OKGO

CENTRAL OKLAHOMA COMMUTER CORRIDORS STUDY





COMMUTER CORRIDORS STUDY

Executive Summary

January 2015

PREPARED FOR: Association of Central Oklahoma Governments

> PREPARED BY: URS Corporation



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City of Norman



City of Edmond



City of Moore



City of Midwest City



City of Del City



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Support from our community leaders...

"I am enthusiastic about a Regional Transit System. People with disabilities name transportation as their number one block to employment. Increased routes, disability accessibility and affordable public transportation will lead to fuller and more productive lives for people with disabilities. That will benefit our state, nation and countless lives."

> — Pam Henry, Mayor's Committee on Disability Concerns, Oklahoma City

"The process we have employed to determine the LPAs has been a logical and orderly approach to an otherwise complex task. I think the approach has allowed diverse needs, wants and desires to become alternatives that meet the needs of the largest portion of our citizenry."

— Victoria Caldwell, Councelmember, City of Edmond



"As Oklahoma City continues to welcome new and expanding businesses, ensuring that we have an adequate transportation system will become imperative. We are adding thousands of new residents each month to our roadways. The decisions community leaders are making today will help provide the infrastructure needed to support the continued growth and development of Oklahoma City for future generations."

"In this day and age when we can reach across oceans and connect with strangers through a single tweet, it only seems reasonable that we'd find new ways to help our citizens physically connect with their friends, family, jobs and interests. That's what this Commuter Corridor Study was all about -- moving people throughout Central Oklahoma to the places they want and need to go.

The study was a challenging undertaking as people from all areas of the metropolitan region came together to discuss plans and opportunities. I was privileged to represent the City of Oklahoma City. We support regional transit and have already made numerous investments to that end, from the downtown streetcar to the repurposing of the old Santa Fe Railroad Station. I'm grateful to have been a part of something so paramount to the economic health and quality of life of future generations of Oklahomans."

- Pete White, City Councilman, Oklahoma City Ward



"To see the big picture to me is refreshing and encouraging. We are talking about giant issues."

— Larry Stevens, City Manager, City of Edmond

— Roy Williams, President and CEO of the

Greater Oklahoma City Chamber

INTRODUCTION

Over the last 20 years, Central Oklahoma has experienced significant growth in population and employment and has emerged on the national level as a vibrant place for families, entertainment, businesses and industry. By 2040, the metropolitan area is expected to grow nearly 40% in both population and employment when compared to 2010 levels. Local policies of the region's cities and counties are welcoming toward growth and private sector success. However, with this growth comes increased traffic, congestion, and the need and desire for more mobility choices. Such factors have a direct impact on a region's economic health and quality of life.

The Local Setting

Central Oklahoma, the largest metropolitan area in the state, includes the state's capital, the nation's largest U.S. Air Force Air Logistics Center, 12 colleges and universities, a first rate medical district, leading edge oil and gas companies, manufacturing, and vibrant cultural events and entertainment venues. In order to keep the region moving forward and competitive as a desirable place to live, work, and play, a well-balanced transportation system is a must. This includes a variety of travel options – roadways, buses, bicycle and pedestrian facilities, and high-capacity transit that includes passenger rail, bus rapid transit (BRT), and an expanded local and regional bus system.



 With the CentralOK!go Plan Central Oklahomais Poised for Success

How Does Central Oklahoma Compare?

Currently, travel in Central Oklahoma is dominated by the private automobile, with a very small portion by bus. However, initial steps toward a regional transit system have begun with the upcoming implementation of a streetcar in downtown Oklahoma City and adoption of the CentralOK!go Commuter Corridors Study (CentralOK!go) locally preferred alternatives (LPAs). These routes, paired with expanded bus service, will serve over 32,000 citizens and visitors daily— moving them around the region to destinations like Tinker Air Force Base (AFB), the University of Oklahoma (OU), Chesapeake Energy Arena, Bricktown, and the University of Central Oklahoma (UCO). Such a regional transit system will provide mobility options on par with Tucson, Charlotte, Las Vegas, Salt Lake City, and Austin.



Transit Provides Solutions

Improve Mobility

- Measured Improvement Mobility can be measured by the number of travel choices to commuters, the amount of throughput on a roadway, or the ease of connecting people to places. Improvements are shown in improved accessibility for all users, higher speeds or shorter travel times, and unconstrained access into activity centers.
- Traffic Congestion Congestion has become an issue in every major metropolitan area nationwide, including Central Oklahoma. Congestion results in delay, increased travel and labor costs, lost productivity, and pollution. While transit alone will not solve traffic congestion, it can maximize the carrying capacity of the current transportation system

through efficiently moving commuters in fewer vehicles and alternate modes.



Provide Lifestyle Choices and Improved Access for Workers

- Travel and Living Choices When high-capacity transit is available as an alternative mode of transportation, it can encourage land use patterns near stops with a mix of jobs, housing, and retail development that ultimately reduces trips, travel time, and travel distances. Transit provides an alternative for commuters who drive, and presents opportunities to live and work either in the same place, or along a congested corridor without being required to sit in traffic.
- Job Access High-capacity transit increases accessibility to and from activity centers, connecting residents with job opportunities and employers with the regional workforce.

Enhance Quality of Life

• **Time and Money** – Taking transit saves time and money, including savings on vehicle fuel and maintenance costs. In addition, using transit can

reduce stress by allowing the rider to work, read and relax on their way to work, school or recreation rather than sitting in traffic.



Accessibility – High-capacity transit provides critical access to regional employment, educational opportunities, and medical and social services for those with physical, age, or economic limitations.

Generate Economic Development

 Economic Development and Growth – Transit enhances economic competitiveness, focuses efficient growth, increases opportunities to gain and

retain a talented workforce, and spurs transit oriented development (TOD) to concentrate destinations and origins.



 Transit Options – Transit helps connect land use and transportation to create active and healthier communities, providing communities with expanded transportation systems that often accommodate walking and biking.

Provide Safe, Energy-Efficient Transportation

 Air Pollution – Vehicle emissions are a major contributor to air pollution. A single occupancy auto commuter switching to transit saves nearly 54,000 pounds per year in carbon dioxide. In fact, it is one

of the most significant actions an individual can do to reduce household carbon emissions. Book Metric tons of carbon saved annually by implementing CentralOK!go







WHAT IS <u>CentralOK!go?</u>

CentralOK!go is an analysis of transit options for three major commuter corridors. With input from local communities and stakeholders, CentralOK!go identified options for moving people throughout the Central Oklahoma region, either for work, school, shopping, or leisure.

CentralOK!go considered various routes and modes of public transportation, focusing on three regional corridors all converging in downtown Oklahoma City at the Santa Fe Station Intermodal Hub. The locally preferred alternatives (LPA) resulting from CentralOK!go serve as the start for a regional high-capacity transit system in Central Oklahoma.

The Study Foundation

The 2005 Regional Fixed Guideway Study (2005 Study) resulted in a 2030 Transit System Plan for Central Oklahoma and recommended specific corridors for further investigation for the implementation of passenger rail, bus rapid transit (BRT), a downtown Oklahoma City streetcar system, and an improved bus system to enhance connections among all public transportation services. The 2005 Study also prioritized which corridors would be most likely to support longer distance rail or bus service.

Following recommendations from the 2005 Study, CentralOK!go was the next step in the federal planning process for evaluating the feasibility of a regional transit system in the three corridors identified to have the most potential for high-capacity regional transit. CentralOK!go provides more in-depth analysis and information concerning alignment, technology, ridership forecasts, estimated costs, and potential funding sources for each corridor and as a system. CentralOK!go built upon the recommendations of the 2005 Study, and continued the analysis and outreach to generate a LPA in each of the three corridors.

CentralOK!go is an analysis of transit options for three major commuter corridors:

- NORTH: 14-mile corridor between downtown Oklahoma City and Edmond
- EAST: 9-mile corridor between downtown Oklahoma City and Midwest City and Tinker Air Force Base
- SOUTH: 17-mile corridor between downtown Oklahoma City and Norman



 The 2005 Fixed Guideway Study Identified Three Corridors with the Highest Potential for Rail to Succeed - North, East, and South Corridors Other plans considered during CentralOK!go include:

- Intermodal Transportation Hub Master Plan for Central Oklahoma (June 2011)
- Downtown Circulator Alternatives Analysis for Greater Downtown Oklahoma City Area, Alternatives Analysis Revised Draft Report (November 2011)
- Encompass 2035 Plan Report

 Oklahoma City Area Regional Transportation Study, (June 2012)
- Oklahoma Statewide Freight and Passenger Rail Plan (May 2012)
- OKC Quiet Zone Process (ongoing)
- Transit Service Analysis for Central Oklahoma Transportation and Parking Authority (October 2013)

Regional Transit Dialogue

Another outgrowth of the 2005 Study

was a visioning process, known as the Regional Transit Dialogue (RTD), initiated by the Association of Central Oklahoma Governments (ACOG) in 2009. The RTD has been used to engage locally elected officials, policy stakeholders, private sector leaders, and the public in a discussion about how the region could develop a more comprehensive public transportation system in the years to come. To accomplish this, the RTD Steering Committee was developed and charged with exploring potential governing concepts, funding strategies, and transit supportive land use policies throughout the region.

Your Voice, Your System

Stakeholder Leadership

The Steering Committee reconvened to serve as the CentralOK!go Steering Committee, and community and stakeholder workgroups were established to help



analyze and determine the best high-capacity transit solutions for the Central Oklahoma region in these three corridors.

Community Involvement

A key component of CentralOK!go was seeking resident and stakeholder suggestions and ideas about transportation options in the three corridors. To accomplish this, the study team held four public open-houses, conducted two webinars, published periodic project newsletters, and attended ten local events to gather input on the study's recommendations. All activities, outcomes, and other project details were made available on a dedicated project website and through social media, including Facebook and Twitter, to engage a larger audience.



CentralOK!go COMMUTER CORRIDORS STUDY PROCESS – Four Phases

The Planning Process

CentralOK!go was conducted in four phases, and predicated on goals and objectives developed in **Phase 1** by the Steering Committee and public and stakeholder input. This approach ensured that the process, as well as the study results, closely reflected the desires of the public and community leadership.

Phase 2 of CentralOK!go identified and narrowed several preliminary alignments (where will it go?) and modes (what type of bus or rail will it be?) within each corridor to those with the highest potential to succeed. This was accomplished with the guidance of the Steering Committee and the stakeholders and public. During **Phase 3**, detailed evaluation was conducted, including the use of the regional travel demand model to estimate ridership and costs, with the goal of identifying the highest ranking alignment and mode in each

study corridor. **Phase 4** was used to refine and select the LPA for each of the three corridors and to evaluate how those LPAs would function as a system.

Key to every phase of the planning process was the input from the Steering Committee, the stakeholders and the public.



PHASE 1: GOALS & OBJECTIVES

Establishing project goals and objectives is an important first step in the development of system planning and corridor studies. They guide the planning process, weaving the region's needs and desires into that process, and ultimately resulting in recommendations that reflect local priorities.

Establishing Goals

A three-step process was utilized to develop the goals and objectives for the three study corridors. The project team first worked with the CentralOK!go Steering Committee to develop regional goals for the overall study. The project team then presented the regional study goals to the individual corridor workgroups and asked them to add any corridor-specific goals that they felt were important. Finally, the workgroups developed objectives for each regional goal. Ultimately, the Steering Committee adopted both the regional and corridorspecific goals, as well as a set of objectives to reach each goal.



What is a Goal?

The general, long-term end toward which progress or activities are directed.

Steering Committee Goals

Umbrella Goal: Enhance Quality of Life

- Enhance Regional Connectivity and Increase Equitable Access
- Support Economic Development and Shape Growth
- Provide a Balanced and Coordinated Multimodal Transportation System
- Maximize Regional Participation to Maximize Funding Participation

Additional Corridor Specific and Downtown Workgroup Goals

North Corridor

- Provide easy-to-use service with a focus on multimodal connections
- Maximize the ability to access local, regional, and federal funding to build and operate the service through a regionally supported governance structure

East Corridor

- Provide for future transit growth through preservation of existing freight corridors
- Provide travel options to major activity centers, including "last mile" connection within the east corridor and the region

South Corridor

- Provide a reliable and convenient service
- Enhance the transit and land use nexus

Downtown Oklahoma City

- Promote regional awareness and partnership
- Provide an accessible, convenient, and efficient service that empowers communities

Defining Objectives

Once the goals were developed, the corridor workgroups established specific objectives for each of the study goals.



What is an Objective?

Statements that expand on goals by identifying types of actions that may alleviate the issues the goal is intended to address. More specific and measurable than goals.

Goal: Enhance Regional Connectivity and Increase Equitable Access

Goal: Support Economic Development and Shape Growth Goal: Providea Balanced and Coordinated Multimodal Transportation System Goal: Maximize Regional Participation to Maximize Funding Participation

Objectives

- Maximize connection to major activity centers in the region
- Provide a seamless connection to central OKC
- Maximize the use of dedicated rightof-way
- Provide access to limited mobility (low-income and zero-car) populations

Objectives

- Provide compatibility with current and future land use plans
- Serve areas with highest projected population and employment densities
- Serve areas slated for transit-friendly development (mixed use or TOD)
- Maximize redevelopment and infill opportunities
- Maximize opportunities to develop significant areas of vacant land within the urbanized area

Objectives

- Maximize ridership potential and frequency of service
- Maximize opportunities for multi-modal connections (connections with major roadways, bike lanes, and bike/ pedestrian trails)
- Provide transit service in the areas with the worst congestion
- Reduce dependency on interstate highway system

Objectives

- Provide access/connect to a variety of jurisdictions in order to increase the number of potential funding sources available to the project
- Ensure consistency with regional longrange transportation plan and local comprehensive plans

Workgroups

Developing Measurable Criteria

These goals and objectives were then used to develop measurable criteria for subsequent analysis.

	Goal	Objective	Criteria
1	Enhance Regional Connectivity and Increase Equitable Access	Maximize connections between major activity centers	Number of Activity Centers
		Provide access to limited mobility populations	Percentage of zero-car households
			Percentage of individuals below poverty threshold
		Maximize the use of dedicated ROW	Ability of existing ROW to accommodate dedicated ROW
	Support Economic Development & Shape Growth	Compatibility with current and future land use and land use plans	Existing and planned land uses and existing land use plans
		Serve areas with highest existing and projected population and employment densities	Existing population per acre
2			Existing employment per acre
			Projected population per acre
			Projected employment per acre
		Serves areas slated for transit-friendly development	Qualitative assessment proposed transit- friendly development
		Maximize redevelopment and infill opportunities	Urbanized area ripe for redevelopment/infill
3	Provide a Balanced & Coordinated Multimodal System	Provide transit service in the areas with the worst congestion	Congestion hot spots
		Maximize opportunities for multi-modal connections	Existing transit routes
			Existing and proposed bike trails
			Existing and proposed pedestrian facilities
4	Maximize Regional Participation to Maximize Funding Participation	Provide access/connect to a variety of jurisdictions in order to increas the number of potential funding sources available to the project	Number of jurisdictions served
		Consistancy with regional long-range transportation plan	Consistent with local and regional plans

PHASE 2: DEVELOPING TRANSPORTATION ALTERNATIVES

High-Capacity Transit Modes

The first steps in the planning process were to identify the various high-capacity transit modes and determine their applicability within the Central Oklahoma region. The transit modes considered, were determined to be the most viable for the corridors studied based on technical analysis, industry standards, potential for federal funding, and history as proven technologies.



Light Rail

What is High-CapacityTransit?

- Public transportation that travels in its own right-ofway for at least a portion of its route
- Public transportation that has priority (traffic signals designed to hold a green light longer when transit vehicles approach)
- Vehicles make fewer stops, travel at higher speeds, have more frequent service, and carry more people than local buses

Based on this definition, high capacity transit technologies included bus rapid transit (BRT), personal rapid transit (PRT), monorail/ automated people mover (APM), streetcar, light rail transit (LRT), commuter rail, maglev/ high-speed rail (HSR), and heavy rail.

Analysis of Modes

For CentralOK!go, the following modes were kept for further analysis and paired with alignment options to develop alternatives:

- Commuter Rail
- Light Rail
- Streetcar
- Bus Rapid Transit

Each of these modes were considered potentially viable options in each corridor in conjunction with conventional and express bus. Streetcar is designed to operate within existing streets where feasible, provides good access to the community, offers the appropriate level of transit capacity, and is compatible with local and regional plans. BRT, LRT, and commuter rail would require dedicated right-of-way; however, they offer the potential for significant travel time savings while still providing an appropriate level of transit capacity and consistency with existing community character and land use. The characteristics of the alignment options in each corridor helped determine which modes were paired with each option at the conclusion of Phase 2.

Initial Alignments for Consideration

Transportation facilities located within the three Central Oklahoma commuter corridors were identified and evaluated for their compatibility with transit use.



North Corridor (seven facilities)

- BNSF railroad ROW (N1, N2)
- Western Avenue/Classen Boulevard (N2, N4)
- Kelley Avenue (N3)
- Eastern Avenue/Martin Luther King Avenue (N5, N7)
- I-235/Broadway Extension (N6)
- N May Avenue
- N Pennsylvania Avenue

East Corridor (six facilities)

- UP freight railroad ROW/ ODOT owned abandoned railroad ROW (E1, E5)
- Reno Avenue (E2, E3, E4)
- I-40 (E3)
- SE 15th Street (E4)
- NE 4th/NE 8th/NE 10th Streets (E5, E6)
- SE 29th/Shields (E7)





South Corridor (seven facilities)

- BNSF railroad ROW (S1)
- Shields Boulevard (S2, S3)
- I-35 to US-77 (S3, S4, S5)
- Santa Fe Avenue (S6)
- Sooner Road (S6)
- Eastern Avenue (S7)
- Bryant Avenue (S7)

Some of the initial alignments were discarded and segments of others were combined to create the alternatives noted in parentheses.



Alignment Criteria & Screening

Existing land use and

environmental features were analyzed within one-half mile of each transportation facility identified. Evaluation criteria were established from the goals and objectives developed by the Steering Committee, stakeholders and the public. For this phase, Goal 4, Maximize Regional Participation to

Maximize Funding, was not included in the analysis. This criteria was dependent on mode selection in combination with alignment, and at this early phase, alignment and mode were evaluated separately.

Preliminary Alternatives Identified for Detailed Evaluation

The results of the initial alignment screening were presented to the Steering Committee and Stakeholder and Community Workgroups along with poten-

tial alignment and mode pairings. Based on the analysis, their knowledge of the corridors and public sentiment, the CentralOK!go Steering Committee and workgroups recommend-

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ed alignment and mode pairs

to progress to Phase 3: Detailed Evaluation.

PHASE 3: DETAILED EVALUATION OF ALTERNATIVES

Phase 3 evaluated the alignment and mode combinations considered most feasible from the initial alignment screening. The corridor alternatives selected for more detailed study by the CentralOK!go Steering Committee and workgroups were evaluated against one another utilizing a set of evaluation criteria based on the identified goals and objectives. The analysis also considered the estimated ridership for each alternative and their technical feasibility based on engineering constraints and potential environmental and social impacts or benefits.

The estimated one-time cost to build the alternative, "Capital Cost", and the ongoing cost to operate and maintain the alternative, "O&M Costs", were also considered.

The results of the detailed evaluation and public and stakeholder sentiment were presented to the Steering Committee to assist them in selecting a locally preferred alternative (LPA) for each of the three corridors.





The Steering Committee selected alternatives to move into the Phase 3 detailed evaluation

NORTH CORRIDOR

e North Corridor. When citizens were asked about their preferred %); Alternative N2 (24%); Alternative N7 (8%); and Alternative N3 (5%).

When respondents were asked about their preferred mode, rail alternatives received 84% support, while thus received 16%.



	Daily	Annual
N1	1,970	600,000
N2	3,300	1,008,000
N3	3,300	1,008,000
N7	370	114,000

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alignment, the alignments ranked out as follows: Alternative N1 (64

North Corridor. When citizens were asked about their preferred

%); Alternative N2 (24%); Alternative N7 (8%); and Alternative N3 (5%). When respondents were asked about their preferred mode, rail alternatives received 84% support, while bus received 16%.

While the percentages were different, the webinar also revealed the same results regarding preferred alignments and modes 0%



	Daily	Yearly	
E1	2,220	677,000	
E1A	2,260	696,000	although with slightly different percentages.
E5	760	232,000	
E6	770	235,000	

- •
- •
- •



After completion of the detailed evaluation of the initial alternatives and review of public preferences, the CentralOK!go Steering Committee determined that a variation on Alternative E1, termed Alternative E1A, should be considered as well due to the fact that the ridership results pointed to travel time between downtown Oklahoma City and Tinker AFB being the most important factor in estimated ridership.



Sixty-five surveys were completed at the outreach events held in the North Corridor. When citizens were asked about their preferred alignment, the alignments ranked out as follows. Alternative N1 (64%); Alternative N2 (24%); Alternative N7 (8%); and Alternative N3 (5%).

When respondents were asked about their preferred mode, rail alternatives received 84% support, while hus received 16%.

While the percentages were different, the webinar also revealed the same result grant grant pr eferred alignments and modes



Daily Yearly

- S1 **3,060 932,000**
- s2 **3,810 1,161,000**
- s4 **4,270 1,302,000**

- - •





PHASE 4: CENTRAL OKLAHOMA'S FUTURE TRANSIT OPTIONS

Identification of Locally Preferred Alternatives (LPAs)

The Steering Committee considered three primary factors in the identification of an LPA for each corridor:

- Capital Costs for Construction and On-Going Operation and Maintenance Costs
- Technical Feasibility and Detailed Evaluation
- Public and Stakeholder Sentiment

This approach ensures that the LPA for each corridor represents the best transit solution from a technical, funding, and public support standpoint. The LPAs from the individual corridors must also enhance the overall transit system to best serve the Central Oklahoma region. The CentralOK!go study recommendations provide a starting point for advancing high-capacity transit services in the region. While each corridor was evaluated independently for its ability to serve potential customers, it is imperative that the recommended improvements work together as a regional system. This is important for many reasons, including ease of use for transit patrons, operability for the regional transit partners, garnering public support, and securing regional and federal funding to build and operate the system.

The detailed evaluation, cost estimates, and public survey results were reviewed and considered by the Steering Committee at a workshop in May 2014. The committee reached preliminary agreement on the North and

South Corridor LPAs at the workshop, but requested additional information and coordination with representatives of the East Corridor. Further discussions were held with Tinker AFB officials and project partners in Del City and Midwest City. The Steering Committee reached final consensus on the LPAs for the three corridors in July 2014.





North Corridor LPA

The North Corridor, providing a one-seat ride between downtown Edmond and Norman, with service to the Oklahoma City Santa Fe Station Intermodal Hub, was recommended to be served by commuter rail. The existing BNSF right-of-way would be utilized wherever possible along the 14-mile alignment. Additionally, a five-mile extension of the Oklahoma City streetcar is recommended torun along Classen Boulevard between NW 10th Street and Walker Avenue to NW 63rd Street to provide a connection to a future commuter rail station near the Chesapeake Energy campus. Capital costs for commuter rail are estimated between \$260 million and \$360 million, with the streetcar route expansion estimated between \$270 million and \$370 million. Ongoing operating and maintenance costs are estimated at \$5 million per year for the commuter rail and \$2.5 million per year for the streetcar extension. Commuter rail ridership for the entire North/South Corridor (between Edmond and Norman) is projected at approximately 5,700 daily riders. For the extension of streetcar service to the rail station near the Chesapeake Energy campus, daily ridership is expected to reach about 2,100.





East Corridor LPA

The East Corridor recommendation would connect Tinker Air Force Base, Midwest City and Del City to the downtown Oklahoma City Santa Fe Intermodal Hub via streetcar. Also recommended is an internal circulator on Tinker Air Force Base that would be operated by the base. Capital costs for this 9-mile streetcar are estimated between \$320 million and \$440 million, with an estimated operating and maintenance cost of \$2.5 million per year. Streetcar ridership is estimated at 2,300 per day. This alignment would use abandoned railroad right-of-way in Midwest City and Reno Avenue to provide direct access to the intermodal hub for connections to the Oklahoma City streetcar and future commuter rail services to Edmond and Norman.





South Corridor LPA

The South Corridor recommendation would connect the downtown Oklahoma City Santa Fe Intermodal Hub and Norman extending to State Highway 9 via commuter rail. Existing BNSF right-of-way would be used as available along the 17-mile route. The combined alignments of the North and South Corridors would allow for a one-seat ride between Norman and Edmond. Capital costs for commuter rail between Norman and Oklahoma City are estimated between \$310 million and \$410 million, with an estimated operating and maintenance cost of \$5.5 million per year. Commuter rail ridership for the entire North/South Corridor (between Edmond and Norman) is projected at approximately 5,700 daily riders.





Connecting the Region

On July 17, 2014, the CentralOK!go Steering Committee formalized its consensus on the LPAs. These alignments are the favored transit routes and modes per corridor stemming from the study analysis, public input, and community preferences for the Central Oklahoma region.

The system, comprised of the North, South, and East Corridors, will focus on north-south Commuter Rail service between Edmond and Norman with intermediate stops in Oklahoma City and Moore and east-west streetcar service between Oklahoma City, Del City, and Midwest City, terminating near Tinker AFB. As part of the LPAs, two streetcar corridors (North and East) would be developed as extensions of the downtown Oklahoma City streetcar. All lines were planned to focus service on the future downtown Oklahoma City Santa Fe Intermodal Hub, which will also be served by bus, providing a distribution network in downtown Oklahoma City.

While all three corridors were evaluated independently, the focus was to develop a regional system that could provide a single-seat ride for both north-south and east-west travel. This approach will help make the system understandable and user friendly for transit riders.



CentralOK!go System at a Glance

- Two rail modes plus local bus expansion
- Ability to expand, build extensions in the future
- Access to over 20 activity centers and 120,000 jobs by rail
- Anticipated to serve over 32,000 people daily
- Enhanced bus system nearly doubling the bus fleet

NEXT STEPS

Regional Planning

The results of this study support the ACOG long-range transportation planning process and the adopted regional plan. The locally preferred alternatives (LPAs) for the three corridors, along with the downtown streetcar, are the building blocks of a regional transit system.

CentralOK!go

Phasing

While CentralOK!go presents the vision for transit service in three of the region's corridors, constructing the system will require a phased approach that includes expansion of the bus network. The system will be implemented in segments based on regional needs, desires, and available funding.

What's Next?

Environmental assessment/clearance and engineering design are the next study steps following the selection of LPAs. If any of the LPAs are identified for federal funding, the investment must comply with the requirements of the National Environmental Policy Act (NEPA). Under NEPA, greater engineering detail will be assessed for potential beneficial and/or detrimental impacts to the physical and natural environment.

Future Corridor Studies

Additional corridors in Central Oklahoma could be identified for more detailed study to determine their feasibility for high-capacity transit. The North, East, and South Corridors studied under CentralOK!go were the initial corridors identified in the 2005 Regional Fixed Guideway Study that might be feasible for rail. Once additional corridors are determined to be potentially viable for enhanced transit, they will undergo a similar corridor study process.

Governance and Funding

CentralOK!go provides the groundwork for establishing a governing structure, funding mechanisms, and phasing opportunities for the implementation of a regional transit system in Central Oklahoma. At present time, funding sources have not been identified to build the LPAs. However, the Regional Transit Dialogue (RTD) Steering Committee's next step is to address the structure and formation of a regional transit authority — a new entity which would provide governance to expand and operate a regional transit system for Central Oklahoma. A regional transit authority can be created under the framework provided by House Bill 2480, signed into law by Governor Fallin on May 22, 2014. The law allows any combination of cities, towns, and counties, or their agencies, by resolution of their governing boards, to jointly create a transportation authority and a regional district for the purpose of planning, financing, constructing, maintaining, and operating transportation projects located within the boundaries of the district.

The RTD Steering Committee and its Governance Subcommittee is working with local cities and counties to establish the framework for a regional transit authority, which may provide an opportunity to fund and launch these regional transit services.

The CentralOK!go LPAs were approved by:

- RTD steering committee, July 17, 2014
- ACOG Board of Directors, October 30, 2014

— NOTES —

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