

**Oklahoma 2035 Long Range Plan  
November 2009 Public Meetings  
Overall Summary  
December 2, 2009**

**Locations:** 14 locations: Tulsa, Muskogee, McAlester, Ada, Lawton, Woodward, Clinton, Ponca City, Latino Community Development Agency – Oklahoma City (OKC), Gold Dome Museum – OKC, Langston University – OKC Campus, Chickasha, Shawnee and Enid.

**Dates:** November 2 – 17, 2009

**Time:** 4:00 – 6:00 p.m.

**Public Attendance (excludes staff):** 263 total; Average Attendance: 20/meeting

**Comment Forms:**

- **Submitted at the meetings: 50**
- **Submitted via mail afterwards: 10**

**Total dots placed to indicate preferred transportation focus: 1,106**

## **PRESENTATION**

The Oklahoma Department of Transportation (ODOT) conducted public meetings to provide information about the elements to be considered when developing the 2035 Long Range Plan, and to gather comments and feedback from residents. A brief presentation was made at each meeting by ODOT staff.

## **DISPLAY TABLES**

Following the presentation, attendees were invited to view displays and talk to Long Range Plan project team members. Displays were designated by specific topics. Following each meeting, LRP team members staffing each table were asked to review the discussions that took place at their table. The debrief included asking staff to identify issues for which support was evident, issues that are strongly opposed, and/or planning issues or concerns. Staff also was asked to identify any issues not related to the Long-Range Plan that were prominent, and to advise if anyone asked a question for which a response is required. The name and contact information of the person asking the question also was requested.

The most common points received at the display tables included:

- Expand and interconnect a public transit system that includes both bus and rail, and that links rural, urban and tribal communities
- Incorporate sidewalks and bicycle lanes into transportation projects
- Enhance coordination between ODOT and other entities, such as the Oklahoma Turnpike Authority, and Ft. Sill
- Find new sources of funding and/or dedicate a funding source to transportation
- Address increasing freight traffic by both truck and rail and improve system in order to provide facilities

## TRANSPORTATION TEMPERATURE/FOCUS MATRIX

In addition to accepting comments at each table, attendees were invited to indicate their preferred focus of transportation efforts by affixing “dot” stickers to a matrix of options. The following represents the number of dots placed on each area of focus by attendees at the meeting.

A total of 1,106 dot stickers were placed on various transportation strategies.

- Of the five themes/categories, the highest percentage of dots (29 percent/323 dots) were placed in the Travel Options for People. The second highest percent (23 percent) of dots were placed in the Safety & Security category, followed by the Preservation and Operation category with 18 percent. The categories of On The Move: New Issues and Ideas, and Freight and the Economy garnered 17 and 13 percent of the placed dots, respectively.
- Of the strategy items, the most dots (122) were placed with Strongly Agree to Widen or add shoulders to 2-lane roads. The second-most number of dots (93) was placed to indicate strong agreement with increasing maintenance of roads and bridges, while the third-most (90) was placed to indicate strong agreement with expanding passenger rail (five people placed dots on Strongly Disagree with expanding passenger rail). Following those top three areas of agreement, the strategies reflecting higher number of dots include:
  - Strong agreement for addressing the transportation needs of the aging population (56)
  - Strong agreement for coordinating the rural, tribal and urban transit (bus) services (53)
  - Improve bicycle and pedestrian facilities (45)
  - Increase connectivity between bus, sidewalk, rail and airport facilities/services (45)
  - Explore new funding options (45)
- Of strategies in the Agree column, Increase maintenance of roads and bridges had 35 dots, followed by widen or add shoulders to 2-lane roads with 27 dots, and improve bicycle and pedestrian facilities with 18 dots.
- Only three dots were placed in the Neutral column.
- There were no dots placed in the Disagree column.
- The following summarizes the Strongly Disagree column:
  - Five dots placed beside expand passenger rail service.
  - Three dots placed beside explore new funding options (fee for miles traveled....)

Generally speaking, support for expanding passenger rail service was found in areas that are more urban, including OKC, Lawton and Ponca City. Rural communities tended to express support for expanding highway programs.

## COMMENT FORMS

Comment forms also were available for attendees to provide feedback. The following includes the questions asked and an overall summary of the responses received on the comment forms. The list of responses is ordered according to the number of similar comments received, from most to least.

**Form Question:** As you look forward to the next 25 years, what do you think the most important transportation issues will be in the State of Oklahoma?

- Balancing the needs of urban and rural communities, and those of the aging population
- Providing intermodal public transit
- Supply of sustainable fuels for motor vehicles
- Finding transportation funding
- Handling increased freight traffic
- Replacing bridges
- Providing connectivity

**Form Question:** If you could pick one way to improve the state's transportation system over the next 25 years, what would it be?

- Find a new or different transportation funding source
- Build statewide passenger rail system
- Provide better highway access
- Invest in non-highway transportation modes
- Invest in transportation for rural Oklahoma
- Invest in freight rail infrastructure
- Set aside a separate maintenance fund/enhance the existing maintenance program
- Merge ODOT and OTA
- Complete metro highway loops
- Various specific route recommendations
- Turnpikes on interstate corridors

