



Public Comment Summary | February 2023
Oklahoma Freight Transportation Plan
2023-2030

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Public Comment Summary

An online survey was created and posted on the Oklahoma Freight Transportation Plan Update website (www.odot.org/2023-2030FreightPlan) in June 2022 to gather public input. The survey asked high-level questions about freight priorities statewide. Other questions were related to the biggest challenges facing Oklahoma's freight system, mode importance, freight bottlenecks, and differences between freight in urban and rural areas. An example survey form is included in Attachment A.

PUBLIC SURVEY RESULTS

Forty-three (43) responses to the public survey were received. The average time to complete the survey was just over four minutes. A complete breakdown of all survey responses is included in Attachment B.

The first public survey question asked participants to indicate their top three priorities for freight transportation in Oklahoma. The top three responses are listed below. The numbers in parentheses indicate the number of responses that listed the topic as a top 3 priority.

- Improve the condition of non-highway modes such as rail and waterways (26)
- Improve safety (17)
- Support the economy (13)
- Improving congestion and decreasing travel times (13)

Other responses included improving the condition of highways and bridges (9) and increasing truck parking (8). The remaining options received no more than six (6) responses each.

The next question asked participants about the biggest challenge facing Oklahoma's freight system. The top three responses are listed below.

- Competition from other states/countries (17)
- Infrastructure condition (10)
- Rising operating costs (6)

The remaining options received no more than four (4) responses each.

In terms of modal importance, 25 of the respondents (60%) said rail was most important, followed by highways (17 responses, 40%). No other modes were listed as the most important.

One-quarter (25%) of the respondents mentioned either the Oklahoma City and/or Tulsa metro areas as having the most significant freight bottlenecks in the state. Other responses listed specific locations, including:

- US-69 from Choteau to Pryor

- I-44 and I-35
- Mooreland and Waynoka
- I-35 at the Texas border and all other border corridors
- Enid and Altus
- Area of the state with undersized or outdated infrastructure (e.g., SE Oklahoma)
- Travel between Oklahoma and Missouri, and I-40 to Texas

In terms of the next freight project ODOT should consider, seventeen (17) respondents indicated highway/freight intermodal growth for energy/agricultural commodities. Other responses included:

- Projects in rural areas
- Widening of I-35
- Improvements to US-69, including Atoka
- Over or underpasses to connect communities across highways
- Rail lines in SW Oklahoma, new rail lines
- Highway bypasses for freight
- EV freight charging
- Expanded truck parking
- Widening of 2-lane sections of US-412

The final question asked participants about the biggest differences between freight challenges in rural and urban areas. The largest number of responses (17) indicated that safety, congestion, and grade separations of railway and highways are issues in rural areas. Other responses are summarized below. While not always specifically mentioned in the response, the issues are separated into urban and rural areas based on other responses by the same participant.

- Urban Areas
 - Traffic/congestion (5)
 - Lack of parking (3)
- Rural Areas
 - Rural areas have undersized and outdated infrastructure (3)
 - Connectivity – rural areas have longer travel times due to distance
 - Rural areas have fewer options for avoiding railroad crossings
 - Access – there are not enough accessible routes that do not cause conflicts with local traffic and pedestrians.

- Rural areas suffer from lack of business, available hiring pool, and overall lack of economic development
- Narrow roads not designed to carry heavy traffic
- Poor infrastructure condition
- State funding to rural areas
- Differences in scale and impact (small issues in an urban area might be a large issue in a rural area)

The public survey did not capture information about location or participant demographics.

INTERACTIVE MAP

The project website included a link to an interactive map of the state of Oklahoma where participants could leave comments tied to specific geographic locations. Seven (7) comments were placed on the interactive map (Attachment C). Comments are numbered according to the locations on the map and the commenting agency is indicated in parentheses.

1. US-70 – Roosevelt Bridge needs to be replaced – freight traffic is restricted or being rerouted over two-lane county highways (Southern Oklahoma Development Association)
2. I-35 must be widened at the Red River to match what is being built to the south (City of Ardmore).
3. Put emphasis on rural freight network enhancement and connectivity allowing opportunities for highway freight to have alternatives to I-35 and I-40. Shifting freight to US or State highway routes can possibly increase capacity (Southwest Oklahoma Regional Transportation Organization).
4. US-70 is a link between I-35, I-44, and US-183. There is potential for redirection of traffic from Oklahoma City metro to western Oklahoma (Southwest Oklahoma Regional Transportation Organization).
5. SH-7 is a freight route connecting manufacturing/distribution centers to I-35. SH-7 needs to be 4-lane to I-35 to increase safety and efficiency and opportunities for highway freight (Southwest Oklahoma Regional Transportation Organization).
6. Evaluate EV corridors and their relationship to highway freight movement (Southwest Oklahoma Regional Transportation Organization).
7. Identify US-183 as a wide load route and direct route from Texas to Kansas. Designate US-183 as a rural freight highway (Southwest Oklahoma Regional Transportation Organization).

COMMENT PAGE

The project website included a link to a general comment form for any comments not submitted via the surveys or the interactive map. No responses were received from this page.

ODOT Freight Plan Update

Public Survey

...

1. Please indicate your top three priorities for freight transportation in Oklahoma:

- Improve safety
- Support the economy
- Reduce congestion and improve travel times
- Improve reliability
- Reduce freight costs
- Improve the condition of highways and bridges
- Improve the condition of non-highway freight modes such as rail and waterways
- Reduce environmental impacts
- Increase technology and innovation
- Increase truck parking
- Other

2. What do you see as the biggest challenge facing Oklahoma's freight system?

- Infrastructure condition
- Rising operating costs
- Increasing traffic volumes
- Insufficient freight network
- Lack of truck parking
- National economic factors
- Competition from other states/countries
- Other

3. What mode of freight in Oklahoma do you think is most important?

- Highways/trucks
- Rail
- Waterways
- Air

4. What locations do you see as the most significant freight bottlenecks in Oklahoma?

5. What is the next freight project you think ODOT should consider?

6. What are the biggest differences between freight challenges in rural and urban areas?

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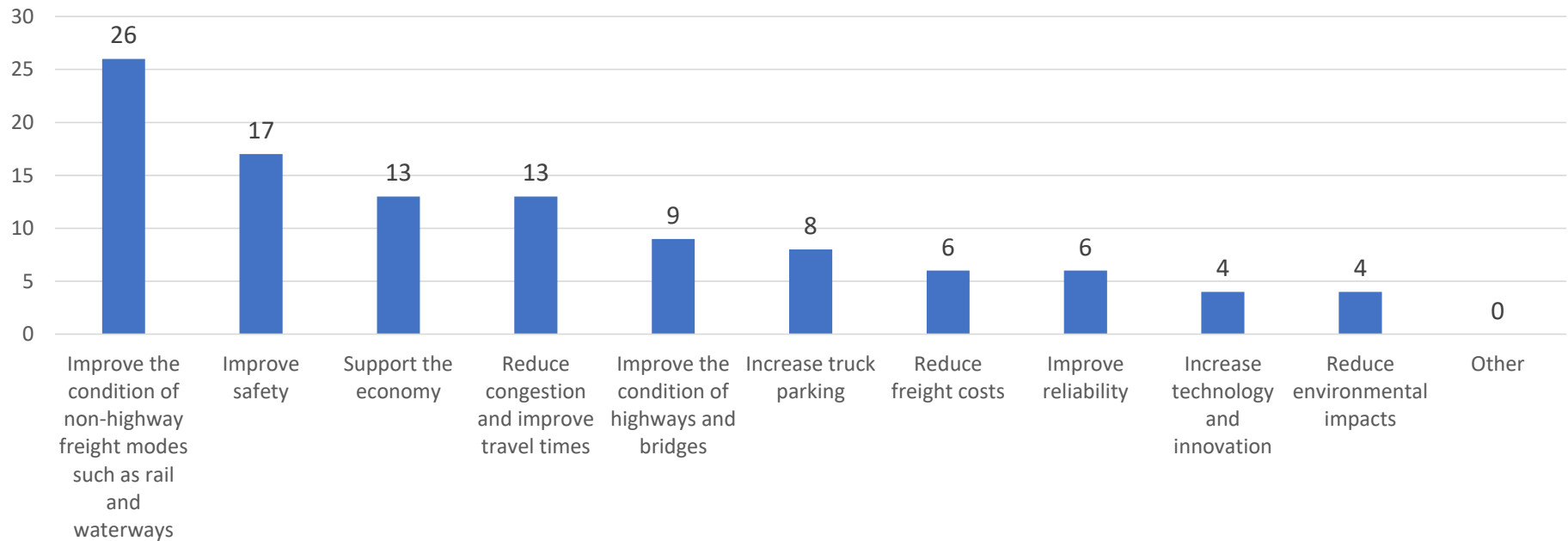
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Public Survey Summary 2/1/2023

Please indicate your top three priorities for freight transportation in Oklahoma:



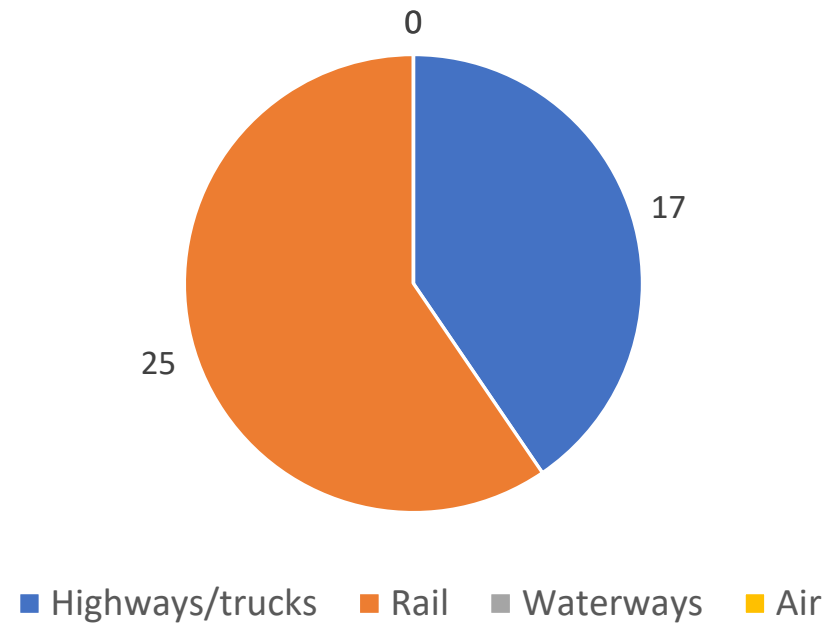
Public Survey Summary 2/1/2023

What do you see as the biggest challenge facing Oklahoma's freight system?



Public Survey Summary 2/1/2023

What mode of freight in Oklahoma do you think is most important?



Public Survey Summary 2/1/2023

What locations do you see as the most significant freight bottlenecks in Oklahoma?

	Responses
1	In and around OKC
2	Tulsa, Okc, major cities
3	Oklahoma City and Tulsa
4	69 Highway from choteau to pryor
5	OKC and Tulsa metro areas
6	Where routes have to go through city/town main thoroughfares.
7	Tulsa
8	I 44 and I 35
9	Mooreland & Waynoka
10	I-35 Corridor at the Texas border. All corridors along the Oklahoma/Texas border
11	Oklahoma City
12	highway/freight intermodal growth for energy/agriculture commodities
13	Highway/Freight intermodel growth for energy/agricultural commodities
14	Highway/Freight Intermodal Growth for Energy/Agricultural Commodities
15	Highway/Freight Intermodal Growth for Energy/Agricultural Commodities
16	Highway/Freight Intermodal Growth for Energy/Agricultural Commodities
17	Highway/Freight Intermodal Growth for Energy/Agricultural Commodities
18	Highway/Freight Inter-modal Growth for Energy/Agricultural Commodities
19	Highway/Freight Intermodal Growth for Energy/Agricultural Commodities

	Responses
20	Highway/Freight Intermodal Growth for Energy/Agricultural Commodities
21	Highway/Freight Intermodal Growth for Energy/Agricultural Commodities
22	Highway/freight Intermodal Growth for Energy/Agricultural Commodities
23	Enid, Altus,
24	> Highway/Freight Intermodal Growth for Energy/Agricultural Commodities
25	Highway/Freight Inter-modal Growth for Energy/Agricultural Commodities
26	Highway/Freight Intermodal Growth for Energy/Agricultural Commodities
27	Areas in Oklahoma where the infrastructure is undersized or extremely outdated (i.e. SE parts of the state).
28	Tulsa and O.K.C. And travel between Oklahoma/Mo. and out to Tx. On I40!
29	Highway/freight intermodal growth for energy and agricultural commodities.
30	Highway/Freight Intermodal Growth for Energy/Agricultural Commodities
31	Tulsa
32	Highway/Freight Intermodal Growth for Energy/Agricultural Commodities
33	OKC & Tulsa
34	OKC Metro
35	Oklahoma City
36	Highway 69
37	Poor road conditions and traffic from insufficient lanes (2 lane highways are dangerous in rural Oklahoma).



Transportation



Public Survey Summary 2/1/2023

What is the next freight project you think ODOT should consider?

	Responses
1	EV Freight Charging
2	Highway by passes for big freight
3	None
4	69 Highway from muskogee to big cabin
5	Think beyond highways/roads for trucks. Really evaluate rail and new potential rail lines. Rail freight is safer and can move more cargo
6	Continue to improve rail lines located in south western OK
7	Highway 69
8	Over/underpasses in rural communities. Several times are the opposite sides of town cut off from one another.
9	Widening of I-35
10	Widening I-35 to three lanes each between OKC and Dallas and 5 lanes each way between OKC and Norman.
11	n/a
12	NA
13	N/A
14	N/A
15	Altus Economic Loop
16	N/A
17	?

	Responses
18	N/A
19	none currently
20	N/A
21	rail, road and bridge improvements
22	N/A
23	N/A
24	N/A
25	Take a look at areas of Oklahoma that ODOT for a long time has not really paid attention to (i.e. more rural areas of Oklahoma).
26	I 44 from Mo. line to O.K.C. I 40 O.K.C. To Tx.line!
27	n/a
28	n/a
29	Improving Rail slow orders
30	Identifying projects in rural Oklahoma that increase safety of the public and increase freight connectivity between rural communities and US/SH/Interstates
31	Expanding truck parking
32	Atoka Oklahoma
33	412 is terrible across the entire state, it should not have any 2 lanes.

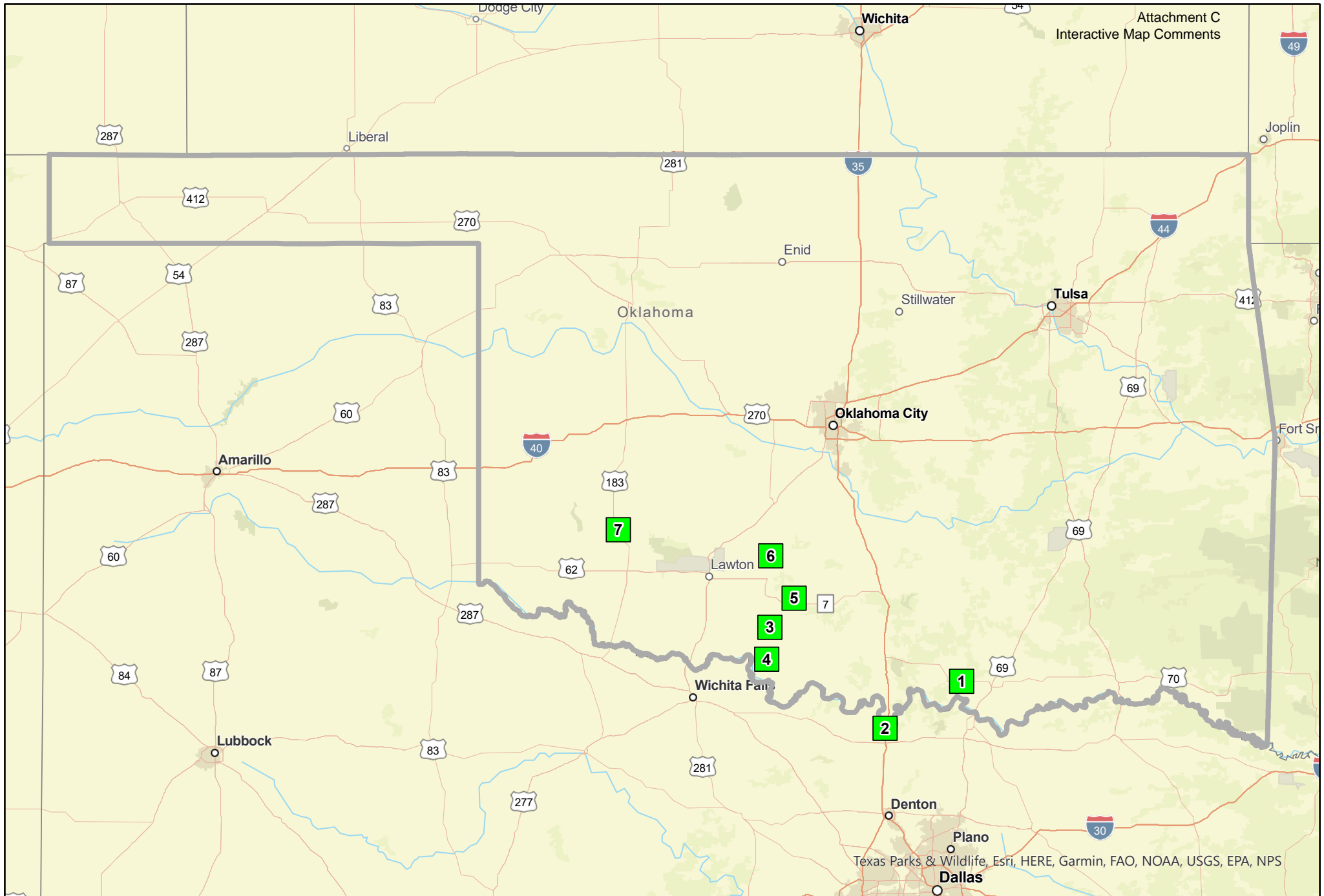


Public Survey Summary 2/1/2023

What are the biggest differences between freight challenges in rural and urban areas?

	Responses
1	Traffic and LACK of PARKING
2	roadway capacity
3	Time and amount
4	Really none
5	Connectivity. Urban areas are well connected to move freight (even with traffic congestion) rural areas simply have longer travel times due to distance
6	Rural highways and roads have more damage due to truck traffic but less funding to repair/upgrade road surfaces.
7	Urban areas have more ways to avoid crossing RR.
8	Access. Not enough accessible routes that do not cause traffic problems with local vehicle and pedestrian traffic.
9	Capacity issues
10	safety, congestion and grade separation of railways from highways in rural areas
11	Safety, congestion and grade separation of railways from highways in rural areas
12	Safety, Congestion and Grade Separation of Railways from Highways in rural areas.
13	Safety, Congestion and Grade Separation of Railways from Highways in rural areas
14	Safety, Congestion and Grade Separation of Railways from Highways in rural areas.
15	Safety, Congestion and Grade Separation of Railways from Highways in rural areas.
16	Safety, Congestion and Grade Separation of Railways from Highways in Rural Areas
17	Safety, Congestion and Grade Separation of Railways from Highways in rural areas
18	Safety, Congestion and Grade Separation of Railways from Highways in rural areas

	Responses
19	Safety, Congestion and Grade Separation of Railways from Highways in rural areas
20	Safety, Congestion and Grade Separation of Railways from Highways in rural areas.
21	Rural areas suffer from lack of business, available employee hires, overall lack of economic development
22	Safety, Congestion and Grade Separation of Railways from Highways in rural areas
23	Safety, Congestion and Grade Separation of Railways from Highways in rural areas.
24	Safety, Congestion and Grade Separation of Railways from Highways in rural areas
25	In rural areas it seems the challenges are more related to undersized or outdated infrastructure whereas in urban areas it seems the challenges are more related to traffic congestion.
26	Narrow roads that never was supposed to have heavy traffic!!
27	Safety, congestion and grade separation of railways in rural areas.
28	Safety, Congestion and Grade Separation of Railways from Highways in rural areas.
29	Road sizes and available parking
30	Safety, Congestion and Grade Separation of Railways from Highways in rural areas.
31	Getting state funding to rural areas.
33	Rural freight differences is the scale /volume of the operation. What may be a large issue to a rural area is often considered a minor issue by urban areas. Must look at the scale/impact.
34	Urban - congestion/road infrastructure conditions/parking/delivery vs. Rural - safety/road infrastructure conditions
35	Red lights on major highway
36	Rural areas have busted 2 lane roads that are dangerous, Urban areas get congested from insufficient lanes. Both need immediate attention due to the lack of planning and maintenance.



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Interactive Map Public Comments
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