

I-44 Corridor Study, I-244 to Arkansas River

Public Involvement Plan

JP 32728(04) EC-1780

Tulsa County

Prepared for:



Prepared by:



September 18, 2017

Introduction

This document provides a Public Involvement Plan for the I-44 Corridor Study between I-244 and the Arkansas River in the City of Tulsa, Tulsa County, Oklahoma [JP 32728(04)]. This plan specifically addresses the outreach methods proposed to ensure effective community engagement, particularly of traditionally underrepresented populations (i.e. low-income and minority populations) to meet the principles and requirements of Executive Order 12898 on Environmental Justice, Title VI of the Civil Rights Act of 1964, and the implementing regulations of the Federal Highway Administration (FHWA) in regards to these programs.

The US Department of Transportation (USDOT) Environmental Justice (EJ) Strategy identifies three fundamental principles of EJ that guide USDOT actions:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

This plan is developed to address the second goal and provide maximum opportunity for all communities to participate in the study. Encouraging the participation of traditionally underrepresented communities in the transportation planning process allows communities to identify the benefits and burdens associated with the proposed activity, and suggest alternatives to mitigate impacts based on their concerns. This input helps transportation agencies comply with another core EJ principle-avoid, minimize, or mitigate disproportionately high and adverse impacts.

Minority and low-income communities are often underrepresented in the transportation decision-making process due to economic, social, and cultural factors, such as language barriers or factors that prevent these populations from attending traditional public meetings such as non-traditional work schedules, lack of transportation, or lack of child care. Notification of meetings can also be challenging, as renters are difficult to identify and are typically not captured in property owner databases.

This plan describes the corridor under consideration, the studies done to date and their findings, the communities represented in the project area, and the proposed plan to notify and engage these communities.

Study Introduction and Background

The Oklahoma Department of Transportation (ODOT), in cooperation with the FHWA is studying improvements to the I-44 corridor between I-244 and the Arkansas River in the City of Tulsa, Tulsa County, Oklahoma. The purpose of the study is to identify the need for transportation improvements in the corridor, examine potential alternatives, and determine a preferred concept to guide future project planning and programming. The need for improvements is primarily related to reducing congestion and improving mobility, and reducing accidents and improving safety.

I-44 is an important local, regional, and interstate connection for passenger and freight traffic. I-44 currently carries approximately 84,500 vehicles per day across the Arkansas River, 17% of which are trucks. As part of the Primary Highway Freight System (PHFS), I-44 has been identified as one of the most critical highway portions of the U.S. freight transportation system. The portion of I-44 between I-244 and the Arkansas River is the only remaining 4-lane section of I-44 in the Tulsa Metropolitan Area and is an existing bottleneck to both passenger and freight traffic. There is significant congestion during peak periods and travel times are unreliable. The existing interchange at I-44 and US-75, with its cloverleaf configuration and system of collector-distributor roads, is no longer able to adequately accommodate the traffic demand.

Originally constructed in the 1960s, the existing infrastructure (pavement, bridges) is aging and in deteriorated condition. This portion of I-44 also has a high accident rate. Between 2010-2014, the overall crash rate was over 4 times the statewide average for similar highways. Rear end collisions account for almost half of the accidents, which are indicative of congested conditions.

ODOT has completed a Preliminary Engineering (PE) Study for this portion of the I-44 corridor. The PE study included a traffic and safety needs analysis, a comprehensive data collection effort on existing roadway, bridge, utility, and environmental conditions, and the development of different improvement alternatives. All of the alternatives included some similar elements, including the widening of I-44 and US-75 from four to six lanes, and replacing the bridges on I-44 over 33rd West Avenue, on Union Avenue over I-44, and on I-44 over the Tulsa-Sapulpa Union (TSU) Railroad. Different configurations were studied for the reconstruction of the I-44/US-75 interchange that varied in how the various ramp movements would be accommodated. Different options were also studied for local road improvements, including the extension of 51st Street under US-75, and one-way vs. two-way operations on Skelly Drive. All of the alternatives were analyzed for their traffic performance, engineering feasibility, environmental impacts, and cost. From the PE study, ODOT identified a preferred alternative concept for the corridor. This alternative includes:

- Widening of I-44 from four to six lanes from I-244 across the Arkansas River to the Riverside/Peoria Interchange
- Replacement of the bridges on I-44 over 33rd West Avenue, Union Avenue over I-44, and I-44 over the TSU Railroad
- Widening of the I-44 bridge over the Arkansas River
- Reconstruction of the I-44/US-75 interchange to include new direct connection ramps for all movements, except eastbound I-44 to northbound US-75, which would remain as a loop ramp
- Connection of 51st Street under US-75
- Continuation of two-way traffic operations on Skelly Drive
- Widening of US-75 from four to six lanes from north of 71st Street to north of 46th Street
- Reconstruction of the US-75/61st Street interchange, including construction of a two-way frontage road on the east side of US-75 between 61st Street and Skelly Drive
- Replacement of the bridges on US-75 over 46th Street
- Removal of the bridge on US-75 over 49th Street and the closure of 49th Street under US-75.

Communities in the Study Area

Providing adequate opportunity for all communities to engage in the study requires identification of the different communities present in the general study area. Identification of these communities comes from a number of sources, primarily the US Census, which provides data on low-income and minority communities as well as limited English proficiency. Additional information is available from other federal, state, and local sources such as the USDA Food and Nutrition Service, the Department of Housing and Urban Development, the Oklahoma Department of Education, the Indian Nations Council of Governments, and the City of Tulsa Working in Neighborhoods Department and City of Tulsa Housing Authority.

Review of information gathered for the study area indicates that there are relatively high percentages of low-income and minority populations in the I-44 study area (see figures in Appendix A). African American, Native American, and Hispanic residents are all present in concentrations higher than the average for the Tulsa Metropolitan area. There are also higher than average concentrations of individuals with limited English proficiency. The presence of these communities indicates that additional outreach methods are warranted to ensure adequate opportunity is provided for all communities to participate in the study.

I-44 Public Involvement Plan

The public involvement plan for the I-44 Corridor Study will include traditional outreach methods such as written letters and a public meeting, as well as methods more specifically targeted to the low-income and minority populations in the study area. Traditional outreach will include written letters to federal and state agencies, and written public meeting invitations to local and elected officials, utility owners, and all property owners within the corridor study area. There will be a media release and all information about the meeting will be posted on the ODOT website.







Methods to reach environmental justice populations will include hand delivery of meeting notices door to door (to capture renters), and posting of notices in community facilities such as churches, the local library, and local community center. Both English and Spanish versions of these notices is proposed. Local publications such as church bulletins, local newspapers (including Spanish publications) could also be potential sources of notification. Local neighborhood associations will also be contacted and input obtained for the best way to reach those residents. Appendix B provides a list of area churches, schools, community facilities, and neighborhood associations in the study area and surrounding vicinity.

All public meeting materials (handouts and comment forms) will be provided in both English and Spanish. Additional stakeholder meetings for church and/or neighborhood groups may also be warranted at locations/times convenient for those groups.

Appendix A
Maps of Environmental Justice Populations
Tulsa Metropolitan Area

All Minorities Population Concentrations within the Transportation Management Area

Legend

-  TMA Boundary
 -  Highways
 -  Major Arterials
- ### Index Value All Minorities
-  Less than 1.00
 -  1.00 to 1.99
 -  Greater than 2.00

Total population within the TMA = 804,758

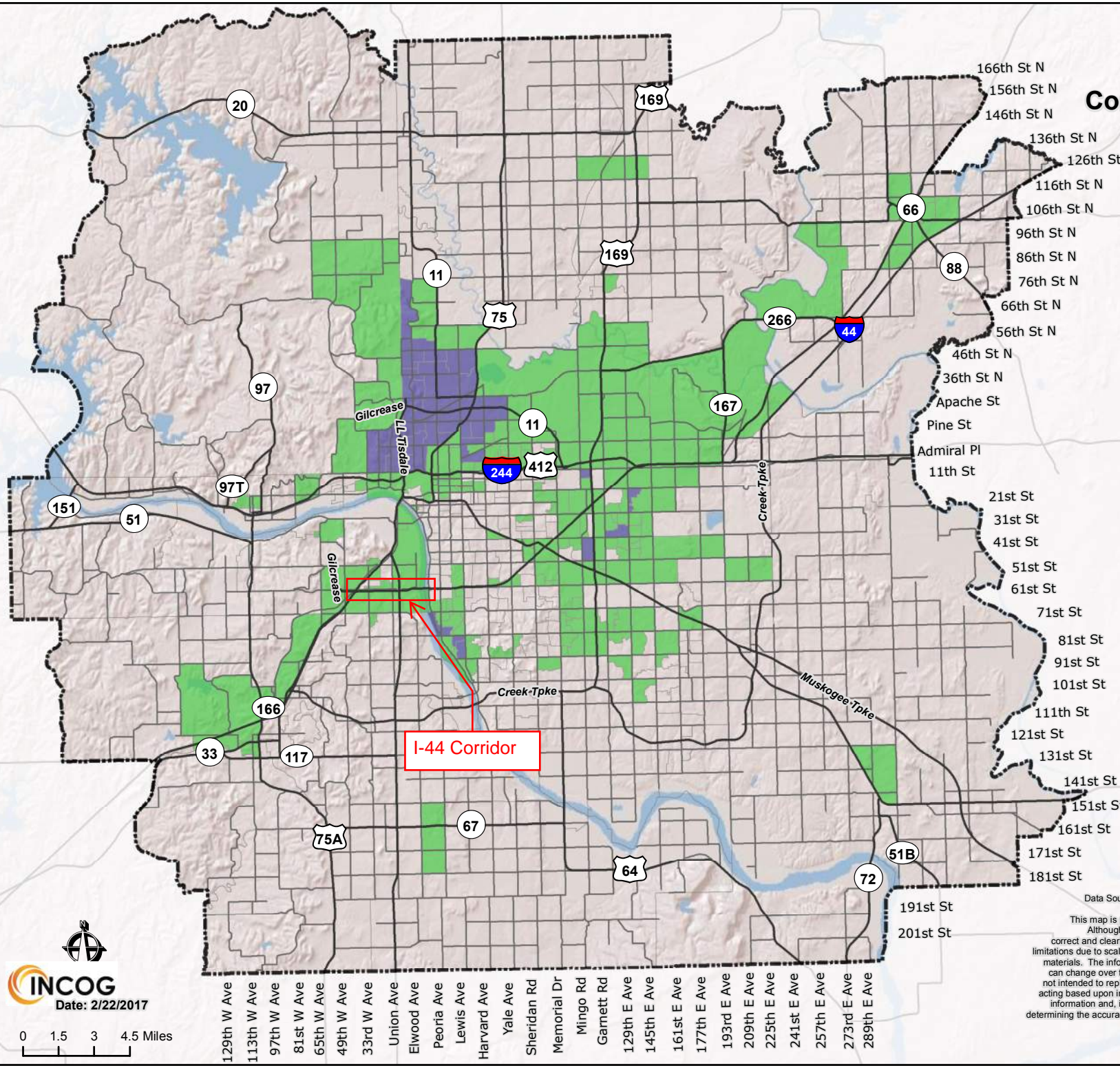

Total All Minorities population within the TMA = 224,391

Percent All Minorities population within the TMA = 27.88%

The index value is the comparison of the percentage of the All Minorities population for the block group to the same percentage of the All Minorities population for the whole TMA. The higher the index number the greater the concentration of the All Minorities population.

Geography: 2012 Tiger Block Groups
Data Source: American Community Survey 5 Year Data 2011-2015

This map is provided as a public resource for general information only. Although every effort has been made to produce the most current, correct and clearly expressed data possible, all geographic information has limitations due to scale, resolution, date and interpretation of the original source materials. The information on this map is collected from various sources that can change over time without notice. Therefore, the information provided is not intended to replace any official source. You should not act or refrain from acting based upon information on this map without independently verifying the information and, if necessary, obtaining professional advice. The burden of determining the accuracy, completeness, timeliness of information rests solely on the user. Copyright © 2017 INCOG

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African American Population Concentrations within the Transportation Management Area

Legend

- TMA Boundary
- Highways
- Major Arterials

Index Value African American

- Less than 1.00
- 1.00 to 1.99
- Greater than 2.00

Total population within the TMA = 804,758

Total African American population within the TMA = 70,843

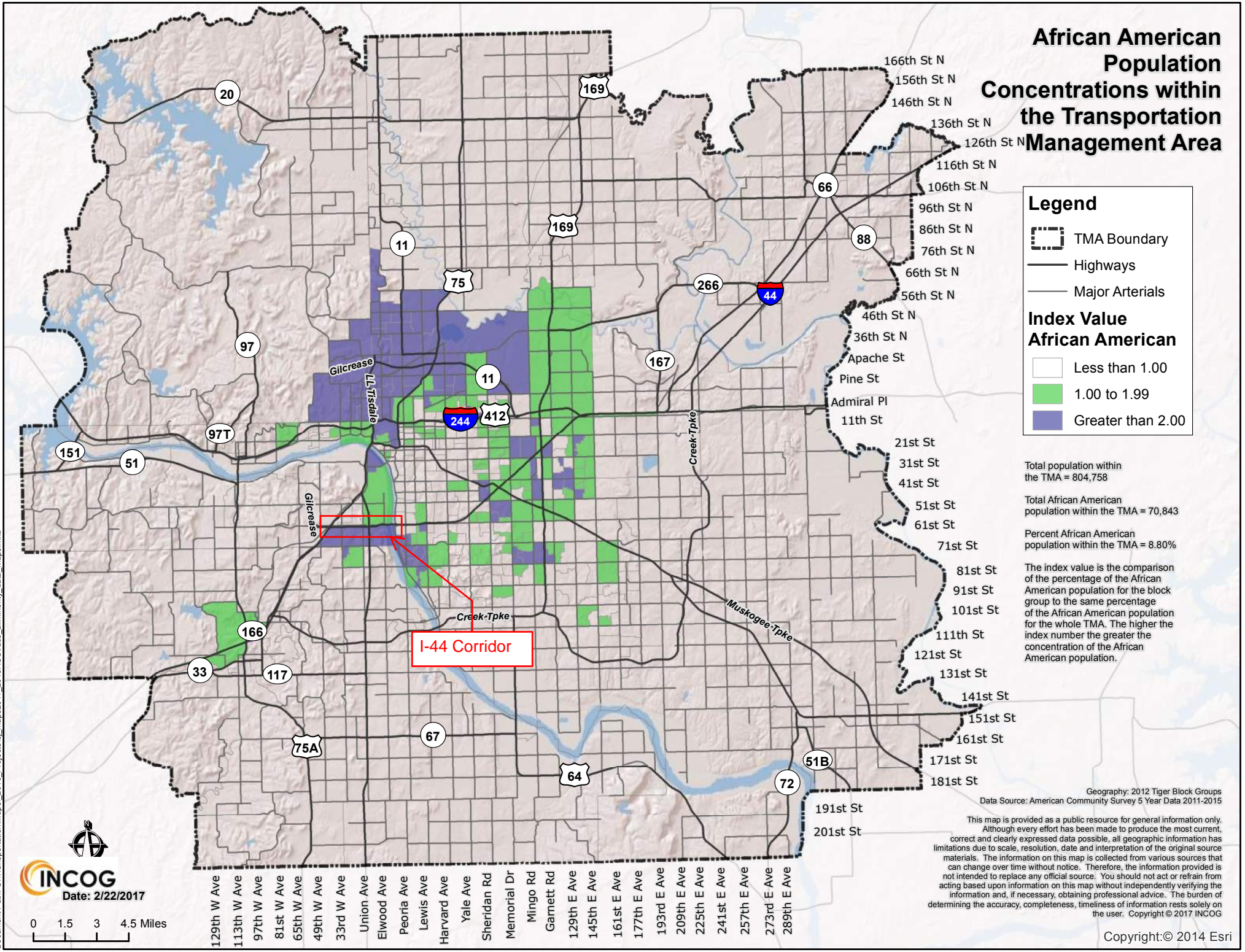
Percent African American population within the TMA = 8.80%

The index value is the comparison of the percentage of the African American population for the block group to the same percentage of the African American population for the whole TMA. The higher the index number the greater the concentration of the African American population.

Geography: 2012 Tiger Block Groups
Data Source: American Community Survey 5 Year Data 2011-2015

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I-44 Corridor



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Hispanic Origin Population Concentrations within the Transportation Management Area

Legend

- TMA Boundary
- Highways
- Major Arterials

Index Value Hispanic Origin

- Less than 1.00
- 1.00 to 1.99
- Greater than 2.00

Total population within the TMA = 804,758

Total Hispanic Origin population within the TMA = 81,806

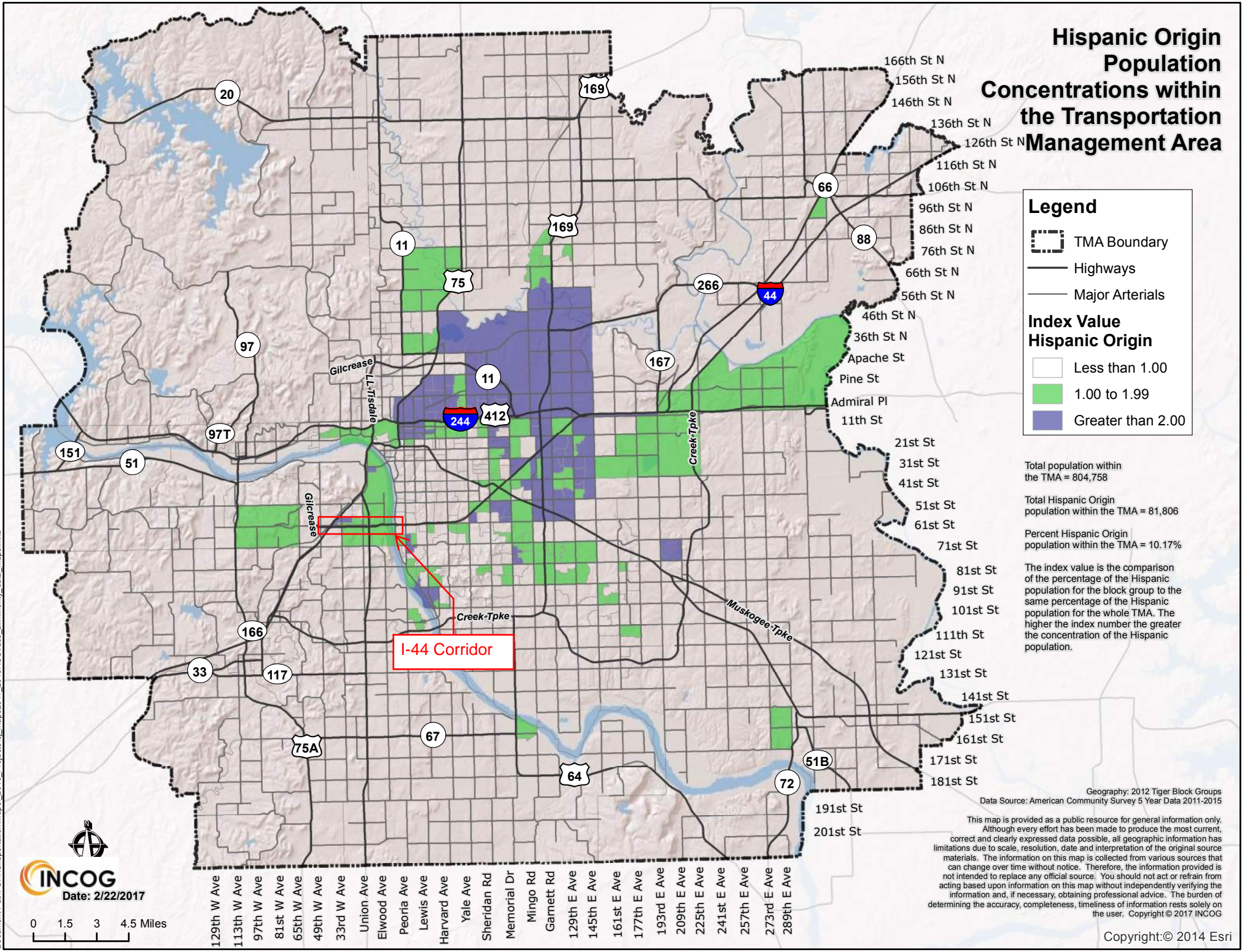
Percent Hispanic Origin population within the TMA = 10.17%

The index value is the comparison of the percentage of the Hispanic population for the block group to the same percentage of the Hispanic population for the whole TMA. The higher the index number the greater the concentration of the Hispanic population.

Geography: 2012 Tiger Block Groups
Data Source: American Community Survey 5 Year Data 2011-2015

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I-44 Corridor



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0 1.5 3 4.5 Miles

129th W Ave
113th W Ave
97th W Ave
81st W Ave
65th W Ave
49th W Ave
33rd W Ave
Union Ave
Elwood Ave
Peoria Ave
Lewis Ave
Harvard Ave
Yale Ave
Sheridan Rd
Memorial Dr
Mingo Rd
Garnett Rd
129th E Ave
145th E Ave
161st E Ave
177th E Ave
193rd E Ave
209th E Ave
225th E Ave
241st E Ave
257th E Ave
273rd E Ave
289th E Ave

166th St N
156th St N
146th St N
136th St N
126th St N
116th St N
106th St N
96th St N
86th St N
76th St N
66th St N
56th St N
46th St N
36th St N
Apache St
Pine St
Admiral Pl
11th St

21st St
31st St
41st St
51st St
61st St
71st St
81st St
91st St
101st St
111th St
121st St
131st St
141st St
151st St
161st St
171st St
181st St
191st St
201st St

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American Indian Population Concentrations within the Transportation Management Area

Legend

- TMA Boundary
- Highways
- Major Arterials

Index Value American Indian

- Less than 1.00
- 1.00 to 1.99
- Greater than 2.00

Total population within the TMA = 804,758

Total American Indian population within the TMA = 45,618

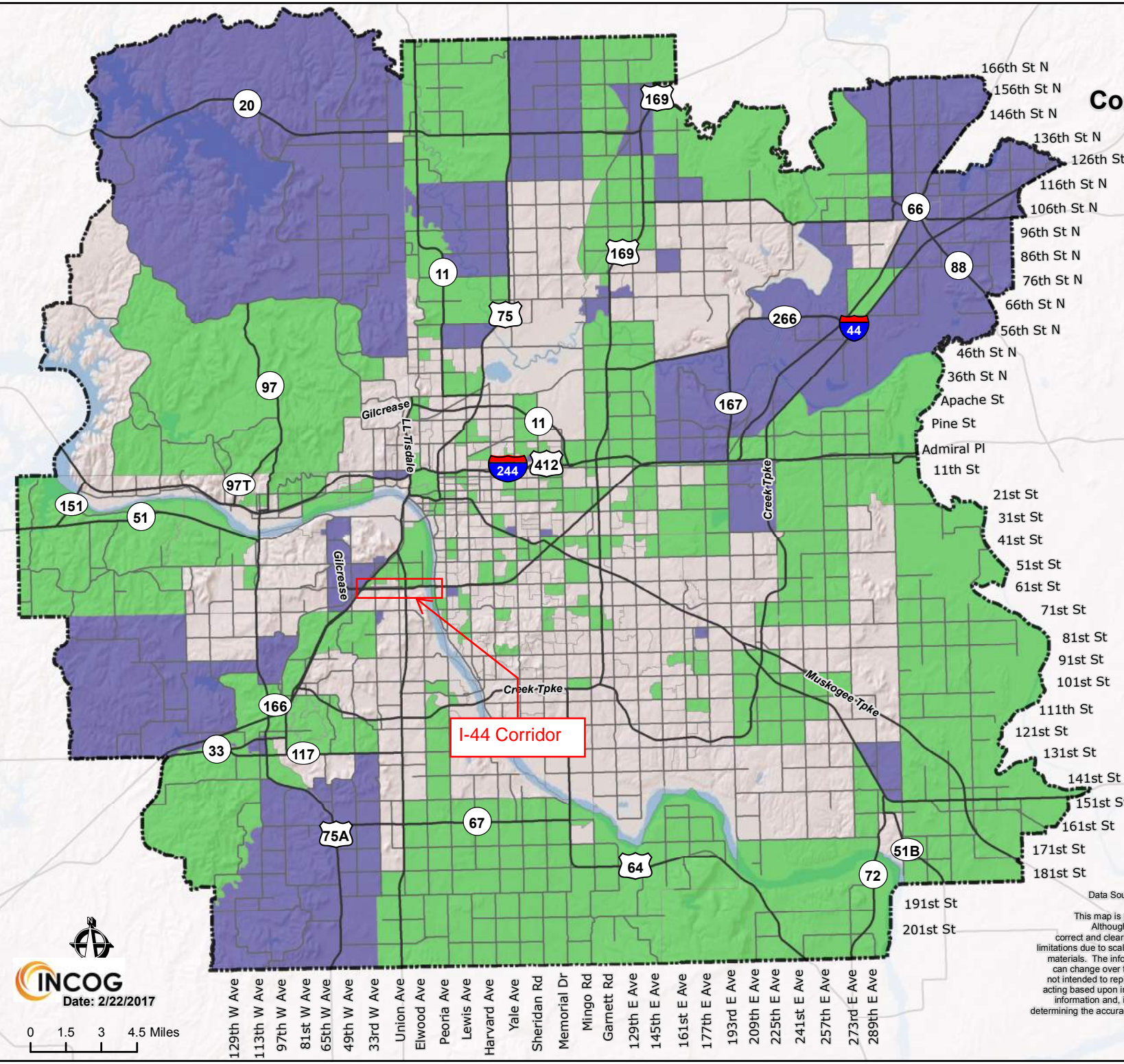
Percent American Indian population within the TMA = 5.67%

The index value is the comparison of the percentage of the American Indian population for the block group to the same percentage of the American Indian population for the whole TMA. The higher the index number the greater the concentration of the American Indian population.

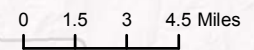
Geography: 2012 Tiger Block Groups
 Data Source: American Community Survey 5 Year Data 2011-2015

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I-44 Corridor



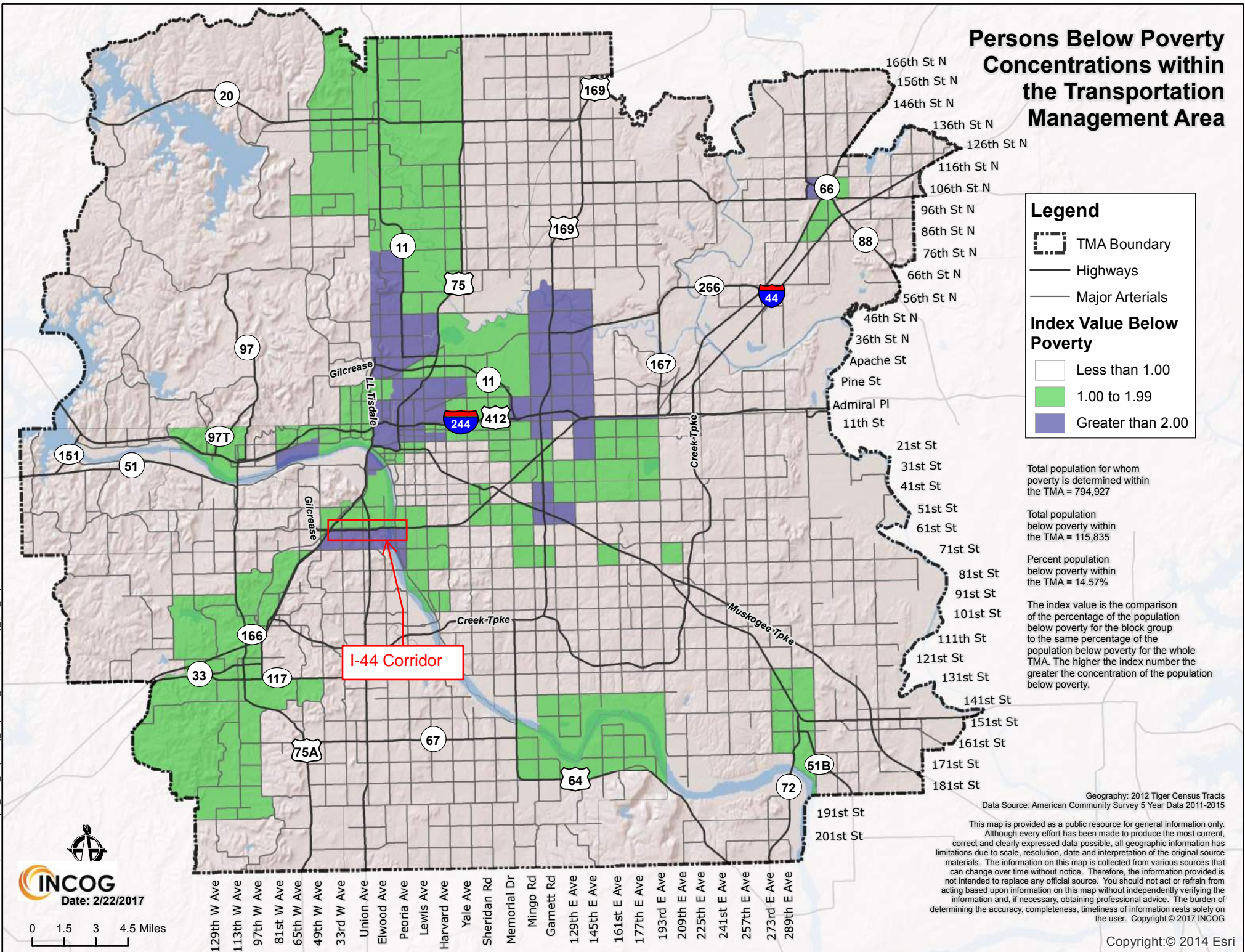
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Persons Below Poverty Concentrations within the Transportation Management Area



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0 1.5 3 4.5 Miles




129th W Ave
113th W Ave
97th W Ave
81st W Ave
65th W Ave
49th W Ave
33rd W Ave
Union Ave
Elwood Ave
Peoria Ave
Lewis Ave
Harvard Ave
Yale Ave
Sheridan Rd
Memorial Dr
Mingo Rd
Garnett Rd
129th E Ave
145th E Ave
161st E Ave
177th E Ave
193rd E Ave
209th E Ave
225th E Ave
241st E Ave
257th E Ave
273rd E Ave
289th E Ave

166th St N
156th St N
146th St N
136th St N
126th St N
116th St N
106th St N
96th St N
86th St N
76th St N
66th St N
56th St N
46th St N
36th St N
Apache St
Pine St
Admiral Pl
11th St
21st St
31st St
41st St
51st St
61st St
71st St
81st St
91st St
101st St
111th St
121st St
131st St
141st St
151st St
161st St
171st St
181st St
191st St
201st St




I-44 Corridor

Population Concentrations of Persons who speak English "Not well" or "Not at all" within the Transportation Management Area

Legend

-  TMA Boundary
-  Highways
-  Major Arterials

Index Value Persons who speak English "not well" or "not at all"

-  Less than 1.00
-  1.00 to 1.99
-  Greater than 2.00

Total population 5 years and older within the TMA = 747,386

Total Population to speak English "not well" or "not at all" within the TMA = 19,267

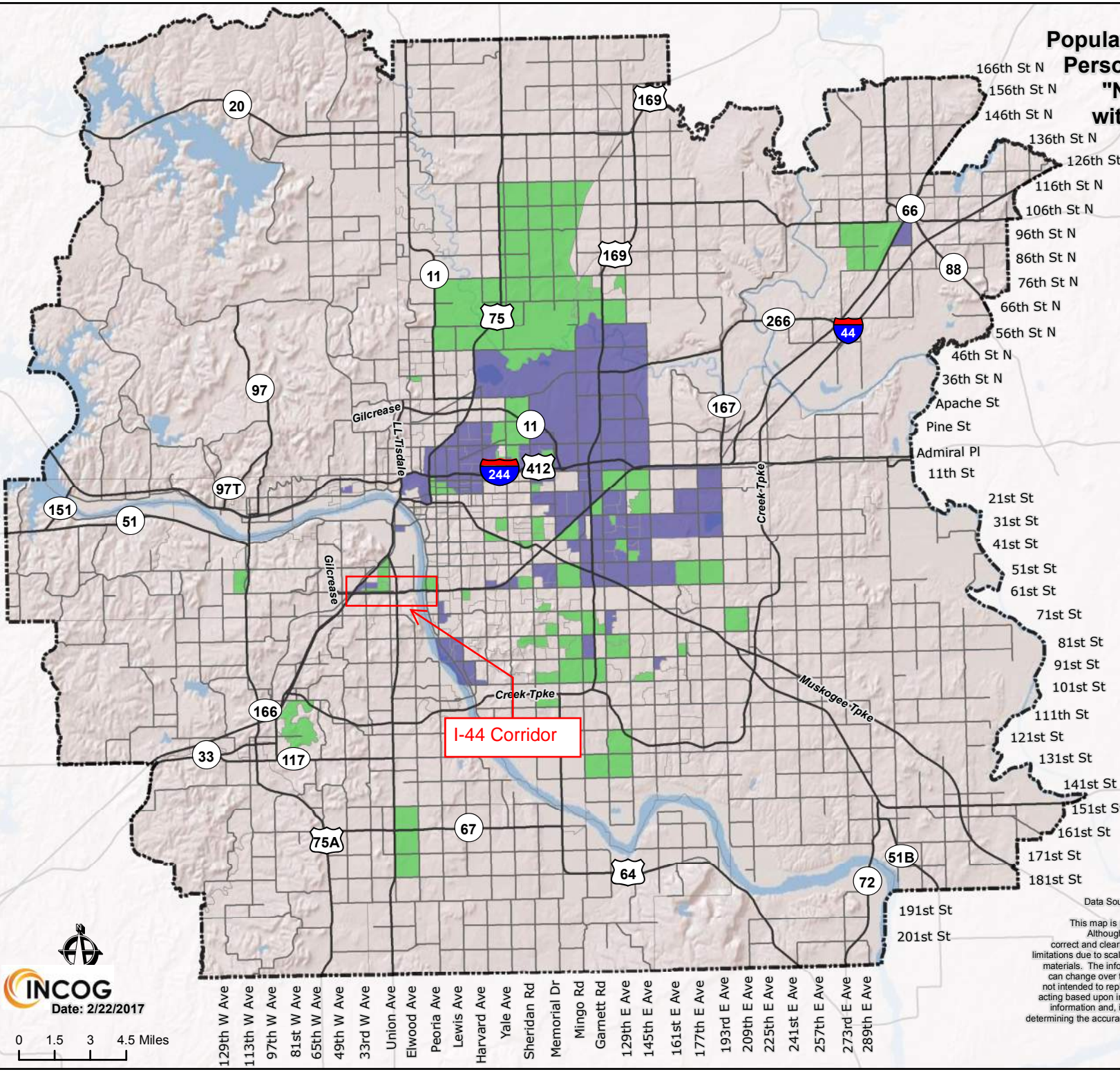
Percent Population to speak English "not well" or "not at all" within the TMA = 2.58%

The index value is the comparison of the percentage of the population who speaks English "not well" or "not at all" for the block group to the same percentage of the population who speaks English "not well" or "not at all" for the whole TMA. The higher the index number the greater the concentration of the population who speaks English "not well" or "not at all".

Geography: 2012 Tiger Block Groups
Data Source: American Community Survey 5 Year Data 2011-2015

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- 129th W Ave
- 113th W Ave
- 97th W Ave
- 81st W Ave
- 65th W Ave
- 49th W Ave
- 33rd W Ave
- Union Ave
- Elwood Ave
- Peoria Ave
- Lewis Ave
- Harvard Ave
- Yale Ave
- Sheridan Rd
- Memorial Dr
- Mingo Rd
- Garnett Rd
- 129th E Ave
- 145th E Ave
- 161st E Ave
- 177th E Ave
- 193rd E Ave
- 209th E Ave
- 225th E Ave
- 241st E Ave
- 257th E Ave
- 273rd E Ave
- 289th E Ave


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Appendix B
List of Community Facilities & Contacts
I-44 Corridor Study Area

I-44 Churches:

Revival Center House of Prayer – 4501 W. 55th Place, Tulsa, OK 74107

Greater Cornerstone Church – 5610 S. 41st W. Avenue, Tulsa OK 74107 (AA)

Mt. Olive Baptist Church – 4017 W. 55th Place, Tulsa, OK 74107 (AA)

Southwest Baptist Church – 5304 S. 33rd W. Avenue, Tulsa, OK 74017

Carbondale Church of Christ – 3210 W. 51st Street, Tulsa, OK 74107

Praise Christian Faith Center – 4748 S. 31st W. Avenue, Tulsa, OK 74107

Church of God of Prophecy – 4800 S. Yukon Ave., Tulsa, OK 74107

Church of St. Catherine – 4532 S. 25th W. Avenue, Tulsa OK 74107

Jehovah’s Witnesses – 4747 S. Vancouver Ave., Tulsa, OK 74017

Contact Church of Christ – 1529 W. 49th St, Tulsa, OK 74107

CrossRoads Full Gospel Church – 1310 W. 49th Street, Tulsa, OK 74107

Church of God – 4711 S. Santa Fe Ave, Tulsa, OK 74017

Freedom of Life Church of God – 4605 S. Tacoma Ave., Tulsa, OK 74107

Forty-First Street Christian Church – 2124 W. 41st Street, Tulsa, OK 74107

Winnetka Heights Baptist Church – 1003 W. 49th St, Tulsa, OK 74107

Trinity Baptist Church – 1703 W. 41st Street, Tulsa, OK 74107

Red Fork Assembly of God – 4241 S. 37th W. Avenue, Tulsa ,OK 74107

Red Fork Church of God – 3319 W. 41st Street, Tulsa, OK 74107

Red Fork Baptist Church – 2821 W. 40th Street, Tulsa, OK 74107

Love Heals Church – 3306 W. 61st Street, Tulsa, OK 74132

Wesleyan Bible Church – 6161 S. 33rd W. Avenue, Tulsa, OK 74132

Other Community Facilities:

Zarrow Regional Library – 2224 W. 51st Street, Tulsa, OK 74107

Red Fork/Brookside Masonic Lodge #505 – 1030 W. 51st Street, Tulsa, OK 74107 (meets 2nd and 4th Mondays)

Cornerstone Community Center – 4122 W. 55th Place S., Tulsa OK 74107 – services for South Haven community (minority, low income)

Neighborhoods:

South Haven (traditional AA, also subsidized housing)

Carbondale I & II NA

Ms. Kristi Davis Ostler 918-260-0044 kjdavis1972@gmail.com

Ms. Jeannie Teague 918-261-3545 jeanieteague@aol.com

Carbondale III NA

Nancy Thomas 918-407-5492 nancysthom@cox.net

Becky Lee 918-780-0072

Winnetka Heights

Mountain Manor NA

Ms. Nicole Nixon 918-706-0582 tandanixon@gmail.com

Southwest Gardens

Woodview Heights

Parkview Terrace (low income)

Nogales Park

Suburban Highlands

Greenfield Acres

Hill Haven NA

Ms. Scott Oppenheimer 918-565-9044 highwayman9674@hotmail.com

Ms. Anna Brown 918—764-8410 annafbrwn@aol.com

Rose Hill Ranch

Hilldale

Sherwood Forest

Valley Homes NA (South Haven)

Mrs. Jo Lambert 918-346-1485

Raema Watson 918-760-7680 raema.lildubya@gmail.com

Summit Park NA

MS. Jennifer Robinson 918-934-0241

Mr. Michael Robinson 918-852-7689 mikejennyandtheyboys@yahoo.com

West Highlands IV NA

Ms. Nancy Geiger randngeiger@yahoo.com

West Highlands I NA

Mr. Richard Perkins 918-445-7724 psooner1@cox.net

Mr. Hugh McCullough westhighlandsone@gmail.com

West Highlands II NA

Ms. Davalynn Lambert

Ms. Elizabeth Yarber 918-856-6115

Low Income Housing – Country Oaks – 5648 S. 33rd W. Avenue, Tulsa, OK 74107 (rental)

Tulsa Housing Authority Parkview Terrace – 1615 W. 59th Street

Tulsa Housing Authority South Haven Manor – 4012 W. 56th Place

Schools:

Robertson Elementary School (TPS)

92.52% low income

57.74% of students on SNAP

Remington Elementary School (TPS)

>95% low income

77.93% of students on SNAP

St. Catherine School

Webster High School (TPS)

>95% low income

44.96% of students on SNAP

Clinton Middle School (TPS, now part of Webster)

>95% low income

57.35% of students on SNAP