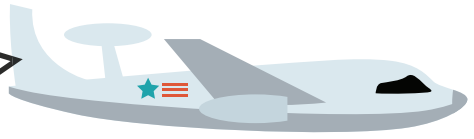




ENCOMPASS 2045

PLAN SUMMARY



METROPOLITAN TRANSPORTATION PLAN FOR CENTRAL OKLAHOMA

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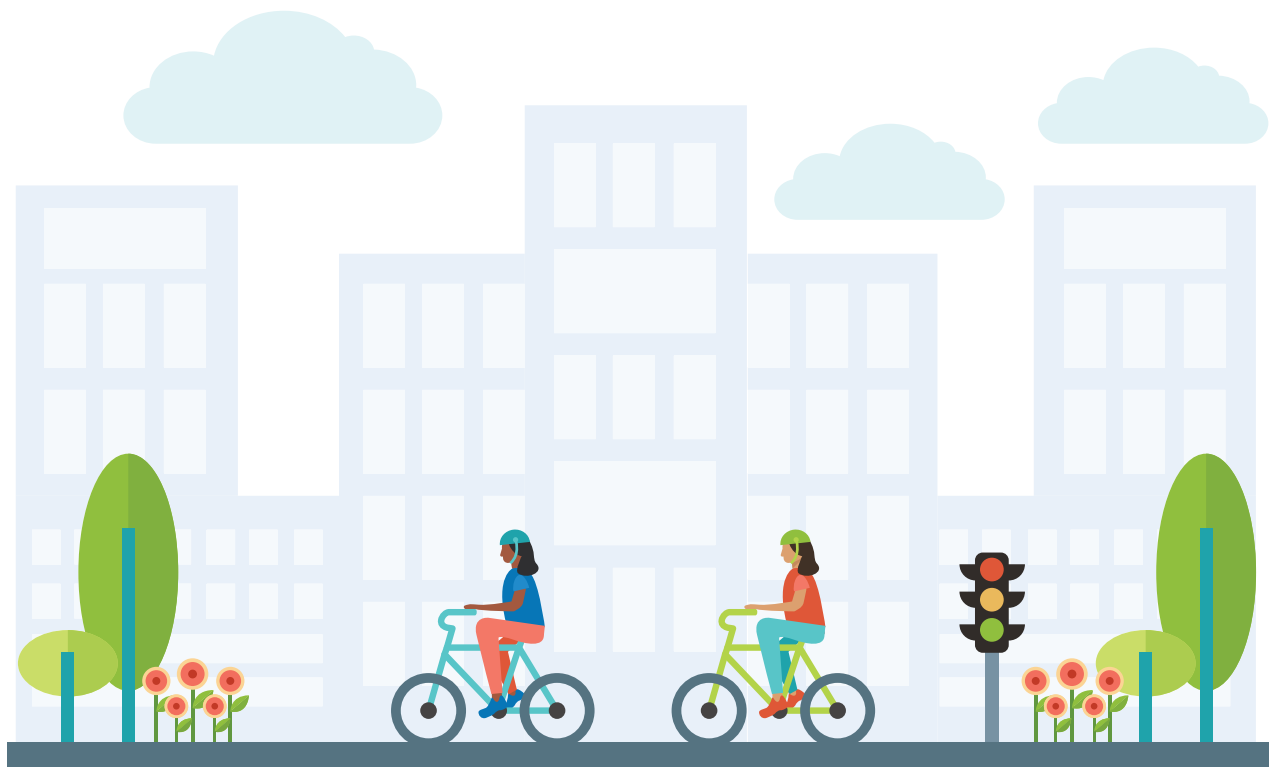
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PLAN ADOPTION

The Encompass 2045 Metropolitan Transportation Plan (MTP) for Central Oklahoma was developed over the past five years in coordination with member communities, the Central Oklahoma Transportation and Parking Authority (COTPA), Norman Transit, the Oklahoma Department of Transportation (ODOT), the Oklahoma Turnpike Authority (OTA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and numerous stakeholders.

The Intermodal Transportation Policy Committee (ITPC) of the Association of Central Oklahoma Governments (ACOG) will consider final adoption of Encompass 2045 on Thursday, October 28, 2021, at 1:20 p.m. in the ACOG Board Room. All comments received by Wednesday, October 13, 2021, will be provided to the ITPC for their consideration prior to final action.

Please provide your written comments by mail or email to the following:

ACOG Transportation Planning Services Division
4205 N. Lincoln Blvd.
Oklahoma City, OK 73105
TDD: 7-1-1 Statewide
transportation@acogok.org

Please visit acogok.org/transportation-planning/encompass-2045-plan/ for more information.

A MESSAGE FROM THE EXECUTIVE DIRECTOR

On behalf of its planning partners and numerous stakeholders, the Association of Central Oklahoma (ACOG) is pleased to share with you Encompass 2045, the draft Metropolitan Transportation Plan (MTP).

Over the previous decade, Central Oklahoma has experienced significant growth. We believe this trend will continue and many more residents and businesses will move into the region in the years to come. This welcomed growth means more vehicle trips that will increase congestion and air quality challenges. Therefore, we must earnestly look ahead and plan for suitable mobility options including improved roadways, expanded transit services, bicycle and pedestrian amenities, and Intelligent Transportation Systems (ITS).

The COVID-19 public health crisis led to major changes in travel decisions and traffic patterns. While the long-term impacts of COVID-19 are not yet known, ACOG's transportation planners are paying close attention to the economic rebound and shifts in travel behavior that may lead to new trends.

Thank you for your interest in ACOG's MTP, Encompass 2045. We hope you will participate and stay engaged in Central Oklahoma's transportation planning future.

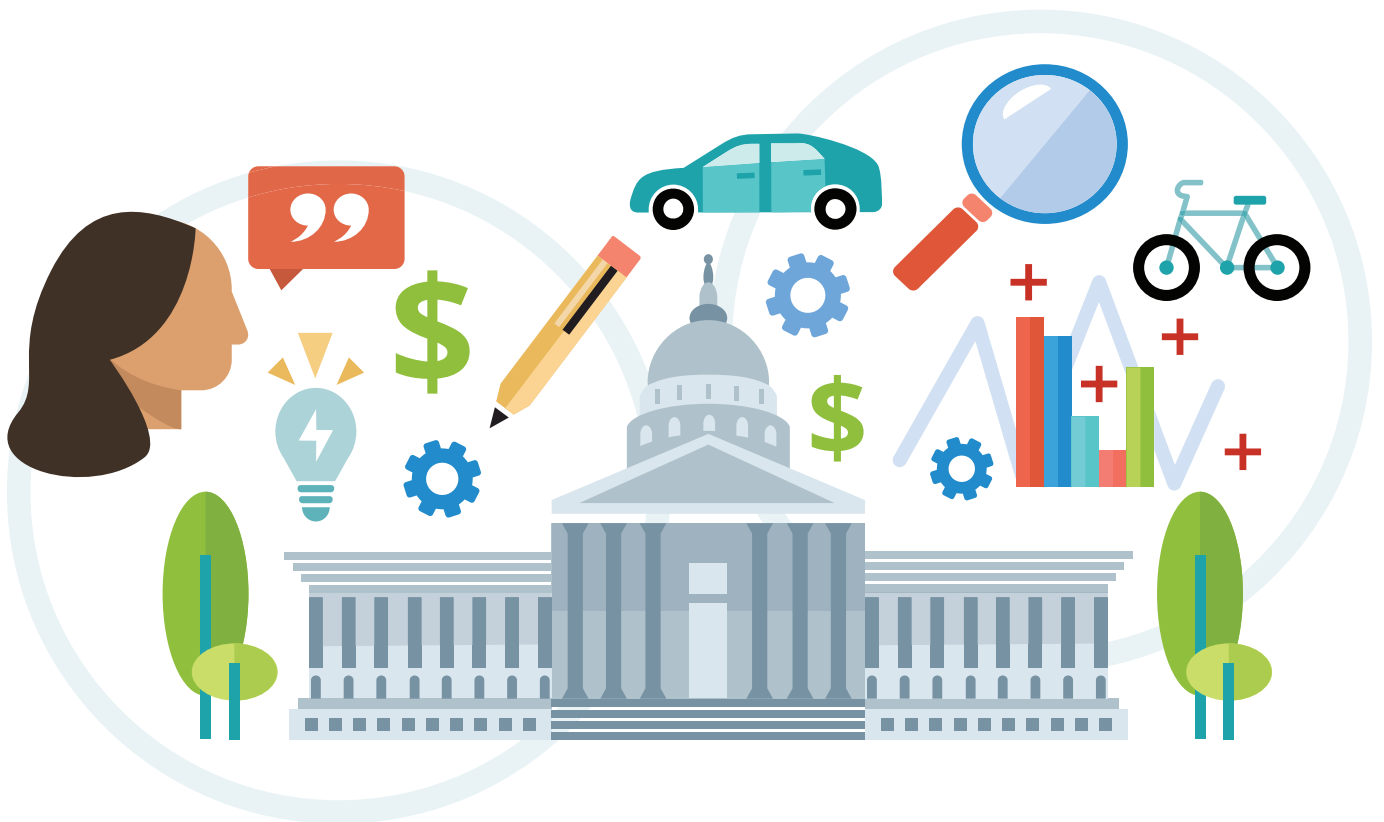
Mark W. Sweeney
Executive Director



**Receive regular updates
on Encompass 2045
when you visit our
website, acogok.org.**

INTRODUCTION

Planning the future of our region is a process that never stops. From how we live, to where we live, to how we get there, the Association of Central Oklahoma Governments is constantly looking to improve the quality of life for all of our residents.



METROPOLITAN PLANNING ORGANIZATION

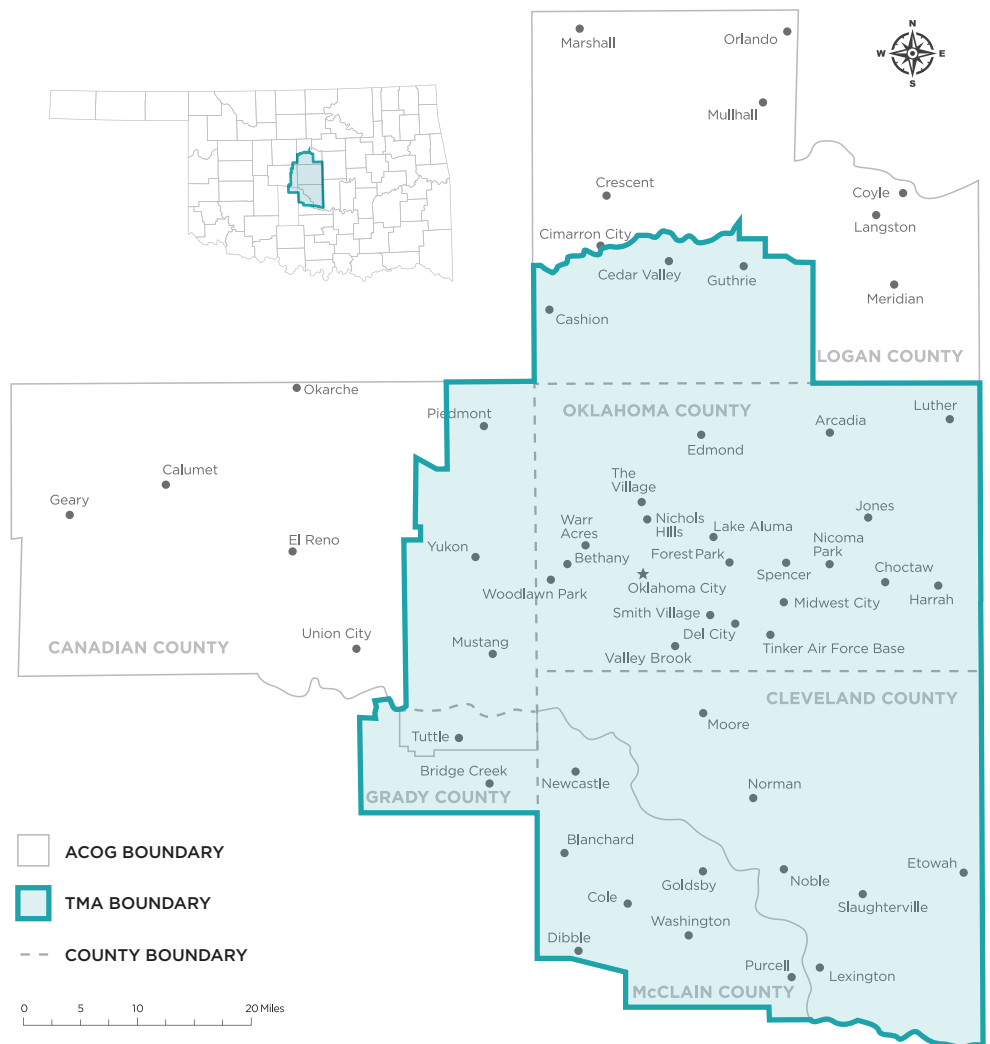
The Association of Central Oklahoma Governments (ACOG) is a voluntary association of city, town, and county governments within the Central Oklahoma region. Established in 1966, ACOG's purpose is to aid local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development.

ACOG supports and manages a variety of missions aimed at improving the quality of life in Central Oklahoma. This includes serving as the Metropolitan Planning Organization (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 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 long-range metropolitan transportation plan and short-range implementation programs. The MPO planning process and planning products are a prerequisite for Central Oklahoma to receive federal transportation funding.

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 Transportation Management Area (TMA) in Central Oklahoma. This planning boundary includes 2,085 square miles and 47 cities and towns located within Oklahoma and Cleveland Counties and portions of Canadian, Grady, Logan, and McClain Counties. The TMA boundary is reviewed every 10 years to ensure urban and urbanizing portions of the region that are linked by a common economy and transportation system, are included in the MPO's transportation planning efforts.



WHAT IS ENCOMPASS 2045?

Encompass 2045 – also known as the 2045 Metropolitan Transportation Plan (MTP) – is Central Oklahoma’s guide for investing more than \$10 billion in its multimodal transportation system between 2015 and 2045. Starting with 2015 base year conditions, forecasts of population, employment, and land use were used to model future development scenarios and travel demand within the region in 2045.

Encompass 2045 sets priorities for Central Oklahoma’s transportation system over the next 25 years, and includes both policy recommendations and specific projects that will guide expenditure of the region’s limited transportation dollars. In addition, Encompass 2045 accomplishes the following:

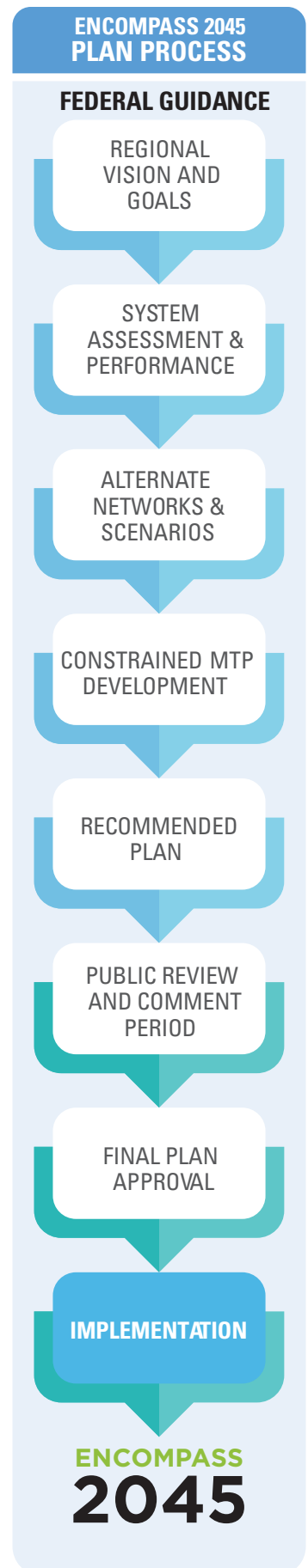
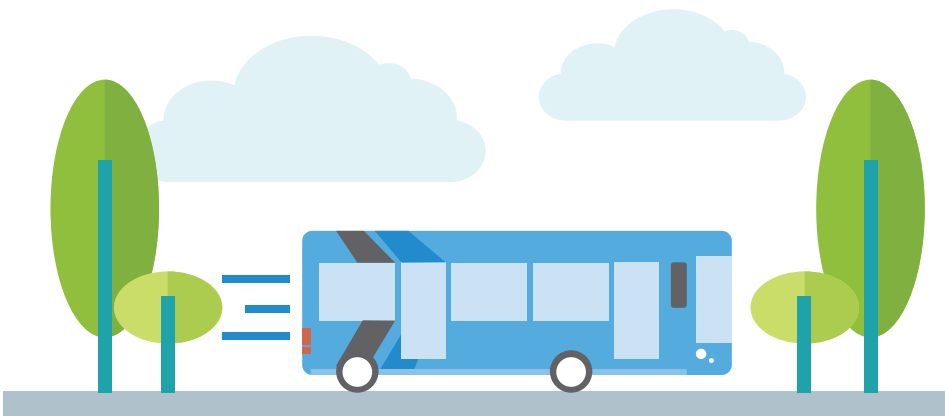
- Updates the region’s transportation planning goals and objectives
- Establishes population and employment projections through 2045
- Describes the existing transportation system
- Describes the networks and land use scenarios that were analyzed as part of the planning process
- Identifies current and future multimodal transportation needs within Central Oklahoma
- Provides a financial strategy to ensure that the adopted plan is affordable
- Addresses the national requirement for performance-based planning

FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

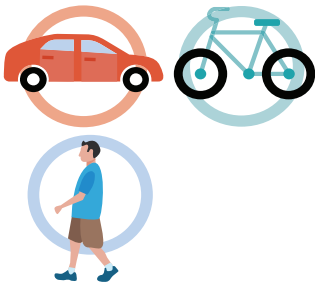
Encompass 2045 was developed in compliance with the latest federal surface transportation legislation – Fixing America’s Surface Transportation Act (FAST Act).

REGIONAL GOALS

The U.S. Department of Transportation sets goals for the nation’s transportation system. Statewide and metropolitan priorities, consistent with the Federal goals, were developed as part of the Oklahoma Long Range Transportation Plan 2020-2045 and Encompass 2045.



2045 REGIONAL GOALS + OBJECTIVES



CONNECTIVITY

Develop connections among all types and modes of transportation

Objectives:

- Provide efficient connections within and between modes and facilities
- Facilitate the movement of people and goods, improve connectivity between regions and activity centers, and increase travel mode choices
- Implement a Complete Streets policy for the region and encourage member communities to adopt a Complete Streets policy
- Support and expand an interconnected bus and commuter rail transportation system in the region



ECONOMIC STRENGTH

Promote economic vitality through enhanced mobility

Objectives:

- Invest in improvements that enhance the efficiency of the existing transportation system
- Improve accessibility to regional employment centers
- Invest in transportation that supports tourism, commerce, and economic activity
- Increase efficiency of goods movement by truck, rail, water, air, and pipeline

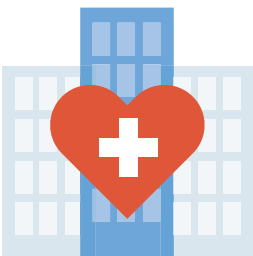


EQUITY + OPTIONS

Provide transportation options and access for the movement of all people and goods

Objectives:

- Provide equitable transportation services and improvements that support a multimodal system
- Expand and maintain a safe, secure, and accessible public transportation system
- Expand and maintain accessible and connected pedestrian and bicycle facilities
- Avoid, minimize, or mitigate negative human health and environmental effects on Environmental Justice populations



HEALTHY COMMUNITIES

Improve the connection between land use and transportation to enable residents to live healthier lives and reduce environmental impact from vehicle travel

Objectives:

- Improve, enhance, and expand the ability for residents to walk, bike, or use public transportation
- Encourage use of alternative energy and cleaner-burning fuels to improve the region's air quality
- Reduce the potential negative impacts transportation projects have on the environment and human health
- Better connect land use and transportation decision-making



PERFORMANCE

Increase the efficiency and reliability of the transportation system

Objectives:

- Invest in Intelligent Transportation Systems (ITS) and other improvements that enhance the efficiency of the existing transportation system
- Improve the resiliency and reliability of the existing transportation system
- Increase roadway capacity for vehicles, bicycles, pedestrians, and transit where needed
- Sustainably fund transportation projects while continuing to leverage additional resources



SAFETY + SECURITY

Provide a safe and secure transportation system for all users

Objectives:

- Improve design, construction, and maintenance of infrastructure to reduce the number and severity of crashes, injuries, and fatalities of all users
- Increase awareness of the public on safety issues and skills
- Collaborate with area communities and stakeholders on transportation system safety and security strategies
- Improve situational awareness, understanding, and collaboration in the area of cybersecurity across the region



SYSTEM PRESERVATION

Maintain and improve the quality of the transportation system

Objectives:

- Invest in projects that preserve and enhance the existing transportation infrastructure
- Encourage policies and procedures that preserve traffic operations and safety
- Explore new or improved transportation technologies
- Decrease unnecessary bridge and roadway wear and tear

PUBLIC + STAKEHOLDER PARTICIPATION

Public participation is a key component of any planning process. ACOG has taken steps to ensure that the public has been engaged, informed, and had ample opportunities to provide feedback on Encompass 2045.

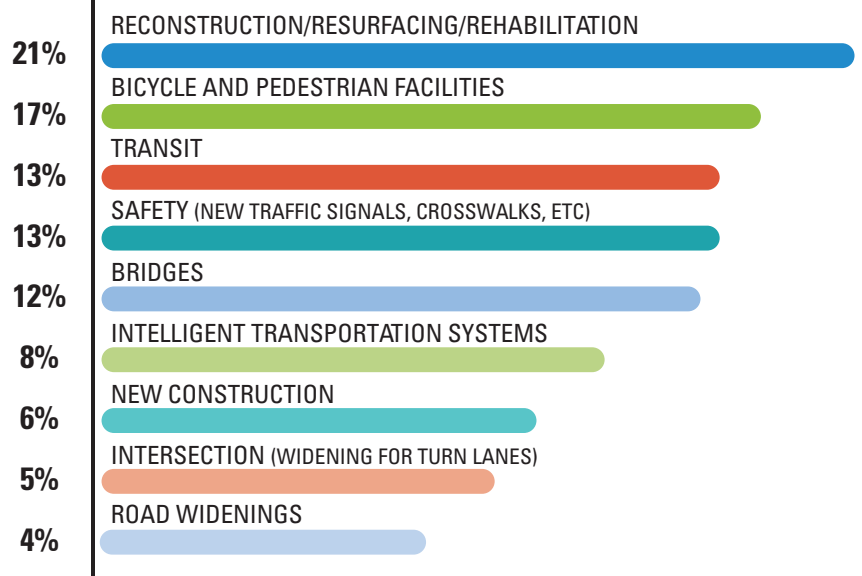




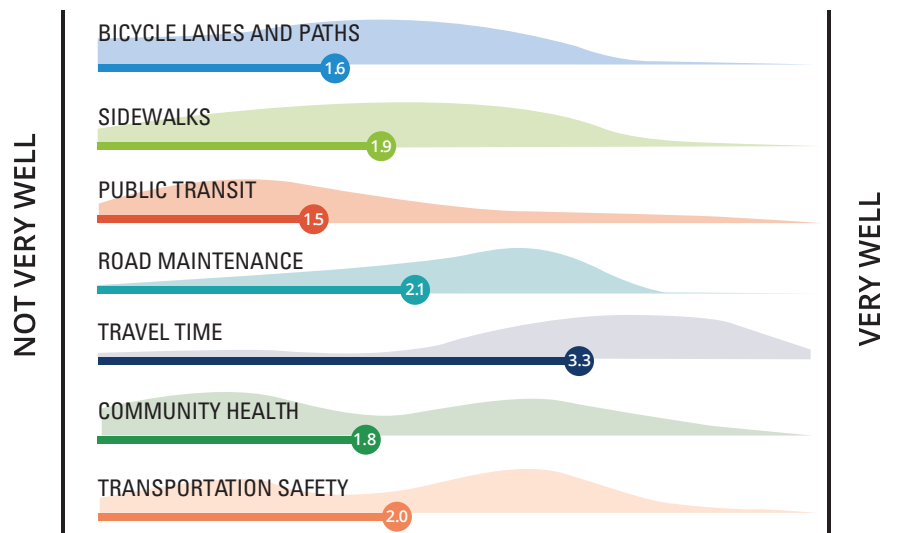
**ENCOMPASS 2045
STAKEHOLDER ADVISORY
GROUP**

The Encompass 2045 Stakeholder Advisory Group (SAG) includes representatives of city and county governments, state and federal agencies, advocacy and transportation mode groups, private businesses, and the public. ACOG held four SAG meetings between October 2020 and September 2021 and covered topics including results of the public survey, the long-range planning process, regional transportation goals and objectives, project selection, land use scenario planning, active transportation, and regional air quality. Post-meeting surveys and in-meeting activities were conducted to gain additional feedback from the group.

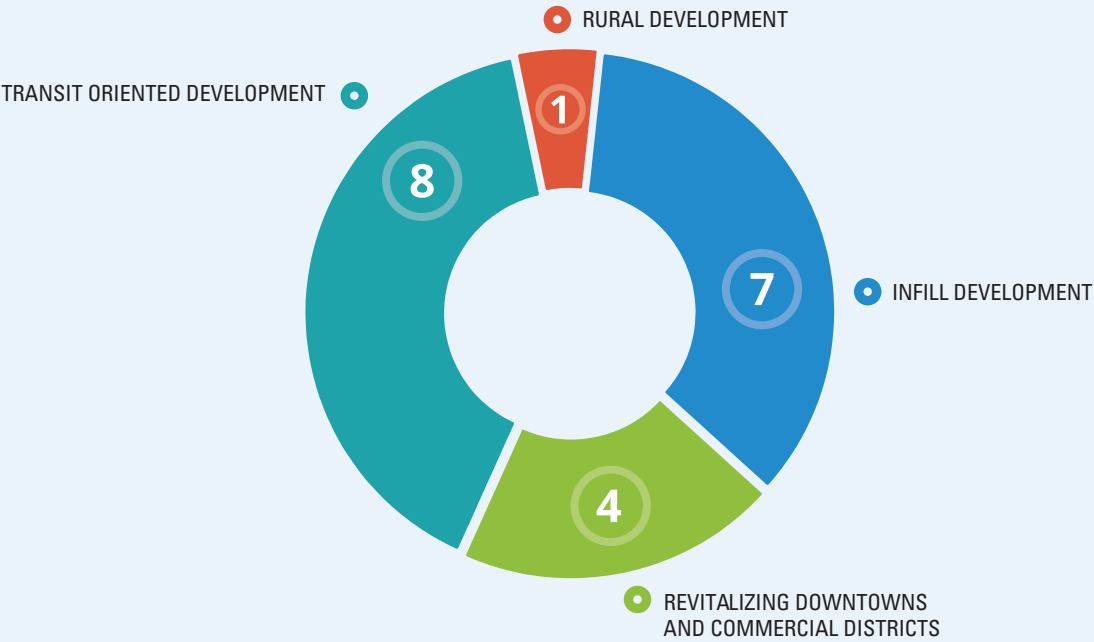
HOW WOULD YOU ALLOCATE \$100



**ON A SCALE OF 1 TO 5, HOW IS THE
REGION CURRENTLY DOING ON EACH
AREA LISTED BELOW:**



WHAT IS THE MOST IMPORTANT FOCUS REGARDING FUTURE DEVELOPMENT IN THE REGION?



SOCIAL MEDIA TO ENGAGE THE PUBLIC

In addition to meetings, ACOG utilizes surveys and social media to engage various publics. Social networks include:



TWO FACEBOOK ACCOUNTS
(2,600+ Followers)



CONSTANT CONTACT
(3,900+ Subscribers)



TWITTER
(1500+ Followers)



INSTAGRAM
(700+ Followers)

REGIONAL TRENDS

Metropolitan regions requires a transportation system that is able to adapt and accommodate current and forecasted regional trends.

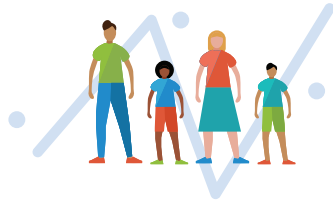


REGIONAL TRENDS

Central Oklahoma is forecasted to add approximately 434,000 residents in the next 30 years and grow to nearly 1.6 million people by 2045. In addition, employment in the region is expected to grow to 972,000. This growth will impact the amount and quality of travel. Without additional investment in the transportation system, the increase in population and employment will lead to an increase of 14 million miles of travel each day. If past development patterns continue, then average trip lengths (by car) will grow from just over 12 minutes to over 15 minutes.

Population

2015 Estimate – 1,219,036
2045 Estimate – 1,652,682
Percent Change – 36%



Employment

2015 Estimate – 651,556
2045 Estimate – 971,839
Percent Change – 49%



Vehicle Miles Traveled (VMT) Daily

2015 Estimate – 34,201,000
2045 Estimate – 46,550,000
Percent Change – 42%



Freight Tonnage (annual)

2015 Estimate – 111,625,130
2045 Estimate – 159,942,370
Percent Change – 43%



LINKING LAND USE AND TRANSPORTATION

How the region develops will have a direct impact on the performance of the transportation system. The TMA is expected to add 430,000 more residents and 320,000 more jobs by 2045; the question is where will that growth occur? Continued outward expansion has the potential to lead to more vehicles on already stressed roadways and longer commutes, while downtown redevelopment may increase the demand for pedestrian and cycling infrastructure and transit access.

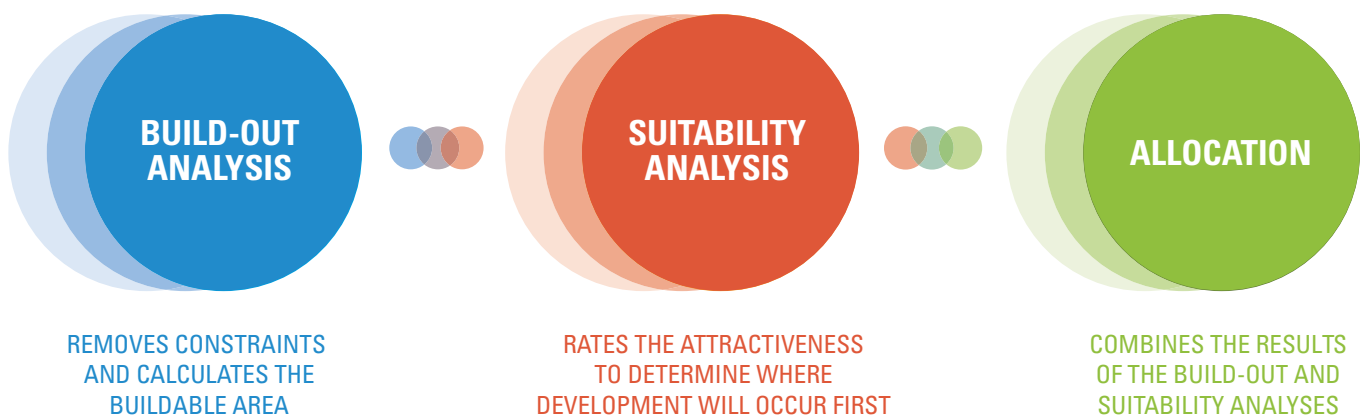
The Encompass 2045 Land Use Scenarios study illustrates the significant impact land use policies have on the transportation system. It outlines potential alternative development patterns that could address some of the issues facing the region in the future. Land use scenarios are not forecasts or predictions, but rather possible futures based on what already exists, emerging trends, and/or the community's desires to change course for the future.

Two development scenarios were created for the Plan and included a trend scenario, which continued the current development patterns, and a nodal scenario, which encouraged infill, nodal, and downtown development within each community in the region. The scenarios were developed with generous input from planners, local leaders, and other stakeholders.

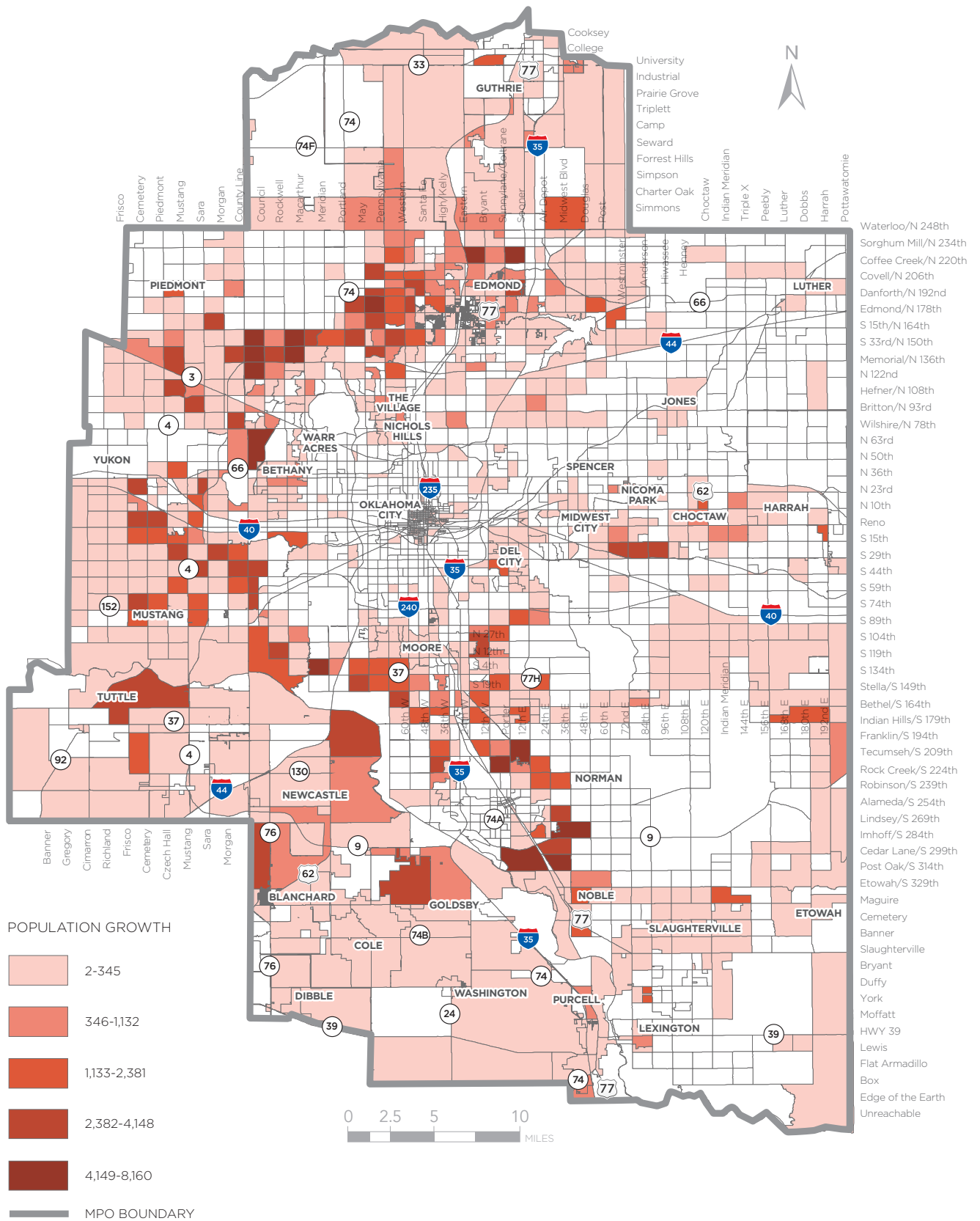
By analyzing potential development patterns, or where people are likely to live and work in the future for various scenarios, an assessment of the forecast year travel demand can be made and the impacts of development on the transportation system can be assessed. As such, the development patterns created during the scenario planning process were integrated into the regional transportation model (travel demand model or TDM) and analyzed using several funding alternatives. In total, three alternate networks were evaluated, and each was modeled in relation to the two development scenarios.

For more information on the Encompass 2045 land use scenarios and transportation model, please visit acogok.org/transportation-planning/encompass-2045-plan/.

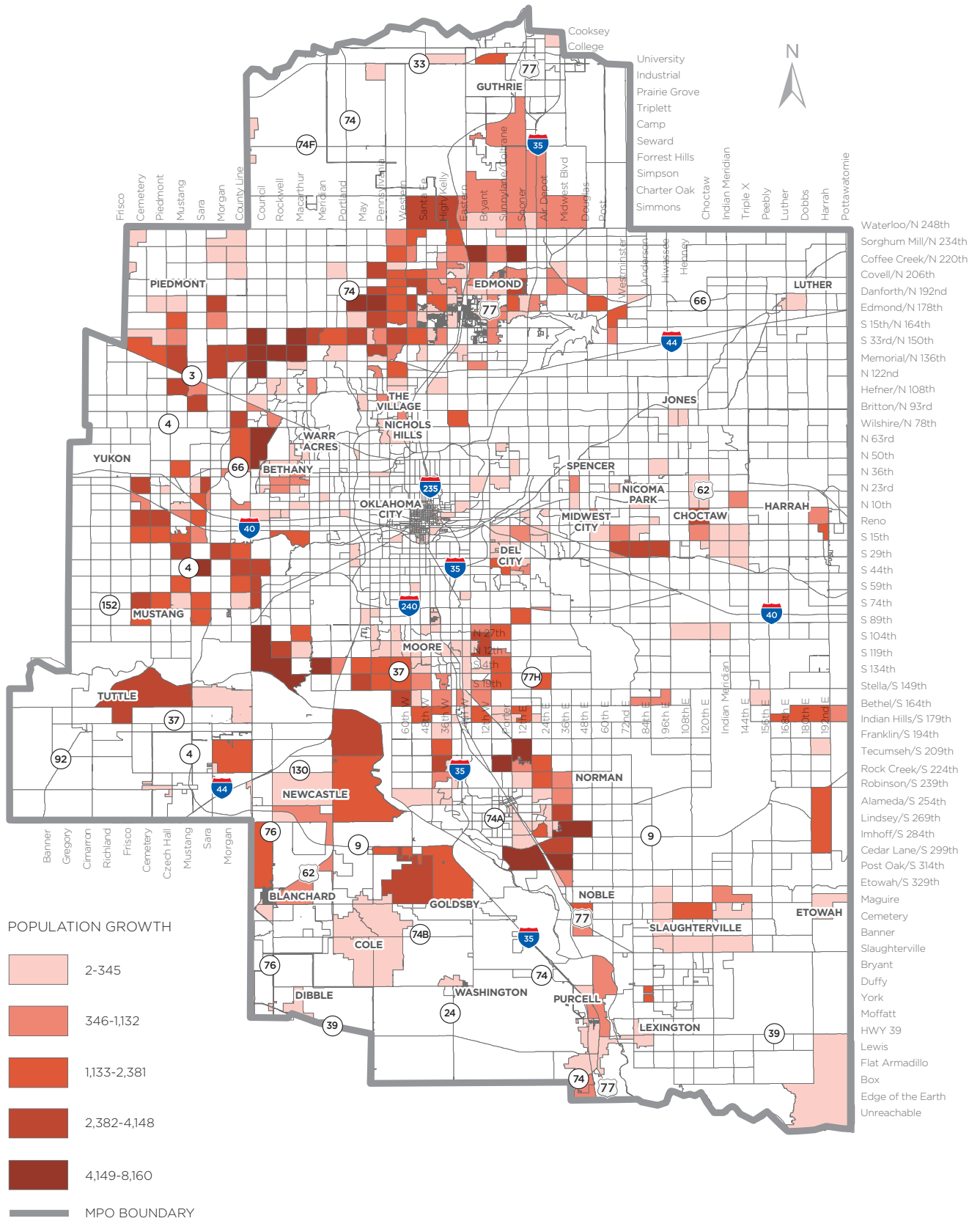
LAND USE SCENARIO PLANNING PROCESS



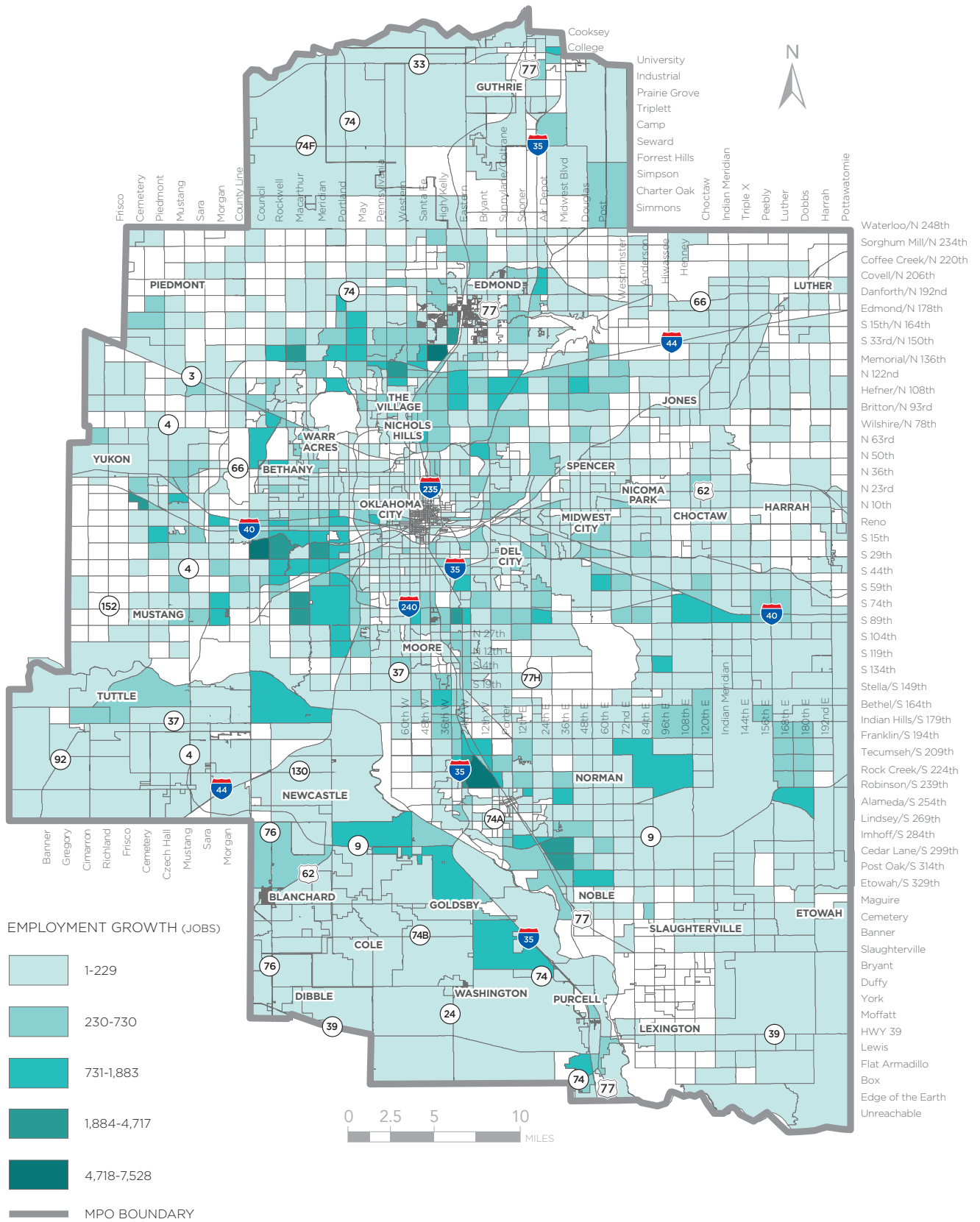
TREND SCENARIO - POPULATION



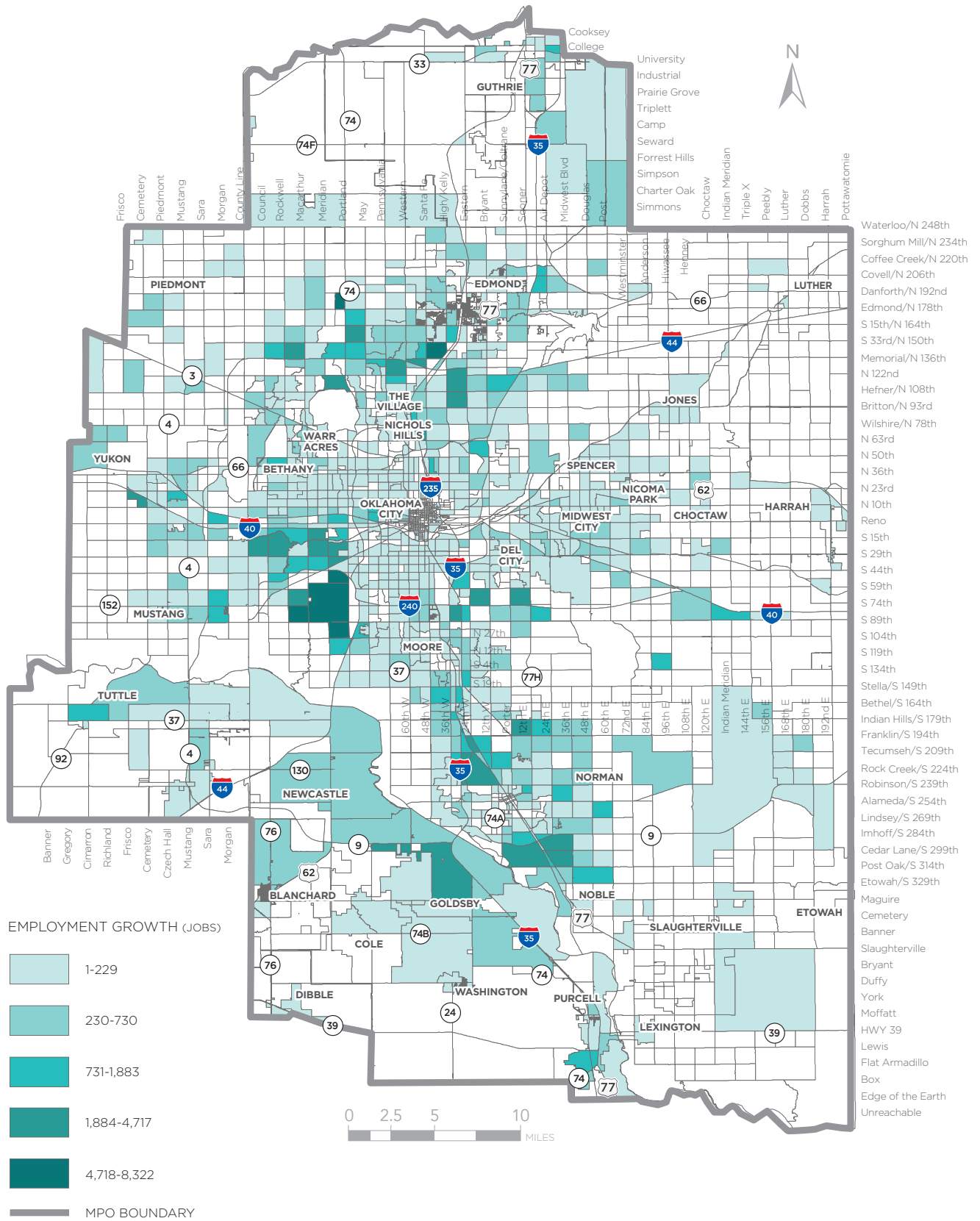
NODAL SCENARIO - POPULATION



TREND SCENARIO - EMPLOYMENT

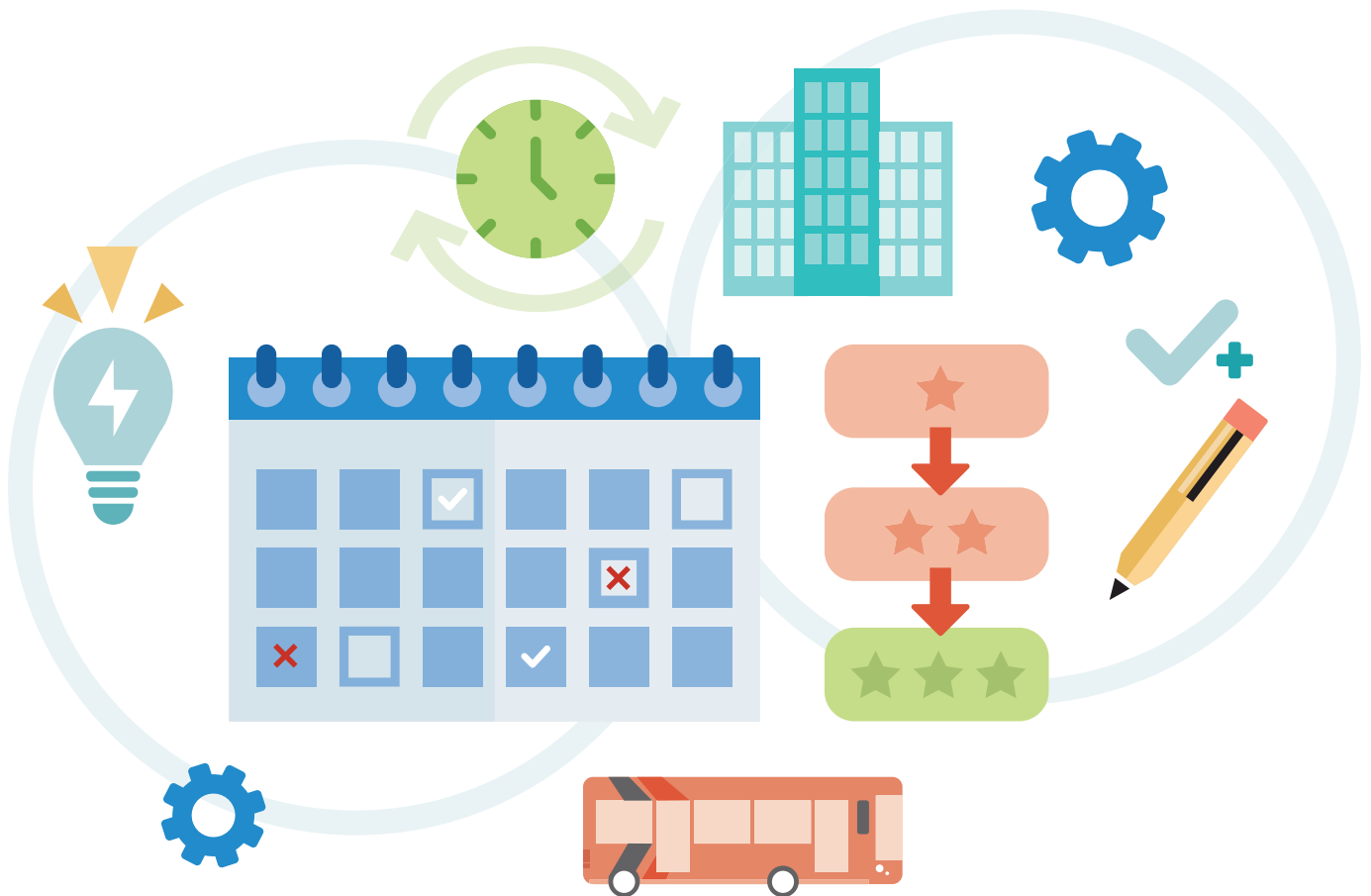


NODAL SCENARIO - EMPLOYMENT



RECOMMENDED PLAN

Encompass 2045 includes 277 transportation projects submitted by regional entities. This assortment of projects will help build an efficient multimodal transportation network for all.





PROJECTS AND INVESTMENT OPPORTUNITIES

How Were Projects Selected?

Developing a list of transportation projects that improve the way people and goods move around Central Oklahoma is a critical element of Encompass 2045. This federally required project listing is intended to help the region identify and prioritize future transportation investments based on adopted regional goals, performance management strategies, and estimated financial resources.

In response to a call for projects, local governments submitted detailed project information which was assessed and scored against a set of evaluation criteria. The criteria, developed in coordination with member entity staff, reflected the adopted Encompass 2045 goals. Ultimately, the Plan’s total construction and maintenance costs were compared to anticipated revenues to arrive at an affordable Plan. In total, 277 projects were selected for inclusion in the Encompass 2045 Plan.

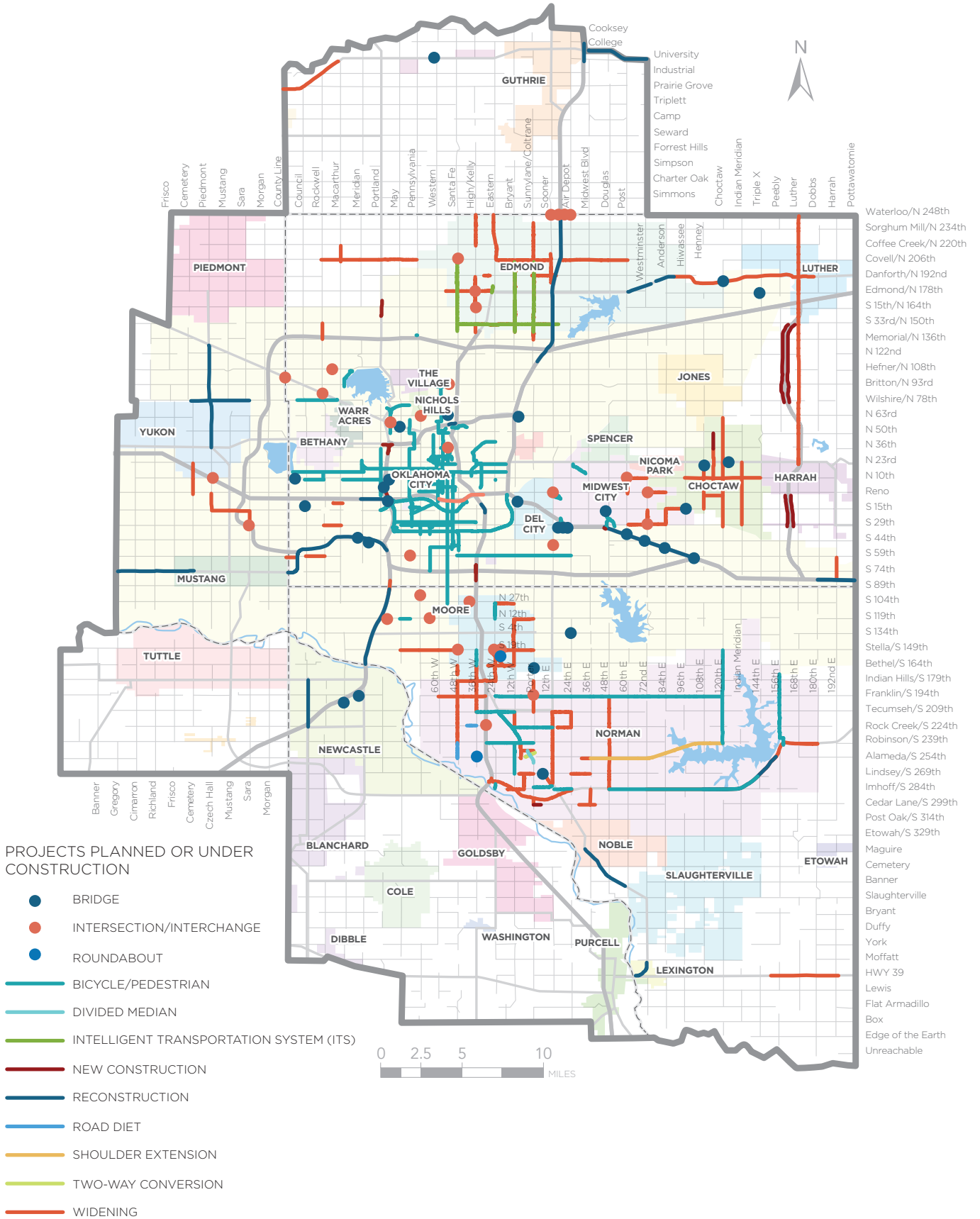
ADDITIONAL PRIORITIES

The demand for alternative transportation options – transit, sidewalks, bikeways – is growing within Central Oklahoma. Planning for a regional public transportation system has been underway since 2005. However, regional commuter rail and other components will be referenced in the Plan as “illustrative” due to the lack of dedicated funding for their implementation. Expansion of bicycle and pedestrian facilities throughout the urban area and their connection to future expanded transit services remains a priority for the region, as well as additional Intelligent Transportation System (ITS) technologies for improving driver awareness, safety, and traffic flow.

































SELECTED PROJECTS BY TYPE

WIDENING	106
BIKE/PED	96
INTERSECTIONS	40
BRIDGE	31
RECONSTRUCTION	18
CONSTRUCTION	4
ROAD DIET	2
ROUNDBABOUT	2
OTHER	5
TOTAL	277



































STREET + HIGHWAY PROJECTS MAP



ENCOMPASS 2045 SHORT-RANGE PROJECTS (2021 - 2025)

IMPROVEMENT LOCATION	FROM	TO	IMPROVEMENT (LANES)	LENGTH (MILES)	ENTITIES IMPACTED
Intelligent Transportation System					
 N. 206th St. (Covell Rd.)	N. Broadway Ave.	N. Virginia Ave.	ITS - North Edmond		Edmond/OKC
 N. 206th St. (Covell Rd.)	I-35 Interchange	Fairfax Drive.	Widen to 4	2.5	Edmond
 N. 192nd St. (Danforth Rd.)	Thomas Dr.	0.5 Mile E. of N. Air Depot Blvd.	Widen to 4	1.0	Edmond
 N. Sooner Rd.	E. Covell Rd. (500 ft. N of)	N. Fretz Ave.	Widen to 4	0.5	Edmond
 W. Waterloo Rd.	N. Sooner Rd.	E. Covell Rd. (0.5 mi N of)	Widen to 4	0.41	Edmond
 SE 29th St.	Crutcho Creek	N. Air Depot Blvd.	Intersections	0	Logan Co/Oklahoma Co
 SE 15th St.	W of S. Hiwassee Rd.	Kuhlman Creek	Bridge	0	Midwest City
 N. Post Rd.	NE. 10th St.	E. Reno Ave.	Bridge	0	Midwest City/Choctaw
 SE. 29th St.	S Post Rd.	E. Reno Ave.	Widen to 4	1.0	Midwest City
 S. Westminster Rd.	SE 15th St.	S. Anderson Rd.	Widen to 4	2.0	Midwest City/OKC
 SE. 29th St.	S. Westminster Rd.	SE. 29th St.	Widen to 4	1.0	Midwest City/OKC
 N. Eastern Ave.	NE. 27th St.	NE. 12th St.	Intersection	0	Midwest City/OKC
 S. Bryant Ave.	NE. 12th St.	NE. 12th St.	Bicycle and Pedestrian	1.0	Moore
 SE.19th St.	S. Eastern Rd.	SE 4th St.	Widen to 3	1.0	Moore
 SW. 34th St.	BNSF Railroad Tracks	S. Bryant Ave.	Widen to 4	1.0	Moore
 SE. 19th St.	S Eastern Ave.	S. Broadway ave.	Widen to 4	0.75	Moore/Norman
 SE. 19th St.	Tower Dr.	N. Indiana Ave.	Intersection	0	Moore
 SE. 19th St.	S. Santa Fe Ave.	S. Broadway ave.	Intersection	0	Moore
 N. County Club Rd.	I-44	NW. 36th St.	Intersection	0	Moore/OKC
 NW. 24th St.	I-44	W. Park Pl.	Bridge	0	Newcastle
 E. Constitution St.	S. Jenkins Ave.	Classen Blvd.	Bridge	0	Newcastle
 36th Ave. NW.	W. Tecumseh Rd.	City Limits	Bicycle and Pedestrian	1.0	Norman
 E. Alameda St.	Ridge Lake Blvd.	36th Ave. SE.	Widen to 4	2.5	Norman/Moore
 48th Ave. NW.	108th Ave. SE.	City Limits	Widen to 3	0.5	Norman
 W. Gray St.	W. Robinson St.	W. Main St.	Widen to 5	7.0	Norman/Cleveland Co
 S. James Garner Ave.	N. University Blvd.	N. Porter Ave.	Road Diet to 3	1.0	Norman
 N. Villa Ave.	W. Acres St.	W. Duffy St.	Convert to 2-Way to 3	0.57	Norman
 General Pershing Blvd.	NW. 63rd St.	NW. 10th St.	Divided Median	0.75	Norman
 N. Agnew Ave.	N. May Ave.	N. Walker Ave.	Bicycle and Pedestrian	4.0	OKC
 N. Indiana Ave.	NW. 10th St.	SW. 29th St.	Bicycle and Pedestrian	1.7	OKC
 N. Shartel Ave.	NW. 19th St.	Linwood Blvd.	Bicycle and Pedestrian	3.0	OKC
 N. Springlake Ave.	Deep Fork Creek Trail	Zachary Taylor Park	Bicycle and Pedestrian	1.0	OKC
	N. Martin Luther King Ave.	NE. 13th St.	Bicycle and Pedestrian	0.4	OKC
			Bicycle and Pedestrian	3.2	OKC

ENCOMPASS 2045 SHORT-RANGE PROJECTS (2021 - 2025) (Continued)

IMPROVEMENT LOCATION	FROM	TO	IMPROVEMENT (LANES)	LENGTH (MILES)	ENTITIES IMPACTED
 NE. 24th St./N. Lottie Ave.	N. Kelley Ave. to NE. 23rd St.	NE. 23rd St. to NE. 4th St.	Bicycle and Pedestrian	3.4	OKC
 NW. Grand Blvd.	N. Independence Ave.	Bert Cooper Trails	Bicycle and Pedestrian	2.9	OKC/Nichols Hills
 SE. 59th St.	S. Santa Fe Ave.	S. Air Depot Ave.	Bicycle and Pedestrian	6.0	OKC/Valley Brook
 SW. 25th St.	S. Grand Blvd.	S. High Ave.	Bicycle and Pedestrian	4.9	OKC
 W. Wilshire Blvd.	Harvest Hills Rd.	NW. Expressway	Bicycle and Pedestrian	0.8	OKC
 Deep Fork Trail - Phase 3 - Child Project			Bicycle and Pedestrian	0.9	OKC
 Edgemere Greenway	NW. 47th St.	NW. 23rd St.	Bicycle and Pedestrian	0	OKC
 Lake Hefner Trail	SW 119th St.		Bicycle and Pedestrian	0	OKC
 Lightening Creek Trail	Embers Dr.	SE. 48th St.	Bicycle and Pedestrian		OKC
 Oklahoma River North Trail	Basswood Canyon Rd.		Bicycle and Pedestrian	6.5	OKC
 Trail Bridge East of Brum Dam			Bicycle and Pedestrian	0.1	OKC
 S. Grand Blvd.	I-44	E. Reno Ave.	Bicycle and Pedestrian	11.1	OKC
 N. Classen Ave.	NW. 13th St.	NW. 48th St.	Bicycle and Pedestrian	3.9	OKC
 SW. 119th St.	S. May Ave.	Chelsea Chase	Bicycle and Pedestrian	0.6	OKC
 RR Trail	S. Agnew Ave.	Oklahoma River	Bicycle and Pedestrian	0.8	OKC
 NE. 63rd St.	N. Bryant Ave.	N. Lee Ave.	Bridge	0	OKC
 NW. 10th St.	N. Council Rd.	N. Indiana Ave.	Bridge	0	OKC
 NW. 63rd St.	N. Western Ave.	NW. 36th St.	Bridge	0	OKC
 W. Reno Ave.	S. Council Rd.		Bridge	0	OKC
 NE 178th St.	N. Triple X Rd.	NW. 36th St.	Bridge	0	OKC
 N. May Ave.	NW Expressway	W. Park Pl.	Bridge	0	OKC
 NW. 10th St.	N. Grand Blvd.		Bridge	0	OKC
 N. Cemetery Rd.	W. Reno Ave.	NW. 10th St.	Widen to 5	1.0	OKC/Yukon
 N. Rockwell Ave.	W. Memorial Rd.	NW. 150th St.	Widen to 5	1.0	OKC
 S. Harrah Rd.	I-40	City Limits	Widen to 4	2.5	OKC/Oklahoma Co
 S. Sara Rd.	SW. 15th St.	SW. 29th St.	Widen to 5	1.0	OKC
 SW. 149th St.	S. May Ave.	S. Pennsylvania Ave.	Widen to 5	1.0	OKC
 SW. 149th St.	S. Pennsylvania Ave.	S. Western Ave.	Widen to 5	1.0	OKC
 SW. 149th St.	S. Western Ave.	S. Santa Fe Ave.	Widen to 5	1.0	OKC/Moore
 SW. 15th St.	Mustang Rd.	John Kilpatrick Turnpike	Widen to 5	0.4	OKC
 SW. 15th St.	S. Czech Hall Rd.	S. Mustang Rd.	Widen to 5	1.0	OKC
 SW 29th St.	S. Rockwell Ave.	S. MacArthur Blvd.	Widen to 5	1.0	OKC
 SW 8th St.	S. MacArthur Blvd.	S. Peniel Ave.	Widen to 3	0.5	OKC
 S. Sara Rd.	SW 29th St.		Intersection	0	OKC

ENCOMPASS 2045 SHORT-RANGE PROJECTS (2021 - 2025) (Continued)

IMPROVEMENT LOCATION	FROM	TO	IMPROVEMENT (LANES)	LENGTH (MILES)	ENTITIES IMPACTED
N. Pennsylvania Ave.	NW. 10th St.	N. Virginia Ave.	Intersection	0	OKC
N. County Line Rd.	NW. Expressway		Intersection	0	OKC
N. Independence Ave.	NW. Expressway		Intersection	0	OKC
N. Rockwell Ave.	NW Expressway		Intersection	0	OKC
NW 36th St.	N. Walker Ave.		Intersection	0	OKC
NW 63rd St.	N. Villa Ave.		Intersection	0	OKC
S. Miller Ave.	SW 59th St.		Intersection	0	OKC
S. Portland Ave.	SW 119th St.		Intersection	0	OKC
S. Sooner Rd.	Embers Dr.	SE. 48th St.	Intersection	0	OKC
W. Hefner Rd.	Basswood Canyon Rd.		Intersection	0	OKC
NW. 16th St.	N. Council Rd.	I-35	Bicycle and Pedestrian	12	OKC/Bethany
N. Meridian Ave.	NW. 16th St.	NW. 26th St.	Bicycle and Pedestrian	0.7	OKC
NW. Britton Rd.	N. Western Ave.	N. Shartel Ave.	Bicycle and Pedestrian	0.3	OKC
NE. 23rd St.	N. Kelley Ave.	Miramar/Katy Trail	Bicycle and Pedestrian	1.6	OKC
NW. 10th St.	N. Rockwell Ave.	N. Council Rd.	Bicycle and Pedestrian	1.0	OKC
NW. 30th St.	N. Walker Ave.	N. Lee Ave.	Bicycle and Pedestrian	0.2	OKC
NW. 16th St.	N. Blackwelder Ave.	N. Indiana Ave.	Bicycle and Pedestrian	.01	OKC
N. Portland Ave.	NW. 23rd St.	NW. 36th St.	Bicycle and Pedestrian	1.0	OKC
Exchange Ave.	SW. 3rd St.	S. Agnew Ave.	Bicycle and Pedestrian	1.4	OKC/Oklahoma Co.
N. Walker Ave.	NW. 23rd St.	NW. 36th St.	Bicycle and Pedestrian	1.0	OKC
N. Broadway Ave.	NW. 4th St.	W. Park Pl.	Bicycle and Pedestrian	0.2	OKC
N. Classen Blvd.	W. Sheridan Ave.	NW. 10th St.	Bicycle and Pedestrian	1.0	OKC
N. Western Ave.	NW. 6th St.	Linwood Blvd.	Bicycle and Pedestrian	0	OKC
W. Main St.	N. Western Ave.		Bicycle and Pedestrian - Intersection	0	OKC
NE. 10th St.	N. Martin Luther King Ave.		Bicycle and Pedestrian - Intersection	0	OKC
NW. 10th St.	N. Pennsylvania Ave.	N. Virginia Ave.	Bicycle and Pedestrian	0.1	OKC
NW. 10th St.	N. Meridian Ave.	N. MacArthur Blvd.	Bicycle and Pedestrian	1.0	OKC
NW. 10th St.	N. Portland Ave.	N. Meridian Ave.	Bicycle and Pedestrian	1.0	OKC
NW. 23rd St.	N. Western Ave.	N. Broadway Ave.	Bicycle and Pedestrian	0.9	OKC
N. Portland Ave.	NW. 10th St.	NW. 23rd St.	Bicycle and Pedestrian	1.0	OKC
N. Portland Ave.	W. Reno Ave.	NW. 10th St.	Bicycle and Pedestrian	1.0	OKC
N. Rockwell Ave.	NW. 10th St.	NW. 16th St.	Bicycle and Pedestrian	0.5	OKC/Bethany
SW. 29th St.	S. Pennsylvania Ave.	S. May Ave.	Bicycle and Pedestrian	1.0	OKC
SW. 29th St.	S. Robinson Ave.	S. Western Ave.	Bicycle and Pedestrian	0.6	OKC



ENCOMPASS 2045 SHORT-RANGE PROJECTS (2021 - 2025) (Continued)

IMPROVEMENT LOCATION	FROM	TO	IMPROVEMENT (LANES)	LENGTH (MILES)	ENTITIES IMPACTED
SW 29th St.	S. Western Ave.	S. Pennsylvania Ave.	Bicycle and Pedestrian	1.0	OKC
N. Western Ave.	NW 14th St.	I-40	Bicycle and Pedestrian	1.4	OKC
SH-4	SH-66 (E. Main St.)	W. Wilshire Blvd.	Reconstruction	3.0	Yukon/OKC
SH-4	W. Wilshire Blvd.	SH-3 (NW Expressway St.)	Reconstruction	3.65	Yukon/OKC
SH-152	S. Banner Rd.	S. Cemetery Rd. (S Cedar Springs Rd.)	Reconstruction	5.0	OKC/Mustang
SH-33	Kingfisher C/L	3.51 mi. E.	Widen to 4	3.51	Logan Co
I-35	I-240	Phase IB	Interchange	1.0	OKC
I-35	I-240	Phase II	Interchange	0.5	OKC
I-35	I-240	Phase III	Interchange	0.5	OKC
I-44 West to North	I-235	Segment 3A	Interchange	0.35	OKC
SH-66	4 mi. E. of I-35	1.08 mi. E.	Widen to 4	1.29	Edmond/Arcadia
I-40	MM 171 E	MM 173	Reconstruction	1.916	OKC
I-40	I-44	5.3 mi. E. of Canadian C/L	Bridge to 6	0.1	OKC
I-40	S. Douglas Blvd.		Interchange	0.1	OKC
I-35	E. Waterloo Rd.		Interchange	0.05	Oklahoma Co/Logan Co
I-40	S. Portland Ave.	5 mi. E. of Canadian C/L	Bridge to 9	1.0	OKC
I-35 Frontage Rd.	E. Memorial Rd.	SH-66 (E. 2nd St.)	Reconstruction	3.34	Edmond/OKC
I-35 Frontage Rd.	E. Memorial Rd.	SH-66 (E. 2nd St.)	Reconstruction	3.34	Edmond/OKC
SH-152	S. Meridian Ave.	S. Council Rd.	Reconstruction	6.94	Mustang/OKC
SH-152	S. Newcastle Rd.		Bridge to 6	.01	OKC
I-44	SW 89th St.	0.5 mi. North	Widen to 6	3.0	OKC
SH-9	72nd Ave. SE.	108th Ave. SE.	Widen to 5	3.0	Norman
US-77	Canadian River	0.25 mi S. of Moffatt Rd.	Reconstruction	1.15	Lexington
US-77	7.4 mi. N. of SH-39	E. Maguire Rd.	Reconstruction	3.25	Noble/Cleveland Co
SH-39	7 mi. E. of US-77	3.56 mi. E.	Widen to 4	3.56	Cleveland Co
SH-76	SH-130	SH-37 (NW 32nd St.)	Reconstruction	3.0	Newcastle



ENCOMPASS 2045 MEDIUM-RANGE PROJECTS (2026-2035)

IMPROVEMENT LOCATION	FROM	TO	IMPROVEMENT (LANES)	LENGTH (MILES)	ENTITIES IMPACTED
E. Reno Ave.	S. Henney Rd.	S. Choctaw Rd.	Widen to 4	1.0	Choctaw
Harper St.	NE. 10th St.	NE. 36th St.	Widen to 3	2.0	Choctaw
S. Indian Meridian Rd.	NE. 23rd St.	SE. 29th St.	Widen to 4	4.0	Choctaw
NE. 10th St.	N. Hiwassee Rd.	N. Triple X Rd.	Widen to 4	4.0	Choctaw/Harrish
S. Choctaw Rd.	NE. 23rd St.	SE. 29th St.	Widen to 4	4.3	Choctaw/OKC/Oklahoma Co
E. 33rd St.	Ridgewood Dr.	I-35	Widen to 4	0.7	Edmond
N. Coltrane Rd.	E. Danforth Rd.	Borgata Way	Widen to 4	1.42	Edmond
N. Coltrane Rd.	E. Danforth Rd.	E. Covell Rd.	Widen to 4	1.0	Edmond
S. Coltrane Rd.	E. Memorial Rd.	E. 15th St.	Widen to 4	1.7	Edmond/OKC
E. Covell Rd.	N. Air Depot Rd. (0.5 mi. E. of)	N. Post Rd.	Widen to 4	2.5	Edmond
E. Danforth Rd.	N. Coltrane Rd.	I-35	Widen to 4	1.2	Edmond
N. Kelly Ave.	W. Waterloo Rd.	W. Coffee Creek Rd.	Widen to 4	1.0	Edmond/Logan Co
N. Kelly Ave.	W. 3rd St.	W. Danforth Rd.	Widen to 4	1.0	Edmond
S. Kelly Ave.	W. 15th St.		Intersection	0	Edmond
N. Santa Fe Ave.	W. Covell Rd.		Intersection	0	Edmond
S. Kelly Ave.	W. 3rd St.		Intersection	0	Edmond
Cutoch Creek Connector Trail	SE. 29th St.	Rose State College	Bicycle and Pedestrian	0.6	Midwest City
Cutoch Creek Trail	Quinlan Park	Meadowood Neighborhood	Bicycle and Pedestrian	0.5	Midwest City
Draper Lake Trail	SE. 29th St.	East Palmer Loop Trail	Bicycle and Pedestrian	0.5	Midwest City/OKC
East Palmer Loop Trail	SE. 15th St.	SE. 29th St.	Bicycle and Pedestrian	1.25	Midwest City
Rail with Trail	N. Sooner Rd.	Quinlan Park	Bicycle and Pedestrian	0.5	Midwest City/Del City
Soldier Creek Trail	Mid-America Park	Soldier Creek Industrial Park	Bicycle and Pedestrian	0.2	Midwest City
E. Reno Ave.	Soldier Creek		Bridge	0	Midwest City
SE. 15th St.	Soldier Creek		Bridge	0	Midwest City
S. Anderson Rd.	SE. 15th St.	SE. 29th St.	Widen to 4	1.0	Midwest City/Choctaw/OKC
NE. 10th St.	N. Post Rd.	N. Westminster Rd.	Widen to 4	1.0	Midwest City/Choctaw/Nicomia Park
E. Reno Ave.	N. Westminster Rd.	N. Anderson Rd.	Widen to 4	1.0	Midwest City/Choctaw
SE. 15th St.	S. Anderson Rd.	S. Hiwassee Rd.	Widen to 4	1.0	Midwest City/Choctaw
NE. 10th St.	N. Post Rd.		Intersection	0	Midwest City
E. Reno Ave.	N. Sooner Rd.		Intersection	0	Midwest City/Del City
E. Reno Ave.	N. Westminster Rd.		Intersection	0	Midwest City
S. Telephone Rd.	SW. 19th St.	SW. 34th St.	Bicycle and Pedestrian	1.0	Moore
S. Sunnylane Rd.	SE. 34th St. (S of)		Bridge	0	Moore
S. Broadway Ave.	SE. 19th St.	SW. 34th St.	Widen to 4	1.0	Moore

ENCOMPASS 2045 MEDIUM-RANGE PROJECTS (2026 - 2035) (Continued)

IMPROVEMENT LOCATION	FROM	TO	IMPROVEMENT (LANES)	LENGTH (MILES)	ENTITIES IMPACTED
S. Bryant Ave.	SE. 4th St.	SE. 19th St.	Widen to 4	1.0	Moore
NE 12th St.	N. Bryant Ave.	S. Sunnylane Rd.	Widen to 4	1.0	Moore/OKC
NW 27th St.	N. Shields Blvd.		Intersection	0	Moore
NE. 27th St.	N. Eastern Ave.	S. Bryant Ave.	Widen to 4	1.0	Moore/OKC
S. Santa Fe Ave.	SW. 34th St.	S. City Limits	Widen to 4	1.0	Moore/Norman/OKC
SE. 19th St.	S. Bryant Ave.	S. Sunnylane Rd.	Widen to 4	1.0	Moore
S. Telephone Rd.	SW. 34th St.	S. City Limits	Widen to 4	1.0	Moore/Norman
S. Broadway Ave.	S. Eastern Ave.		Roundabout	0	Moore
N. Flood Ave.	W. Robinson St.	W. Tecumseh Rd.	Bicycle and Pedestrian	2.0	Norman
SH-9	48th Ave SE.	Lake Thunderbird SP Entrance	Bicycle and Pedestrian	11.5	Norman
24th Ave. NE.	E. Tecumseh Rd.	E. Rock Creek Rd.	Widen to 4	1.0	Norman
36th Ave. SE.	SH-9	E. Cedar Ln.	Widen to 4	1.0	Norman
48th Ave. NW.	W. Indian Hills Rd.	W. Robinson St.	Widen to 3	4.0	Norman/Cleveland CO
E. Cedar Ln.	Black Locust Ct.	36th Ave. SE. (0.5 mi E of)	Widen to 4	1.1	Norman
Classen Blvd.	E. Lindsey St.	12th Ave. SE.	Widen to 4	0.75	Norman
W. Franklin Rd.	60th Ave. NW.	N. Interstate Dr.	Widen to 3	2.5	Norman
W. Indian Hills Rd.	48th Ave. NW.	24th Ave. NW.	Widen to 4	2.0	Norman/Moore/Oklahoma Co
Jenkins Ave.	SH-9	E. Cedar Lane Rd.	Widen to 4	0.33	Norman
W. Lindsey St.	S. Pickard Rd.	Jenkins Ave.	Widen to 3	0.8	Norman
N. Porter Ave.	W. Tecumseh Rd.	W. Indian Hills Rd.	Widen to 4	2.0	Norman/Cleveland Co
E. Rock Creek Rd.	Queenston Ave.	24th Ave. NE.	Widen to 4	0.75	Norman
E. Tecumseh Rd.	12th Ave. NE.	24th Ave. NE.	Widen to 4	1.0	Norman
I-35	W. Rock Creek Rd.		Interchange	0	Norman
E. Cedar Lane Rd.	S. Jenkins Ave.	Glendale Dr.	New Construction (to 3)	0.35	Norman
W. Rock Creek Rd.	Grandview Ave.	36th Ave. NW	Road Diet (to 3)	0.5	Norman
W. Rock Creek Rd.	Grandview Ave.	36th Ave. NW	Roundabout	0	Norman
S. Pennsylvania Ave.	SW. 29th St.	SW. Grand Blvd.	Bicycle and Pedestrian	0.5	OKC
N. Portland Ave.	N. Reno Ave.	NW. 10th St.	Bicycle and Pedestrian	1.0	OKC
NW 140th St.	N. Pennsylvania Ave.		Bicycle and Pedestrian	0	OKC
SE 134th St.	S. Air Depot Blvd.		Bridge	0	OKC
Czech Hall Rd.	W. Reno Ave.	SW 15th St.	Widen to 5	1.0	OKC
SW 59th St.	S. County Line Rd.	SH-152	Widen to 5	0.5	OKC/Mustang
SW 59th St.	S. Council Rd.	S. Rockwell Ave.	Widen to 5	1.0	OKC
Kingsgate Dr.	SW 119th St.		Intersection	0	OKC

ENCOMPASS 2045 MEDIUM-RANGE PROJECTS (2026 - 2035) (Continued)





IMPROVEMENT LOCATION	FROM	TO	IMPROVEMENT (LANES)	LENGTH (MILES)	ENTITIES IMPACTED
S. Pennsylvania Ave.	Shadowlake Dr.		Intersection	0	OKC
N. Luther Rd.	E. Waterloo Rd.	NE 23rd St.	Widen to 3	16.0	Oklahoma Co/Harraly/Luther
N. MacArthur Blvd.	NW. 220th St.	NW 206th St.	Widen to 3	1.0	Oklahoma Co
E. Waterloo Rd.	N. Sooner Rd.		Intersection	0	Oklahoma Co/Logan Co
E. Waterloo Rd.	N. Air Depot Rd.		Intersection	0	Oklahoma Co/Logan Co
Garth Brooks Blvd.	I-35	W. Vandament Ave.	Widen to 5	0.5	Yukon
Garth Brooks Blvd.	I-35	NW. 10th St.	Widen to 5	0.5	Yukon/OKC
NW. 10th St.	S. Cornwell Dr.		Intersection	0	Yukon/OKC
W. Wilshire Rd.	SH-4	NW. 11th St.	Reconstruction (2)	1.0	Yukon/OKC
W. Wilshire Rd.	SH-4	Eastern City Limits	Reconstruction (2)	2.1	Yukon/OKC
SH-33	Gar Creek	2.8 mi E of SH-74	Bridge	0.1	Logan Co
I-35	3 mi N. of US-77	2.2 mi N.	Reconstruction	1.15	Guthrie/Logan Co
SH-105	SH-33	6.5 mii E.	Reconstruction	3.5	Logan Co
I-35	I-240	Phase IV	Interchange	0.5	OKC
I-40	I-35	Interchange Track Site	Railroad Rehabilitation	2.5	OKC
SH-66	5.57 mi E. of I-35	1 mi E. of Arcadia	Reconstruction	1.03	Edmond/Arcadia
SH-66	6.5 mi E. of I-35	7.63 mi E.	Widen	7.63	Edmond/OKC/Luther/Oklahoma Co
I-40	Scott St.	1.1 mi E. of I-35	Bridge	0.1	Del City
I-40	S. Meridian Ave.	4 mi E. of Canadian C/L	Widen to 8	0.1	OKC
I-35	I-40		Reconstruction to 8	0.5	OKC
I-44	UP RR	0.7 mi N. of I-40	Bridge	0.1	OKC
I-40	S. Douglas Blvd.	5 mi. E.	Widen to 6	5.0	OKC
I-40	S. Westminster Rd.	8.25 mi. E. of I-35	Bridge	0.11	OKC
I-40	S. Anderson Rd.	I-240 Westbound ramp	Bridge	0.2	OKC
SH-152	S. Meridian Ave.	SW. 74th St.	Widen to 6	1.0	OKC
I-44	SH-74	SH-66	Interchange	0	OKC
I-35	E. Memorial Rd.	NE 122nd St.	Reconstruction	1.0	OKC
SH-74	NW. 164th St.	1.5 mi N. of John Kilpatrick Turnpike	Interchange	0	OKC
I-35	SH-66	Logan C/L	Widen to 6	5.28	Edmond/Oklahoma Co/Logan Co
US-62	11 mi E. of I-35	1 mi. E.	Bridge	1.0	Choctaw
I-40	SE. 29th St.		Bridge	0.2	Midwest City/OKC
I-44	SW. 89th St.	Canadian River	Reconstruction	5.2	OKC
SH-9	108th Ave. SE.	156th Ave. SE.	Widen to 5	5.5	Norman



ENCOMPASS 2045 LONG-RANGE PROJECTS (2036-2045)

IMPROVEMENT LOCATION	FROM	TO	IMPROVEMENT (LANES)	LENGTH (MILES)	ENTITIES IMPACTED
N. Henney Rd.	NE. 23rd St.	SE. 15th St.	Widen to 4	3.0	Choctaw/Oklahoma Co
N. Henney Rd.	NE. 23rd St.	SE. 15th St.	Bridge	0	Choctaw
N. Choctaw Rd.	NE. 63rd St.	NE. 23rd St.	Widen to 3	3.0	Choctaw/Jones/Oklahoma Co
N. Harper St.	NE. 36th St.	NE. 50th St.	New Construction to 3	1.0	Choctaw
W. 33rd St.	S. Kelly Ave.	Broadway Ext.	Widen to 4	0.54	Edmond/OKC
E. 33rd St.	S. Bryant Ave.	Broadway Ext. (0.25 mi E. of)	Widen to 4	1.22	Edmond
N. Broadway	W. Waterloo Rd.	E. Coffee Creek Rd.	Widen to 4	2.0	Edmond/Guthrie
N. Broadway	E. Coffee Creek Rd.	W. Covell Rd.	Widen to 4	0.9	Edmond
N. Bryant	E. Covell Rd.	E. 2nd St.	Widen to 4	2.0	Edmond
S. Bryant	E. 9th St.	E. 33rd St. (0.5 mi S. of)	Widen to 4	2.0	Edmond/OKC
N. Coltrane Rd.	E. Covell Rd.	E. Waterloo Rd. (0.5 mi. S. of)	Widen to 4	2.5	Edmond/Oklahoma Co
W. Edmond Rd.	S. Kelly Rd.	S. Broadway	Widen to 4	0.75	Edmond
W. Edmond Rd.	S. Kelly Ave.	S. Santa Fe Ave. (0.5 mi. W. of)	Widen to 4	1.5	Edmond/OKC
S. Kelly Ave.	W. 3rd St.	W. 15th St.	Widen to 4	1.0	Edmond
S. Kelly Ave.	W. 33rd St.	W. 33rd St. (0.5 mi. S. of)	Widen to 4	0.5	Edmond/OKC
N. Sooner Rd.	E. Covell Rd.	E. Danforth Rd. (0.5 mi. S. of)	Widen to 4	1.5	Edmond
S. Eastern Ave.	SE. 19th St.	SE. 34th St.	Widen to 4	1.0	Moore
S. Bryant Ave.	SE. 15th St.	SE. 34th St.	Widen to 4	1.0	Moore
S. Eastern Ave.	SE. 34th St.	W. Indian Hills Rd.	Widen to 4	1.0	Moore/Norman
SE. 34th St.	S. Broadway Ave.	S. Bryant Ave.	Widen to 4	0.75	Moore
120th Ave. NE.	E. Alameda Dr.	SE 149th St.	Bicycle and Pedestrian	6.0	Norman/OKC
156th Ave. NE.	SH-9	Bethel Rd.	Bicycle and Pedestrian	5.3	Norman/OKC/Cleveland Co
N. Berry Ave.	W. Robinson St.	W. Lindsey St.	Bicycle and Pedestrian	2.0	Norman
24th Ave. SW.	Riverside Dr.	McClain County	Bridge Bicycle and Pedestrian	0.75	Norman
E. Franklin Rd.	24th Ave. NW.	120th Ave. NE.	Bicycle and Pedestrian	12.0	Norman
E. Imhoff Rd.	Classen Blvd.	24th Ave. SE.	Bicycle and Pedestrian	1.0	Norman
W. Robinson St.	I-35	N. Porter Ave.	Bicycle and Pedestrian	2.3	Norman
W. Rock Creek Rd.	N. Flood Ave.	12th Ave. NE.	Bicycle and Pedestrian	2.1	Norman
W. Tecumseh Rd.	36th Ave. NW.	12th Ave. NW.	Bicycle and Pedestrian	2.0	Norman
E. Lindsey St.	W. of BNSF	E of BNSF	Bridge	0.1	Norman
US-77	Classen Blvd.	E. Tecumseh Rd.	Widen to 6	4.5	Norman
12th Ave. NW.	W. Tecumseh Rd.	W. Rock Creek Rd.	Widen to 4	1.0	Norman
48th Ave. NE.	Franklin Rd. E.	SH-9	Widen to 3	6.0	Norman
W. Acres St.	N. Berry Rd.	N. Porter Ave.	Widen to 3	1.35	Norman

ENCOMPASS 2045 LONG-RANGE PROJECTS (2036 - 2045) (Continued)

IMPROVEMENT LOCATION	FROM	TO	IMPROVEMENT (LANES)	LENGTH (MILES)	ENTITIES IMPACTED
 Chautauqua Ave.	W. Lindsey St.	W. Imhoff Rd.	Widen to 4	1.0	Norman
 N. Flood Ave.	W. Robinson St.	W. Main St.	Widen to 3	1.0	Norman
 W. Imhoff Rd.	Chautauqua Ave.	SH-9	Widen to 4	0.75	Norman
 E. Lindsey St.	24th Ave. SE.	36th Ave. SE.	Widen to 5	1.0	Norman
SH-9	I-35	24th Ave. SE.	Widen to 6	4.5	Norman
N. Porter Ave.	N. Broadway		Intersection	0	Norman
E. Alameda Dr.	36th Ave. SE.	120th Ave. NE.	Extend Shoulder	7.0	Norman
NW 206th St.	N. Rockwell Ave.	N. Pennsylvania Ave.	Widen to 3	5.0	Oklahoma Co/Edmond
Kickapoo Turnpike Frontage	E. Wilshire Blvd.	NE. 150th St.	New Construction (0 to 2)	10.0	Oklahoma Co/Harrah
Kickapoo Turnpike Frontage	E. Reno Ave.	SE 29th St.	New Construction (0 to 2)	4.0	Oklahoma Co/Harrah

ACTIVE TRANSPORTATION

Active transportation is any self-propelled, human powered mode of transportation, such as walking or bicycling. It is important for the region to invest in and plan for active transportation, as it provides numerous benefits to the equity, health, economy, and environmental condition of communities. A Regional Active Transportation Plan was developed by ACOG staff and the Bicycle-Pedestrian Advisory Committee and adopted in April 2021. The Plan outlines current and future investments in bicycle and pedestrian infrastructure and programs. The plan supports regional growth, healthy living, and ACOG goals. This includes a series of long-term goals and objectives that form the basis for recommendations 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.

Since the inception of Encompass 2040 and associated plans, ACOG and member communities have made strides to invest in and develop active transportation options. Since 2015, Central Oklahoma increased the amount of low-stress bicycle facilities by 33% and the number of sidewalks by 22%.

BICYCLE FACILITIES

ACOG collects bicycle network information from local governments and organizations in the area. Categories of bicycle facility types include paved shoulders, sign-on-road bike routes, bike lanes, protected bike lanes, and shared use paths. A map of the existing routes can be seen on page 35.

The regional bicycle network has been increasing in both miles built and miles planned. Since 2000, nearly 500 miles of bicycle network have been designated in the area with over 1,000 miles planned.

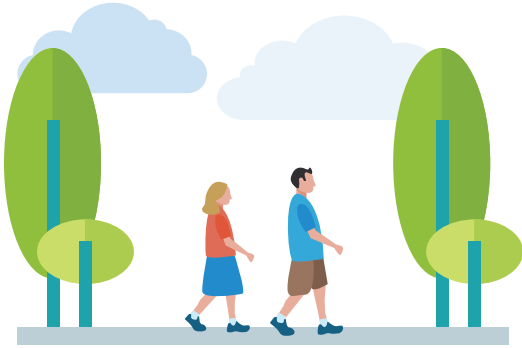
PROGRESS SINCE PREVIOUS PLANS

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	206 miles of low-stress bicycle facilities	Increase of 33%
Increase the number of low-stress pedestrian facilities by 100% in 5 years	3,400 miles of sidewalk	4,154 miles of sidewalk	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



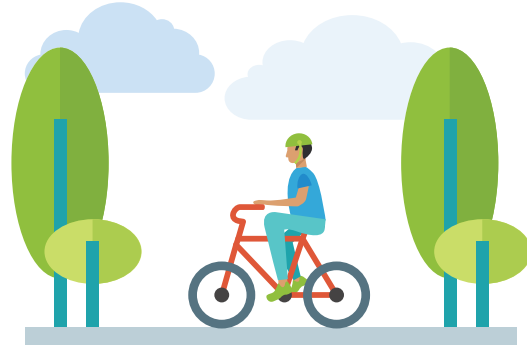
PEDESTRIAN FACILITIES

For decades, Central Oklahoma has failed to require sidewalks be 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.



FUTURE BICYCLE + PEDESTRIAN FACILITY PRIORITIZATION

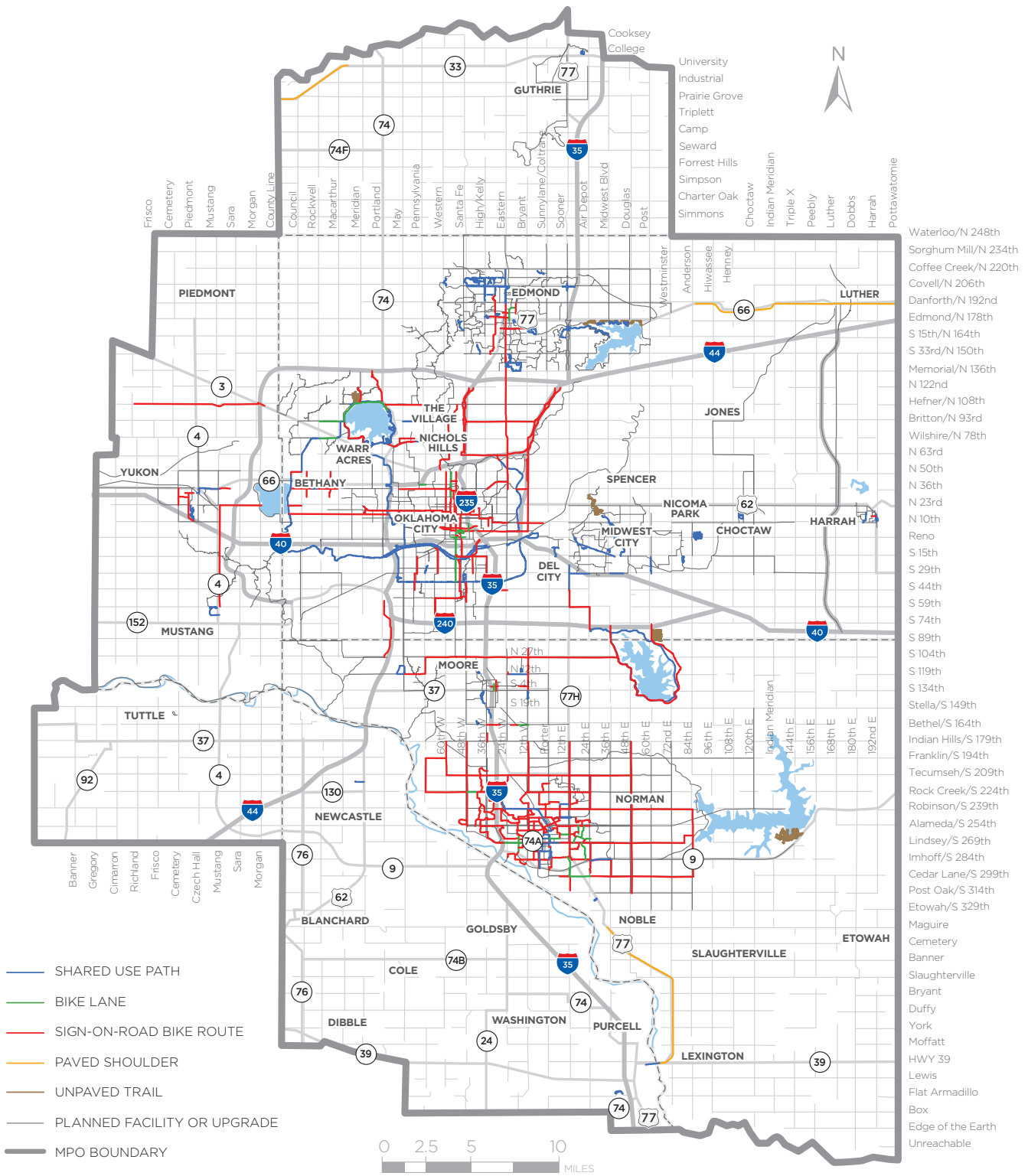
ACOG has identified areas that should be prioritized for future bicycle and pedestrian facilities and improvements. Using a method adapted from the Mid-Region Council of Governments in New Mexico, ACOG staff created a Bicycle Composite Index (BCI) and a Pedestrian Composite Index (PCI). These indexes consider locations that generate bicycle and pedestrian activity and areas that deter such activity. When combined, these two factors display locations that should be prioritized when considering active transportation investment.



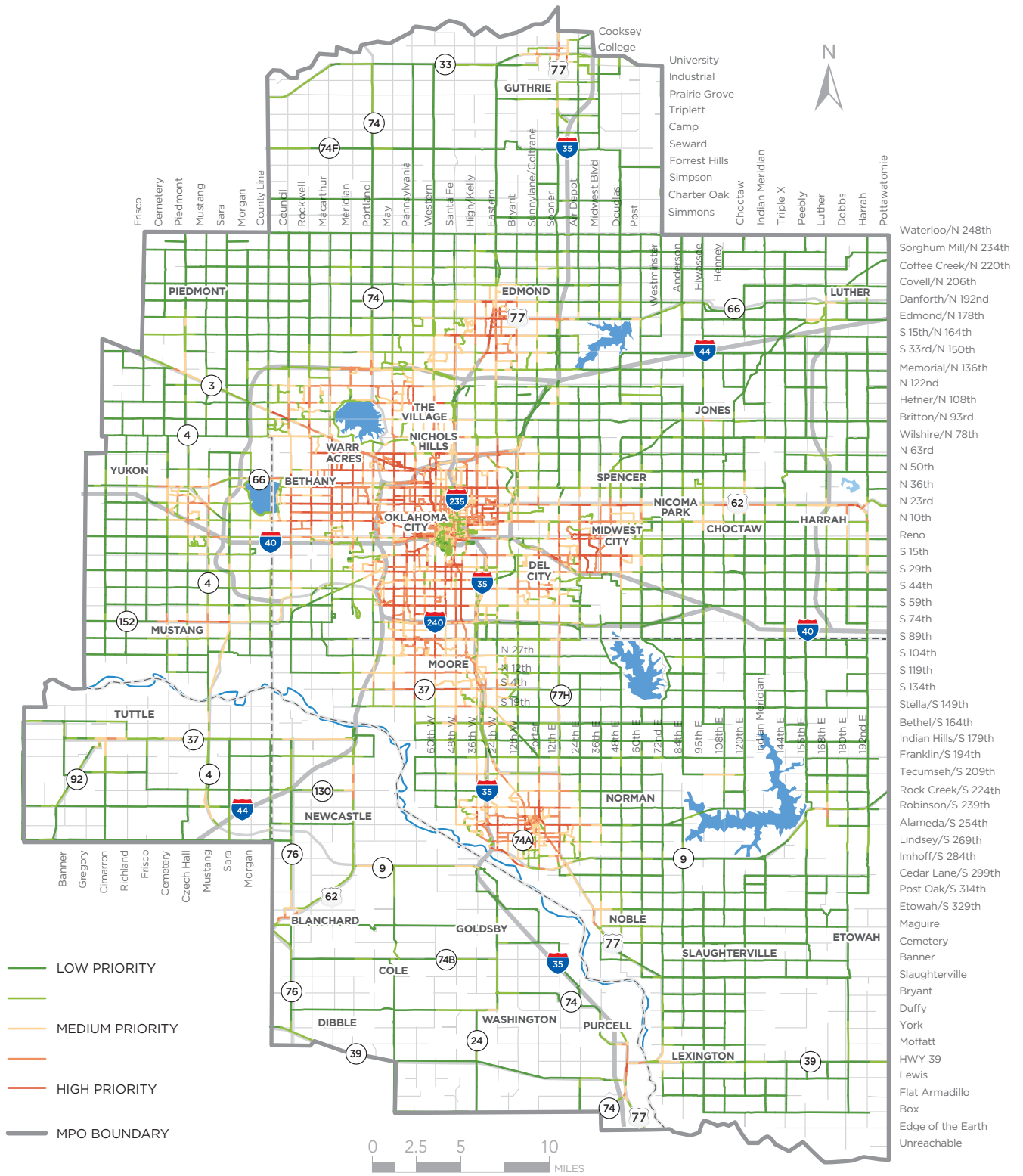
MILES OF BICYCLE NETWORK IN CENTRAL OKLAHOMA



EXISTING + PLANNED BICYCLE FACILITIES



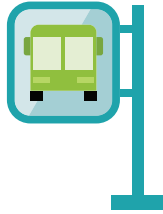
BICYCLE COMPOSITE INDEX



REGIONAL TRANSIT NETWORK
EXISTING TRANSIT CONDITIONS



3 Service Providers



30 Local Fixed Routes



2 Express Bus Routes



4.8 Miles of Downtown OKC Streetcar



Santa Fe Station Intermodal Hub

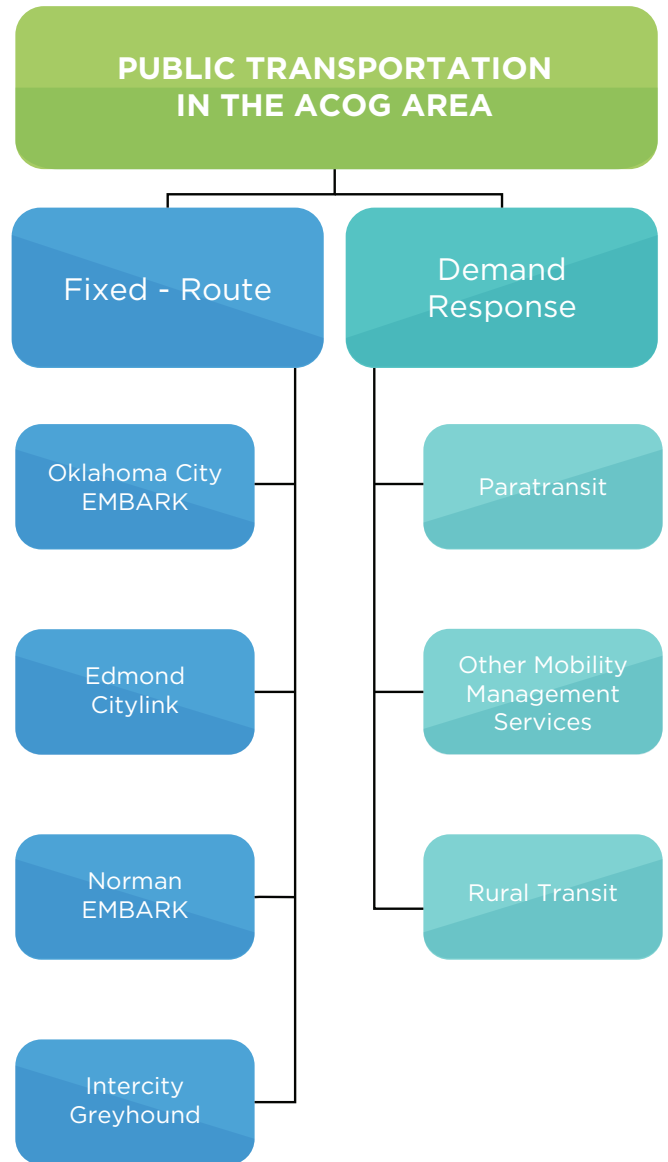
2045 TRANSIT VISION

During the development of Encompass 2045, the MPO modeled an illustrative transportation network inclusive of regional transit—commuter rail, bus rapid transit, and enhanced bus—as recommended by the 2005 Fixed Guideway Study and the 2015 Central Oklahoma Commuter Corridors Study. MPO staff also worked with planners from the region’s transit providers to identify additional illustrative transit routes that would fill gaps in coverage and extend to communities unserved by transit.

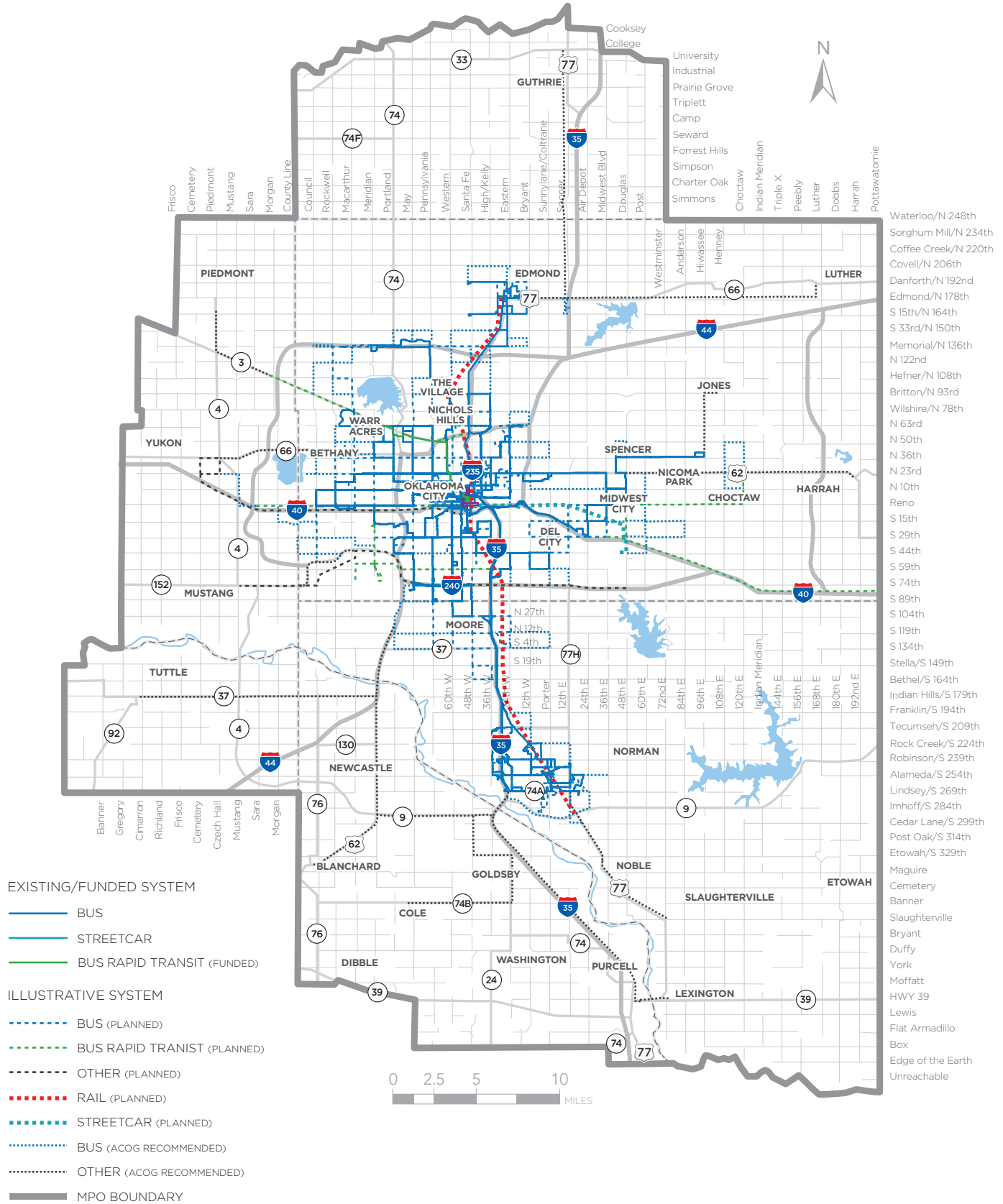
In 2019, the Regional Transportation Authority (RTA) of Central Oklahoma was established and a board of directors was formed. The RTA is working towards securing dedicated funding in order to establish a regional public transportation system that enhances mobility options, spurs economic development, and improves quality of life for all Central Oklahomans.

Components of the desired 2045 regional transit system include:

- 48 miles of Commuter Rail Transit (CR)
- 40 miles of Bus Rapid Transit (BRT)
- 10 miles of modern streetcar
- Over 300 miles of enhanced and express bus service with connection to BRT, streetcar, and CR stations
- An additional 200 miles of bus service to connect the entire region to transit
- 150 miles of non-fixed route transit to serve all communities within the TMA



EXISTING TRANSIT NETWORK & 2045 TRANSIT VISION



COMPLETE STREETS POLICY

Complete Streets are streets, highways, and bridges that are routinely planned, designed, operated, and maintained to prioritize safety, comfort, and access to destinations for all people who use the street. Complete Streets approaches vary based on community context. They may address a wide range of elements, such as sidewalks, bicycle lanes, bus lanes, transit stops, pedestrian crossing opportunities, and streetscape amenities. Complete Streets make it easy to cross the street, walk to shops, jobs, and schools, bicycle to work, and move actively with assistive devices. They allow buses to run on time and make it safe for people to walk or move actively to and from transit hubs.

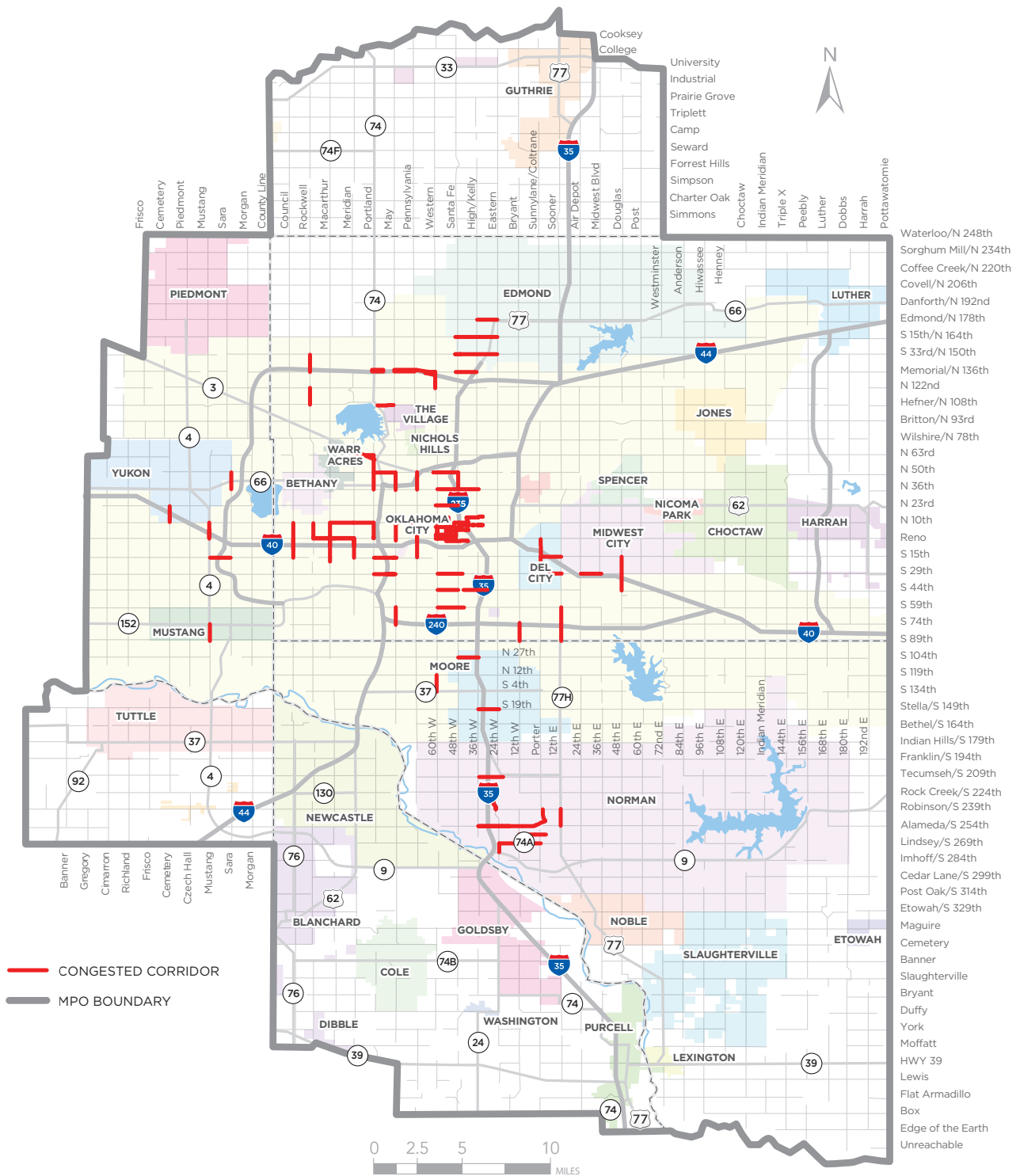
ACOG promotes the creation of a safe, accessible, efficient, and coordinated transportation network that accommodates all roadway users within its communities. ACOG has developed a Complete Streets policy in response to comments received through the Encompass 2045 planning process, encouragement by the Federal Highway Administration (FHWA) and other stakeholder groups, and all of the safety, health, environmental, and economic reasons. This Policy applies to projects funded through ACOG and is recommended for all roadway projects in the area. Read the adopted Complete Streets Policy here: <https://www.acogok.org/complete-streets>

CONGESTION + SAFETY

Congestion management and safety are essential aspects of the transportation system, as both contribute to economic vitality and can improve the quality of life of system users. Congestion is a result of physical “bottlenecks,” traffic incidents, work zones, weather, traffic control devices, special events, and fluctuations in normal traffic. In particular, congestion has become more unreliable as traffic incidents, events, and work zones become more common. In the Oklahoma City metropolitan area, congestion costs each driver an average of \$1,110 a year and drivers spend an average of 49 hours in traffic each year. This means extra time and money spent traveling to and from destinations, reducing the potential of those resources to be used elsewhere.

CENTRAL OKLAHOMA TRAVEL + CONGESTION STATISTICS

	2015	2045
VEHICLE MILES OF TRAVEL (DAILY)	34,201,000	47,944,000
VEHICLE MILES OF TRAVEL PER PERSON (DAILY)	28	29
VEHICLE HOURS OF TRAVEL (DAILY)	957,000	1,571,000
VEHICLE TRIPS (DAILY)	4,556,000	6,062,000
CONGESTED ROAD MILES	2675	37
AVERAGE OVERALL SPEED	35 MPH	30 MPH
AVERAGE FREEWAY SPEED	45 MPH	40 MPH
AVERAGE ARTERIAL SPEED	30 MPH	25 MPH
AVERAGE TRIP LENGTH	7.51 MILES	7.91 MILES
AVERAGE TRIP TIME	12:36 MIN ¹	5:33 MIN
DAILY HOURS OF DELAY	155,000	516,000
DELAY PER TRIP	2:02 MIN	5:08 MIN



REGIONAL CONGESTION + SAFETY GOALS

The regional congestion and safety goals identified in Encompass 2045 were crafted with the intended purpose of improving congestion and protecting transportation users in Central Oklahoma through sound planning and engineering strategies, education, enforcement, and effective emergency services. Questions focused on congestion reduction and safety were included in the Encompass 2045 Call for Projects evaluation criteria and additional points were awarded to projects that directly address congestion and/or safety. The map above identifies the regional congestion corridors included in the criteria.

SAFETY PLANNING + INITIATIVES

Motor vehicle crashes and fatalities have a major impact on the lives of Central Oklahomans. According to the National Highway Traffic Safety Administration (NHTSA), 169,009 people were killed and approximately 9.5 million injured in motor vehicle crashes across the nation between 2015-2019. In Central Oklahoma alone, 689 people were killed and more than 60,000 were injured during the same timeframe. To combat this serious problem, transportation providers, agencies, and professionals are devoted to working cooperatively to plan and implement safety initiatives throughout Central Oklahoma.



WATCH FOR ME OK

Watch for Me OK is a public awareness campaign from ACOG, the City of Oklahoma City, and the Oklahoma Highway Safety Office (OHSO). Watch for Me OK seeks to educate the public on the rules of the road and aims to keep residents safe while traveling. This campaign is increasing the overall visibility of pedestrian and bicyclist safety issues through public service messages and community engagement efforts such as special events and partnerships.

ADDITIONAL RECOMMENDATIONS

As Central Oklahoma continues to grow, some additional strategies above and beyond the Encompass 2045 projects have been identified as important to further improve the regional transportation system and further enhance the region's quality of life:

- Regional Intelligent Transportation Systems (ITS) and Congestion Management Process (CMP) Strategies
- Expanded Electric Vehicle (EV) Charging Network
- Planning for Connected and Autonomous Vehicles, Micromobility, and Emerging Transportation Options



PROJECTED COSTS

+ IMPACTS

The benefits of Encompass 2045 are significant to the Central Oklahoma region. Effectively putting the plan into action is crucial to manage congestion and ensure the plan's benefits are felt by everyone.



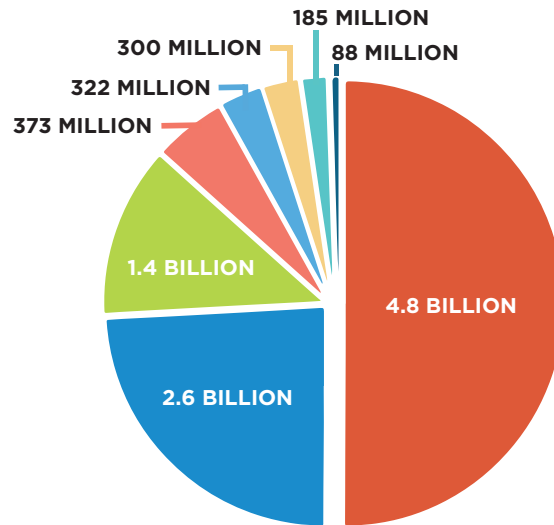
PROJECTED COSTS + IMPACTS

The impacts of Encompass 2045 are significant to the Central Oklahoma region. Effectively putting the plan into action is crucial to manage the environmental, social, and economic impacts that will be required to make sure the plan’s benefits are felt by everyone.

COSTS + REVENUE

In compliance with federal law requiring financial plans for metropolitan transportation plans, the recommended Encompass 2045 plan is anticipated to cost \$10.1 billion and includes:

- Streets and Highway Maintenance \$4.8 Billion
- Street and Highway Construction \$2.6 Billion
- Public Transportation \$1.4 Billion
- Major Interchanges \$373 Million
- Right-of-Way Acquisition \$322 Million
- Bicycle and Pedestrian Projects \$300 Million
- Major Bridges \$185 Million
- Other Improvements \$88 Million

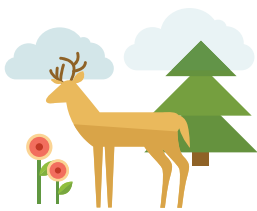


The Encompass 2045 revenue projection totals more than \$10.5 billion for the 30-year plan period. Primary sources for the revenue projection include:

- FHWA and FTA formulas and discretionary programs
- State maintenance programs, turnpike revenues, public transportation revolving fund, and fuel and motor vehicle taxes returned to cities, towns and counties
- Local general fund, dedicated sales tax, general obligation bonds and developer fee revenue

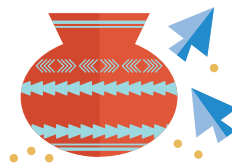
SOCIAL, ECONOMIC + ENVIRONMENTAL IMPACTS

Development of Encompass 2045 included an evaluation of potential social, economic, and environmental impacts of the plan to help ensure that future transportation projects will improve mobility and increase economic vitality, while protecting natural resources. It is important to note that the Encompass 2045 impact analysis is regional in scale and does not replace environmental assessments required for each project by the National Environmental Policy Act (NEPA).



Environmental Data Evaluated

- Parks and Recreational Areas
- Wildlife and Endangered Species
- Flood Plains
- Water Quality: Surface and Aquifers
- Hazardous Waste and Superfund Sites
- Air Quality – MOVES Evaluation



Social and Cultural Data Evaluated

- Archaeological Sites
- Tribal Lands
- National Historic Sites and Districts
- Noise Sensitive Areas/Sites



Economic Data Evaluated

- Residential and Employment Displacements
- Low Income and Traditionally Underserved Groups (Environmental Justice)
- Encompass 2045 Plan Costs and Revenues

AIR QUALITY PLANNING

Transportation is a significant source of precursors such as volatile organic compounds (VOCs) and nitrogen oxides (NOx), the gasses that react to form ozone (O₃). Referred to as mobile source emissions, these precursors are emitted through vehicle exhaust and fuel evaporation, reacting to sunlight in windless conditions to create tropospheric ozone pollution. Research continues to demonstrate the effects of ozone pollution on all populations, but children, the elderly, and anyone with respiratory illnesses such as asthma are particularly vulnerable. Any reduction of ozone-forming emissions translates to increased quality of life for everyone in Central Oklahoma.

AIR QUALITY STATUS

On December 23, 2020, the Environmental Protection Agency (EPA) completed its review of the full body of currently available scientific evidence and exposure/risk information and decided to retain the existing ozone National Ambient Air Quality Standards (NAAQS). Since 2015, the primary and secondary ozone standard levels are to 0.070 ppm parts per million (ppm). In December 2017, all of Oklahoma's 77 counties were designated attainment/ unclassifiable for the revised primary and secondary ozone standards. Central Oklahoma's ozone regional value was 0.069 ppm at the end of 2020 and the cumulative regional average of the fourth highest ozone readings for Central Oklahoma's monitoring network were 0.64 (the lowest average since 1997). Even with positive trends, the region is still at risk of going into violation of the ozone standard if there are too many days of elevated ozone levels.

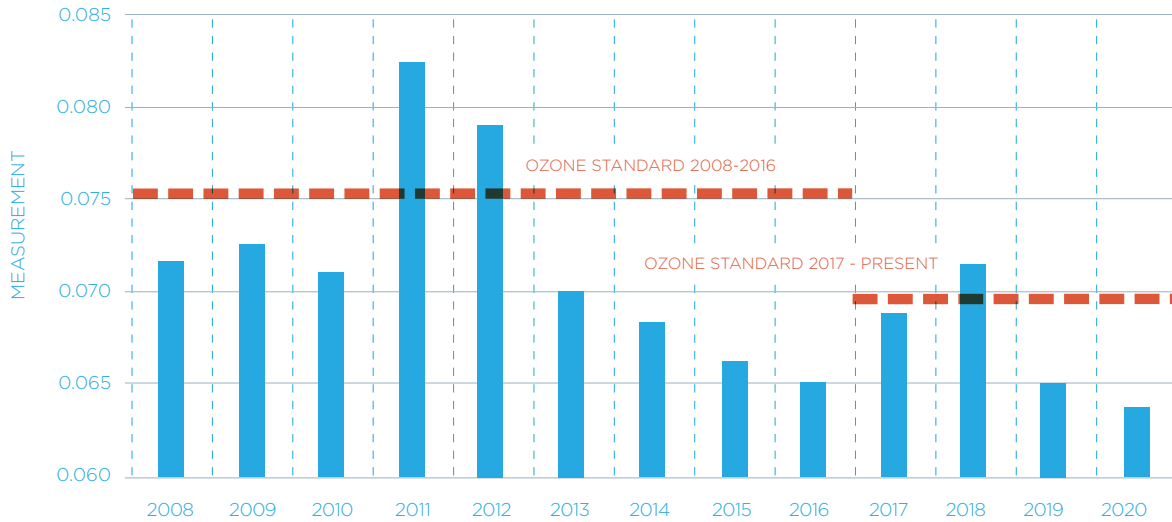
CENTRAL OKLAHOMA OZONE READINGS

HIGHEST 8-HOUR AVERAGES

SITE	2017	2018	2019	2020: 1 st	2 nd	3 rd	4 th	2017-2019	2018-2020	2020
OKC NORTH	0.071	0.072	0.066	0.074 SEP 3	0.073 AUG 30	0.070 AUG 28	0.069 JUNE 17	0.069	0.069	0.075
OKC CENTRAL	0.067	0.072						0.069		
MOORE	0.070	0.071	0.064	0.067 JUN 17	0.064 MAY 18	0.064 AUG 28	0.063 AUG 30	0.068	0.066	0.078
GOLDSBY	0.070	0.070						0.069	0.069	
CHOCTAW	0.064	0.070	0.069	0.066 JUN 17	0.065 MAY 1	0.063 AUG 30	0.062 AUG 28	0.068	0.065	0.079
YUKON	0.069	0.076	0.065	0.065 JUN 17	0.064 AUG 30	0.062 MAY 7	0.062 JUN 13	0.070	0.067	0.072
	2017-2019 4 th MEASUREMENT			2020 HIGHEST ----- LOWEST				4 th HIGHEST AVERAGE		CRITICAL VALUE

acog | **OZONE ALERT**
CENTRAL OKLAHOMA

REGIONAL AVERAGE OF 4TH HIGHEST O₃ READING



acog | OZONE ALERT
CENTRAL OKLAHOMA

AIR QUALITY PROGRAM ACTIVITIES

While Central Oklahoma remains in attainment for all federally regulated pollutants, ground level ozone continues to be a problem. Consequently, ACOG has been proactive in its planning endeavors to reduce mobile source emissions—cars and trucks—which are major contributors to regional pollution. ACOG employs proactive planning efforts to help maintain its air quality attainment status, including the following:

- Daily review of ozone and carbon monoxide monitoring sites throughout the region
- Administration of the Air Quality Small Grant and Public Fleet Conversion Grant programs
- Administration of the Central Oklahoma Clean Cities program
- Use of an air quality friendly criterion in the selection of projects that will utilize the MPO's Surface Transportation Block Grant - Urbanized Area (STBG-UZA) funds
- Award of additional points for proposed long-range transportation projects that reduce emissions by decreasing fuel consumption and vehicle miles traveled, as well as by improving transportation system performance
- Promotion of alternative forms of transportation
- Air quality public education initiatives including the Ozone Alert Day program

COST OF NONATTAINMENT STUDY

To further aid in air quality planning efforts, ACOG is completing a study on the potential regional economic impacts of an Environmental Protection Agency (EPA) ozone nonattainment designation. Analysis is focused on cost of regulatory requirements of a nonattainment designation including transportation conformity, facility emissions reductions, and an economic impact analysis. The goal of the study is to prepare regional stakeholders for those regulatory requirements triggered by a nonattainment designation and to demonstrate the need for continued emissions reductions effort to preserve Central Oklahoma's air quality status as well as the national and regional economic advantages that status provides.



PERFORMANCE

MEASURES

To effectively implement this plan's goals and objectives, performance measures are set and continuously monitored.



PERFORMANCE MEASURES

Per guidelines set forth by the Federal Highway Administration, ACOG tracks and reports on performance measures on a regular basis. These activities help chart progress and identify emerging priorities for the Central Oklahoma transportation system. Performance measures, as they relate to the Plan's goals, are:

CONNECTIVITY

Develop connections among all types and modes of transportation

Performance Measures

- Percent of population and jobs located within ¼ mile of transit
- Average trip distance
- Total miles of sidewalk and bicycle facilities

EQUITY + OPTIONS

Provide transportation options and access for the movement of all people and goods

Performance Measures

- Miles of sidewalk and bicycle paths/lanes added within ¼ mile of transit stops
- Percent of population and jobs located within ¼ mile of transit stops)

PERFORMANCE

Increase the efficiency and reliability of the transportation system

Performance Measures

- Truck travel time reliability
- Interstate travel time reliability
- Non-Interstate travel time reliability
- User Cost (as a function of delay)

SYSTEM PRESERVATION

Maintain and improve the quality of the transportation system

Performance Measures

- Percent of NHS Bridges classified as in Good Condition
- Percent of NHS Bridges classified as in Poor Condition
- Percent of Interstate Pavements in Good Condition
- Percent of Non-Interstate Pavements in Good Condition
- Percent of Interstate Pavements in Poor Condition
- Percent of Non-Interstate Pavements in Poor Condition

ECONOMIC STRENGTH

Promote economic vitality through enhanced mobility

Performance Measures

- Truck travel time reliability
- Interstate travel time reliability
- Non-interstate travel time reliability
- Mode share for commuter trips
- User cost (as a function of delay)

HEALTHY COMMUNITIES

Improve the connection between land use and transportation to enable residents to live healthier lives and reduce environmental impact from vehicle travel

Performance Measures

- Mode share for commuter trips
- Annual air quality index reading for the region

SAFETY + SECURITY

Provide a safe and secure transportation system for all users

Performance Measures

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries
- Existence of regional security strategies



