

OCARTS REGIONAL ACTIVE TRANSPORTATION PLAN SUMMARY

ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS

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acog



1 INTRODUCTION

WHAT IS THE PLAN SUMMARY?

This Plan Summary is an abbreviated version of the OCARTS Regional Active Transportation Plan (RATP). This document contains the highlights of the RATP and may be used when discussing the plan with the general public, elected officials, and other stakeholders. For access to the full RATP, please visit acogok.org.

METROPOLITAN PLANNING ORGANIZATION

The Association of Central Oklahoma Governments (ACOG) serves as the Metropolitan Planning Organization (MPO) for the Central Oklahoma region. This is in compliance with the provisions of the Federal Highway and Federal Transit Acts of 1962, as amended by the Fixing America's Surface Transportation (FAST) Act, signed into law December 4, 2015. ACOG is a voluntary association of city, town, and county governments within the Central Oklahoma region. Established in 1966, ACOG's purpose is to aid local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. Key functions of the MPO include:

- Establish a setting for effective regional decision-making
- Identify and evaluate alternative transportation improvement options
- Prepare and maintain the Metropolitan Transportation Plan (MTP)
- Prepare and maintain the Transportation Improvement Program (TIP)
- Implement Performance-Based Planning and Programming (PBPP) initiatives in the MTP and TIP
- Involve the public

ACOG is responsible for transportation planning throughout the Oklahoma City Area Regional Transportation Study (OCARTS) area, containing all of Oklahoma County and Cleveland County and portions of Logan County, McClain County, Grady County, and Canadian County. See Figure 1 for a map of the ACOG and OCARTS areas.

ACOG supports and manages a variety of missions aimed at improving the lives of Central Oklahomans by serving as the MPO for the region. In this capacity, ACOG's primary role is to lead comprehensive, coordinated, and continuous transportation planning. As such, ACOG works with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Oklahoma Department of Transportation (ODOT), area transit providers, local governments, the public, and other stakeholders to prepare the MTP and TIP. The MPO planning process and planning products are prerequisites for Central Oklahoma to receive federal transportation funding.

ACTIVE TRANSPORTATION

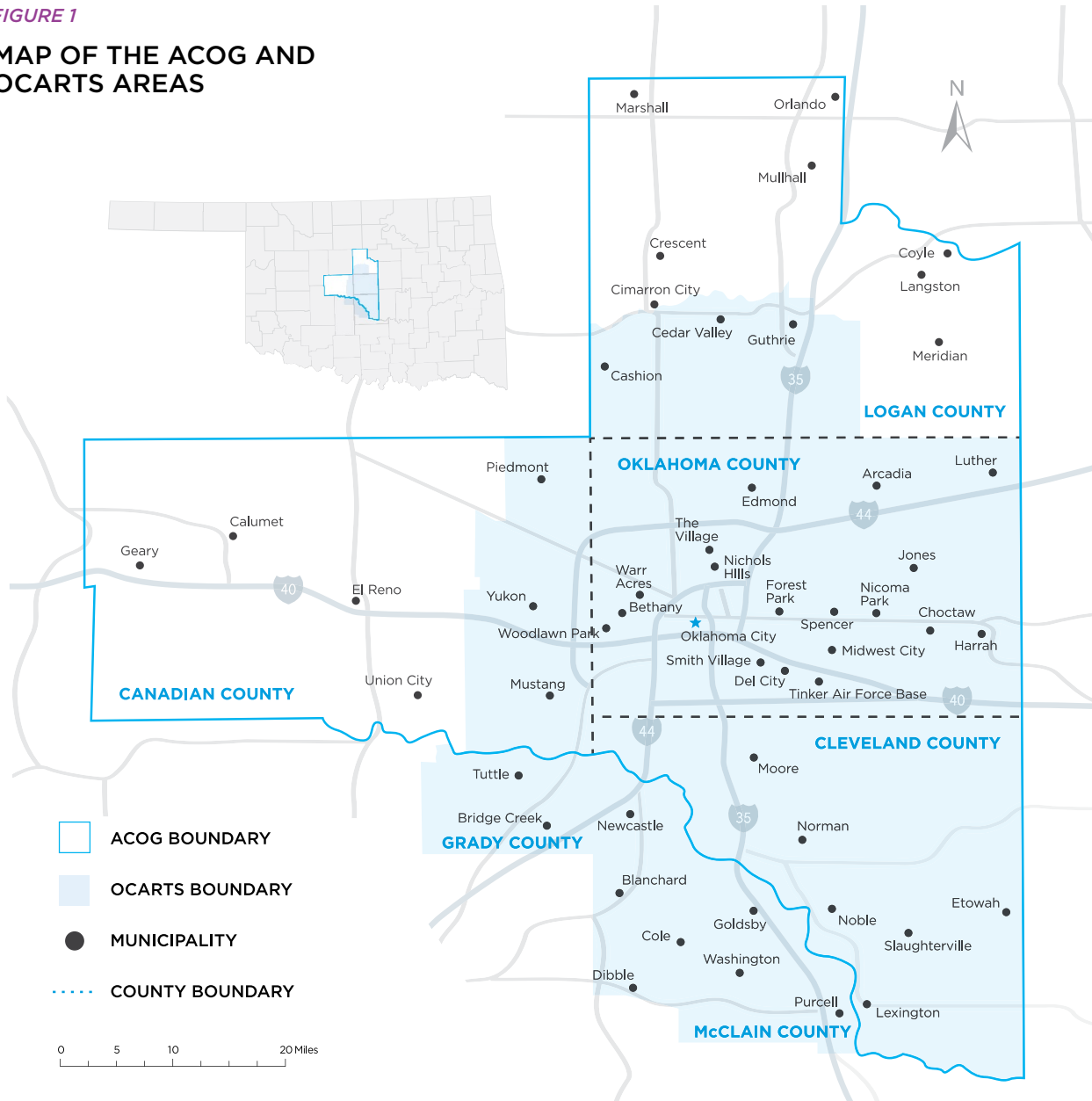
Active transportation is any self-propelled, human-powered mode of transportation, such as walking or bicycling.¹ It is important for the region to invest in and plan for active transportation. Numerous studies have shown active transportation benefits the equity, health, economy, and environmental condition of communities. Through focusing on active means of transportation, ACOG area communities may gain these benefits for future generations.

REGIONAL ACTIVE TRANSPORTATION PLAN

The RATP outlines future investments in bicycle and pedestrian improvements that support regional growth and ACOG goals. This plan is developed every five years by ACOG, though this is the first time the bicycle and pedestrian plans have been combined into a single active transportation plan. The RATP includes a series of long-term goals and objectives that form the basis for recommendations

FIGURE 1

MAP OF THE ACOG AND OCARTS AREAS



and prioritization. Priority areas and corridors are identified, along with several implementation strategies and recommendations to help the region achieve a robust active transportation network.

REGIONAL AND LOCAL PRIORITIES

The planning process uses regional priorities to identify locations across the area for investment when addressing gaps and deficiencies in the active transportation network. While regional priorities may or may not be the same as local priorities, the RATP is intended to highlight the

primary issues that affect the entire region. This Plan does not propose exactly what communities should do or build, but instead acts as a guide for Central Oklahoma communities to use in their own active transportation planning and implementation activities. The data collected and analyzed for this regional plan will be shared with communities and organizations throughout Central Oklahoma, and they will be encouraged to adapt the methodology to their own community's needs and to apply their own local priorities to this analytical process.

2 EXISTING CONDITIONS

Since the inception of Encompass 2040 and associated plans, the OCARTS area has made strides to invest in and develop active transportation options. This section highlights major steps taken by ACOG and member communities to advance active transportation for area residents and visitors alike. Table 1 shows the outcomes of past plans' goals and targets.

TABLE 1: Progress Since Previous Plans

2015 TARGET	2015 BASELINE	2020 DATA (or most current data)	OUTCOME
Increase the number of bicycle riders by 50% in 5 years	0.3% of commuters travel by bicycle (ACS, 2014, 5-year average)	0.3% of commuters travel by bicycle (ACS, 2019, 5-year average)	No Change
Increase the number of pedestrians by 100% in 5 years	1.6% of commuters travel by walking (ACS, 2014, 5-year average)	1.6% of commuters travel by walking (ACS, 2019, 5-year average)	No Change
Increase the number of low-stress bicycle facilities by 50% in 5 years	155 miles of low-stress bicycle facilities ²	206 miles of low-stress bicycle facilities ³	Increase of 33%
Increase the number of low-stress pedestrian facilities by 100% in 5 years	3,400 miles of sidewalk ⁴	4,154 miles of sidewalk ⁵	Increase of 22%
Decrease bicycle and pedestrian crash rate by 50% with zero fatalities	Total bicycle and pedestrian Injury Crashes - 1,603	Total bicycle and pedestrian Injury Crashes - 1,163	27% decrease in total bicycle and pedestrian injury crashes
	Total bicycle and pedestrian Fatalities - 65 (SAFE-T, 2007-2011)	Total bicycle and pedestrian Fatalities - 156 (SAFE-T, 2013-2017)	140% increase in total bicycle and pedestrian fatalities

MAJOR BICYCLE AND PEDESTRIAN FUNDING PROGRAMS

Through ACOG sponsored programs, over 33 million dollars have been invested in regional bicycle and pedestrian related projects since 2014. Key programs for funding include the Transportation Alternatives Program, the Air Quality Small Grant program, and the Surface Transportation Block Grant (STBG) program. Member communities have also invested heavily in bicycle and pedestrian programs.

OCARTS COMMUNITIES WITH CURRENT BIKE AND/OR PEDESTRIAN PLANS

It is important for governments in the region to prioritize active transportation within their respective communities. Dedicated bicycle and pedestrian master plans support safe and well-connected transportation networks. So far, in the OCARTS area, the communities noted in Table 2 have plans that relate to active transportation or contain specific bicycle and pedestrian information within their current comprehensive plans.

TABLE 2: *Community Active Transportation Plans*

COMMUNITY	PLAN	YEAR
Edmond	Edmond Bicycle Master Plan	2012
Guthrie	Comprehensive Plan	2002
Harrah	Comprehensive Plan	2018
Jones	Comprehensive Plan	2018
Luther	Comprehensive Plan	2018
Midwest City	Midwest City Trails Master Plan	2009
Moore	Moore Trails Master Plan	2008
Nicoma Park	Comprehensive Plan	2018
Norman	Comprehensive Transportation Plan	2014
Oklahoma City	bikewalkokc	2018
Piedmont	Trails Master Plan	2018
Yukon	Trails Master Plan	2014

3 BUILT ENVIRONMENT

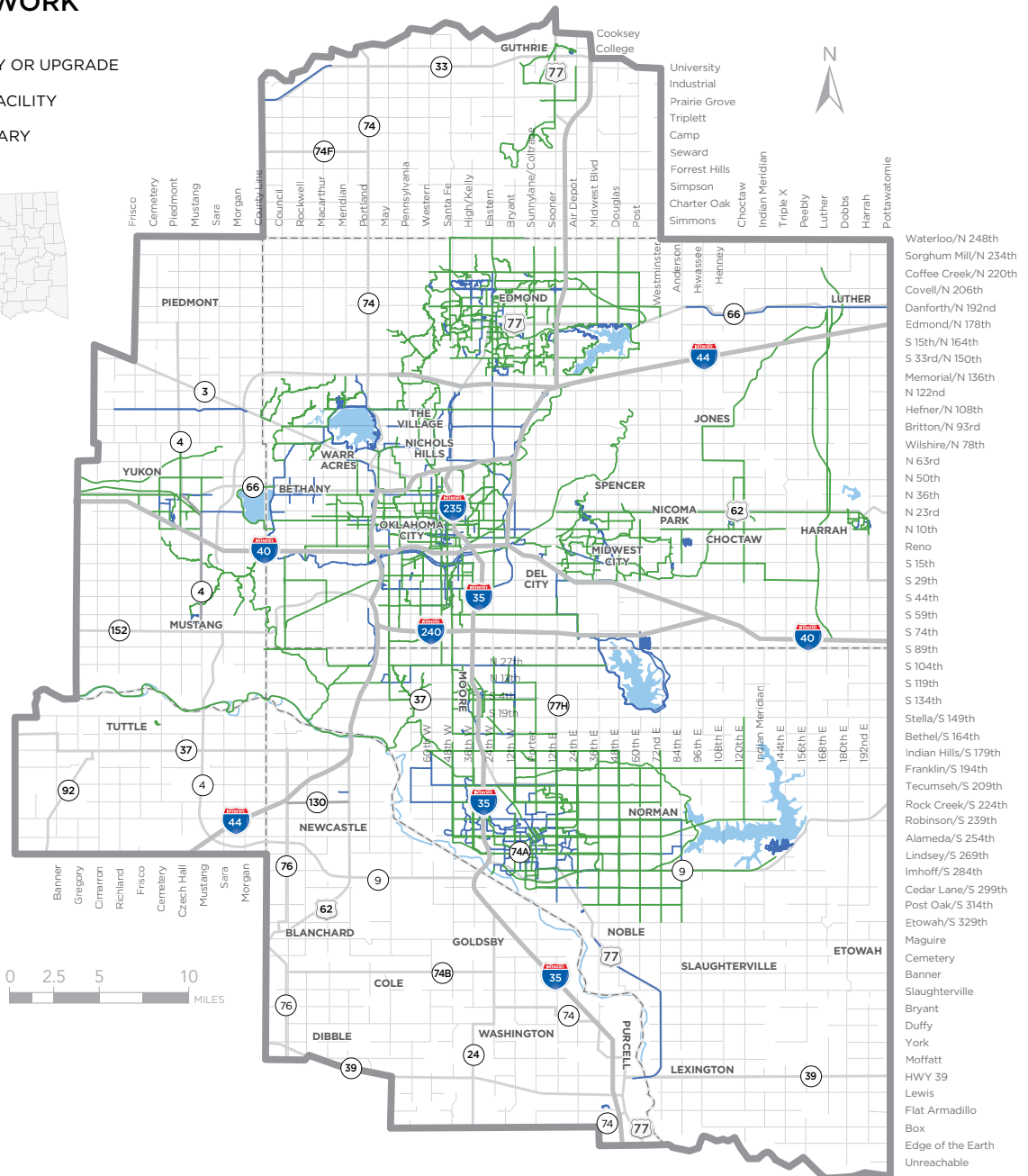
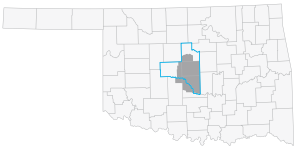
BICYCLE FACILITIES

ACOG collects bicycle network information from local governments and organizations in the area. The data on Table 3 was compiled and categorized by facility type. Categories include paved shoulders, sign-on-road bike routes, bike lanes, shared use paths, and protected bike lanes. The data collected is a resource available to assist local governments with their future planning efforts.

FIGURE 2

EXISTING AND PLANNED OCARTS BICYCLE NETWORK

- FUTURE FACILITY OR UPGRADE
- EXISTING BIKE FACILITY
- OCARTS BOUNDARY



Waterloo/N 248th
Sorghum Mill/N 234th
Coffee Creek/N 220th
Covell/N 206th
Danforth/N 192nd
Edmond/N 178th
S 15th/N 164th
S 33rd/N 150th
Memorial/N 136th
N 122nd
Hefner/N 108th
Britton/N 93rd
Wilshire/N 78th
N 63rd
N 50th
N 36th
N 23rd
N 10th
Reno
S 15th
S 29th
S 44th
S 59th
S 74th
S 89th
S 104th
S 119th
S 134th
Stella/S 149th
Bethel/S 164th
Indian Hills/S 179th
Franklin/S 194th
Tecumseh/S 209th
Rock Creek/S 224th
Robinson/S 239th
Alameda/S 254th
Lindsey/S 269th
Imhoff/S 284th
Cedar Lane/S 299th
Post Oak/S 314th
Etowah/S 329th
Maguire
Cemetery
Banner
Slaughterville
Bryant
Duffy
York
Moffatt
HWY 39
Lewis
Flat Armadillo
Box
Edge of the Earth
Unreachable

TABLE 3: Total Miles by Type of Facility

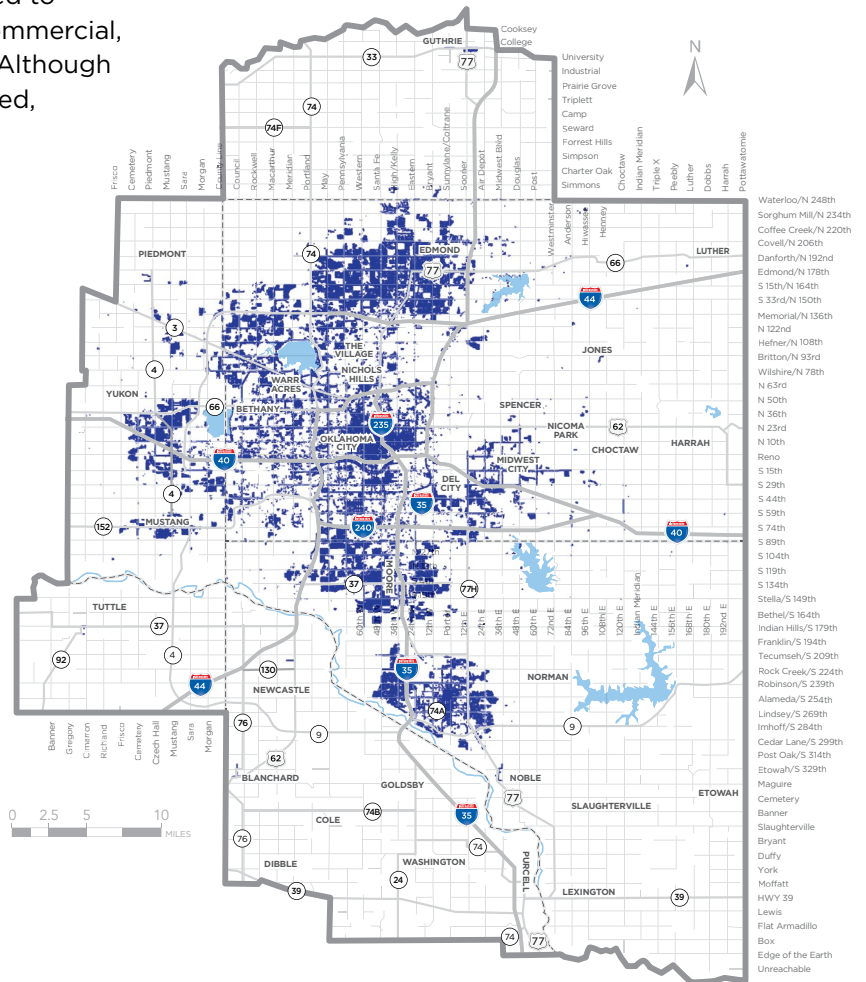
BICYCLE FACILITY TYPE	EXISTING MILES	PLANNED AND PROPOSED MILES	FUTURE TOTAL MILES
Paved Shoulder	24	15	39
Sign-on-Road Bike Route	320	272	447
Bike Lane	24	234	258
Shared Use Path	182	535	722
Protected Bike Lane	0	131	131

PEDESTRIAN FACILITIES

For decades, Central Oklahoma had failed to require sidewalks built alongside new commercial, industrial, and residential development. Although these requirements have recently changed, the region has a great deal of ground to make up. A strong network of sidewalks is vital to achieve a connected and safe transportation system for all users.

FIGURE 3
EXISTING OCARTS SIDEWALK NETWORK

- SIDEWALK
- OCARTS BOUNDARY

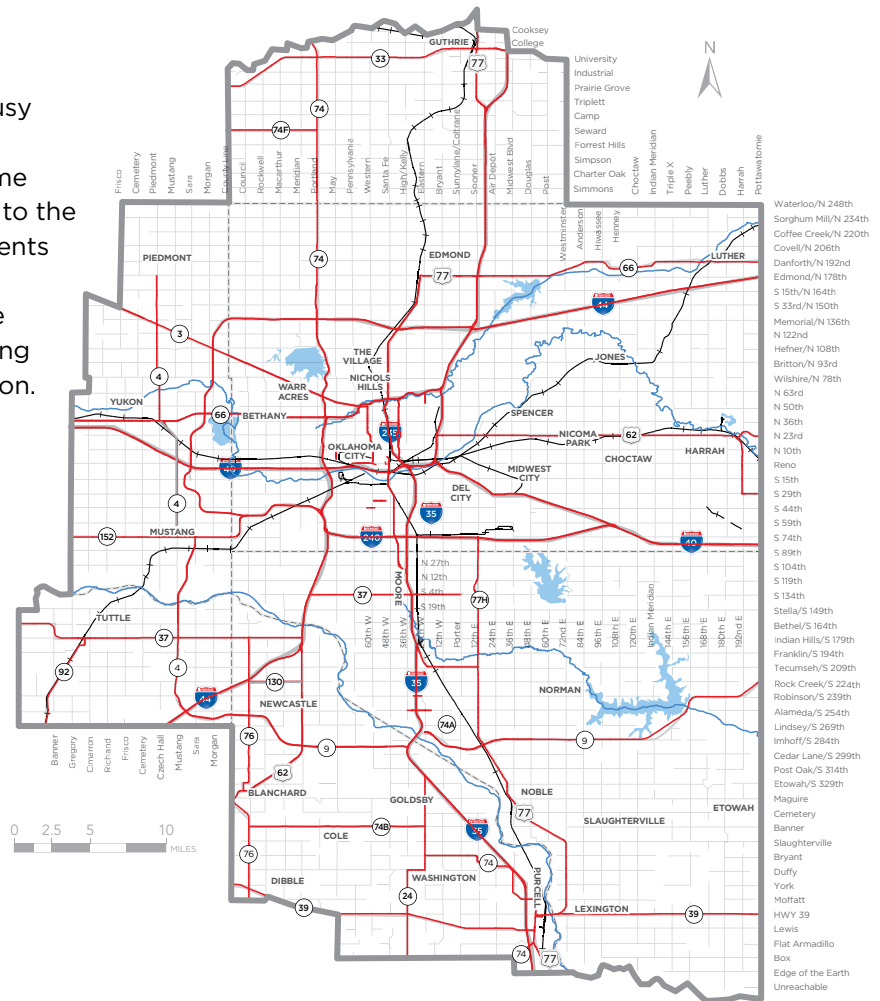


BARRIERS IN THE ACTIVE TRANSPORTATION NETWORK

Physical barriers, like raised highways, busy roadways, rivers, and railroad tracks, are difficult for the active traveler to overcome and difficult for a city or state to fix, due to the high cost of construction. Area governments should prioritize projects that connect across these barriers and plan for bicycle and pedestrian demand when constructing new bridges and underpasses in the region.

FIGURE 4
BARRIERS TO ACTIVE TRANSPORTATION IN THE OCARTS AREA

- HIGHWAYS AND 6-LANE ROADWAYS
- RIVERS
- + + RAILS
- OCARTS BOUNDARY



4 EDUCATION AND ENCOURAGEMENTS

To increase bicycle and pedestrian activity in the region, various programs and initiatives are needed to support safe, sustainable, and equitable transportation. Below are several ongoing educational programs and encouragements that relate to the promotion of bicycling and walking in the OCARTS region.

- WATCH FOR ME
- EDMOND SHIFT
- BICYCLE AND PEDESTRIAN DOCUMENTATION
- BIKE TO WORK DAY
- ACOG SAFETY INFORMATION

- OPEN STREETS
- RIDE OKC
- THE WHEELS PROJECT
- BIKE CLUB
- BICYCLE FRIENDLY STATUS

ENFORCEMENT AND SAFETY

A primary goal for ACOG, the Oklahoma Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and local communities is to reduce the total number of traffic crashes and fatalities on roadways.

Local and state laws are in place to govern bicycling and the rules of the road, ensuring safety for all road users. With an adequate set of laws and regulations in place that treat bicyclists and pedestrians equitably within the transportation

system, the next key issue is enforcement. Law enforcement officers must understand these laws, know how to enforce them, and apply them impartially to ensure public safety.

TABLE 4: Reported Bicycle and Pedestrian Involved Crashes in the OCARTS Area

	FATAL	NON-FATAL
5-Year Total (2013-2017)	156	1,163

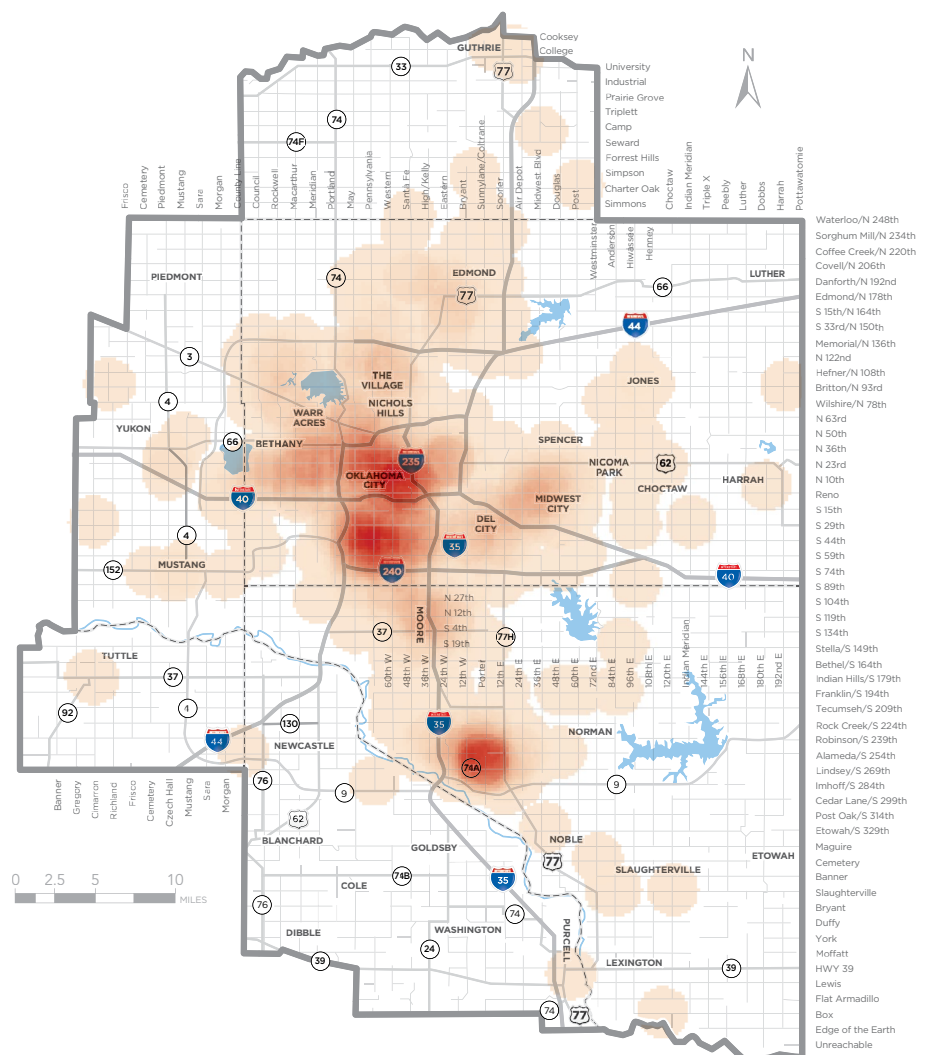
FIGURE 5
BICYCLE AND PEDESTRIAN CRASHES

CRASH DENSITY

HIGH

LOW

— OCARTS BOUNDARY



6 EVALUATION AND PLANNING

Per guidelines set forth by FHWA, ACOG will track and report performance measures on an annual basis. These activities will help chart progress and identify emerging trends in the Central Oklahoma active transportation system and will be integrated into the regional performance measures set in the MTP. Performance measures as they relate to this plan's goals and objectives are in Table 5.

TABLE 5: ACOG's Active Transportation Goals, Objectives, and Performance Measures

GOALS	OBJECTIVES	PERFORMANCE MEASURES
<p>CONNECTIVITY Implement and maintain a connected network of pedestrian and bicycle facilities</p>	<ul style="list-style-type: none"> • Increase the miles of bicycle and pedestrian facilities • Connect existing bicycle and pedestrian facilities to create a cohesive network • Allow people of all ages and abilities to safely and conveniently get where they want to go 	<ul style="list-style-type: none"> • Total miles of bicycle facilities • Total miles of sidewalks
<p>ENVIRONMENT Promote the creation of and maintenance of a transportation system that minimizes and/or mitigates impacts to the natural environment</p>	<ul style="list-style-type: none"> • Reduce harmful vehicle emissions by encouraging alternative means of transportation 	<ul style="list-style-type: none"> • Mode share for commuter trip as collected through the American Community Survey (ACS) • Bike/Ped counts collected through manual and automatic counters
<p>EQUITY & OPTIONS Mitigate the disparate costs and impacts of transportation decisions on populations of different income levels, ability, or circumstance</p>	<ul style="list-style-type: none"> • Expand and maintain accessible and quality bicycle and pedestrian facilities for areas of Environmental Justice (EJ) concern • Expand and maintain a safe, secure, and accessible public transit system 	<ul style="list-style-type: none"> • Miles of sidewalks and bike facilities within a 1/4 mile of transit stops • Percentage of sidewalks, bike facilities, and transit stops within areas of Environmental Justice concern
<p>HEALTHY COMMUNITIES Improve connection between land use and transportation to enable citizens to live healthier lives</p>	<ul style="list-style-type: none"> • Increase the amount of tree canopy along sidewalks, recreational trails, and bike facilities • Encourage communities to adopt a Complete Streets or comparable policies 	<ul style="list-style-type: none"> • Percentage of trails, bike facilities, and sidewalks covered by tree canopy • Member governments with an adopted Complete Streets or comparable policy
<p>SAFETY Provide a safe and comfortable transportation system for bicyclists and pedestrians</p>	<ul style="list-style-type: none"> • Encourage the improved design, construction, and maintenance of pedestrian and bike facilities to reduce the number of pedestrian- and bike-related crashes • Increase public awareness of bike/pedestrian-related safety issues • Promote the proper adherence to traffic laws by all road users 	<ul style="list-style-type: none"> • Number of bike/ped fatalities and Serious Injuries • Number of bike/ped related crashes

ACOG ACTIONS

Listed below are the actions ACOG will take to ensure the region reaches the set targets. While ACOG will work to achieve the goals listed, it is ultimately a collaborative effort between all communities within the region. Each community must do their part to ensure the region achieves these goals.

CONNECTIVITY

1. Adopt a set of design guidelines for bicycle and pedestrian facilities.
2. Use Geographic Information Systems (GIS) to record and maintain location of existing and planned facilities.
3. Present best practices to help communities write and use comprehensive plans that address land use, transportation, and linkages.
4. Facilitate and coordinate conversations and workshops for regional partners.
5. Gather and present information regarding grants and other funding opportunities from ACOG and external sources.
6. Support the development of local wayfinding networks and work to implement a regional wayfinding system.

ENVIRONMENT

1. Gather, analyze, and maintain American Community Survey (ACS) information.
2. Gather, analyze, and maintain record of bicycle and pedestrian counts.
3. Offer incentives to communities that conduct bicycle and pedestrian counts or buy automatic counters.
4. Share information and collaborate with ODOT to ensure records are used at the state level.
5. Select projects and distribute funds for the Air Quality Small Grant Program and Transportation Alternatives Program (TAP).

EQUITY & OPTIONS

1. Prioritize connection between activity centers and areas of EJ concern.
2. Maintain current data regarding the location of transit stops and prioritize sidewalk and bike lanes within 1/4 mile of them.
3. Ensure the public has a voice in regional transportation plans through the Public Participation Process.

HEALTHY COMMUNITIES

1. Support transportation alternatives, health, and community through assisting with the promotion and organization of activities like Open Streets.
2. Support bicycle and pedestrian commuting through the promotion and organization of Bike to Work, Bike to School, and Walk to School events.
3. Support, maintain, and provide data regarding the area Tree Canopy Assessment study.
4. Provide and promote a Complete Streets Policy for area governments to adopt.

SAFETY

1. Support and expand the Watch for Me bicycle and pedestrian safety initiative.
2. Provide training and technical support for the Americans with Disabilities Act.
3. Gather, analyze, and maintain crash data and traffic counts.

7 PLANNING UPDATES

The RATP will continuously be monitored and built upon until the next iteration is created. As new trends and data emerge, ACOG and member communities will adapt this plan to work for the new circumstances.

8 CONNECT WITH US

There are several ways you can connect with ACOG. Look for us on Twitter, Facebook, and Instagram. Sign up for our newsletter and follow our blog at acogok.org.

Facebook: @ACOGOK, @BikeCentralOklahoma

Twitter: @ACOGOK

Instagram: @ACOGOK

Email: transportation@acogok.org

REFERENCES

¹ https://www.cdc.gov/healthyplaces/transportation/promote_strategy.htm

² [Encompass 2040 Plan – Bike Lanes and Shared Use Paths](#)

³ [See Chapter 3. Built Environment](#)

⁴ [Encompass 2040 Plan](#)

⁵ [See Chapter 3. Built Environment](#)

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