

The logo for the Regional Transportation Authority of Central Oklahoma, featuring the letters 'RTA' in a large, white, sans-serif font on a red background.

Regional Transportation Authority
of Central Oklahoma

A nighttime photograph of a city street. Light trails from cars and a bus are visible, creating a sense of motion. The street is lined with buildings and streetlights.

RTA West and Airport Corridors: **RTA Board Update**

*Prepared for the Regional Transportation
Authority of Central Oklahoma Board of Directors*

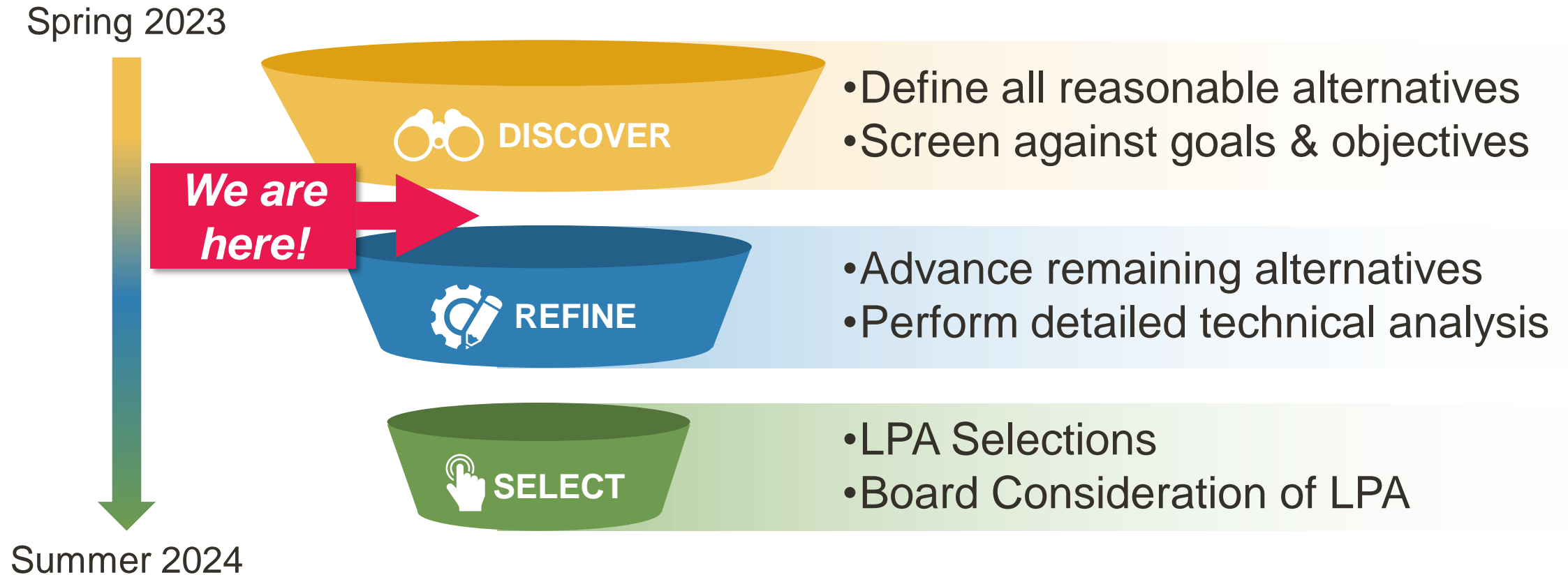
Prepared by Kimley-Horn and Associates

August 16, 2023

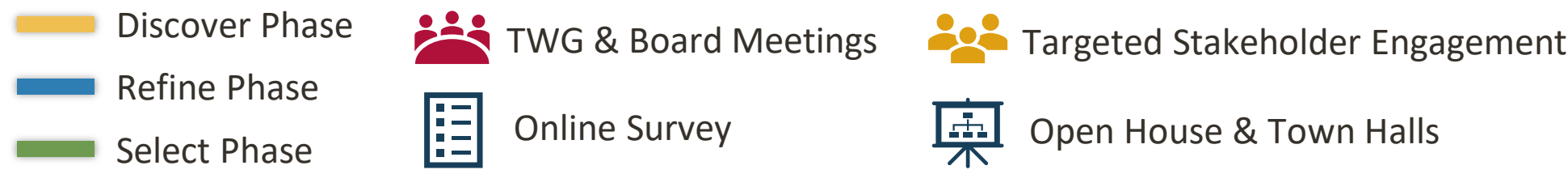
Agenda

- Screening Process
- Modal Considerations
- West Corridor Analysis
- Airport Corridor Analysis
- Engagement Updates
- Next Steps

Alternatives Analysis Process



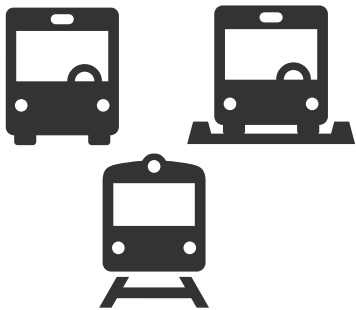
Project Schedule



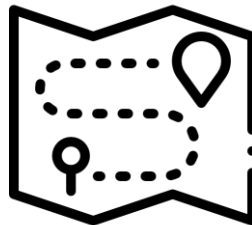
What is a Locally Preferred Alternative?

Community's preferred mode and alignment that meets identified goals and objectives

Mode

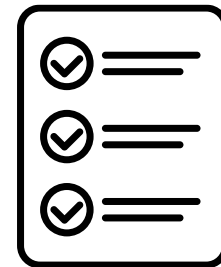


Alignment

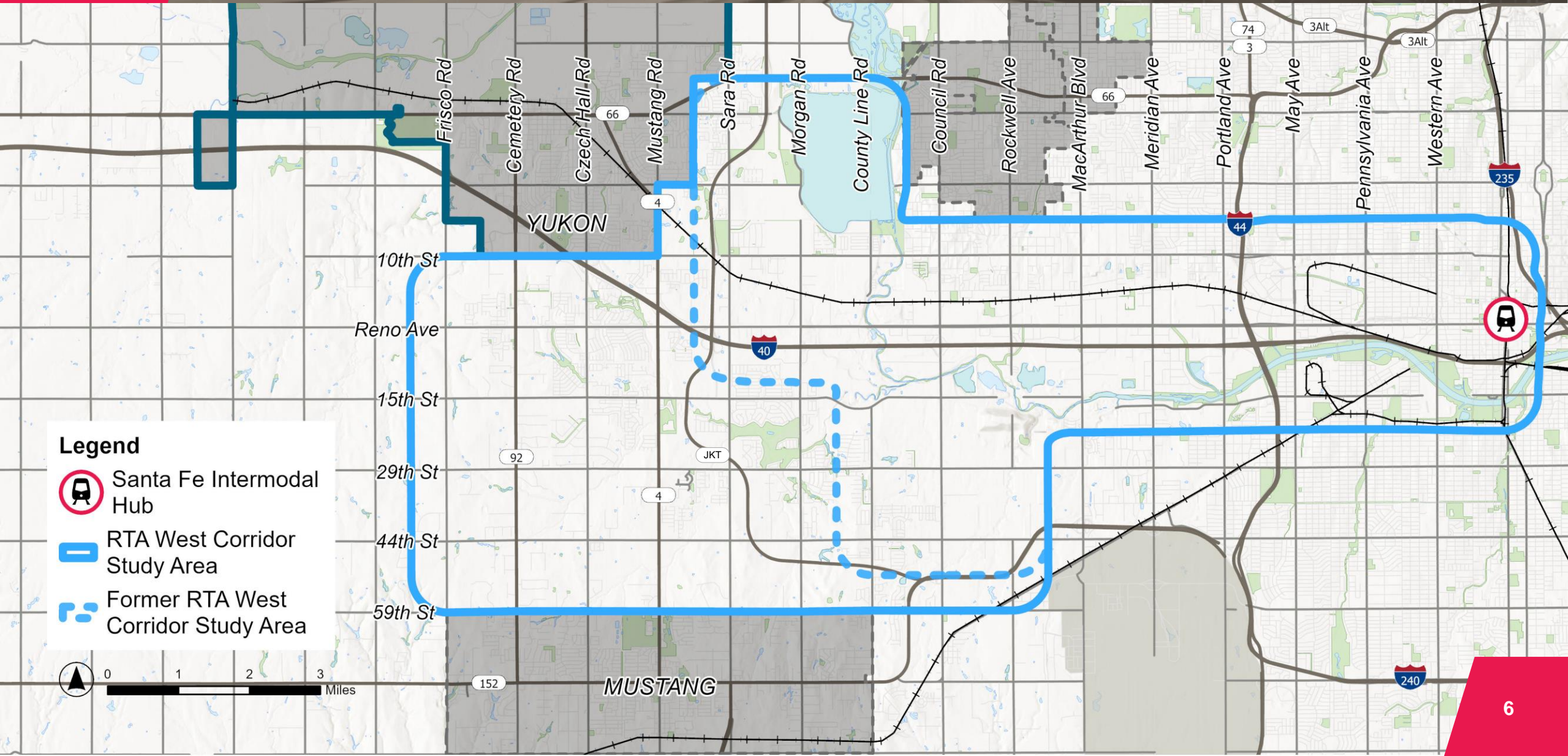


Planning Level Information

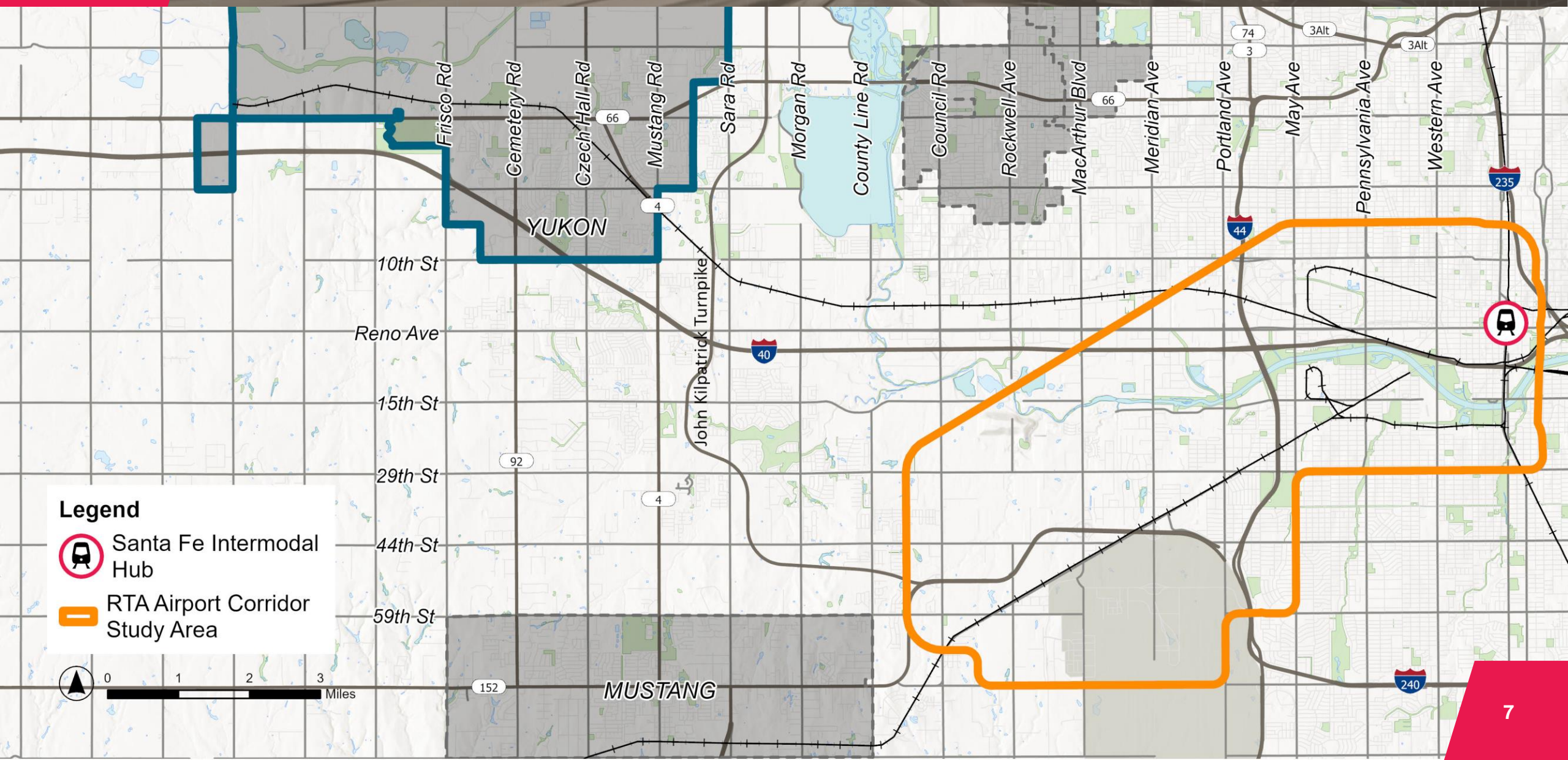
(i.e. cost and ridership estimates)



West Corridor Study Area



Airport Corridor Study Area

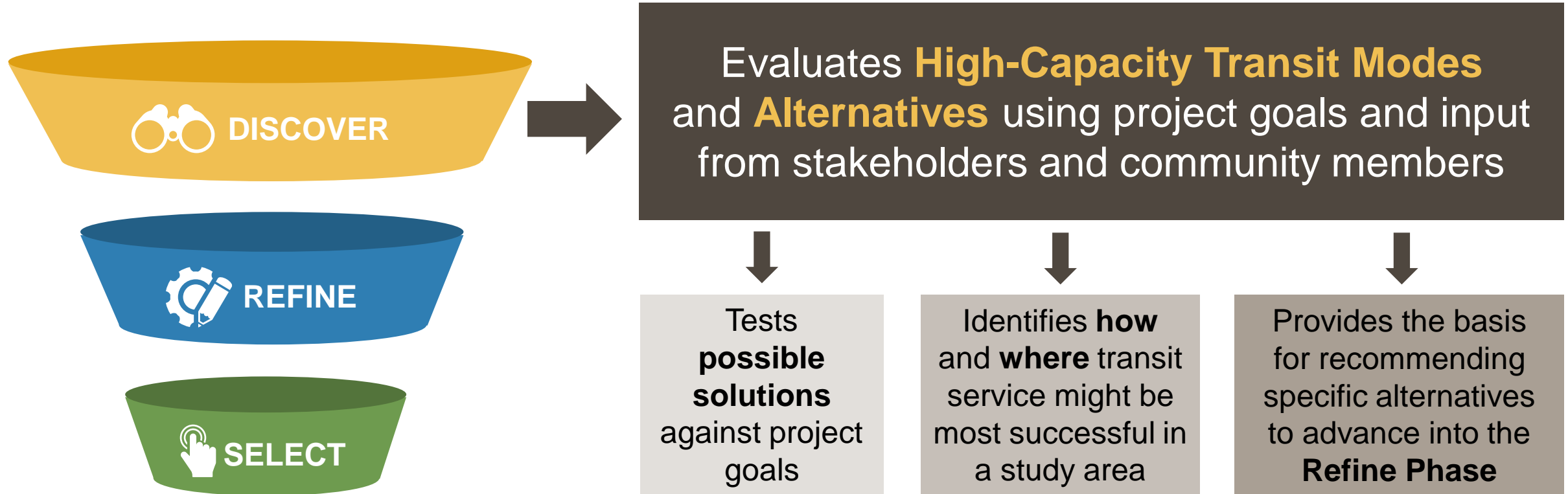


Screening Process

Discover Phase Process



Universe of Alternatives Screening Process



What is a Universe of Alternatives?



**A representation
of feasible options**



**Potential
permutations of
modes and routes**



**Basis for
screening against
Goals**

Alternatives Screening Process

Universe of Alternative
All reasonable routes for
high-capacity transit

**Universe is screened through
the Goals**

High-Potential Alternatives
Most feasible routes for
high-capacity transit

Mobility and Connectivity



Equity and Accessibility



**Land Use & Economic
Development**



Sustainability and Viability



Technical Working Group and Stakeholder Feedback

Alternatives Analysis Initial Screening Criteria



**Improves Community
Connections and Mobility**



**Interfaces with Major
Potential Cost Elements**



**Compatible with Local Land Use
and Transportation Plans**



**Provides Economic
Development Potential**



Provides Access to Activity



**Creates Opportunity for Equity-
Focused Communities**

Modal Considerations

Regional high-capacity vs. local service

Regional Transit



Local Transit



Regional High-Capacity Transit

Bus Rapid Transit



Operates within
designated lane or fixed
guideway (50% or more)

Light Rail



Operates on exclusive,
typically electrified, right of
way

Commuter Rail



Operates on standard rail
tracks, may share tracks
with other rail services
(e.g., Amtrak, freight rail,
etc.)

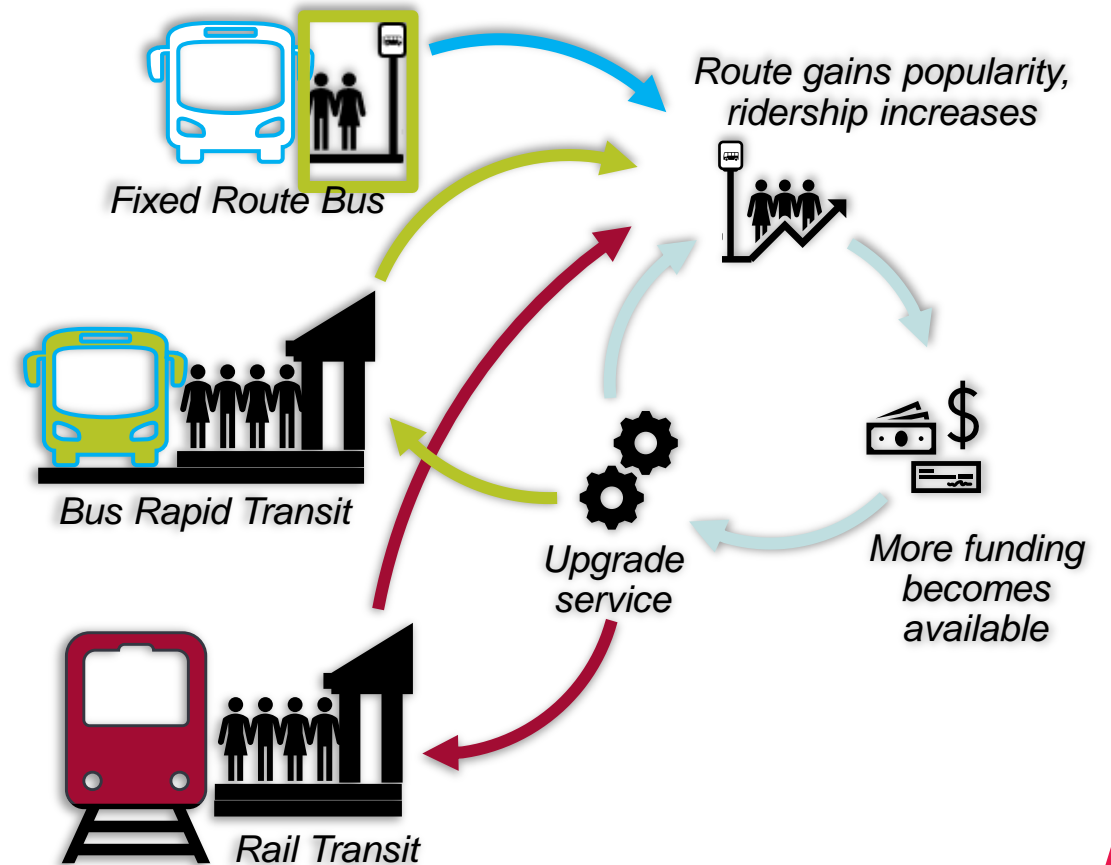
Transition from BRT to Rail Transit

- **BRT Investment**

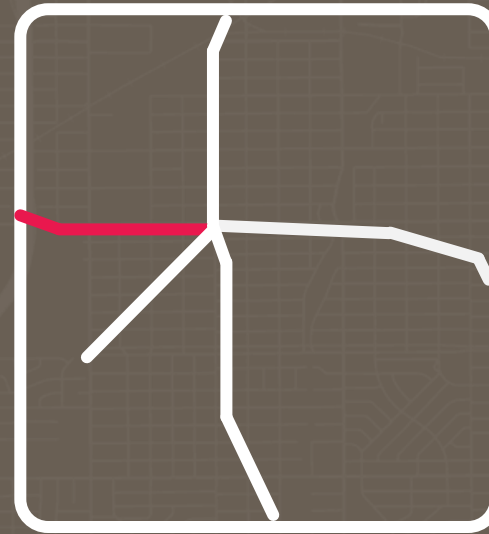
- Growth in ridership opportunity
- Establish a transit culture
- Spur economic growth along corridor

- **Does Not Preclude Rail**

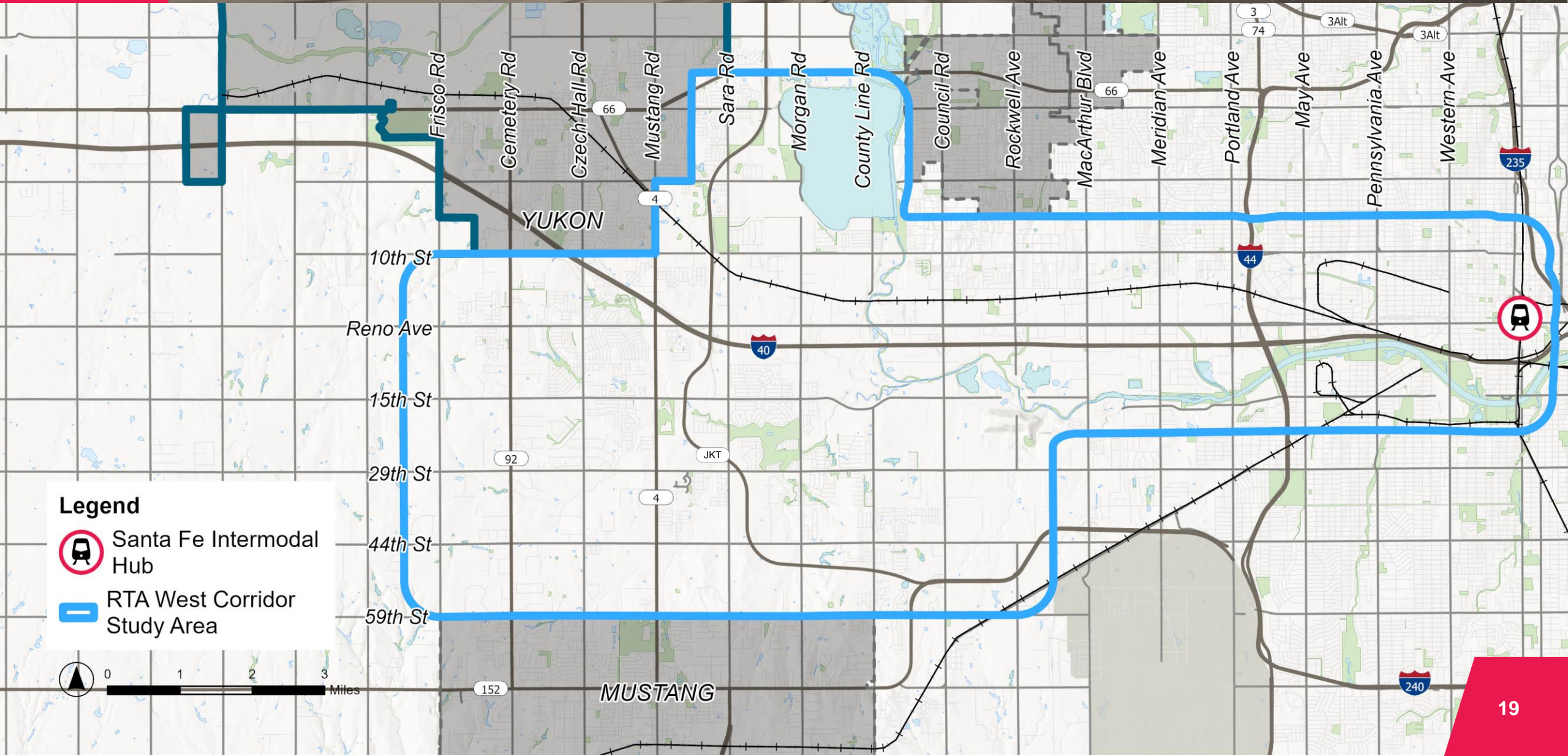
- As ridership grows and funding is available
- Ability to leverage an existing RR corridor



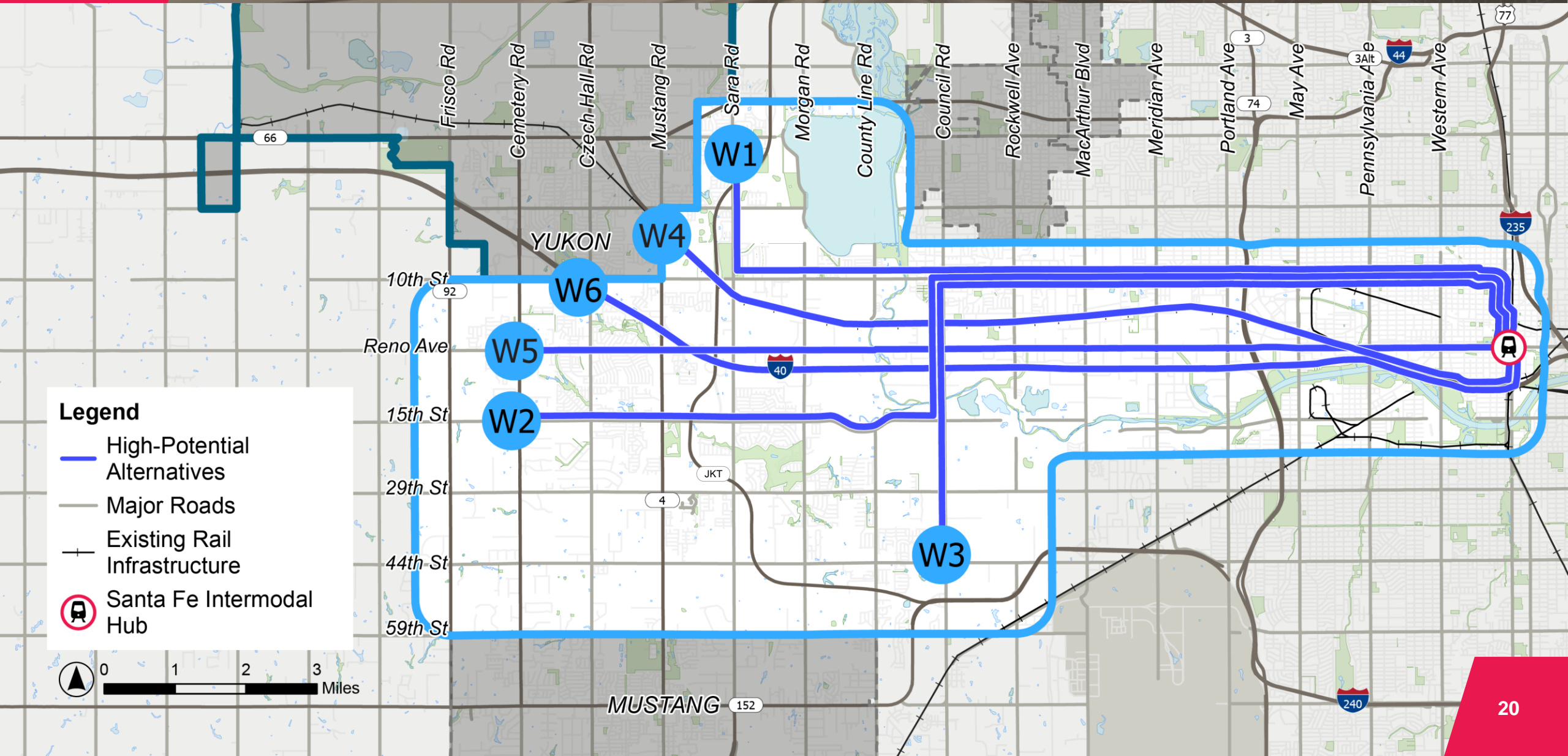
West Corridor Universe of Alternatives



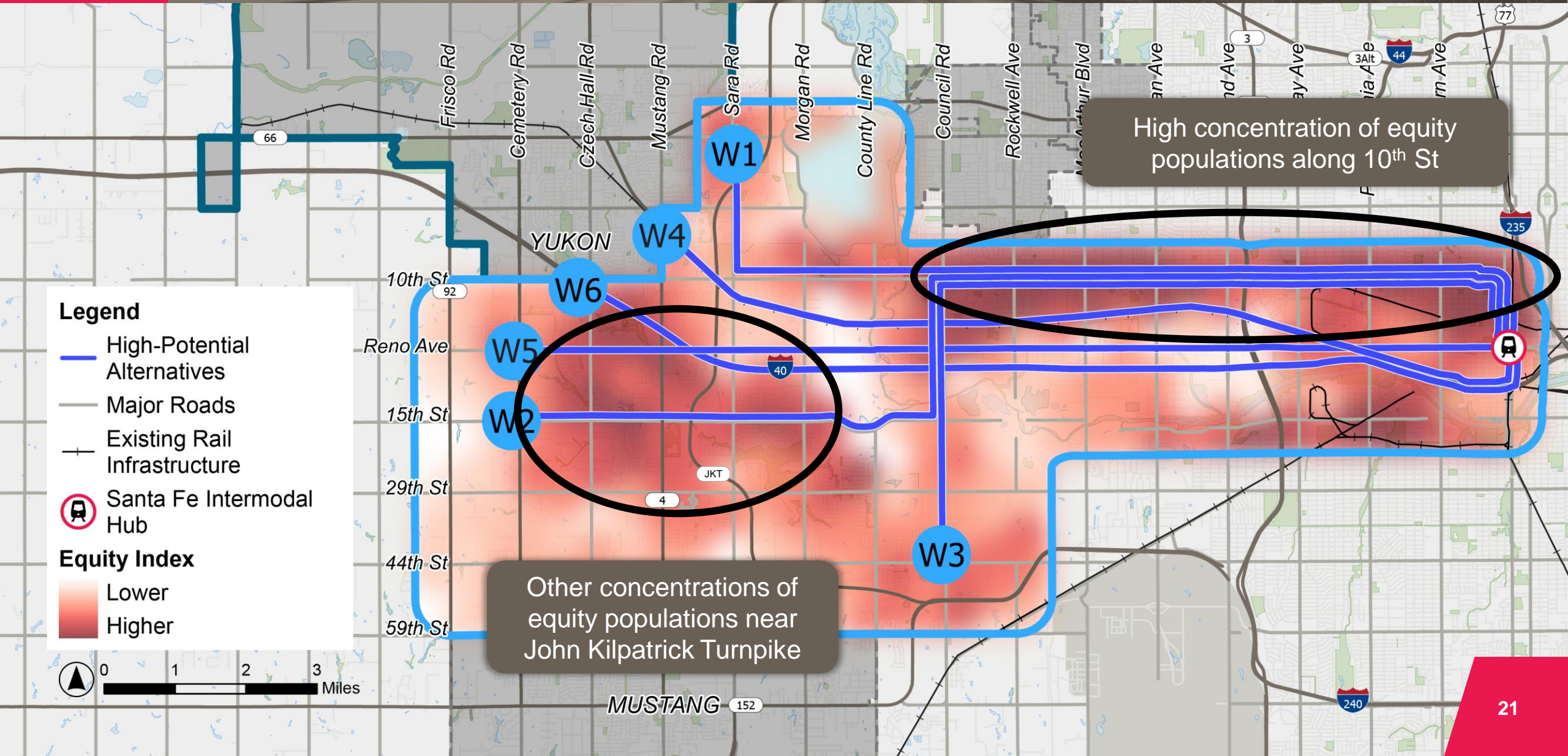
West Corridor Study Area



West Corridor Universe of Alternatives




Equity Considerations



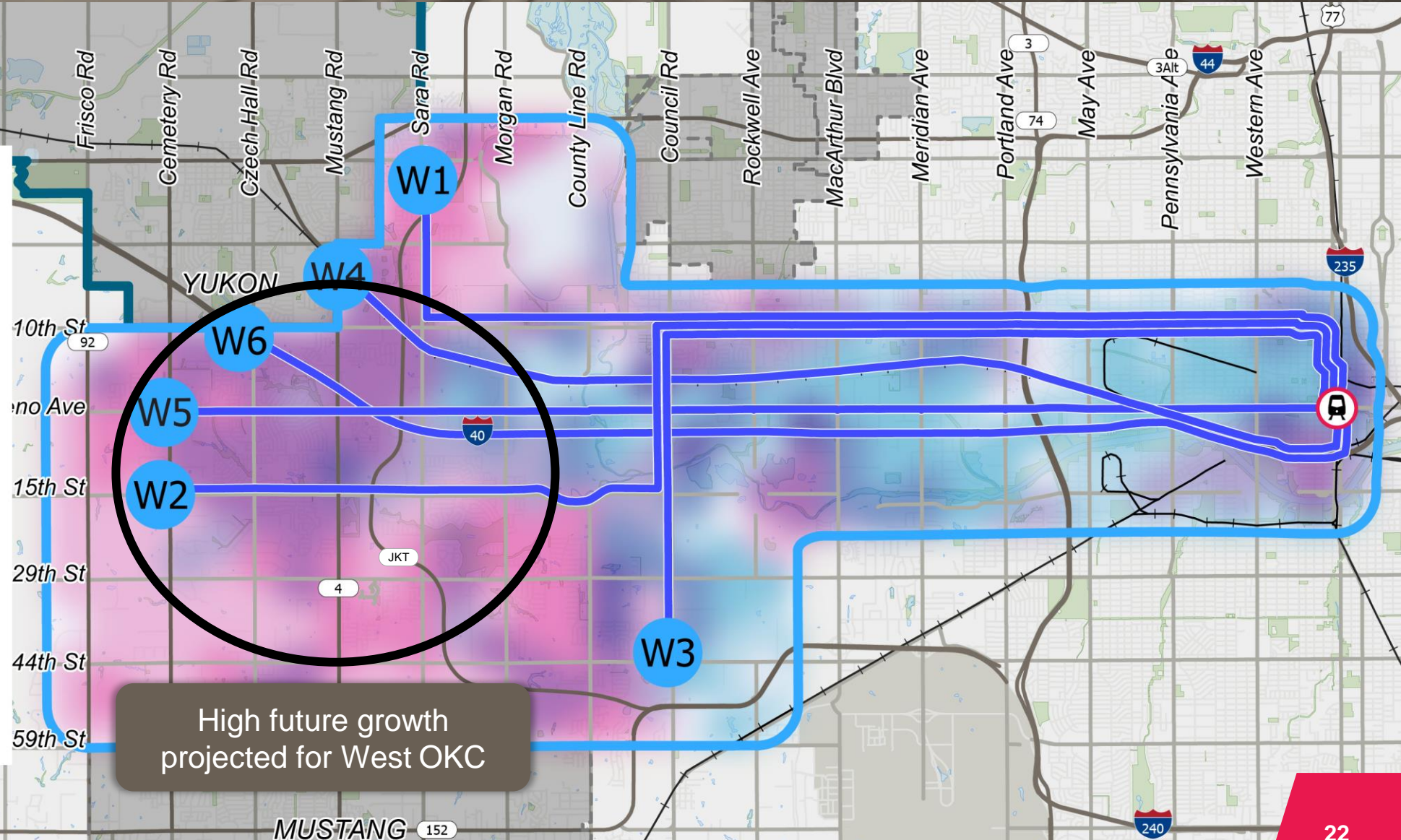
Areas with High Growth

Legend

- High-Potential Alternatives
- Major Roads
- Existing Rail Infrastructure
-  Santa Fe Intermodal Hub



ACOG Projected Growth - 2045

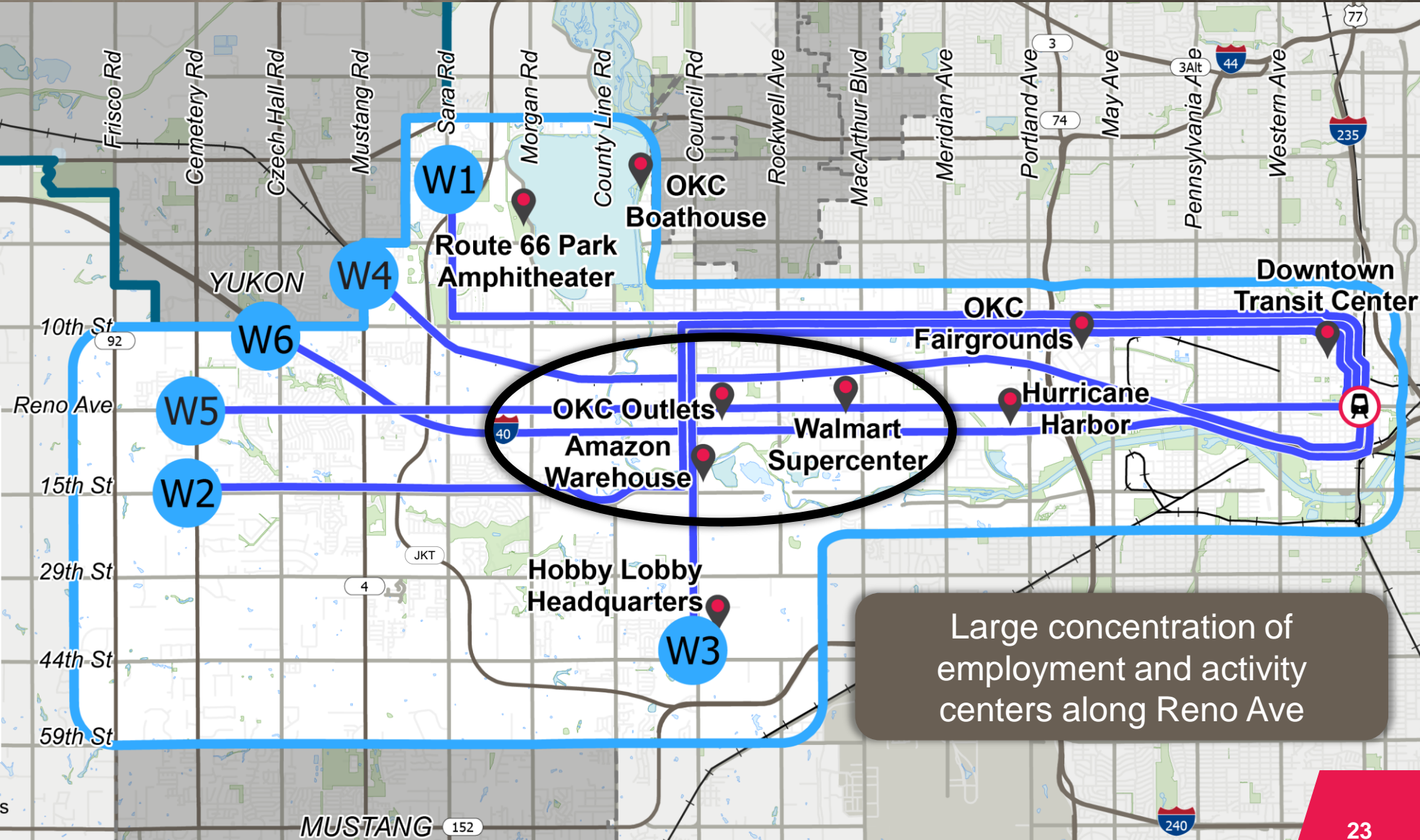
- Population Growth
 - Employment Growth
- High
- | | |
|--|--|
| | |
| | |
- Low
- Low High



Activity Centers

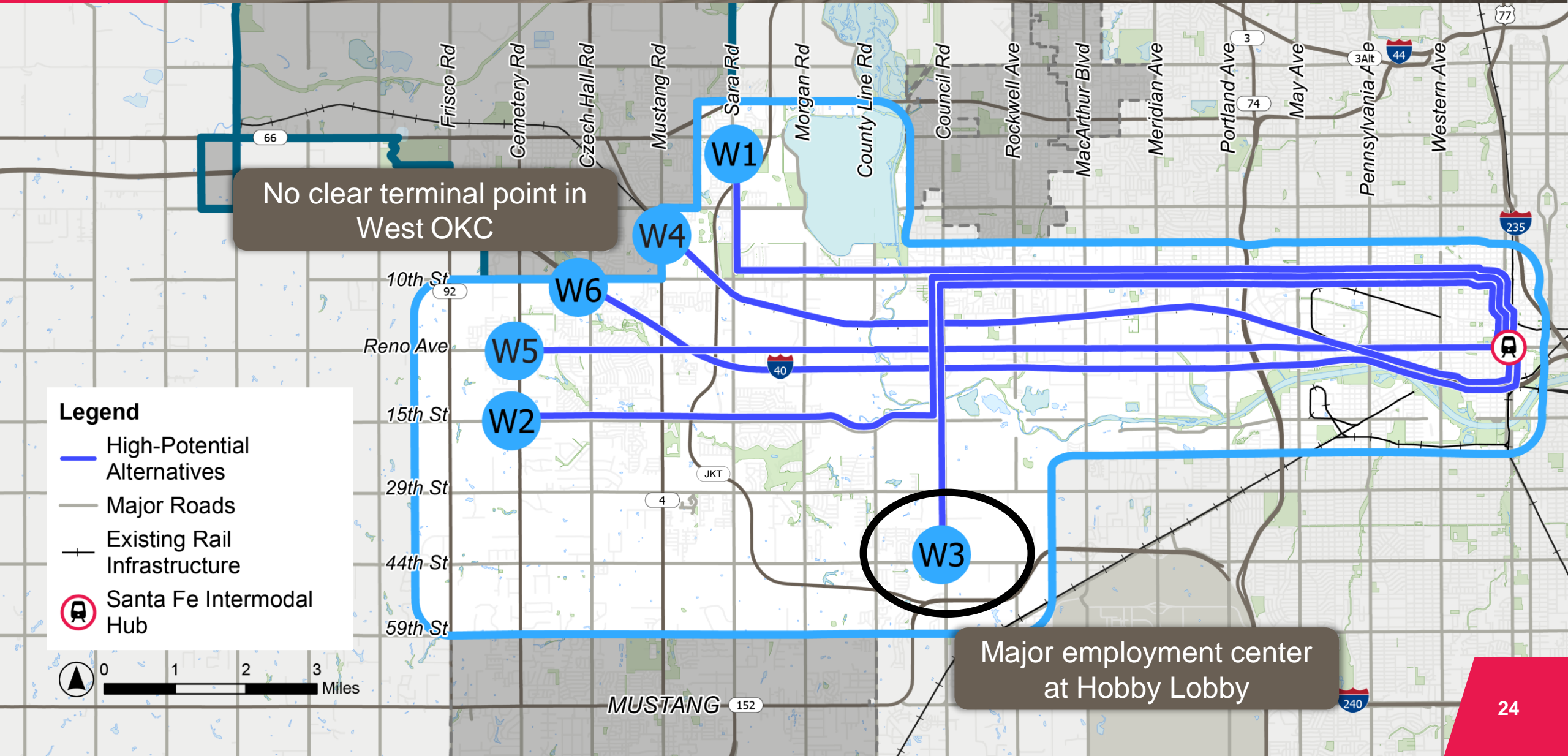
Legend

- High-Potential Alternatives
- Major Roads
- + Existing Rail Infrastructure
-  Santa Fe Intermodal Hub
-  Activity Centers

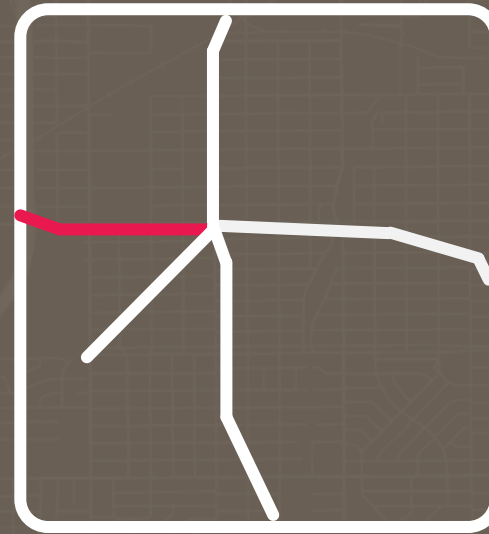


Large concentration of employment and activity centers along Reno Ave

Potential Terminus Locations



West Corridor High Potential Alternative Screening



Alternatives Screening Process

Universe of Alternative
All reasonable routes for
high-capacity transit

**Universe is screened through
the Goals**

High-Potential Alternatives
Most feasible routes for
high-capacity transit

Mobility and Connectivity



Equity and Accessibility



**Land Use & Economic
Development**

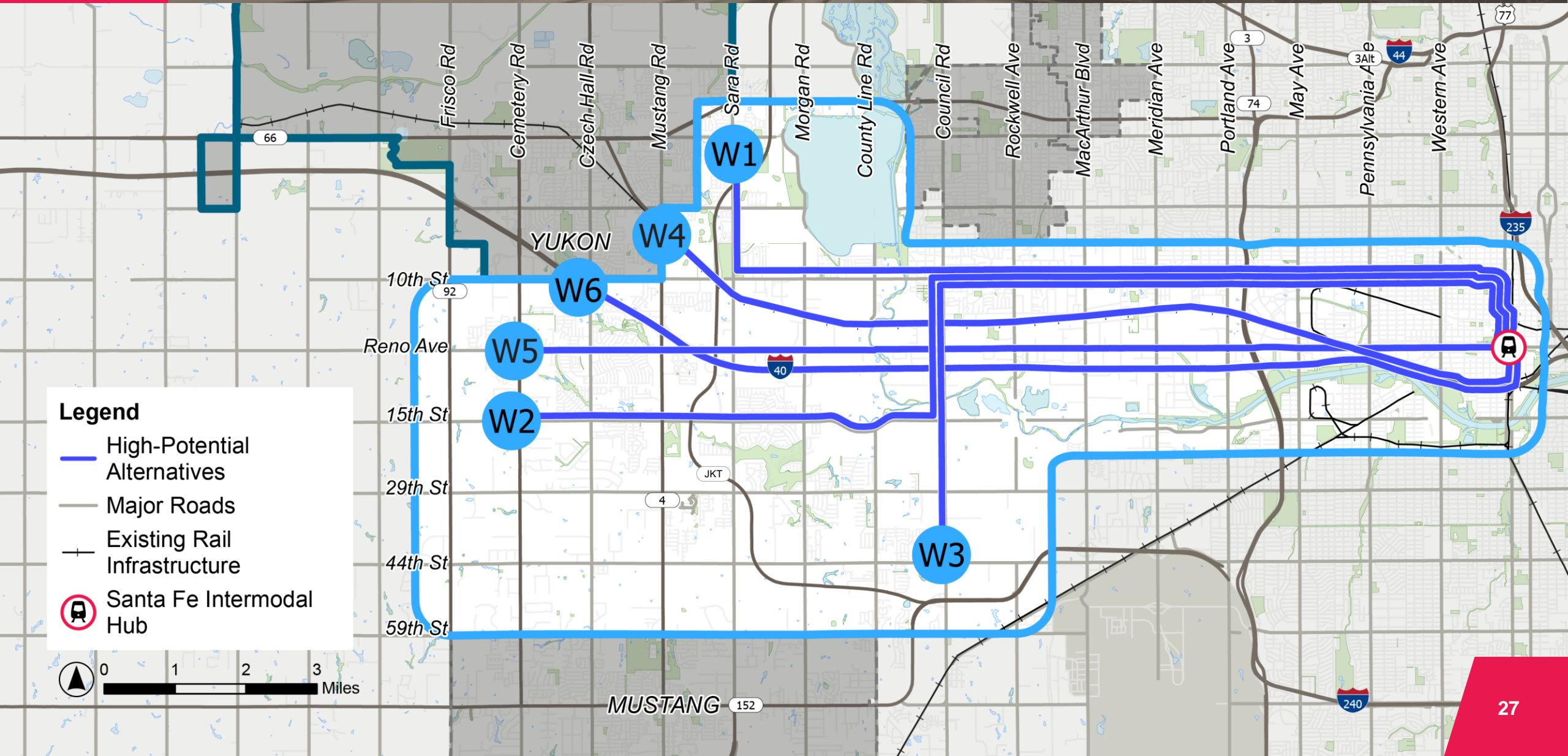


Sustainability and Viability






























Technical Working Group and Stakeholder Feedback




























West Corridor Universe of Alternatives



West Corridor Alternative Screening

	Alternative 1 Reno/10 th to Sara	Alternative 2 Reno/10 th to Council to 15 th	Alternative 3 Reno/10 th to Council	Alternative 4 UP Corridor	Alternative 5 Reno	Alternative 6 Interstate 40
	BRT/LRT	BRT/LRT	BRT/LRT	Commuter Rail	BRT/LRT	BRT/LRT
Mobility and Connectivity						
Equity and Accessibility						
Land Use and Economic Development						
Sustainability and Viability						
	 Higher	 Moderate	 Lower			

West Corridor Alternative Screening Results

	Alternative 1 Reno/10 th to Sara	Alternative 2 Reno/10 th to Council to 15 th	Alternative 3 Reno/10 th to Council	Alternative 4 UP Corridor	Alternative 5 Reno	Alternative 6 Interstate 40
	BRT/LRT	BRT/LRT	BRT/LRT	Commuter Rail	BRT/LRT	BRT/LRT
Mobility and Connectivity						
Equity and Accessibility						
Land Use and Economic Development						
Sustainability and Viability						
 Higher	 Moderate	 Lower				

West Corridor Screening



Existing Rail ROW would require significant capital investment



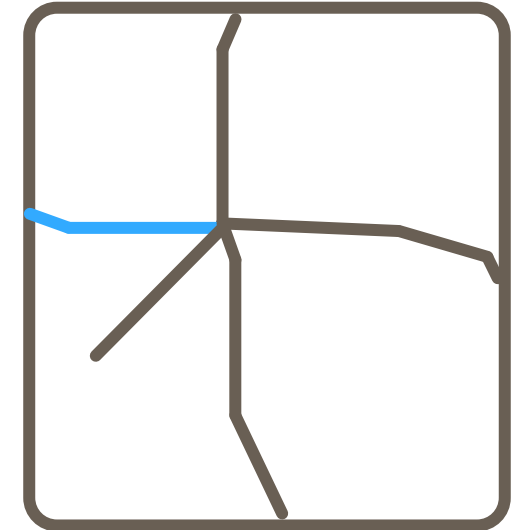
Existing Rail ROW does not provide adequate access to high equity communities



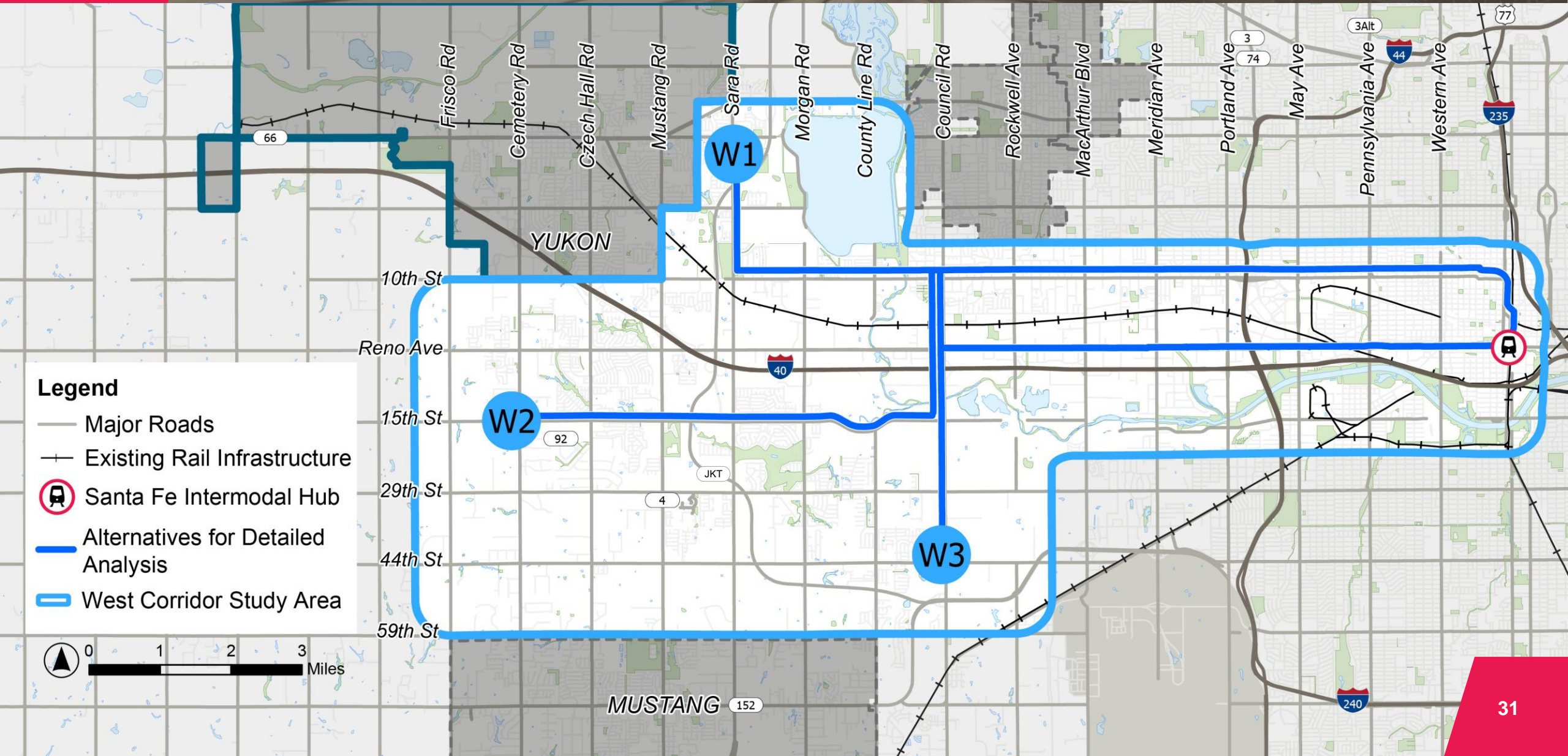
Reno Avenue does not provide access to high equity communities



No clear terminus location in study area



West Corridor Alternatives for Refine Phase



Refine Phase Components



Equity and Connections

**Connect Activity
Centers and
Regional
Destinations**

**Provide Access to
Equity-Focused
Populations**



Economic Development

**Land Use
Compatibility and
Redevelopment**

**Population and
Employment
Density**



Service and System

**Ridership
Potential and
Service Tradeoffs**

**Multimodal
Connections**

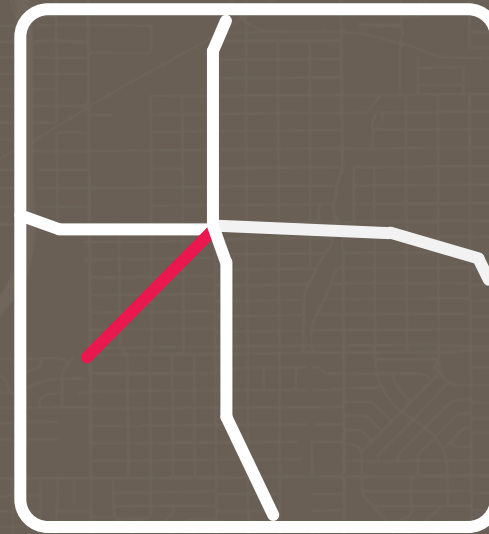


Feasibility

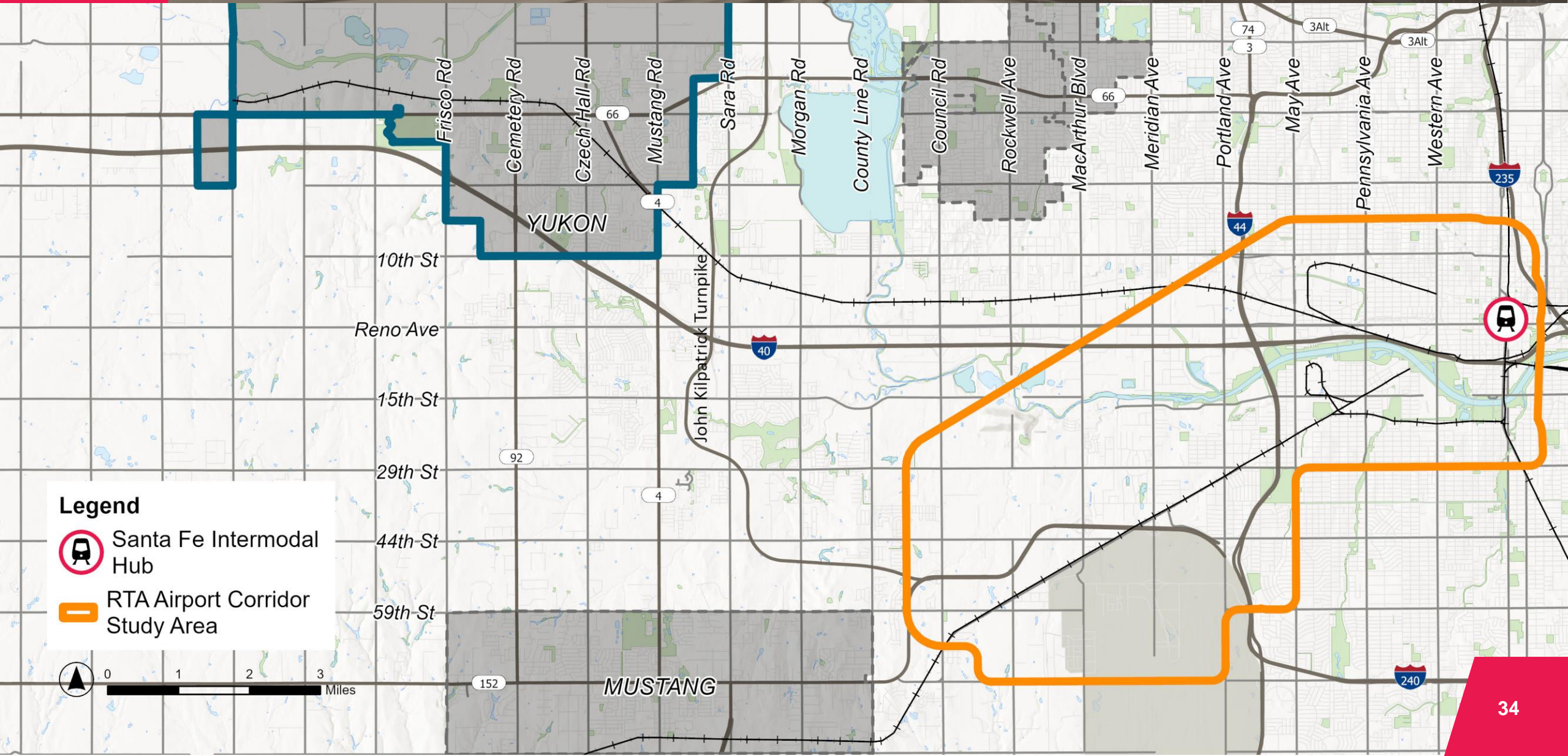
**Capital and
Operating Cost**

**Engineering
Constraints**

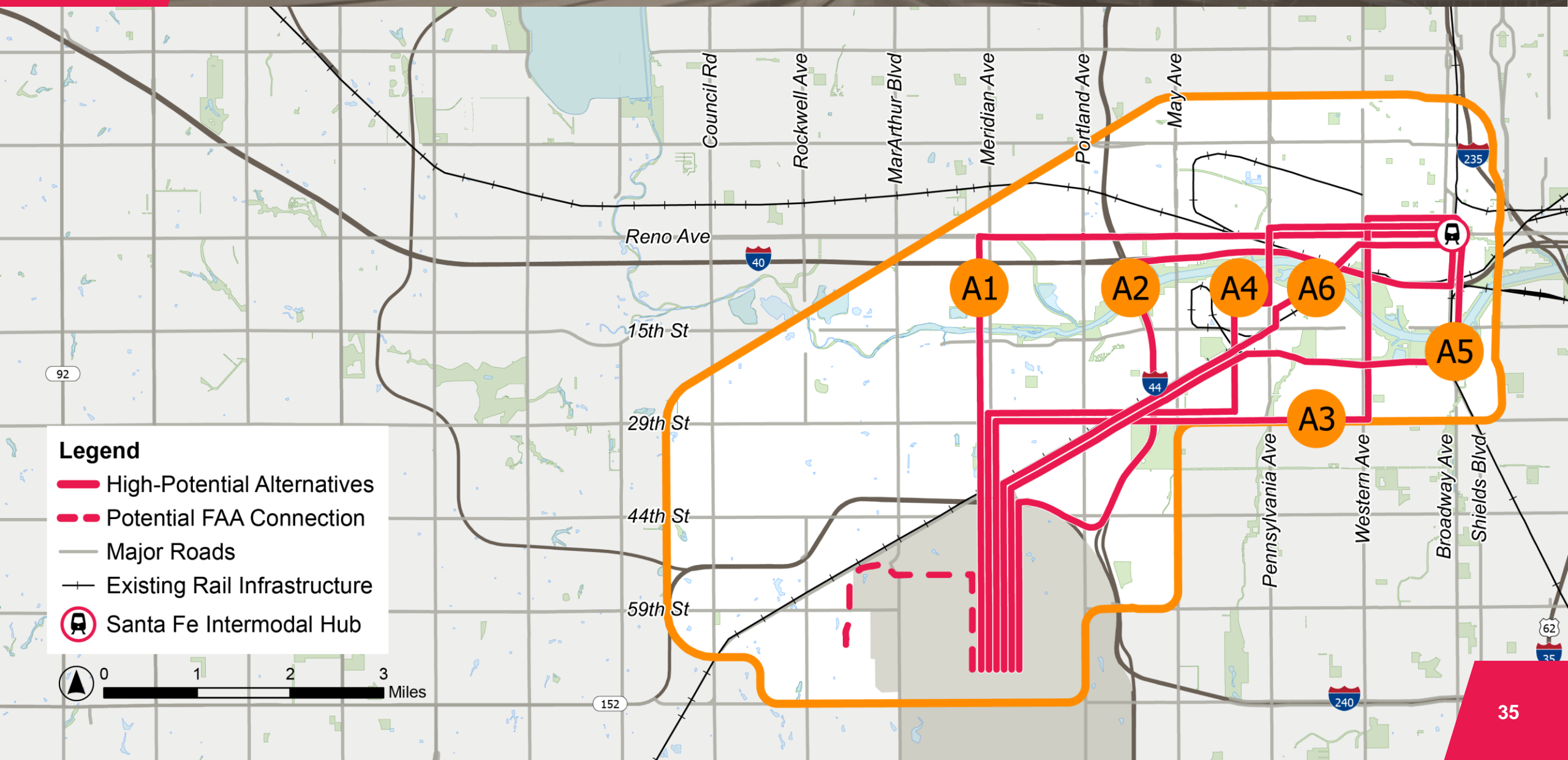
Airport Corridor Universe of Alternatives



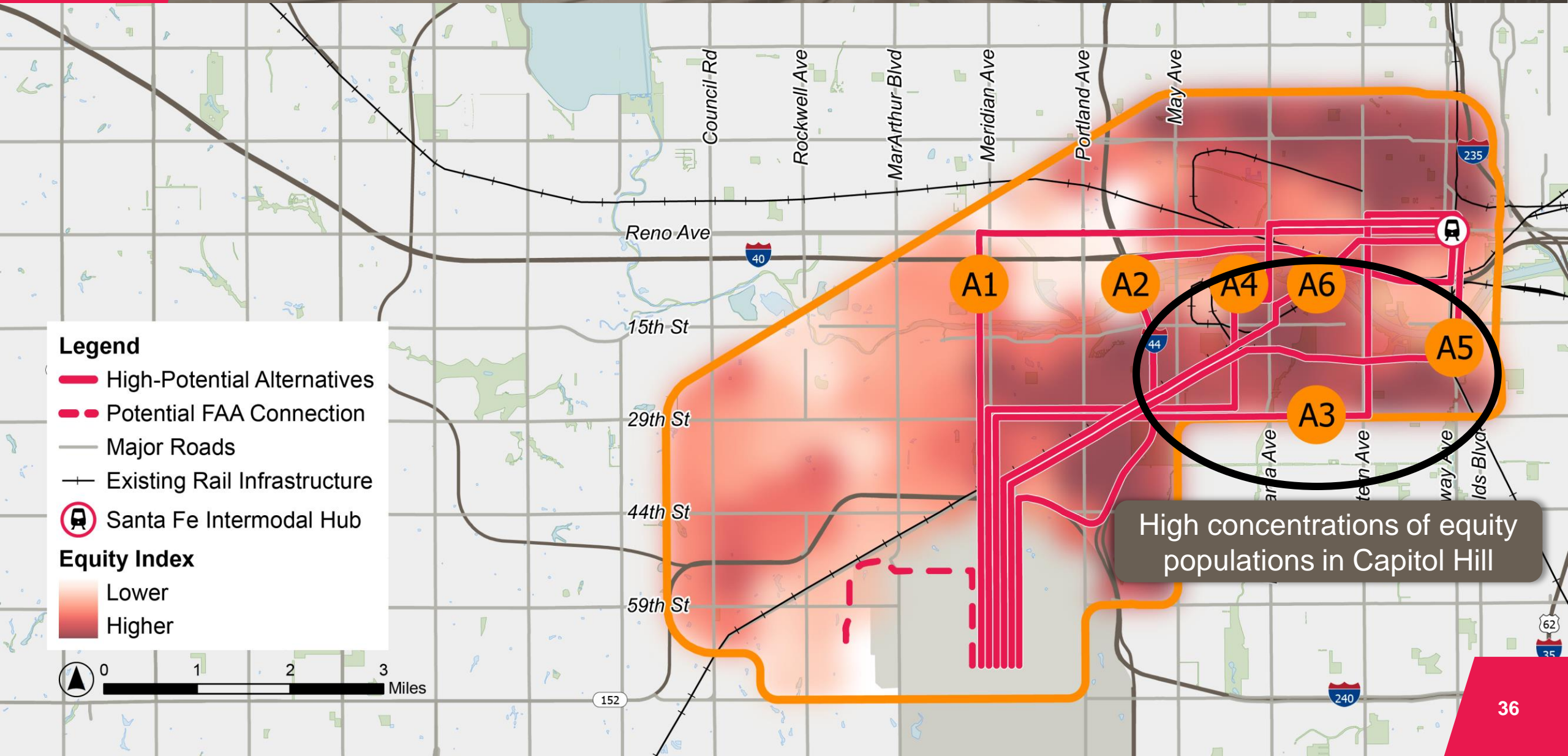
Airport Corridor Study Area



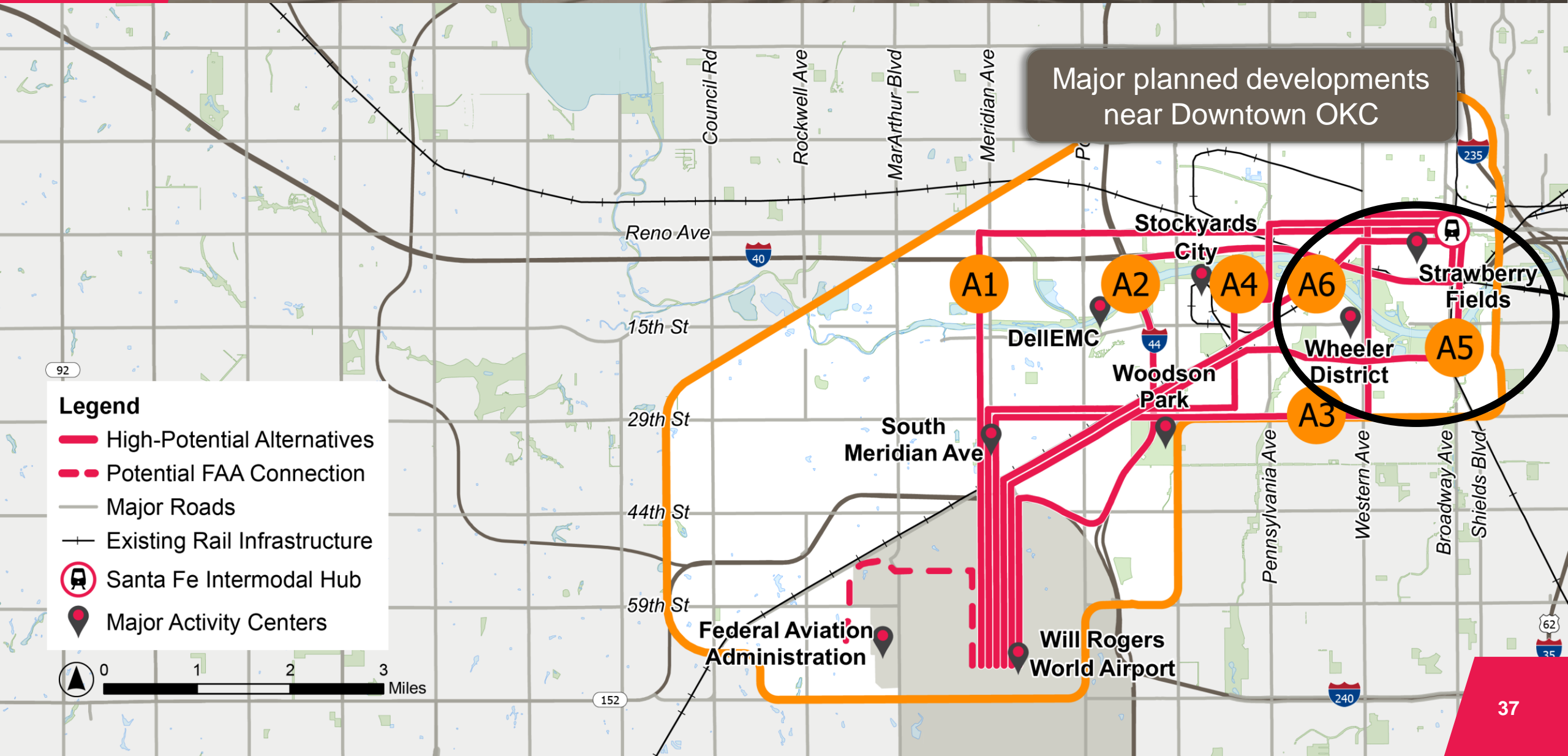
Airport Corridor Universe of Alternatives



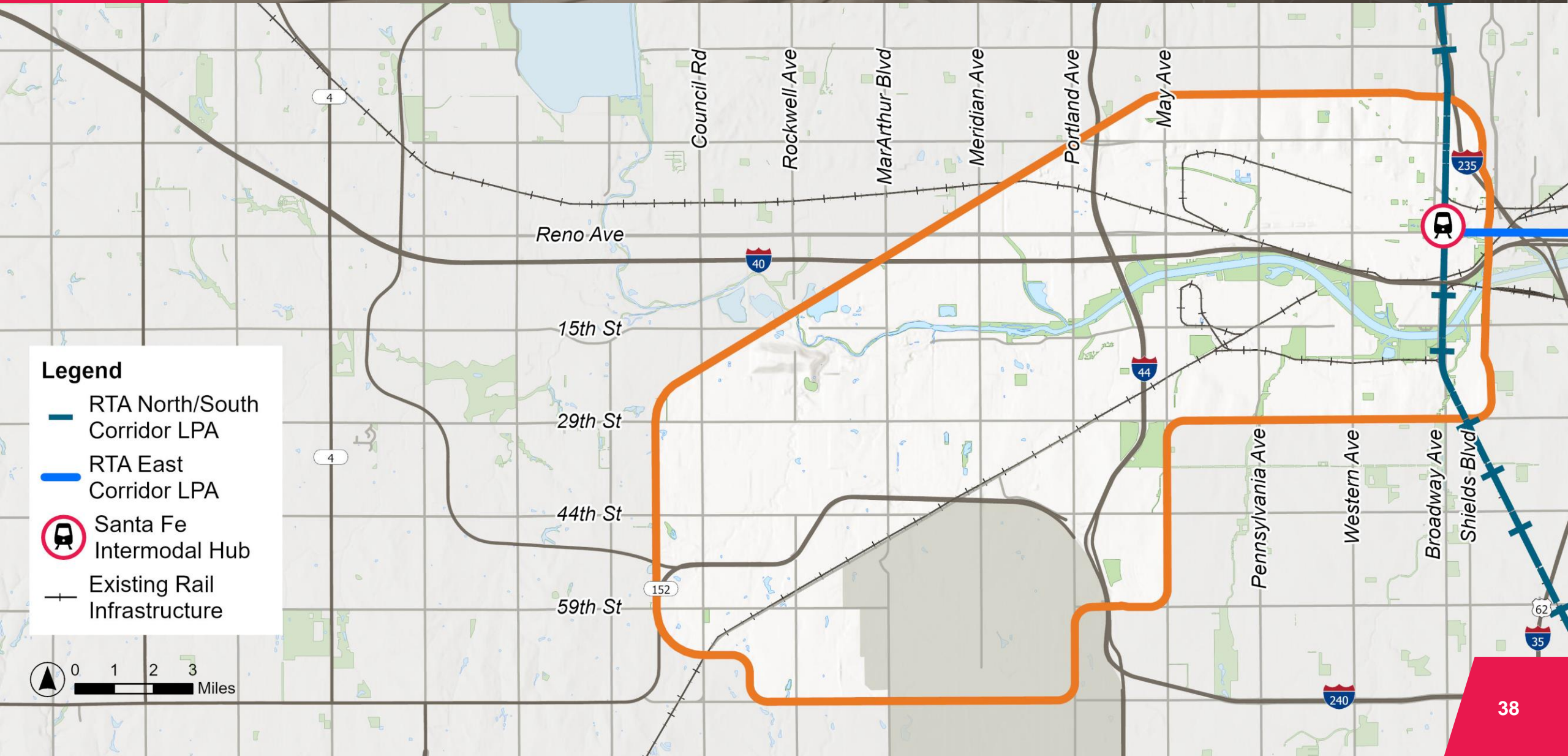
Equity Considerations



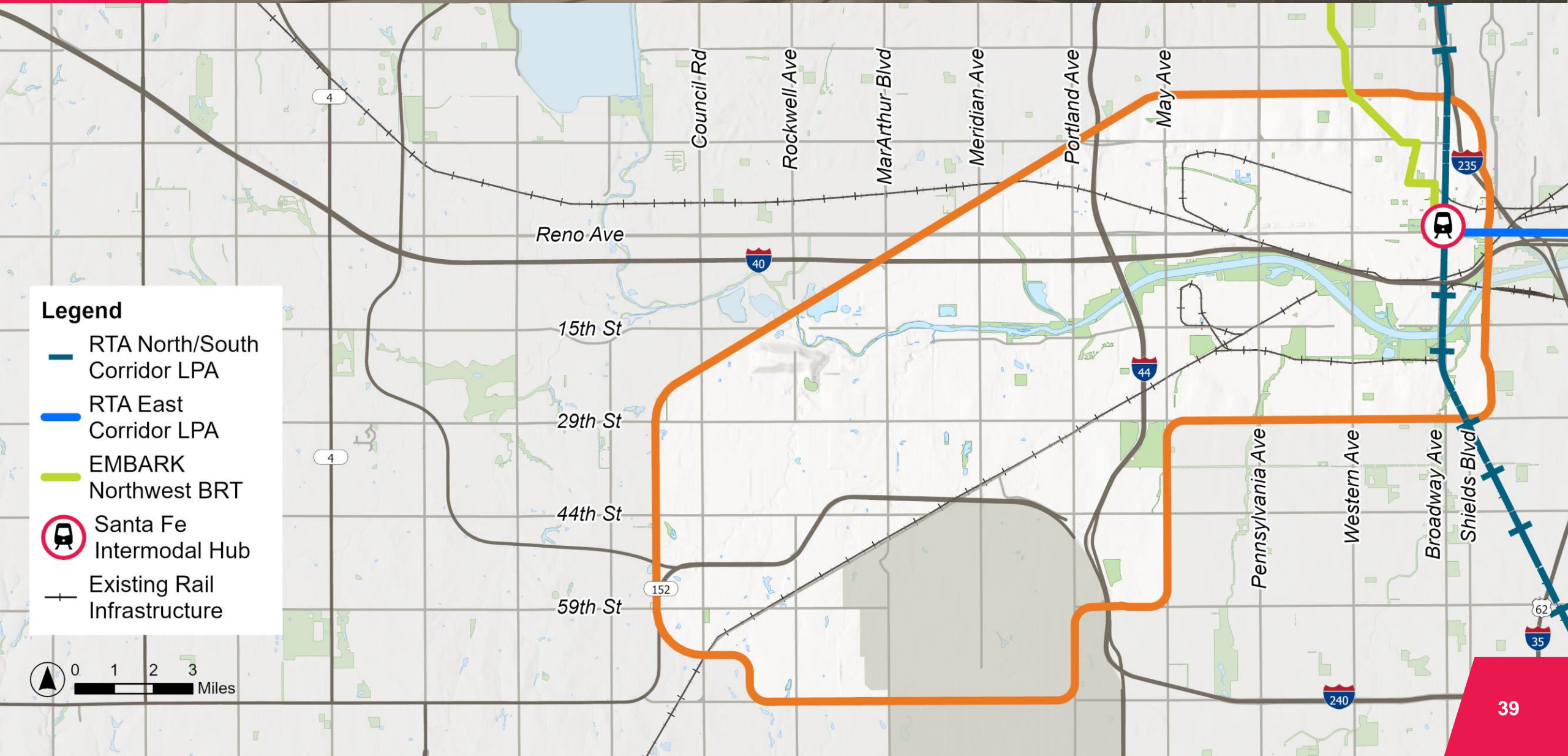
Activity Centers



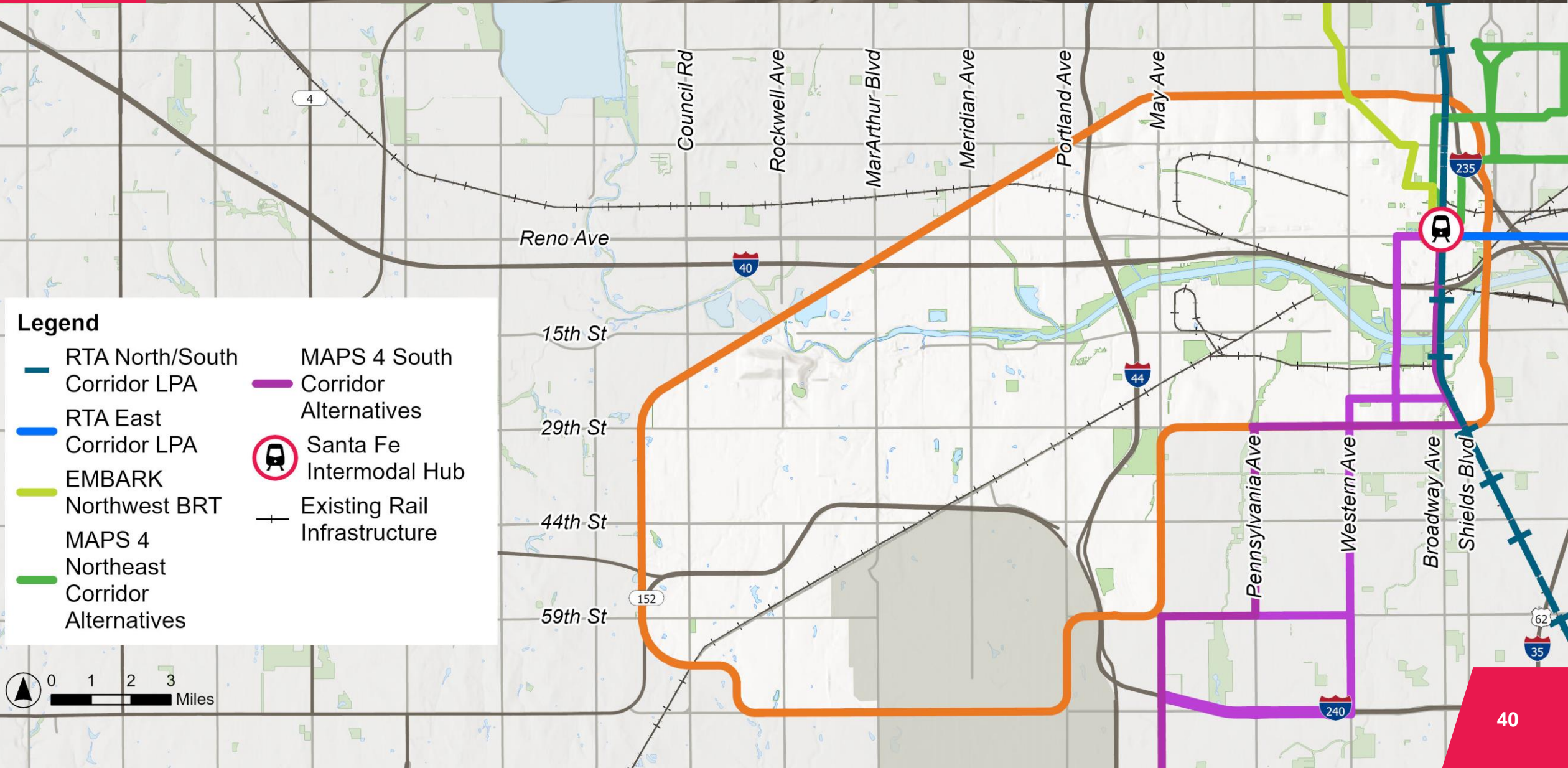
Other Planned Regional Transit



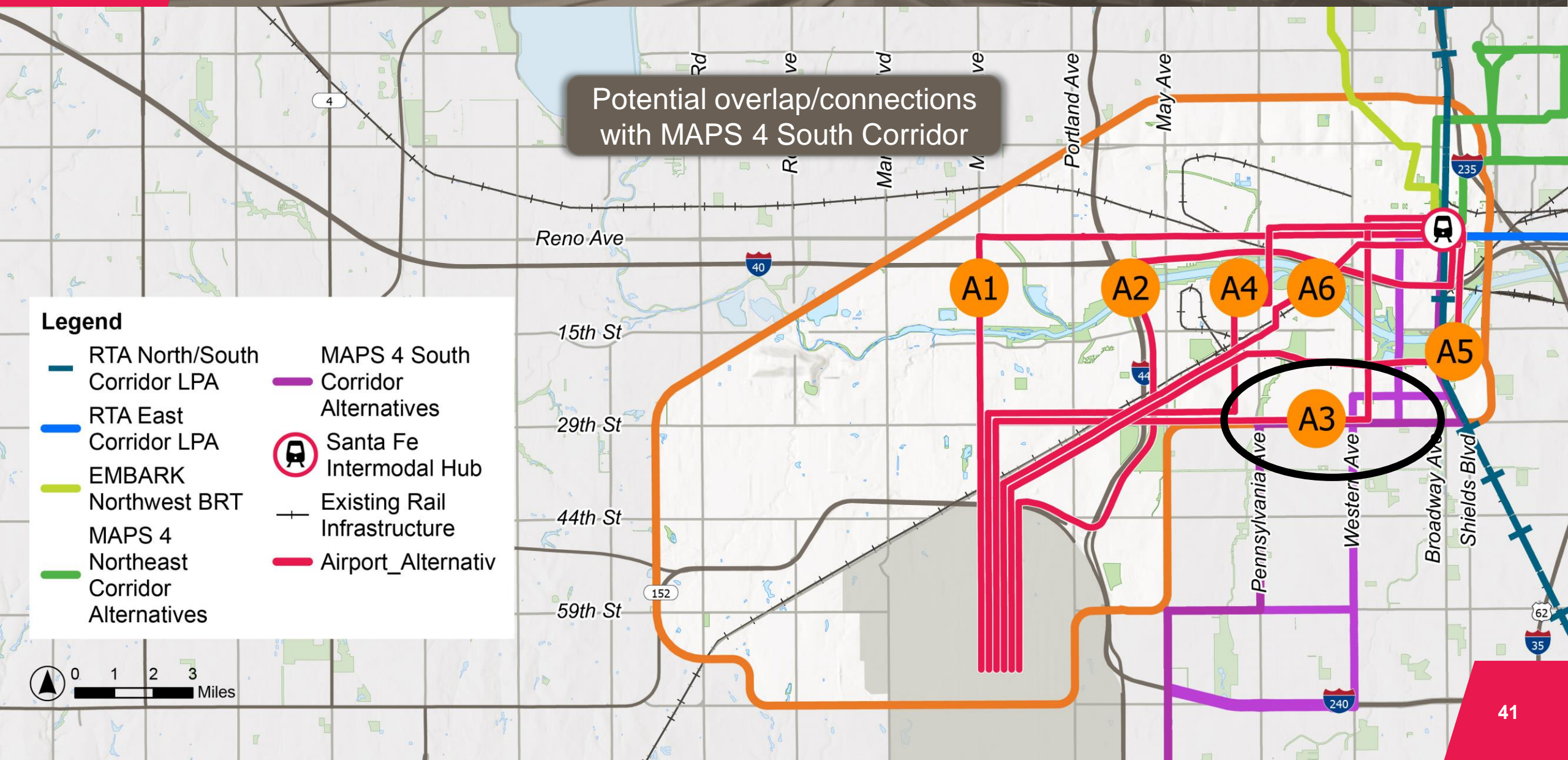
Other Planned Regional Transit



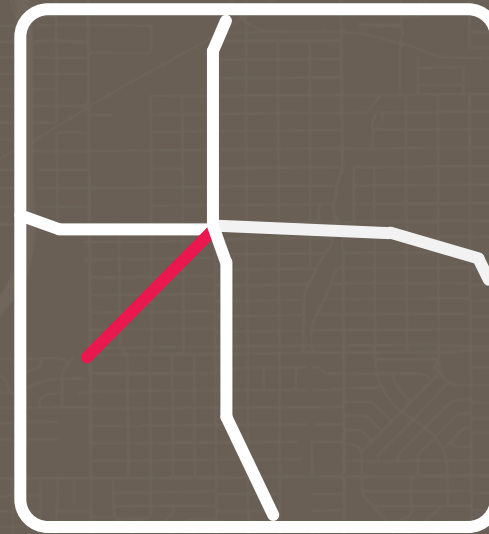
Other Planned Regional Transit



Other Planned Regional Transit



Airport Corridor High Potential Alternative Screening



Alternatives Screening Process

Universe of Alternative
All reasonable routes for
high-capacity transit

**Universe is screened through
the Goals**

High-Potential Alternatives
Most feasible routes for
high-capacity transit

Mobility and Connectivity



Equity and Accessibility



**Land Use & Economic
Development**



Sustainability and Viability




Technical Working Group and Stakeholder Feedback

Airport Corridor Universe of Alternatives

Potential overlap/connections
with MAPS 4 South Corridor

Legend




























- High-Potential Alternatives
- - - Potential FAA Connection
- Major Roads
- Existing Rail Infrastructure
-  Santa Fe Intermodal Hub
- RTA North/South Corridor LPA
- RTA East Corridor LPA
- EMBARK Northwest BRT
- MAPS 4 Northeast Corridor Alternatives
- MAPS 4 South Corridor Alternatives






























0 1 2 3 Miles

152

Airport Corridor Alternative Screening

	Alternative 1 Reno/Meridian	Alternative 2 Interstate 40/44	Alternative 3 Western/29th	Alternative 4 Reno/Penn /Agnew	Alternative 5 Stillwater Central Corridor	Alternative 6 Exchange/ Stillwater Central
	BRT/LRT	BRT/LRT	BRT/LRT	BRT/LRT	Commuter Rail	BRT/LRT
Mobility and Connectivity						
Equity and Accessibility						
Land Use and Economic Development						
Sustainability and Viability						
 Higher	 Moderate	 Lower				

Airport Corridor Alternatives Screening Results

	Alternative 1 Reno/Meridian	Alternative 2 Interstate 40/44	Alternative 3 Western/29th	Alternative 4 Reno/Penn /Agnew	Alternative 5 Stillwater Central Corridor	Alternative 6 Exchange/ Stillwater Central
	BRT/LRT	BRT/LRT	BRT/LRT	BRT/LRT	Commuter Rail	BRT/LRT
Mobility and Connectivity						
Equity and Accessibility						
Land Use and Economic Development						
Sustainability and Viability						
 Higher	 Moderate	 Lower				

Airport Corridor Screening



Interstate 40 does not provide adequate access to communities



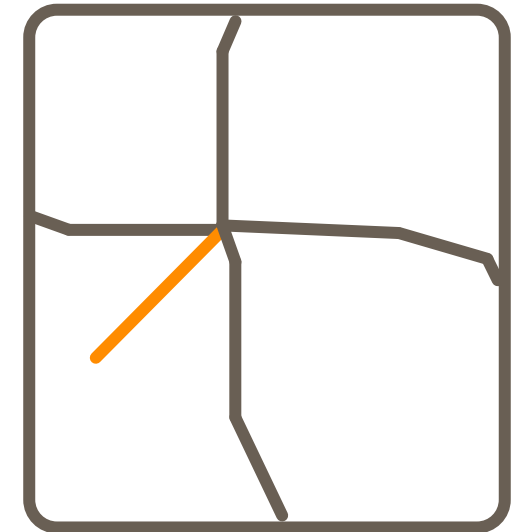
Existing Rail ROW would require significant capital investment



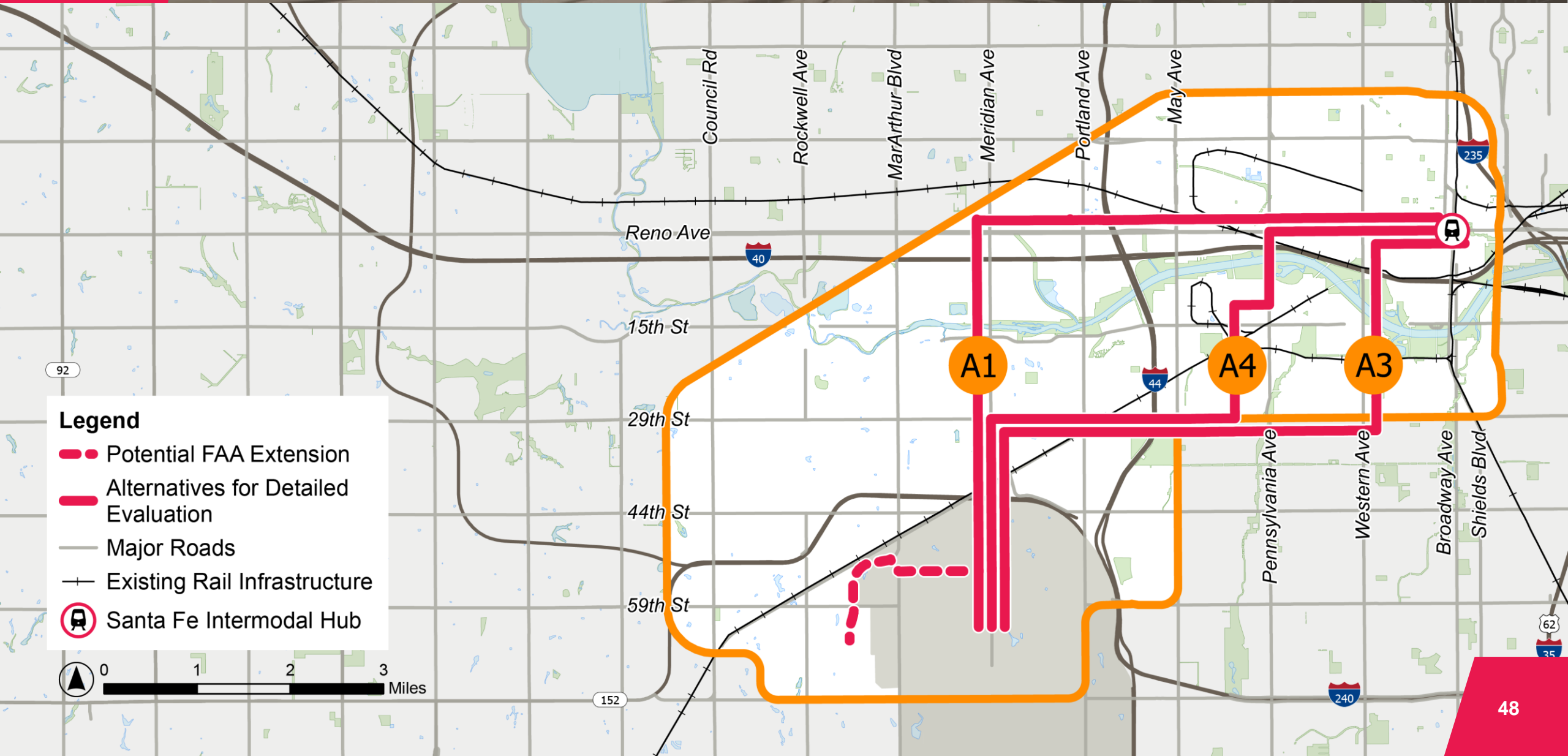
Potential overlap with MAPS 4 Corridor and RTA North/South Corridor in Capitol Hill area



Strong opportunity to connect to large employment centers at Will Rogers World Airport and FAA Complex



Airport Corridor Alternatives for Refine Phase



Refine Phase Components



Equity and Connections

**Connect Activity
Centers and
Regional
Destinations**

**Provide Access to
Equity-Focused
Populations**



Economic Development

**Land Use
Compatibility and
Redevelopment**

**Population and
Employment
Density**



Service and System

**Ridership
Potential and
Service Tradeoffs**

**Multimodal
Connections**



Feasibility

**Capital and
Operating Cost**

**Engineering
Constraints**

Continued Coordination with MAPS 4 Project Team

Engagement Updates

Stay Engaged with the RTA

- Take the Transit Needs Survey and complete the interactive mapping exercise before it closes **August 25th**!
- Follow the RTA on Social Media for project updates



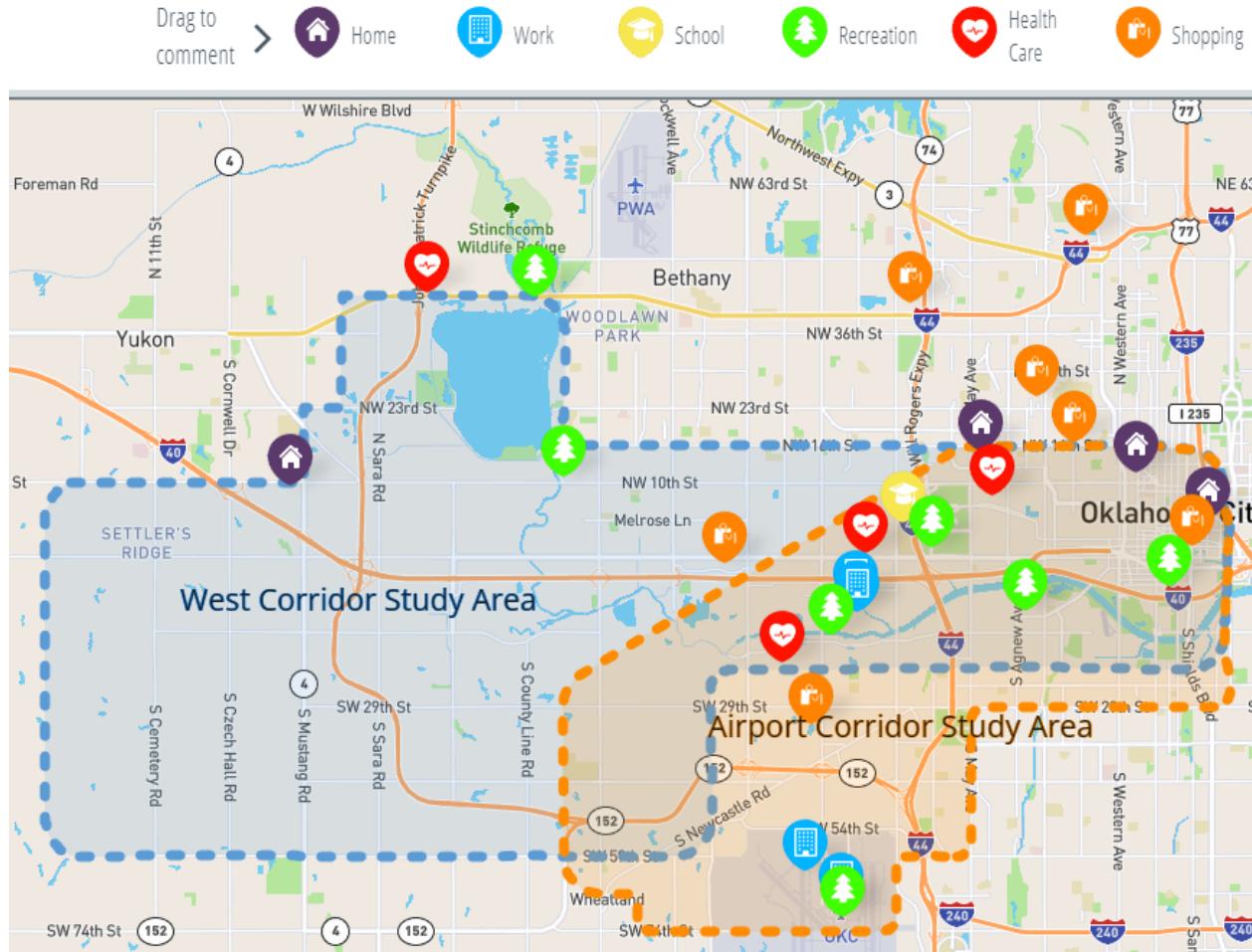
Engagement by the Numbers



40
Survey
Responses



1,515
Total Visits



269
Total Map
Visits



30
Comments

RTA Open House Today!



Regional Transportation Authority
of Central Oklahoma

Open House
August 16, 2023
5:30 – 7:30 PM

OSU-OKC Community Impact Center
930 N Portland Ave
Oklahoma City, OK 73107

Visit RTAMoves.com to learn more!



Next Steps

Next Steps

