

# PUBLIC INVOLVEMENT SUMMARY REPORT

**SH-66 & BANNER ROAD INTERSECTION IMPROVEMENTS  
CANADIAN COUNTY  
JOB PIECE NUMBER 34752(04)**

Prepared for:



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Prepared by:

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## EXECUTIVE SUMMARY

This document summarizes the virtual open house and public involvement conducted for the SH-66 & Banner Road Intersection Improvements, in Canadian County. The purpose of the virtual open house was to present information about the proposed intersection improvement alternatives being considered and obtain information from the public to further assist in the identification of critical social, economic, and environmental effects that may result from the project.

Due to concerns about the spread of COVID-19, ODOT held a virtual open house. The open house was held on-line between November 6 and November 23, 2020. Forty (40) members of the public signed in to the open house through the website, although sign-in was not required. According to the website analytics, 328 unique users viewed the website over the 3-week virtual open house period. Of the eighty-three (83) public comments received, seventy-four (74) comments were submitted through the website, four (4) comments were submitted as an email, four (4) comments were submitted as voicemails, and one (1) comment was submitted in a letter.

Agency comments included the following:

- The Oklahoma Aeronautics Commission (OAC) commented that ODOT should refer to the CFR Title 14 Part 77.13.
- The Oklahoma Department of Environmental Quality (ODEQ) commented that no adverse environmental impacts under DEQ jurisdiction are anticipated.
- The Oklahoma Tourism and Recreation Department commented that the project will have no significant adverse impact on any federally funded park or recreation area or state park.

Commenters often commented on multiple topics. While several commenters communicated their approval of Alternative A – Single-lane Roundabout, the majority of the public’s comments were focused on approval of either Alternative B – All-way Stop Control or Alternative C – Signalized Intersection. Of the comments that communicated disapproval for an alternative, Alternative A – Single-lane Roundabout received the majority of the disapprovals. A summary of the received public comments is included as Table ES.

**Table ES – Summary of Public Comments**

Comment Topic*	Tally
Approves of Alternative A – Single-lane Roundabout	10
Disapproves of Alternative A – Single-lane Roundabout	40
Approves of Alternative B – All-way Stop Control	39
Disapproves of Alternative B – All-way Stop Control	13
Approves of Alternative C – Signalized Intersection	45
Disapproves of Alternative C – Signalized Intersection	8
Safety concerns	5
Traffic flow	1
Presence of utilities	1
Proposes another alternative	1
Repair road beyond project area	2

\*Some comments may cover multiple topics

The received public comments have been grouped together and summarized below by topic, and responses follow each topic.

**Topic – Approves of Alternative A – Single-lane Roundabout**

**Topic Summary:** Multiple commenters approve of Alternative A – Single-lane Roundabout for the proposed project.

**Response:** *ODOT appreciates your input. Thank you for taking part in the public involvement process for this project. ODOT has considered a single lane roundabout because traffic studies have shown that they increase safety, improve traffic flow, and also reduce cost.*

**Topic – Disapproves of Alternative A – Single-lane Roundabout**

**Topic Summary:** Multiple commenters expressed concern with the potential implementation of Alternative A – Single-lane Roundabout because of either the local population’s unfamiliarity with roundabouts, how they appear unsafe, or how they are unpreferred by some users, including some drivers of tractor-trailers and other large vehicles.

**Response:** *ODOT appreciates your concerns about roundabouts and how they are a new intersection type in this area. ODOT has considered this intersection type because traffic studies have shown they increase safety, improve traffic flow, and also reduce cost. Although drivers may initially be unfamiliar with roundabouts, signage at the roundabouts helps drivers recognize quickly how to navigate a roundabout. The roundabout alternative is expected to reduce delay and collisions at this location. Because they reduce the speed of through traffic, they also have been shown to reduce the severity of collisions that do occur. The roundabout would be specifically designed to accommodate the large size of the vehicles using the intersection.*

**Topic – Approves of Alternative B – All-way Stop Control**

**Topic Summary:** Multiple commenters approve of Alternative B – All-way Stop Control for the proposed project.

**Response:** *ODOT appreciates your input. Thank you for taking part in the public involvement process for this project. This alternative is being considered because it is a common and lower cost traffic control configuration to facilitate orderly vehicular movement and a reduction in through and turning speeds at an intersection. Intersection safety for all-way stop control depends on driver responsibility and vigilance in adhering to traffic control devices. If this alternative is selected, the current traffic configuration for SH-66 would remain the same (i.e., one eastbound through lane with dedicated left and right turn lanes and one westbound through lane with dedicated right and left turn lanes), and temporary cones/barrels and road markings would be replaced with permanent markings and/or barriers defined during the final design phase.*

**Topic – Disapproves of Alternative B – All-way Stop Control**

**Topic Summary:** Multiple commenters expressed concern with potential implementation of Alternative B – All-way Stop Control because safe movement through the intersection depends on driver responsibility and vigilance, or they were concerned that long backups or traffic delays could occur during peak hours.

**Response:** *ODOT appreciates your concerns with the all-way stop alternative. This alternative is being considered because it is a common and lower cost traffic control configuration to facilitate orderly vehicular movement and a reduction in through and turning speeds at an intersection. We agree that drivers play a large role in intersection safety and must remain vigilant in adhering to traffic control devices. If this alternative is selected, the current traffic configuration for SH-66 would remain the same (i.e., one eastbound through lane with dedicated left and right turn lanes and one westbound through lane with dedicated left and right turn lanes), and temporary cones/barrels and road markings would be replaced with permanent markings and/or barriers defined during the final design phase. This alternative has a longer estimated delay during morning traffic compared to the other two alternatives. The estimated delay during afternoon traffic for Alternative B – All-way Stop Control is expected to be similar to Alternative C – Signalized Intersection.*

**Topic – Approves of Alternative C – Signalized Intersection**

**Topic Summary:** Multiple commenters approve of Alternative C – Signalized Intersection for the proposed project.

**Response:** *ODOT appreciates your input. Thank you for taking part in the public involvement process for this project. If this alternative is selected, SH-66 would have two eastbound through lanes with dedicated left and right turn lanes and two westbound through lanes with dedicated left and right turn lanes. Banner Road would continue to have one northbound travel lane and one southbound travel lane. Because counties maintain traffic signals in Oklahoma, this alternative would require a funding agreement with Canadian County to maintain the signals. Intersection safety for signalized intersections depends on driver responsibility and vigilance in adhering to traffic control devices.*

**Topic – Disapproves of Alternative C – Signalized Intersection**

**Topic Summary:** Multiple commenters expressed concern with potential implementation of Alternative C – Signalized Intersection because of perceptions that drivers frequently run through red lights, safe movement through the intersection depends on driver responsibility and vigilance, and signals can lose power and revert to all-way stops.

**Response:** *ODOT appreciates your concerns with the signalized intersection alternative. This alternative is being considered because it is a common traffic control configuration for intersections, and it is familiar to drivers and adaptable to changes in traffic volumes. If this alternative is selected, SH-66 would have two eastbound through lanes with dedicated left and right turn lanes and two westbound through lanes with dedicated left and right turn lanes. Banner Road would continue to have one northbound travel lane and one southbound travel lane. Because counties maintain traffic signals in Oklahoma, this alternative would require a funding agreement with Canadian County to maintain the signals. Intersection safety for signalized intersections depends on driver responsibility and vigilance in adhering to traffic control devices.*

**Topic – Safety concerns**

**Topic Summary:** Commenters had various questions regarding the safety of the design and construction of the proposed project. Comments included questions about visibility associated with road elevation, safety for emergency vehicles, speed limits, and general traffic safety data.

**Response:** *ODOT appreciates your input on safety concerns. ODOT is designing the proposed improvements in conformance with numerous safety standards set by the Federal Highway Authority Administration (FHWA) and ODOT. Safety improvements are the primary objective of the project. The three overarching goals of the intersection improvements are traffic calming and managing speeds to improve safety; planning for volume increases; and providing turning movement efficiency for the diverse vehicle types that frequently use this highway (like semi-trucks and farm equipment).*

**Topic – Traffic flow**

**Topic Summary:** One commenter was concerned if this project would positively impact traffic flow at the intersection.

**Response:** *The intent of each of the three alternatives presented would be to improve safety at the intersection and positively impact daily traffic flow through the intersection. While safety improvements were the primary objective for the project, traffic flow and operations were also considered for each alternative. The pros and cons for each alternative, including traffic flow comparisons, are detailed within the Virtual Open House Presentation and the Project Background and Alternatives webpage.*

**Topic – Presence of utilities**

**Topic Summary:** One commenter was concerned with the potential impact construction would have on underground utility lines, namely the existing water infrastructure.

**Response:** *As part of the final design phase, ODOT Utilities Branch will be in contact with utility owners to discuss potential conflicts with existing utilities. Based on the preliminary design, no impacts to utility lines are expected.*

**Topic – Proposes another alternative**

**Topic Summary:** One commenter did not agree with the presented alternatives. The commenter proposed an alternative involving additional turn lanes be added to the current alignment as the only change to the intersection.

**Response:** *Thank you for participating in our public involvement process. We have documented your concern and will take it under consideration. After an alternative is selected and during the final design phase, all lanes (including turn bays) will be further evaluated for optimization.*

**Topic – Repair road beyond project area**

**Topic Summary:** Commenters suggested additional road maintenance and improvements to SH-66 and Banner Road outside of the proposed project area.

**Response:** *Thank you for participating in our public involvement process. Although this concern is not within the proposed project area, we have documented your concern and will take it under consideration. After an alternative is selected and during the final design phase, the project footprint will be further evaluated for optimization.*

## 1.0 VIRTUAL OPEN HOUSE OVERVIEW

### 1.1 INTRODUCTION

Due to concerns about the spread of COVID-19, ODOT held a virtual open house. The open house was held on-line between November 6 and November 23, 2020. The purpose of the virtual open house was to present information about the proposed intersection improvement alternatives being considered and obtain information from the public to further assist in the identification of critical social, economic, and environmental effects that may result from the project.

### 1.2 PROJECT DESCRIPTION

The Oklahoma Department of Transportation (ODOT), in partnership with Canadian County, proposes to make safety improvements at the intersection of SH-66 and Banner Road in Canadian County, Oklahoma. The current traffic speeds, existing intersection configuration, and control type on SH-66 are being considered for improvement. The purpose of the proposed improvements is to provide a safer intersection configuration, provide operational improvements to manage increasing traffic volumes, and provide improvements to better address vehicular movements. Recent traffic counts at the intersection range from approximately 5,100 vehicles per day (vpd) to 6,500 vpd on SH-66 and 2,200 vpd to 3,500 vpd on Banner Road. Traffic volumes along this portion of the corridor are anticipated to increase in the future due to development in the area.

Three (3) separate design alternatives are currently being considered: "Alternative A - Single-lane Roundabout," "Alternative B - All-way Stop Control," and "Alternative C - Signalized Intersection." All three design alternatives would be constructed within the current limits of the paved roadway.

The proposed project design is scheduled to be completed in Spring 2021. Construction would likely begin in Summer 2021 with an estimated completion of construction for all alternatives by Winter 2021/2022. Acquisition of new right-of-way is not proposed, and access to residences and businesses would be maintained during construction.

### 1.3 VIRTUAL OPEN HOUSE

Notice of the virtual open house was sent by regular USPS mail to elected officials (federal, state, and local), stakeholders (property owners, residents, and businesses within and directly adjacent to the project), and additional property owners, residents, and businesses along three individual postal routes adjacent to the project. The mailing for elected officials and stakeholders consisted of a letter with a short project description, information about the virtual open house, and a request that recipients provide input by November 23, 2020. Enclosed with the letter was a project location map. The letters to elected officials and stakeholders were mailed by USPS on November 4, 2020. The mailing to the three individual postal routes consisted of a notification flier with information on how to access the virtual open house and general project information. The notification fliers were mailed on November 4, 2020 using the USPS Every Door Direct Mail service to 1,566 addresses along three individual postal routes adjacent to the project. A copy of the notification flier, letter, mailing lists, and direct mail information is included in **Appendix A**.

The virtual open house was held on-line between November 6 and November 23, 2020. The website address was [www.odot.org/SH66BannerRD](http://www.odot.org/SH66BannerRD). Forty (40) members of the public signed in on the website, although sign-in was not required. According to the website analytics, 328 unique users viewed the

website over the 3-week period. The most frequently visited pages of the website were the homepage, submit a comment page, and the project presentation page. A copy of the summary analytics and list of the website sign-in are included in **Appendix B**. Information from the website pages and the posted materials are included in **Appendix C**. The website included the following pages:

- **Homepage** – included a brief background about the project, purpose of the virtual open house, a telephone number contact, instructions on submitting comments, and descriptions of ADA accommodations.
- **Sign-in** – a form for signing in (optional).
- **Project Presentation** – a presentation describing the proposed project. Both a PDF with script and a video with voice over were included.
- **Project Background and Alternatives** – included a brief background on the project and presented the 3 alternatives for the proposed project.
- **Project Plan View Maps** – maps showing the plan view of the proposed project alternatives.
- **Roundabout Information** – video, sign concept, and brochures from Federal Highway Administration (FHWA) describing the operation and safety benefits of roundabouts.
- **Frequently Asked Question** – A list of common questions about the project with answers.
- **Submit a Comment** – on-line form to submit a comment as well as a PDF file of the comment form for download.

#### **1.4 AGENCY SOLICITATION**

Agency solicitation letters were mailed on November 4, 2020. These letters provided a short project description, included information about the virtual open house, and requested that recipients provide input by November 23, 2020. Enclosed with the letter was a project location map and overview map. This letter was sent to state and federal resource agencies. A copy of an agency solicitation letter and the mailing list is included in **Appendix D**.