

Virtual Open House Public Meeting Summary



Oklahoma Department of Transportation

I-35 Corridor Study from South of Robinson Street in Norman to North of S.W. 4th Street in Moore Cleveland County, JP 31443(04)

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Executive Summary

This document summarizes the virtual open house public meeting conducted for the Interstate 35 (I-35) Corridor Study in Cleveland County, Oklahoma. The purpose of the open house was to update the public on the progress of the study, present preliminary design options, and obtain public input. The meeting included information on the study history, the preliminary improvement alternatives, and the next steps for the study.

Due to concerns about the spread of COVID-19, the Oklahoma Department of Transportation (ODOT) held a virtual open house public meeting, which was held online between November 15 and December 10, 2021. One hundred and seventeen (117) members of the public electronically signed in. However, sign-in was optional to access the virtual meeting. According to website analytics, 1,586 unique users viewed the website 1,885 times over the 25-day period. In total, 68 individuals submitted written comments/questions through the virtual open house website. Some members of the public submitted multiple comments and/or commented on multiple topics within a single comment. In addition, one verbal comment regarding the meeting was recorded at the City of Moore Council Meeting. In total, 73 public comments were received.

Comments from the public included comments supporting or opposing the proposed options as well as questions, concerns, and design suggestions for different aspects of the proposed options.

The table below (**Table ES1**) provides a summary of all public comments categorized under the comment types described above. In addition, ODOT has provided a general response to these comments.

Table ES1: Comment Summary

Comment Topic	No. of Comments
Support	62
<p>Reasons for supporting the general design options included:</p> <ul style="list-style-type: none"> - Support overall project and/or improvements to existing intersections. - Support addressing traffic congestion, especially at Indian Hills Road and/or 19th Street. <p>Reasons for supporting Option 1 included:</p> <ul style="list-style-type: none"> - Addition of interchanges. - Addition of on and off ramps and/or the addition of an interchange at the 34th Street bridge in Moore, which may help reduce traffic congestion on 19th Street. - Addition of on and off ramps at Rock Creek Road, which may provide easier access to nearby homes, businesses, and other development. - Improvements to traffic mobility and reducing congestion, especially with upcoming development. - Design choices at the existing 4th Street, 19th Street, and Indian Hills Road intersections with I-35. - Franklin Road bridge improvements. - Extending the southbound on-ramp at Tecumseh Road. - Connecting the roundabout at Radius Way. - Dedicated U-turn lane at Robinson Street. - Improved safety at existing interchanges. <p>Reasons for supporting Option 1B included:</p> <ul style="list-style-type: none"> - Support for the removal of the southbound ramp at Indian Hills Road. <p>Reasons provided for support of Option 1XB included:</p> <ul style="list-style-type: none"> - Widening the 19th Street bridge and including a walkway. - X ramps will help with congestion. - Ability to bypass intersections while staying on the frontage road. <p>Reasons for supporting Diverging Diamond Interchanges included:</p> <ul style="list-style-type: none"> - Diverging Diamond Interchanges are safer, more efficient, and/or easier to navigate (while noting it might take time to get used to them). <p>Reasons for supporting conversion to one-way frontage roads included:</p> <ul style="list-style-type: none"> - General support, especially at the I-35/34th Street and I-35/Rock Creek Road interchanges. 	
Concerns	30
<p>Concerns regarding the proposed options included:</p> <ul style="list-style-type: none"> - Concerns about the length of the merge lanes. - Overall traffic design is focused on catering to businesses instead of residents who have been and will be there longer term. <p>Concerns regarding Option 1 included:</p> <ul style="list-style-type: none"> - Residents were previously told on/off ramps would not be added at the 34th Street bridge at the time the bridge was slated to be built. - Congestion and safety at 34th Street. <p>Concerns regarding Option 1B included:</p> <ul style="list-style-type: none"> - Lack of access at Rock Creek Road but is otherwise okay with this option. <p>Concerns regarding Option 1XB included:</p> <ul style="list-style-type: none"> - Opposed to X ramps. 	

<ul style="list-style-type: none"> - This option will be more difficult to use, especially at 4th and 19th Streets. - On/off ramps in relation to Tecumseh Road will not work. - Lack of access at Rock Creek Road. - Distance from the southbound I-35 exit to Robinson Street. - On ramps are located too far from their related intersections. - Bypass lanes on the frontage roads that do not lead to the I-35 mainline. <p>Concerns regarding Diverging Diamond Interchanges included:</p> <ul style="list-style-type: none"> - Traffic counts are not high enough to warrant them. - Too complex. - Would not help Robinson Street due to stoplights. - SPUIs have already improved traffic flow at Main and Lindsey Streets and are easier to navigate. - Prefer SPUIs, because they allow for more lanes. - Norman residents already know how to use SPUIs. <p>Concerns regarding conversion to one-way frontage roads included:</p> <ul style="list-style-type: none"> - They waste time and gas - They will cause drivers to have to go unnecessarily out of their way to get to their destination. - They will not work without also adding the ability to do quick U-turns over the bridges to avoid stoplights. - They will add traffic to 19th Street instead of 34th Street. - Opposed to having to cross I-35. - Emergency responses would be delayed. - It will add congestion to the I-35/Robinson Street interchange. <p>Concerns regarding safety included:</p> <ul style="list-style-type: none"> - Proposed interchanges are too complex, especially at Robinson Street. - The speed limit from Indian Hills Road to South 12th Street should be 60 mph. - Larger shoulders be included for safer emergency stopping. - Traffic and pedestrian safety, especially from SW 19th Street to Tecumseh Road. - Traffic speed on the 34th Street bridge. <p>Concerns regarding property impacts included:</p> <ul style="list-style-type: none"> - Impacts due to access changes either during, or as a result of, construction. - Access to the post office on westbound 4th Street. - Impacts to neighborhoods, specifically if a frontage road would be added between SW 19th and SW 4th Streets on the east side of I-35. 	
Questions	10
<p>Questions regarding the proposed design options included:</p> <ul style="list-style-type: none"> - How would traffic go from southbound I-35 to eastbound Robinson Street? - Would the planned project to convert the 4th Street railroad crossing to an underpass affect the design for this corridor? - How would traffic get from eastbound Robinson Street to northbound I-35? - Are additional lanes being considered for the I-35 mainline? - Are noise barrier walls feasible? - What are the differences in X ramps from “normal” ramps? - Would this design require redesigns of major intersections not directly connected to I-35? 	

<ul style="list-style-type: none"> - What are the expected start and end dates of construction? - What would the timing of construction be relative to the repairs at Robinson Street? - Will new frontage roads be completed before they are all converted to one-way roads? 	
Suggestions	7
<p>Design suggestions provided by commenters included:</p> <ul style="list-style-type: none"> - Lengthen I-35 on ramps. - Combine Options 1B and 1XB to include the X ramps and keep the off ramp at 4th Street. - Rework the Flood Avenue interchange. - Add more mainline lanes to I-35. - Remove frontage roads entirely. - Remove the bypass roads that do not connect with I-35. - Add a bridge over the railroad tracks east of Indian Hills Road. - Add a median or barrier at the intersection of 19th Street and the I-35 frontage roads. - Realign traffic lights near 19th Street, 4th Street, and Classen Avenue relative to the lanes. 	
Other	15
<ul style="list-style-type: none"> - Commenters expressed approval of the virtual public meeting and/or appreciation for the informative interactive map. - Commenters expressed having some difficulty with the virtual public meeting format. - Other comments that did not fall under the above categories. 	

Responses to Comments

- **Support**

- ODOT response: We thank you for your support of the study options. Your comments will be noted and considered as we work with our partners to develop design solutions for this corridor.

- **Concerns**

- ODOT response: We thank you for your comments and opinions regarding the study options. ODOT is still early in the preliminary stages of design, and your concerns will be noted and considered as we work with our partners to develop design solutions.

- **Questions**

- ODOT response: We thank you for your interest and questions regarding the study options. Based on the options, there are multiple answers to these questions. Once a preferred option is chosen for the corridor, the individual characteristics will be more easily discussed and thoroughly reviewed.

- **Suggestions**

- ODOT response: We thank you for your interest and suggestions regarding the study options. ODOT is early in the preliminary stages of design, and we will consider feasibility of including your suggestions in this project as we work with our partners to develop design solutions.

- **Other**

- ODOT response (to virtual public meeting comments): Thank you for providing your comments and concerns. The virtual meeting format was in response to potential public health concerns caused by the COVID-19 pandemic. Contact information for personal assistance with the virtual meeting room was made available in the meeting notice and from the help link within the virtual site. Two comments noting difficulties with site functionality were resolved by the development team as they were received. Your comments and concerns will be taken into consideration for future virtual meetings.