, dining, working, and shopping which in turn will keep younger professionals in the economy and tax pool.

Option C still has too many issues to be palatable at this time. They include:

1. A lack of intersections at Shartel and/or Lee effectively cutting off Film Row from the proposed Core-to-Shore housing. Motorists, pedestrians, and cyclists that live in the area would all be routed around for the sake of traffic that was not local.

2. The one-way Third Street corridor connecting with Walker just feet south of the Boulevard would create a strange and treacherous crossing for

pedestrians-especially those who might be living in the new housing and walking their children to the new elementary school two blocks north.

3. The intersection created at Reno and the Boulevard has the potential for numerous dangerous accidents. Without intersections at Shartel or Lee, drivers coming east will be conditioned that if they hit a green light at Reno, they don't need to slow down until Walker. With the oblique angles of the intersection and the width created by the medians increasing the amount of time cars need to get through the intersection, accidents caused by drivers attempting to make the light are a near certainty.

4. The routing of the Boulevard over a combined Western & Classen recreates the bypass effect the Farmer's Market District experienced with the old I-40. When the purpose of the main transportation connections in the area is to move cars past instead of to the District, little investment in the area will likely result.

5. The most unbelievable feature of Option C, though, is the seven lane wide section between Hudson and Robinson capping the north end of the new park. It is hard to imagine people passing through the new convention center grounds on the north side of the Boulevard finding those seven lanes between them and the park desirable to cross. Considering that engineers from both ODOT and the City have known what was being located there for some time combined with the repeated promises of a pedestrian friendly tree-lined street, the creation of a seven-lane wide ribbon of concrete at this location appears to be a purposeful design flaw to be 'compromised' on later to make the final version of Option C more 'inclusive' to those who commented.

In conclusion, Option D is is the best proposal to replace the old Crosstown in the absence of a true 'Grand Boulevard' retail and shopping option. It allows for the most development and growth in line with both the collected vision of the residents of Oklahoma City and the shifting housing and life-style needs of younger generations.

Thanks,

Patrick Kirk
Principal | Filmmaker

www.indianheadpictures.com
405.535.0521
Video production made with pride in Oklahoma.

FW: Crosstown Boulevard - Alternative D

Elizabeth.Romero to: m-coordinator 05/29/2014 12:37 PM

Cc: Elizabeth.Romero, johndanielknight15

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: John Knight [mailto:johndanielknight15@hotmail.com]
Sent: Tuesday, May 20, 2014 8:59 PM
To: mayor@okc.gov; ward2@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: Crosstown Boulevard - Alternative D

Dear ODOT and others,

I am a current resident of Oklahoma City. I lived in Norman for about 12 years before moving into Edgemere Park just south of 36th St. I have become really interested in city development over the last couple years since moving. My wife and I are now more involved and love to walk/run/ride to our destinations. I support 'Alternative D' for the simple fact that it will increase urban development along the boulevard as well as create a more 'walkable' urban core. Building the 'Alternative C' will hurt local districts as well as disable the potential businesses that would move in along the boulevard. Please consider 'Alternative D' as the only viable for the Crosstown Boulevard. Anything otherwise would be a step in the wrong direction.

Thanks,
John Knight

FW: OKS Boulevard
Elizabeth.Romero to: m-coordinator 06/11/2014 11:55 AM
Cc: Elizabeth.Romero, edladd

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Dennis Ladd [mailto:edladd@hotmail.com]
Sent: Tuesday, June 10, 2014 2:23 PM
To: Romero, Elizabeth (FHWA)
Subject: RE: OKS Boulevard

From: Elizabeth.Romero@dot.gov
To: m-coordinator@odot.org
CC: edladd@hotmail.com; Elizabeth.Romero@dot.gov
Subject: FW: OKS Boulevard
Date: Thu, 29 May 2014 14:54:53 +0000
You may have received this information several times already, but it is so vital to get this boulevard project done correctly!
Please distribute this to everyone that is a decision maker. The future generations living in Oklahoma City deserve our finest. AlternateD.pdf

FW: OKS Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 09:55 AM

Cc: edladd, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Dennis Ladd [mailto:edladd@hotmail.com]
Sent: Thursday, May 08, 2014 6:44 PM
To: Romero, Elizabeth (FHWA)
Subject: OKS Boulevard

I am so frustrated as I write this. Some of these words are not mine, but the sentiment is 100% mine.

I would like to voice my disappointment in the alternatives for the downtown boulevard. None of them have come even close to what we need. It has been said that this road would be the gateway to our city to introduce people to OKC who would usually bypass OKC on I-40.

How can we have a Grand Boulevard that introduces people to our city if it is basically another expressway?

The idea of a six lane highway through downtown is ridiculous. The speed limit will not matter because if it is six lanes and the lanes themselves are wide, people will speed through DT. If we wanted that, we should have just kept I-40 where it was and used the current I-40 area for train connections.

I understand the complication of the Reno/Boulevard/Classen/Western intersection, I really do, but to have a cul-de-sac for Western? Really?

ODOT is building this street, then handing it over to the City of OKC. Let's make them build a street we don't have to look back on in two years and say, "Well that was stupid…" Instead of listening to engineers who only care about traffic counts, let's listen to planners and consultants who are educated in this sort of thing.

This street is not meant to rapidly get people in and out of downtown. It is meant to be a grand entrance to our city and make people stay down there.

Let’s keep in mind what is going to be built along the boulevard over the next five years: The new convention center, the new central park, the new transit parking garage east of the rail lines in bricktown, any development in the Lumberyard plus any other C2S development as the others open.

Thank you,

Dennis Ladd

|

Sent from Windows Mail

FW: Oklahoma City Boulevard
Elizabeth.Romero to: m-coordinator 05/29/2014 11:04 AM
Cc: Elizabeth.Romero, hannahlouise1982

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Hannah Miller Leftwich [mailto:hannahlouise1982@gmail.com]
Sent: Monday, May 19, 2014 4:57 PM
To: Ward6@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA); mayor@okc.gov
Subject: Oklahoma City Boulevard

Dear Mayor, Council member, and others:

I am writing today to voice my opinion about the Oklahoma City Boulevard and the available options.

My husband and I are both OKC plaza district residents and my husband works downtown. We are both proud of the work that Oklahoma City has done to improve city life for the members living in the Urban Core and have been particularly proud of the work downtown.

However, in regards to the proposals for the building of the OKC Boulevard, we are concerned. I have been following the discussions, events, and communications regarding this for several months and understand that Option C is the plan that ODOT is planning on moving forward with.

This is not the option we want for our city! Option D with room for pedestrians, bikers and further downtown development is a much better option for our city and it's future growth.

Please take this into consideration when making your decision.

Thank you,

Hannah Leftwich

FW: OKC Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 12:17 PM

Cc: Elizabeth.Romero, Cristina.Major

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Cristina Major [mailto:Cristina.Major@candid.com]
Sent: Tuesday, May 20, 2014 3:53 PM
To: Romero, Elizabeth (FHWA)
Subject: OKC Boulevard

Good Afternoon,

I am writing in order to voice my opinion of the OKC Boulevard vote that is upcoming. I want to see Alternative D approved. I think it will be much better for our city and our neighborhoods as well as the expansion that my area has seen lately. Please do not stifle this growth, please promote it with a vote for alternative D. I will be watching with anticipation of the correct choice being made for the people of NW OKC.

Thank you,
Cristina Major

FW: OKC Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 10:13 AM

Cc: Elizabeth.Romero, michellemcbeath

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Michelle McBeath [mailto:michellemcbeath@gmail.com]
Sent: Monday, May 19, 2014 10:24 AM
To: Romero, Elizabeth (FHWA)
Subject: OKC Boulevard

Hello Ms. Romero! Please consider my thoughts toward the OKC BLVD design. I appreciate your willingness as a part of the Federal Highway Administrator to listen to the input of the citizen's of OKC.

Michelle McBeath

This is a quality of life issue for not only current OKC residents, but those who will live and work here for years to come. Quality of life does not include zipping in and out of a place the fastest way possible. We don't build cities for cars. We build cities for people. People who eat, shop, walk, grab drinks at the local bar, bike, and walk their dogs.

As a citizen of this city, I don't want to see another seam in our city - I don't want another Broadway Extension/NW Expressway/Classen Avenue. These type of streets divide. I want a design that does not create barriers, but allows for the market/people to decide what they want to see happen with it. Please return to the grid (Option D) and allow the city to move in the direction it chooses. Better yet, just give the City the funds and let us design it ourselves since we'll be the ones "inheriting" it after. I'm guessing at this point that it might save you some heartache. People are upset because they care.

Our city is on the edge of transformation. People don't want another artery to simply move cars in and out of the city to/from the

suburbs. We want people to stay, to invest, to linger, to enjoy all of the things/art/nightlife/culture that is booming here. There is such momentum. We walk a green, walkable, bikeable, liveable, city. Where strollers and and dogwalkers feel safe crossing the street. Thank you for your consideration and I hope you will listen to the people's voices.

FW: Comment On OKC Boulevard

Elizabeth.Romero to: m-coordinator 06/11/2014 11:59 AM

Cc: Elizabeth.Romero, jimcgoodwin

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration - Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Jim McGoodwin [mailto:jimcgoodwin@cox.net]
Sent: Saturday, June 07, 2014 7:19 AM
To: m-coordinator@odot.org
Cc: Mendez, Victor (OST); Romero, Elizabeth (FHWA); Marrero, Ivan (FHWA); mayor@okc.gov; ward8@okc.gov
Subject: Comment On OKC Boulevard

I would like to thank the staff at ODOT for extending the comment period. It has provided an appropriate amount of time to fully evaluate each of the alternatives. Now that I've had time to more carefully review all the options I would like to modify an earlier comment.

In my original comment I said that I support Alternative D. I still do, but it requires a major revision to be fully functional. The design for that alternative limits the extent of a boulevard style street along SW 3rd Street to stop west of Walker. This makes no sense. SE 3rd should extend as a boulevard from its entry into downtown on the east, all the way to Exchange Avenue on the West. At the very least the boulevard should extend to South Western Avenue.

This would facilitate traffic all through the southern downtown region. It would connect the SW 3rd boulevard to the Exchange Boulevard creating a continuous boulevard all the way to the OKC stockyards area. Thus, it would improve the connection of the stockyards area to downtown. This area is ripe for commercial development and would encourage its growth. It would also promote traffic to and from the new Wheeler District development on the south side of the Oklahoma river on Western Avenue at the location of the former downtown airport.

It also makes no sense to stop California Avenue one block before the Myriad Gardens. To facilitate traffic flow California should continue as a boulevard like the rest of it from I-40, all the way until it dead ends at the Gardens.

Failure to make these two changes doesn't take into consideration all the development in downtown and the goal of moving traffic through and around the downtown area.

It is my understanding that you will give all the comments due consideration and make appropriate modifications to

each alternative. I understand that there will be a further public meeting at which time you will present your final drafts of all four alternatives, having made changes consistent with the comments received. After that there will be an additional comment period for the public to provide ODOT with their opinions on the final options. Only after taking those comments on the final drafts of the alternatives will ODOT make its recommendation to the FHWA.

It is my firm belief that the modest suggestions that I have made are necessary corrections to the alternative D that ODOT has proposed. Without these changes traffic flows and connectivity problems will remain, which would be inappropriate in a final draft of alternative D.

Thank you for your time and consideration.

Jim McGoodwin, OKC

FW: Comment On OKC Boulevard

Elizabeth.Romero to: m-coordinator 06/11/2014 11:57 AM

Cc: jimcgoodwin, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Jim McGoodwin [mailto:jimcgoodwin@cox.net]
Sent: Tuesday, June 10, 2014 8:12 PM
To: m-coordinator@odot.org
Cc: Mendez, Victor (OST); Romero, Elizabeth (FHWA); Marrero, Ivan (FHWA); mayor@okc.gov; ward8@okc.gov; Pete White
Subject: Fwd: Comment On OKC Boulevard

Upon further information and analysis I would like to submit the following PDF, which demonstrates how alternative D should be amended before the next submission of plans. I believe the analysis and recommendations are quite cogent and would lead to the best alternative for the OKC Boulevard.

Sincerely,

Jim McGoodwin, OKC resident
16717 Covington Manor

Edmond, Oklahoma 73012

alternated.pdf

FW: Submitting Completed Form
Elizabeth.Romero to: m-coordinator 05/29/2014 12:28 PM
Cc: Elizabeth.Romero, jimcgoodwin

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Jim McGoodwin [mailto:jimcgoodwin@cox.net]
Sent: Tuesday, May 20, 2014 6:00 PM
To: m-coordinator@odot.org
Cc: Mendez, Victor (OST); Romero, Elizabeth (FHWA); Marrero, Ivan (FHWA)
Subject: Submitting Completed Form

Comment to ODOT regarding the Oklahoma City boulevard:

First I must protest the manner in which you handled the public comment period. Given the large number of Oklahoma City citizens who have been interested in this issue, you chose a horrible location on a very inconvenient evening. The meeting was difficult to get to given the amount of traffic that evening and parking was difficult to find. These problems were caused by a Thunder playoff game that was held across the street from the meeting location.

The comment period was unnecessarily brief. It gave people little opportunity to hear from the consultants and little time to review and comment on the alternatives presented. One of the alternatives had been uniformly rejected by the citizens and the OKC City Council reducing the effective number of alternatives to 3. And to cap it all off, your website has given any number of commenters problems with sending their comments to you. I was unable to send my comments using it.

Having said that I would like to inform you that in my opinion, as well as those of many, many other fellow citizens, the best design is alternative D, the one that fully restores the grid. Unfortunately you failed to provide and costs associated with any of the alternatives making it impossible to compare them on that basis. This, in spite of the fact, that your representatives had committed to providing a cost estimate for restoring the grid. Without that as a baseline how can you weigh the costs of the other alternatives?

As to your favorite, alternative C, it is wholly inappropriate for the area. It will cut off commerce and development of the area between Classen and Walker avenues. It will create a number of dead ends that will again bisect the downtown. When the decision was made to tear down crosstown expressway was anticipated as an opportunity to integrate the downtown with the area south of it. Your alternatives A, B and c continue this division.

What businessman would want to choose a location for a commercial establishment on one of the many dead end streets that the alternatives A, B and C would continue. It guarantees reduced traffic and customers in these areas. In addition it cripples the development of the Core-to-Shore park to the south. Without adequate traffic flow into and through that area you will set back the development of that area by years, if not decades.

I know that ODOT and OKC staff want to get this over and begin construction of alternative C. However, the southern downtown area, including the Core-to-Shore park, should be given a fair chance to flourish by reestablishing the grid, if not, OKC at some future date will have to come back into the area and fix this problem that ODOT will have left. You should realize that streets and highways do more than simply move traffic; they impact the environment and culture of a place. These non-monetary values should play at least as important as speeding traffic through downtown.

Very truly yours

Jim McGoodwin
16717 Covington Manor
Edmond Oklahoma 73012
(405) 285-0280

Page Intentionally Left Blank

FW: Support for OKC Boulevard Alternative D

Elizabeth.Romero to: m-coordinator 05/29/2014 12:18 PM

Cc: Elizabeth.Romero, hellogentry

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Gentry M [mailto:hellogentry@gmail.com]
Sent: Tuesday, May 20, 2014 4:56 PM
To: mayor@okc.gov; ward6@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA); ward2@okc.gov
Subject: Support for OKC Boulevard Alternative D

Dear Mayor Cornett, Councilwoman Salyer, Councilman Shadid, the Oklahoma Department of Transportation and Federal Highway Administration,

I am writing as an Oklahoma City resident and downtown employee to express my support for Boulevard Alternative D.

This decision is one that will affect our community for years to come and set the standard for continued growth in our city. As a lifelong resident of Oklahoma City, I have seen first-hand the dramatic transformation and revitalization of the downtown community and a shift towards good urban design practices that make our downtown a walkable, friendly place for people to work and live. I have never been more proud of my city.

After carefully studying each option, it's obvious that Alternative C creates a divided downtown and an unfriendly environment for bicyclists and pedestrians. Constructing 1,600 feet of uninterrupted roadway will limit downtown access for many citizens, hinder new development and limit opportunities for new sales tax revenue.

No one can argue that cycling and walking have a multilayered positive effect on a city. There is a cultural shift towards accepting these forms of transportation as integral components of daily life - and we would be remiss if we didn't embrace it.

I urge you as community leaders to consider the overwhelming impact the boulevard design will have on our community for years to come and support Alternative D.

Sincerely,

Gentry McKeown
224 NW 33rd
Oklahoma City, OK 73118

FW: Crosstown Boulevard
Elizabeth.Romero to: m-coordinator 05/29/2014 12:39 PM
Cc: Elizabeth.Romero, shellyd83

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Shelly Mullens [mailto:shellyd83@hotmail.com]
Sent: Tuesday, May 20, 2014 9:39 PM
To: mayor@okc.gov; ward2@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: Crosstown Boulevard

ODOT,

I have serious concerns about option C for the new OKC boulevard. Our community is growing by leaps and bounds, and i feel that option C will hamper that growth. Option C will negatively impact business growth, walkability, and access to future improvement projects. Having a city that is accessible for biking, running, etc is of the upmost importance to me. We have made great strides within the city to improve the access to these things, so we do not want to take a step backwards instead of a step forwards.

I would like to point to a few events to demonstrate how much this community wants accessibility. Open Streets OKC, recently held on 23rd street, was an overwhelming success. Many, including myself, walked or biked to this event. Also, weekly events in Paseo, Film Row, Plaza District, and H&8th show that people are interested in projects that improve accessibility and community involvement, and not an easy access in and out of the city.

For these reasons, I respectfully request that Option C be dismissed, and Option D be adopted.

Thanks,
Shelly

FW: Beautiful Boulevard: Alternative D

Elizabeth.Romero to: m-coordinator 05/29/2014 11:58 AM

Cc: Elizabeth.Romero, jchaser405

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: jchaser405@gmail.com [mailto:jchaser405@gmail.com] On Behalf Of Ernest Odunze
Sent: Tuesday, May 20, 2014 1:50 PM
To: mayor@okc.gov
Subject: Beautiful Boulevard: Alternative D

Big league cities require big league transportation. For some that statement may signify building the largest highway with the most amount of lane to get people in and out as quickly as possible. Boulevard alternatives A-C adopt this belief. For some people that is all they want to do, and that is O.K. Drive in from an adjoining city or suburb, attend your event, and get home with minimal traffic. As I mentioned, this is a fine desire, but that does not mean the city should cater development to serve the desire.

A large population of residents enjoy downtown, eat downtown, play downtown, and want to stay downtown. We are in no hurry to get out as quickly as possible. Some of us even want to walk, bike, and use alternative transportation! The problem with Boulevard alternatives A-C is they serve the car culture which data shows is on the decrease while walk ability and sustainability are on the increase. I support Option D! I want streets not another highway to replace the highway we dismantled. I lived in film row when the highway came down and rejoiced not having that monstrosity obstructing connection to the south. I was thrilled to hear a beautiful boulevard was being proposed with a roundabout to spur future development. My hopes were quickly crushed after attending the first town hall meeting at the Cox and even more as the subsequent proposals were released. None of my desires for a livable, sustainable, walk-able urban core are being addressed by the A-C options.

OKC has been placed on the map by MAPS projects, project 180, TIF development, and great leadership. Lets not build something we will regret and be forced to rebuild in the future. Let's do it right the first time. Lets built option D!

U.S. Department of Transportation
Federal Highway Administration

Oklahoma Division

5801 N. Broadway Ext. Ste. 300
Oklahoma City, OK 73118
405-254-3300
405-254-3302
www.fhwa.dot.gov/okdiv

February 21, 2014

In Reply Refer To:
HDA-OK

J. Michael Patterson
Executive Director
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105

Dear Mr. Patterson:

Enclosed, please find a letter the Federal Highway Administration received from Mr. Marion Hutchison II, representing OnTrac, a not-for-profit rail transit advocacy organization. Mr. Hutchinson's letter is expressing interest in ensuring that the proposed I-40 Crosstown Boulevard, especially the proposed underpass beneath the BNSF railway, is consistent with Oklahoma City's planning for the future Intermodal Hub located at the Santa Fe Station. It is our understanding that ODOT has been coordinating with Oklahoma City to ensure the Crosstown Boulevard is compatible with all of Oklahoma City's current priorities for downtown Oklahoma City, including the Intermodal Hub. Please ensure that you consider the City's planning with respect to the BNSF tracks and the Intermodal Hub as you proceed with preliminary design studies for the eastern segment of the Crosstown Boulevard.

Also, please ensure that OnTrac is included on the mailing list for all public involvement regarding this project. I appreciate the efforts you and your staff are taking to develop this important facility. If you have any questions or concerns, please contact me at 405-254-3340, or by email at elizabeth.romero@dot.gov.

Sincerely,

Elizabeth A. Romero
Acting Assistant Division Administrator

Enclosure

cc: Marion Hutchison II, OnTrac
Tim Tegeler, ODOT
Dawn Sullivan, ODOT

Page Intentionally Left Blank

OnTrac

Ensuring Oklahoma's Rail Transit Future

www.ontracok.org

Board of Directors

Debbie Blackburn
Executive Committee

Prof. Hans Butzer

Wallace Collins

Marion Hutchison
Chair, Executive Committee

Tom Kovach

Garl Latham

Isaiah McCaslin

Dr. Kim Mish

Bill Nations

Tom Sherman
Executive Committee

Dr. Charles Wesner
Executive Committee

February 5, 2014

Elizabeth Romero — Via Email
Federal Highway Administration
Oklahoma Division
5801 N Broadway Ext., Suite 300
Oklahoma City, OK 73118

RE: OKLAHOMA CITY BOULEVARD - BNSF RAILROAD BRIDGE

Dear Ms. Romero,

I am writing to express my concern regarding the current engineering, planning and design efforts by the Oklahoma Department of Transportation (ODOT) as it concerns the reconstruction of the BNSF railroad bridge associated with the Oklahoma City Boulevard Project.

OnTrac is a not-for-profit rail transit advocacy organization representing nearly 1000 members that supports local and regional efforts to develop rail transit opportunities for the citizens of Oklahoma. Since 2009, representatives of our organization have been directly involved in assisting local and regional governmental organizations with numerous rail transit initiatives, including service on Association of Central Oklahoma Governments (ACOG) Regional Transit Dialogue Technical Subcommittee, Oklahoma City (OKC) MAPS 3 Transit Subcommittee, ACOG Intermodal Transportation Hub Study (Hub Study) Oversight Committee, ACOG Regional Transit Dialogue II Steering Committee and Governance Subcommittee, and ACOG Commuter Corridor Study Oversight Committee.

In regard to the Hub Study, I personally served on the study's oversight committee and have continued to be extensively involved in the processes and efforts affecting and related to the redevelopment of Santa Fe Station, which was selected to be the region's future intermodal transportation hub. Critical to those efforts is not only the acquisition of the station facility, but just as importantly the protection of critical rights-of-way and the proper development of critical infrastructure necessary for providing effective rail connectivity and service into and out of the future intermodal hub. Chief among those is the new BNSF railroad bridge that will be constructed as part of the ODOT's Oklahoma City Boulevard Project, which is under oversight by the Federal Highway Administration.

The Hub Study, which was funded by ACOG, ODOT and OKC and undertaken by Jacobs Engineering (Jacobs) at the direction of ACOG, is a long-range planning document that recommends phased development of the hub facility. Critical to the selection of Santa Fe Station as the future intermodal hub was the ability to widen the existing terminal area in order to meet future expansion requirements. More specifically, the Hub Study determined that it would be necessary to expand the current elevated terminal to the east for the purposes of incorporating a third passenger platform and two additional tracks to service the platform. As a result of the future terminal expansion requirements, the Hub Study specifically identified the need for the new BNSF railroad bridge over the new OKC Boulevard to be wide enough to accommodate a total of 5 tracks (see attached).

Since the findings and recommendations of the Hub Study were completed by Jacobs and approved by the OKC City Council in 2011, myself and others have made numerous attempts to inquire with ODOT as to what planning, engineering and design specifications are being undertaken to ensure that the new OKC Boulevard and the new BNSF railroad bridge over the boulevard are constructed to meet the requirements of the Hub Study in regard to the future expansion needs of the intermodal hub. Unfortunately, we have not received or seen any information from ODOT indicating what, if any, specific planning, engineering and design efforts are being undertaken to meet those requirements. Further, I have been advised that no technical discussions have taken place between the engineers at Jacobs and those working for ODOT on the BNSF railroad bridge and boulevard projects to ensure coordination between those projects for the purposes of meeting the technical and engineering requirements for development of the intermodal hub.

This extremely important matter has gained additional urgency as a result of the recent acquisition of Santa Fe Station by OKC and the awarding of a $13.6 million Tiger V federal grant by the Federal Transit Administration to OKC for development of the intermodal hub facility, construction on which is set to begin immediately.

I am concerned about the lack of information being provided to the public and the apparent lack of coordination taking place between the relevant agencies, municipalities, organizations and their staffs and consultants in regard to the planning, engineering and design of the OKC Boulevard and BNSF railroad bridge as both facilities relate to development of the intermodal hub. It appears that there is an effort underway to limit public input with regard to design of the BNSF railroad bridge and to minimize the time, effort and cost of construction of the BNSF railroad bridge and related sections of the OKC Boulevard at the expense of the intermodal hub.

Reconstruction of the BNSF railroad bridge involves substantial federal funding and has the potential to result in significant environmental impacts, including impacts to the federally funded intermodal hub project. As such, the BNSF railroad bridge project is subject to the National Environmental Policy Act (NEPA) in its own right and deserving of the necessary level of public scrutiny and federal oversight to ensure the project does not negatively impact development of the intermodal transportation hub and future regional rail transit service, as well as current and future Amtrak service and potential High-Speed Rail development.

I urge the Federal Highway Administration to immediately look into this matter and determine what additional public scoping, environmental review, coordination, planning, engineering and design efforts are required to ensure the BNSF railroad bridge project meets all NEPA requirements and that there is sufficient coordination between the various agencies, municipalities, organizations and their staffs and consultants involved in the OKC Boulevard, BNSF railroad bridge and intermodal hub projects to ensure the success of all these projects.

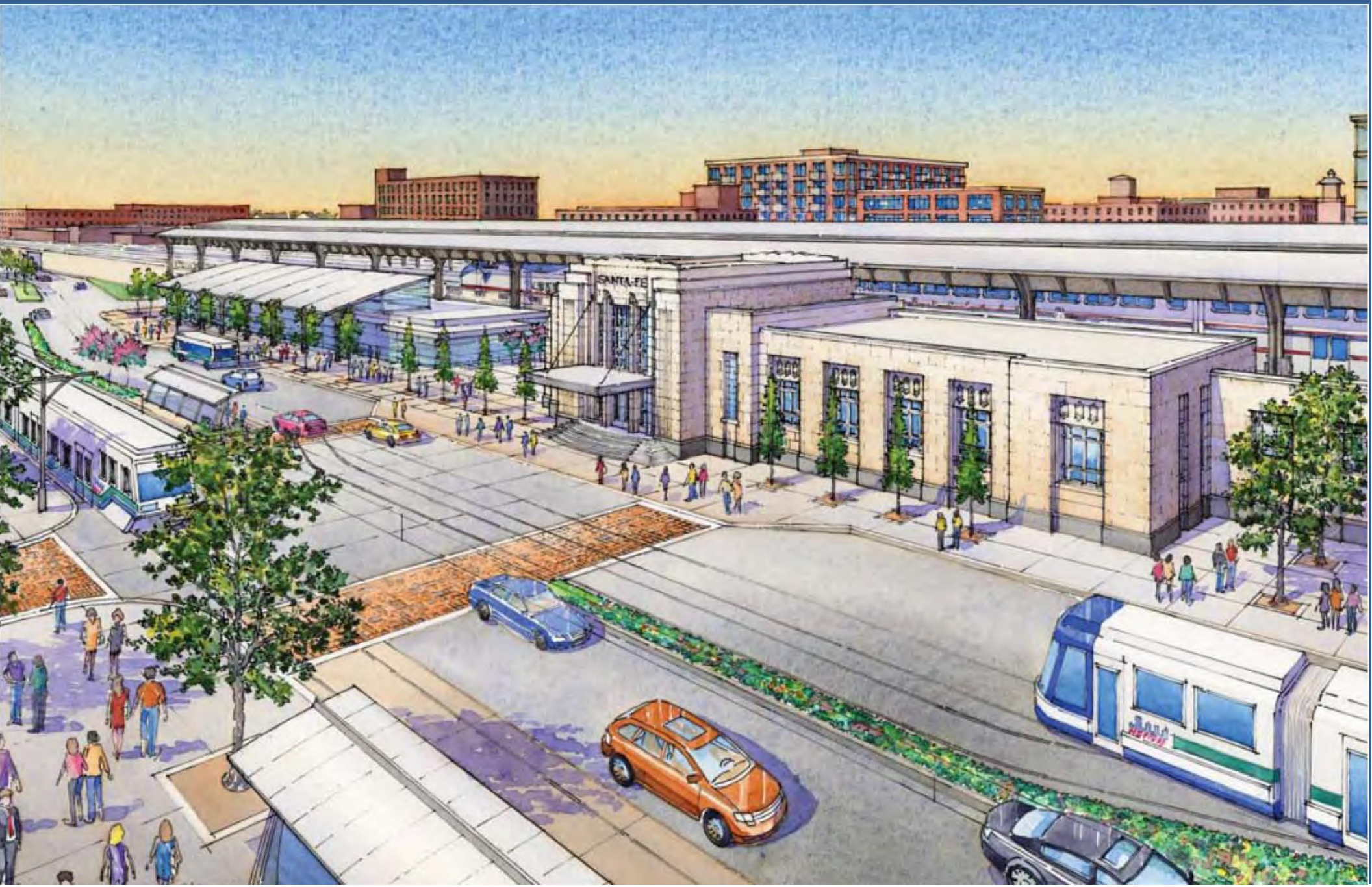
Thank you for your efforts and attention to this matter.

Sincerely,

Marion F. Hutchison II
President

CC: Ivan Marrero, Assistant Division Administrator, Federal Highway Administration
Gary Corino, Division Administrator, Federal Highway Administration
Victor Mendez, Administrator, Federal Highway Administration
Peter Rogoff, Administrator, Federal Transit Administration
Josesph Szabo, Administrator, Federal Railroad Administration

Santa Fe Intermodal Station Master Plan

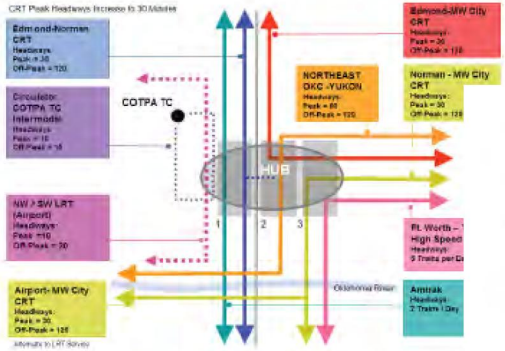


Santa Fe Intermodal Station Master Plan

Phase 3 – Expanded Service Capacity

Phase 3: Expanded Passenger Service

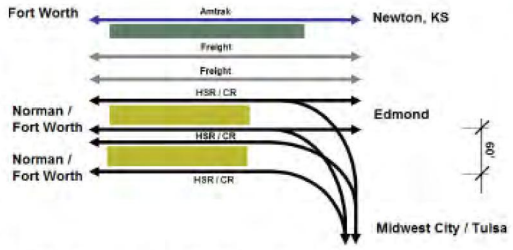
A key attribute to the Santa Fe site is its ability to accommodate expansion of the guideway to accommodate a third platform should a higher level of service be required in the future. Operationally the expansion to a third platform would be required to increase headways from 60 minutes during peak periods to 30 minutes to accommodate higher ridership. It is envisioned that the addition of light rail service from the northwest to the southeast and out to Will Rogers World Airport could be in operation at this time. An additional commuter rail line could also be added, splitting off the Norman / Midwest City line to serve the Will Rogers Airport area. A key advantage in this master plan is that the City owns the property needed to construct the third platform, east of the guideway between Sheridan and Reno. This property is currently used as an urban green space as discussed previously. The 120 foot' width of the parcel would allow for the needed 60' for the third platform, while still allowing the residual space to remain as open space and serve as a linkage to the Bricktown entrance of the intermodal hub.



Project Phase 3 - Figure 9.26

Impacts of Third Platform - Figure 9.27

It is envisioned that the existing east wall of the guideway would remain, and a retained fill or open elevated structure would be added to accommodate the new platform above. The pedestrian underpass would be extended at this time and include a new Bricktown entrance.



Third Platform Schematic - Figure 9.28

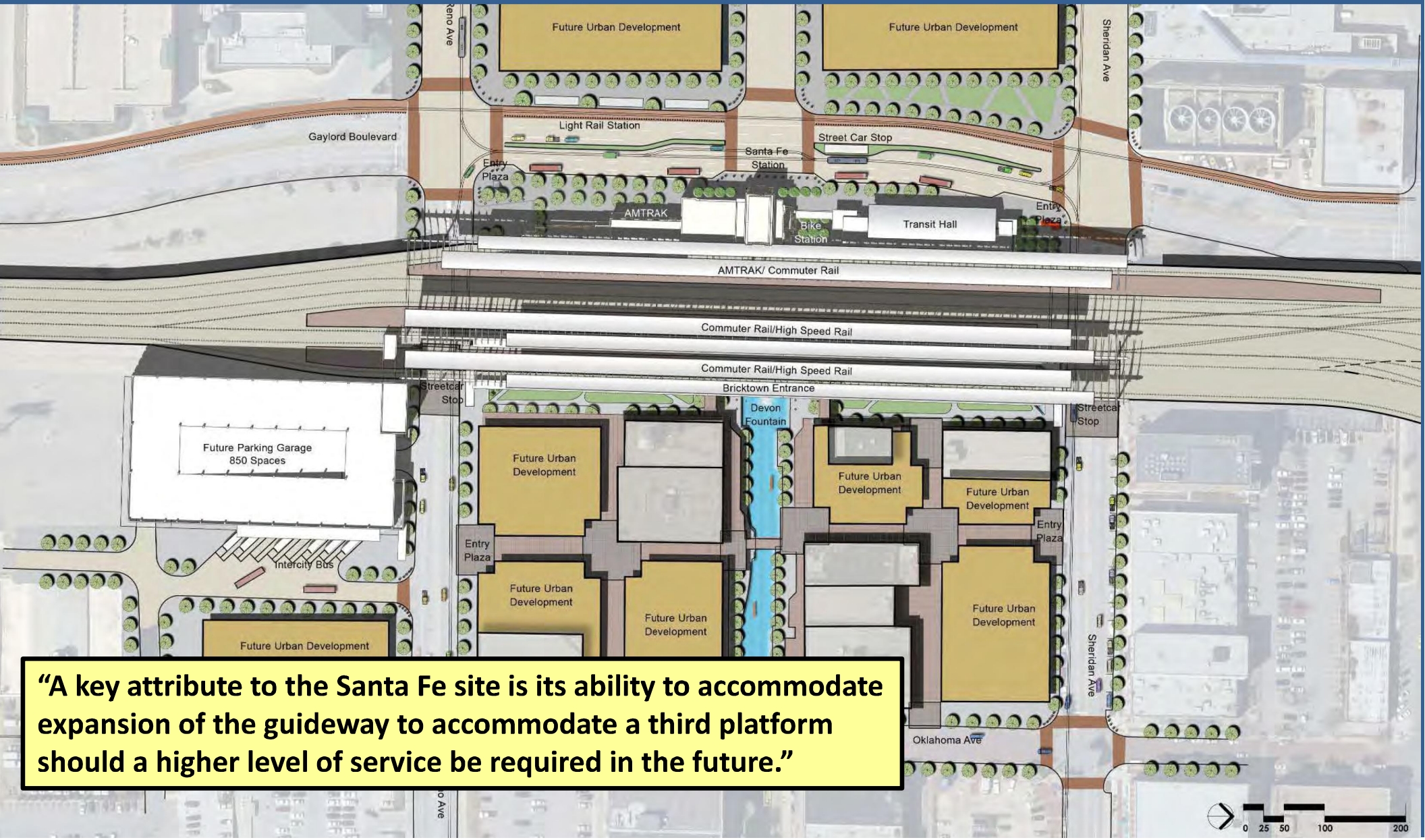
to the hub. This future expansion will impact the railroad bridge and potentially the design of the new "boulevard." The design should take into account the future widening of the east side of the bridge for the elevated guideway, since the road may need to be

Finally, Figure 9.31 (below) provides a graphic illustration of the hub's platforms and how they relate to the existing guideway (ROW) and the future bridge impacts over the proposed "boulevard" on the south side of downtown. Close coordination with ODOT (boulevard design) and the City of Oklahoma City (on allowing developments within the urban plaza area east of the guideway) will be needed to ensure the long term capacity for future hub expansions.

3 Platform / 7 Track Layout (Enlarged) - Figure 9.31

Santa Fe Intermodal Station Master Plan

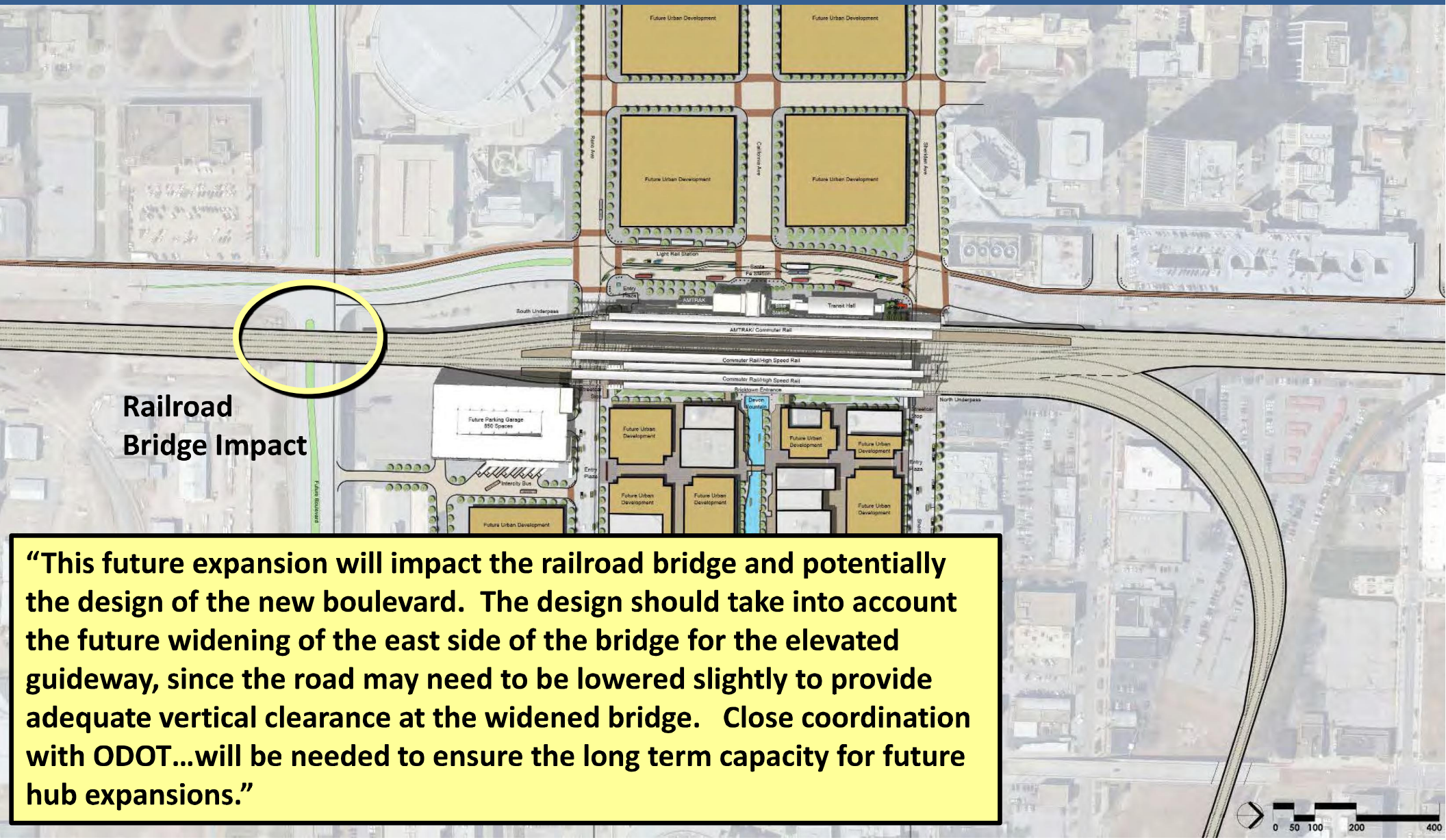
Phase 3 – Three Platforms



"A key attribute to the Santa Fe site is its ability to accommodate expansion of the guideway to accommodate a third platform should a higher level of service be required in the future."

Santa Fe Intermodal Station Master Plan

Phase 3 - Expansion Preservation



"This future expansion will impact the railroad bridge and potentially the design of the new boulevard. The design should take into account the future widening of the east side of the bridge for the elevated guideway, since the road may need to be lowered slightly to provide adequate vertical clearance at the widened bridge. Close coordination with ODOT…will be needed to ensure the long term capacity for future hub expansions."

FW: Oklahoma City Boulevard Feedback
Elizabeth.Romero to: m-coordinator 06/16/2014 10:05 AM
Cc: tpalen.stu, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Trevor M Palen [mailto:tpalen.stu@my.okcu.edu]
Sent: Friday, June 13, 2014 2:41 PM
To: m-coordinator@odot.gov; Romero, Elizabeth (FHWA); mayor@okc.gov; ward2@okc.gov
Subject: Oklahoma City Boulevard Feedback

Dear reader,

This letter is addressed to a variety of persons/entities that are directly involved in the process of deciding what course of action will be taken in regards to the Boulevard that is to run through OKC's downtown area between approximately Penn and Interstate 235. A significant portion of this road has already been constructed, but for the portion that remains heretofore unconstructed and even unplanned, I offer my input as a citizen of Oklahoma City:

1. The process on this development has been delayed heavily since 2012 because there are many citizen who have voiced major concern over the impact this development is going to have on the future of downtown development. However, I feel that the ultimate decision making entity in this process (Oklahoma Department of Transportation) has been nothing short of obstructionist to the desires of various citizen groups who have spent the last 2 years raising concerns about the construction options the city has heretofore presented. I feel that a more objective and thorough process is still needed.

2. It is possible to ask questions in such a way that predetermined answers are the only viable answers. Whether consciously or not, I feel that this has been the process undertaken by ODOT since before the new I-40 was completed. A comprehensive look at ALL factors this Boulevard will affect still has not taken place, particularly as it pertains to the option of restoring the grid layout of OKC's downtown road network.

3. This Boulevard absolutely cannot be solely or even mostly about automotive traffic flow. It must first and foremost be built as a single part of the entire

downtown developmental plan, both today and in the future. It is touted as the gateway to our downtown, yet of the parts that have already been constructed, it is unequivocally anything but. No amount of landscaping is going to change the fact that there is and likely never will be anything of interest between Exit 148B and wherever the Boulevard is finally brought to grade (at grade meaning completely level with the land immediately surrounding the road) . This complete lack of vision is scary enough for me that cutting a large swath of developable land for a "grand boulevard" is the less desirable option and that restoring the grid and simply making California on the west end of downtown and SW 3rd on the east end of downtown "grand streets" is the best option we have.

4. Here is a link to a fairly exhaustive list of criticisms that I feel need to be listened to and addressed before moving forward with any option on the Boulevard:
http://www.okctalk.com/transportation/30513-friends-better-boulevard-54.html#post798579

5. Lastly, downtown OKC is becoming a special place, and its greatest advantage right now is that it is a relatively blank slate. Removing I-40 further to the south has greatly expanded downtown's fabric, and a fast paced traffic thoroughfare risks redividing that blank slate and removing the advantage OKC enjoys of being able to connect a wide-swath of land into the future urban environment that greater downtown can enjoy. OKC stands to gain or lose a lot for the future based on this road, and I hope that *all factors* are considered in the handling of this project.

Please give greater consideration and care to Option D

Trevor Palen
1222 NW 46th St.
Oklahoma City, OK 73118

FW: My Public Comments to ODOT Regarding Downtown OKC Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 12:32 PM
Cc: Elizabeth.Romero, bradenpalm78

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Braden Palm [mailto:bradenpalm78@gmail.com]
Sent: Tuesday, May 20, 2014 8:10 PM
To: mayor@okc.gov; ward8@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: My Public Comments to ODOT Regarding Downtown OKC Boulevard

First and foremost, my preferable option for entry to downtown OKC would be "Alternative D", which is to return the grid to its former glory to allow for larger sized land development. In this option the boulevard would be a grand boulevard along and slightly north of the SW 3rd Street alignment between the east end I-40 connector and Hudson. That boulevard would be tree lined on each side with a half lane for urban cycling, two full through lanes in each direction, extended left turn lanes for Robinson and Hudson and a landscaped center median between the opposing directions. This landscaped center median would be a refuge between the Harvey Spine north of the boulevard where the new convention center will be and the Central Park to the south. If I could provide pictures in my comments, I would, but alas, you make this as complicated as possible.

If we are going to go along the lines of "Alternative C", then these are the changes that I would like to propose as viewed from west to east.

First, at Western and Reno, there needs to be a roundabout here and if ODOT doesn't do it then the City of Oklahoma City needs to do it and include Exchange as it is an integral connection to the Farmers Market area from the newly enriched and expanding area in an around Film Row and where the 21C Hotel will be located. It is of vital importance that as many links as possible are connected to each "district" so that we don't have to detour.

Second, there needs to be a full access intersection at Lee Avenue, to tie Film Row in with the Core-To-Shore area--again, future development, as envisioned in bringing residential back down to the downtown area.

Third, the segment of SW 3rd Street, between Lee & Walker, where you have a

one way street with parallel parking on either side of it needs to be closed off, so as to allow a much larger parcel of land to be available for development fronting the new boulevard.

Fourth, as stated in my "Alternative D" narrative, it is VERY IMPORTANT that the main stretch of our downtown boulevard not be 100' of solid concrete with cars zipping by in each direction. Please imagine your kids kids trying to get to school downtown but they can't because they're scared to cross the highway, which is basically what you have created as a part of your vision of a boulevard. Instead of parallel parking lanes (2), two thru lanes in each direction (4) and a center turn lane (1), for a total of SEVEN lanes, lets decrease the count and make this boulevard something iconic that will be remembered in a good way. This DOES NOT need to be a NW 39th Street or a Northwest Expressway. When I was a kid, I was fearful for my life of crossing May Avenue. Imagine how these kids would feel. I would also suggest that your intersections at Walker, Hudson and Robinson, all have very wide crossing stripes and keep in mind that in the future you may want to allow for diagonal crossings through the middle of the intersection so that pedestrians can stay ahead of vehicular traffic. I would also suggest a pedestrian crossing midstreet along the Harvey Spine between the future convention center and the Central Park. If you can't do these then you need to include subterranean pedestrian tunnels or skybridges that tie into the new convention center from the Central Park area. It's hard to imagine it all now but when the Central Park is built, the land around it will be prime for residential development and we just need to be prepared to think about families actually living close to downtown and that they will have kids who are going to have to cross the streets at some time or another.

That pretty much sums up my views on how the boulevard needs to be designed and built. With newer modes of transportation becoming available to our city and the millennials and younger generations looking at living close to their jobs in a downtown environment, you're going to see a shift in traffic counts that you've never witnessed before because, honestly, times are changing for the better. Why not a BETTER BOULEVARD?

FW: OKC Boulevard Comment
Elizabeth.Romero to: m-coordinator 05/29/2014 12:38 PM
Cc: peryam, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Tom Peryam [mailto:peryam@gmail.com]
Sent: Tuesday, May 20, 2014 9:04 PM
To: mayor@okc.gov; Romero, Elizabeth (FHWA); odotinfo@odot.org; m-coordinator@odot.org; ward6@okc.gov
Subject: OKC Boulevard Comment

ODOT,

If the powers that be are set on going with your "Alternative C" many chnages must be made. If these changes are not made I hope that the City Council and Mayor elect to obstruct the construction of this boulevard in any way they can.

(1) As planned, the Boulevard will not be able to be crossed for almost a quarter mile between Walker and Reno. North of this impassible span is the new Downtown Elementary school. Long term I know that the city hopes to have residential buildings in the Core to Shore area. How, I ask, will these children be able to get to school? Will they be able to be healthy and walk or bicycle, or will their parents have to drive them to school only a few blocks away for fear of their lives? Bad urban design can create unnecessary congestion, and this is one very clear way in which this can happen.

The intersection of Lee Avenue must be remade to allow Lee to continue to the south. This will allow traffic, pedestrians, bicyclists and yes, children, access north of the Boulevard and will cut down on the negative economic impact of the road.

(2) The traffic numbers cited by ODOT do not require a restricted-access roadway which ODOT has designed. Streets elsewhere in the state ably accommodate traffic counts of 10,000 to 20,000 autos per day while still accommodating business storefronts, controlled intersections and pedestrian/bicycle amenities. There is no conceivable reason why this boulevard must recreate NW Expressway west of Walker.

(3) Where, I ask, is the projected traffic going? I work at Devon, one of the

largest downtown employers. Most everyone who commutes from the suburbs (and there are many who do) commutes from Edmond. Or Moore. Or sometimes Norman. All points either north or south of downtown. None of these destinations will be facilitated by the new Boulevard. Maybe a small number of commuters from Deer Creek or El Reno, but really, are we designing a boulevard for such a small group of commuters?

(4) The road must be at grad-not elevated on berms of dirt-as much as possible.

(5) Bike lanes, hopefully protected bike lanes, must be integrated in the design, not included as an afterthought.

(6) 3rd Street should not be redisigned as a one-way paralleling the Boulevard. Better to simply close 3rd street entirely.

(7) Closing Exchange will deal a severe blow to the Stockyards City district as well as to the Farmer's Market area. This is completely unnecessary. A roundabout or otherwise controlled intersection with Exchange could maintain traffic flow in all directions, not simply along the Boulevard.

Submitted because I love this town,

Tom Peryam

FW: Downtown Oklahoma City Boulevard
Elizabeth.Romero to: m-coordinator 05/29/2014 10:07 AM
Cc: Elizabeth.Romero, peryam

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Tom Peryam [mailto:peryam@gmail.com]
Sent: Monday, May 12, 2014 4:42 PM
To: Romero, Elizabeth (FHWA); mayor@okc.gov
Subject: Downtown Oklahoma City Boulevard

Hello,

I am an Oklahoma City resident who is very worried about the proposed plans for the new Downtown Boulevard. It looks like ODOT is proceeding straightaway with building a NW Expressway-style freeway in the heart of our downtown. instead of a pedestrian, cyclist and business-friendly boulevard which I understood we were looking for as a city. This really concerns me.

1) This freeway will stifle economic growth which is, as we speak, creaping into once-blighted areas west and southwest of downtown. This freeway west of downtown, with a raised earthen berm, will act as a moat preventing access to areas SW of downtown. Areas on the far side of this wall will be condemned to continued blight.

2) This freeway, even in the areas where it is truly at "grade," will hamper access south to the core-to-shore area and the new Central Park. Right now I can ride my bike from Mesta Park to the River with no real barriers in between aside from I-40 (which I traverse on the Scissortale Bridge). Having a high speed, wide expressway along the former I-40 right of way will hamper this route considerably. I formerly lived in NW Oklahoma City, and I can assure you that crossing Northwest Expressway on a bicycle was a very unpleasant exercise where it was possible. In many places, crossing NW Expressway is literally impossible for a bicyclist or pedestrian for over a quarter mile in either direction. ODOT seems intent on recreating NW Expressway downtown, recreating this harrowing/impossible traverse.

3) What is even more obscene is that this high-speed road is so close to Rex Elementary In time, I'm sure there will be children living in the Core-to-Shore area who will be attending this school. I know that long-term plans have housing

developing in this area. So, in five years, will these children be able to walk to school? Not if ODOT has its way.

4) The meeting held by ODOT to roll their plans out before the public was hastily-arranged, poorly-publicized and very difficult to attend, due to intense parking pressure related to the Thunder NBA playoff game. I request that the period for public discussion be extended at least 90 days in order to better educate the public about the consequences of ODOT's plans.

There is considerable room for improvement while still accomplishing ODOT's (dubious?) goal of speeding traffic east and west out of downtown during a very few key hours of the day. Please help us to improve ODOT's plans by extending the period of time for public comment.

Thank You,

Tom Peryam
1001 NW 16th
Oklahoma City, OK 73106

Romero, Elizabeth (FHWA)

From: Tom Peryam <peryam@gmail.com>
Sent: Monday, May 12, 2014 4:42 PM
To: Romero, Elizabeth (FHWA); mayor@okc.gov
Subject: Downtown Oklahoma City Boulevard

Hello,

I am an Oklahoma City resident who is very worried about the proposed plans for the new Downtown Boulevard. It looks like ODOT is proceeding straightaway with building a NW Expressway-style freeway in the heart of our downtown. instead of a pedestrian, cyclist and business-friendly boulevard which I understood we were looking for as a city. This really concerns me.

1) This freeway will stifle economic growth which is, as we speak, creaping into once-blighted areas west and southwest of downtown. This freeway west of downtown, with a raised earthen berm, will act as a moat preventing access to areas SW of downtown. Areas on the far side of this wall will be condemned to continued blight.

2) This freeway, even in the areas where it is truly at "grade," will hamper access south to the core-to-shore area and the new Central Park. Right now I can ride my bike from Mesta Park to the River with no real barriers in between aside from I-40 (which I traverse on the Scissortale Bridge). Having a high speed, wide expressway along the former I-40 right of way will hamper this route considerably. I formerly lived in NW Oklahoma City, and I can assure you that crossing Northwest Expressway on a bicycle was a very unpleasant exercise where it was possible. In many places, crossing NW Expressway is literally impossible for a bicyclist or pedestrian for over a quarter mile in either direction. ODOT seems intent on recreating NW Expressway downtown, recreating this harrowing/impossible traverse.

3) What is even more obscene is that this high-speed road is so close to Rex Elementary In time, I'm sure there will be children living in the Core-to-Shore area who will be attending this school. I know that long-term plans have housing developing in this area. So, in five years, will these children be able to walk to school? Not if ODOT has its way.

4) The meeting held by ODOT to roll their plans out before the public was hastily-arranged, poorly-publicized and very difficult to attend, due to intense parking pressure related to the Thunder NBA playoff game. I request that the period for public discussion be extended at least 90 days in order to better educate the public about the consequences of ODOT's plans.

There is considerable room for improvement while still accomplishing ODOT's (dubious?) goal of speeding traffic east and west out of downtown during a very few key hours of the day. Please help us to improve ODOT's plans by extending the period of time for public comment.

Thank You,

Tom Peryam
1001 NW 16th
Oklahoma City, OK 73106

FW: Support Alternative D
Elizabeth.Romero to: m-coordinator 06/11/2014 04:34 PM
Cc: Elizabeth.Romero, c_ellen

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Ellen Clark Pogemiller [mailto:c_ellen@yahoo.com]
Sent: Monday, June 02, 2014 1:38 PM
To: m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: Support Alternative D

I am writing to support Alternative D. I moved to Oklahoma City 6 years ago from Dayton, Ohio. My husband and I were beyond impressed with the momentum of change that was occurring in Oklahoma City. MAPS had sparked innovative projects and in return was creating growth all over the city. We moved into a historic neighborhood downtown and have been thrilled at the development around our neighborhood. We walk EVERYWHERE!! I was very disappointed when I learned about the plans that were pushed for the new boulevard. The Alternative C plan does not push development, alternative transportation or creativity. It is a secondary highway that individuals can take to quickly get downtown. This is not the long term grown that we want for our city. I encourage the city to create a plan that makes walkability and sustainable growth a priority!!

Sincerely,
Ellen Pogemiller
420 NW 21st St
OKC, OK 73103

FW: Downtown (Crosstown) OKC Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 11:09 AM

Cc: Elizabeth.Romero, mark-pogemiller

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Pogemiller, Mark I (HSC) [mailto:mark-pogemiller@ouhsc.edu]
Sent: Monday, May 19, 2014 11:33 PM
To: mayor@okc.gov; Ward6@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: Downtown (Crosstown) OKC Boulevard

To whom it may concern.

Option D is by far and away the best option for OKC. Option D preserves a rich interconnected street grid network, it maximizes realistic opportunities for quality development (and thus future tax revenue) without cutting off portions of downtown, and it provides greater return on public investment. Option D would be the cheapest to construct with the smallest impact to right-of-way and the most positive increase in pedestrian/bike accessibility. I am a pediatrician and see the amazingly high numbers of overweight and obese children that we have here in Oklahoma. We need every opportunity to increase walkability in every aspect of life. We will have an impressive new elementary school to serve the downtown area but option C will divide the school from potential new housing development with an at grade limited access road that no matter what name is given will not be pedestrian friendly enough for children/families to cross. Please don't lose out on this opportunity to improve Oklahoma City.

Thank you for your time.
-Mark Pogemiller, MD
420 NW 21st St
OKC, OK 73103

FW: Alternative D is the best choice for the Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 11:02 AM
Cc: Elizabeth.Romero, joe-quinlin

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: joe.quinlin@gmail.com [mailto:joe.quinlin@gmail.com] On Behalf Of Joe Quinlin
Sent: Monday, May 19, 2014 3:26 PM
To: Romero, Elizabeth (FHWA)
Subject: Alternative D is the best choice for the Boulevard

Dear Elizabeth Romero,

I have lived within blocks of the old I-40 / new boulevard since October of 2008. From 2008 to 2013 I lived just across the street from City Rescue Mission on California Ave. Recently I moved about 6 blocks south into a highly volatile area off South Shartel and SW 5th. There are several families that have collectively and intentionally moved to this area to seek the peace of the city and fight for shalom in this area. Keeping the neighborhood we live in walkable, bikable, and drivable is highly important to us. It would be our preference to not be cut off to the south by the freeway and to the north by the boulevard. If at all possible it would be great to implement Alternative D as the primary option for the boulevard. This takes into account a fair balance of efficient transportation and the development of community. We love OKC and would greatly appreciate our voice being heard. Please respond to me anytime as I would love to discuss this further.
Shalom,
Joe Quinlin
405-317-6100

FW: OKC Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 12:43 PM

Cc: Elizabeth.Romero, ben

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: ben@wayneproperty.com [mailto:ben@wayneproperty.com]
Sent: Tuesday, May 20, 2014 10:59 PM
To: mayor@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA); Ward6@okc.gov; ward7@okc.gov
Subject: OKC Boulevard

I am writing to express my opinion for the OKC Boulevard design currently being discussed. Options A, B, & C are concerning to me because they create serious barriers to north/south access, and essentially create an expressway through the west end of downtown. It also appears the traffic count data used to predict future demand is extremely flawed. Option D, which restores the grid in this area, seems to be the only option to truly provide the best long term development and growth options for this part of our City. I would encourage you to look at the following links that provide a very thorough explanation and analysis of the issues. These are well thought out, and provide a very rational, and supportable argument for Option D.

http://www.betterblockokc.com/the-okc-boulevard-why-we-choose-alternative-d/
http://www.betterblockokc.com/blvdtraffic/

Regards,
Ben Sellers
(Resident of Ward 7, Property & Business owner in Ward 6)
Wayne Property Advisors
405.802.6993

FW: Oklahoma City Downtown Boulevard
Elizabeth.Romero to: m-coordinator 05/29/2014 10:06 AM
Cc: Elizabeth.Romero, david.sisco

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Sisco, David (TS) [mailto:David.Sisco@ngc.com]
Sent: Monday, May 12, 2014 10:17 AM
To: Romero, Elizabeth (FHWA)
Cc: mayor@okc.gov
Subject: Oklahoma City Downtown Boulevard

Dear Ms. Romero,

I am writing you as a concerned citizen of the City of Oklahoma City. It appears that the Oklahoma Department of Transportation (ODOT) is in the process of forcing a new boulevard on us, that I believe no one wants.

The Oklahoma City community wants a new boulevard that is pedestrian friendly and invites people to slow down and interact with downtown… not speed by! But ODOT insists that a six-lane "by-pass" is necessary because the new I-40 crosstown expressway was not designed with adequate access to downtown! That brings up the very interesting question of "why"?? Why did they design I-40 to be inadequate on day 1???

It is true that traffic gets a little backed up at time, like during rush hour or after a Thunder game, but what city in America doesn't have traffic congestion in those situations?? The very fact that there is no road there at all proves that any road they put there will only improve traffic flow. And if that is the case, why not have the road that the people of Oklahoma City want and not what some traffic engineers think is best??

This road will belong to the citizens of Oklahoma City in the end… they should build what we want! I have copied Mayor Mick Cornett on this email because I think he would be interested in your thoughts on this.

David Sisco
Business Manager
Northrop Grumman (TS)
Voice: 405.736.8119
Cell: 405.431.7994
david.sisco@ngc.com

Romero, Elizabeth (FHWA)

From: Sisco, David (TS) <David.Sisco@ngc.com>
Sent: Monday, May 12, 2014 10:17 AM
To: Romero, Elizabeth (FHWA)
Cc: mayor@okc.gov
Subject: Oklahoma City Downtown Boulevard

Dear Ms. Romero,

I am writing you as a concerned citizen of the City of Oklahoma City. It appears that the Oklahoma Department of Transportation (ODOT) is in the process of forcing a new boulevard on us, that I believe no one wants.

The Oklahoma City community wants a new boulevard that is pedestrian friendly and invites people to slow down and interact with downtown… not speed by! But ODOT insists that a six-lane "by-pass" is necessary because the new I-40 crosstown expressway was not designed with adequate access to downtown! That brings up the very interesting question of "why"?? Why did they design I-40 to be inadequate on day 1???

It is true that traffic gets a little backed up at time, like during rush hour or after a Thunder game, but what city in America doesn't have traffic congestion in those situations?? The very fact that there is no road there at all proves that any road they put there will only improve traffic flow. And if that is the case, why not have the road that the people of Oklahoma City want and not what some traffic engineers think is best??

This road will belong to the citizens of Oklahoma City in the end… they should build what we want! I have copied Mayor Mick Cornett on this email because I think he would be interested in your thoughts on this.

David Sisco
Business Manager
Northrop Grumman (TS)
Voice: 405.736.8119
Cell: 405.431.7994
david.sisco@ngc.com

FW: Oklahoma City Boulevard public feedback
Elizabeth.Romero to: m-coordinator 05/29/2014 12:50 PM
Cc: Elizabeth.Romero, don

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Don V. Stephens III [mailto:don@cmpedge.com]
Sent: Wednesday, May 21, 2014 11:50 AM
To: mayor@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA); Ward6@okc.gov
Subject: Oklahoma City Boulevard public feedback

Gentlemen and Ladies,

The following is a copy of the feedback form that I submitted today to the City of OKC and ODOT regarding the future Oklahoma City Boulevard. Thank you for your time in considering this matter.

--Don

To the City of Oklahoma City and ODOT,

Thank you for all your work planning the future Oklahoma City Boulevard, and thanks for taking a moment to read my comments about the presented options.

As a small-business owner for nearly 20 years with an office on Film Row for the last 4, I strongly support the "Alternate D" concept. The other three alternates prevent southbound traffic on Lee from crossing the new boulevard, which would make intra-downtown travel unnecessarily difficult, especially trying to get to the Core to Shore area.

Additionally, in my opinion one of the real strengths of Oklahoma City's street design has been the idea of regular, square blocks. This grid infrastructure is helpful in traffic disbursement, dispatching of emergency vehicles, and generally helps in just getting around the city.

I love being able to hop on the bike that I keep at my office and easily go where I need to downtown - alternatives A through C will dramatically and negatively impact my personal safety while biking or walking around the new boulevard.

I urge you to adopt alternative D for the future success of our city.

Thanks for your time,
--Don V. Stephens III
Owner, Critical Mass Productions, L.L.C.

RE: FW: Oklahoma City Boulevard public feedback

Don V. Stephens III to: Elizabeth.Romero 05/29/2014 01:21 PM
Cc: m-coordinator, elizabeth.romero

From: "Don V. Stephens III" <don@cmpedge.com>
To: Elizabeth.Romero@dot.gov
Cc: m-coordinator@odot.org, elizabeth.romero@dot.gov

Great, thank you.

-----Original Message-----
From: Elizabeth.Romero@dot.gov
Sent: Thursday, May 29, 2014 12:50pm
To: m-coordinator@odot.org
Cc: Elizabeth.Romero@dot.gov, don@cmpedge.com
Subject: FW: Oklahoma City Boulevard public feedback

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.
Thank you,
Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300
From: Don V. Stephens III [mailto:don@cmpedge.com]
Sent: Wednesday, May 21, 2014 11:50 AM
To: mayor@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA); Ward6@okc.gov
Subject: Oklahoma City Boulevard public feedback

Gentlemen and Ladies,
The following is a copy of the feedback form that I submitted today to the City of OKC and ODOT regarding the future Oklahoma City Boulevard. Thank you for your time in considering this matter.
--Don
To the City of Oklahoma City and ODOT,
Thank you for all your work planning the future Oklahoma City Boulevard, and thanks for taking a moment to read my comments about the presented options.
As a small-business owner for nearly 20 years with an office on Film Row for the last 4, I strongly support the "Alternate D" concept. The other three alternates prevent southbound traffic on Lee from crossing the new boulevard, which would make intra-downtown travel unnecessarily difficult, especially trying to get to the Core to Shore area.
Additionally, in my opinion one of the real strengths of Oklahoma City's street design has been the idea of regular, square blocks. This grid infrastructure is helpful in traffic disbursement, dispatching of emergency vehicles, and generally helps in just getting around the city.
I love being able to hop on the bike that I keep at my office and easily go where I need to downtown - alternatives A through C will dramatically and negatively impact my personal safety while biking or walking around the new boulevard.
I urge you to adopt alternative D for the future success of our city.
Thanks for your time,

--Don V. Stephens III
Owner, Critical Mass Productions, L.L.C.
On Historic Film Row in Downtown Oklahoma City

FW: Oklahoma City Downtown Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 10:09 AM

Cc: Elizabeth.Romero, jstigge

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Jared Stigge [mailto:jstigge@gmail.com]
Sent: Friday, May 16, 2014 10:43 AM
To: Romero, Elizabeth (FHWA)
Subject: Oklahoma City Downtown Boulevard

Greetings,

As a 20-year resident of Oklahoma City and a frequent visitor to the downtown OKC area I am adamantly opposed to the current approach to the new downtown OKC boulevard. Constructing an elevated roadway, a divided highway, a de facto bypass ... none of these things will benefit the development of downtown Oklahoma City. Please consider the wishes of thousands of residents such as myself and adopt an approach that is more consistent with the City's wishes.

Thanks for your consideration,

Jared Stigge
405.812.7677

Romero, Elizabeth (FHWA)

From: Jared Stigge <jstigge@gmail.com>
Sent: Friday, May 16, 2014 10:43 AM
To: Romero, Elizabeth (FHWA)
Subject: Oklahoma City Downtown Boulevard

Greetings,

As a 20-year resident of Oklahoma City and a frequent visitor to the downtown OKC area I am adamantly opposed to the current approach to the new downtown OKC boulevard. Constructing an elevated roadway, a divided highway, a de facto bypass ... none of these things will benefit the development of downtown Oklahoma City. Please consider the wishes of thousands of residents such as myself and adopt an approach that is more consistent with the City's wishes.

Thanks for your consideration,

Jared Stigge
405.812.7677

FW: OKC Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 12:45 PM

Cc: Elizabeth.Romero, rosemary

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Rosemary Stow [mailto:stow.rosemary@gmail.com]
Sent: Tuesday, May 20, 2014 11:04 PM
To: mayor@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: OKC Boulevard

To Whom It May Concern:

I would like to express to you the importance of choosing Alternative D for the new Oklahoma City Boulevard. As a Millennial who hopes to stay in this city, I strongly believe in the importance of a more bicycle & pedestrian friendly urban core like the original Core to Shore plan favored. I feel that Alternative D is the only option that truly supports this vision & I urge you to deeply consider these factors as you make this important decision for the future of Oklahoma City.

Sincerely,
Rosemary E. Stow

FW: Oklahoma City Boulevard- In Support of Option D
Elizabeth.Romero to: m-coordinator 05/29/2014 12:39 PM
Cc: Elizabeth.Romero, ashleynterry

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Ashley Terry [mailto:ashleynterry@me.com]
Sent: Tuesday, May 20, 2014 9:54 PM
To: m-coordinator@odot.org
Cc: mayor@okc.gov; ward2@okc.gov; Ward6@okc.gov; Romero, Elizabeth (FHWA)
Subject: Oklahoma City Boulevard- In Support of Option D

Ashley Terry
3332 NW 25th St.
Oklahoma City, Ok 73107

I would like to take this chance to voice my full support for "Option D" for the Oklahoma City Boulevard. As an Oklahoma City resident and someone who works in Downtown OKC, I support Option D which integrates into the grid that already exists in Downtown. This ensures that the street will be a walkable, bikeable, an enjoyable, and safer experience for all involved. Instead of focusing solely on cars and moving them quickly thru the city, Option D will focus giving all people using any form of transportation a chance to benefit from the well-spaced grid. It will give residents and visitors easy access to their destinations and connections to other parts of Downtown. Option D is also built to allow for more quality development along its streets. We want our residents to stop and enjoy our city, not just drive thru it as fast as possible. Instead of shuffling people thru, Option D could allow for development that invites people to linger and stroll, shop, and eat. Isn't that the kind of development we want?

Our city is on the edge of transformation and poor street design will only send us back in the other direction. The design of this boulevard will set the precedent for how our downtown will grow, or not and whether it will prosper or suffer. As a part of the Oklahoma City community, I am asking that you choose Option D for the OKC Boulevard. Choose to continuing sending our city in an upward and forward direction.

Thank you for your time.
Ashley Terry
(405)206-6612

FW: Oklahoma City Boulevard : Alternative D

Elizabeth.Romero to: m-coordinator 05/29/2014 12:46 PM

Cc: Elizabeth.Romero, gregoryterry

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration - Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Gregory Terry [mailto:gregoryterry@me.com]
Sent: Tuesday, May 20, 2014 11:52 PM
To: m-coordinator@odot.org
Cc: mayor@okc.gov; ward2@okc.gov; ward6@okc.gov; Romero, Elizabeth (FHWA)
Subject: Oklahoma City Boulevard: Alternative D

Gregory Terry
3332 NW 25th St
Oklahoma City, OK 73107

I would like to formally voice my support for Alternative D in regards to the OKC Boulevard.

Alternative D is the only plan outlined that supports returning to the existing grid of streets in place in the proposed area. Any change to this grid will decrease both the walkability of the area, and the quality of future development in the area. Don't we want to see areas of our city grow, rather than become conduit for out-of-towners 8 months out of the year?

It's important to me and those of my age group to see this city grow in a direction that encourages the right kind of congestion rather than discourage mixed modes of transportation under the guise of relieving congestion. Mixed mode transportation congestion in a well developed area means vitality. It means people enjoying an area of the city for the quality of business that can raise up and flourish. It means people living close to where they work, enjoying a higher quality of life. This type of congestion is desirable.

Please consider supporting Alternative D as an important step in pushing Oklahoma City forward to greater communities, fostering development that makes sense over decades, rather than a quick-fix solution to drive traffic to Chesapeake Arena.

Thank You,

Gregory Terry
gregoryterry@me.com
405.831.5469

FW: OKC Boulevard - Option D!

Elizabeth.Romero to: m-coordinator 05/29/2014 12:52 PM

Cc: Elizabeth.Romero, clarktms

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Clark Thomas [mailto:clarktms@gmail.com]
Sent: Wednesday, May 21, 2014 11:24 PM
To: Romero, Elizabeth (FHWA)
Subject: OKC Boulevard - Option D!

Dear Elizabeth,

I love living in OKC. The main frustration I have is surrounding bicycle and pedestrian infrastructure. I become increasingly frustrated each time we have to fight tirelessly for a mode of transportation (other than the car) to be recognized. Some of the infrastructure decisions that are being made in OKC (especially with the Boulevard) are extremely shortsighted and will eventually be detrimental for our city. I full heartedly support option D. There is no other option that will allow core-to-shore to prosper and that will continue to create the type of downtown we all want to live in. I am currently a resident of Gatewood. I would love to bike to work, however crossing classen is a very difficult obstacle. I fear that building the Boulevard as anything other than option D will create a limited access road that will make it difficult for cars, bikes and pedestrians to travel north or south. As a road that currently has no traffic, I find it difficult to believe that we will suddenly be overwhelmed with cars on the new boulevard. Even at the 30 year projections for the boulevard we still have many better design options (if only looking at OKC as an example). I really hope our city makes the right decision on this boulevard.

Thank you,

Clark Thomas
2012 NW 20th St.
Oklahoma City, OK 73106

FW: In Support of Alternative D
Elizabeth.Romero to: m-coordinator 05/29/2014 12:47 PM
Cc: Elizabeth.Romero, meredithtms

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Meredith Thomas [mailto:meredithtms@gmail.com]
Sent: Wednesday, May 21, 2014 10:17 AM
To: Romero, Elizabeth (FHWA)
Subject: In Support of Alternative D

I am very proud of the huge strides Oklahoma City has made. I am overwhelmed by the positive change that has been made in our city. I support alternative D for the Crosstown Boulevard because I think it is the only option that will continue to spur on positive change. I believe that we have an opportunity to make our downtown a more pedestrian and bike friendly place. Alternative D would encourage people to walk and bike while the other alternatives would only encourage more cars. I think our priority should be making downtown a welcoming and enjoyable place to live, work, and play. Alternative D would encourage quality development and make downtown the kind of place that attracts people. Let´s make Oklahoma City a great destination. Let´s not replace one highway with another highway.
Thank you for all that you do,
Meredith Thomas

FW: Oklahoma City Boulevard

Elizabeth.Romero to: m-coordinator 06/11/2014 02:42 PM

Cc: barry.thurman, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Barry Thurman [mailto:barry.thurman@gmail.com]
Sent: Thursday, May 29, 2014 4:53 PM
To: mayor@okc.gov; Ward6@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: Oklahoma City Boulevard

I am a resident of Mesta Park. I work at the Mike Monroney Aeronautical Center. The design of the Oklahoma City Boulevard will affect me on a daily basis. Of the alternatives presented for the Oklahoma City Boulevard I support Alternative D. We should not be building an expressway in this location. We need ways to get around within downtown, not a conduit for getting through it.

FW: Crosstown Boulevard - Alt D
Elizabeth.Romero to: m-coordinator 05/29/2014 11:02 AM
Cc: Elizabeth.Romero, eddiewalker01

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Eddie Walker [mailto:eddiewalker01@gmail.com]
Sent: Monday, May 19, 2014 3:01 PM
To: Romero, Elizabeth (FHWA)
Subject: Crosstown Boulevard - Alt D

I am writing to express my strong support for Alternative D. We need to build upon what has made downtown OKC's recent transformation so successful - pedestrian, bicycle and street-friendly neighborhoods. We should be less concerned with moving people from place to place and more concerned with providing reasons for people to stop and enjoy. The most successful development activity right now is occurring in places where traffic is challenged, but where people want to be. Density. Activity. Alternative D supports the kind of development this is creating the OKC we are all so proud of.

Eddie Walker
1921 NW 35th Street
Oklahoma City

FW: Options for the Downtown Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 12:53 PM
Cc: Elizabeth.Romero, email

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: jamesrobertwatson.com [mailto:email@jamesrobertwatson.com]
Sent: Tuesday, May 27, 2014 1:30 PM
To: mayor@okc.gov; Romero, Elizabeth (FHWA)
Subject: Options for the Downtown Boulevard

Selecting one of the proposed options for the replacement of the former I-40 is quite easy. Only one option, D, meets the needs of the growing downtown by respecting and enhancing the historical street grid.

All of the boulevard's new users need and want to access downtown, not bypass it. Bypassing happens on the new I-40 freeway. Drivers are not likely to exit I-40, stop at their destination downtown and then get back on that road and leave in the same direction. Almost all users of the new road will exit, stop, and return back in the direction from which they came.
There is just no need for an I-40 bypass connector, elevated or not, with or without a traffic circle.

Full essay with photos, diagrams, and explanations:
http://www.jamesrobertwatson.com/boulevard.html

FW: Downtown OKC Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 09:58 AM

Cc: Elizabeth.Romero, brian.werkman

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Brian Werkman [mailto:brian.werkman@champion-hotels.com]
Sent: Friday, May 09, 2014 6:59 PM
To: Romero, Elizabeth (FHWA)
Subject: Downtown OKC Boulevard

Good evening,

I would like to offer a suggestion for the new Downtown OKC Boulevard.
While I understand that traffic flow in and out of downtown is of supreme importance, I also believe the vision of Core to Shore is firmly at the mercy of the decision to put a true Four lane Street with bike lanes/medians that are landscaped and the road being at grade in order to spur development and create a seamless area that spans downtown/bricktown/OKC River. Anything other than this will derail the amazing vision that our leaders have for our city. The old I-40 was an obvious detriment to our city expanding into the new frontier between the current downtown/bricktown area and the Oklahoma River. To add back in a like structure seems like the wrong decision. I think it is important to have this 4 lane street between lincoln blvd all the way west to Western Avenue. I believe it will still assist with traffic flow in that regard.

Thank you for your time. I am not an expert, but have been long invested in the idea that OKC can expand and develop all the way to the Oklahoma River and the momentum says this is very possible.

Brian Werkman
General Manager
Springhill Suites by Marriott
613 NW 8th Street
Moore, OK 73160
405.759.2600-Phone
brian.werkman@champion-hotels.com

Page Intentionally Left Blank

FW: The OKC Boulevard - Option D

Elizabeth.Romero to: m-coordinator 05/29/2014 11:05 AM

Cc: Elizabeth.Romero, chelseazmail

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Chelsea [mailto:chelseazmail@yahoo.com]
Sent: Monday, May 19, 2014 9:29 PM
To: mayor@okc.gov; Ward6@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: The OKC Boulevard - Option D

To All Concerned:

I am writing today to voice my opinion on the proposed OKC Boulevard. I am vastly in favor of option D and hope that we can get that approved for our city.

“Don’t replace a highway with a highway.” We must stick with a simple grid system that has make OKC so easy to navigate.

Below you will find thoughts from Better Block OKC that I wholeheartedly agree with.

Developing on traditional street grids creates improved walkability and a better place to live.

Seeing the City’s support for Alternative C, we wonder why the City would support a bad street design in the heart of downtown. With the stakes so high, there is no room for bad design. The truth is, as a city and a state, we can make mistakes, even after everything that we’ve learned.

We’re in favor of Alternative D because it:
Preserves a rich interconnected street network.
Maximizes realistic opportunities for quality development.
Provides greater return on public investment.

We also reject the promotion of Alternative C because it is based on manufactured data and assumptions about future traffic, ignoring changing transportation trends.

Alternative D preserves a rich interconnected street network.
You should be able to get to your destination without having to navigate dead end streets. A NW Expressway-style road with right turn only situations should not interrupt your route.

Alternative D maximizes realistic opportunities for quality development.
The area around the boulevard should be the first development opportunity downtown, not the last. Alternative C’s route cuts across vacant land and opportunity sites, making it

difficult or impossible to develop much of the area. If new development does occur, it will tend to face its backside toward the street, and front on side-streets. The boulevard should serve as our grand gateway to downtown, not another EK Gaylord lined with blank walls.

The roadway that we choose for OKC will influence the style and quantity of traffic that wants to use it. We don't agree with ODOT's calculations that Alternative D will cause gridlock in 2040. But assuming traffic congestion did happen, could that be a good thing? Would increased congestion encourage more people to carpool, live downtown, or use public transit? In building Alternative D, we are creating better transportation opportunities for the future.

The design of the OKC Boulevard will set the precedent for how our downtown will grow, or not, and whether it will prosper or suffer. It will define what urban vitality means in OKC. It will be the first impression of people visiting from the east and west. It will shape when, where and what type of development occurs.

The downtown boulevard will be a permanent seam across the heart of our downtown, a seam that should connect downtown, not divide it.

Please help us to keep Oklahoma City a progressive city and allow for alternative transportation to grow.

Sincerely,

Chelsea Willingham
Oklahoma City Resident 73103

FW: Downtown Oklahoma City Boulevard
Elizabeth.Romero to: m-coordinator 05/29/2014 10:06 AM
Cc: Elizabeth.Romero, shawn.wright

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Shawn Wright [mailto:shawn.wright@gmail.com]
Sent: Monday, May 12, 2014 12:31 PM
To: Romero, Elizabeth (FHWA)
Cc: Oklahoma City Ward 6; mayor@okc.gov
Subject: Downtown Oklahoma City Boulevard

Ms. Romero,

I wanted to express to you my frustration with the recent events regarding the subject project being built in the right-of-way of the former I-40 route. I've been to every public meeting on the subject, have reviewed all of the documents released, etc, but I feel like the processes is becoming less open, not more open. With this recent meeting, we were only given a weeks notice, no past attendees were emailed, and the meeting was held at a time and location not welcoming to the public. Also, when I attended the meeting, instead of listening to my ideas and generally being receptive to public input, I feel like the people I spoke with were very dismissive of my ideas, as though their minds were already made up (or in the very least as though they had already dismissed in their minds ideas like mine). I respectfully request another public meeting, with more notice for the public, and in a venue more welcoming to the public and their needs. Additionally, the government representatives should really do a lot more listening and note-taking if at all possible.

Shawn Wright
Resident, Downtown Oklahoma City

Romero, Elizabeth (FHWA)

From: Shawn Wright <shawn.wright@gmail.com>
Sent: Monday, May 12, 2014 12:31 PM
To: Romero, Elizabeth (FHWA)
Cc: Oklahoma City Ward 6; mayor@okc.gov
Subject: Downtown Oklahoma City Boulevard

Ms. Romero,

I wanted to express to you my frustration with the recent events regarding the subject project being built in the right-of-way of the former I-40 route. I've been to every public meeting on the subject, have reviewed all of the documents released, etc, but I feel like the processes is becoming less open, not more open. With this recent meeting, we were only given a weeks notice, no past attendees were emailed, and the meeting was held at a time and location not welcoming to the public. Also, when I attended the meeting, instead of listening to my ideas and generally being receptive to public input, I feel like the people I spoke with were very dismissive of my ideas, as though their minds were already made up (or in the very least as though they had already dismissed in their minds ideas like mine). I respectfully request another public meeting, with more notice for the public, and in a venue more welcoming to the public and their needs. Additionally, the government representatives should really do a lot more listening and note-taking if at all possible.

Shawn Wright
Resident, Downtown Oklahoma City

FW: Oklahoma City Boulevard Option D

Elizabeth.Romero to: m-coordinator 05/29/2014 12:54 PM

Cc: Elizabeth.Romero, philipzorn

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Philip Zorn [mailto:philipzorn@gmail.com]
Sent: Thursday, May 29, 2014 11:24 AM
To: Romero, Elizabeth (FHWA)
Subject: Oklahoma City Boulevard Option D

As someone who grew up in Oklahoma City, moved to the east coast and then CHOSE to return to my hometown because of the progress being made in the city, seeing this boulevard discussion frustrates me.

I grew up in NW OKC, but when I returned I purchased a home in the urban core within walking distance to downtown. I purchased in the urban core for the obvious reasons: the growing downtown and surroundings areas such as Midtown, Auto Alley, Film Row, the River Development and the future Core to Shore and park.

I do not want another NW Expressway placed in downtown Oklahoma City. I want to be able to walk with my family downtown to a Thunder game or enjoy the new park without having to cross an interstate.

Option D gives us the downtown we want. A DESTINATION.

Do the right thing and don't make me regret my return home.

COMMENTS FORWARDED BY OKLAHOMA CITY

FW: OKC Boulevard - Alternative D Support
Elizabeth.Romero to: m-coordinator 05/29/2014 12:16 PM
Cc: Elizabeth.Romero, dustinrussellakers

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Dustin Akers [mailto:dustinrussellakers@gmail.com]
Sent: Tuesday, May 20, 2014 3:30 PM
To: mayor@okc.gov; ward6@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: OKC Boulevard - Alternative D Support

Dear Mayor Cornett, Councilwoman Salyer, the Oklahoma Department of Transportation and Federal Highway Administration,

I write today in full support of Alternative D for the Oklahoma City Boulevard, as a private citizen, independent of my employer or any affiliated organization in which I am a representative. I have spent a great deal of time researching, contemplating and analyzing all proposed alternatives for the boulevard and have concluded that the only feasible option is reconnecting the street grid. I have come to this conclusion as a former downtown resident, a downtown employee who commutes into downtown and as an urban planner with expertise in urban redevelopment. Alternative D represents my aspirations for the future of downtown Oklahoma City, as a livable urban core, rich in quality development and street life, that supports multi-modal transportation options and maximizes both sales and property tax potential.

Alternative D promotes proven urban design principles through providing a rich, interconnected street network made of regular block shapes in manageable lengths. The grid network provides choices for all modes of transportation, maximizing efficiency and mobility. Traffic disperses more evenly across a street grid, alleviating heavy use of major intersections, while smaller blocks allow the shortest trip to be prioritized through increased walkability and bikability. Regular block shapes make development easier, more desirable and allows a more urban form to take place.

Alternative C does the complete opposite by causing a division of downtown areas through an impenetrable street network, causing irregular block shapes and bisecting major development sites. It acts as a by-pass pushing traffic in and out of downtown, instead of serving as an economic development tool to build

downtown. It dumps large amounts of traffics at key intersections, overloading the network, while the majority is unfriendly, and outright unsafe to pedestrians and people on bikes. It renders much valuable land undevelopable or causes it to place its back to the boulevard, making this gateway into downtown have unattractive blank walls.

Alternative D increases the public's return on investment by making development easier and more predictable. Developers make site selection decisions based on desirability and level of risk. Alternative D increases desirability based on basic livability principles, while it decreases risk due to the construction of appropriate, urban infrastructure that is development ready and friendly. The grid increases the amount of linear street frontage, which provides more opportunity for street level retail. With sales tax as the main source for municipal funding, this increased opportunity for new sales tax revenue should be a high priority. It is proven that good, urban redevelopment has higher property values than any other building type, leading to our supporting jurisdictions, like schools, libraries and the County, receiving more revenue to continue the services they provide to the community.

Now my comments shift away from what I believe is best for building an Oklahoma City we can all be proud of, to my disagreement for how key assumptions were developed making Alternative C ODOT's preferred choice. The OKC Boulevard does not exist today. It is impossible to make objective assumptions on what day-one traffic counts would be, and especially be able to project those out for 25 years. Major traffic counts were projected for the completed west end of the Boulevard, which to this day has remained mostly unused. These numbers are not only fabricated, but they do not take into account changing trends, both with demographics and how the city is evolving. There is nothing included in the traffic modeling to offset the major increase in downtown housing, improved walkability and bikability, or the future streetcar and regional transit dialogue. These are major pieces of data that were simply ignored in the development of the traffic projections, that drastically change how the models function. Currently, 23rd Street in the heart of Uptown carries 10,000 more cars a day than the traffic counts predicted for the Boulevard in 2040. 23rd at Uptown is connected to our urban street grid and also serves as a connection to our regional interstate network, proving that you can balance the needs of commuters while promoting the livability of the neighborhoods and districts surrounding a street. We should not make permanent decisions based on a system and model that is flawed, subjective and has caused the overbuilding of streets for decades. The "key assumptions" that ODOT used in its scoring criteria for the Alternatives were inaccurate, leading to false conclusions and scores:

- Alleviate Traffic on the new I-40 Crosstown - We just built a 10 lane interstate. There is not enough traffic now, nor will there be in the future to prompt the construction of a downtown "bypass."
- Restore Lost Vehicular Access to Downtown - Alternative D actually creates more access points to downtown, that make access to all areas easier and more efficient.
- Air Quality - This was based on Level of Service, which traffic models failed to accurately predict, because they are flawed.
- Visual Impact - Connecting the street grid actually improves visual impact, as opposed to berms, bridges and a limited access "bypass."

In conclusion, I want to reiterate my support for Alternative D, the reconnection of our historic street grid, as the only feasible option worth supporting.

Sincerely,

Dustin Akers
1845 West Park Place
Oklahoma City, OK 73106

FW: odot proposals for new boulevard in okc

Elizabeth.Romero to: m-coordinator, pepealberola 05/29/2014 09:59 AM

Cc: Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration - Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Jose Alberola-Ila [mailto:pepealberola@me.com]
Sent: Saturday, May 10, 2014 1:15 AM
To: Romero, Elizabeth (FHWA)
Subject: odot proposals for new boulevard in okc

Dear Ms. Romero,

what follows is a copy of the comments I submitted to ODOT regarding their proposals for the new Boulevard. I really do not believe the consider or care about the opinion of the citizens of OKC, and I hope your department can help us steer this project towards a more pedestrian and public transportation-friendy proposal that encoutages sustainable development around downtown OKC.

Thanks for your attention,

Sincerely

Jose Alberola
307 NW 19th OKC
OK 73103

Comments sent to ODOT

I think the new Boulevard, especially in its central section should encourage interaction with the surrounding streets and be pedestrian and bicycle-friendly, to encourage further development of the downtown area, and to maintain the momentum of renovation in film row, the old farmer market area and the hotel 21C. To remove a freeway and then build a new one, which is what alternatives A and B propose, seems senseless. Alternative D seems barely appropriate, and I would certainly would favor a more pedestrian-friendly alternative, including a basic return to the old grid.

I also think that scheduling such an important meeting with just one week of notice is disingenuous, and makes me believe that ODOT and the City do not really want our input. You are just following

FW: OKC Boulevard Alternative D

Elizabeth.Romero to: m-coordinator 05/29/2014 12:51 PM

Cc: Elizabeth.Romero, brandjoatkin

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Brandon Atkinson [mailto:brandjoatkin@gmail.com]
Sent: Wednesday, May 21, 2014 1:38 PM
To: Romero, Elizabeth (FHWA)
Subject: OKC Boulevard Alternative D

I'm sending this to voice my vote and interest in seeing Option D considered for the downtown boulevard. I currently work in downtown and live near downtown in midtown. I aggree with Better Block OKC thoughts on this option; which they state:

- Preserves a rich interconnected street network.
- Maximizes realistic opportunities for quality development.
- Provides greater return on public investment.

I believe in alternative D!

Thank You,

Brandon Atkinson
524 NW 19th

FW: Better Block OKC questions about OKC Boulevard
Elizabeth.Romero to: m-coordinator 06/11/2014 11:51 AM
Cc: Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Romero, Elizabeth (FHWA)
Sent: Wednesday, June 11, 2014 11:45 AM
To: Allison Barta Bailey
Cc: Romero, Elizabeth (FHWA)
Subject: RE: Better Block OKC questions about OKC Boulevard

Ms. Bailey,

Thank you for your interest in the OKC Crosstown Boulevard.

All alternatives currently under consideration in the OKC Crosstown Boulevard environmental assessment (EA) are eligible for federal funding.

I will forward your additional questions to ODOT for consideration and appropriate response during this project's public involvement and project development. Our office has no information and is not involved in the funding agreements between ODOT and City of Oklahoma City for this project. The design details you have questions on such as streetscape amenities and utility relocation for the project are being considered during and will be finalized after the environmental analysis for the project is complete. These details will be worked out by ODOT and City of Oklahoma City.

You may contact ODOT directly with any specific questions you may have regarding this project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Allison Barta Bailey [mailto:allison@bartabailey.com]
Sent: Thursday, June 05, 2014 10:27 AM
To: Romero, Elizabeth (FHWA)
Cc: Allison Bailey
Subject: Better Block OKC questions about OKC Boulevard

Thank you in advance for taking the time to answer these questions!

Is Alternative D, as presented, an eligible option to be completed with federal funding? We are specifically referring to the reconstruction of the grid in the transition zone outside of the former I-40 right of way.

If yes, what will the City of OKC's financial responsibility be to complete that portion of the project?

What streetscape amenities or utility relocation will be included in the project?

Thank you,
Allison Bailey
Owner, BartaBailey
405.620.3883
@shopcrawlr

FW: Oklahoma City Boulevard Alternatives
Elizabeth.Romero to: m-coordinator 05/29/2014 12:20 PM
Cc: Elizabeth.Romero, allison

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Allison Barta Bailey [mailto:allison@bartabailey.com]
Sent: Tuesday, May 20, 2014 5:02 PM
To: Romero, Elizabeth (FHWA)
Subject: Fwd: Oklahoma City Boulevard Alternatives

Allison Bailey
Owner, BartaBailey
405.620.3883
@shopcrawlr

---------- Forwarded message ----------
From: **Allison Barta Bailey** <allison@bartabailey.com>
Date: Tue, May 20, 2014 at 5:00 PM
Subject: Oklahoma City Boulevard Alternatives
To: mayor@okc.gov, ward6@okc.gov, m-coordinator@odot.org, elizabeth.romero@dot.gove

I would like to email my support for Alternative D for the Oklahoma City Boulevard.

As a retail consultant specializing in independent retailers, I believe that a street-grid based design like Alternative D will best for the type of development that we want to occur in Downtown OKC. I also helped author the blog article released by Better Block OKC (http://www.betterblockokc.com/the-okc-boulevard-why-we-choose-alternative-d/) and agree with all points included in that article.

As a 29 year old citizen of Oklahoma City, I know that this project will be as much for my kids and my grandchildren as it is for my generation. I want them to have a walkable, beautiful downtown to love. I want them to be able to bike from neighborhoods to our new park safely and I think that Alternative D is the only alternative that would fulfill that role.

Thank you,
Allison Bailey
Owner, BartaBailey
405.620.3883
@shopcrawlr

FW: Public Comment Regarding Oklahoma City Crosstown Boulevard ODOT

Elizabeth.Romero to: m-coordinator 05/29/2014 12:25 PM
Cc: Elizabeth.Romero, matthewbridges

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Matthew Bridges [mailto:matthewbridges@live.com]
Sent: Tuesday, May 20, 2014 5:35 PM
To: mcoordinator@odot.org
Cc: mayor@okc.gov; eric.wenger@okc.gov
Subject: Public Comment Regarding Oklahoma City Crosstown Boulevard ODOT

Hello,

I am writing today in support of Option C for the OKC (Crosstown Boulevard) **ONLY if** (!!!) ODOT works with the public further on improving the Option C. Specifically on issues pertaining to walkability and urban design.

The Friends for a Better Boulevard citizen group released their bulletin points on specific items that could easily be addressed, and would improve the Bouelevard concept tremendously. Because I agree with every point, I have copied and pasted them into this email.

1. Introducing a proper four-way intersection at Lee
2. Closing 3rd street between Lee and Walker
3. Removing parallel parking lanes in front of the park and Convention Center to reduce the distance a pedestrian has to cross the street at that critical location.
4. Introducing a median in front of the Park/Convention Center site instead of one, singular, continuous turn lane.
5. Promoting a mid-block crosswalk to continue the "Harvey Spine" across that section, through the proposed median, and into the park.
6. Introducing a roundabout at Exchange and Western instead of closing Exchange.

My support for Option C is only if all 6 of those items are addressed and implemented in the design. If ODOT cannot meet that expectation, my support is fully in favor of Option D; the grid design.

I have copied Elizabeth Romero, of the Federal Highway Administration, and I

urge her to make note of my frustration with ODOT's process on this issue. I received one week notice of the recent meeting, and was unable to schedule off work that evening. One week's notice and a 2 week comment period is completely unacceptable, insulting, and unethical for a project with such consequences over the future of urban design inside the core of the city. It is with much frustration that I send this email, and I expect my comment and ALL suggestions be included in the registry of this project, and suggestions given serious consideration to the design of this project. I am not writing this email to have a comment registered, I am writing as a taxpayer to have serious input in the public process over a project being funded through taxpayer dollars.

Matthew Bridges
2101 Banbury Lane
Oklahoma City, OK 73170

FW: Oklahoma City Crosstown Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 12:15 PM
Cc: Elizabeth.Romero, burkh007

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Kristen [mailto:burkh007@hotmail.com]
Sent: Tuesday, May 20, 2014 2:59 PM
To: Romero, Elizabeth (FHWA)
Subject: Oklahoma City Crosstown Boulevard

Dear Ms. Romero,

I have looked at the various proposed options for the Crosstown Boulevard, and I like alternate D the best. While it shows the greatest potential car traffic problems, it is the friendliest to pedestrians and bicyclists. Assuming that car traffic will only increase over the next 25 years is not necessarily the best assumption; as the US population ages, people are beginning to move back into the core areas of cities around the country, to make more use of public transit where available, to walk more, because driving and living miles away from the places one wants to go (like restaurants, sports events, museums, and other cultural sites) is less and less easy as one grows older. Furthermore, the city has put a great deal of effort into the MAPS projects which promote pedestrian use of the downtown area. A Crosstown Boulevard that prioritizes car traffic over pedestrians seems to me to go against what the city has been trying to do for over a decade now. Thank you for reading this and I hope that the final decision is for alternate D.

Sincerely yours,
Kristen Burkholder
Oklahoma City

FW: Oklahoma City Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 12:46 PM

Cc: Elizabeth.Romero, jburns407

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Judy Burns [mailto:jburns407@cox.net]
Sent: Wednesday, May 21, 2014 7:51 AM
To: mayor@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA); ward3@okc.gov
Subject: Oklahoma City Boulevard

I support Alternative D for the Oklahoma City Boulevard. I appreciate your consideration of my opinion.

Judy Burns
3104 Astoria Blvd
Oklahoma City, OK 73122
947-7055

Romero, Elizabeth (FHWA)

From: Brian Carlozzi <BCarlozzi@rkixp.com>
Sent: Thursday, May 15, 2014 3:46 PM
To: Romero, Elizabeth (FHWA)
Subject: Boulevard Project

Ms. Romero,
I appreciate your efforts on this "Boulevard Project". It is an important project for our city, which is why I feel compelled to share a few of my views.
I would ask that your team strongly consider revising the options presented on Wednesday and please consider at the very least a true four lane intersection at Lee, Klein and Shartel, as well as proper bike paths and sidewalks to allow for multiple forms of transportation on the "at grade" portion of the road. These revisions could go far in spurring development in the blighted areas around much of the boulevard, which have so much promise especially with the new 21c Hotel project injecting life into the area.

Please know we appreciate your work and understand the difficult position you are put in. I do not normally compose these emails, but feel the concern for our city is too high to avoid doing so. Please feel free to forward my email and let me know if I can address my concerns with any other decision makers involved with the project.

Best Regards,

Brian Carlozzi
District Coordinator - Rockies
RKI Exploration & Production
210 Park Ave., Suite 900
Oklahoma City, OK 73102
Direct: 405-996-5745
Mobile: 405-468-5194
Fax: 405-996-5772
bcarlozzi@rkixp.com

FW: Boulevard Project

Elizabeth.Romero to: m-coordinator 05/29/2014 10:08 AM

Cc: Elizabeth.Romero, BCarlozzi

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Brian Carlozzi [mailto:BCarlozzi@rkixp.com]
Sent: Thursday, May 15, 2014 3:46 PM
To: Romero, Elizabeth (FHWA)
Subject: Boulevard Project

Ms. Romero,
I appreciate your efforts on this "Boulevard Project". It is an important project for our city, which is why I feel compelled to share a few of my views.
I would ask that your team strongly consider revising the options presented on Wednesday and please consider at the very least a true four lane intersection at Lee, Klein and Shartel, as well as proper bike paths and sidewalks to allow for multiple forms of transportation on the "at grade" portion of the road. These revisions could go far in spurring development in the blighted areas around much of the boulevard, which have so much promise especially with the new 21c Hotel project injecting life into the area.

Please know we appreciate your work and understand the difficult position you are put in. I do not normally compose these emails, but feel the concern for our city is too high to avoid doing so. Please feel free to forward my email and let me know if I can address my concerns with any other decision makers involved with the project.

Best Regards,

Brian Carlozzi
District Coordinator - Rockies
RKI Exploration & Production
210 Park Ave., Suite 900
Oklahoma City, OK 73102
Direct: 405-996-5745
Mobile: 405-468-5194
Fax: 405-996-5772
bcarlozzi@rkixp.com

FW: Option D for the Boulevard
Elizabeth.Romero to: m-coordinator 05/29/2014 11:55 AM
Cc: Elizabeth.Romero, patty

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Patty Cason [mailto:patty@thestampstore.com]
Sent: Tuesday, May 20, 2014 10:21 AM
To: Romero, Elizabeth (FHWA)
Subject: Option D for the Boulevard

I am in favor of Option D for the following reasons:

Preserves a rich interconnected street network.
Maximizes realistic opportunities for quality development.
Provides greater return on public investment.

Please do not replace the highway with another highway. This is important for future generations and a more sustainable OKC. I think we need to take into account more bikes and people walking. Our city is too oriented toward the car. thank you.

Patty Cason | The Stamp Store
121 NE 40th Street | Oklahoma City, OK 73105 | 888-848-0059 | 405-525-2426
patty@thestampstore.com | www.thestampstore.com

Think Green - Save a tree! Only print this email if needed.

Page Intentionally Left Blank

FW: Design of the Cross-Town Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 12:51 PM
Cc: Elizabeth.Romero, woborders

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Doug Catterall [mailto:woborders@hotmail.com]
Sent: Wednesday, May 21, 2014 11:15 PM
To: mayor@okc.gov; Ward2@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: Design of the Cross-Town Boulevard

Dear Mayor Cornett, Councilman Shadid, Team Leader Romero, and ODOT Staff--

Having looked over the various options for the downtown streetscape that are on offer as part of MAPS 3, my wife and I would like to indicate our preference for Option D.

As we see it, Option D is the only alternative on offer that maintains a proper streetscape, which, we can assure you, is important to members of the strong, growing, and civically active running community in the city. And for those who want to go shopping or access other amenities in the downtown area, Option D is also better. Inserting a continuation of I-40 into the downtown cityscape probably seems attractive if one is planning to go back to the old version of the CBD, but we don't think that was the purpose of MAPS 3. We don't know many folk who want to walk along a street and shop or dine or visit any number of other sorts of businesses with traffic whizzing by at 40 MPH.

When we think about the most distinctive public spaces of OKC, they tend to be those cast on a human scale: Bricktown, the Plaza District, the Paseo District, the Botanical Gardens, Midtown, etc. These sections of the city are reminiscent of other U.S. cities such as Philadelphia that have wisely bucked the trend of car-dominated urban renewal. In contrast, major thoroughfares in the city such as Classen, the Northwest Expressway, and sections of Reno lying either side of the CBD, seem to shed almost everything except cars in terms of what's immediately accessible. There are businesses along Northwest Expressway, but most are in strip malls and not pedestrian-friendly. People only interact at their point of destination and experience little sense of the civic space that should typify the best of what a city can be. Classen has a distinct lack of business activity apart from the Asian District where more accessible streetscapes in the nearby neighborhoods effectively interrupt the flow of traffic. And sections of Reno where the road widens (east of Lincoln Blvd. and west of Pennsylvania Ave.) are really more like freeways than proper urban streets.

Neither my wife nor I can claim any expertise as urban planners. But we are devoted to the city as residents for nearly a decade and it would be a shame if it did not take this

opportunity to create a downtown worthy of a city that stands out in so many ways.

Thanks for your time.

Sincerely,

Douglas Catterall

2229 NW 27th Street
Oklahoma City, OK 73107

FW: OKC Crosstown Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 09:57 AM

Cc: Elizabeth.Romero, justin.cliburn

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Justin C. Cliburn [mailto:justin.cliburn@gmail.com]
Sent: Friday, May 09, 2014 4:09 PM
To: Romero, Elizabeth (FHWA)
Subject: OKC Crosstown Boulevard

Ms. Romero:

I am writing to express my displeasure with ODOT's proposed design of the Crosstown Boulevard. I grew up in Lawton. Until I was an adult I thought sidewalks and walkable communities were urban legends because I'd only seen them in television and movies.

Then I moved to the OKC area to attend law school. I discovered the Paseo, Midtown, and Plaza Districts. I started going to "Premiere on Film Row" (https://www.facebook.com/FilmRowOKC) just west of downtown.
That area is primed for further development as a walkable community for Oklahoma City. But placing an expressway (for all intents and
purposes) next to it (without a direct link to Film Row via Lee Avenue) will greatly stunt that growth.

I always planned on moving back home after law school, but I fell in love with the community feel at events in these walkable districts. I have followed the Boulevard design and waited anxiously for it since I moved here. But now it looks ODOT is insisting on something we don't want.

Please do whatever you can to ensure ODOT is accountable.

Thank you,

Justin C. Cliburn
Oklahoma City
--
Justin C. Cliburn
Travis Law Office
Office: 405.236.5400
Cell: 580.585.2975 or
405.928.8548
justin.cliburn@gmail.com
justincliburn@travislawoffice.com

This e-mail is covered by the Electronic Communications Privacy

Act,
18 U.S.C. 2510-2521 and is legally privileged. The information contained in this e-mail is intended only for use of the intended recipient. If the reader of this message is not the intended recipient, or the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited.
If you have received this communication in error, please immediately notify us by telephone (Collect (405) 236-5400) and destroy the original message. Thank you.

FW: OKC Crosstown Boulevard
Elizabeth.Romero to: m-coordinator 06/16/2014 10:06 AM
Cc: ouariakas, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Brent Condreay [mailto:ouariakas@gmail.com]
Sent: Friday, June 13, 2014 4:34 PM
To: Romero, Elizabeth (FHWA)
Subject: OKC Crosstown Boulevard

Hello, I am a resident of OKC Ward 5 and I have been following the Crosstown Boulevard selection very closely. I have some reservations about certain issues dealing with the Boulevard and I would like to **request that the issues raised in the below postings be substantively addressed as part of the Environmental Assessment**.

The OKC Boulevard: Why We Choose Alternative D
http://www.betterblockokc.com/the-ok...alternative-d/

ODOT's Traffic Projections for the OKC Boulevard
http://www.betterblockokc.com/blvdtraffic/

How the OKC Boulevard Will Impact Commuters
http://www.betterblockokc.com/boulevardcommute/

New Visuals from ODOT
http://www.betterblockokc.com/new-visuals-from-odot/

More Questions than Answers on the Downtown Boulevard
http://www.newsok.com/more-questions...rticle/4747385

A Better View of the Boulevard Design "Scored" Highest by ODOT
http://www.newsok.com/a-better-view-...rticle/4747474

Design Changes Proposed for Downtown Boulevard
http://www.newsok.com/design-changes...rticle/4845069

Analysis of the Current Alternative D for the Crosstown Boulevard Project

FW: Proposed OKC "Boulevard"
Elizabeth.Romero to: m-coordinator 05/29/2014 09:56 AM
Cc: Elizabeth.Romero, steve

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Steven Copeland [mailto:steven@thecopelands.us]
Sent: Thursday, May 08, 2014 8:12 PM
To: Romero, Elizabeth (FHWA)
Subject: Proposed OKC "Boulevard"

Miss Romero, I'm writing to voice my continued concern of the proposed downtown Boulevard plans that ODOT continues to stuff down our throats. The "unveiling" last night, if that is what you want to call it, reeks of an attempt to slip something by the citizens of OKC. Why else would you have this on a night the OKC Thunder are hosting a home playoff game, knowing that downtown will be packed with little to no available parking and a large majority of people wanting to watch the game.

While I was unable to attend this for other reasons, I've been following closely the progress of this project. I actually live in the suburbs of OKC, but am in complete agreement that the plans submitted by ODOT are completely wrong for this growing area of OKC. I'm afraid that if ODOT is allowed to ramrod their view, it will forever stifle the potential growth of the affected area. What I don't understand is that it seems no one other than ODOT likes these plans and they appear to be turning a deaf ear to our concerns. Worse, they have a "How dare you question us" attitude.

What I don't understand is their insistence that we have to have this interrupted "freeway" type road to handle the traffic load, but I don't hear anyone complaining about traffic, not even before or after a Thunder game.

Please, please I ask you to contact ODOT and insist that they listen to the citizens of OKC and actually design something that we desire and not something that will kill the momentum going on in OKC.

Thank you,
Steven Copeland

FW: Oklahoma City Crosstown Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 10:00 AM

Cc: Elizabeth.Romero, okccowan

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Klint Cowan [mailto:okccowan@gmail.com]
Sent: Saturday, May 10, 2014 1:50 PM
To: Romero, Elizabeth (FHWA)
Subject: Oklahoma City Crosstown Boulevard

We in Oklahoma City do not want a freeway running through the middle of our downtown. It would cut off development of the farmers market area, the new Core to Shore park, and make walking or biking unsafe. What we want is a boulevard along which shops can be developed, pedestrians can feel comfortable, and bicyclists can commute. Top speed: 25-35. Please stop ODOT from building this terrible above grade freeway that no one wants. I am a resident of downtown Oklahoma City. I live and work two blocks from the proposed boulevard. Please reign in ODOT and make them build either nothing (which would be better than their planned suburban 4-block wide expressway), or a boulevard that will fit in a developing urban environment.

FW: OKC Downtown Boulevard
Elizabeth.Romero to: m-coordinator 05/29/2014 12:27 PM
Cc: Elizabeth.Romero, Josiah_Daniel

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Josiah Daniel [mailto:Josiah_Daniel@ajg.com]
Sent: Tuesday, May 20, 2014 5:35 PM
To: m-coordinator@odot.org
Cc: mayor@okc.gov; ward2@okc.gov; Romero, Elizabeth (FHWA)
Subject: OKC Downtown Boulevard

Dear ODOT:

Please select Alternative D for the OKC Boulevard. Alternative C represents bad street design in the heart of the city and will severely limit quality future development. Alternative D represents the best opportunity to maximize the public investment at issue.

Thank you for your consideration.

Josiah Daniel
Home address: 1609 NW 38th St., OKC, OK 73118
Work address: 1230 N. Robinson, OKC, OK 73103

Josiah Daniel
Energy Practice - Power & Utilities

Arthur J. Gallagher & Co.
BUSINESS WITHOUT BARRIERS™

Arthur J. Gallagher & Co.
1230 N. Robinson Avenue | Oklahoma City, Oklahoma, 73103
P:405.639.3852 | M:405.626.7174
Arthur J. Gallagher Risk Management Services, Inc.
Gallagher Meyers-Reynolds
General Disclaimer: This email/fax and any files transmitted with it are intended solely for the use of the individual or entity to whom they are addressed and are privileged and confidential. If you have received this communication in error please notify the system manager. If you are not the named addressee you should not disseminate, distribute or copy this communication. / Premium indication Disclaimer: The premium indicated is an estimate provided by the market. The actual premium and acceptance of the coverage requested will be determined

FW: OKC Boulevard Public Input - Follow Up
Elizabeth.Romero to: m-coordinator 06/16/2014 10:03 AM
Cc: davidwdickerson, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: David Dickerson [mailto:davidwdickerson@sbcglobal.net]
Sent: Friday, June 13, 2014 12:35 PM
To: OKC Mayor; Patrick Ryan; Romero, Elizabeth (FHWA); m-coordinator@odot.org
Subject: OKC Boulevard Public Input - Follow Up

As an interested citizen of Oklahoma City, I have followed to review process of the OKC Boulevard very closely. While there has been an appearance of public involvement, ODOT and City Engineers have actually been fairly dismissive of any public input that differs significantly from their clearly preferred alignment (Alt. C) of the future Crosstown Boulevard.

I am very concerned that it appears ODOT and City Engineers have willfully mislead the public and elected officials about the use of federal funds for this project. The Federal Highway Administration confirmed federal funds for this project may be used to build a fully developed Alternative 'D' / Grid - and likely save a substantial amount of money in the process. To date, ODOT and City Engineers have not made a good faith effort to objectively evaluate and illustrate what a significant number of citizens expect the Alternative 'D' / Grid option to be. We are merely asking they illustrate a true boulevard on the ***full length*** of Californian AND 3rd Street as described by the Mayor - one with wide sidewalks, landscaping, pedestrian friendly amenities, etc.

Below are some links to questions and information easily accessible in the public realm that have not been addressed. I am requesting ODOT address EACH of the issues raised in a substantive manner before proceeding with a final design decision.

The OKC Boulevard: Why We Choose Alternative D
http://www.betterblockokc.com/the-ok...alternative-d/

ODOT's Traffic Projections for the OKC Boulevard
http://www.betterblockokc.com/blvdtraffic/

How the OKC Boulevard Will Impact Commuters
http://www.betterblockokc.com/boulevardcommute/

New Visuals from ODOT
http://www.betterblockokc.com/new-visuals-from-odot/

More Questions than Answers on the Downtown Boulevard
http://www.newsok.com/more-questions...rticle/4747385

A Better View of the Boulevard Design "Scored" Highest by ODOT
http://www.newsok.com/a-better-view-...rticle/4747474

Design Changes Proposed for Downtown Boulevard
http://www.newsok.com/design-changes...rticle/4845069

Analysis of the Current Alternative D for the Crosstown Boulevard Project
http://www.okctalk.com/images/pete/alternated.pdf

Only after ODOT and city officials address these concerns in an objective manner, free from any prejudicial input of "stakeholders", can the public be assured the Environmental Review process met the legal standards and perhaps more importantly, how we expect public officials to work in the best interests of the city.

Thank you,
David Dickerson

FW: Oklahoma City Boulevard Public Comment

Elizabeth.Romero to: m-coordinator 06/13/2014 08:14 AM
Cc: davidwdickerson, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: David Dickerson [mailto:davidwdickerson@sbcglobal.net]
Sent: Friday, June 13, 2014 12:34 AM
To: m-coordinator@odot.org; Romero, Elizabeth (FHWA); Patrick Ryan
Subject: Oklahoma City Boulevard Public Comment

Please accept my comments regarding the proposed Oklahoma City Crosstown Boulevard project. This project is one of the critical mitigation steps required by the relocation of Interstate 40 and is therefore subject to all NEPA review requirements. I have concerns about the manner this process has been conducted - there appears to be a concerted effort to prejudice the process by ODOT and possibly Oklahoma City officials.

The attached comment form is my direct input to ODOT regarding their proposed mitigation solution for the removal of the old Crosstown elevated highway. The second document is a detailed analysis that exposes the inaccuracy of ODOT's traffic projections and reveals there was little or no effort put into making Alternative 'D' a viable solution, therefore prejudicing the process toward the long preferred option of a limited access roadway that subdivides downtown in the same manner that caused extensive blight in the south and southwest sections of downtown Oklahoma City when the old Crosstown highway was built (Alternative C).

The 'D' Alternative, or popularly known as "The Grid" option, needs to be fully developed with the same level of detail and effort as Option 'C'. Then conduct an unbiased analysis of the various options with any attempt to guide public opinion to a particular design. This responsibility lies with ODOT regardless of any influence from "stakeholders" or city officials. It is a public process involving very large sums of federal funds and failure to faithfully adhere to the requirements of the NEPA process is a failure of public officials to faithfully execute their duties for the greatest ***public*** benefit. Thus far, I do not believe this process meets that standard.

Thank you for your consideration on this matter that will impact OKC for many decades.

Best regards,

David Dickerson ODOTcommentform.pdf Alternative D.pdf

Romero, Elizabeth (FHWA)

From: Eric Dryer <egdryer@gmail.com>
Sent: Thursday, May 15, 2014 11:35 AM
To: Romero, Elizabeth (FHWA)
Subject: ODOT's Oklahoma City Boulevard Decision

I do not agree with ODOT's preferred alternative for the Oklahoma City Boulevard. The point of the Boulevard is to provide an area where people can come and enjoy the shops, restaurants, and entertainment options that will be located there. You can't expect people to want and come and walk around on a street that resembles Northwest Expressway. People who will be enjoying the future park on the south side of the Boulevard will not want to cross the street to reach the shops. And the people shopping will not come across the street to enjoy the park. Most will not feel safe with the proposed alignment C. In order to make the street truly walkable, ODOT's design needs to reduce the auto speeds, narrow the lanes, provide adequate street parking, include wide sidewalks that provide an easy place to walk, and include bike lanes and transit stops. I, and many other people in Oklahoma City, want to see the Boulevard as a complete street, NOT AN EXPRESS ROUTE OUT OF DOWNTOWN!

I want to see ODOT create a multimodal street that everyone from a car to a bike to a pedestrian can enjoy without feeling unsafe. If people in cars want to drive faster, they should use the giant freeway that we just relocated 4 blocks south. Oklahoma City deserves a world class Boulevard that is a destination and not just another way to get back to the suburbs.

Please help us build something great and not just another piece of road that caters to the automobile.

Regards,
Eric Dryer

FW: ODOT's Oklahoma City Boulevard Decision

Elizabeth.Romero to: m-coordinator 05/29/2014 10:08 AM

Cc: Elizabeth.Romero, egdryer

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Eric Dryer [mailto:egdryer@gmail.com]
Sent: Thursday, May 15, 2014 11:35 AM
To: Romero, Elizabeth (FHWA)
Subject: ODOT's Oklahoma City Boulevard Decision

I do not agree with ODOT's preferred alternative for the Oklahoma City Boulevard. The point of the Boulevard is to provide an area where people can come and enjoy the shops, restaurants, and entertainment options that will be located there. You can't expect people to want and come and walk around on a street that resembles Northwest Expressway. People who will be enjoying the future park on the south side of the Boulevard will not want to cross the street to reach the shops. And the people shopping will not come across the street to enjoy the park. Most will not feel safe with the proposed alignment C. In order to make the street truly walkable, ODOT's design needs to reduce the auto speeds, narrow the lanes, provide adequate street parking, include wide sidewalks that provide an easy place to walk, and include bike lanes and transit stops. I, and many other people in Oklahoma City, want to see the Boulevard as a complete street, NOT AN EXPRESS ROUTE OUT OF DOWNTOWN!

I want to see ODOT create a multimodal street that everyone from a car to a bike to a pedestrian can enjoy without feeling unsafe. If people in cars want to drive faster, they should use the giant freeway that we just relocated 4 blocks south. Oklahoma City deserves a world class Boulevard that is a destination and not just another way to get back to the suburbs.

Please help us build something great and not just another piece of road that caters to the automobile.

Regards,
Eric Dryer

Romero, Elizabeth (FHWA)

From: Joe Earley <josephgearley@gmail.com>
Sent: Sunday, May 11, 2014 9:26 PM
To: Romero, Elizabeth (FHWA)
Cc: Wifey
Subject: Oklahoma City Boulevard Concerns

Ms. Romero,

I am writing to you as a concerned citizen of Oklahoma City regarding our pending construction of a new downtown "boulevard" which I understand is to be at least partially funded by your department. I would like to know what power you or your department has to overrule or edit the proposed designs revealed by the Oklahoma Department of Transportation this week at an open house in Oklahoma City. My concern is that the desires and best interest of the public are being ignored by our state engineers who insist on designing this "boulevard" as a freeway bypass which I believe will be detrimental to the ongoing economic renaissance our urban core is experiencing. The current plans (all 4 options) will once again divide our downtown causing blight and crime due to a lack of walkability and restriction of non-automobile based travel from the urban core to the Oklahoma river nearby. I am life-long resident with vivid memories of our recently removed I-40 bridge and have seen first hand the transformation that it's removal has brought to many areas. My family and I recently moved from California avenue only 1 block from the old I-40 and can speak first hand to the benefits of having slower and less traffic along with walkable streets and intersections that can be crossed. Under the current proposal by ODOT the progress that has been gained will be completely thrown away by a short-sighted and regressive design. We implore you to use what authority you have to force ODOT officials and engineers to change the designs for this highway to be a true boulevard with a maximum of 30 MPH speed limits on no more than 4 lanes with on-street parking, large sidewalks, and bike lanes not to mention trees, lighting, and streetscaping. This is what the people are publicly voicing any time they are given the chance and I truly believe our voice is being outright ignored to the detriment of future generations. At the very least ODOT should be forced to hold truly open house/town hall type meetings in a highly publicized manner (not on the same night as a home playoff game of the OKC Thunder 1 block away and with no real advertising) where the public will be informed as well as heard. Our city council has also shown a disagreement (at least) with the proposed designs but seem incapable of forcing any meaningful change. The tax payers are funding this construction and so it reasons that we should be the one's whose voices are given the greatest consideration. Please help us make this happen. Very sincerely,

---

Thank You,

Joe Earley
427 NW 22nd St.
Oklahoma City, OK 73103

Cell: (405) 201-8092
Email: josephgearley@gmail.com

FW: Oklahoma City Boulevard Concerns
Elizabeth.Romero to: m-coordinator 05/29/2014 10:01 AM
Cc: Elizabeth.Romero, josephgearley

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Joe Earley [mailto:josephgearley@gmail.com]
Sent: Sunday, May 11, 2014 9:26 PM
To: Romero, Elizabeth (FHWA)
Cc: Wifey
Subject: Oklahoma City Boulevard Concerns

Ms. Romero,

I am writing to you as a concerned citizen of Oklahoma City regarding our pending construction of a new downtown "boulevard" which I understand is to be at least partially funded by your department. I would like to know what power you or your department has to overrule or edit the proposed designs revealed by the Oklahoma Department of Transportation this week at an open house in Oklahoma City. My concern is that the desires and best interest of the public are being ignored by our state engineers who insist on designing this "boulevard" as a freeway bypass which I believe will be detrimental to the ongoing economic renaissance our urban core is experiencing. The current plans (all 4 options) will once again divide our downtown causing blight and crime due to a lack of walkability and restriction of non-automobile based travel from the urban core to the Oklahoma river nearby. I am life-long resident with vivid memories of our recently removed I-40 bridge and have seen first hand the transformation that it's removal has brought to many areas. My family and I recently moved from California avenue only 1 block from the old I-40 and can speak first hand to the benefits of having slower and less traffic along with walkable streets and intersections that can be crossed. Under the current proposal by ODOT the progress that has been gained will be completely thrown away by a short-sighted and regressive design. We implore you to use what authority you have to force ODOT officials and engineers to change the designs for this highway to be a true boulevard with a maximum of 30 MPH speed limits on no more than 4 lanes with on-street parking, large sidewalks, and bike lanes not to mention trees, lighting, and streetscaping. This is what the people are publicly voicing any time they are given the chance and I truly believe our voice is being outright ignored to the detriment of future generations. At the very least ODOT should be forced to hold truly open house/town hall type meetings in a highly publicized manner (not on

the same night as a home playoff game of the OKC Thunder 1 block away and with no real advertising) where the public will be informed as well as heard. Our city council has also shown a disagreement (at least) with the proposed designs but seem incapable of forcing any meaningful change. The tax payers are funding this construction and so it reasons that we should be the one's whose voices are given the greatest consideration. Please help us make this happen. Very sincerely,

_____

Thank You,

Joe Earley
427 NW 22nd St.
Oklahoma City, OK 73103

Cell: (405) 201-8092
Email: josephgearley@gmail.com

FW: OKC Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 10:11 AM

Cc: Elizabeth.Romero, nic.emenhiser

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Nicholas Emenhiser [mailto:nic.emenhiser@gmail.com]
Sent: Friday, May 16, 2014 3:26 PM
To: Romero, Elizabeth (FHWA)
Subject: OKC Boulevard

Dear Ms. Romero,

An additional concern about this boulevard, beyond laying waste to a lot of otherwise attractive land, is the issue of fair access. I don't see any attempt to incorporate bicycles, pedestrians, handicap people, or transit. These all should be more important in OKC, and are becoming more important especially downtown. And there is the issue - this road is in the middle of downtown, and I don't see how they can design a "grand boulevard" that is so grossly auto-oriented.

All of these options are awful, but Option D is the most attractive at this point. If we are going to do a boulevard so blatantly wrong, we may as well not even do it, before we cause worse damage to this area of downtown that is just now starting to come back.

Thank you,
Nick Emenhiser

FW: OKC Crosstown Boulevard
Elizabeth.Romero to: m-coordinator 05/29/2014 10:03 AM
Cc: Elizabeth.Romero, NEmenhiser

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Nicholas Emenhiser [mailto:NEmenhiser@clevelandrestoration.org]
Sent: Monday, May 12, 2014 10:14 AM
To: Romero, Elizabeth (FHWA)
Cc: mayor@okc.gov
Subject: OKC Crosstown Boulevard

Dear Ms. Romero,

While I am in the city planning field in Ohio at the moment while I work on my master's, I was living in OKC at the time that the Crosstown Blvd / "Friends for a Better Blvd" issue first blew up, and I am still planning to return home to OKC when I finish my degree. I am writing to you because I have been pushed over the edge by the Oklahoma Department of Transportation, and I hope that they face accountability for the way that they have handled this urban artery project. As you know through working for the federal government in Oklahoma, there are certain political realities within the Fallin State Capitol that have removed accountability from most state agencies.

The City of OKC is undoubtedly feeling pressure from ODOT which may seek out retribution Christie-style with a different roadway project, and for that reason, the city council will likely be pretty quiet despite serving the obvious community best interest. ODOT's assumptions regarding traffic counts once this boulevard first opens, and how those traffic counts will grow, are misguided and don't at all consider quality of life or economic development. QoL and ED are the cornerstones of OKC's recent economic success – this boulevard was sold to citizens as a "boulevard" and the Core 2 Shore visioning process in 2009, led by Hargreaves and TAP/Anthony McDermid, magnified those civic expectations with renderings of a wide, walkable, streetscaped boulevard. OKC needs such a signature public space.

Based on those faulty operating assumptions, ODOT's preferred "Option C" is a proposal with too many faults to accept. They cannot seriously expect to cul-de-sac Western Avenue in the middle of the city? This is shocking, even withstanding the need to merge Classen and Western into a single intersection at the Boulevard. A Western Avenue cul-de-sac is just truly shocking.

This project needs an economic development consultation. OKC is spending all of its

financial resources on civic projects surrounding this boulevard, including a convention center, central park, new arena entrance, streetcar route, and more. The private sector is spending their resources on private developments surrounding this boulevard, including the new 21C hotel, another $60M in planned Film Row development, $100M tower for OG+E, and more. Downtown doesn't just end at Western or Lee – many of these largest investments are located right up against Western. In the 1960s, urban renewal era planners envisioned a Downtown OKC that extended all the way westward to Penn, which explains the magnitude of corridors such as Main, Linwood, and NW 10th that today are devoid of traffic.

Sorry for the long, ranting, email – the point here is that this boulevard is important to me, my family, my friends, and OKC as a whole. "Option C" reflects disregard for that same civic ethos. I am writing to you as FHA has proven to be a workable ally of building community, whereas ODOT cannot be worked with and is not receptive at all to public input. I do support the grid proposal or "Option D" but I would also be supportive of other solutions that take into consideration economic development and quality of life.

ODOT, FHA, or the City of OKC should hire a consultant who can advise this process to be more conducive for economic development opportunities along the boulevard. ODOT's proposals create too much useless space without access and would diminish the value of surrounding blocks.

Thank you for your time,

Nicholas Ian Emenhiser
AmeriCorps Local History Corps Member | Cleveland Restoration Society
216-426-3107 | nemenhiser@clevelandrestoration.org | www.clevelandrestoration.org
3751 Prospect Avenue Cleveland, OH 44115
Cleveland Restoration Society is a member of the National Trust Partners Network

Romero, Elizabeth (FHWA)

From: Nicholas Emenhiser <nic.emenhiser@gmail.com>
Sent: Friday, May 16, 2014 3:26 PM
To: Romero, Elizabeth (FHWA)
Subject: OKC Boulevard

Dear Ms. Romero,

An additional concern about this boulevard, beyond laying waste to a lot of otherwise attractive land, is the issue of fair access. I don't see any attempt to incorporate bicycles, pedestrians, handicap people, or transit. These all should be more important in OKC, and are becoming more important especially downtown. And there is the issue - this road is in the middle of downtown, and I don't see how they can design a "grand boulevard" that is so grossly auto-oriented.

All of these options are awful, but Option D is the most attractive at this point. If we are going to do a boulevard so blatantly wrong, we may as well not even do it, before we cause worse damage to this area of downtown that is just now starting to come back.

Thank you,
Nick Emenhiser

FW: Crosstown Blvd. OKC, OK

Elizabeth.Romero to: m-coordinator 05/29/2014 12:33 PM

Cc: Elizabeth.Romero, juddfisher

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: judd fisher [mailto:juddfisher@msn.com]
Sent: Tuesday, May 20, 2014 8:30 PM
To: Romero, Elizabeth (FHWA)
Subject: Crosstown Blvd. OKC, OK

Dear Ms. Romero,

I have reviewed the available Options A-D and for numerous reasons believe Option D is the best for the Crosstown Boulevard in Oklahoma City. I have also read every piece of literature I can find to assist in coming to this decision. Option D provides for the following important benefits:

1. A consistent downtown street grid providing easy access to adjacent streets whilst not channeling traffic in one way patterns or dead ends.
2. A more walk and bike friendly boulevard with intersecting streets.
3. Slower speeds with more frequent stops.
4. An inherent ease of use quality that will benefit future residential and business development in the area.

With respect to Option C, the Crosstown Boulevard would achieve none of the above. In my opinion, Option C would also harm future residential and business expansion in some areas where interchanges / exits are not available. Further, I-40 is situated very nearby so anyone wanting access to a high speed highway has it available. The Crosstown Boulevard should be the cornerstone of our future OKC, not simply a means of managing traffic. Option C is likely to stifle growth in this area. Option D provides the best demonstration of how a Boulevard should function in an urban core environment. It's not perfect but it's certainly head and shoulders above the other options.

Best Regards,

Judd Fisher

FW: Proposed Boulevard through OKC downtown - please consider option D

Elizabeth.Romero to: m-coordinator 05/29/2014 12:44 PM
Cc: Elizabeth.Romero, ken

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: ken@task-design.com [mailto:ken@task-design.com]
Sent: Tuesday, May 20, 2014 11:00 PM
To: Romero, Elizabeth (FHWA)
Subject: Proposed Boulevard through OKC downtown- please consider option D

Miss Romero

Please consider option D as the best choice because of how it reconnects streets as a true urban core that places priority on pedestrians, bicyclists and mass transit and will allow downtown OKC to continue to evolve in a postive manner. A boulevard that severs north south streets , even if at grade, will still effectively divide the core to shore plan in a manner similar to the demolished crosstown freeway.

Thank you for your time

Ken Fitzsimmons, AIA

TASK design , inc.
405 . 625 . 2115 v
405 . 605 . 1012 f
1228 NW 36th st okc ok 73118
task-design.com

FW: The OKC boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 10:34 AM

Cc: Elizabeth.Romero, hurley

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Fry, Hurley J. [mailto:hurley@ou.edu]
Sent: Monday, May 19, 2014 11:35 AM
To: Romero, Elizabeth (FHWA); mayor@okc.gov; ward8@okc.gov
Subject: The OKC boulevard

The boulevard as proposed is a bypass/ northwest expressway through downtown which is unacceptable. Since this isnt my first email I will highlight my ideas this time.
1. A Roundabout should be included at the intersection of Robinson and the boulevard to make what could be the most iconic intersection in the city. This roundabout should plan ahead for the tram system as well as encouragewalking.
2. A roundabout or intersection of some sort that promotes growth and accessibility to classen/exchange and western. Turning western into a cul de sac is idiotic and damaging to growth and will just create blight.
3. From western eastwards the boulevard should be an at grade city street with project 180 standards that encourages walking and cyclists. There should be intersections at every block to help encourage growth for parts of the city that have been neglected for years. The proposed off ramps by ODOT do nothing but encourage blight.
4. The boulevard should plan ahead for the future of the OKC tram system and have walking path/ bike lanes and the possibility of angled parking.
5. It should at no point be wider than 4 lanes and should include medians with trees and vegetation that highlights Oklahoma.
6. This boulevard should be considered a city street like reno, which means its main concern is not moving traffic in and out of downtown. It shouldnt be created as to cause traffic jams but I40 is meant to move traffic and is a mile away, that should be taken.
7. fountains and statues or art should line the internal areas between the 4 lanes to help encourage walking and promote growth down the boulevard.
8. This boulevard can not be only concerned with the area right in front of the park, it must be low speed and at grade from western till it connects to the interstate on the far east end.
9. The plans to go under the RR tracks is crucial and should be kept to help no create a barrier between districts.
10. This boulevard is something that the city should be proud of and is iconic. It should be something seen on national TV and gets people buzzing about how cool and unique OKC is. The proposed plans by ODOT will do none of this but instead just create a dead zone in what was supposed to be the core to shore.
11. This boulevard needs a name that has importance to the city not just the crosstown or OKC boulevard. I think we should honor one of our important historic figures like ray ackermen or naming it after our state bird like scissor tale lane. Anything will be better

than the plane jane OKC boulevard.

for a visual idea of what this boulevard should look like please look at Andrew Stewarts renderings,
http://andrewkstewart.wordpress.com/2013/08/30/the-better-boulevard-part-i-market-circle/
http://andrewkstewart.wordpress.com/2013/08/09/thunder-circle/
If the city can get anything even half as good as these ideas it will create something that we can be proud of.

FW: The proposed boulevard design
Elizabeth.Romero to: m-coordinator 05/29/2014 10:10 AM
Cc: Elizabeth.Romero, hurley

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Fry, Hurley J. [mailto:hurley@ou.edu]
Sent: Friday, May 16, 2014 12:12 PM
To: Romero, Elizabeth (FHWA); m-coordinator@odot.org; mayor@okc.gov; ward8@okc.gov; ward1@okc.gov; ward2@okc.gov; ward3@okc.gov; ward4@okc.gov; ward5@okc.gov; ward6@okc.gov; ward7@okc.gov
Subject: The proposed boulevard design

Hi, my name is Hurley Fry and I live at 5801 NW 160th. My email address for any questions is Hurley@ou.edu. I am not in favor of any of the 4 boulevard designs. To even have reconsidered a 6lane road shows that ODOT is set on their favorite option, C. Their top concern is moving traffic in and out of downtown and making life in a car their top priority. This can be clearly seen in their tweets of leading questions. They appear greatly concerned with the public input but up until this point they haven't shown any considerations to the public designs. This boulevard should become an iconic part of our city not another bypass or northwest expressway. I ask you to please force them to consider other options and extend their timetable. As a taxpayer and voter I hope you can do something to do what the overall majority of the people want. WE want a boulevard that promotes walking and has amble room for riding bikes. I WISH our boulevard can have a roundabout that would be unique to OKC and something we can be proud of. Something with a fountain in the middle that becomes an instant landmark between downtown and the park. A roundabout at the western/ classen/ exchange is also something that needs to be implemented. Exchange leads to the stockyards which are still a vibrant part of our city and by ignoring any of the 3 roads; we are just going to encourage blight that was obvious when the elevated I40 ran though. We need some thinking that is outside of the box from what has already been proposed. Option C, which ODOT clearly favors is sadly nothing more than a bypass through downtown, which would be fine if that's what they planned all along but this is OUR boulevard and it needs to be a city street and not a high speed elevated corridor. As someone who travels on I40 almost daily it moves more than enough traffic and is capable of handling downtowns traffic. The boulevard cannot and should not be used to move traffic in and out. It needs to be a road that is taken, knowing full well that it will be slow, and its purpose is to encourage growth all around it. If any of the options are implemented no

business will want be anywhere near it in the western/ classen corridor which is a shame. Please do something to help make this a street something we can be proud of. For a great rendering that was made by an OKC resident please look at Andrew Stewart's idea, and admire the possibilities that all of ODOT designs are ignoring. http://andrewkstewart.wordpress.com/2013/08/09/thunder-circle/ http://andrewkstewart.wordpress.com/2013/08/30/the-better-boulevard-part-i-market-circle/

Why create something with taxpayer money that the people don't want, instead lets please create something that connects downtown to the river and beyond. Let's encourage growth not encourage blight for another 20 years. This isn't something that can be fixed once it's done and it is something that will be maintained by the people of OKC so let our voice show what we want the boulevard to be.

FW: Crosstown Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 11:59 AM

Cc: Elizabeth.Romero, carmenmgarrett

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration - Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Carmen M. Garrett [mailto:carmenmgarrett@yahoo.com]
Sent: Tuesday, May 20, 2014 2:03 PM
To: mayor@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA); Ward6@okc.gov; Ward8@okc.gov
Cc: betterblockokc@gmail.com
Subject: Crosstown Boulevard

I stand with Better Block OKC and hope you choose Alternate D for the Crosstown Boulevard. I live in Ward 8 but work in Ward 6 and spend most of my families' free time in the area.

All of the wonderful improvements to the city need to continue, so I want to personally thank you for taking the time to consider this option.

Carmen M. Garrett
405.264.7902

FW: Alternative D Please

Elizabeth.Romero to: m-coordinator 05/29/2014 12:29 PM

Cc: Elizabeth.Romero, bgate6056

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration - Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Brenden Gateley [mailto:bgate6056@gmail.com]
Sent: Tuesday, May 20, 2014 6:38 PM
To: mayor@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: Alternative D Please

Please choose Alternative D when considering the options for the OKC Boulevard project. Alternative D is the best solution for creating interconnected streets and maximizing business/retail development.

Thank you for your consideration and thank you for your service to the great State of Oklahoma,

Brenden Gateley

FW: Comments on the Proposed Downtown Boulevard
Elizabeth.Romero to: m-coordinator 05/29/2014 11:54 AM
Cc: Elizabeth.Romero, gibbz

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Gibbs, Jeremy A. [mailto:gibbz@ou.edu]
Sent: Tuesday, May 20, 2014 9:58 AM
To: Romero, Elizabeth (FHWA)
Subject: Comments on the Proposed Downtown Boulevard

Ms. Romero,

Oklahoma City has undergone a wonderful transformation. The City has catapulted into the 21st century and now serves as a bright example for other burgeoning cities. The new Downtown has ignited a sense of community, as evidenced from the wonderful events like H&8th. Such gatherings show that the sense of community is based largely on the existence of beautiful, walkable, and bike-able areas in Downtown. This is why I write today to voice my support for Alternative D.

The shift of I-40 to the south offered a great opportunity to unite Downtown. I feel it would be a shame to replace a highway with a highway and again divide the city. For the wonderful sense of community to expand, Oklahoma City needs a grid that allows walkers and riders to travel without navigating dead-end streets. It feels like such a step backward to support an urban highway that would prohibit north/south crossing for four blocks. The proposed Alternative C seems far less efficient at dispersing traffic. In my view, for Downtown to continue it's march toward progress, the City should select a plan that maximized efficiency for all residents, whether they be drivers, walkers, or bikers. The proposed Alternative C treats downtown residents as second-class citizens.

I support Alternative D because it treats the boulevard like a grand entry into the City, is more amenable to future development opportunities, offers a greater return on residents' investment, and encourages 21st-century transportation habits. I oppose Alternative C because it divides the city, hinders future development, and represents an antiquated model that ignores the will of the coming generations and the trends in urban living.

Thank you for your consideration.

Regards,
Jeremy

Dr. Jeremy A. Gibbs
Postdoctoral Research Fellow
School of Meteorology
National Weather Center
120 David L. Boren Blvd., Suite 5900
Norman, OK 73072-7307

FW: Comments on Boulevard Process and Alternative Designs
Elizabeth.Romero to: m-coordinator 05/29/2014 10:09 AM
Cc: Elizabeth.Romero, shanehamp

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Shane Hampton [mailto:shanehamp@gmail.com]
Sent: Thursday, May 15, 2014 8:19 PM
To: ward6@okc.gov; mayor@okc.gov; Romero, Elizabeth (FHWA); m-coordinator@odot.org
Subject: Comments on Boulevard Process and Alternative Designs

SUBMITTED TO Councilwoman Salyer, Mayor Cornett, ODOT, and FHWA:

FROM Shane Hampton
333 NW 5th Street, #1804
Oklahoma City, OK 73102

I believe the selection of Alternative C is based on placing undue confidence in traffic models and questionable criteria. Unfortunately, the roadway design of Alternative C will fail to attract new development and would represent public agencies failing to provide for specific public purposes.
Alternative D requires less commitment now, but will provide greater opportunity for walkable urban development to continue in an increasingly vibrant downtown Oklahoma City.
Not only is the selection of Alternative C inconsistent with my aspirations for the future of downtown Oklahoma City (where I live and spend most of my time), it is also inconsistent with the policies of the Federal Highway Administration which have increasingly shifted toward alternative transportation and context-sensitive solutions that respect and encourage walkable urban places.
Here's why I think this way:

I QUESTION THE CONCEPT MATRIX AND ASSUMPTIONS

Assigns Full Confidence in Accuracy of Traffic Modeling

Traffic modeling comparing Alternative C and D show that Alternative D creates many failing intersections by 2040, nearly 30 years in the future. Downtown Oklahoma City is full of roads that are way overbuilt because of traffic projections decades ago. Those roads are not 'Failing' at level of

service, but they are certainly ‘failing’ to be comfortable places to walk. Traffic models do not take into account many shifts that are starting to take place in the way we live and build our city. 1) People increasingly prefer walkable communities that provide the option between driving and other modes of transportation. 2) Serious regional efforts are ongoing to create more commuter transportation options to downtown. They will decrease the share of downtown commuters arriving by private car. 3) Residential development of the inner city means an increasing percentage of downtown workers will live nearby.

Since we are at a pivot point in transportation preferences, these models cannot accurately predict the future of traffic in 2040. We are creating, paying for, and maintaining roadway capacity to satisfy predicted demand 30 years from now.

Ignores Ability to Influence Transportation Decisions

Our public investments influence how people get downtown. Providing free and easy traffic flow means more people can drive alone in their cars to downtown. Congestion (assuming traffic models are remotely correct) will influence people to choose alternatives such as carpooling or commuter transit.

As a side benefit, encouraging and enabling a shift to carpooling and transit for downtown access will manage the growth of demand for downtown parking, which is increasingly constrained and expensive to provide.

Other Key Assumptions Sound Like Junk Criteria

Alternative C is only “consistent to local planning” like Core to Shore because the route of the roadway was considered a done deal until this process unlocked the possibility of alternatives. However, this alternative is NOT consistent to local planning objectives, which include the development of urban neighborhoods in the project area.

Alternative D fares poorly in the environmental assessment, because of what really sound like junk criteria.

- “Alleviate Traffic on the new I-40 Crosstown” (There is no congestion on the new I-40 Crosstown)
- “Restore Lost Vehicular Access to Downtown” (Alternative D scored ‘no’ but Alternative D does provide new access points to downtown- in fact, the access points are several blocks closer to downtown under Alternative D.)
- “Air Quality” (Air quality is measured by the number of intersections with poor Level of Service – this is again based on misguided traffic assumptions and ignores the impact of mode switching to carpooling or transit)
- “Visual Assessment” (It is unclear how Alternative D, along streets that already exist, will have ‘worse’ visual impact than Alternative C which creates a new limited access roadway)

I DON’T THINK IT’S CONTEXT-SENSITIVE STREET DESIGN

Extremely Long Block Length

Block length is a key component of mobility. Short blocks with frequent intersections mean more choices for how to move through an area. They increase the percentage of property that is street frontage- this piece of the property is the most valuable part.

Alternative C continues for 1,600 feet without a full intersection. That means no north-south movement across the boulevard for four blocks.

This has an impact on car traffic, but pedestrians and cyclists will be most impacted, having to detour to Walker or Reno to cross the boulevard. The only realistic development on 1,000 foot blocks is conventional suburban strip mall retail that is not appropriate for the area.
Alternative D has full intersections at regular intervals comparable to the rest of downtown. It would allow full freedom of movement in the area south of downtown, increasing the value of property and chances for walkable urban development.

Highway-Style Roadway Geometry

Roadway geometry of Alternative C looks like standard highway geometries, including slip lanes for right turns on and off of the boulevard in the transition section. This limited access roadway with highway geometry will fail to make drivers aware of possible pedestrians and cyclists. They will be looking over their shoulder for oncoming traffic, looking for a gap, and totally miss any pedestrians that may be crossing.
Alternative D can have standard urban intersections with full accessibility for everyone, not just those in cars.

Irregular Block Shapes

The path of Alternative C bisects many blocks, chopping them into irregular parcels that will be difficult or impossible to develop. Some of the parcels are so small that they will only ever be small grass islands directly adjacent to the roadway- owned and maintained by the public.
Alternative D conforms to the historic grid pattern of Oklahoma City, creating or preserving regular, square blocks of the type that are extremely desirable to developers. These blocks allow standard development and construction techniques to be applied for a profitable project that has been demonstrated many times within blocks of this area.

I THINK IT IGNORES NOBLE PUBLIC PURPOSES

Distant Areas Get Benefit, Local Area Burdened with Negative Impact

The benefit of Alternative C is providing a new through-route to and from distant areas. The benefits of this alternative will be enjoyed by those who live further from downtown, while the negative impacts will only be experienced by local property owners and residents.
Alternative D generates new access points to downtown for distant people, but also generates benefits for local property owners and residents.

Return on Public Investment

Urban transportation projects should represent an investment of public resources that unlock an expanded sales tax and property tax base by attracting new development. Considering that this roadway is being constructed within blocks of some of the most valuable properties in Oklahoma City, development potential should be a top consideration.
The geometry and path of the Alternative C limited access roadway will not generate or contribute to growing interest in the development of southwest downtown.
Alternative D has the potential to unlock development potential by preserving regular blocks, maximizing street frontage, and creating unbroken access north to Film Row and the CBD from the Core to Shore area.

SO YEAH I'D RATHER HAVE ALTERNATIVE D

The concept matrix characterizes Alternative C as the best option because it simply does not prioritize the economic development impacts of

transportation investments. Instead, it prioritizes predicted traffic impacts on a 30-year horizon.
Alternative D is the best option for economic development impacts and has the potential to provide a new burst of energy to an increasingly vibrant, walkable, livable downtown Oklahoma City.

Thank you for the opportunity to share these concerns.

shane

Shane Hampton
p: (405) 694-7105

FW: OKC Boulevard - Alternative D

Elizabeth.Romero to: m-coordinator 05/29/2014 10:12 AM

Cc: Elizabeth.Romero, ClayH

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Clay Harstad [mailto:ClayH@bockus-payne.com]
Sent: Monday, May 19, 2014 10:19 AM
To: mayor@okc.gov
Cc: Ward8@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA); betterblockokc@gmail.com
Subject: OKC Boulevard - Alternative D

Mayor Cornett & ODOT,

Please give careful consideration to the proposed Alternative D for the OKC Boulevard. Replacing a highway with another highway in Alternative C, I believe, is the wrong answer for the future of our city.

Preserving the grid, allowing for more regular and easily developed sites will continue the growth you have worked so hard to achieve. Limited access and dead ends hurt the efforts to create a pedestrian & bicycle friendly transportation system.

Others such as Better Block OKC & Steve Lackmeyer have stated the case better than I, but I echo their comments and urge you to support Alternative D.

Thank you,
Clay Harstad

FW: Oklahoma City's Crosstown Boulevard

Elizabeth.Romero to: m-coordinator 06/11/2014 02:38 PM

Cc: mheaton76, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Michael Heaton [mailto:mheaton76@gmail.com]
Sent: Friday, May 30, 2014 3:12 PM
To: Romero, Elizabeth (FHWA)
Subject: Oklahoma City's Crosstown Boulevard

Dear Ms. Romero,

My name is Michael Heaton, and I am a resident in Oklahoma City's downtown area. I just wanted to pass along a brief email in support of the boulevard option "D" that restores the grid. I have been read with concern the process ODOT has used to score the various options, and I worry that the City may end up with a boulevard that does not truly serve our needs.

If they absolutely must go with their preferred Option C, I hope that in your capacity with the Department of Transportation, and as appropriate, that you strongly advocate for improvements that will mitigate against it becoming just an extension of the recently relocated I-40. The area has so many needs beyond traffic count that include economic development, tourism, pedestrian access, and quality of life concerns for those of us who live in the neighborhood, and those in the surrounding communities as well.

Thanks so much for all your effort, and your consideration.

Sincerely,

Michael

430 NW 12th St., Apt. 203
Oklahoma City, OK 73103
405-239-0200

FW: Alternative D Analysis

Elizabeth.Romero to: m-coordinator 06/11/2014 11:59 AM

Cc: Elizabeth.Romero, mariohutch

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration - Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Tuesday, June 10, 2014 12:37 PM
To: Romero, Elizabeth (FHWA)
Subject: FW: Alternative D Analysis

FYI

-----Original Message-----
From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Tuesday, June 10, 2014 7:19 AM
To: Bob Kemper
Subject: Alternative D Analysis

I saw this posted on OKCTalk last night...the linked file takes a few seconds to load

www.okctalk.com/images/pete/alternated.pdf

This email is free from viruses and malware because avast!
Antivirus protection is active.
http://www.avast.com

FW: Federal Funding for Boulevard
Elizabeth.Romero to: m-coordinator 06/11/2014 11:34 AM
Cc: Elizabeth.Romero, mariohutch

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Romero, Elizabeth (FHWA)
Sent: Wednesday, June 11, 2014 11:28 AM
To: Marion Hutchison
Cc: Romero, Elizabeth (FHWA)
Subject: RE: Federal Funding for Boulevard

Mr. Hutchinson,

I received your phone call along with this e-mail and I am using this e-mail to respond to both.

All alternatives currently under consideration in the OKC Crosstown Boulevard environmental assessment (EA) are eligible for federal funding.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Tuesday, June 10, 2014 12:22 PM
To: Romero, Elizabeth (FHWA)
Subject: RE: Federal Funding for Boulevard

Ms. Romero:

I left you another message today concerning the question of the applicability of federal funding that I addressed in my previous email and that we discussed on the phone last week. Mr. Bob Kemper, Chair of Friends for a Better Boulevard, called me this morning to tell me that he had just met with ODOT Director Mike Patterson to discuss the

Crosstown Boulevard project. As part of that discussion, Mr. Kemper asked Mr. Patterson about the extent to which ODOT can use federal funding for Alternative D. Mr. Patterson told Mr. Kemper that based on the original I-40 agreements with the FHWA that it was his understanding that federal funding only applies to work done specifically within the right-of-way of the original I-40 alignment and that federal money can't be spent on anything outside that right-of-way, which would include a substantial amount of the work necessary for implementing Alternative D.

It would seem that any work necessary to implement Alternative D for the purposes of mitigating the environmental impacts of the relocation of the original I-40, including reestablishment of the street network in order to provide necessary access, connectivity and mobility in the affected area should qualify for federal funds regardless of whether or not it specifically lies within the original I-40 right-of-way.

Could you once again please clarify this issue for me. I would appreciate it if you would address my question directly, as opposed to forwarding it to ODOT, as it is clear what their position is on the issue. My concern is that they are relying on the intent of documents more than a decade old, and that due to the same change in conditions that precipitated the current additional Environmental Assessment work on the project, including the consideration of new alternatives, that there has also been a necessary change in the specifics of how the federal funding for the project may be applied.

This is an extremely important matter, as the determination of the extent of the applicability of federal funding to the various alternatives has a tremendous impact on the support given to those various alternatives by the public, City of Oklahoma City and ODOT.

At your earliest convenience, can you please let me know whether or not the federal funding for the boulevard project is applicable to various components of Alternative D that serve mitigation purposes and lie outside the footprint of the original I-40 right-of-way.

Thanks again for your assistance.

Marion Hutchison

From: Elizabeth.Romero@dot.gov [mailto:Elizabeth.Romero@dot.gov]
Sent: Thursday, May 29, 2014 5:07 PM
To: mariohutch@sbcglobal.net
Cc: Elizabeth.Romero@dot.gov
Subject: RE: Federal Funding for Boulevard

Mr. Hutchison,
I would like to acknowledge receipt of your e-mail and recent phone message regarding this subject.
I will forward this comment to ODOT to be considered and addressed appropriately as part of the public involvement and project development process for the OKC Crosstown Boulevard project.
Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division

5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Thursday, May 29, 2014 4:10 PM
To: Romero, Elizabeth (FHWA)
Subject: Federal Funding for Boulevard

Liz:

I left you a message today concerning another question that has come up regarding the OKC Boulevard project. This one has to do with the applicability of the federal funding that ODOT has committed to the project. Oklahoma City Public Works Director Eric Wenger is informing members of the public and certain public organizations that ODOT will withhold the federal funding for the project if Alternative D is selected instead of Alternative C. Since the purpose of the project is to provide mitigation for various environmental aspects of the relocation of the old I-40 Crosstown, I find it hard to believe that federal funding will be withdrawn unless the project is specifically designed as a throughway and conforms completely to the original I-40 right-of-way. It would seem that if the various mitigation issues are determined to best be addressed by Alternative D, then the federal funding that ODOT has previously committed to the project should apply.

Please let me know at your earliest convenience whether or not what is being presented to the public with regard to the federal funding is accurate or not.

Thanks in advance.

Marion Hutchison

This email is free from viruses and malware because avast! Antivirus protection is active.

This email is free from viruses and malware because avast! Antivirus protection is active.

FW: OKC Boulevard - Comment Period

Elizabeth.Romero to: m-coordinator 05/29/2014 11:57 AM

Cc: Elizabeth.Romero, mariohutch

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Tuesday, May 20, 2014 1:49 PM
To: Romero, Elizabeth (FHWA)
Subject: RE: OKC Boulevard - Comment Period

Here's a posting from today on the OKCTalk Forum…this is a response from OKC Public Works Director Eric Wenger to a citizens email questions. I have highlighted the part that concerns me and it the subject of my earlier email. Mr. Wenger is telling the public that following the current 14-day comment period a final decision will be made on the alignment design of the Boulevard. If that's the case, then the public certainly needs more than 14 days to review data and provide comment on what is likely the most important environmental aspect of the entire project.

Gary –

I received a copy of your email, and appreciate you sharing comments regarding the design of the new Oklahoma City Boulevard. I don't know if you had an opportunity to attend the public meeting held on Wednesday, May 7th , or if you had an opportunity to review the design alternatives proposed by the Oklahoma Department of Transportation (ODOT) on their website. Although one alternative suggests a 6-lane design, the alternative that meets the majority of Oklahoma City's criteria is Alternate "C" which is a 4 lane design (2 lanes in each direction) with a landscaped median, reduced speed, wide sidewalks and parallel parking on both sides of the street. The City envisions a new street similar to Reno Avenue in the downtown area, but enhancing the streetscape elements to provide connectivity, a destination and a gateway to the downtown area.

The discussion that is currently underway is to make a decision on the type of street to be designed and there are 4 options being considered. The public comment period is open, and once a decision is made, the City will be prepared to work closely with ODOT on the specific design elements to be incorporated into the project. The design will take several months, and once complete, we should have much better information to share about the project including potential renderings of what can be expected following construction.

Although the Oklahoma City Boulevard is an ODOT project, the City is a partner and we have been included in the design process. Public comments regarding the current alternatives are being received through Wednesday, May 21st, so I invite you to submit your suggestions on which alternate is most appropriate for the City. You can link to comment page from the City's website at City of Oklahoma City | News.

Again, I very much appreciate your interest in the project and thank you for your insight and suggestions.

Eric

Eric J. Wenger, P.E.
Director Public Works/
City Engineer
(405) 297-3486

eric.wenger@okc.gov

From: Marion Hutchison [mailto:mariohutch@sbcglobal.net]
Sent: Tuesday, May 20, 2014 1:35 PM
To: 'Elizabeth.Romero@dot.gov'
Subject: OKC Boulevard - Comment Period

Liz:

Thanks for taking the time to visit with me this morning.

As we discussed, there is considerable confusion and concern among the public as to where we are in the NEPA process…especially in regard to the recent public meeting and current 14-day comment period. Many are under the impression that this is the public's last opportunity to provide comment in the process, and as a result feel their input is being purposefully limited on important design elements and mitigation measures, such as sidewalks, bike lanes, transit integration, neighborhood and business connectivity, and walkability. However, it is my understanding based on our conversation that there will be additional opportunities for the public to review and provide comment on those issues as we move forward toward a final EA for the project. I do believe it would be a good idea for ODOT to provide the public with more clarity about where we are in the EA process and what additional public meeting and comment opportunities for addressing these other issues will be available before the EA process is concluded.

I also think it is important that ODOT extend the current 14-day comment period an additional 30 or 60 days. Even though you have advised that this is not the end of the EA process and that there will be additional opportunities for the public to comment on various aspects of the project, this particular comment period is being described by ODOT and OKC as relating specifically to selection of the type of alignment for the project…meaning ODOT is preparing to make a decision on whether or not to move forward with final design on a continuous boulevard solution or a grid-type solution. As the decision between a boulevard or grid solution has become the most debated, controversial and important aspect of the project, it certainly seems that providing for only a 14-day public comment period prior to making that decision is very inadequate. Especially in light of the fact that the public meeting recently held to address the alignment aspect was poorly scheduled and provided little in the way of detailed information to the public to explain the nature of ODOT's analysis and scoring for the various alternatives.

Thanks for your efforts!

Marion Hutchison
205-2458

This email is free from viruses and malware because avast! Antivirus protection is active.

FW: Proposed Oklahoma City Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 09:57 AM

Cc: Elizabeth.Romero, jwhyde61

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: John Hyde [mailto:jwhyde61@yahoo.com]
Sent: Friday, May 09, 2014 11:40 AM
To: Romero, Elizabeth (FHWA)
Subject: Proposed Oklahoma City Boulevard

Dear Ms. Romero,
I would like to comment on the proposed Oklahoma City Boulevard that The Oklahoma Department of Transportation will build for Oklahoma City.
I'm strongly in favor of returning the grid and building no raised structures other than those required to permit other access to downtown Oklahoma City already in place.
The access structure on the western end that already exists should meet with and become the existing grid as soon as structurally feasible and continue on to become California Avenue
The access structure on the eastern end should get to grade as soon as structurally and safely feasible and continue on to tie in to SW 3rd St..
In essence, Option D is the only mechanism that does this, thus allowing organic development in the Core Business District without preventing any further obstructions like the old Crosstown Freeway that was torn down.
Please do not let the Oklahoma Department of Transportation construct a second (competing) freeway that will have deleterious effects on growth and development in Oklahoma City.
very respectfully,
John W. Hyde

FW: Official Comment Submission for the Crosstown Boulevard regarding Alternative D

Elizabeth.Romero to: m-coordinator 06/13/2014 08:11 AM
Cc: Elizabeth.Romero, friendsforabetterboulevard

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Bob Kemper [mailto:friendsforabetterboulevard@gmail.com]
Sent: Thursday, June 12, 2014 5:16 PM
To: froesler@odot.org
Cc: Romero, Elizabeth (FHWA)
Subject: Official Comment Submission for the Crosstown Boulevard regarding Alternative D

The attachment regarding Alternative D has also been mailed to ensure acceptance by tomorrow's deadline.
Thanks,

Bob Kemper ODOT Blvd Letter 6-12-14.pdf Alternative D Analysis by FBB .pdf

FW: Official Comment Submission for the Crosstown Boulevard regarding Funding

Elizabeth.Romero to: m-coordinator 06/13/2014 07:45 AM
Cc: friendsforabetterboulevard, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Bob Kemper [mailto:friendsforabetterboulevard@gmail.com]
Sent: Thursday, June 12, 2014 5:19 PM
To: froesler@odot.org
Cc: Romero, Elizabeth (FHWA)
Subject: Official Comment Submission for the Crosstown Boulevard regarding Funding

The attachment regarding the applicability of Federal Funds has also been mailed to ensure acceptance by tomorrow's deadline.

Thanks,

Bob Kemper ODOT Blvd Funding Letter 6-12-14.pdf

FW: Oklahoma City Boulevard Open Comments
Elizabeth.Romero to: m-coordinator 05/29/2014 12:31 PM
Cc: Elizabeth.Romero, patrick

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Patrick Kirk [mailto:patrick@indianheadokc.com]
Sent: Tuesday, May 20, 2014 7:43 PM
To: mayor@okc.gov; Ward2@okc.gov; Romero, Elizabeth (FHWA)
Subject: Oklahoma City Boulevard Open Comments

I would like to record my endorsement of 'Option D' for the replacement of the old I-40 Crosstown. I will soon be relocating my business to Film Row along Sherridan Ave. and I have a vested interest in seeing both the continued growth of Film Row, Downtown, and areas further out such as the Farmer's Market District.

The failure to move forward with a truly visionary and transformative proposal like a Grand Roundabout collecting the intersections of the Boulevard, Classen, Western, Sherridan, and Reno (or some variation thereof) is an unfortunate oversight. Such a proposal would connect Downtown, Film Row, a revitalize the Farmer's Market District, and the northern section of Core-to-Shore with a potential retail and entertainment gateway for the central part of the city. Such a proposal would be in sharp contrast to Option C which is designed to move people past those neighborhoods as quickly as possible stifling future development Such a proposal would be significantly more consistent with both the promises of what the Boulevard would be as well as the overall direction Oklahoma City has taken in public civic projects. In the absence of such a proposal, I feel the Option D return to the grid is the best proposal up for consideration.

ODOT's biggest concern with Option D is future traffic projections and potential intersection tie-ups. Indeed, ODOT's presentation of Option D includes large red circles over many intersections in the area in 2040. This view however bucks the real-world trend of highway removals. As outline in this article:

https://medium.com/changing-city/68648bc111ae

...traffic totals decrease after freeway removal. Freeway removals in San Francisco, New York City, and Seoul have all lead to less traffic tie-ups in the

central cores not more! It must be noted these cities have far greater populations than Oklahoma City with a much greater need to move traffic yet, traffic dispersed rather than snarled. Other cities such as Milwaukee, Portland, Toronto, and more have or are planning to remove highways. Indeed today, without the Boulevard in place to move traffic, flow in and out of Downtown OKC has adjusted without causing issues. Traffic has simply diffused over many more streets. A boulevard of the kind proposed in Option C would only serve to concentrate traffic into one corridor and causing the very traffic problems it is supposed to alleviate.

Option D allows for better development in areas to the west and south west of Downtown, most notably the Farmer's Market and the Core-to-Shore neighborhoods to the west of the new Central Park. The Boulevard as proposed in Option C would do little for either of these sectors. The Boulevard would simply cut past them to whisk traffic out of Downtown. As we saw with the old I-40, if the transportation system in the area is designed to move traffic by the area, there is no reason to spend dollars developing those areas.

This would be error in planning and recognizing shifting demographics and generational shifts in attitudes towards life-style. Millennials, who have stayed in Oklahoma City due to strong job opportunities are demanding centrally located walkable housing, work, and shopping. Even with improvements such as full intersections at Shartel and Lee, Option C will cut off the growing Film Row area from the Farmer's Market District and future Core-to-Shore residents with a road meant to move traffic. Such a barrier would reduce people's desire to invest and live in housing in the area because the purpose of living in centrally located housing is walkability! The Option C Boulevard will prevent easy walking and biking between where the City envisions people living in the Core-to-Shore housing and places they would want to such as Film Row!

Eventually, the job markets in other cities will recover. Those cities that have realigned their infrastructure to more compact-walkable models rather than wide concrete traffic moving models will begin to entice current Oklahoma City Millennials away at a time when they are choosing to put down roots. This would have a negative impact on the economy and the city's tax base.

Option D allows for the most development of the areas to the west and south of Downtown. It allows for a continuous flow of neighborhoods and districts from Downtown to Film Row and the Farmer's Market. It will allow for and encourage the trend in urban walkability in housing, dining, working, and shopping which in turn will keep younger professionals in the economy and tax pool.

Option C still has too many issues to be palatable at this time. They include:

1. A lack of intersections at Shartel and/or Lee effectively cutting off Film Row from the proposed Core-to-Shore housing. Motorists, pedestrians, and cyclists that live in the area would all be routed around for the sake of traffic that was not local.

2. The one-way Third Street corridor connecting with Walker just feet south of the Boulevard would create a strange and treacherous crossing for

pedestrians-especially those who might be living in the new housing and walking their children to the new elementary school two blocks north.

3. The intersection created at Reno and the Boulevard has the potential for numerous dangerous accidents. Without intersections at Shartel or Lee, drivers coming east will be conditioned that if they hit a green light at Reno, they don't need to slow down until Walker. With the oblique angles of the intersection and the width created by the medians increasing the amount of time cars need to get through the intersection, accidents caused by drivers attempting to make the light are a near certainty.

4. The routing of the Boulevard over a combined Western & Classen recreates the bypass effect the Farmer's Market District experienced with the old I-40. When the purpose of the main transportation connections in the area is to move cars past instead of to the District, little investment in the area will likely result.

5. The most unbelievable feature of Option C, though, is the seven lane wide section between Hudson and Robinson capping the north end of the new park. It is hard to imagine people passing through the new convention center grounds on the north side of the Boulevard finding those seven lanes between them and the park desirable to cross. Considering that engineers from both ODOT and the City have known what was being located there for some time combined with the repeated promises of a pedestrian friendly tree-lined street, the creation of a seven-lane wide ribbon of concrete at this location appears to be a purposeful design flaw to be 'compromised' on later to make the final version of Option C more 'inclusive' to those who commented.

In conclusion, Option D is is the best proposal to replace the old Crosstown in the absence of a true 'Grand Boulevard' retail and shopping option. It allows for the most development and growth in line with both the collected vision of the residents of Oklahoma City and the shifting housing and life-style needs of younger generations.

Thanks,

Patrick Kirk
Principal | Filmmaker

www.indianheadpictures.com
405.535.0521
Video production made with pride in Oklahoma.

FW: Crosstown Boulevard - Alternative D

Elizabeth.Romero to: m-coordinator 05/29/2014 12:37 PM

Cc: Elizabeth.Romero, johndanielknight15

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: John Knight [mailto:johndanielknight15@hotmail.com]
Sent: Tuesday, May 20, 2014 8:59 PM
To: mayor@okc.gov; ward2@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: Crosstown Boulevard - Alternative D

Dear ODOT and others,

I am a current resident of Oklahoma City. I lived in Norman for about 12 years before moving into Edgemere Park just south of 36th St. I have become really interested in city development over the last couple years since moving. My wife and I are now more involved and love to walk/run/ride to our destinations. I support 'Alternative D' for the simple fact that it will increase urban development along the boulevard as well as create a more 'walkable' urban core. Building the 'Alternative C' will hurt local districts as well as disable the potential businesses that would move in along the boulevard. Please consider 'Alternative D' as the only viable for the Crosstown Boulevard. Anything otherwise would be a step in the wrong direction.

Thanks,
John Knight

FW: OKS Boulevard
Elizabeth.Romero to: m-coordinator 06/11/2014 11:55 AM
Cc: Elizabeth.Romero, edladd

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Dennis Ladd [mailto:edladd@hotmail.com]
Sent: Tuesday, June 10, 2014 2:23 PM
To: Romero, Elizabeth (FHWA)
Subject: RE: OKS Boulevard

From: Elizabeth.Romero@dot.gov
To: m-coordinator@odot.org
CC: edladd@hotmail.com; Elizabeth.Romero@dot.gov
Subject: FW: OKS Boulevard
Date: Thu, 29 May 2014 14:54:53 +0000
You may have received this information several times already, but it is so vital to get this boulevard project done correctly!
Please distribute this to everyone that is a decision maker. The future generations living in Oklahoma City deserve our finest. AlternateD.pdf

FW: OKS Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 09:55 AM

Cc: edladd, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Dennis Ladd [mailto:edladd@hotmail.com]
Sent: Thursday, May 08, 2014 6:44 PM
To: Romero, Elizabeth (FHWA)
Subject: OKS Boulevard

I am so frustrated as I write this. Some of these words are not mine, but the sentiment is 100% mine.

I would like to voice my disappointment in the alternatives for the downtown boulevard. None of them have come even close to what we need. It has been said that this road would be the gateway to our city to introduce people to OKC who would usually bypass OKC on I-40.

How can we have a Grand Boulevard that introduces people to our city if it is basically another expressway?

The idea of a six lane highway through downtown is ridiculous. The speed limit will not matter because if it is six lanes and the lanes themselves are wide, people will speed through DT. If we wanted that, we should have just kept I-40 where it was and used the current I-40 area for train connections.

I understand the complication of the Reno/Boulevard/Classen/Western intersection, I really do, but to have a cul-de-sac for Western? Really?

ODOT is building this street, then handing it over to the City of OKC. Let's make them build a street we don't have to look back on in two years and say, "Well that was stupid…" Instead of listening to engineers who only care about traffic counts, let's listen to planners and consultants who are educated in this sort of thing.

This street is not meant to rapidly get people in and out of downtown. It is meant to be a grand entrance to our city and make people stay down there.

Let’s keep in mind what is going to be built along the boulevard over the next five years: The new convention center, the new central park, the new transit parking garage east of the rail lines in bricktown, any development in the Lumberyard plus any other C2S development as the others open.

Thank you,

Dennis Ladd

|

Sent from Windows Mail

FW: Oklahoma City Boulevard
Elizabeth.Romero to: m-coordinator 05/29/2014 11:04 AM
Cc: Elizabeth.Romero, hannahlouise1982

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Hannah Miller Leftwich [mailto:hannahlouise1982@gmail.com]
Sent: Monday, May 19, 2014 4:57 PM
To: Ward6@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA); mayor@okc.gov
Subject: Oklahoma City Boulevard

Dear Mayor, Council member, and others:

I am writing today to voice my opinion about the Oklahoma City Boulevard and the available options.

My husband and I are both OKC plaza district residents and my husband works downtown. We are both proud of the work that Oklahoma City has done to improve city life for the members living in the Urban Core and have been particularly proud of the work downtown.

However, in regards to the proposals for the building of the OKC Boulevard, we are concerned. I have been following the discussions, events, and communications regarding this for several months and understand that Option C is the plan that ODOT is planning on moving forward with.

This is not the option we want for our city! Option D with room for pedestrians, bikers and further downtown development is a much better option for our city and it's future growth.

Please take this into consideration when making your decision.

Thank you,

Hannah Leftwich

FW: OKC Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 12:17 PM

Cc: Elizabeth.Romero, Cristina.Major

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Cristina Major [mailto:Cristina.Major@candid.com]
Sent: Tuesday, May 20, 2014 3:53 PM
To: Romero, Elizabeth (FHWA)
Subject: OKC Boulevard

Good Afternoon,

I am writing in order to voice my opinion of the OKC Boulevard vote that is upcoming. I want to see Alternative D approved. I think it will be much better for our city and our neighborhoods as well as the expansion that my area has seen lately. Please do not stifle this growth, please promote it with a vote for alternative D. I will be watching with anticipation of the correct choice being made for the people of NW OKC.

Thank you,
Cristina Major

FW: OKC Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 10:13 AM

Cc: Elizabeth.Romero, michellemcbeath

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Michelle McBeath [mailto:michellemcbeath@gmail.com]
Sent: Monday, May 19, 2014 10:24 AM
To: Romero, Elizabeth (FHWA)
Subject: OKC Boulevard

Hello Ms. Romero! Please consider my thoughts toward the OKC BLVD design. I appreciate your willingness as a part of the Federal Highway Administrator to listen to the input of the citizen's of OKC.

Michelle McBeath

This is a quality of life issue for not only current OKC residents, but those who will live and work here for years to come. Quality of life does not include zipping in and out of a place the fastest way possible. We don't build cities for cars. We build cities for people. People who eat, shop, walk, grab drinks at the local bar, bike, and walk their dogs.

As a citizen of this city, I don't want to see another seam in our city - I don't want another Broadway Extension/NW Expressway/Classen Avenue. These type of streets divide. I want a design that does not create barriers, but allows for the market/people to decide what they want to see happen with it. Please return to the grid (Option D) and allow the city to move in the direction it chooses. Better yet, just give the City the funds and let us design it ourselves since we'll be the ones "inheriting" it after. I'm guessing at this point that it might save you some heartache. People are upset because they care.

Our city is on the edge of transformation. People don't want another artery to simply move cars in and out of the city to/from the

suburbs. We want people to stay, to invest, to linger, to enjoy all of the things/art/nightlife/culture that is booming here. There is such momentum. We walk a green, walkable, bikeable, liveable, city. Where strollers and and dogwalkers feel safe crossing the street. Thank you for your consideration and I hope you will listen to the people's voices.

FW: Comment On OKC Boulevard

Elizabeth.Romero to: m-coordinator 06/11/2014 11:59 AM

Cc: Elizabeth.Romero, jimcgoodwin

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration - Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Jim McGoodwin [mailto:jimcgoodwin@cox.net]
Sent: Saturday, June 07, 2014 7:19 AM
To: m-coordinator@odot.org
Cc: Mendez, Victor (OST); Romero, Elizabeth (FHWA); Marrero, Ivan (FHWA); mayor@okc.gov; ward8@okc.gov
Subject: Comment On OKC Boulevard

I would like to thank the staff at ODOT for extending the comment period. It has provided an appropriate amount of time to fully evaluate each of the alternatives. Now that I've had time to more carefully review all the options I would like to modify an earlier comment.

In my original comment I said that I support Alternative D. I still do, but it requires a major revision to be fully functional. The design for that alternative limits the extent of a boulevard style street along SW 3rd Street to stop west of Walker. This makes no sense. SE 3rd should extend as a boulevard from its entry into downtown on the east, all the way to Exchange Avenue on the West. At the very least the boulevard should extend to South Western Avenue.

This would facilitate traffic all through the southern downtown region. It would connect the SW 3rd boulevard to the Exchange Boulevard creating a continuous boulevard all the way to the OKC stockyards area. Thus, it would improve the connection of the stockyards area to downtown. This area is ripe for commercial development and would encourage its growth. It would also promote traffic to and from the new Wheeler District development on the south side of the Oklahoma river on Western Avenue at the location of the former downtown airport.

It also makes no sense to stop California Avenue one block before the Myriad Gardens. To facilitate traffic flow California should continue as a boulevard like the rest of it from I-40, all the way until it dead ends at the Gardens.

Failure to make these two changes doesn't take into consideration all the development in downtown and the goal of moving traffic through and around the downtown area.

It is my understanding that you will give all the comments due consideration and make appropriate modifications to

each alternative. I understand that there will be a further public meeting at which time you will present your final drafts of all four alternatives, having made changes consistent with the comments received. After that there will be an additional comment period for the public to provide ODOT with their opinions on the final options. Only after taking those comments on the final drafts of the alternatives will ODOT make its recommendation to the FHWA.

It is my firm belief that the modest suggestions that I have made are necessary corrections to the alternative D that ODOT has proposed. Without these changes traffic flows and connectivity problems will remain, which would be inappropriate in a final draft of alternative D.

Thank you for your time and consideration.

Jim McGoodwin, OKC

FW: Comment On OKC Boulevard

Elizabeth.Romero to: m-coordinator 06/11/2014 11:57 AM

Cc: jimcgoodwin, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Jim McGoodwin [mailto:jimcgoodwin@cox.net]
Sent: Tuesday, June 10, 2014 8:12 PM
To: m-coordinator@odot.org
Cc: Mendez, Victor (OST); Romero, Elizabeth (FHWA); Marrero, Ivan (FHWA); mayor@okc.gov; ward8@okc.gov; Pete White
Subject: Fwd: Comment On OKC Boulevard

Upon further information and analysis I would like to submit the following PDF, which demonstrates how alternative D should be amended before the next submission of plans. I believe the analysis and recommendations are quite cogent and would lead to the best alternative for the OKC Boulevard.

Sincerely,

Jim McGoodwin, OKC resident
16717 Covington Manor

Edmond, Oklahoma 73012

alternated.pdf

FW: Submitting Completed Form
Elizabeth.Romero to: m-coordinator 05/29/2014 12:28 PM
Cc: Elizabeth.Romero, jimcgoodwin

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Jim McGoodwin [mailto:jimcgoodwin@cox.net]
Sent: Tuesday, May 20, 2014 6:00 PM
To: m-coordinator@odot.org
Cc: Mendez, Victor (OST); Romero, Elizabeth (FHWA); Marrero, Ivan (FHWA)
Subject: Submitting Completed Form

Comment to ODOT regarding the Oklahoma City boulevard:

First I must protest the manner in which you handled the public comment period. Given the large number of Oklahoma City citizens who have been interested in this issue, you chose a horrible location on a very inconvenient evening. The meeting was difficult to get to given the amount of traffic that evening and parking was difficult to find. These problems were caused by a Thunder playoff game that was held across the street from the meeting location.

The comment period was unnecessarily brief. It gave people little opportunity to hear from the consultants and little time to review and comment on the alternatives presented. One of the alternatives had been uniformly rejected by the citizens and the OKC City Council reducing the effective number of alternatives to 3. And to cap it all off, your website has given any number of commenters problems with sending their comments to you. I was unable to send my comments using it.

Having said that I would like to inform you that in my opinion, as well as those of many, many other fellow citizens, the best design is alternative D, the one that fully restores the grid. Unfortunately you failed to provide and costs associated with any of the alternatives making it impossible to compare them on that basis. This, in spite of the fact, that your representatives had committed to providing a cost estimate for restoring the grid. Without that as a baseline how can you weigh the costs of the other alternatives?

As to your favorite, alternative C, it is wholly inappropriate for the area. It will cut off commerce and development of the area between Classen and Walker avenues. It will create a number of dead ends that will again bisect the downtown. When the decision was made to tear down crosstown expressway was anticipated as an opportunity to integrate the downtown with the area south of it. Your alternatives A, B and c continue this division.

What businessman would want to choose a location for a commercial establishment on one of the many dead end streets that the alternatives A, B and C would continue. It guarantees reduced traffic and customers in these areas. In addition it cripples the development of the Core-to-Shore park to the south. Without adequate traffic flow into and through that area you will set back the development of that area by years, if not decades.

I know that ODOT and OKC staff want to get this over and begin construction of alternative C. However, the southern downtown area, including the Core-to-Shore park, should be given a fair chance to flourish by reestablishing the grid, if not, OKC at some future date will have to come back into the area and fix this problem that ODOT will have left. You should realize that streets and highways do more than simply move traffic; they impact the environment and culture of a place. These non-monetary values should play at least as important as speeding traffic through downtown.

Very truly yours

Jim McGoodwin
16717 Covington Manor
Edmond Oklahoma 73012
(405) 285-0280

Page Intentionally Left Blank

FW: Support for OKC Boulevard Alternative D

Elizabeth.Romero to: m-coordinator 05/29/2014 12:18 PM

Cc: Elizabeth.Romero, hellogentry

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Gentry M [mailto:hellogentry@gmail.com]
Sent: Tuesday, May 20, 2014 4:56 PM
To: mayor@okc.gov; ward6@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA); ward2@okc.gov
Subject: Support for OKC Boulevard Alternative D

Dear Mayor Cornett, Councilwoman Salyer, Councilman Shadid, the Oklahoma Department of Transportation and Federal Highway Administration,

I am writing as an Oklahoma City resident and downtown employee to express my support for Boulevard Alternative D.

This decision is one that will affect our community for years to come and set the standard for continued growth in our city. As a lifelong resident of Oklahoma City, I have seen first-hand the dramatic transformation and revitalization of the downtown community and a shift towards good urban design practices that make our downtown a walkable, friendly place for people to work and live. I have never been more proud of my city.

After carefully studying each option, it's obvious that Alternative C creates a divided downtown and an unfriendly environment for bicyclists and pedestrians. Constructing 1,600 feet of uninterrupted roadway will limit downtown access for many citizens, hinder new development and limit opportunities for new sales tax revenue.

No one can argue that cycling and walking have a multilayered positive effect on a city. There is a cultural shift towards accepting these forms of transportation as integral components of daily life - and we would be remiss if we didn't embrace it.

I urge you as community leaders to consider the overwhelming impact the boulevard design will have on our community for years to come and support Alternative D.

Sincerely,

Gentry McKeown
224 NW 33rd
Oklahoma City, OK 73118

FW: Crosstown Boulevard
Elizabeth.Romero to: m-coordinator 05/29/2014 12:39 PM
Cc: Elizabeth.Romero, shellyd83

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Shelly Mullens [mailto:shellyd83@hotmail.com]
Sent: Tuesday, May 20, 2014 9:39 PM
To: mayor@okc.gov; ward2@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: Crosstown Boulevard

ODOT,

I have serious concerns about option C for the new OKC boulevard. Our community is growing by leaps and bounds, and i feel that option C will hamper that growth. Option C will negatively impact business growth, walkability, and access to future improvement projects. Having a city that is accessible for biking, running, etc is of the upmost importance to me. We have made great strides within the city to improve the access to these things, so we do not want to take a step backwards instead of a step forwards.

I would like to point to a few events to demonstrate how much this community wants accessibility. Open Streets OKC, recently held on 23rd street, was an overwhelming success. Many, including myself, walked or biked to this event. Also, weekly events in Paseo, Film Row, Plaza District, and H&8th show that people are interested in projects that improve accessibility and community involvement, and not an easy access in and out of the city.

For these reasons, I respectfully request that Option C be dismissed, and Option D be adopted.

Thanks,
Shelly

FW: Beautiful Boulevard: Alternative D

Elizabeth.Romero to: m-coordinator 05/29/2014 11:58 AM

Cc: Elizabeth.Romero, jchaser405

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: jchaser405@gmail.com [mailto:jchaser405@gmail.com] On Behalf Of Ernest Odunze
Sent: Tuesday, May 20, 2014 1:50 PM
To: mayor@okc.gov
Subject: Beautiful Boulevard: Alternative D

Big league cities require big league transportation. For some that statement may signify building the largest highway with the most amount of lane to get people in and out as quickly as possible. Boulevard alternatives A-C adopt this belief. For some people that is all they want to do, and that is O.K. Drive in from an adjoining city or suburb, attend your event, and get home with minimal traffic. As I mentioned, this is a fine desire, but that does not mean the city should cater development to serve the desire.

A large population of residents enjoy downtown, eat downtown, play downtown, and want to stay downtown. We are in no hurry to get out as quickly as possible. Some of us even want to walk, bike, and use alternative transportation! The problem with Boulevard alternatives A-C is they serve the car culture which data shows is on the decrease while walk ability and sustainability are on the increase. I support Option D! I want streets not another highway to replace the highway we dismantled. I lived in film row when the highway came down and rejoiced not having that monstrosity obstructing connection to the south. I was thrilled to hear a beautiful boulevard was being proposed with a roundabout to spur future development. My hopes were quickly crushed after attending the first town hall meeting at the Cox and even more as the subsequent proposals were released. None of my desires for a livable, sustainable, walk-able urban core are being addressed by the A-C options.

OKC has been placed on the map by MAPS projects, project 180, TIF development, and great leadership. Lets not build something we will regret and be forced to rebuild in the future. Let's do it right the first time. Lets built option D!

FW: Oklahoma City Boulevard Feedback
Elizabeth.Romero to: m-coordinator 06/16/2014 10:05 AM
Cc: tpalen.stu, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Trevor M Palen [mailto:tpalen.stu@my.okcu.edu]
Sent: Friday, June 13, 2014 2:41 PM
To: m-coordinator@odot.gov; Romero, Elizabeth (FHWA); mayor@okc.gov; ward2@okc.gov
Subject: Oklahoma City Boulevard Feedback

Dear reader,

This letter is addressed to a variety of persons/entities that are directly involved in the process of deciding what course of action will be taken in regards to the Boulevard that is to run through OKC's downtown area between approximately Penn and Interstate 235. A significant portion of this road has already been constructed, but for the portion that remains heretofore unconstructed and even unplanned, I offer my input as a citizen of Oklahoma City:

1. The process on this development has been delayed heavily since 2012 because there are many citizen who have voiced major concern over the impact this development is going to have on the future of downtown development. However, I feel that the ultimate decision making entity in this process (Oklahoma Department of Transportation) has been nothing short of obstructionist to the desires of various citizen groups who have spent the last 2 years raising concerns about the construction options the city has heretofore presented. I feel that a more objective and thorough process is still needed.

2. It is possible to ask questions in such a way that predetermined answers are the only viable answers. Whether consciously or not, I feel that this has been the process undertaken by ODOT since before the new I-40 was completed. A comprehensive look at ALL factors this Boulevard will affect still has not taken place, particularly as it pertains to the option of restoring the grid layout of OKC's downtown road network.

3. This Boulevard absolutely cannot be solely or even mostly about automotive traffic flow. It must first and foremost be built as a single part of the entire

downtown developmental plan, both today and in the future. It is touted as the gateway to our downtown, yet of the parts that have already been constructed, it is unequivocally anything but. No amount of landscaping is going to change the fact that there is and likely never will be anything of interest between Exit 148B and wherever the Boulevard is finally brought to grade (at grade meaning completely level with the land immediately surrounding the road) . This complete lack of vision is scary enough for me that cutting a large swath of developable land for a "grand boulevard" is the less desirable option and that restoring the grid and simply making California on the west end of downtown and SW 3rd on the east end of downtown "grand streets" is the best option we have.

4. Here is a link to a fairly exhaustive list of criticisms that I feel need to be listened to and addressed before moving forward with any option on the Boulevard:
http://www.okctalk.com/transportation/30513-friends-better-boulevard-54.html#post798579

5. Lastly, downtown OKC is becoming a special place, and its greatest advantage right now is that it is a relatively blank slate. Removing I-40 further to the south has greatly expanded downtown's fabric, and a fast paced traffic thoroughfare risks redividing that blank slate and removing the advantage OKC enjoys of being able to connect a wide-swath of land into the future urban environment that greater downtown can enjoy. OKC stands to gain or lose a lot for the future based on this road, and I hope that *all factors* are considered in the handling of this project.

Please give greater consideration and care to Option D

Trevor Palen
1222 NW 46th St.
Oklahoma City, OK 73118

FW: My Public Comments to ODOT Regarding Downtown OKC Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 12:32 PM
Cc: Elizabeth.Romero, bradenpalm78

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Braden Palm [mailto:bradenpalm78@gmail.com]
Sent: Tuesday, May 20, 2014 8:10 PM
To: mayor@okc.gov; ward8@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: My Public Comments to ODOT Regarding Downtown OKC Boulevard

First and foremost, my preferable option for entry to downtown OKC would be "Alternative D", which is to return the grid to its former glory to allow for larger sized land development. In this option the boulevard would be a grand boulevard along and slightly north of the SW 3rd Street alignment between the east end I-40 connector and Hudson. That boulevard would be tree lined on each side with a half lane for urban cycling, two full through lanes in each direction, extended left turn lanes for Robinson and Hudson and a landscaped center median between the opposing directions. This landscaped center median would be a refuge between the Harvey Spine north of the boulevard where the new convention center will be and the Central Park to the south. If I could provide pictures in my comments, I would, but alas, you make this as complicated as possible.

If we are going to go along the lines of "Alternative C", then these are the changes that I would like to propose as viewed from west to east.

First, at Western and Reno, there needs to be a roundabout here and if ODOT doesn't do it then the City of Oklahoma City needs to do it and include Exchange as it is an integral connection to the Farmers Market area from the newly enriched and expanding area in an around Film Row and where the 21C Hotel will be located. It is of vital importance that as many links as possible are connected to each "district" so that we don't have to detour.

Second, there needs to be a full access intersection at Lee Avenue, to tie Film Row in with the Core-To-Shore area--again, future development, as envisioned in bringing residential back down to the downtown area.

Third, the segment of SW 3rd Street, between Lee & Walker, where you have a

one way street with parallel parking on either side of it needs to be closed off, so as to allow a much larger parcel of land to be available for development fronting the new boulevard.

Fourth, as stated in my "Alternative D" narrative, it is VERY IMPORTANT that the main stretch of our downtown boulevard not be 100' of solid concrete with cars zipping by in each direction. Please imagine your kids kids trying to get to school downtown but they can't because they're scared to cross the highway, which is basically what you have created as a part of your vision of a boulevard. Instead of parallel parking lanes (2), two thru lanes in each direction (4) and a center turn lane (1), for a total of SEVEN lanes, lets decrease the count and make this boulevard something iconic that will be remembered in a good way. This DOES NOT need to be a NW 39th Street or a Northwest Expressway. When I was a kid, I was fearful for my life of crossing May Avenue. Imagine how these kids would feel. I would also suggest that your intersections at Walker, Hudson and Robinson, all have very wide crossing stripes and keep in mind that in the future you may want to allow for diagonal crossings through the middle of the intersection so that pedestrians can stay ahead of vehicular traffic. I would also suggest a pedestrian crossing midstreet along the Harvey Spine between the future convention center and the Central Park. If you can't do these then you need to include subterranean pedestrian tunnels or skybridges that tie into the new convention center from the Central Park area. It's hard to imagine it all now but when the Central Park is built, the land around it will be prime for residential development and we just need to be prepared to think about families actually living close to downtown and that they will have kids who are going to have to cross the streets at some time or another.

That pretty much sums up my views on how the boulevard needs to be designed and built. With newer modes of transportation becoming available to our city and the millennials and younger generations looking at living close to their jobs in a downtown environment, you're going to see a shift in traffic counts that you've never witnessed before because, honestly, times are changing for the better. Why not a BETTER BOULEVARD?

FW: OKC Boulevard Comment
Elizabeth.Romero to: m-coordinator 05/29/2014 12:38 PM
Cc: peryam, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Tom Peryam [mailto:peryam@gmail.com]
Sent: Tuesday, May 20, 2014 9:04 PM
To: mayor@okc.gov; Romero, Elizabeth (FHWA); odotinfo@odot.org; m-coordinator@odot.org; ward6@okc.gov
Subject: OKC Boulevard Comment

ODOT,

If the powers that be are set on going with your "Alternative C" many chnages must be made. If these changes are not made I hope that the City Council and Mayor elect to obstruct the construction of this boulevard in any way they can.

(1) As planned, the Boulevard will not be able to be crossed for almost a quarter mile between Walker and Reno. North of this impassible span is the new Downtown Elementary school. Long term I know that the city hopes to have residential buildings in the Core to Shore area. How, I ask, will these children be able to get to school? Will they be able to be healthy and walk or bicycle, or will their parents have to drive them to school only a few blocks away for fear of their lives? Bad urban design can create unnecessary congestion, and this is one very clear way in which this can happen.

The intersection of Lee Avenue must be remade to allow Lee to continue to the south. This will allow traffic, pedestrians, bicyclists and yes, children, access north of the Boulevard and will cut down on the negative economic impact of the road.

(2) The traffic numbers cited by ODOT do not require a restricted-access roadway which ODOT has designed. Streets elsewhere in the state ably accommodate traffic counts of 10,000 to 20,000 autos per day while still accommodating business storefronts, controlled intersections and pedestrian/bicycle amenities. There is no conceivable reason why this boulevard must recreate NW Expressway west of Walker.

(3) Where, I ask, is the projected traffic going? I work at Devon, one of the

largest downtown employers. Most everyone who commutes from the suburbs (and there are many who do) commutes from Edmond. Or Moore. Or sometimes Norman. All points either north or south of downtown. None of these destinations will be facilitated by the new Boulevard. Maybe a small number of commuters from Deer Creek or El Reno, but really, are we designing a boulevard for such a small group of commuters?

(4) The road must be at grad-not elevated on berms of dirt-as much as possible.

(5) Bike lanes, hopefully protected bike lanes, must be integrated in the design, not included as an afterthought.

(6) 3rd Street should not be redisigned as a one-way paralleling the Boulevard. Better to simply close 3rd street entirely.

(7) Closing Exchange will deal a severe blow to the Stockyards City district as well as to the Farmer's Market area. This is completely unnecessary. A roundabout or otherwise controlled intersection with Exchange could maintain traffic flow in all directions, not simply along the Boulevard.

Submitted because I love this town,

Tom Peryam

FW: Downtown Oklahoma City Boulevard
Elizabeth.Romero to: m-coordinator 05/29/2014 10:07 AM
Cc: Elizabeth.Romero, peryam

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Tom Peryam [mailto:peryam@gmail.com]
Sent: Monday, May 12, 2014 4:42 PM
To: Romero, Elizabeth (FHWA); mayor@okc.gov
Subject: Downtown Oklahoma City Boulevard

Hello,

I am an Oklahoma City resident who is very worried about the proposed plans for the new Downtown Boulevard. It looks like ODOT is proceeding straightaway with building a NW Expressway-style freeway in the heart of our downtown. instead of a pedestrian, cyclist and business-friendly boulevard which I understood we were looking for as a city. This really concerns me.

1) This freeway will stifle economic growth which is, as we speak, creaping into once-blighted areas west and southwest of downtown. This freeway west of downtown, with a raised earthen berm, will act as a moat preventing access to areas SW of downtown. Areas on the far side of this wall will be condemned to continued blight.

2) This freeway, even in the areas where it is truly at "grade," will hamper access south to the core-to-shore area and the new Central Park. Right now I can ride my bike from Mesta Park to the River with no real barriers in between aside from I-40 (which I traverse on the Scissortale Bridge). Having a high speed, wide expressway along the former I-40 right of way will hamper this route considerably. I formerly lived in NW Oklahoma City, and I can assure you that crossing Northwest Expressway on a bicycle was a very unpleasant exercise where it was possible. In many places, crossing NW Expressway is literally impossible for a bicyclist or pedestrian for over a quarter mile in either direction. ODOT seems intent on recreating NW Expressway downtown, recreating this harrowing/impossible traverse.

3) What is even more obscene is that this high-speed road is so close to Rex Elementary In time, I'm sure there will be children living in the Core-to-Shore area who will be attending this school. I know that long-term plans have housing

developing in this area. So, in five years, will these children be able to walk to school? Not if ODOT has its way.

4) The meeting held by ODOT to roll their plans out before the public was hastily-arranged, poorly-publicized and very difficult to attend, due to intense parking pressure related to the Thunder NBA playoff game. I request that the period for public discussion be extended at least 90 days in order to better educate the public about the consequences of ODOT's plans.

There is considerable room for improvement while still accomplishing ODOT's (dubious?) goal of speeding traffic east and west out of downtown during a very few key hours of the day. Please help us to improve ODOT's plans by extending the period of time for public comment.

Thank You,

Tom Peryam
1001 NW 16th
Oklahoma City, OK 73106

Romero, Elizabeth (FHWA)

From: Tom Peryam <peryam@gmail.com>
Sent: Monday, May 12, 2014 4:42 PM
To: Romero, Elizabeth (FHWA); mayor@okc.gov
Subject: Downtown Oklahoma City Boulevard

Hello,

I am an Oklahoma City resident who is very worried about the proposed plans for the new Downtown Boulevard. It looks like ODOT is proceeding straightaway with building a NW Expressway-style freeway in the heart of our downtown. instead of a pedestrian, cyclist and business-friendly boulevard which I understood we were looking for as a city. This really concerns me.

1) This freeway will stifle economic growth which is, as we speak, creaping into once-blighted areas west and southwest of downtown. This freeway west of downtown, with a raised earthen berm, will act as a moat preventing access to areas SW of downtown. Areas on the far side of this wall will be condemned to continued blight.

2) This freeway, even in the areas where it is truly at "grade," will hamper access south to the core-to-shore area and the new Central Park. Right now I can ride my bike from Mesta Park to the River with no real barriers in between aside from I-40 (which I traverse on the Scissortale Bridge). Having a high speed, wide expressway along the former I-40 right of way will hamper this route considerably. I formerly lived in NW Oklahoma City, and I can assure you that crossing Northwest Expressway on a bicycle was a very unpleasant exercise where it was possible. In many places, crossing NW Expressway is literally impossible for a bicyclist or pedestrian for over a quarter mile in either direction. ODOT seems intent on recreating NW Expressway downtown, recreating this harrowing/impossible traverse.

3) What is even more obscene is that this high-speed road is so close to Rex Elementary In time, I'm sure there will be children living in the Core-to-Shore area who will be attending this school. I know that long-term plans have housing developing in this area. So, in five years, will these children be able to walk to school? Not if ODOT has its way.

4) The meeting held by ODOT to roll their plans out before the public was hastily-arranged, poorly-publicized and very difficult to attend, due to intense parking pressure related to the Thunder NBA playoff game. I request that the period for public discussion be extended at least 90 days in order to better educate the public about the consequences of ODOT's plans.

There is considerable room for improvement while still accomplishing ODOT's (dubious?) goal of speeding traffic east and west out of downtown during a very few key hours of the day. Please help us to improve ODOT's plans by extending the period of time for public comment.

Thank You,

Tom Peryam
1001 NW 16th
Oklahoma City, OK 73106

FW: Support Alternative D
Elizabeth.Romero to: m-coordinator 06/11/2014 04:34 PM
Cc: Elizabeth.Romero, c_ellen

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Ellen Clark Pogemiller [mailto:c_ellen@yahoo.com]
Sent: Monday, June 02, 2014 1:38 PM
To: m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: Support Alternative D

I am writing to support Alternative D. I moved to Oklahoma City 6 years ago from Dayton, Ohio. My husband and I were beyond impressed with the momentum of change that was occurring in Oklahoma City. MAPS had sparked innovative projects and in return was creating growth all over the city. We moved into a historic neighborhood downtown and have been thrilled at the development around our neighborhood. We walk EVERYWHERE!! I was very disappointed when I learned about the plans that were pushed for the new boulevard. The Alternative C plan does not push development, alternative transportation or creativity. It is a secondary highway that individuals can take to quickly get downtown. This is not the long term grown that we want for our city. I encourage the city to create a plan that makes walkability and sustainable growth a priority!!

Sincerely,
Ellen Pogemiller
420 NW 21st St
OKC, OK 73103

FW: Downtown (Crosstown) OKC Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 11:09 AM

Cc: Elizabeth.Romero, mark-pogemiller

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Pogemiller, Mark I (HSC) [mailto:mark-pogemiller@ouhsc.edu]
Sent: Monday, May 19, 2014 11:33 PM
To: mayor@okc.gov; Ward6@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: Downtown (Crosstown) OKC Boulevard

To whom it may concern.

Option D is by far and away the best option for OKC. Option D preserves a rich interconnected street grid network, it maximizes realistic opportunities for quality development (and thus future tax revenue) without cutting off portions of downtown, and it provides greater return on public investment. Option D would be the cheapest to construct with the smallest impact to right-of-way and the most positive increase in pedestrian/bike accessibility. I am a pediatrician and see the amazingly high numbers of overweight and obese children that we have here in Oklahoma. We need every opportunity to increase walkability in every aspect of life. We will have an impressive new elementary school to serve the downtown area but option C will divide the school from potential new housing development with an at grade limited access road that no matter what name is given will not be pedestrian friendly enough for children/families to cross. Please don't lose out on this opportunity to improve Oklahoma City.

Thank you for your time.
-Mark Pogemiller, MD
420 NW 21st St
OKC, OK 73103

FW: Alternative D is the best choice for the Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 11:02 AM
Cc: Elizabeth.Romero, joe-quinlin

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: joe.quinlin@gmail.com [mailto:joe.quinlin@gmail.com] On Behalf Of Joe Quinlin
Sent: Monday, May 19, 2014 3:26 PM
To: Romero, Elizabeth (FHWA)
Subject: Alternative D is the best choice for the Boulevard

Dear Elizabeth Romero,

I have lived within blocks of the old I-40 / new boulevard since October of 2008. From 2008 to 2013 I lived just across the street from City Rescue Mission on California Ave. Recently I moved about 6 blocks south into a highly volatile area off South Shartel and SW 5th. There are several families that have collectively and intentionally moved to this area to seek the peace of the city and fight for shalom in this area. Keeping the neighborhood we live in walkable, bikable, and drivable is highly important to us. It would be our preference to not be cut off to the south by the freeway and to the north by the boulevard. If at all possible it would be great to implement Alternative D as the primary option for the boulevard. This takes into account a fair balance of efficient transportation and the development of community. We love OKC and would greatly appreciate our voice being heard. Please respond to me anytime as I would love to discuss this further.
Shalom,
Joe Quinlin
405-317-6100

FW: OKC Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 12:43 PM

Cc: Elizabeth.Romero, ben

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: ben@wayneproperty.com [mailto:ben@wayneproperty.com]
Sent: Tuesday, May 20, 2014 10:59 PM
To: mayor@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA); Ward6@okc.gov; ward7@okc.gov
Subject: OKC Boulevard

I am writing to express my opinion for the OKC Boulevard design currently being discussed. Options A, B, & C are concerning to me because they create serious barriers to north/south access, and essentially create an expressway through the west end of downtown. It also appears the traffic count data used to predict future demand is extremely flawed. Option D, which restores the grid in this area, seems to be the only option to truly provide the best long term development and growth options for this part of our City. I would encourage you to look at the following links that provide a very thorough explanation and analysis of the issues. These are well thought out, and provide a very rational, and supportable argument for Option D.

http://www.betterblockokc.com/the-okc-boulevard-why-we-choose-alternative-d/
http://www.betterblockokc.com/blvdtraffic/

Regards,
Ben Sellers
(Resident of Ward 7, Property & Business owner in Ward 6)
Wayne Property Advisors
405.802.6993

FW: Oklahoma City Downtown Boulevard
Elizabeth.Romero to: m-coordinator 05/29/2014 10:06 AM
Cc: Elizabeth.Romero, david.sisco

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Sisco, David (TS) [mailto:David.Sisco@ngc.com]
Sent: Monday, May 12, 2014 10:17 AM
To: Romero, Elizabeth (FHWA)
Cc: mayor@okc.gov
Subject: Oklahoma City Downtown Boulevard

Dear Ms. Romero,

I am writing you as a concerned citizen of the City of Oklahoma City. It appears that the Oklahoma Department of Transportation (ODOT) is in the process of forcing a new boulevard on us, that I believe no one wants.

The Oklahoma City community wants a new boulevard that is pedestrian friendly and invites people to slow down and interact with downtown… not speed by! But ODOT insists that a six-lane "by-pass" is necessary because the new I-40 crosstown expressway was not designed with adequate access to downtown! That brings up the very interesting question of "why"?? Why did they design I-40 to be inadequate on day 1???

It is true that traffic gets a little backed up at time, like during rush hour or after a Thunder game, but what city in America doesn't have traffic congestion in those situations?? The very fact that there is no road there at all proves that any road they put there will only improve traffic flow. And if that is the case, why not have the road that the people of Oklahoma City want and not what some traffic engineers think is best??

This road will belong to the citizens of Oklahoma City in the end… they should build what we want! I have copied Mayor Mick Cornett on this email because I think he would be interested in your thoughts on this.

David Sisco
Business Manager
Northrop Grumman (TS)
Voice: 405.736.8119
Cell: 405.431.7994
david.sisco@ngc.com

Romero, Elizabeth (FHWA)

From: Sisco, David (TS) <David.Sisco@ngc.com>
Sent: Monday, May 12, 2014 10:17 AM
To: Romero, Elizabeth (FHWA)
Cc: mayor@okc.gov
Subject: Oklahoma City Downtown Boulevard

Dear Ms. Romero,

I am writing you as a concerned citizen of the City of Oklahoma City. It appears that the Oklahoma Department of Transportation (ODOT) is in the process of forcing a new boulevard on us, that I believe no one wants.

The Oklahoma City community wants a new boulevard that is pedestrian friendly and invites people to slow down and interact with downtown… not speed by! But ODOT insists that a six-lane "by-pass" is necessary because the new I-40 crosstown expressway was not designed with adequate access to downtown! That brings up the very interesting question of "why"?? Why did they design I-40 to be inadequate on day 1???

It is true that traffic gets a little backed up at time, like during rush hour or after a Thunder game, but what city in America doesn't have traffic congestion in those situations?? The very fact that there is no road there at all proves that any road they put there will only improve traffic flow. And if that is the case, why not have the road that the people of Oklahoma City want and not what some traffic engineers think is best??

This road will belong to the citizens of Oklahoma City in the end… they should build what we want! I have copied Mayor Mick Cornett on this email because I think he would be interested in your thoughts on this.

David Sisco
Business Manager
Northrop Grumman (TS)
Voice: 405.736.8119
Cell: 405.431.7994
david.sisco@ngc.com

Page Intentionally Left Blank

FW: Oklahoma City Boulevard public feedback
Elizabeth.Romero to: m-coordinator 05/29/2014 12:50 PM
Cc: Elizabeth.Romero, don

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Don V. Stephens III [mailto:don@cmpedge.com]
Sent: Wednesday, May 21, 2014 11:50 AM
To: mayor@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA); Ward6@okc.gov
Subject: Oklahoma City Boulevard public feedback

Gentlemen and Ladies,

The following is a copy of the feedback form that I submitted today to the City of OKC and ODOT regarding the future Oklahoma City Boulevard. Thank you for your time in considering this matter.

--Don

To the City of Oklahoma City and ODOT,

Thank you for all your work planning the future Oklahoma City Boulevard, and thanks for taking a moment to read my comments about the presented options.

As a small-business owner for nearly 20 years with an office on Film Row for the last 4, I strongly support the "Alternate D" concept. The other three alternates prevent southbound traffic on Lee from crossing the new boulevard, which would make intra-downtown travel unnecessarily difficult, especially trying to get to the Core to Shore area.

Additionally, in my opinion one of the real strengths of Oklahoma City's street design has been the idea of regular, square blocks. This grid infrastructure is helpful in traffic disbursement, dispatching of emergency vehicles, and generally helps in just getting around the city.

I love being able to hop on the bike that I keep at my office and easily go where I need to downtown - alternatives A through C will dramatically and negatively impact my personal safety while biking or walking around the new boulevard.

I urge you to adopt alternative D for the future success of our city.

Thanks for your time,
--Don V. Stephens III
Owner, Critical Mass Productions, L.L.C.

On Historic Film Row in Downtown Oklahoma City

RE: FW: Oklahoma City Boulevard public feedback

Don V. Stephens III to: Elizabeth.Romero 05/29/2014 01:21 PM
Cc: m-coordinator, elizabeth.romero

From: "Don V. Stephens III" <don@cmpedge.com>
To: Elizabeth.Romero@dot.gov
Cc: m-coordinator@odot.org, elizabeth.romero@dot.gov

Great, thank you.

-----Original Message-----
From: Elizabeth.Romero@dot.gov
Sent: Thursday, May 29, 2014 12:50pm
To: m-coordinator@odot.org
Cc: Elizabeth.Romero@dot.gov, don@cmpedge.com
Subject: FW: Oklahoma City Boulevard public feedback

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.
Thank you,
Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300
From: Don V. Stephens III [mailto:don@cmpedge.com]
Sent: Wednesday, May 21, 2014 11:50 AM
To: mayor@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA); Ward6@okc.gov
Subject: Oklahoma City Boulevard public feedback

Gentlemen and Ladies,
The following is a copy of the feedback form that I submitted today to the City of OKC and ODOT regarding the future Oklahoma City Boulevard. Thank you for your time in considering this matter.
--Don
To the City of Oklahoma City and ODOT,
Thank you for all your work planning the future Oklahoma City Boulevard, and thanks for taking a moment to read my comments about the presented options.
As a small-business owner for nearly 20 years with an office on Film Row for the last 4, I strongly support the "Alternate D" concept. The other three alternates prevent southbound traffic on Lee from crossing the new boulevard, which would make intra-downtown travel unnecessarily difficult, especially trying to get to the Core to Shore area.
Additionally, in my opinion one of the real strengths of Oklahoma City's street design has been the idea of regular, square blocks. This grid infrastructure is helpful in traffic disbursement, dispatching of emergency vehicles, and generally helps in just getting around the city.
I love being able to hop on the bike that I keep at my office and easily go where I need to downtown - alternatives A through C will dramatically and negatively impact my personal safety while biking or walking around the new boulevard.
I urge you to adopt alternative D for the future success of our city.
Thanks for your time,

--Don V. Stephens III
Owner, Critical Mass Productions, L.L.C.
On Historic Film Row in Downtown Oklahoma City

FW: Oklahoma City Downtown Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 10:09 AM

Cc: Elizabeth.Romero, jstigge

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Jared Stigge [mailto:jstigge@gmail.com]
Sent: Friday, May 16, 2014 10:43 AM
To: Romero, Elizabeth (FHWA)
Subject: Oklahoma City Downtown Boulevard

Greetings,

As a 20-year resident of Oklahoma City and a frequent visitor to the downtown OKC area I am adamantly opposed to the current approach to the new downtown OKC boulevard. Constructing an elevated roadway, a divided highway, a de facto bypass ... none of these things will benefit the development of downtown Oklahoma City. Please consider the wishes of thousands of residents such as myself and adopt an approach that is more consistent with the City's wishes.

Thanks for your consideration,

Jared Stigge
405.812.7677

Romero, Elizabeth (FHWA)

From: Jared Stigge <jstigge@gmail.com>
Sent: Friday, May 16, 2014 10:43 AM
To: Romero, Elizabeth (FHWA)
Subject: Oklahoma City Downtown Boulevard

Greetings,

As a 20-year resident of Oklahoma City and a frequent visitor to the downtown OKC area I am adamantly opposed to the current approach to the new downtown OKC boulevard. Constructing an elevated roadway, a divided highway, a de facto bypass ... none of these things will benefit the development of downtown Oklahoma City. Please consider the wishes of thousands of residents such as myself and adopt an approach that is more consistent with the City's wishes.

Thanks for your consideration,

Jared Stigge
405.812.7677

FW: OKC Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 12:45 PM

Cc: Elizabeth.Romero, rosemary

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Rosemary Stow [mailto:stow.rosemary@gmail.com]
Sent: Tuesday, May 20, 2014 11:04 PM
To: mayor@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: OKC Boulevard

To Whom It May Concern:

I would like to express to you the importance of choosing Alternative D for the new Oklahoma City Boulevard. As a Millennial who hopes to stay in this city, I strongly believe in the importance of a more bicycle & pedestrian friendly urban core like the original Core to Shore plan favored. I feel that Alternative D is the only option that truly supports this vision & I urge you to deeply consider these factors as you make this important decision for the future of Oklahoma City.

Sincerely,
Rosemary E. Stow

FW: Oklahoma City Boulevard- In Support of Option D
Elizabeth.Romero to: m-coordinator 05/29/2014 12:39 PM
Cc: Elizabeth.Romero, ashleynterry

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Ashley Terry [mailto:ashleynterry@me.com]
Sent: Tuesday, May 20, 2014 9:54 PM
To: m-coordinator@odot.org
Cc: mayor@okc.gov; ward2@okc.gov; Ward6@okc.gov; Romero, Elizabeth (FHWA)
Subject: Oklahoma City Boulevard- In Support of Option D

Ashley Terry
3332 NW 25th St.
Oklahoma City, Ok 73107

I would like to take this chance to voice my full support for "Option D" for the Oklahoma City Boulevard. As an Oklahoma City resident and someone who works in Downtown OKC, I support Option D which integrates into the grid that already exists in Downtown. This ensures that the street will be a walkable, bikeable, an enjoyable, and safer experience for all involved. Instead of focusing solely on cars and moving them quickly thru the city, Option D will focus giving all people using any form of transportation a chance to benefit from the well-spaced grid. It will give residents and visitors easy access to their destinations and connections to other parts of Downtown. Option D is also built to allow for more quality development along its streets. We want our residents to stop and enjoy our city, not just drive thru it as fast as possible. Instead of shuffling people thru, Option D could allow for development that invites people to linger and stroll, shop, and eat. Isn't that the kind of development we want?

Our city is on the edge of transformation and poor street design will only send us back in the other direction. The design of this boulevard will set the precedent for how our downtown will grow, or not and whether it will prosper or suffer. As a part of the Oklahoma City community, I am asking that you choose Option D for the OKC Boulevard. Choose to continuing sending our city in an upward and forward direction.

Thank you for your time.
Ashley Terry
(405)206-6612

FW: Oklahoma City Boulevard : Alternative D

Elizabeth.Romero to: m-coordinator 05/29/2014 12:46 PM

Cc: Elizabeth.Romero, gregoryterry

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration - Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Gregory Terry [mailto:gregoryterry@me.com]
Sent: Tuesday, May 20, 2014 11:52 PM
To: m-coordinator@odot.org
Cc: mayor@okc.gov; ward2@okc.gov; ward6@okc.gov; Romero, Elizabeth (FHWA)
Subject: Oklahoma City Boulevard: Alternative D

Gregory Terry
3332 NW 25th St
Oklahoma City, OK 73107

I would like to formally voice my support for Alternative D in regards to the OKC Boulevard.

Alternative D is the only plan outlined that supports returning to the existing grid of streets in place in the proposed area. Any change to this grid will decrease both the walkability of the area, and the quality of future development in the area. Don't we want to see areas of our city grow, rather than become conduit for out-of-towners 8 months out of the year?

It's important to me and those of my age group to see this city grow in a direction that encourages the right kind of congestion rather than discourage mixed modes of transportation under the guise of relieving congestion. Mixed mode transportation congestion in a well developed area means vitality. It means people enjoying an area of the city for the quality of business that can raise up and flourish. It means people living close to where they work, enjoying a higher quality of life. This type of congestion is desirable.

Please consider supporting Alternative D as an important step in pushing Oklahoma City forward to greater communities, fostering development that makes sense over decades, rather than a quick-fix solution to drive traffic to Chesapeake Arena.

Thank You,

Gregory Terry
gregoryterry@me.com
405.831.5469

FW: OKC Boulevard - Option D!

Elizabeth.Romero to: m-coordinator 05/29/2014 12:52 PM

Cc: Elizabeth.Romero, clarktms

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Clark Thomas [mailto:clarktms@gmail.com]
Sent: Wednesday, May 21, 2014 11:24 PM
To: Romero, Elizabeth (FHWA)
Subject: OKC Boulevard - Option D!

Dear Elizabeth,

I love living in OKC. The main frustration I have is surrounding bicycle and pedestrian infrastructure. I become increasingly frustrated each time we have to fight tirelessly for a mode of transportation (other than the car) to be recognized. Some of the infrastructure decisions that are being made in OKC (especially with the Boulevard) are extremely shortsighted and will eventually be detrimental for our city. I full heartedly support option D. There is no other option that will allow core-to-shore to prosper and that will continue to create the type of downtown we all want to live in. I am currently a resident of Gatewood. I would love to bike to work, however crossing classen is a very difficult obstacle. I fear that building the Boulevard as anything other than option D will create a limited access road that will make it difficult for cars, bikes and pedestrians to travel north or south. As a road that currently has no traffic, I find it difficult to believe that we will suddenly be overwhelmed with cars on the new boulevard. Even at the 30 year projections for the boulevard we still have many better design options (if only looking at OKC as an example). I really hope our city makes the right decision on this boulevard.

Thank you,

Clark Thomas
2012 NW 20th St.
Oklahoma City, OK 73106

FW: In Support of Alternative D
Elizabeth.Romero to: m-coordinator 05/29/2014 12:47 PM
Cc: Elizabeth.Romero, meredithtms

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Meredith Thomas [mailto:meredithtms@gmail.com]
Sent: Wednesday, May 21, 2014 10:17 AM
To: Romero, Elizabeth (FHWA)
Subject: In Support of Alternative D

I am very proud of the huge strides Oklahoma City has made. I am overwhelmed by the positive change that has been made in our city. I support alternative D for the Crosstown Boulevard because I think it is the only option that will continue to spur on positive change. I believe that we have an opportunity to make our downtown a more pedestrian and bike friendly place. Alternative D would encourage people to walk and bike while the other alternatives would only encourage more cars. I think our priority should be making downtown a welcoming and enjoyable place to live, work, and play. Alternative D would encourage quality development and make downtown the kind of place that attracts people. Let´s make Oklahoma City a great destination. Let´s not replace one highway with another highway.
Thank you for all that you do,
Meredith Thomas

FW: Oklahoma City Boulevard

Elizabeth.Romero to: m-coordinator 06/11/2014 02:42 PM

Cc: barry.thurman, Elizabeth.Romero

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Barry Thurman [mailto:barry.thurman@gmail.com]
Sent: Thursday, May 29, 2014 4:53 PM
To: mayor@okc.gov; Ward6@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: Oklahoma City Boulevard

I am a resident of Mesta Park. I work at the Mike Monroney Aeronautical Center. The design of the Oklahoma City Boulevard will affect me on a daily basis. Of the alternatives presented for the Oklahoma City Boulevard I support Alternative D. We should not be building an expressway in this location. We need ways to get around within downtown, not a conduit for getting through it.

FW: Crosstown Boulevard - Alt D
Elizabeth.Romero to: m-coordinator 05/29/2014 11:02 AM
Cc: Elizabeth.Romero, eddiewalker01

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Eddie Walker [mailto:eddiewalker01@gmail.com]
Sent: Monday, May 19, 2014 3:01 PM
To: Romero, Elizabeth (FHWA)
Subject: Crosstown Boulevard - Alt D

I am writing to express my strong support for Alternative D. We need to build upon what has made downtown OKC's recent transformation so successful - pedestrian, bicycle and street-friendly neighborhoods. We should be less concerned with moving people from place to place and more concerned with providing reasons for people to stop and enjoy. The most successful development activity right now is occurring in places where traffic is challenged, but where people want to be. Density. Activity. Alternative D supports the kind of development this is creating the OKC we are all so proud of.

Eddie Walker
1921 NW 35th Street
Oklahoma City

FW: Options for the Downtown Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 12:53 PM
Cc: Elizabeth.Romero, email

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: jamesrobertwatson.com [mailto:email@jamesrobertwatson.com]
Sent: Tuesday, May 27, 2014 1:30 PM
To: mayor@okc.gov; Romero, Elizabeth (FHWA)
Subject: Options for the Downtown Boulevard

Selecting one of the proposed options for the replacement of the former I-40 is quite easy. Only one option, D, meets the needs of the growing downtown by respecting and enhancing the historical street grid.

All of the boulevard's new users need and want to access downtown, not bypass it. Bypassing happens on the new I-40 freeway. Drivers are not likely to exit I-40, stop at their destination downtown and then get back on that road and leave in the same direction. Almost all users of the new road will exit, stop, and return back in the direction from which they came.
There is just no need for an I-40 bypass connector, elevated or not, with or without a traffic circle.

Full essay with photos, diagrams, and explanations:
http://www.jamesrobertwatson.com/boulevard.html

FW: Downtown OKC Boulevard

Elizabeth.Romero to: m-coordinator 05/29/2014 09:58 AM

Cc: Elizabeth.Romero, brian.werkman

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

-----Original Message-----
From: Brian Werkman [mailto:brian.werkman@champion-hotels.com]
Sent: Friday, May 09, 2014 6:59 PM
To: Romero, Elizabeth (FHWA)
Subject: Downtown OKC Boulevard

Good evening,

I would like to offer a suggestion for the new Downtown OKC Boulevard.
While I understand that traffic flow in and out of downtown is of supreme importance, I also believe the vision of Core to Shore is firmly at the mercy of the decision to put a true Four lane Street with bike lanes/medians that are landscaped and the road being at grade in order to spur development and create a seamless area that spans downtown/bricktown/OKC River. Anything other than this will derail the amazing vision that our leaders have for our city. The old I-40 was an obvious detriment to our city expanding into the new frontier between the current downtown/bricktown area and the Oklahoma River. To add back in a like structure seems like the wrong decision. I think it is important to have this 4 lane street between lincoln blvd all the way west to Western Avenue. I believe it will still assist with traffic flow in that regard.

Thank you for your time. I am not an expert, but have been long invested in the idea that OKC can expand and develop all the way to the Oklahoma River and the momentum says this is very possible.

Brian Werkman
General Manager
Springhill Suites by Marriott
613 NW 8th Street
Moore, OK 73160
405.759.2600-Phone
brian.werkman@champion-hotels.com

FW: The OKC Boulevard - Option D

Elizabeth.Romero to: m-coordinator 05/29/2014 11:05 AM

Cc: Elizabeth.Romero, chelseazmail

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Chelsea [mailto:chelseazmail@yahoo.com]
Sent: Monday, May 19, 2014 9:29 PM
To: mayor@okc.gov; Ward6@okc.gov; m-coordinator@odot.org; Romero, Elizabeth (FHWA)
Subject: The OKC Boulevard - Option D

To All Concerned:

I am writing today to voice my opinion on the proposed OKC Boulevard. I am vastly in favor of option D and hope that we can get that approved for our city.

“Don’t replace a highway with a highway.” We must stick with a simple grid system that has make OKC so easy to navigate.

Below you will find thoughts from Better Block OKC that I wholeheartedly agree with.

Developing on traditional street grids creates improved walkability and a better place to live.

Seeing the City’s support for Alternative C, we wonder why the City would support a bad street design in the heart of downtown. With the stakes so high, there is no room for bad design. The truth is, as a city and a state, we can make mistakes, even after everything that we’ve learned.

We’re in favor of Alternative D because it:
Preserves a rich interconnected street network.
Maximizes realistic opportunities for quality development.
Provides greater return on public investment.

We also reject the promotion of Alternative C because it is based on manufactured data and assumptions about future traffic, ignoring changing transportation trends.

Alternative D preserves a rich interconnected street network.
You should be able to get to your destination without having to navigate dead end streets. A NW Expressway-style road with right turn only situations should not interrupt your route.

Alternative D maximizes realistic opportunities for quality development.
The area around the boulevard should be the first development opportunity downtown, not the last. Alternative C’s route cuts across vacant land and opportunity sites, making it

difficult or impossible to develop much of the area. If new development does occur, it will tend to face its backside toward the street, and front on side-streets. The boulevard should serve as our grand gateway to downtown, not another EK Gaylord lined with blank walls.

The roadway that we choose for OKC will influence the style and quantity of traffic that wants to use it. We don't agree with ODOT's calculations that Alternative D will cause gridlock in 2040. But assuming traffic congestion did happen, could that be a good thing? Would increased congestion encourage more people to carpool, live downtown, or use public transit? In building Alternative D, we are creating better transportation opportunities for the future.

The design of the OKC Boulevard will set the precedent for how our downtown will grow, or not, and whether it will prosper or suffer. It will define what urban vitality means in OKC. It will be the first impression of people visiting from the east and west. It will shape when, where and what type of development occurs.

The downtown boulevard will be a permanent seam across the heart of our downtown, a seam that should connect downtown, not divide it.

Please help us to keep Oklahoma City a progressive city and allow for alternative transportation to grow.

Sincerely,

Chelsea Willingham
Oklahoma City Resident 73103

FW: Downtown Oklahoma City Boulevard
Elizabeth.Romero to: m-coordinator 05/29/2014 10:06 AM
Cc: Elizabeth.Romero, shawn.wright

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Shawn Wright [mailto:shawn.wright@gmail.com]
Sent: Monday, May 12, 2014 12:31 PM
To: Romero, Elizabeth (FHWA)
Cc: Oklahoma City Ward 6; mayor@okc.gov
Subject: Downtown Oklahoma City Boulevard

Ms. Romero,

I wanted to express to you my frustration with the recent events regarding the subject project being built in the right-of-way of the former I-40 route. I've been to every public meeting on the subject, have reviewed all of the documents released, etc, but I feel like the processes is becoming less open, not more open. With this recent meeting, we were only given a weeks notice, no past attendees were emailed, and the meeting was held at a time and location not welcoming to the public. Also, when I attended the meeting, instead of listening to my ideas and generally being receptive to public input, I feel like the people I spoke with were very dismissive of my ideas, as though their minds were already made up (or in the very least as though they had already dismissed in their minds ideas like mine). I respectfully request another public meeting, with more notice for the public, and in a venue more welcoming to the public and their needs. Additionally, the government representatives should really do a lot more listening and note-taking if at all possible.

Shawn Wright
Resident, Downtown Oklahoma City

Romero, Elizabeth (FHWA)

From: Shawn Wright <shawn.wright@gmail.com>
Sent: Monday, May 12, 2014 12:31 PM
To: Romero, Elizabeth (FHWA)
Cc: Oklahoma City Ward 6; mayor@okc.gov
Subject: Downtown Oklahoma City Boulevard

Ms. Romero,

I wanted to express to you my frustration with the recent events regarding the subject project being built in the right-of-way of the former I-40 route. I've been to every public meeting on the subject, have reviewed all of the documents released, etc, but I feel like the processes is becoming less open, not more open. With this recent meeting, we were only given a weeks notice, no past attendees were emailed, and the meeting was held at a time and location not welcoming to the public. Also, when I attended the meeting, instead of listening to my ideas and generally being receptive to public input, I feel like the people I spoke with were very dismissive of my ideas, as though their minds were already made up (or in the very least as though they had already dismissed in their minds ideas like mine). I respectfully request another public meeting, with more notice for the public, and in a venue more welcoming to the public and their needs. Additionally, the government representatives should really do a lot more listening and note-taking if at all possible.

Shawn Wright
Resident, Downtown Oklahoma City

FW: Oklahoma City Boulevard Option D

Elizabeth.Romero to: m-coordinator 05/29/2014 12:54 PM

Cc: Elizabeth.Romero, philipzorn

The FHWA Oklahoma Division has received this e-mail and we are requesting that you accept and consider this public comment as part of the public involvement process for the proposed Oklahoma City Crosstown Boulevard Project.

Thank you,

Elizabeth A. Romero
Planning and Technical Services Team Leader
Federal Highway Administration – Oklahoma Division
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
Office: 405-254-3300

From: Philip Zorn [mailto:philipzorn@gmail.com]
Sent: Thursday, May 29, 2014 11:24 AM
To: Romero, Elizabeth (FHWA)
Subject: Oklahoma City Boulevard Option D

As someone who grew up in Oklahoma City, moved to the east coast and then CHOSE to return to my hometown because of the progress being made in the city, seeing this boulevard discussion frustrates me.

I grew up in NW OKC, but when I returned I purchased a home in the urban core within walking distance to downtown. I purchased in the urban core for the obvious reasons: the growing downtown and surroundings areas such as Midtown, Auto Alley, Film Row, the River Development and the future Core to Shore and park.

I do not want another NW Expressway placed in downtown Oklahoma City. I want to be able to walk with my family downtown to a Thunder game or enjoy the new park without having to cross an interstate.

Option D gives us the downtown we want. A DESTINATION.

Do the right thing and don't make me regret my return home.

Appendix %: Correspondence from City of Oklahoma City

The City of
OKLAHOMA CITY
James D. Couch, City Manager

July 21, 2014

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

RE: Oklahoma City Boulevard – Alternative "C" Recommendation

Dear Mr. Patterson:

The City of Oklahoma City appreciates the continued partnership and opportunity for input on the new Oklahoma City Boulevard project. As the different design alternatives are considered, the City of Oklahoma City maintains its previous recommendation following the traffic and planning study completed by Stantec, Inc. in late 2012, and the City Council Resolution adopted in January 2013. This recommendation selected Alternative "A", which promoted a four-lane boulevard with a shortened bridge over Western Avenue, opportunities for future development and pedestrian access and additional street and traffic enhancement amenities. The design alternatives have since been re-designated; however, the selected alternative is very similar to new Alternative "C" which is recommended by the City.

Following the most recent public meeting held in May 2014, a number of public comments were received including enhancing the intersections at both Lee and Shartel. The enhancements would include completing the north south connectively at streets, creating traditional intersections, and providing for future signalization. Although not specifically a part of the recommendation made by the City Council, the City requests that ODOT consider these additional intersections as part of the final design in response to the public comments.

Again, we appreciate the invitations to the project coordination meetings, and staff will continue to work towards developing additional design recommendations once ODOT is prepared to proceed with specific design discussions.

Thank you for your continued partnership with the City of Oklahoma City and your consideration of our request.

Sincerely,

James D. Couch
City Manager

Attachments

200 North Walker • Oklahoma City, OK 73102 • 405/297-2345 • FAX 405/297-3069

MEMORANDUM

Council Agenda
Item No. VIII.B.
1/8/2013

The City of
OKLAHOMA CITY

TO: Mayor and City Council

FROM: James D. Couch, City Manager

Oklahoma City Boulevard Design Alternatives Study, and resolution supporting Alternate A, Project TC-0428, Oklahoma City Boulevard, north of the I-40 realignment between Klein Avenue and Walker Avenue. Wards 6 and 7.

Location

Oklahoma City Boulevard, north of the I-40 realignment between Klein Avenue and Walker Avenue

Background

This project provided for the Engineer's analysis of alternatives for street and traffic design and other engineering services related to the new Oklahoma City Boulevard. The Engineer reviewed the Oklahoma City Boulevard initial design work, and prepared for design of the boulevard, including considerations for maximizing traffic flow, pedestrian use/access and future development of the Western/Classen/Reno corridor.

On August 21, 2012, the Oklahoma Department of Transportation (ODOT) held a Public Meeting and concerns were raised including the elevated portion of the Boulevard between Walker Avenue and Klein Avenue. Council directed staff to select and negotiate a contract with an engineer to provide an unbiased recommendation of possible alternatives to the bridges included in the original ODOT plans.

On September 11, 2012, a contract was approved with Stantec, Inc. by City Council to provide alternatives and make recommendations for alternative designs between Walker Avenue and Klein Avenue. The City's goals for the Boulevard would allow traffic integration into the surrounding transportation network. The goals include correcting deficiencies in the adjacent street systems identified during preparation of Alternatives, improving the image and character of the corridor by providing an enhanced arrival experience into the downtown from the west, and the alternatives selected will support the existing corridor businesses while leveraging surplus right-of-way for possible long term redevelopment opportunities.

The City's criteria to accomplish the above goals included Reno Avenue and the Boulevard as continuous roads, improve the functionality of the system; limit the amount of elevated roadway, enhance the bike and pedestrian corridors, and improve dispersing of major event traffic.

A public meeting was held on December 3, 2012 wherein the City provided four design alternatives. The City encouraged and accepted public input in determining the best alternative. Stantec, Inc. recommends Alternate A allows the City to meet the City's goals and criteria.

Previous Action	Contract for Engineering Services approved by Council, September 11, 2012 (Item No. VI.T.)
Consultant	Stantec Consulting Services, Inc.
Source of Funds	General Fund – General Operations-UASN – TC-0428 – Project Management– Boulevard Alternatives Analysis from Klein to Walker - Non-Capital A&E (001-0001-3300801-B0701030055-52044002)
Review	Public Works Department

Recommendation: Study be approved and resolution be adopted.

Attachment

RESOLUTION

RESOLUTION TO SUPPORT ALTERNATE "A", CONSTRUCTION OF A BRIDGE OVER WESTERN AVENUE ALONG THE OKLAHOMA CITY BOULEVARD IN THE AREA BETWEEN WALKER AVENUE AND KLEIN AVENUE

WHEREAS, on August 21, 2012, the Oklahoma Department Of Transportation (ODOT) held a Public Meeting for the Oklahoma City Boulevard at the Coca-Cola Bricktown Events Center; and

WHEREAS, the Public Meeting raised a concern about the elevated portion of the Oklahoma City Boulevard between Walker Avenue & Klein Avenue; and

WHEREAS, City Council directed staff to select and negotiate a contract with a traffic engineering and planning consultant to study and provide a recommendation of possible alternatives to the proposed elevated portion of the Oklahoma City Boulevard; and

WHEREAS, on September 11, 2012, a contract was approved with Stantec, Inc. to provide alternatives and make recommendations for the Oklahoma City Boulevard in the Western Avenue, Classen Boulevard and Reno Avenue area; and

WHEREAS, the goals of the study were to maintain traffic flow while also promoting future development and pedestrian access in the area; and

WHEREAS, Stantec, Inc. identified numerous alternatives for future consideration; and

WHEREAS, Stantec, Inc. developed a recommendation to achieve the goals of the study and also provides other recommended traffic and street enhancements in the area identified as Alternative "A"; and

WHEREAS, an additional public meeting was held on December 3, 2012 to receive public comments on the study and recommendation; and

WHEREAS, the City encouraged and accepted public input in determining the best alternative.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and the Council of the City of Oklahoma City to support Alternate "A", Construction of a Bridge over Western Avenue along the Oklahoma City Boulevard in the area of Western Avenue and Klein Avenue and pursue the additional traffic enhancements as identified in the study.

ADOPTED by the City Council of The City of Oklahoma City and **SIGNED** by the Mayor this 8th day of January, 2013.

MAYOR

ATTEST:

CITY CLERK

SEAL OF THE CITY OF OKLAHOMA CITY

REVIEWED for form and legality.

Assistant Municipal Counselor