

The background of the slide is composed of three distinct images. The top-left corner features a solid red triangle. The top-right and middle-right sections show an aerial view of a city skyline at dusk, with a prominent blue skyscraper and a highway interchange. The bottom-left and middle-left sections show a long-exposure photograph of a city street at night, with light trails from cars and a bus. The RTA logo is positioned on the red triangle.

# RTA

Regional Transportation Authority  
of Central Oklahoma

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

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

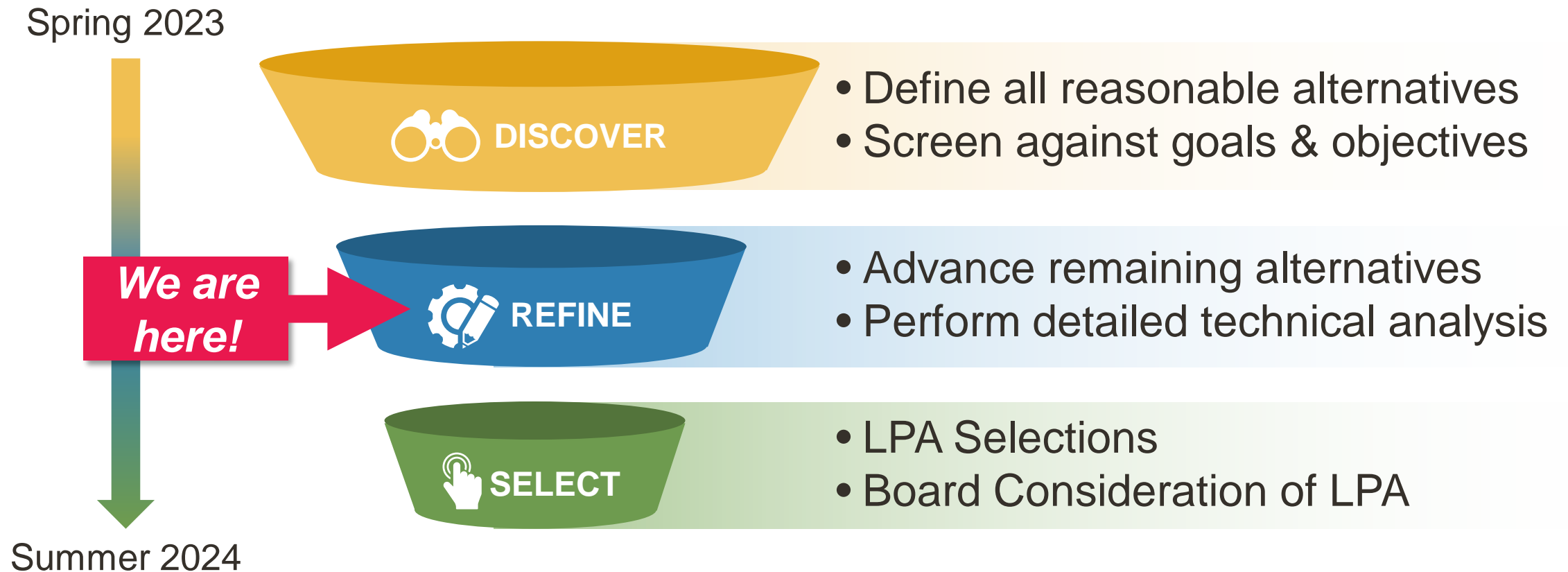
*Prepared by Kimley-Horn and Associates*

*December 6, 2023*

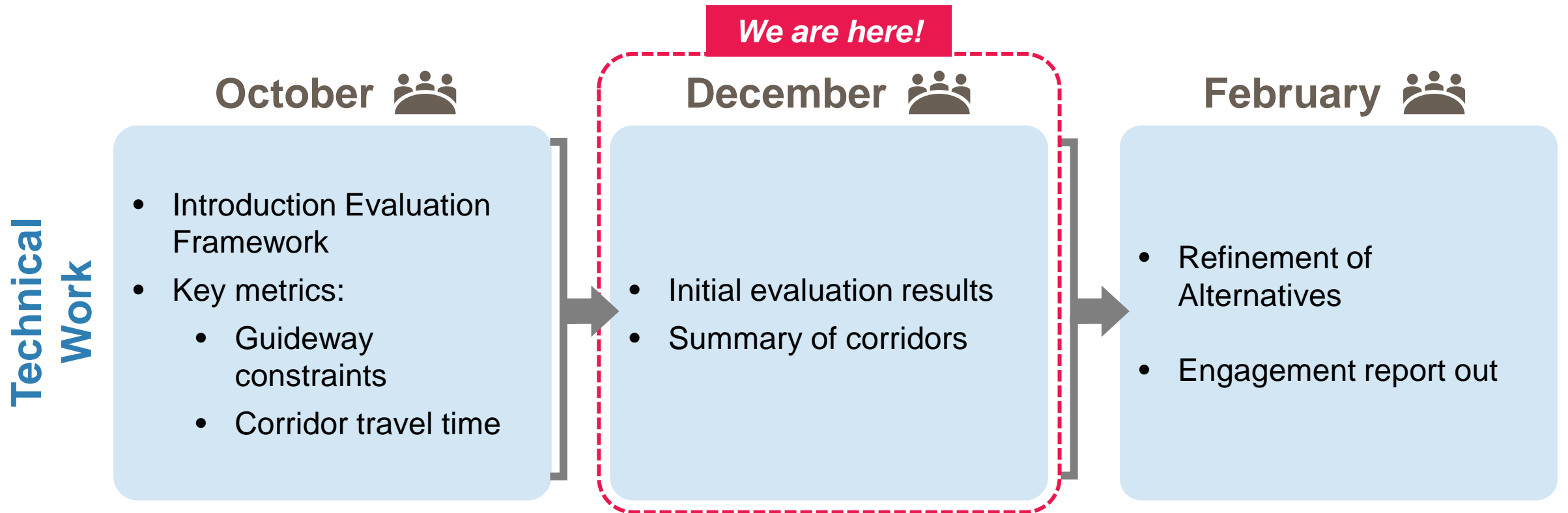
# Agenda

- October Board Meeting Recap
  - Corridor Travel Times
  - Corridor Guideway Widths
  - Evaluation Framework
- Initial Evaluation Results
- Engagement Updates

# Alternatives Analysis Process



# Alternatives Analysis Process



# October Board Meeting Recap

# Goals and Objectives

## Mobility & Connectivity



Direct connection  
to Santa Fe  
Intermodal Hub



Serves major  
activity centers

## Equity & Accessibility



Serves areas with  
high equity index



Serves areas of  
persistent poverty

## Land Use & Economic Development



Serves areas with  
high activity index



Connects to  
areas with  
projected growth

## Sustainability & Viability

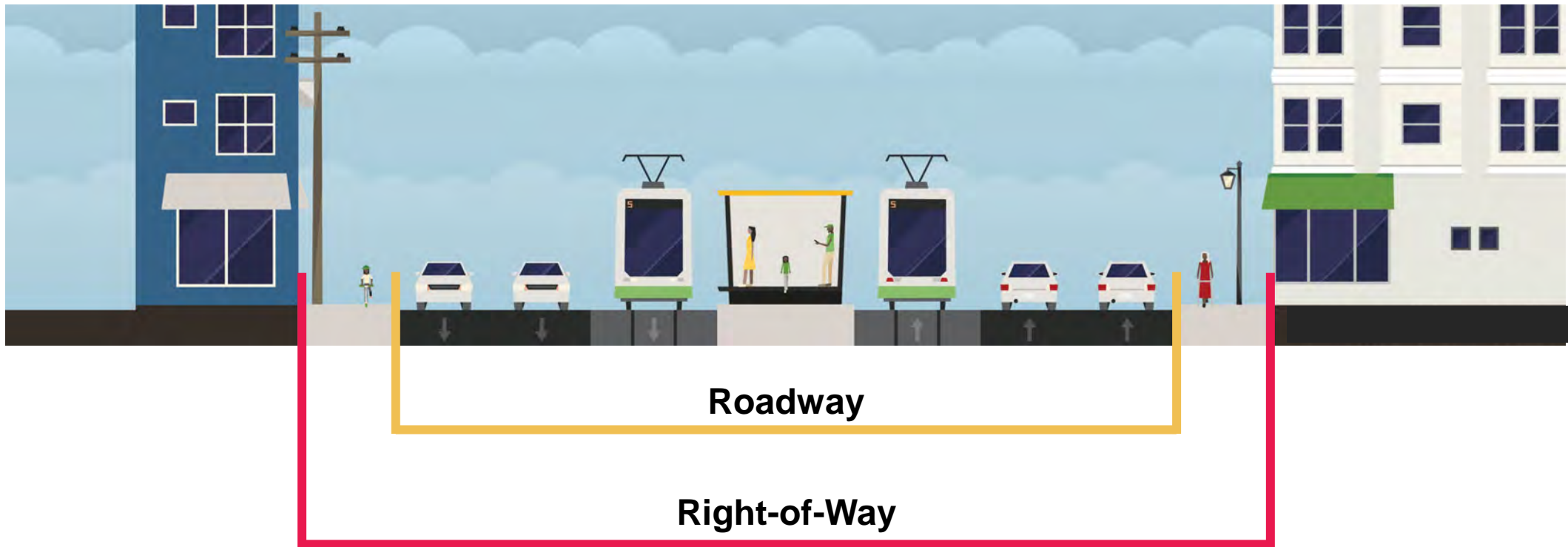


Serves areas  
with high transit  
propensity



Utilizes existing  
infrastructure

# Roadway vs. Right-of-Way



*This is an example cross-section with high-capacity transit, not representative of a specific roadway*

## Estimating travel times allow for a comparison between transit and driving for all high potential alternatives

### Driving Time Estimates Assumptions

 PM Peak Travel Times

### Transit Travel Time Estimates Assumptions

 PM Peak Travel Times

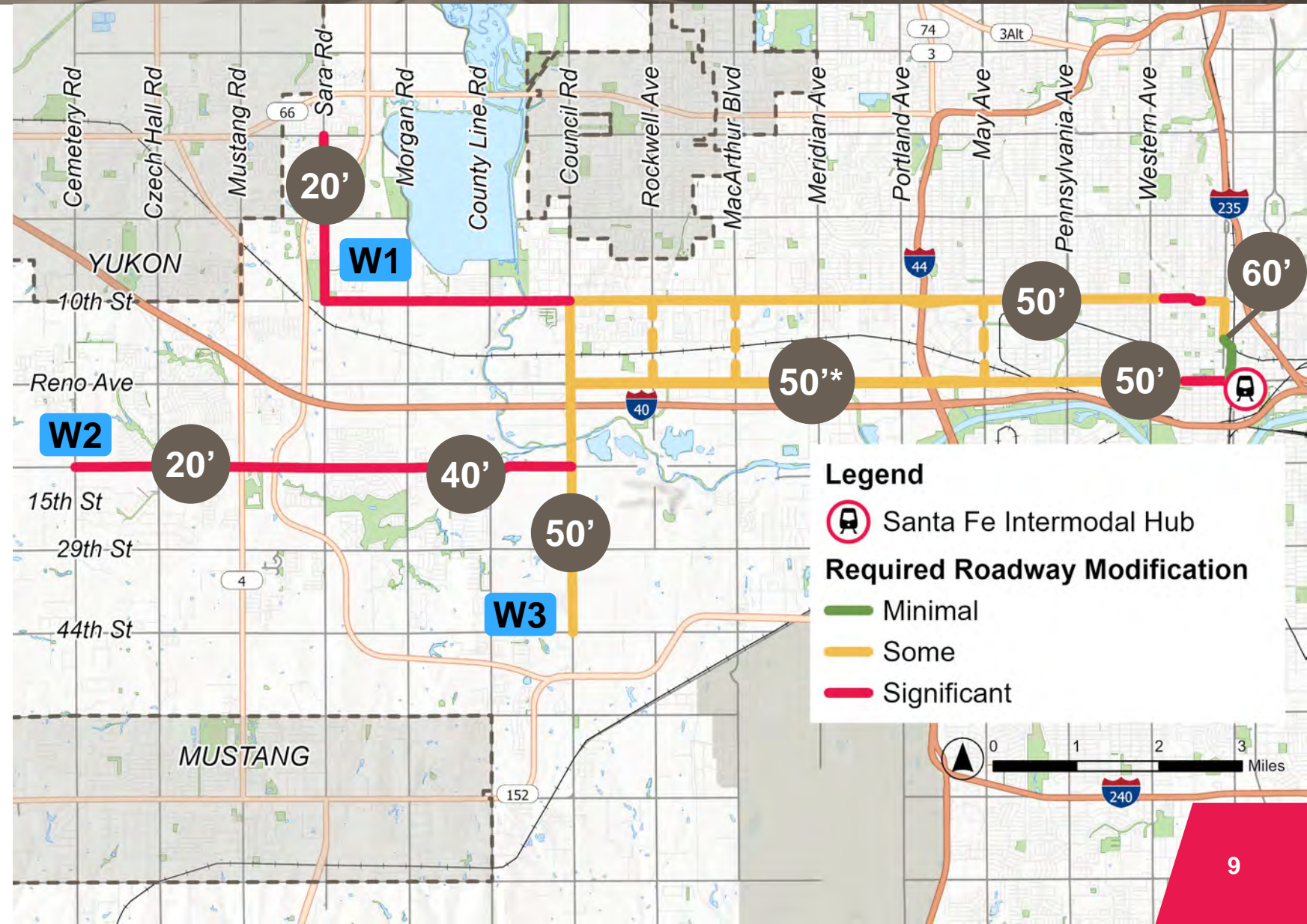
 Station Dwell Time

 Signal Delay

# West Corridor Roadway Widths

Street	Roadway Width
10 <sup>th</sup> St.	50'
Reno Ave.	50'*
15 <sup>th</sup> St.	20' – 40'
Sara Rd.	20'
N Council Rd.	50'
N Broadway Ave.	60'

*\*Portions of Reno Avenue contain a ~70' drainage feature that is not included in roadway width*



# West Guideway Takeaways



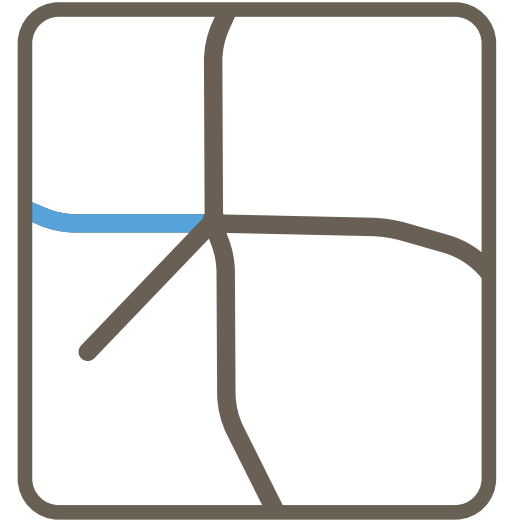
**All West alternatives would require some level of roadway expansion or travel lane conversion for LRT or BRT**



Segments of Alternatives 1 and 2 would require significant roadway expansion for LRT or BRT



Segments of 10<sup>th</sup> Street and Reno Ave are highly constrained



# West Alternative Travel Times – PM Peak

Alternative	Estimated Driving Time	Estimated Transit Travel Time
West 1 – 10 <sup>th</sup>	20-25 min.	30-35 min.
West 1 – Reno	25-30 min.	25-30 min.
West 2 – 10 <sup>th</sup>	35-40 min.	35-40 min.
West 2 – Reno	25-30 min.	30-35 min.
West 3 – 10 <sup>th</sup>	25-30 min.	30-35 min.
West 3 – Reno	25-30 min.	25-30 min.

## Takeaways



All alternatives competitive with driving



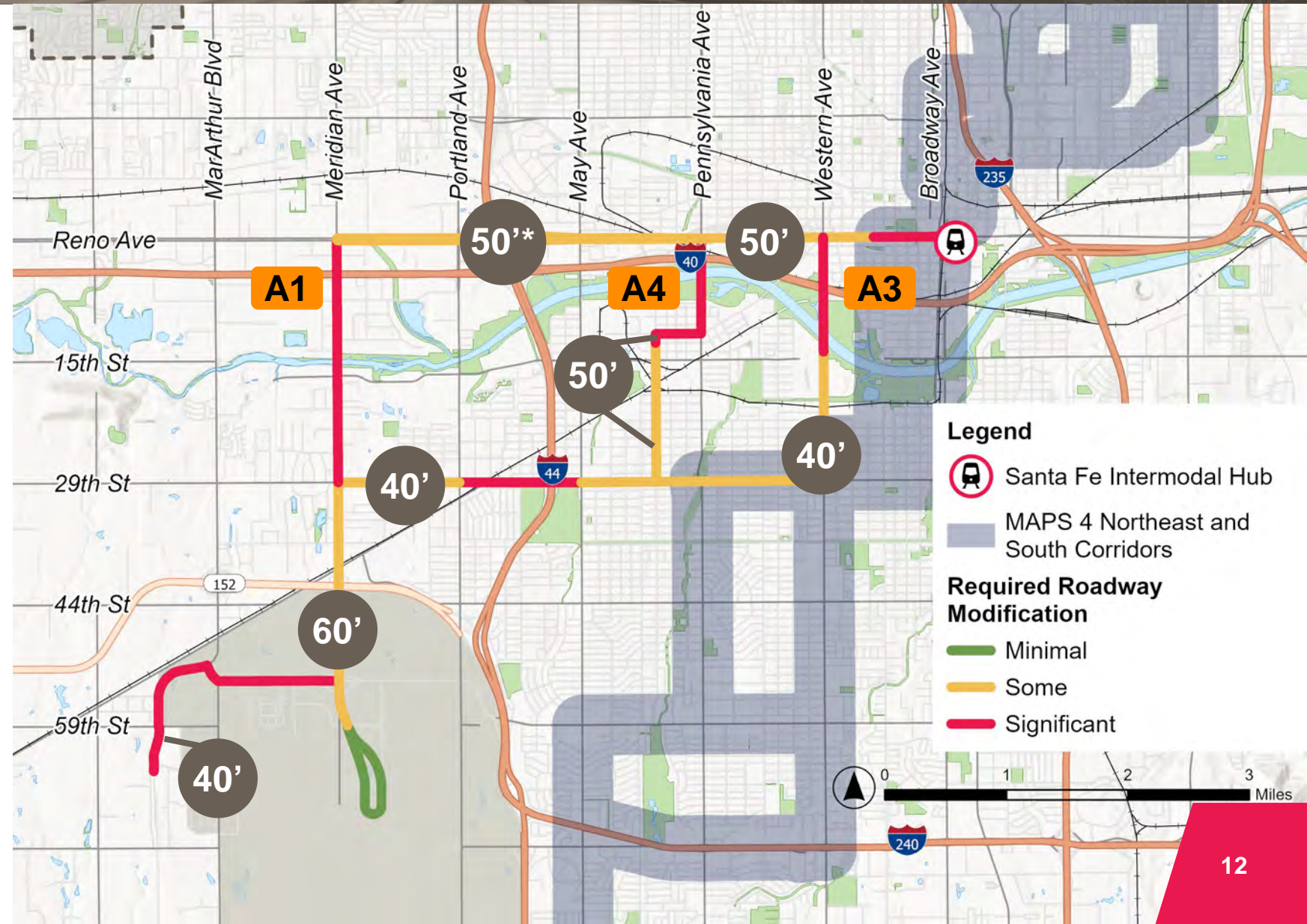
10<sup>th</sup> Street alternatives generally slower than Reno Ave alternatives



West 1-Reno and West 3-Reno have the fastest average speed

# Airport Corridor Roadway Widths

Street	Roadway Width
Reno Ave.	50'*
29 <sup>th</sup> St.	40'
Meridian Ave.	60'
Pennsylvania Ave.	50'
Western Ave.	40'
Terminal Dr.	40'



*\*Portions of Reno Avenue contain a ~70' drainage feature that is not included in roadway width*

# Airport Guideway Takeaways



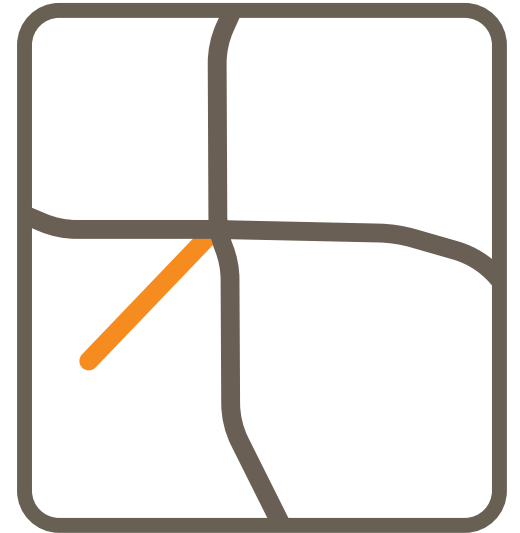
**All Airport Corridor alternatives would require some level of roadway expansion or travel lane conversion for LRT or BRT**



All Airport Corridor alternatives have sharp turns and bridges




Significant roadway widening would be required to reach FAA Complex



Alternative	Estimated Driving Time	Estimated Transit Travel Time
Airport 1	20-25 min.	20-25 min.
Airport 3	20-25 min.	20-25 min.
Airport 4	20-25 min.	20-25 min.

## Takeaways

-  All alternatives competitive with driving
-  All alternatives competitive with one another
-  Serving FAA Complex would add an additional 5-10 min.

# Evaluation – Initial Results

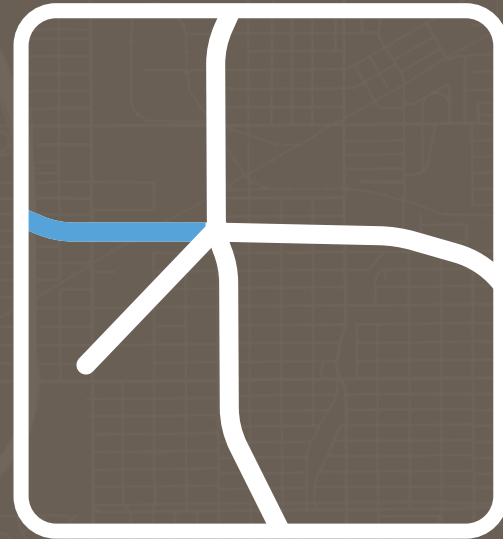
# Stakeholder Coordination

OKC Outlets		Stockyards City	
OKC Housing Authority		Alliance for Economic Development	
OKC Fairgrounds		Will Rodgers World Airport	
Visit OKC		OKC Chamber of Commerce	
OSU-OKC		FAA Aeronautical Center	

# Detailed Evaluation Framework

Project Goal	Criteria	W1	W2	W3	A1	A2	A3
Mobility and Connectivity	Connections to planned and existing bike infrastructure						
	Connections to existing transit network						
	Estimated end-to-end travel time						
	Existing trips between station areas						
Equity and Accessibility	Persons with disabilities + over 65 population						
	Non-white or Hispanic Population						
	Households below poverty line						
	Zero-car households						
	Number of OCHA Properties						
	Number of activity centers served						
Land Use and Economic Development	Ongoing and planned developments						
	Acreage of undeveloped and underdeveloped land						
	Projected population growth through 2035 according to ACOG's regional model						
	Projected employment growth through 2035 according to ACOG's regional model						
Sustainability and Viability	Ability to accommodate increases in ridership						
	Estimated capital costs						
	Estimated operations and maintenance cost						
	ROW requirements and acquisition costs						
	Traffic implications on existing roadways						
	Feasibility of full guideway dedication						

# West Corridor



# West Corridor – Initial Evaluation Summary

## West Alt. 1 – 10<sup>th</sup> Street



Serves a diverse population



Minimizes traffic disruptions

## West Alt. 2 – 10<sup>th</sup> Street



Serves a diverse population



Minimizes traffic disruptions

## West Alt. 3 – 10<sup>th</sup> Street



Serves a diverse population



Minimizes traffic disruptions

## West Alt. 1 – Reno Avenue



Serves major activity centers



Most opportunity for dedicated guideway

## West Alt. 2 – Reno Avenue



Serves major activity centers



Most opportunity for dedicated guideway

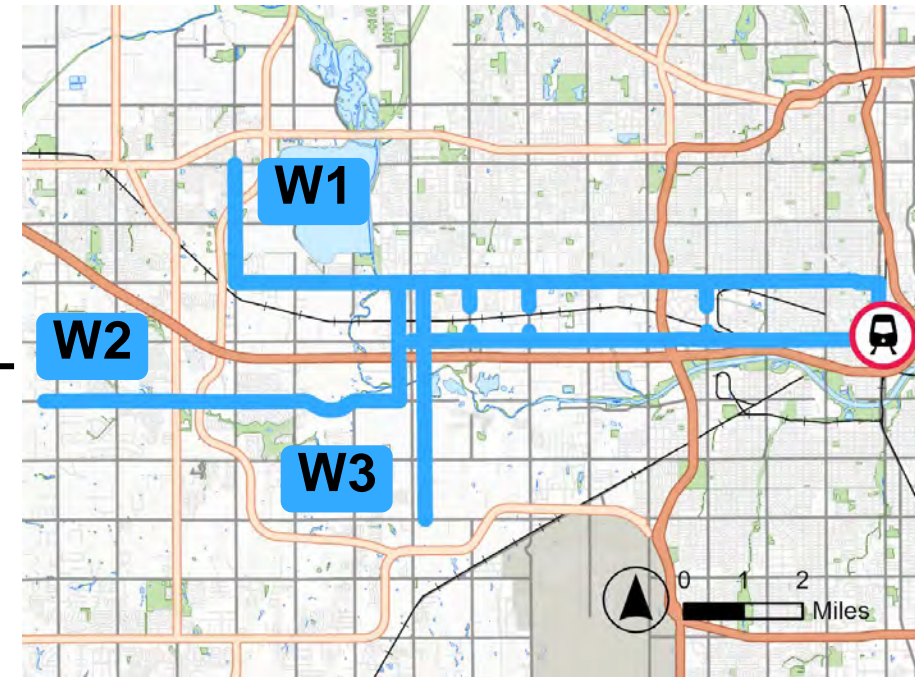
## West Alt. 3 – Reno Avenue



Serves major activity centers



Most opportunity for dedicated guideway



# West Corridor – Initial Evaluation Summary

## West Alt. 1 – 10<sup>th</sup> Street



Serves a diverse population



Minimizes traffic disruptions

## West Alt. 2 – 10<sup>th</sup> Street



Serves a diverse population



Minimizes traffic disruptions

## West Alt. 3 – 10<sup>th</sup> Street



Serves a diverse population



Minimizes traffic disruptions

## West Alt. 1 – Reno Avenue



Serves major activity centers



Most opportunity for dedicated guideway

## West Alt. 2 – Reno Avenue



Serves major activity centers



Most opportunity for dedicated guideway

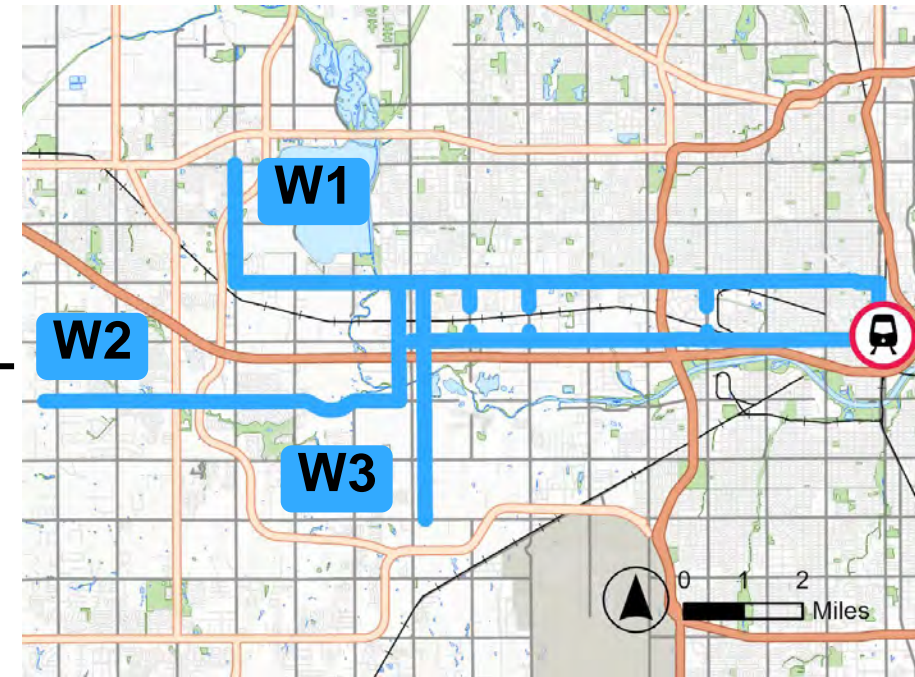
## West Alt. 3 – Reno Avenue



Serves major activity centers



Most opportunity for dedicated guideway



# West Corridor – Initial Evaluation Summary

## West Alt. 1 – 10<sup>th</sup> Street



Serves a diverse  
population



Minimizes traffic  
disruptions

## West Alt. 2 – 10<sup>th</sup> Street



Serves a diverse  
population



Minimizes traffic  
disruptions

## West Alt. 3 – 10<sup>th</sup> Street



Serves a diverse  
population



Minimizes traffic  
disruptions

## West Alt. 1 – Reno Avenue



Serves  
major activity  
centers



Most opportunity  
for dedicated  
guideway

## West Alt. 2 – Reno Avenue



Serves  
major activity  
centers



Most opportunity  
for dedicated  
guideway

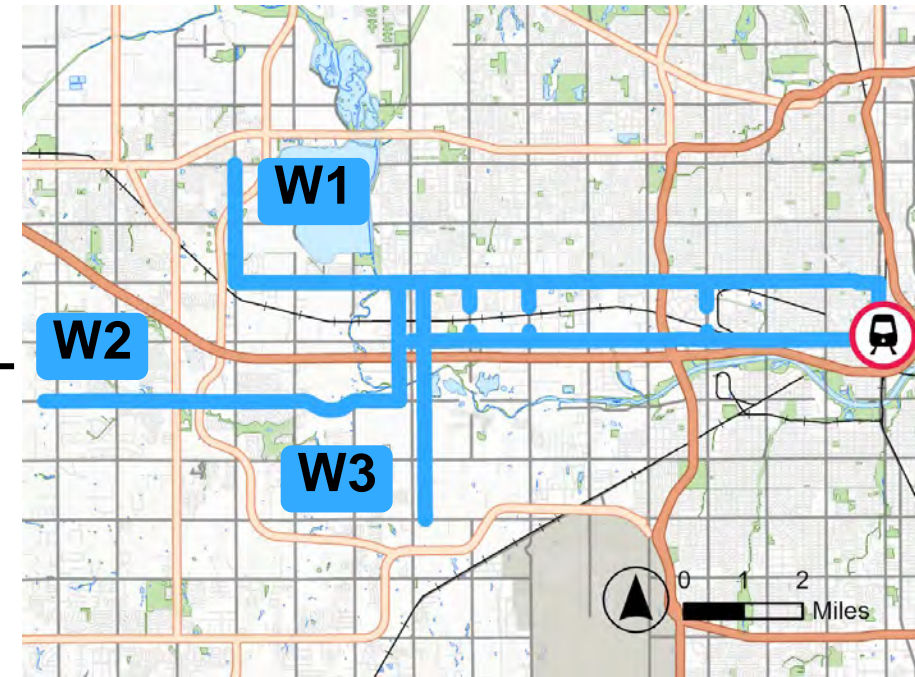
## West Alt. 3 – Reno Avenue



Serves  
major activity  
centers



Most opportunity  
for dedicated  
guideway



# West Corridor – Initial Evaluation Summary



Explore balancing equity communities along 10<sup>th</sup> Street with major activity centers along Reno Avenue



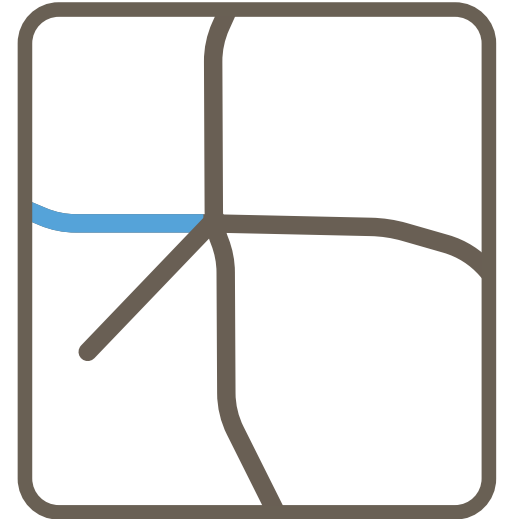
How best to serve lower-density residential growth in West Oklahoma City



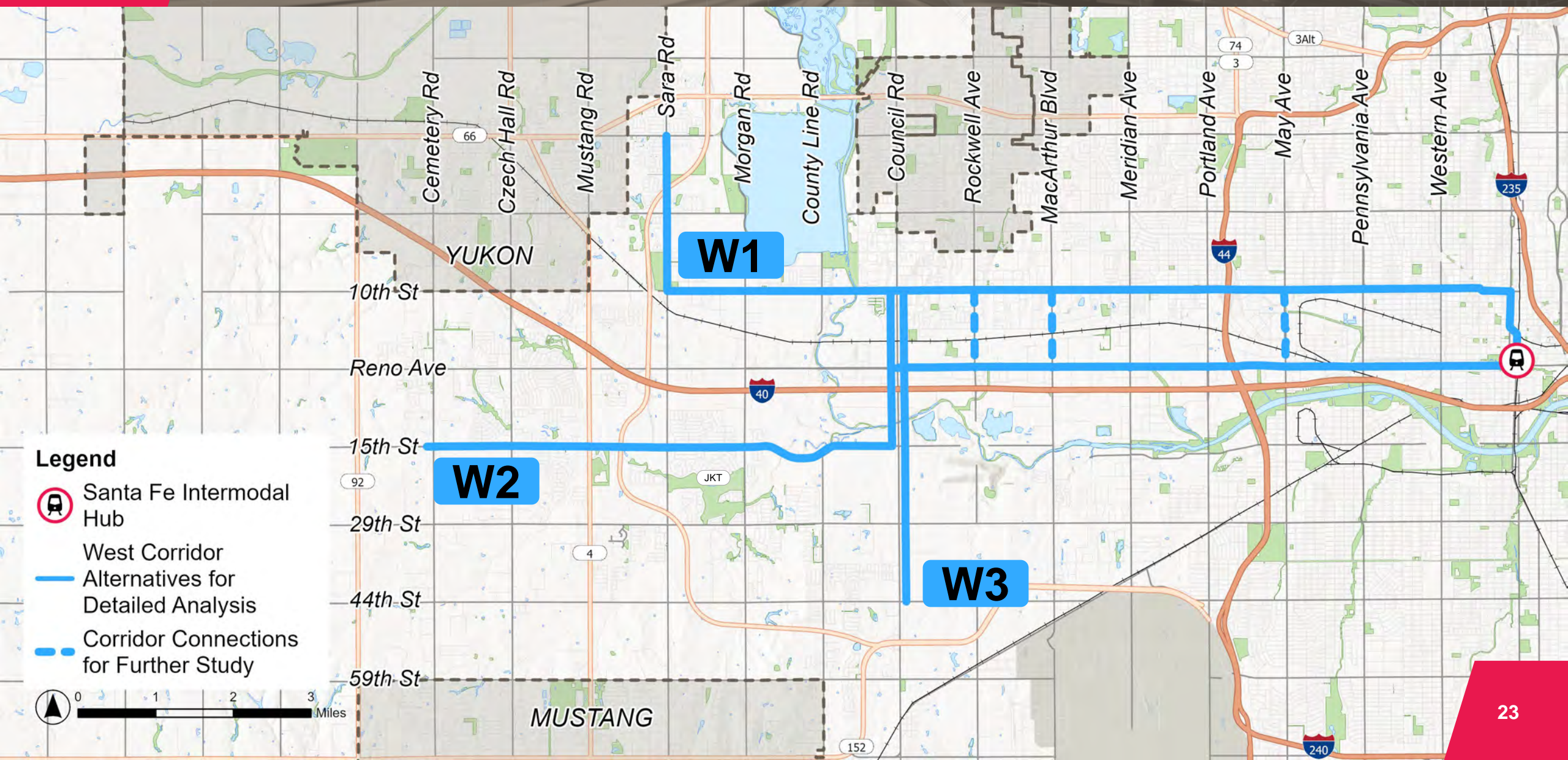
Understanding tradeoffs of travel times vs. serving communities closer to Downtown Oklahoma City



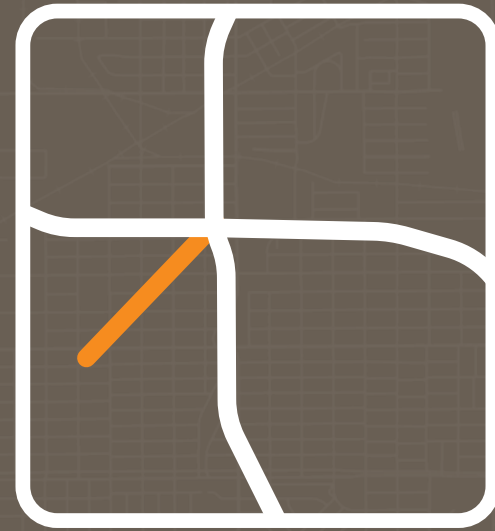
Exploring end-of-line locations for all alternatives



# West Corridor Alternatives for Refine Phase

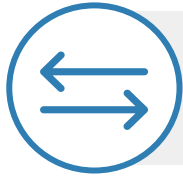


# Airport Corridor



# Airport Corridor – Initial Evaluation Summary

## Airport Alternative 1 *Reno to Meridian*



Serves existing trips



Serves major activity centers



Serves areas with high projected employment growth



Most opportunity for dedicated guideway

## Airport Alternative 3 *Western to 29<sup>th</sup> to Meridian*



Serves equity populations



Serves public housing units



Access to residential development

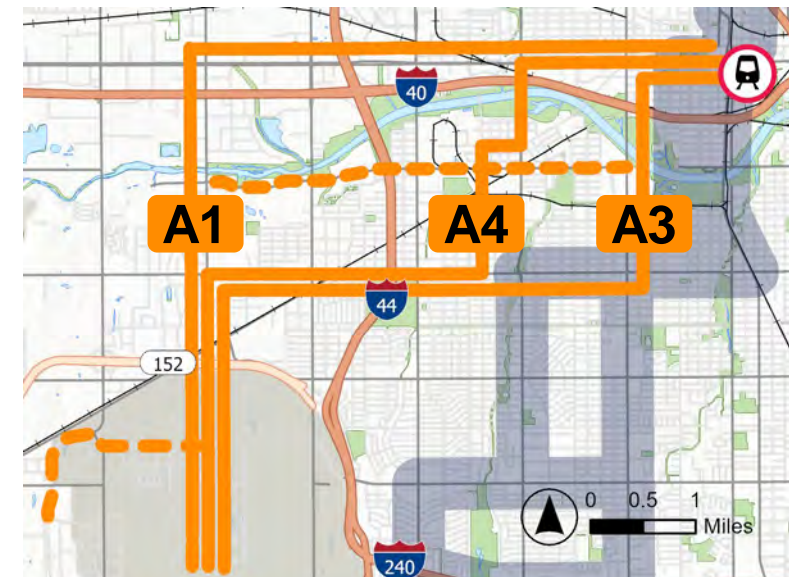
## Airport Alternative 4 *Pennsylvania to Stockyards City to 29<sup>th</sup>*



Serves equity populations



Minimizes traffic disruptions



# Airport Corridor – Initial Evaluation Summary



Explore trade-off of serving existing travel markets vs more access to equity populations



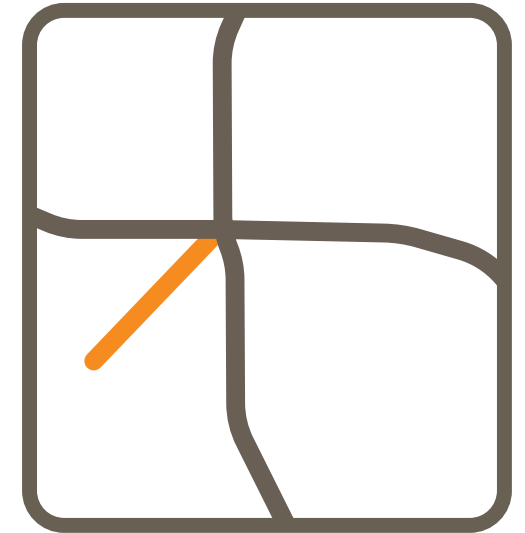
Continued examination of corridor right-of-way constraints to adding dedicated guideway



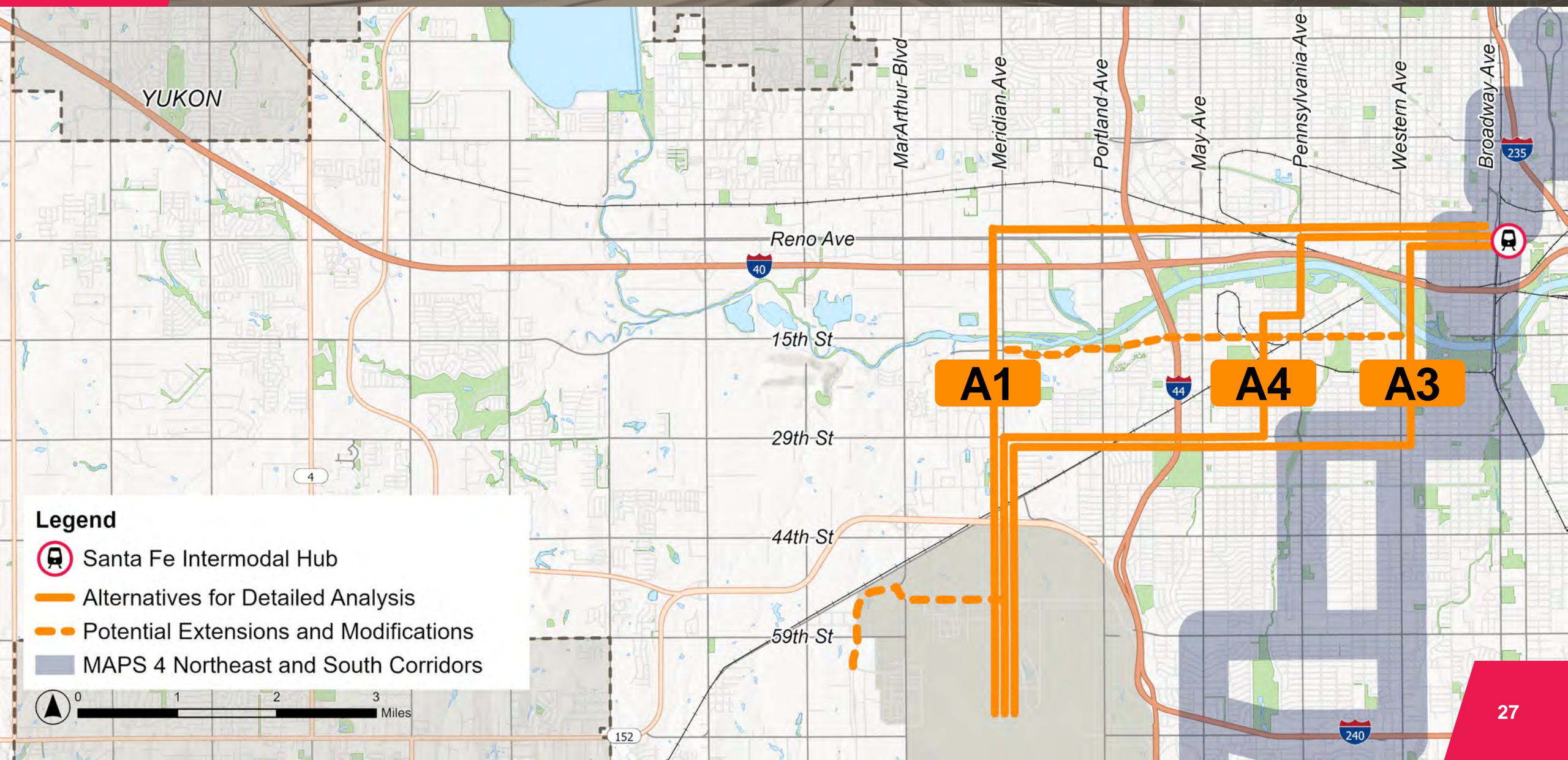
Continue coordination with Airport Trust and FAA



Monitor overlap with MAPS 4 BRT improvements



# Airport Corridor Alternatives for Refine Phase



# Engagement Updates

# Ongoing Stakeholder Engagement

- **Ongoing Coordination With:**

- Will Rodgers World Airport Trust
- Greater OKC Chamber of Commerce
- Mike Monroney Aeronautical Complex



# January Town Hall

- **Planned for January 18**
- **Virtual Format**
- **Goals**
  - Deliver project updates and analysis
  - Introduce high-potential alignments
  - Gauge public sentiment alongside full evaluation of alternatives



## Upcoming Virtual Town Hall

- Attend the RTA's Virtual Town Hall January 18 from 5:30 – 7:00pm!
- Follow the RTA on Social Media for project updates
- Visit the [RTAMoves.com](https://RTAMoves.com) website for more project information

A promotional poster for the RTA Virtual Town Hall. It features the RTA logo at the top left, followed by the event title 'Virtual Town Hall' in large red letters. Below the title, the date and time 'January 18, 2024 5:30 - 7:00 PM' are listed in red. Further down, it says 'Zoom Webinar' and provides the URL 'tinyurl.com/RTATownHall'. At the bottom, it encourages visiting 'RTAMoves.com' to learn more. On the right side of the poster is a large red bell icon with several red lines radiating from it, indicating a notification or alert. The background of the poster shows a blurred image of a city street with buildings and a yellow traffic light.

**RTA**  
Regional Transportation Authority  
of Central Oklahoma

# Virtual Town Hall

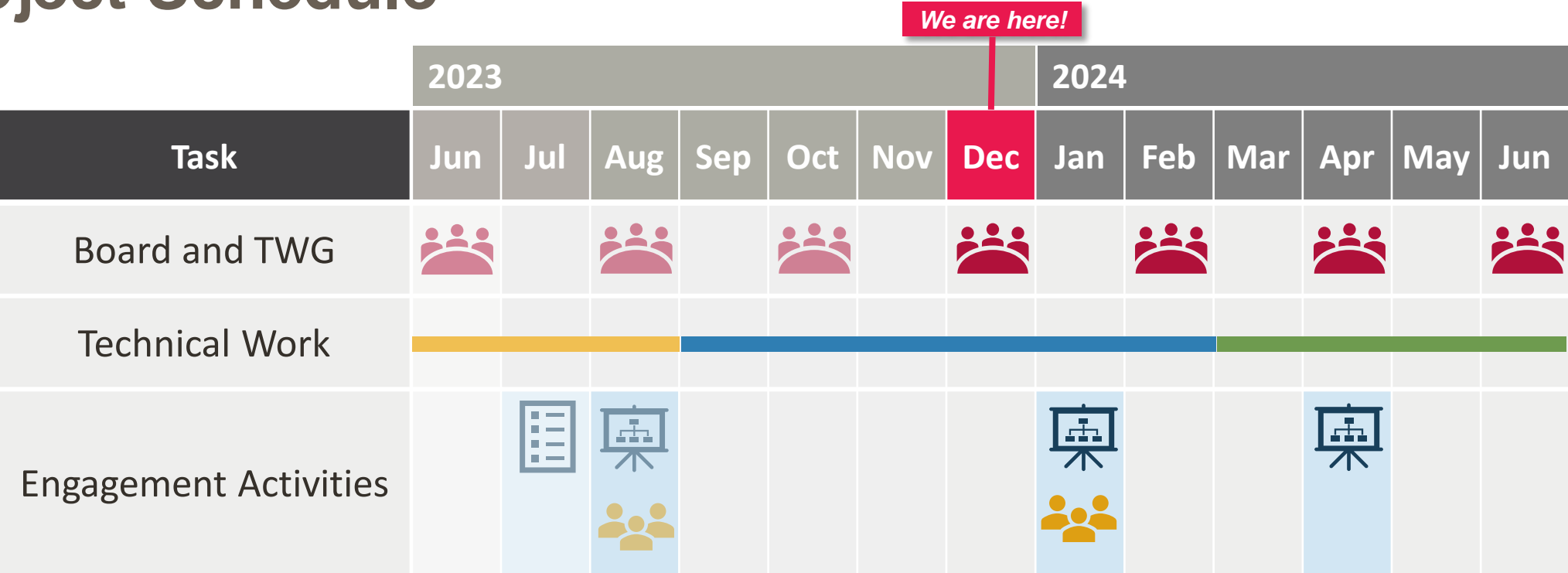
**January 18, 2024**  
**5:30 - 7:00 PM**

**Zoom Webinar**  
**[tinyurl.com/RTATownHall](https://tinyurl.com/RTATownHall)**

Visit [RTAMoves.com](https://RTAMoves.com) to learn more!

# Next Steps

# Project Schedule



- Discover Phase
 TWG & Board Meetings
 Targeted Stakeholder Engagement
- Refine Phase
 Online Survey
 Open House & Town Halls
- Select Phase

# Thank You