

Meeting Report

PROJECT: 2004-04 Fixed Guideway Study

PROJECT NO.: 022845

Central Oklahoma Transportation and Parking Authority (COTPA)

PRESENT: Committee Members:

Sam Bowman, Ward 2 City Council, City of Oklahoma City
Rick Cain, COTPA
Myron Coleman, City-County Health
John Dugan, OKC Planning Director
Brett Hamm, Assistant to the Mayor, City of Oklahoma City
Harold Haralson, Mayor, City of Norman
Stan Inman, Chairman, Board of Commissioners
Steve Jones, Representative of Congressman Ernest Istook
Chris Kauffman, COTPA Chairman/The Insurance Center
Klay Kimker, Devon Energy
Hershel Lamirand, OU Medical Center
David Lopez, Downtown Okla. City Inc.
Rick Moore, Municipal Contractors Association
Gary Marrs, Ward 1 City Council, City of Oklahoma City
Paula Sanford, Edmond City Council
Dean Schirf, Greater Oklahoma City Chamber of Commerce
Ira Schlezinger, Integris Health
David Streb, Oklahoma Department of Transportation
Richard Tanenbaum, Gardner/Tanenbaum Group
Zach Taylor, ACOG
James Thompson, OKC City Manager's Office
Mike Voorhees, S. OKC Chamber of Commerce Representative
John Yoeckel, At-Large Planning Commissioner, City of Oklahoma City

MEETING

DATE: 04/05/2005

Project Staff:

Larry Hopper, COTPA Project Manager
Tom Shelton, Carter & Burgess Project Manager
Renzi Stone, Saxum Strategic Communications
Sara Lashley, Saxum Strategic Communications
Mike McAnelly, Carter & Burgess
Lee Nichols, Carter & Burgess

Attendees/Guests:

Kay Bickham, COTPA Trustee
Dick Lee, COTPA Trustee
Scott Barrett, Legacy Engineering
Randy Entz, ACOG
Amy Ford, COTPA
Bill Hancock, Oklahoma County District 3
Linda Koenig, ACOG
Holly Massie, ACOG
Diponker Mukherjee, COTPA

The following is our understanding of the subject matter covered in this meeting. If this differs from your understanding, please notify us within five working days.

The April 5, 2005 meeting for the Central Oklahoma Transportation & Parking Authority (COTPA) Fixed Guideway Transit Study Steering Committee (TSSC) Meeting was held at the Presbyterian Health Foundation Conference Center located on 655 Research Parkway, Oklahoma City. The meeting began at 3:30 P.M. Handouts were made available and included the meeting agenda, meeting minutes from the public meetings held February 21-24, 2005, copy of the power point presentation, map packet – included the updated corridor map, 2000 and 2030 level of service, 2000 and 2030 population and employment density, 2000 land use, 2003 aerial, individual corridor maps, demographics analysis, peer city characteristics summary, and reports discussing transit oriented development and the related economic impacts.

1. **Opening Remarks** – Brett Hamm, assistant to Mick Cornett, Mayor of Oklahoma City, welcomed all in attendance. He apologized for the Mayor's absence and stressed that the Mayor thinks this is an important project and encourages all steering committee members stay actively involved in the project.
2. **Introductions** – Chris Kauffman, COTPA Chair, reiterated Mr. Hamm's welcome and thanked all steering committee members for their continued involvement in the project. Larry Hopper, COTPA project manager thanked all for attending.
3. **Results of February 21 – 25 Public Meetings** – Tom Shelton, Carter & Burgess Project Manager, summarized the seven public meetings that were held February 21 – 25, 2005. Meeting attendance was more than expected and the consultant team received a large volume of positive input regarding the project. A sample of the meeting comments included:
 - Strong support and recognition of the need for adequate public transit service
 - General interest in and support for future fixed guideway transit.
 - Place priority on making bus service improvements in concert with fixed guideway transit development.
 - Service must be convenient, comfortable, safe, and cost effective.
 - Emphasis on Central Area and the major commuter corridors
 - How do we pay for fixed guideway and other transit improvements?
4. **Results of March 15, 2005 Interagency Work Group Meeting** – Tom Shelton next discussed the results of the interagency work group meeting that was held at the offices of METRO Transit on March 15, 2005. Key staff from COTPA, ACOG, City of Oklahoma City, and ODOT were in attendance. The objective of the working meeting was to provide technical coordination and exchange data. The meeting was very successful and it helped the consultant team refine the corridors to be studied, and provided input on the future needs of the Oklahoma City Metropolitan Area.
5. **Delineation of Corridors to be Studied** – Tom Shelton next presented to the steering committee the modified concept corridors that were a result of the public involvement process and interagency comments. These corridors will be evaluated to determine which fixed guideway technology (if any) will be appropriate for a given corridor. Some preliminary analysis had already been done regarding these corridors. Each steering committee member received in their handouts a demographic and land use break down of each corridor. Demographics included 2000 and 2030 employment and population densities, and 2000 land use breakdowns. Also included were maps of each corridor showing major employers, population and employment growth patterns (2000 and 2030), traffic congestion (2000 and 2030). Finally, statistics from other national fixed guideway transit projects were presented and how each city compared to the Oklahoma City Metropolitan area.

6. **Break-Out Session** – During the break out session, the four groups of steering committee members were asked to provide information regarding the following three topics:
- A. Review of Project Corridor Delineation
 - B. Key Activity Centers – Current and Future
 - C. Review of Corridor Evaluation Criteria

Table participants were encouraged to mark on the maps provided to show any corridor modifications, and any future or present activity centers that were not presently shown on the map. Also, each steering committee member was asked to rank their top five corridor evaluation criteria and provide the consultant team any input on the criteria itself. The members placed dots on a large plot to rank their top five criteria. During the report back of the break out session the results were presented.

7. **Report Back of Break-Out Session** – Each steering committee table elected a person to report back to the entire group the “main points” of their tables. Each table’s discussion is as follows:

A. **Table 1**

Corridors

- Bailey Corridor (new corridor) – I-44 South and Southwest to Tuttle/Newcastle Area
- Central Corridor – Consider stretching east to Eastern (NACC) and west to Meridian (Dell)
- Norman Corridor – should be broad/wide enough to embrace Sooner Road and extend north to I-240
- Westside I-44 Corridor – extend south to include Will Rogers World Airport

Activity Centers

- Consider adding major shopping malls/centers
- Check to see if following areas are included:
 - Quad Graphics
 - Dell
- Interview key civic leaders re: expected development/activities in OKC Downtown, Bricktown, Health Science area
- Check with OKC Planning – “Housing Market Study” (J. Dugan)
- Activity centers/maps: may want to depict locations that “generate” a lot of trips, even though number of employees are small (special generators)
- Look at concentration of public employees/activities e.g. Norman Civic Center Complex
- Should examine/map entire State Capitol Complex
- Hertz location on Memorial Road/Kilpatrick
- Silver Springs – Sprint/William Sonoma/Hartford, etc. (Northwest Expressway and Council)
- Express Personal – Home improvement stores in Northwest Highway Council area
- Gulfstream – at Wiley Post Airport (no longer at the location it is shown)

B. **Table 2**

- Percentage below poverty line/gas price; priority of assignments; mass transit needs to address lower income; age requirements, handicap requirements?
- Ridership? What is it? Breaking down demographics based on age; what is the profile of an average bus rider?
- Who rides the rails, what is the demographic?
- Is fixed guideway transit faster and cheaper?

- When will the region have sufficient population densities? We have to have the density; population dictates routes.
- Convention and downtown traffic facilitated from outside core; find school data.
- We will have at least half-million more people by 2030, 600,000 new homes by 2030 (380,000 people).
- Bothered by poverty line – priority according to income/need/use; is there a priority favoring older and disabled people?
- The current bus system has good ridership
- Are we considering demographics?
- Bus stops on Lincoln & 23rd have 5 to 7 people waiting at stops
- Salt Lake City has a very successful light rail system with the majority of it's riders being white color workers.
- Make sure to consider demographics; will \$65,000 and up ride?
- Areas of congestion
 - Broadway Extension – 23rd and Capitol to HSC
 - Northwest Expressway
- Is fixed guideway transit faster?
- Is fixed guideway transit less expensive?
- When will we have the density to have people ride transit?
- We don't manage our urban growth the way fixed guideway needs this – no patterns.
- We should respond to the growth, not “build and they will come”.
- Consider events like fair, Ford Center.
- If there were Light Rail along I-235 and I-40, how many jobs and residents would we hit/miss?

C. Table 3

Activity Centers

- Oklahoma River is about one mile south of downtown, and Dell is to be the first of many traffic generators.
- Santa Fe terminal.
- Norman to Edmond travel (especially football games).
- Low level of activities in East 23rd corridor.
- Retail development for I-240 corridor.
- Increase bus service along Meridian and to Airport (Westside I-44 Corridor).
- Hobby Lobby warehouse and manufacturing center west of Airport.

Review of Corridor

- Why a little bubble for Airport Corridor?
- Kilpatrick and Westside I-44 Corridors make sense.
- Why Norman and Edmond Corridors not one corridor?
- Light rail might be considered in the following corridors:
 - Edmond
 - Norman
 - Midwest City/Tinker
 - Airport
- Bus Rapid Transit might be considered in the following corridors:
 - Norman
 - Edmond

- Kilpatrick
- Northwest OKC has lots of growth, so it needs to be included; maybe for bus rapid transit.
- I-240 corridor could be extended eastward to include residential development east of Tinker AFB.

Evaluation Criteria

- Criteria are satisfactory.
- Oklahoma has lower citizen tolerance for congestion.

D. Table 4

- Is corridor width an issue?
- How much of the total area of OKC are covered by corridors?
- Would width of corridors include core service area?
- Corridors should represent the most efficient route to get people where they want to go.
- Feeder bus system will be part of the fixed guideway system.
- Mary Mahoney Health Center is in 23rd corridor.
- Hispanic population from the south Oklahoma City area comes to Mary Mahoney Health Center.
- Need to see trip origin/destination information.
- Historic perspective of OKC area development should be considered.
- Airport renovation will enhance the image of OKC, but not expected to increase employment.
- The CBD area to the Medical Center and Capitol will continue to gain many jobs.
- Edmond will develop along I-35 corridor.
- MROTC – I-235 corridor – (Tinker AFB planned expansion) must be considered as a location of tremendous employment growth.
- FAA facility near airport is growing and is an important activity center.
- More development in Kilpatrick corridor.
- Finding a corridor with good fare box return will be difficult.
- Light rail is difficult to justify cost wise in a spread out region like ours.

The top five evaluation criteria as picked by the steering committee are:

- Criteria #8 – Capital Costs (23 dots)
- Criteria #1 – Ability to Satisfy Operation and Service Levels (21 dots)
- Criteria #9 – Operating and Maintenance Costs (20 dots)
- Criteria #5 – Compatibility with Existing Infrastructure (14 dots)
- Criteria #3 – Compatibility with Local Land Use and Environmental Plans (12 dots)

8. **Future Steering Committee Meeting and Final Comments** – Tom Shelton again thanked everyone for coming and asked them to mark June 28, 2005 late afternoon on their calendars for the next Steering Committee meeting. Larry Hopper mentioned that another public meeting will be held in downtown Oklahoma City. Further information will be provided later. The meeting adjourned at 5:00 pm.