



association of central oklahoma governments

Chair Ron Bledsoe
Slaughterville Mayor

Vice-Chair Willa Johnson
Oklahoma City Councilmember

Secretary / Treasurer Eddie Reed
Midwest City Mayor

Executive Director
Zach D Taylor

MEMORANDUM

DATE: January 11, 2005

TO: 2030 OCARTS Plan Citizens Advisory Committee (CAC)

FROM: Holly Massie, Special Programs Officer
Transportation Planning and Data Services (TPDS)

SUBJECT: Meeting Notice

The 2030 OCARTS Plan Citizens Advisory Committee (CAC) will hold a meeting on

TUESDAY, JANUARY 18, 2005 AT 3:00 P.M.

in the ACOG Conference Room, 21 East Main Street, Suite 100, Oklahoma City, Oklahoma.

AGENDA

- I. CALL TO ORDER AND INTRODUCTIONS ([Attachment I](#))
- II. APPROVAL OF MINUTES ([Attachment II](#))
Action Requested: Motion to approve the December 13, 2004 minutes
- III. FINAL SUMMARY RESULTS OF THE 2030 OCARTS PLAN TRANSPORTATION SURVEY ([Attachment III](#))
Action Requested: None. For information only.
- IV. REVISED DRAFT GOALS, POLICIES, OBJECTIVES AND PERFORMANCE MEASURES FOR THE 2030 OCARTS PLAN ([Attachment IV](#))
Action Requested: Review and comment on the *revised* draft goals and policies and consider recommending approval by the Intermodal Transportation Policy Committee (ITPC)

- V. RESULTS OF 2030 TRAFFIC PROJECTIONS ON ALTERNATE THREE (REVISED 2025 OCARTS PLAN NETWORK) STREET AND HIGHWAY NETWORK ([Attachment V](#))
Action Requested: Consider recommending that the ITPC accept the traffic modeling results for Alternate Three of the 2030 OCARTS Plan.
- VI. PROJECT SELECTION CRITERIA FOR THE ALTERNATE FOUR (UPDATED 2025 PLAN NETWORK AS MODIFIED BY LOCAL GOVERNMENTS) STREET AND HIGHWAY NETWORK ([Attachment VI](#))
Action Requested: For information, review and comment.
- VII. PRELIMINARY FREIGHT REPORT – PART OF THE INTERMODAL ELEMENT OF THE 2030 OCARTS PLAN ([Attachment VII](#)) – *(Preliminary report available by contacting ACOG staff or by download at <http://www.acogok.org/Newsroom/Downloads/freight.pdf>)*
Action Requested: Review preliminary report and provide comments to ACOG staff.
- VIII. PRELIMINARY TRANSIT REPORT – PART OF THE INTERMODAL ELEMENT OF THE 2030 OCARTS PLAN ([Attachment VIII](#)) – *(Preliminary report will be provided at the meeting)*
Action Requested: Review preliminary report and provide comments to ACOG staff.
- IX. PRELIMINARY TRAILS REPORT – PART OF THE INTERMODAL ELEMENT OF THE 2030 OCARTS PLAN ([Attachment IX](#)) – *(Preliminary report available by contacting ACOG staff or by download at <http://www.acogok.org/Newsroom/Downloads/trails.pdf>)*
Action Requested: Review preliminary report and provide comments to ACOG staff.
- X. MULTI-LINGUAL PUBLIC INFORMATION BROCHURE AVAILABLE ([Attachment X](#))
Action Requested: None. For information only.
- XI. NEW BUSINESS
- XII. ADJOURNMENT

**2030 OCARTS PLAN CITIZENS ADVISORY COMMITTEE
JANUARY 2005**

CAC VOTING MEMBERS AND ALTERNATES		
ORGANIZATION	MEMBERS	ALTERNATES
AIRPORT EXPRESS	Larry Lucas President	David Butson General Manager
AREAWIDE AGING AGENCY	Don Hudman Executive Director	
BIKEMINE	Ron Dougherty Operations Manager	
CAPITOL CHAMBER OF COMMERCE	Aquilla Pugh Office Manager	
CAPITOL HILL MAIN STREET PROGRAM	Joe Mendoza Executive Director	
CARDINAL ENGINEERING	Steve Mason President	Deanne Hughes Engineer
CenSARA (CENTRAL STATES AIR RESOURCE AGENCIES ASSN.)	Chuck Layman Executive Director	Annette Sharp Technical Director
CENTRAL OKLA. TRANSP. AND PARKING AUTHORITY (COTPA)	C. Kay Bickham Board Trustee	
CITIZEN	Teresa Bragg	
CITIZEN	Sam Shehab	
DALE ROGERS TRAINING CTR.	Theresa Flannery Vocational Programs Admin.	
DALLAS MILLER LOGISTICS	Barry Miller President	
DOWNTOWN OKC, INC.	David Lopez President	Kim Searls, Marketing Dir. Alison Oschel
GROUND WATER PROTECTION COUNCIL	Mike Paque Executive Director	
GUTHRIE CHAMBER OF COMMERCE	Kathy Montgomery President	
LATINO COMMUNITY DEVELOPMENT AGENCY	Pat Fennell Executive Director	
LEAGUE OF WOMEN VOTERS	Erin Van Laanen	
LOVE'S COUNTRY STORES	Frank Love Marketing Director	
McCORKLE TRUCK LINES	David McCorkle President	

CAC VOTING MEMBERS AND ALTERNATES (Cont.)

ORGANIZATION	MEMBERS	ALTERNATES
MOORE CHAMBER OF COMMERCE	Brenda Roberts Executive Director	
MUSTANG CHAMBER OF COMMERCE	Rebecca Julian Executive Director	Robert Crout ED Committee Chair
NEIGHBORHOOD ALLIANCE	Georgie Rasco Executive Director	
NORMAN, CITY OF	Rachel Butler Councilmember	
OKLAHOMA BICYCLE SOCIETY	Dennis Clark Vice President	
OKLAHOMA CITY, CITY OF	Willa Johnson Councilmember	
OKLAHOMA CITY CHAMBER OF COMMERCE	Dean Schirf VP, Government Relations.	
OG&E	Richard Clements Manager	
OKLAHOMA HIGHWAY USERS FEDERATION	Paul Matthews Executive Director	Chuck Mai, Dir. Pub./Govt. Rel. American Automobile Assn.
OKLAHOMA RAILROAD ASSOCIATION	John Kyle Director	
OKLAHOMA TRAFFIC ENGINEERING ASSN.	Leonard West Executive Director	
OKLAHOMA TRUCKING ASSN.	Dan Case Executive Director	
SIERRA CLUB, OKLAHOMA CHAPTER	Ed Hillock	
THOMPSON'S WOODLAWN NEIGHBORHOOD ASSN.	Mary Johnson Citizen	Larry Coffman Citizen
TINKER AFB	Bill Dalke Community Planner	John (Mark) Harbaugh Civil Engineer
TRANSIT USER	Donna K. Armstrong HUD Customer Service Rep.	Bridget Keith HUD Career Intern
TRAVELERS AID SOCIETY	Laurie Barbour Executive Director	
TRI-CITY YOUTH & FAMILY CTR.	Don Abbott Exec. Director	Peggy L. Clay Board Chair
UNITED PETROLEUM TRANSPORTS	Greg Price President	
UNITED WAY OF OKLAHOMA CITY	Bob Spinks President	

CAC NON-VOTING MEMBERS AND ALTERNATES		
ORGANIZATION	MEMBERS	ALTERNATES
BUREAU OF INDIAN AFFAIRS (BIA) SOUTHERN PLAINS REG. OFFICE	Jerry Patterson Highway Engineer	
CART / NORMAN METRO TRANSIT	Carl Weckenmann Planner/Grants Specialist	Theta Dempsey, Director Parking & Transportation
COTPA / OKC METRO TRANSIT	Larry Hopper Principal Planner	Diponker Mukherjee, Planner II Marty Dickens, Asst. Planner
FEDERAL HIGHWAY ADMINISTRATION (FHWA)	Isaac Akem Community Planner	
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION	Mac Kirk Division Administrator	
MUSTANG, CITY OF	Melissa Helsel City Planner	
OFFICE OF HANDICAPPED CONCERNS	William Ginn Disability Program Specialist	Marilyn Burr Disability Program Specialist
OKLAHOMA CITY DEPARTMENT OF AIRPORTS	Luther E. Trent Director	
OKLAHOMA CITY PLANNING DEPARTMENT	Lanc Gross Trails Coordinator	
OKLAHOMA CITY PUBLIC WORKS DEPARTMENT	Paul Brum, Director Public Works/City Engineer	Dan Boland Civil Engineer IV
OKLA. DEPT. OF ENVIRONMENTAL QUALITY (ODEQ)	Scott Thomas Program Dir., Air Quality	
OKLA. DEPT. OF HUMAN SERVICES (DHS), AGING SERVICES DIVISION	Victoria Martinez Admin. Programs Officer	
OKLA. DEPARTMENT OF PUBLIC SAFETY (DPS)	J.D. Roberts, Administrator Law Enforcement Programs	
OKLA. DEPT. OF REHABILITATION SERVICES (DRS)	Mary Howell Staff Asst. to Director	
OKLA. DEPT. OF TRANSPORTATION (ODOT) PLANNING DIVISION	Roger Saunders Transportation Manager	Dawn Sullivan Division Engineer
OKLA. DEPT. OF TRANSPORTATION (ODOT) RAIL DIVISION	Joe Kyle, Manager Rail Programs Division	John Dougherty Asst. Manager, Rail Programs
OKLA. DEPT. OF TRANSPORTATION (ODOT) REGULATORY SERV. DIV.	Geri Stevens, Tribal Liason Native American Outreach	
OKLA. DEPT. OF TRANSPORTATION (ODOT) TRANSIT PROGRAMS DIV.	Kenneth LaRue, Manager Transit Programs Division	Randy Hogan Transportation Specialist
OKLA. DEPT. OF WILDLIFE CONSERVATION	Mark Howery Natural Resources Biologist	

1/11/05

MINUTES

**2030 OCARTS PLAN CITIZENS ADVISORY COMMITTEE (CAC)
December 13, 2004**

The second regularly scheduled meeting of the 2030 OCARTS Plan Citizens Advisory Committee was convened on December 13, 2004 at 3:00 p.m. in the Board Room of the ACOG offices, 21 E. Main Street, Oklahoma City, Oklahoma. This meeting was held as indicated by advance notice filed with the Oklahoma County Clerk and by notice posted at the ACOG offices at least twenty-four (24) hours prior to the meeting.

PRESIDING

Douglas W. Rex, Assistant to the Executive Director/
Program Coordinator, Transportation Planning and Data Services (TPDS)
C. Kay Bickham, Central Oklahoma Transportation and Parking Authority (COTPA) Trustee

CAC VOTING MEMBERS AND ALTERNATES PRESENT

Don Abbott, Tri-City Youth & Family Center
Laurie Barbour, Travelers Aid Society
Hon. Rachel Butler, Norman Councilmember
Dan Case, Oklahoma Trucking Association
Dennis Clark, Oklahoma Bicycle Society
Larry Coffman, Thompson's Woodlawn Neighborhood Assn., Alternate
Theresa Flannery, Dale Rogers Training Center
Ed Hillock, Sierra Club
Mary Johnson, Thompson's Woodlawn Neighborhood Assn.
Rebecca Julian, Mustang Chamber of Commerce
Steve Mason, Cardinal Engineering, Inc.
Barry Miller, Dallas Miller Logistics
Aquilla Pugh, Capitol Chamber of Commerce
Dean Schirf, Oklahoma City Chamber of Commerce
Kim Searls, Downtown OKC, Inc.
Sam Shehab, Citizen
Bob Spinks, United Way of Oklahoma City
Erin Van Laanen, League of Women Voters

CAC NON-VOTING MEMBERS AND ALTERNATES PRESENT

Lanc Gross, City of Oklahoma City, Planning Dept. - Trails

Melissa Helsel, City of Mustang, Planning Dept.

Larry Hopper, COTPA

Mary Howell, Oklahoma Dept. of Rehabilitation Services (DRS)

Joe Kyle, Oklahoma Dept. of Transportation (ODOT), Rail Division

Diponker Mukherjee, COTPA

Roger Saunders, Oklahoma Dept. of Transportation (ODOT), Planning and Program Coordination

Geri Stevens, Oklahoma Dept. of Transportation, Tribal Liaison

Scott Thomas, Oklahoma Dept. of Environmental Quality (ODEQ)

Carl Weckenmann, CART/Norman Metro Transit

GUESTS

Stuart Chai, City of Oklahoma City

Jill Stark, Federal Highway Administration

STAFF

Holly Massie, Special Programs Officer, TPDS

Jane Sutter, Division Director, Intergovernmental Services (IGS)

John Sharp, Program Coordinator, TPDS

Daniel O'Connor, Associate Planner, TPDS

Andrea Weckmueller-Behringer, Associate Planner, TPDS

Josie Adams, Associate Planner, TPDS

Randy Entz, Associate Planner, TPDS

Jerry Church, Special Programs Officer, IGS

Ellen Owens, Department Secretary, TPDS

I. CALL TO ORDER AND INTRODUCTIONS

Douglas Rex welcomed everyone and asked them to introduce themselves and state the name of the organization they represent.

II. APPROVAL OF MINUTES

Sam Shehab made a motion to approve the November 15, 2004 minutes. Dennis Clark seconded the motion and with the vote, the motion passed.

III. RECEIVE REPORT FROM NOMINATIONS COMMITTEE AND ELECTION OF CAC OFFICERS

Mr. Schirf said that a Nominations Committee was formed at the November meeting that consisted of Paul Matthews, Barry Miller, Mike Paque, Sam Shehab and himself. He said the Committee met on November 22 to recommend candidates for Chair and Vice-Chair. Mr. Schirf said that Mike Paque and Leonard West agreed to be candidates for Chair, but subsequently, Mr. Paque respectfully requested that his name be withdrawn, as his schedule for the coming year would not permit him to serve as Chairman. Mr. Schirf advised that the two nominations for Vice-Chair are Kay Bickham and Steve Mason.

Mr. Rex asked for a motion to accept the Nominations Committee's report recommending Leonard West as Chair and Kay Bickham or Steve Mason as Vice-Chair. Don Abbott made a motion to accept the Nominations Committee's report. Ed Hillock seconded the motion, and with the vote, the motion passed.

Mr. Rex welcomed nominations from the floor for both Chair and Vice-Chair. There were none. Mr. Rex then asked the Committee to look at the Nominations Committee report and ballot that was distributed to voting members and asked them to indicate their support for Mr. West as Chair and choose the candidate they would like to serve as Vice-Chair. Mr. Schirf and John Sharp left the room to count the votes.

IV. PRELIMINARY RESULTS FROM 2030 OCARTS PLAN TRANSPORTATION SURVEY

Jerry Church gave a report on the 2030 OCARTS Plan Transportation Survey results. He informed the Committee that there were 532 responses, a substantial increase over the 2025 Plan, which received 350 responses. He said a portion of the survey allowed respondents to identify which community they lived and worked in and said there were 24 different OCARTS communities and counties represented; however, half of the surveys came in from Oklahoma City.

Mr. Church said the findings showed the number one priority was improved safety. Another priority was better maintenance and also sidewalks. He said the average daily commute was about 13 miles. Mr. Church said the number one choice for funding roadway and bridge improvements was a gasoline tax. A dedicated sales tax was the popular choice for improved bus service, light rail, and regional bicycle facilities. For interstate passenger rail, the popular choice was higher train fares.

Mr. Church said the open-ended questions are still being assessed and the input from these questions will be very helpful to staff in identifying issues and establishing goals and objectives for the long-range plan.

RESULTS OF VOTE AND ELECTION OF OFFICERS

Following the vote count, Mr. Schirf said the results were that the Committee confirmed Leonard West as Chair and selected Kay Bickham as Vice-Chair. Rachel Butler made a motion to approve Leonard West as Chair and Kay Bickham as Vice-Chair. Kim Searls seconded the motion, and with the vote, the motion passed.

Mr. Rex turned over the meeting to Kay Bickham to chair, as Mr. West was not present.

V. DRAFT GOALS, POLICIES, OBJECTIVES AND PERFORMANCE MEASURES FOR THE 2030 OCARTS PLAN

Vice-Chair Bickham called on Randy Entz to discuss the proposed goals, policies, objectives, and performance measures for the 2030 OCARTS Plan. He said that these items are used to describe the desired transportation system in the year 2030 and that the goals, policies, and objectives are developed in part from requirements of the Transportation Equity Act for the 21st Century (TEA-21). He said the goals were developed from the 2025 Plan and from the citizens' responses to the transportation survey. The **goals** themselves are broad statements; the **policies** reflect more specific concepts about future conditions of the region's transportation system and facilities; the **objectives** are specific measurable statements about desired outcomes, and the **performance measure** defines various criteria to measure achievement of the objectives.

Mr. Entz then proceeded to state the five goals:

1. Improve the quality of transportation services and the transportation system
2. Increase the efficiency of transportation services and the transportation system
3. Provide a safe, secure and environmentally, economically, and socially responsible transportation system
4. Maintain a financially realistic regional transportation planning process
5. Improve communication, coordination and cooperation in developing transportation, goals, policies, and plans

Rachel Butler commented that this is frustrating for someone who has not been part of this process before. She said it appears as though there will have to be a lot of monitoring done and that she would like to see us work with other agencies to make these things happen. Mr. Shehab commented that coordination efforts are addressed under the last goal. Ms. Butler remarked that we should be more pro-active in reaching out to other agencies.

Ms. Massie said that ACOG staff receives information from every OCARTS community for development of the Plan and receives input on the Plan products from those same communities (staff and elected), and has developed the CAC as a means to get

additional input from area citizens and organizations. She referred the Committee members to Page I-3, which lists the non-voting CAC members that represent the various transportation agencies that ACOG routinely involves in the planning process. She asked Ms. Butler if she had any specific communities or agencies in mind and Ms. Butler replied she did not. Mr. Shehab asked if the last goal could be re-written to incorporate those comments rather than write another goal. Ms. Massie replied that could be done.

Ms. Butler asked where the impetus for change comes from. Mr. Massie replied that ACOG relies on the professional knowledge of the staffs and elected representatives of the communities and they rely on feedback from their citizens about what the priorities are locally. Mr. Taylor commented that ACOG and its elected officials are not the sole implementers of the Plan. He said that ACOG partners with federal, state, and local governments, and the transit authorities that are in the region that advocate for the priorities established by the Plan for implementation of transportation facilities and services.

Theresa Flannery commented that in Goal 3, Objective 3, the Performance Measures indicate utilizing data to measure usage of the transportation system by disadvantaged people. She asked how the information is captured regarding people who would use the transportation system if it were more available to them, but cannot because they are elderly or disabled. Ms. Flannery said she is concerned that there are a large number of people who are not being tracked that could potentially be working if they had transportation.

Mary Howell informed the Committee that the Oklahoma Department of Rehabilitation Services (ODRS) conducted a statewide survey in 2002 concerning transportation needs of disabled citizens. She said that through the Alliance for Public Transportation, which is an advocacy group, ODRS is trying to build a coalition that will help with advocacy issues, and also to evaluate what the unmet needs are. Ms. Howell said there is also a United-We-Ride initiative with all the agencies that provide transportation services. She indicated there are 62 federal funding sources coming down through 14 agencies and that there is a definite need for linking of these agencies.

Ms. Flannery asked if a Performance Measure to address utilizing data regarding unmet transit needs could be included. Ms. Massie said it could be. Ms. Howell said that several agencies have done individualized studies, such as DHS and the Office of Handicapped Concerns. She said that ODRS is trying to link all that data. Mr. Shehab mentioned that COTPA has funding from the FTA Jobs Access/Reverse Commute (JARC) program to help people get to work and back home. He said people should be aware of the fact that there are opportunities within their communities that they can take advantage of.

Mr. Hopper referred to the Goal 1 Performance Measure regarding the need for local governments to adopt trail and path plans and the need for sidewalks. He suggested assessing the conditions of existing sidewalks and the lack of sidewalks along public transit routes.

Mr. Abbott mentioned that another source of potential bus riders would be the Department of Public Safety to see how many drivers' licenses have been revoked. He commented that people with revoked drivers licenses have to find other means of transportation.

Mr. Spinks mentioned that the *Vital Signs* report on health, safety, educational, and economic needs of residents of Oklahoma County is being revamped, and that transportation is a big issue with all of the United Way agencies. The Homeless Alliance is looking at the issue of trying to transport people from homeless shelters to their jobs.

Mr. Clark remarked that people who have lost their driver's licenses would probably be riding a bus or a bicycle, and that there is a program that the League of American Bicyclists and BikeAmerica is supporting called Complete the Streets. He said it is a program to get sidewalks and bike lanes built. He said with no sidewalks, people must use the paths along the sides of streets. Mr. Clark said he personally prefers on-road facilities for bicycles.

Ms. Massie said that the action requested is to recommend approval of the goals and objectives by the ITPC, and that the various suggestions could be incorporated if desired by this Committee. She asked if the Committee would like to see this item again next month before taking action to recommend approval of the goals, policies, objectives and performance measures.

Mr. Schirf made to motion to postpone recommending ITPC approval of the goals, policies, objectives, and performance measures until the next meeting. Mr. Clark seconded the motion, and with the vote, the motion passed.

VI. RESULTS OF 2030 TRAFFIC PROJECTIONS ON ALTERNATE ONE (PRESENT PLUS COMMITTED) STREET AND HIGHWAY NETWORK

Mr. Rex discussed the results received from testing the first two alternate street and highway networks to see how they would perform in the year 2030 using the population and employment forecasts for the region. He said the travel demand forecasting component of the Long Range Plan is two-fold. First, we try to predict what the traffic patterns will look like in the year 2030, and then try to develop a strategy using various alternate street and highway networks to alleviate the major congestion problems expected in 2030.

Mr. Rex said the transportation model was calibrated using observed travel behavior and census information from the base year 2000. The results of the base year calibration were presented last month. He said travel behavior patterns are used to project traffic in the year 2030. Using the information that other ACOG staff prepared regarding population and employment forecasts and land use information, provides ACOG with a picture of what conditions will look like in the year 2030. This information will be input into the 2030 transportation model to try to determine what the street and highway network will need to look like in 2030 to accommodate future traffic patterns.

Mr. Rex said that **Alternate One** is called the Present Plus Committed (P+C) Network. It includes the current street and highway network as it exists today, as well as projects that are committed for funding through September 2005. The network does not contain any new construction projects beyond 2006. He said that this is really a no-build network and that all future transportation funds would be used for maintenance of the existing and the committed facilities.

Mr. Rex gave a pictorial presentation of various levels of service (congestion levels) anticipated on the Present Plus Committed Network in the Year 2030 – including satisfactory travel/little congestion, moderate congestion, and serious congestion.

Mr. Schirf asked if I-44 around the Fairgrounds is in the moderate category. Mr. Rex said it is. Mr. Clark commented that a lot of that congestion is between N. 36th St. and N. 39th St. because of the traffic coming off I-44 heading south.

Mr. Spinks asked if this traffic information is based on a 24-hour average? Mr. Rex replied yes, it is based on average daily traffic.

[See next item for action on the Alternate One Network]

VII. RESULTS OF 2030 TRAFFIC PROJECTIONS ON ALTERNATE TWO (2025 OCARTS PLAN) STREET AND HIGHWAY NETWORK

Mr. Rex said that the **Alternate Two** network is the 2025 OCARTS Plan network. It includes all the projects that are in Alternate One, plus all the projects that are contained in the street and highway element of the current 2025 Long Range Plan. He commented that there is quite a bit of improvement in mobility between the Alternate One and Alternate Two networks.

Mr. Rex said that these are only two, of possibly four or five, alternates that will be tested to determine the most effective and efficient network to service the public in 2030.

Mr. Shehab asked if the purpose of this is to alleviate transportation problems in the most severely congested areas only (shown in red). Mr. Rex said the goal is to get rid of as much red as possible on the major thoroughfares, and once that is accomplished, to also improve the blue areas (moderate congestion). Mr. Shehab then asked what Alternate Three would consist of. Mr. Rex replied that Alternate Three would consist of any project that was not in the 2025 Plan that should have been, such as the amendments that have been approved to that Plan. He said that Alternate Four would involve input from member entities with regard to projects they would like to see removed from or added to the Long Range Plan.

Ms. Massie said that ACOG staff will provide the Committee with a list of the projects that the communities request to see tested in Alternate Four, and will receive additional input from the CAC. She reminded the Committee that there is a limited budget, and federal rules require that the Long Range Plan be financially realistic.

Mr. Abbott made a motion to recommend that the ITPC accept the traffic modeling results for both Alternates One and Two of the 2030 OCARTS Plan. Ms. Searls seconded the motion, and with the vote, the motion passed.

VIII. 2000 BASE YEAR FREIGHT DATA TO BE USED IN THE INTERMODAL ELEMENT OF THE 2030 OCARTS PLAN

Andrea Weckmueller-Behringer commented that ACOG has validated the 2000 base year OCARTS area freight data against local, state, and federal freight sources data. She said the 2030 forecast is now being developed to ensure that the different industry trends are being reflected and local needs are being considered. Ms. Behringer said she would bring a preliminary freight report to the Committee in January.

Ms. Behringer informed the Committee that on Page VIII-4, in Table 2, the 2000 percentage numbers for rail and air were reversed. Mr. Hopper asked about the large increase in air freight. Ms. Behringer said that tonnage-wise, the increase in air freight is smaller than was expected.

IX. PRELIMINARY RESULTS OF THE EXTENDED VISION TRAILS WORKSHOP TO BE USED IN THE INTERMODAL ELEMENT OF THE 2030 OCARTS PLAN

Danny O'Connor reminded the Committee that at the November meeting, there was an initial review of the OCARTS multi-use trails network. He said existing and planned trails within the OCARTS area were displayed at that meeting. For definition purposes, multi-use trails accommodate both bike and pedestrian users, including bicycle facilities that have been adopted at a local level, such as on-street routes, bike lanes, etc.

As was done for the 2025 Plan, part of the planning process is to look at potential connections between planned and existing routes throughout the region. He said these are called the Extended Vision routes, which are generally beyond the scope of anticipated funding, but would improve connections from a transportation standpoint. Mr. O'Connor stated that a workshop to discuss the extended vision routes was held on December 2, and there were five CAC members in attendance as well as representatives from 12 OCARTS entities. Mr. O'Connor displayed a graphic showing existing trails marked in red, planned trails marked in blue, and the Extended Vision routes recommended at the workshop marked in gold.

Mr. O'Connor commented that for the 2025 Plan, there were 65 miles of existing routes and 494 miles of planned routes; for the 2030 Plan, there are 198 miles of existing routes and 430 miles of planned routes. Recommendations from the workshop identified major east-west and north-south corridors that would link cities and the downtown employment centers to different trails. Mr. O'Connor said the significant east-west corridors include routes along N. 36th St. and along N. 10th St.; and north-south routes along Bryant, Sooner and Western. There was also a suggestion for a route along the south bank of the S. Canadian River connecting Norman and Noble, and a route along the BNSF rail corridor connecting Edmond and Guthrie.

Ms. Massie emphasized that the yellow dash lines that are called Extended Vision are the results of a working session. They have not been formally adopted or endorsed by local communities.

Mr. Clark mentioned the Route 66 corridor. He said that INCOG in Tulsa, is already working on making that a bike route all the way across Tulsa and they are also working on a Route 66 route to Kansas. He asked if it was possible to have a Route 66 bike route in our region. Mr. O'Connor said there may be some potential for that. He said the Extended Vision routes were recommended by local government staffs and that recommendations need to be reviewed and accepted through appropriate local jurisdictions in order to be incorporated.

X. UPCOMING OPEN HOUSES FOR PUBLIC INPUT ON THE 2030 OCARTS PLAN

Randy Entz said that ACOG will host two open houses next month to encourage public comments that will help form the long range plan for the year 2030. The first session will be held Thursday, January 20, 2005 at the City of Moore Community Center and the second session will be on Tuesday, January 25, 2005 at the Springlake Campus for the Metro Technology Center. Both sessions will be from 4:00 to 6:00 p.m. Ms. Massie said that information regarding these two sessions will be forwarded to CAC members.

XI. NEW BUSINESS

Mr. Hopper informed the Committee that COTPA is sponsoring a Fixed Guideway study for the region that will have its kickoff meeting tomorrow, December 14th. He said about 30 stakeholders from around the region have been invited to be part of that. There will probably be some public input sessions in February or March. Mr. Hopper said the Fixed Guideway Study will probably not be finished before the 2030 Plan is completed, but it is hoped that the Study findings can be incorporated into the regional planning process.

XII. ADJOURNMENT

Mr. Schirf made a motion to adjourn the meeting. Ms. Butler seconded the motion. Vice-Chair Bickham adjourned the meeting at 4:10 p.m.

ACOG

Association of Central Oklahoma Governments

21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405
(405) 234-2264 Fax: (405) 234-2200 TDD: (405) 234-2217
www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: January 11, 2005

TO: 2030 OCARTS Plan Citizens Advisory Committee (CAC)

FROM: Holly Massie, Special Programs Officer
Transportation Planning and Data Services

SUBJECT: Final Summary Results of the 2030 OCARTS Plan Transportation Survey

INFORMATION:

Last month, you received the preliminary results of the 2030 OCARTS Plan Transportation Survey, which was distributed throughout the region during September and October 2004.

Since that time, ACOG staff completed tabulation of the open-ended responses, where participants could write in an answer to each question in addition to the choices provided in the survey. Also, responses to the last two survey questions have been tabulated and summarized, which included the following:

- If you could change one thing about transportation in Central Oklahoma, what would you change? (Question 13)
- What is the best thing about transportation in Central Oklahoma? (Question 14)

A final summary of the 532 survey responses is attached for your review, as well as the media release that was recently distributed to all media outlets in the metro area for their information and use.

ACTION REQUESTED:

None. For information only.



Transportation Survey for 2030 OCARTS Plan

(Distributed Sept., Oct. 2004)

Final Summary Results, December 21, 2004

532 Surveys Received

Name (Optional) _____

I live in _____ **See Page III-6** _____ City, _____ County

I work in _____ **See Page III-6** _____ City, _____ County

To get to work, I usually (Responders were asked to choose one.):

- | | |
|-----------------------------|---|
| 70.4% Drive alone | 0.4% Take a Taxi |
| 5.1% Carpool | 3.0% Ride a bicycle |
| 0% Vanpool | 1.1% Walk |
| 0% Ride a motorcycle | 4.5% Work at home |
| 15.5% Take the bus | Other: <u>[Retired, unemployed, etc.]</u> |

The distance I travel from my home to work is approximately **12.9 (Avg.)** miles.

1. What are your priorities for the **overall** transportation system in Central Oklahoma?
(Priorities are listed from 1 to 8, with 1 as the highest priority and 8 as the lowest priority)

- 1** Improved safety
- 2** More transportation choices (i.e. bus, rail, bicycle paths)
- 3** Maintenance of the current system
- 4** Reduced congestion / less delay
- 5** Less pollution (i.e. air, noise)
- 6** Better coordination between transportation and land development
- 7** New or wider streets and highways
- 8** Beautification of transportation facilities

Other priorities? More bicycle routes, more public transportation, passenger rail, sidewalks, increased public transportation for seniors and persons with disabilities, better roadway signage/markings

2. What changes to the transportation system in Central Oklahoma do you feel would improve your **mobility**? (Priorities are listed from 1 to 9, with 1 as the highest priority and 9 as the lowest priority)

- 1** Better maintenance of existing streets and highways
- 2** Light rail passenger service within the metropolitan area
- 3** Improved/additional bus service
- 4** New or wider streets and highways
- 5** Separate lanes on highways for buses and carpools
- 6** More bicycle paths / bicycle lanes
- 7** Park-and-ride lots (to access bus service / carpools)
- 8** More sidewalks
- 9** Additional interstate passenger rail service (Amtrak)

Other changes? Bike racks on buses, passenger rail, more bus routes and extended schedules, route schedules at bus stops, better lighting/visibility on highways, more bicycle routes

3. What improvements to the transportation system do you feel would improve your **safety**?
(Priorities are listed from 1 to 10, with 1 as the highest priority and 10 as the lowest priority.)
- 1 Longer merge lanes onto interstates/freeways
 - 2 Better maintenance of highways/bridges
 - 3 More median barriers on interstates/freeways
 - 4 Better enforcement of traffic laws
 - 5 Better notification about congestion / traffic delays
 - 6 More sidewalks
 - 7 Better notification about construction zones
 - 8 More pedestrian crossing signals at intersections
 - 9 Improved railroad crossings
 - 10 Lower speed limits
- Other suggestions for improving safety? Better driver education, traffic law enforcement, better signage, longer pedestrian crossings, lower truck speeds, safer merge lanes, sidewalks, bike routes
4. What changes to the transportation system in Central Oklahoma do you feel would improve the delivery of **goods/commodities** and strengthen our **economy**? (Priorities are listed from 1 to 6 with 1 as the highest priority and 6 as the lowest priority. There was a tie for No. 1)
- 1 Better connection among different kinds of transportation (i.e. truck, rail, air)
Better maintenance of streets and highways
 - 2 A change/shift in the amount of goods shipped by truck, rail and air
 - 3 New or wider streets and highways
 - 4 Separation of railroad and street crossings (using bridges or underpasses)
 - 5 Promotion of I-35 as an international truck route
 - 6 Establishment of a trade processing (customs) center
- Other changes? More use of rail, designated truck lanes, route trucks around metro, increase fuel taxes, fewer turnpikes, no promotion of I-35/abolish NAFTA
5. One way to reduce congestion is to increase the number of residents who carpool and ride the bus. Which of the following would **encourage** you to **carpool or ride the bus**?
(Responders were asked to check all that applied to them.)
- 55.26% Closer bus service to my home / employment
 - 53.38% More frequent bus service
 - 40.60% Improved bus stops / shelters
 - 39.31% More sidewalks / bike trails connecting to bus stops
 - 37.78% More park-and-ride lots (to transfer from car to bus or carpool)
 - 35.53% Coordination between bus & bike facilities (i.e. bike racks on buses / bike storage facilities at bus stops)
 - 34.59% Guaranteed ride home from work in an emergency
 - 33.65% Higher gasoline prices
 - 32.71% Improved security (at bus stops / park-and-ride lots / bus terminal / on bus)
 - 30.92% Separate lanes on highways for buses and carpools
 - 28.38% Someone to carpool with
 - 23.87% Lower bus fares
 - 22.18% More flexible work schedule
 - 8.46% None of the above
- Other? Light rail service, express bus routes/shorter travel time, more bus routes/extended hours, cleaner/safer buses, tax incentive, bike lanes, bus shelters, schedules at bus stops, buses on time

6. Keeping in mind that transportation funds are limited, please rank the following modes of travel according to the **priority** you feel they should be given in **funding** decisions.
 (Priorities are listed from 1 to 7, with 1 as the highest priority and 7 as the lowest priority)
- 1 Maintaining existing streets and highways
 - 2 Public bus services
 - 3 Light rail passenger service within the metropolitan area
 - 4 New or wider streets and highways
 - 5 Sidewalks
 - 6 Regional bicycle facilities
 - 7 Interstate passenger rail service (Amtrak)
- Other ? More bike routes, more bus and rail public transportation, fix Broadway Extension, prioritize funds better, use new technologies to improve existing facilities
7. Knowing that transportation funds are limited, what new funding source(s) would you be most willing to support for improved maintenance of existing **highways and bridges**?
 (Responders were asked to check all that applied to them.)
- 45.86% Gasoline tax
 - 42.11% Diesel tax
 - 40.41% Dedicated sales tax
 - 14.45% Property tax
 - 14.10% None of the above
- Other: Less waste of public funds, bring more federal money to state, end diversion of vehicle fees to non-transportation uses, tolls, lottery, tobacco/alcohol tax, trucks/SUVs should pay more
8. Knowing that transportation funds are limited, what new funding source(s) would you be most willing to support for the construction of a **regional bicycle network** throughout Central Oklahoma? (Responders were asked to check all that applied to them.)
- 32.52% Dedicated sales tax
 - 29.14% Redirect funds currently used on streets and highways
 - 28.01% None of the above
 - 27.63% Gasoline tax
 - 27.44% User fee or special tax
 - 12.41% Property tax
- Other: Bicycle licenses/user fees, tax on bikes/equipment, another MAPS, bond issue, diesel tax, higher traffic fines, lottery
9. Knowing that transportation funds are limited, what new funding source(s) would you be most willing to support to expand current **bus services** throughout Central Oklahoma?
 (Responders were asked to check all that applied to them.)
- 37.03% Dedicated sales tax
 - 31.95% Redirect funds currently used on streets and highways
 - 29.89% Gasoline tax
 - 28.95% Higher bus fares
 - 15.04% None of the above
 - 11.84% Property tax
- Other: User fees/more transit user support, diesel tax, higher traffic fines, lottery, more federal/state funds, tobacco/alcohol tax, dedicated property tax, employer partnerships, income tax credit

10. Knowing that transportation funds are limited, what new funding source(s) would you be most willing to support for construction and maintenance of additional **interstate passenger rail** (Amtrak). (Responders were asked to check all that applied to them.)
29.51% Higher train fares
28.57% Dedicated sales tax
26.50% Redirect funds currently used on streets and highways
25.56% None of the above
23.12% Gasoline tax
10.90% Property tax
 Other: Federal funds/grants, turnpike tolls, dedicated sales tax, diesel tax, lottery, user fee, bonds
11. Knowing that transportation funds are limited, what new funding source(s) would you be most willing to support for the construction and maintenance of a **light rail** passenger system within Central Oklahoma? (Responders were asked to check all that applied to them.)
43.42% Dedicated sales tax
43.05% Special purpose tax district
31.77% Redirect funds currently used on streets and highways
29.32% Gasoline tax
16.73% Property tax
19.36% None of the above
 Other: User fees, dedicated sales tax, diesel tax, federal funds/grants, higher traffic fines, turnpike tolls, bonds, tobacco/alcohol tax, earmark current funds, hotel/convention tax
12. Should cities in Central Oklahoma require developers to construct sidewalks in:
 new residential developments? **88.16%** Yes **6.39%** No
 new commercial developments? **87.03%** Yes **5.64%** No
13. Should cities in Central Oklahoma use public funds to construct sidewalks in existing residential and commercial areas that are currently without sidewalks?
28.76% Yes **66.35%** No
14. If you could change one thing about transportation in Central Oklahoma, what would you change? **See Page III-7**
15. What is the best thing about transportation in Central Oklahoma? **See Page III-10**

Responses to the 2030 OCARTS Plan Transportation Survey responses were received from people who live or work within the following OCARTS communities:

Bethany
Cedar Valley
Choctaw
Del City
Edmond
Guthrie
Harrah
Luther
Midwest City
Moore
Mustang
Newcastle
Nichols Hills
Nicoma Park
Noble
Norman
Oklahoma City
Piedmont
Purcell
Tuttle
The Village
Warr Acres
Yukon
Unincorp. Logan Co.

14. If you could change one thing about transportation in Central Oklahoma, what would you change?

Streets and Highways:

- Better Maintenance:
 - Road and bridge maintenance
 - Maintain city and county streets and roads
 - Ice Removal
 - Potholes
 - Traffic signal coordination/timing
- Geometrics:
 - Longer merge lanes/on-ramps further apart
 - Wider streets and highways
 - Shoulders on all roads
 - More median barriers on major thoroughfares
 - Asphalt, not concrete, interstates
- Law Enforcement/Education:
 - Safer construction zones/reduced construction time
 - Traffic law enforcement/higher fines
 - Educate drivers about sharing streets with cyclists
 - Better driver's education
 - More traffic signs
 - Take careless drivers off of road
 - Designate speed lanes in highways
 - Larger fines for no insurance
 - More truck weigh stations
 - Narrow difference between minimum and maximum speed limits on highways
 - Reduce speed limits
 - Stripes and street lights on rural streets
 - Track down aggressive drivers
 - Truck driver education
 - Vehicle emission tests and fines
 - Vehicle safety inspections
- Trouble Spots/Construction:
 - Broadway Extension between N. 36th and N. 63rd
 - Widen I-35/widen I-35 to 6 lanes through Norman
 - Make May Avenue five lanes
 - I-40 and Morgan Road
 - Close ramp to EB I-40 from Reno just before elevated portion of I-40 in downtown
 - End of Kilpatrick Turnpike at SW 15th to SH-152 in Mustang
 - I-240 ramp onto I-35 South
 - Finish outer loop around metro
 - Less truck stops at each exit

Streets and Highways (Cont.):

- Funding:
 - Use existing funding for bridge repairs
 - No more turnpikes/eliminate OTA
 - Gas and diesel tax to pay for roads
 - I-40 realignment wastes money
 - Increase auto registration fees
 - Lottery to fund new roads
 - Lower turnpike tolls
 - Make developers pay for street improvements
 - Toll for trucks on interstates/trucks to fund maintenance
- Planning/Congestion/Conservation:
 - More/better road planning
 - Interstate bottlenecks
 - Access management policy
 - Constant construction with inefficient traffic redirection
 - Fuel efficient vehicles/cleaner, renewable fuels
 - Carpooling
 - High occupancy vehicle (HOV) lanes
 - No wider streets

Bus / Public Transportation:

- More frequent transit services/expanded hours
- More buses/bus routes
- Multiple transit choices
- Safe, efficient, reliable public transportation for metro area
- Education/awareness of public transportation choices/improve image
- More public transportation for seniors/low income
- Connect entire metro area
- Park and ride/promote OU Lloyd Noble park and ride lot
- Require large employers to provide transit stations at workplace
- Bus drivers
- Lower fares
- More bus funding
- Bus routes to Tinker Air Force Base
- Heat and air on buses
- Schedules at bus stops
- Seat belts on buses
- Smaller buses
- No school children on buses
- No cell phones on public transportation
- Dedicate tax for MetroTransit

Rail:

- Light Rail
- Preserve Union Station as rail transport hub
- Interstate rail connections
- Reduce price of Amtrak from Norman to OKC
- Amtrak terminal not safe

Bicycle/Pedestrian:

- Bicycle lanes/paths/routes/trails
- Bike racks on buses
- Separate bicycle/auto traffic
- More Share the Road bike lanes
- Trails/multiple use trail system
- Tax break for bicycle purchase and use
- Better pedestrian access/sidewalks/signals

Policy/Other:

- Reduce sprawl/increase density
- Create greenbelt
- Beautification
- Better sanitation
- Construction and maintenance in one department
- Create a park in every subdivision
- Erosion control on projects
- Low cost taxi
- Noise abatement of motorcycles
- Separate transportation from parking at COTPA
- Use reason and affordability

15. What is the best thing about transportation in Central Oklahoma?

Streets and Highways:

- Little congestion / smooth traffic flow / grid pattern easy to use
- Interstates/turnpikes
- Speed limits
- Independence via automobiles
- Asphalt roads
- Bypasses
- Dedicated ODOT employees
- Effort to increase safety on highways
- Few accidents
- Few toll roads
- Limited billboard advertising
- Plenty of parking
- Right turn on red

Bus / Public Transportation:

- Service availability
- Affordable bus fare
- New bus terminal
- Drivers nice / helpful
- Bricktown trolleys
- Dependability
- Comfortable
- Disability access / Kneeling buses
- Reduced rates for seniors
- Saves time and money / no gas to buy
- Well run bus system

Rail:

- Amtrak
- Interest in rail
- Rail infrastructure

Bicycle / Pedestrian:

- Bike lanes/paths
- Flat land
- Multi-use trail
- Sidewalks

Other / Policy:

- This survey
- Well planned
- Attempts at beautification
- Attempts at urban revitalization/reduced sprawl
- Someone is paying attention to change
- Cheap
- Low cost taxi



association of central oklahoma governments

21 E Main Street, Suite 100 Oklahoma City, OK 73104-2405 405 234 2264 FAX 234 2200 TTY 234 2217 www.acogok.org

MEDIA RELEASE

For Immediate Release: Jan. 10, 2005

Media contact: Linda Koenig, 234-2264

(Note to Eds: PDF of survey results is attached)

REGIONAL TRANSPORTATION SURVEY RESULTS UNVEILED

The Association of Central Oklahoma Governments (ACOG) has released preliminary results from a recent survey on transportation issues in Central Oklahoma. The findings will provide useful information for the metro-region's long range transportation plan, known as the 2030 Oklahoma City Area Regional Transportation Study (OCARTS) plan.

Input from the survey suggests ways to improve auto, bus, pedestrian, truck, rail and bicycle travel for the next two decades. It also helps define the most acceptable means of financing transportation improvements as well as gauge the level of public interest in improving alternative transportation modes.

Over 500 people from 24 communities and counties completed the survey, which was available throughout Central Oklahoma at meetings, libraries, in the *The Oklahoman* and on ACOG's Web site at www.acogok.org.

Priorities that were shown in the results included safety, quality of life and mobility issues, as well as an inclination to preserve gasoline and diesel tax for traditional street, highway and bridge improvements. The survey also asked for additional comments on desirable changes and things that were good about the current transportation system in the region. Some of the key findings include:

- Improved safety is one of the top priorities for the transportation system in Central Oklahoma.

RESULTS FROM REGIONAL TRANSPORTATION SURVEY UNVEILED, Page 2

- The average distance of a daily commute from home to work for survey respondents was about 13 miles.
- Respondents ranked “better maintenance of the existing street and highway network” as a way to improve personal mobility and as an incentive to strengthen the regional economy for improving the delivery of goods and commodities. Respondents also placed a high priority on maintenance when it came to ranking projects based on the constraints of transportation funding.
- When asked what new funding sources they would be most willing to support to improve the maintenance of the current street and highway infrastructure, 46 percent of respondents selected a gasoline tax, and 42 percent said a diesel tax.
- A dedicated sales tax was among the most popular choices to support the construction of a regional light rail system, a regional bicycle network, expanded bus service, and interstate passenger rail.
- Over 88 percent were in favor of communities requiring developers to construct sidewalks in new residential and commercial developments.
- Respondents replied that “more frequent bus service,” and “bus service closer to home and work” were likely to encourage them to utilize public transportation.

The survey did not employ a standard statistical validation process, but it did provide valuable insight on the needs of Central Oklahomans, and what they find important in regional transportation. Due to specific outreach efforts and interest from specialized transportation audiences, some survey results were slightly disproportionate. For example, respondents to the 2030 OCARTS survey “who drive alone to work” accounted for 70 percent of the total responses. According to 2000 Census journey-to-work data, about 82 percent of regional workers drive to work alone. Fifteen percent of respondents said that they take the bus to work, while census data indicates that the regional average was about one half of one percent. Similarly, three percent of survey respondents answered that they ride a bike to work, while the Census shows that 0.2 percent of the region’s employees commute to work by bicycle.

For complete survey results, contact Linda Koenig, ACOG, or visit www.acogok.org.

ACOG

ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS

21 E. Main Street, Suite 100, Oklahoma City, OK 73104-2405
(405)234-2264 Fax:(405)234-2200 TDD: (405)234-2217
www.acogok.org email: acog@acogok.org

MEMORANDUM

DATE: January 11, 2005

TO: 2030 OCARTS Plan Citizens Advisory Committee (CAC)

FROM: Randy Entz, Associate Planner

SUBJECT: Revised Draft Goals, Policies, Objectives and Performance Measures
for the 2030 OCARTS Plan

INFORMATION:

Comments on the draft goals, policies, objectives and performance measures were received last month from the Citizens Advisory Committee (CAC) and the Intermodal Transportation Technical Committee (ITTC). The revisions recommended by committee members have been incorporated into the attached version, with new language indicated by underlining.

As a reminder, the goals, policies, objectives and performance measures are used to describe the desired transportation system for the year 2030. The goals are broad general statements of desired conditions. Policy statements reflect more specific concepts about future desired conditions of the region's transportation facilities and services. Objectives are specific measurable statements about desired outcomes, and performance measures define particular criteria that will be used to assess achievement of the objectives.

The goals and policies are intended to provide guidance for the development of the various alternatives. The objectives and performance measures will assist in evaluating the alternatives, and monitoring the Plan, once it is adopted.

ACTION REQUESTED:

Review and discuss the revised draft goals, policies, objectives and performance measures for the 2030 OCARTS Plan and consider recommending approval by the ITPC.

1) Goal: Improve the quality of transportation services and the transportation system.

Policy: The regional transportation system will provide and encourage choices among various modes for the movement of people and goods. The existing regional transportation system will be preserved and maintained by identifying and emphasizing corridors and facilities that enhance mobility and promote economic development.

Objective: Offer a wide variety of transportation choices for travelers in the region.

Performance Measures:

- Monitor the number of bus routes and transit services offered.
- Utilize the Fixed Guideway Study to identify transit opportunities.

Objective: Encourage local governments to adopt sidewalk ordinances and trail/path plans to enhance connectivity throughout the region for pedestrians and bicyclists.

Performance Measures:

- Encourage local governments and transit providers to cooperatively assess sidewalk needs adjacent to bus routes/stops.
- Measure the miles of bicycle and pedestrian trails created.

Objective: Maintain current system.

Performance Measures:

- Monitor the lane miles of interstate experiencing recurring congestion.
- Monitor traffic counts on regionally significant roadways.
- Monitor ridership levels of transit system.

Objective: Promote economic development through better connections and the maintenance of existing streets.

Performance Measures:

- Monitor the number of new jobs/new employment centers.
- Monitor the number of key transportation hubs.

2) Goal: Increase the efficiency of transportation services and the transportation system.

Policy: Developing and maintaining an integrated, multimodal and intermodal regional transportation system will accomplish the efficient and cost effective movement of people and goods. In addition, convenient and efficient connection between modes and facilities will be emphasized, as well as the promotion of intermodal options for freight/goods movement. Various techniques will be utilized to maximize the capacity of the existing system. An objective, systematic method of assessing and prioritizing the region's transportation system needs based on efficient and cost effective mobility will be developed and implemented.

Objective: Increase use of transit system.

Performance Measures:

- Monitor transit ridership per capita and per bus mile.
- Monitor increase in park and ride lots, both formal and informal.

Objective: Maximize the capacity of the existing street and highway network.

Performance Measures:

- Monitor lane miles of recurring congestion.
- Utilize Intelligent Transportation Systems techniques.

Objective: Reduce the travel cost for people and goods.

Performance Measures:

- Monitor person and vehicle hours of travel
- Monitor the number of intermodal transfer points.
- Measure the number of miles interconnected/synchronized signals on arterial streets.

3) Goal: Provide a safe, secure and environmentally, economically and socially responsible transportation system.

Policy: Improve the design, construction and maintenance of new and existing transportation facilities as a means of reducing accidents, injuries and fatalities. Utilize traffic safety techniques to mitigate problems in accident-prone areas. Promote environmental awareness and preservation in the development and maintenance of regional transportation facilities and services. Provide a transportation system accessible to the greatest number of people while emphasizing mobility options for the transportation disadvantaged. Improve personal mobility for system users by removing obstacles to full utilization of transportation facilities and services. Coordinate with appropriate public and private agencies to increase mobility opportunities for those who have limited transportation options.

Objective: Improve air quality for the region.

Performance Measures:

- Monitor air quality with goal of maintaining attainment status.

Objective: Improve safety and security of the transportation system.

Performance Measures:

- Monitor the number of accidents on regionally significant roadways.
- Monitor the number of reconstruction roadway projects completed.
- Facilitate coordination among passenger and freight movement industries and law enforcement to improve security of the region's transportation infrastructure.

Objective: Identify transportation needs and provide a satisfactory service to transit dependent, elderly, individuals with disabilities, and transportation-disadvantaged people (those lacking the standard access to transportation that a majority of people possess).

Performance Measures:

- Utilize census data to measure per capita usage of public transportation by disadvantaged people.
- Monitor Metro Transit Special Services ridership.
- Review demographic data and monitor accident data as it relates to age.
- Utilize data/survey results from various sources regarding unmet transportation needs within the region.

Objective: Increase ability to move goods in the region.

Performance Measures:

- Monitor the number of reconstruction roadway projects completed.

4) Goal: Maintain a financially realistic regional transportation planning process.

Policy: Identify revenues available for the preservation and maintenance of existing transportation facilities and services and for the provision of additional facilities and services to meet transportation needs. Support efforts to develop new and innovative transportation funding mechanisms. Research and support mechanisms to promote maintenance and improvement to the region's transportation system.

Objective: Utilize a fiscally constrained budget for long and short range transportation plans

Performance Measures:

- Utilize a Transportation Improvement Program where estimated costs are less than or equal to expected revenues.
- Utilize a Long Range Regional Transportation Plan in which estimated costs are less than or equal to expected revenues.
- Assess per capita transportation expenditures within the OCARTS Area.

Objective: Minimize the capital costs of improving the existing transportation system by using life cycle costing.

Performance Measures:

- Monitor maintenance and improvement costs.

5) Goal: Improve communication, coordination and cooperation in developing transportation goals, policies and plans.

Policy: Develop a cooperative plan process that emphasizes communication and coordination between affected parties in the development of the regional transportation system. Develop and implement public information/education programs for system users and transportation service providers. Promote private sector involvement and public-private partnerships. Proactively engage transportation partners, service providers and citizens in the development of the long range plan. Foster intergovernmental cooperation and improve coordination between state and local governments regarding regional transportation issues.

Objective: Increase public participation in the transportation planning process.

Performance Measures:

- Monitor the number of attendees of public meetings.
- Track website usage.
- Continue to utilize public surveys.
- Maintain involvement of the Citizens Advisory Committee.

ACOG

Association of Central Oklahoma Governments

21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405
 (405) 234-2264 Fax: (405) 234-2200 TDD: (405) 234-2217
 www.acogok.org e-mail: acog@acogok.org

DATE: January 11, 2005

TO: 2030 OCARTS Plan Citizens Advisory Committee (CAC)

FROM: Douglas W. Rex, Asst. to the Executive Director/
 Program Coordinator, TPDS

SUBJECT: Results of 2030 Traffic Projections on Alternate Three (Revised 2025 OCARTS Plan Network) Street and Highway Network

INFORMATION:

In December, staff assigned the 2030 traffic forecast (based on adopted population and employment forecasts for 2030) to **Alternate Three - Revised 2025 OCARTS Plan Network**.

Alternate Three includes the present plus committed network (Alternate One), all street and highway projects currently in the 2025 OCARTS Plan (Alternate Two), as well as the following projects:

(I) Approved 2025 OCARTS Plan Amendments

- State Highway 9 (SH-9) from Cleveland/Pottawatomie County line to 168th Ave E. (3 miles). Widen from 2 to 4 lanes
- State Highway 74 (Portland) from NW 136th Street (Memorial Road) to NW 248th Street (Waterloo Road) in Oklahoma County (8 miles). The proposal calls for the widening of the present 2-lane facility in the following manner:

Street Segment on SH-74	Proposed Improvement
NW 136 th (Memorial Road) to NW 150 th	Four-lane divided highway with full frontage roads and controlled access (1 mile)
NW 150 th to NW 206 th (Covell Road)	Four-lane divided highway with no access control (4 miles)
NW 206 th (Covell Road) to NW 248 th (Waterloo Road)	Four-lane undivided highway with no access control (3 miles)

- Kelly Avenue from Waterloo Road (N. 248th) to Coffee Creek Road (N. 220th) (2 miles). Widen to a 4-lane divided facility.

(II) Locally Funded Improvements to Regional Plan Network

The following Oklahoma City Year 2000 general obligation bond projects were “locally” funded projects that were not included in the 2025 OCARTS Plan:

- SW 29th Street from Meridian Avenue to MacArthur Avenue – 2 to 4 lanes
- Morgan Road from SW 15 Street to SW 29th Street - 2 to 4 lanes
- NE 122nd Street from Broadway Extension to Kelley Avenue - 2 to 4 lanes

In general, the proposed projects had a negligible affect to the level of service of the 2030 street and highway network. The table below compares the number of road miles by congestion level in Alternate Three with those in Alternate Two:

Level of Service	Alternate Two	Alternate Three
Satisfactory Congestion (V/C* ratio less than 0.69)	1,956 miles	1,959 miles
Moderate Congestion (V/C between 0.69 and 0.99)	311 miles	311 miles
Severe Congestion (V/C 1.00 or greater)	49 miles	46 miles

*V/C = Volume to Capacity

In general, the network begins to experience congestion when the V/C ratio is greater than 0.69. It is at this point that the comfort level of the driver declines noticeably. As the V/C ratio increases, speed and freedom to maneuver will become more restrictive. A V/C ratio of 1.00 represents operating conditions at or near capacity.

ACTION REQUESTED:

Consider recommending that the ITPC accept the traffic modeling results for Alternate Three of the 2030 OCARTS Plan.

ACOG

Association of Central Oklahoma Governments

21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405
(405) 234-2264 Fax: (405) 234-2200 TDD: (405) 234-2217
www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: January 11, 2005

TO: 2030 OCARTS Plan Citizens Advisory Committee (CAC)

FROM: Douglas W. Rex, Asst. to the Executive Director/
Program Coordinator, TPDS

SUBJECT: Project Selection Criteria for the Alternate Four (Updated 2025 Plan Network
as Modified by Local Governments) Street and Highway Network

INFORMATION:

In February, ACOG staff will conduct several subarea meetings throughout the OCARTS area in order to receive input from local governments on the projects/improvements that they would like to have tested for possible inclusion in the Alternate Four network of the 2030 OCARTS Plan. The OCARTS area will be divided into four subareas for this purpose: 1) Cleveland County, 2) Canadian, Grady, and McClain Counties, 3) West Oklahoma County and Logan County, 4) East Oklahoma County.

The suggestions received at these meetings will be tabulated and presented to the ITTC and CAC at their March meetings.

As required by TEA-21, the financial strategy for the 2030 Plan must demonstrate a balance between the estimated costs and anticipated revenues for carrying out the Plan. Therefore, evaluation of suggested projects must consider that (a) anticipated revenues may not be sufficient to cover the cost of all proposed projects; and (b) not all projects demonstrate a strong need for implementation by the year 2030. The suggested evaluation, as described later in the memo, is similar to that adopted for use in development of the current 2025 OCARTS Plan. The intent of the evaluation procedure is to identify/prioritize projects according to network locations where changes are most needed, and/or where suggested projects will provide the greatest improvement to the performance of the transportation network.

After all suggested improvements are incorporated into the Alternate Four network, the 2030 traffic volumes will be loaded onto it. Then, the network links where improvements are suggested will be

analyzed to determine how these improvements affect the performance of the network. Volume-to-capacity ratios will be calculated for Alternate Four assignments as well.

Staff has recommended that the ITTC prioritize projects based the following criteria:

- (a) Volume-to-capacity ratio of the road segment in Alternate Three
(i.e. prior to inclusion of the suggested improvement)
- (b) Percent reduction in the volume-to-capacity ratio of the road segment in Alternate Four
(i.e. after inclusion of the suggested improvement)

Scoring systems for each criterion will be as follows:

(a) Volume-to-capacity (V/C) ratio of the road segment in Alternate Three

<u>Alternate Three V/C ratio</u>	<u>Score</u>
1.00 or more	4
0.85 to 0.99	3
0.70 to 0.84	2
0.50 to 0.69	1

Improvements where Alternate Three V/C ratio is less than 0.5 will be excluded from the list. The assumption is that the conditions that currently exist in the 2025 Plan are adequate and do not need improvement. More emphasis will be placed on projects with higher V/C ratios, since this indicates that the segment capacity is inadequate, and needs improvement.

(b) Percent reduction in the Volume-to-capacity (V/C) ratio of the road segment in Alternate Four:

Calculation: $(\text{Alt. Three V/C ratio} - \text{Alt. Four V/C ratio}) / \text{Alt. Three V/C ratio}$

<u>Percent reduction in Alt. Three V/C ratio</u>	<u>Score</u>
20 percent or greater	4
15 to 19.9 percent	3
10 to 14.9 percent	2
Less than 10 percent	1

The assumption of this scoring system is that projects that show greater improvement (largest percent reduction in V/C ratio) will receive higher priority in project selection for Alternate Three.

Two examples of the proposed scoring system are provided below:

Project	Alt. Three # of lanes	Suggested Alt. Four # of lanes	(a) Alt. Three V/C ratio and (pts)	Alt. Four V/C ratio and (pts)	(b) Percent reduction in Alt Three V/C ratio	Total Score
Proj. A	2	4	0.95 (3)	0.91 (1)	4.2%	4
Proj. B	2	4	1.01 (4)	0.85 (3)	15.8%	7

ACTION REQUESTED:

For information, review and comment.

ACOG

Association of Central Oklahoma Governments

21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405
(405) 234-2264 Fax: (405) 234-2200 TDD: (405) 234-2217
www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: January 11, 2005
TO: 2030 OCARTS Plan Citizens Advisory Committee (CAC)
FROM: Andrea Weckmueller-Behringer, Associate Planner
Transportation Planning & Data Services (TPDS)
SUBJECT: Preliminary Freight Report – Part of the Intermodal Element of the 2030 OCARTS Plan

INFORMATION:

The Intermodal Element (IME) is the part of the 2030 OCARTS Long-Range Transportation Plan that addresses the modes of transportation other than the single occupant passenger vehicle, such as transit, bicycle and pedestrian, as well as air, rail, and truck freight. The purpose of the IME is to define and review each of these transportation modes, which, along with the street and highway network used by the passenger cars, comprise the OCARTS area multimodal transportation system.

The Preliminary Freight Report is the part of the IME that takes a closer look at the OCARTS freight modes of transportation. Transportation of freight cargo is often considered the lifeline of an area because of the essential movement of goods and products in and out of the area.

The existing OCARTS freight movement network is a well-established composite of trucking, railroad, and air cargo facilities. The Preliminary Freight Report reviews existing OCARTS area freight movement for these facilities. It includes a profile of the existing services and trends for the three types of facilities and summarizes the current level of service. The document highlights issues as identified through the 2004 transportation survey and other avenues, and advises how the cost of freight network improvements will be handled in the 2030 Plan. Finally, recommendations to enhance the mobility of freight and further integrate freight movement with the intermodal network are offered.

Attached are tables showing the 2000 base year and the 2030 forecast year freight data for inbound, outbound, intraregional, and through freight by mode of transportation.

The Preliminary Freight Report is enclosed as a special attachment at: <http://www.acogok.org/Newsroom/Downloads/freight.pdf>; or for individuals receiving a paper agenda, you may contact me at 234-2264 to request a paper copy if you wish to review the preliminary report prior to the date of the meeting. Comments received on the preliminary report will be incorporated into the final report, which will be provided to the Committee in March.

ACTION REQUESTED:

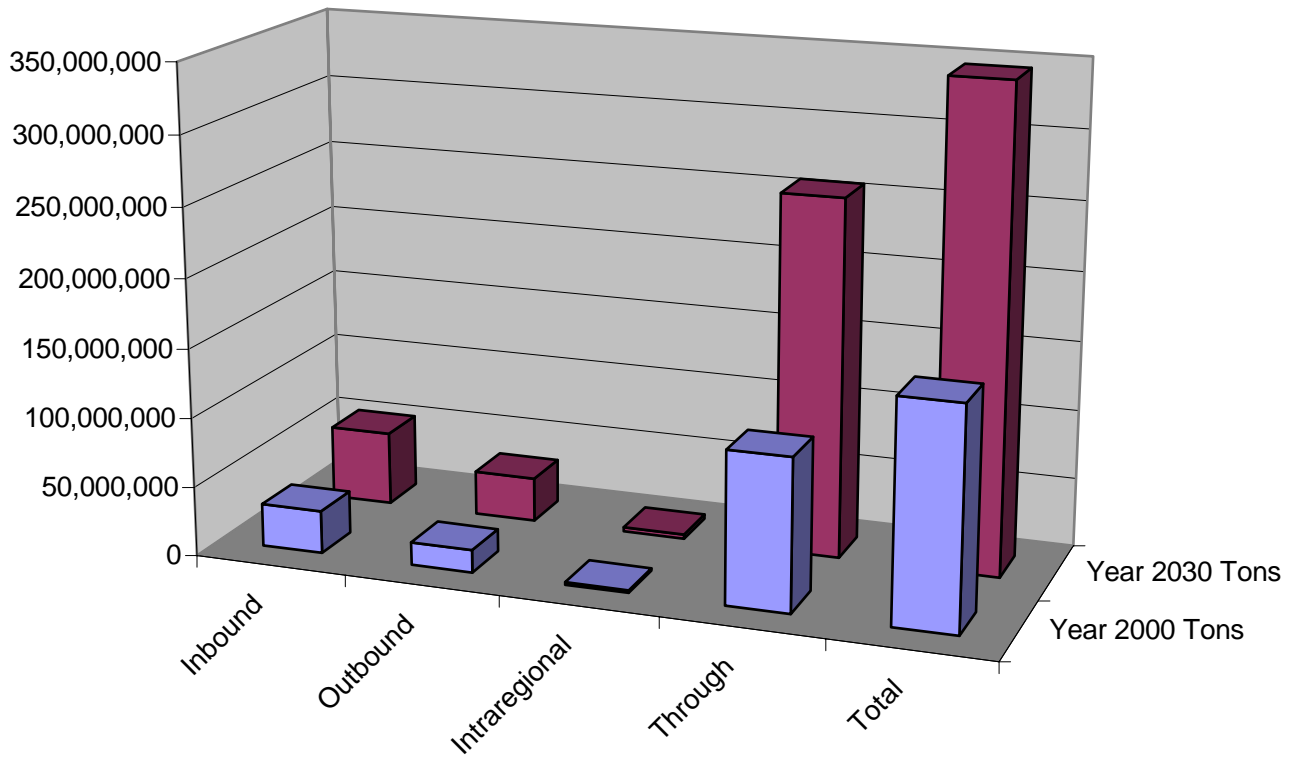
Review preliminary report and provide written comments to ACOG staff by January 28, 2005.

**Table 1:
2000 and Projected 2030 Inbound, Outbound, Intraregional and Through Freight**

FREIGHT TYPE	YEAR 2000 TONS	PERCENT OF TOTAL TONNAGE	YEAR 2030 TONS	PERCENT OF TOTAL TONNAGE	2000-2030 GROWTH
Inbound	30,697,774.1	19.4%	53,336,968.1	15.4%	73.7%
Outbound	16,308,806.5	10.3%	31,798,008.6	9.2%	95.0%
Intraregional	1,773,896.1	1.1%	3,224,105.0	0.9%	81.8%
Through	109,279,981.8	69.1%	257,633,217.1	74.5%	135.8%
TOTAL	158,060,458.5	100.0%	345,992,298.7	100.0%	118.9%

Source: Reebie Associate, September and December 2004 and ACOG, December 2004

**Chart 1:
2000 and Projected 2030 Inbound, Outbound, Intraregional and Through Freight**

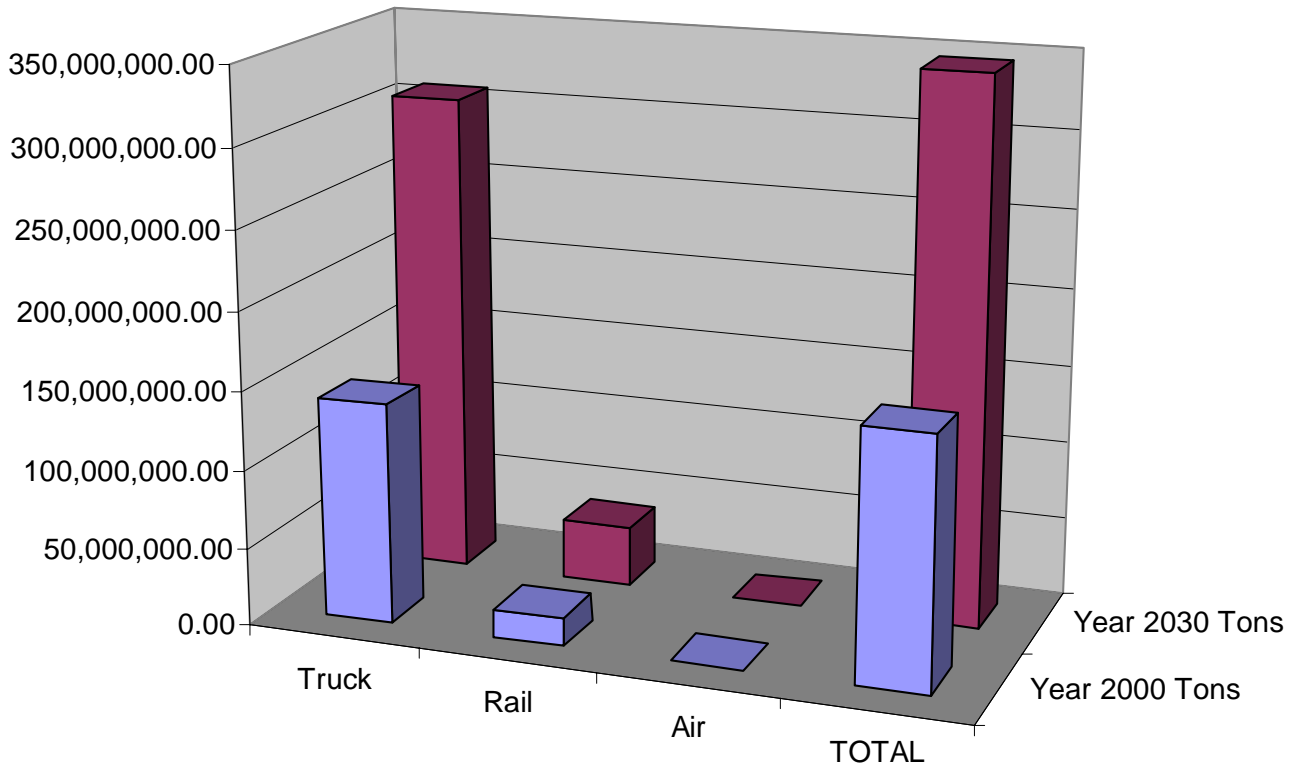


**Table 2:
2000 and Projected 2030 Freight by Mode of Transportation**

MODE	YEAR 2000 TONS	2000 PERCENT BY MODE	YEAR 2030 TONS	2030 PERCENT BY MODE	2000-2030 GROWTH
TRUCK	140,310,445.1	88.8%	307,940,855.5	89.0%	119.5%
RAIL	17,698,127.8	11.2%	37,747,482.5	10.9%	113.3%
AIR	51,885.7	0.0%	303,960.7	0.1%	485.8%
WATER	0.0	-	0.0	-	-
TOTAL	158,060,458.5	100.0%	345,992,298.7	100.0%	118.9%

Source: Reebie Associate, September and December 2004, and ACOG December 2004

**Chart 2:
2000 and Projected 2030 Freight by Mode of Transportation**



ACOG

Association of Central Oklahoma Governments

21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405
(405) 234-2264 Fax: (405) 234-2200 TDD: (405) 234-2217
www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: January 11, 2005
TO: 2030 OCARTS Plan Citizens Advisory Committee (CAC)
FROM: Randy Entz, Associate Planner
SUBJECT: Preliminary Transit Report - Part of the Intermodal Element of the 2030 OCARTS Plan

INTRODUCTION:

The Intermodal Element of the 2030 OCARTS Plan includes a section on transit service for passengers. The transit portion of the Intermodal Element (IME) will discuss public passenger transportation within the region such as fixed-route and express bus services, demand-response services (primarily for elderly and disabled citizens), rural transit service, flexible-route service, rideshare programs, and Amtrak passenger rail service. The report will also discuss private transit offerings that consist of taxis, commercial bus lines, shuttles, and other privately owned and operated transportation systems.

Transit service in the Oklahoma City Area Regional Transportation Study (OCARTS) area has several components provided by both governmental entities and private businesses. On the government side, public bus service is provided by the Central Oklahoma Transportation and Parking Authority (COTPA), which is a trust the City of Oklahoma City; and Cleveland Area Rapid Transit (CART) operated by the University of Oklahoma.

The preliminary transit report will be available at the upcoming meeting and will include a profile of the base year 2000 and current system, a needs assessment, cost and revenue analysis, and options and recommendations for future transit service between now and the 2030 forecast year. Attached is a map with a summary of basic information about the current bus service in the OCARTS area.

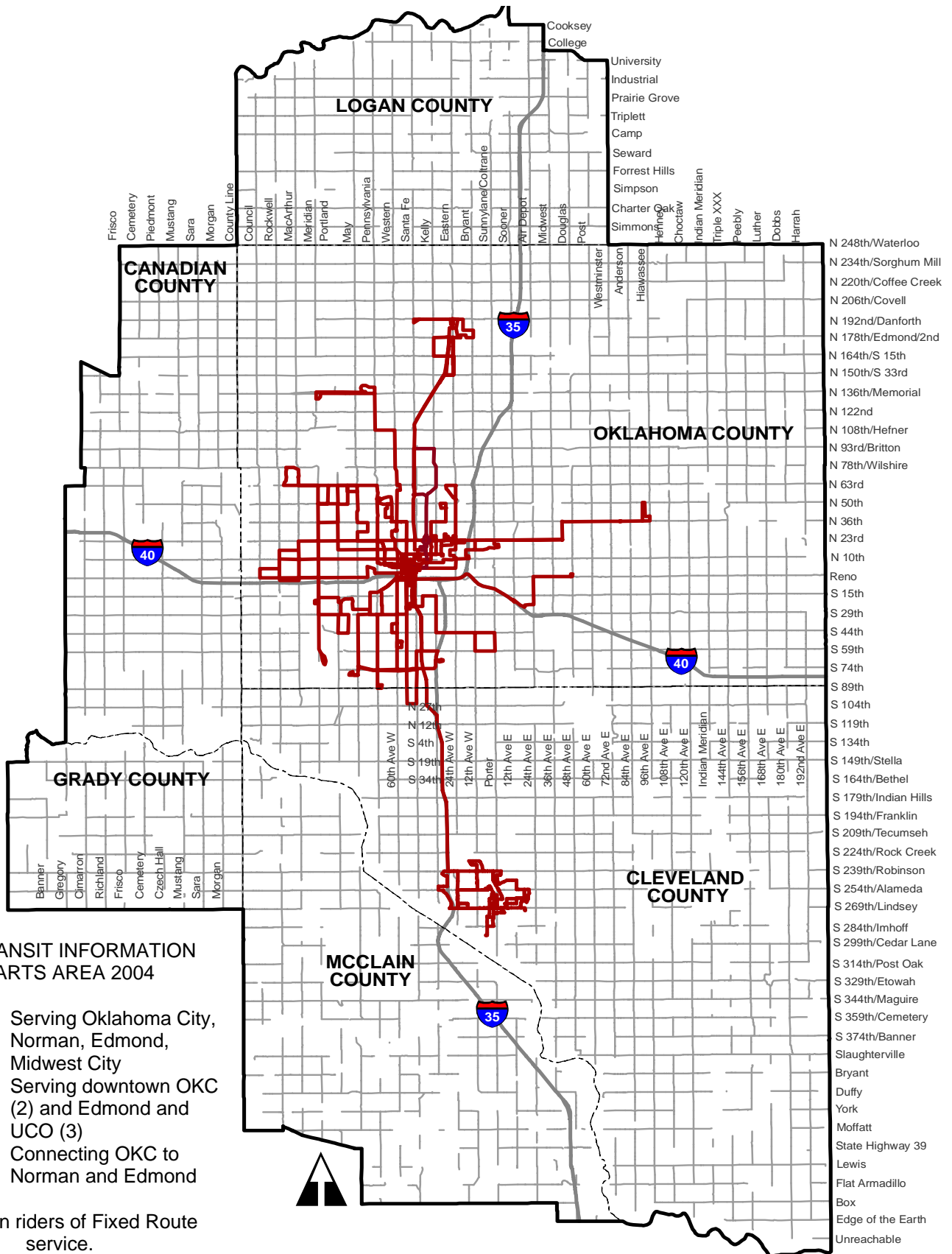
Based on input from COTPA and CART, potential future transit routes will be included in the modeling process for the 2030 OCARTS Plan. The report will include this information as it becomes available. Such analysis will allow us to see what impact future transit services may have on future street and highway congestion levels.

Comments received on the preliminary report will be incorporated into the final report, which will be provided to the Committee in March.

ACTION REQUESTED:

Review preliminary transit report and provide written comments to ACOG staff by January 28, 2005.

OCARTS AREA TRANSIT ROUTES



BUS TRANSIT INFORMATION OCARTS AREA 2004

- 31 Fixed Routes Serving Oklahoma City, Norman, Edmond, Midwest City
- 5 Trolley Routes Serving downtown OKC (2) and Edmond and UCO (3)
- 2 Express Routes Connecting OKC to Norman and Edmond

2.6 Million riders of Fixed Route service.
Average of 14,000 Riders per day

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www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: January 11, 2005

TO: 2030 OCARTS Plan Citizens Advisory Committee (CAC)

FROM: Daniel J. O'Connor, Associate Planner

SUBJECT: Preliminary Trails Report - Part of the Intermodal Element of the 2030 OCARTS Plan

INFORMATION:

The Intermodal Element of the 2030 OCARTS Plan will include a trails component that discusses existing and planned pedestrian and bicycle facilities in the OCARTS area. These existing and planned facilities—sidewalks, bicycle routes, and multi-use trails—are integral factors in planning for and developing a multimodal regional transportation system for Central Oklahoma in 2030.

Since the publication of the 2025 OCARTS Plan, local entities have made great strides in constructing and planning for bicycle and pedestrian trails in the OCARTS area. Many area communities have applied for and secured federal Recreational Trails Program (RTP) and Enhancement Program funding for trails projects, in addition to making local investments into trails and sidewalk systems. Fifteen local entities have existing multi-use trail facilities, and seven entities have a master trails plan or a trails element within their current comprehensive plans. Preliminary estimates indicate that there are approximately 198 miles of existing and 430 miles of planned bicycle facilities in the OCARTS area. Recently, staff from 12 OCARTS entities and several CAC members participated in a workshop to identify and propose *Extended Vision* corridors—connections to best link existing and planned trails between local communities and to enhance the Central Oklahoma regional trail network.

The trails report will provide background information about the existing pedestrian and bicycle systems, assess pedestrian and bicycle issues and concerns, discuss revenue sources and estimated costs for pedestrian and bicycle improvements, and depict the bicycle and pedestrian ways proposed for inclusion as planned trails facilities in the 2030 OCARTS Plan with associated preliminary planning recommendations. The report will be available at the January meeting for review and comment.

Specifically, we seek review and comment regarding the accuracy of mapped existing and planned trail facilities, the status of local sidewalk ordinances, and the preliminary planning recommendations proposed for pedestrian and bicycle improvements. Comments received on the preliminary report will be incorporated into the final report, which will be provided to the Committee in March.

ACTION REQUESTED:

Review preliminary trails report and provide written comments to ACOG staff by January 28, 2005.

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21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405
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www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: January 11, 2005

TO: 2030 OCARTS Plan Citizens Advisory Committee (CAC)

FROM: Randy Entz, Associate Planner

SUBJECT: Multi-Lingual Public Information Brochure Available

INFORMATION:

Our office has recently developed another tool that is intended to help achieve the goal of educating the public about the transportation planning process. The *Citizen's Guide to Transportation Planning* describes some of the basic components of the regional transportation planning process and explains how interested citizens can become involved. The brochure is printed in three languages – English, Spanish, and Vietnamese – and will be distributed through member entities, area libraries, and community organizations. Copies of the brochure will be available at the January meeting.

ACTION REQUESTED:

None. For information only.