

## *Open House Summary*

### **I-35 Corridor Study Cleveland County**

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**Open House Date:**

April 27, 2017

**Time:**

4:00 p.m. to 7:00 p.m.

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**Location:**

The Station at Central Park  
700 S. Broadway  
Moore, Oklahoma

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**Project:**I-35 Corridor Study from Norman to Moore

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An open house for the I-35 Corridor Study from Norman to Moore was held from 4:00 p.m. to 7:00 p.m. at The Station at Central Park in Moore on April 27, 2017. The open house was a come-and-go event and no formal presentation was given. Handouts with information on the purpose and goals of the study and a project FAQ sheet were made available to meeting attendees at the sign-in table. Project team members were stationed at several tables with layouts of the corridor study area in order to facilitate any questions and comments from meeting attendees.

Prior to the open house, ODOT, the City of Norman, and the City of Moore issued media releases announcing the date, time, and place of the event. Notifications of the open house were also posted on the ODOT and both city's Facebook pages and the city websites. Written notifications of the open house were mailed on April 6, 2017 to federal, state, and local officials, and other local stakeholders. A total of 51 people signed the attendance roster, including representatives from ODOT, the City of Norman, the City of Moore, the University of Oklahoma, local business owners, and residents.

#### **Purpose**

The purpose of the study is to identify possible improvements for all roadway users that increase capacity, safety, access, and connectivity. Goals of the study include: understanding traffic operations and potential for improvements within the existing footprint, improving frontage road functionality, optimizing interchange efficiency and safety, providing appropriate local access and connectivity to the supporting roadway network, and reducing the number of accidents within the corridor. The study extents are along I-35 and adjacent arterial cross streets from just north of Main St. in Norman extending north to just north of N.W. 5th St. in Moore.

The purpose of the open house was to inform the public of the purpose and goals of the study and obtain public input on problems and potential solutions within the study corridor.

## Comments

Comment forms were made available to all open house attendees. In addition, all meeting materials presented at the open house were made available for public viewing on the ODOT website. Written comments were accepted for 3 weeks after the date of the open house. A total of 15 written comments and suggested solutions were received. In addition, several comments relating directly to the project were left on the ODOT Facebook page. These comments are organized by location due to the long study area and all been summarized in a table. Please refer to Table 1 for more information.

- The majority of the written comments focused on the I-35 corridor in general. Numerous comments were made concerning safety issues particularly on sidewalks and bicycle lanes on bridges and frontage roads. Written comments also focused on congestion on the interstate, congestion at 19<sup>th</sup> St., and on/off ramps at Tecumseh, 4<sup>th</sup> St., and Indian Hills.
- In addition to comments, the attendees and stakeholders offered solutions. Many of these include adding interchanges along the corridor at Rock Creek Rd. and 34<sup>th</sup> St., lengthening merging lanes, adding dedicated turn lanes, and adding additional mainline lanes. Several comments were interested in improving pedestrian-bicycle facilities along the corridor.

Open house attendees were also given the opportunity to comment on the exhibits displayed at the open house by informally recording their suggestions and concerns on sticky notes and placing them at the related locations on the layout maps. In total, 133 sticky notes were collected and are summarized in a table organized by location. Many comments called for additional interchanges along I-35, additional lanes, and stated that congestion was a major concern throughout the corridor. The call for creating SPUI intersections was also common among the comments. Please refer to Table 2 for more information. Some of the more frequent comments are described below:

- SW 19<sup>th</sup> St. is too congested (10)
- On ramps at SW 4<sup>th</sup> St. need to be lengthened (7)
- New SW 34<sup>th</sup> St. bridge should be an interchange (7)
- Frontage roads should remain two-way (4)
- Add lanes to I-35 (3)
- Indian Hills Rd. needs better signage (3)
- Railroad tracks at Indian Hills Rd / address RR crossing (3)

Some comments received by sticky note pertained to areas outside of the project study area or outside of the project scope. However, these comments are still included in the table for reference. In addition, some comments were vague and did not add guidance to the project. These include comments such as ‘Improve this’ with no clear location. These types of comments were not included in the table.