



OKCAA

Public Meeting – March 31, 2011

Greater Downtown Oklahoma City Alternatives Analysis



- **Welcome**
- **Presentation**
 - Introduction
 - Purpose and Vision
 - Overview of AA and MAPS3
 - Technology Alternatives
 - Alignment Alternatives
 - Evaluation Process & Results
 - Next Steps
- **Comments & Questions**
- **Open House**

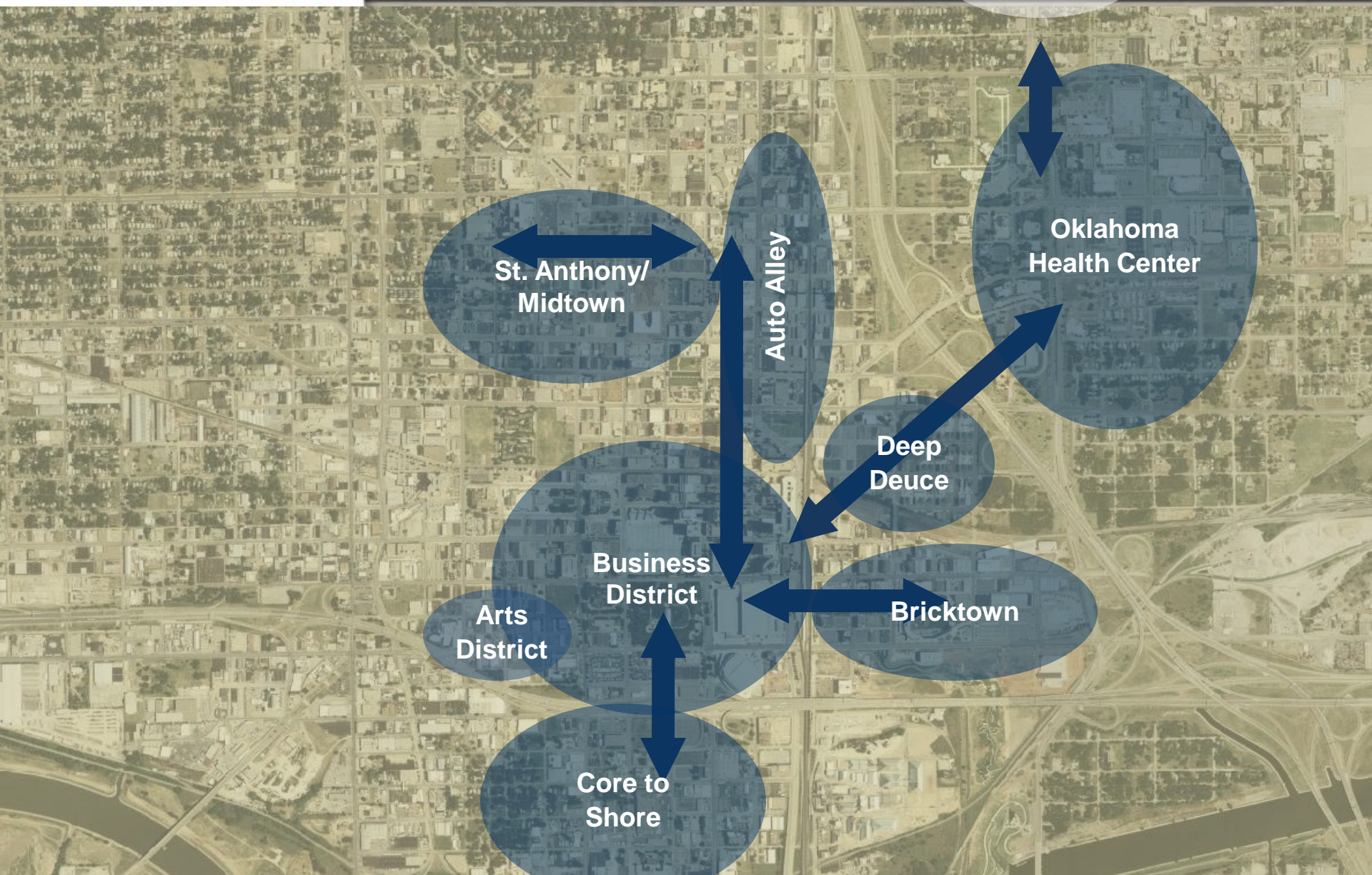


- *Let's Talk Transit* public meetings
- AA Steering Committee meetings
- MAPS3 Transit/Modern Streetcar Sub-committee meetings
- AA public meetings



- **Purpose:**
 - Evaluate & determine cost-effective transit technologies & alignments that improve downtown connectivity & circulation
- **Need**
 - Lack of mobility for downtown workers, residents, & visitors
 - Lack of transit connectivity to downtown destinations (Bricktown, Convention Center, OKC Memorial, Midtown, Automobile Alley, St. Anthony, Deep Deuce, others)
 - Desire for transit-oriented development, livability and investment
 - Limited multi-modal accessibility (AMTRAK, Intercity Bus and other future regional and intercity transit service)





State
Capitol

Oklahoma
Health Center

St. Anthony/
Midtown

Auto Alley

Deep
Deuce

Business
District

Arts
District

Bricktown

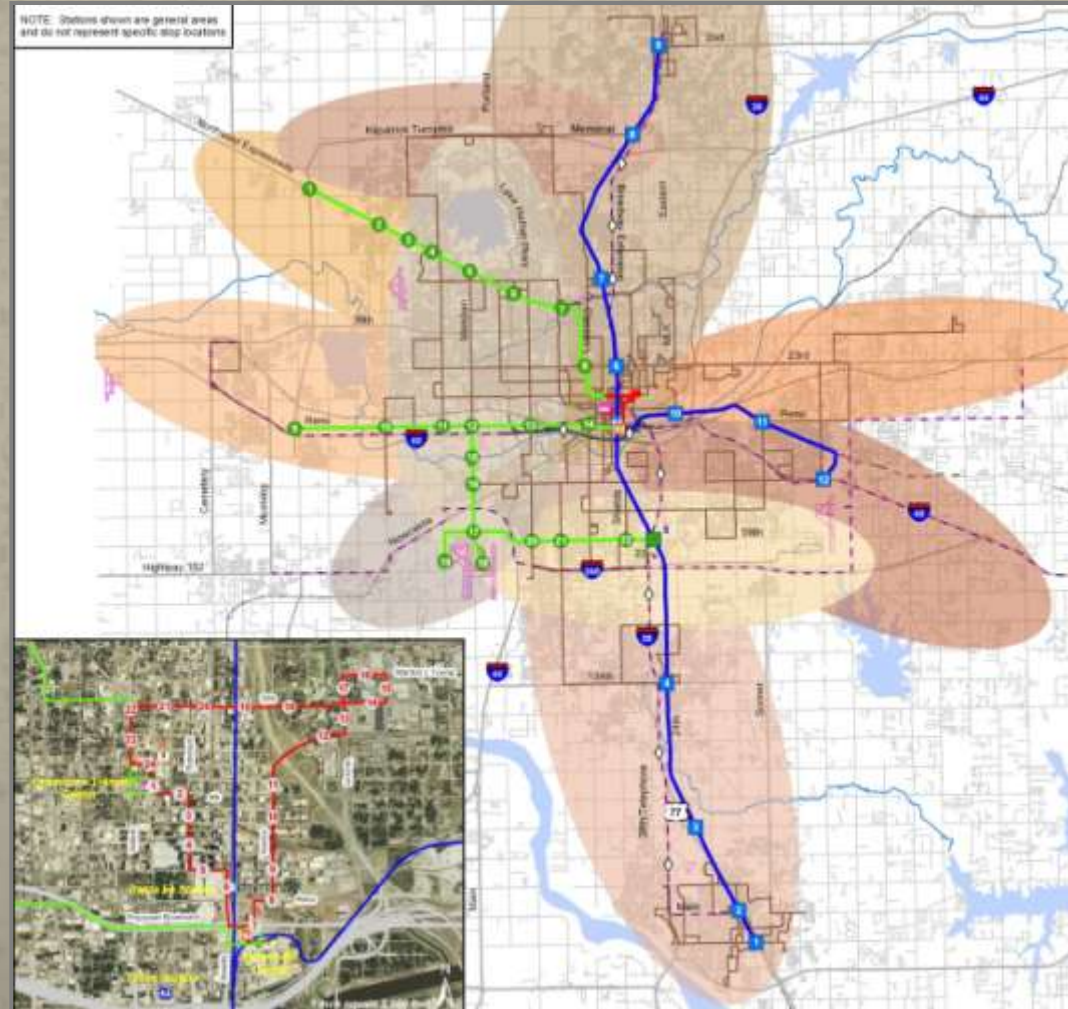
Core to
Shore

AA Vision

- To plan a locally preferred major transit investment which connects major activity centers in the greater downtown and can transform the area into a more convenient, sustainable, livable, and economically competitive environment.

2030 System Plan:

- Commuter Rail
- Bus Rapid Transit
- Enhanced Bus
- Streetcar Circulator



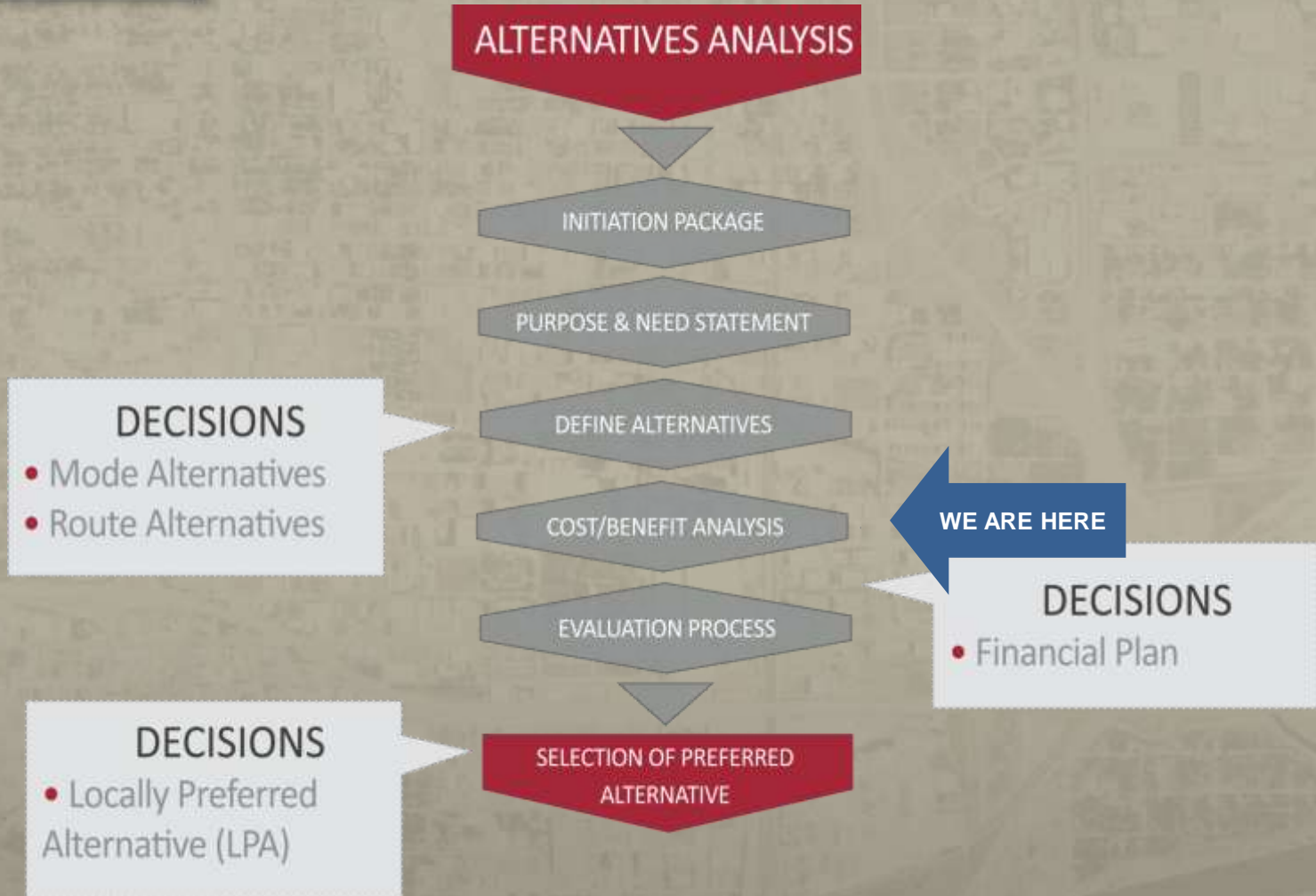
MAPS 3

- MAPS 3 was passed by Oklahoma City voters in December 2009 and allows \$120 million for approximately five to six miles of a greater downtown modern streetcar system and allows another \$10 million primarily for a multimodal transit hub.



- Relationship of Alternatives Analysis with MAPS3
 - MAPS3 provides local funding
 - AA provides steps to potential federal funding
- Consider circulator alignment for Project 180 Phase III streetscape projects
- Apply for Small Starts funding for circulator construction
- Obtain Letter of Pre-Award Authority from FTA for initiating Project Development
- Undertake Project Development by City and MAPS3 in partnership with COTPA
- Complete NEPA clearance for circulator





- **“Small Starts” funding:**
 - < \$250M maximum total project costs
 - < \$75M maximum Small Starts funding from FTA
 - Environmental Assessment (EA) or Environmental Impact Statement (EIS)
 - Reauthorization of Transportation Act will bring changes
- **Seek Small Starts Funding for MAPS3 starter project**
 - Submit request for entering Project Development
 - \$75M Federal Share with \$75M - \$120M Local Share (\$150M - \$195M project)
 - Reserve balance of MAPS3 Local funds for system expansion (Small Starts, TIGER, Liveable Communities grants, etc.)

Which technology alternatives?

1. **No Build Option**
2. **Baseline/Transportation System Management (TSM) - *Bus Circulator***
3. **Build Alternative - *Modern Streetcar***



- No action scenario
- Planned and committed transportation improvements
- Continue Spirit Trolley service
- Maintain fixed-route bus service



- “The best you can do without significant capital investment”
- Baseline option for comparison to the Build Alternative
- New 30’ low-floor, wide-door, clean diesel buses
- Branding of shelters and vehicles
- Off-board fare collection
- Real-time scheduling information
- More frequent service
- Longer service hours



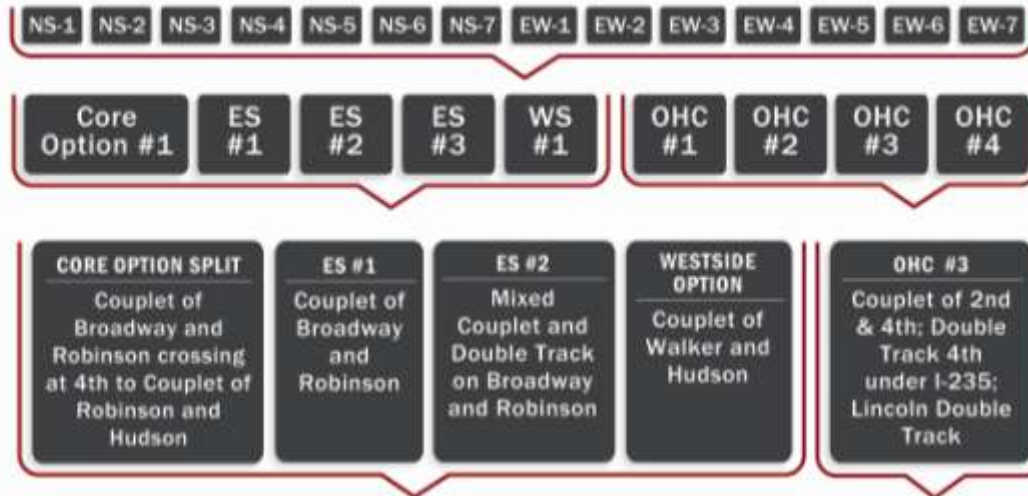
- Significant capital investment
- Articulated, double-ended, 65' low-floor, light rail streetcars
- Electric-powered or alternative fueled vehicles
- Branding of shelters and vehicles
- Off-board fare collection
- Real-time scheduling information
- More frequent service
- Longer service hours



- *Let's Talk Transit* resulted in 14 basic North/South and East/West alignment options
- Tier I evaluation combined basic options into 5 Downtown Core and 4 OHC alternatives
- Steering committee evaluated the alternatives as primary alignments and secondary extensions
- Tier II evaluation includes:
 - 2 Downtown Core alignments
 - 4 OHC alignments
 - Extension options for Bricktown, Midtown and OHC



TIER I



TIER II



- Land Use
- Economic Development
- Operational Feasibility
- Capital Cost
- Ridership
- Cost-Effectiveness



Purpose: *To determine whether existing land uses, plans, & policies provide a transit supportive environment*

Existing Land Use

- General land use character
- Major trip generators served

Transit Supportive Plans & Policies

- Efforts to develop transit supportive policies
- Available tools/incentives to promote transit-supportive development

Performance & Impacts of Land Use Policies

- Recent or proposed transit-supportive development
- Land available for development or redevelopment





Land Use & Economic Development

DOWNTOWN		MIDTOWN/ ST. ANTHONY		BRICKTOWN		OHC	
Crossover	17	10 th St. Double Track	12	Sheridan Single Track	13	4 th St.	14
Couplet	16	10 th /13 th Loop	15	Sheridan Double Track	13	4 th /2 nd Couplet	15
		11 th St. Single Track	12	Sheridan Reno Couplet	16	Lincoln/8 th /Phillips (single)	15
		11 th /13 th Couplet	14	Sheridan/ Boulevard Loop	16	Lincoln/8 th /Phillips (loop)	14



Potential Utility Impacts

- Location of known utility conflicts

Potential Traffic Impacts

- Reduction in travel lane capacity
- Changes to traffic patterns

Grade Separation

- Bridge Crossings
- Railroad Crossings
- Other modifications to existing infrastructure

Ease of use

- Passenger friendly

Future Expandability

- Efficient system

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Tier II Evaluation



Operational Feasibility

DOWNTOWN		MIDTOWN/ ST. ANTHONY		BRICKTOWN		OHC	
Crossover	17	10 th St. Double Track	19	Sheridan Single Track	18	4 th St.	19
Couplet	20	10 th /13 th Loop	16	Sheridan Double Track	18	4 th /2 nd Couplet	16
		11 th St. Single Track	19	Sheridan/Reno Couplet	15	Lincoln/8 th /Phillips (single)	20
		11 th /13 th Couplet	20	Sheridan/ Boulevard Loop	14	Lincoln/8 th /Phillips (loop)	18



Total Scores

DOWNTOWN		MIDTOWN/ ST. ANTHONY		BRICKTOWN		OHC	
Crossover	34	10 th St. Double Track	31	Sheridan Single Track	31	4 th St.	33
Couplet	36	10 th /13 th Loop	31	Sheridan Double Track	31	4 th /2 nd Couplet	31
		11 th St. Single Track	31	Sheridan/Reno Couplet	31	Lincoln/8 th /Phillips (single)	35
		11 th /13 th Couplet	34	Sheridan/Boulevard Loop	30	Lincoln/8 th /Phillips (loop)	32



LENGTH
+ 1.2 miles

SAMPLE

PROS

- ✓ Connects CBD, Automobile Alley and Bricktown
- ✓ Serves Santa Fe AMTRAK Terminal along
- ✓ Requires modification of only one BNSF RR underpass

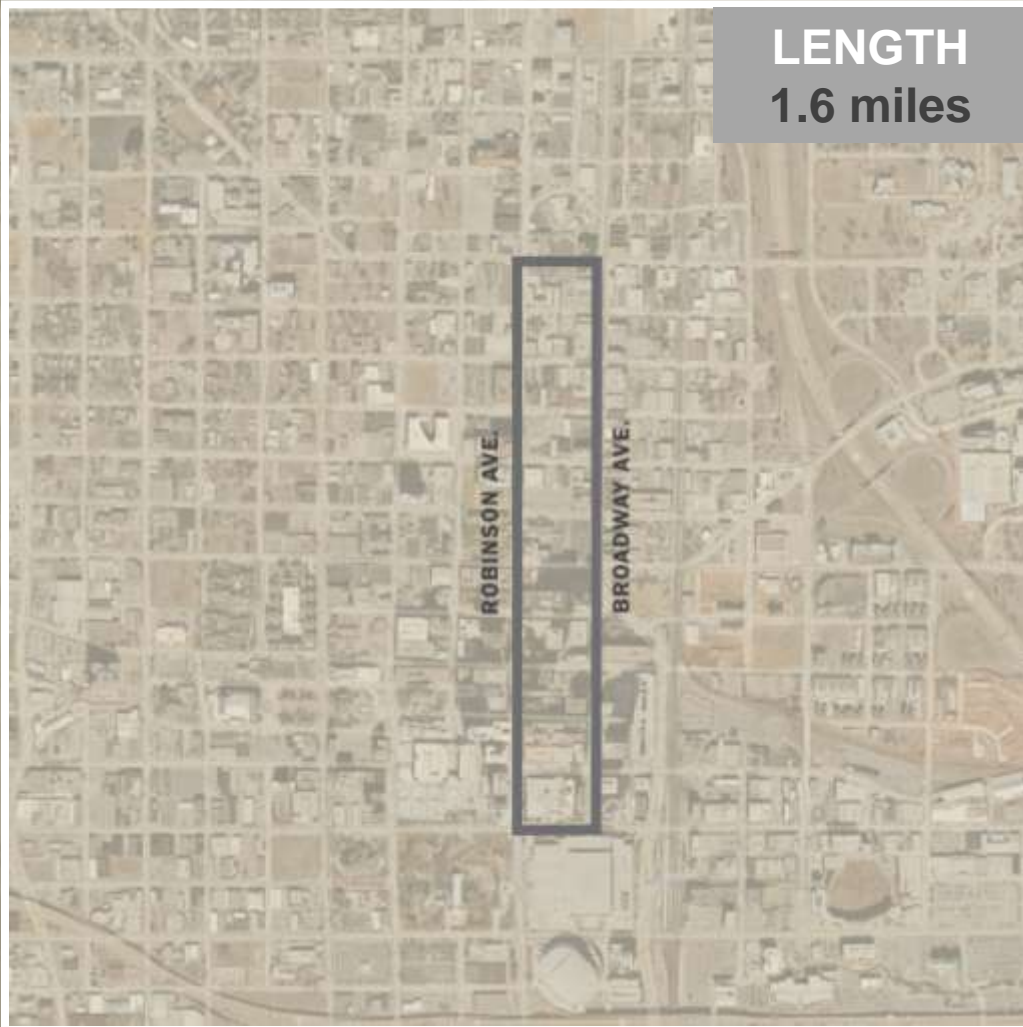
CONS

- ✗ Requires modification of existing RR underpass

1st Place	2nd Place	3rd Place	4th Place	5th Place
5	4	3	2	1

Land Use & Economic Development	Operational Feasibility	Total Score	Ranking
13	15	28	#4





PROS

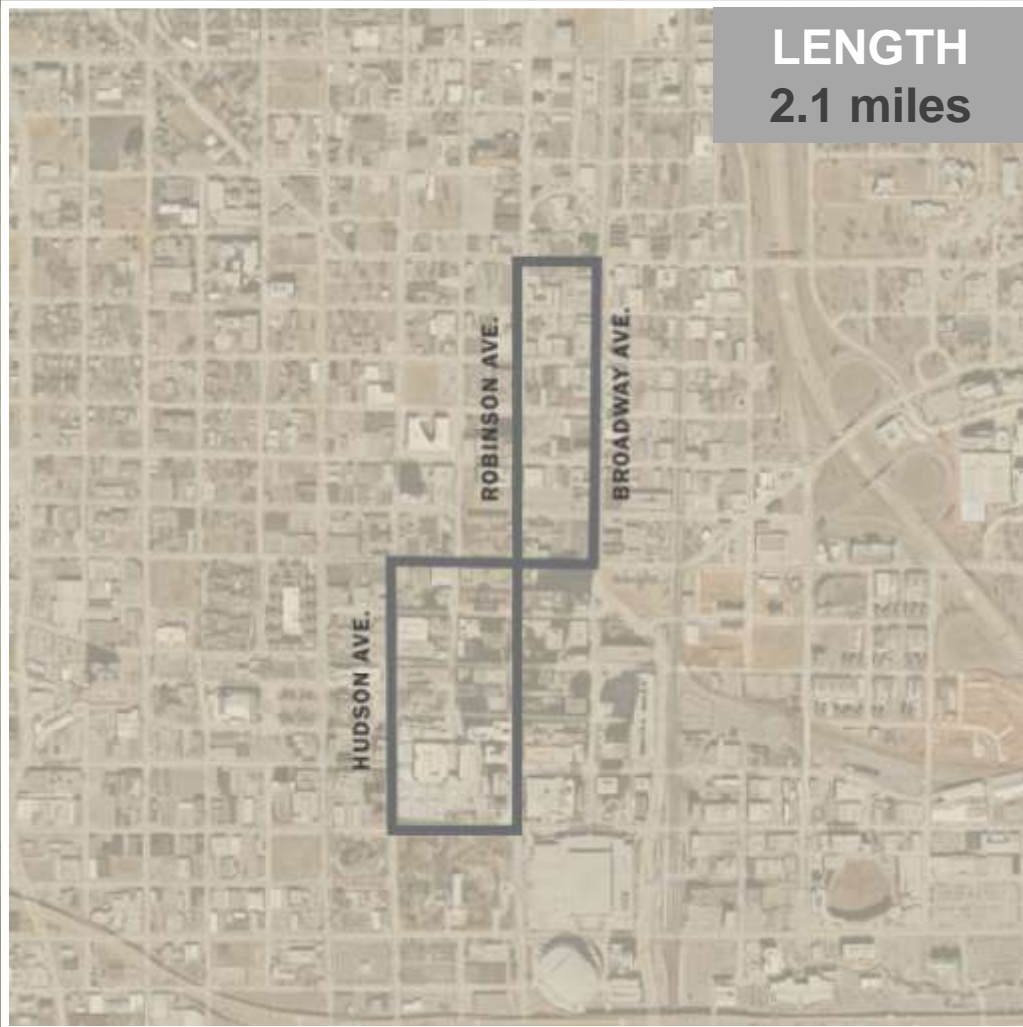
- ✓ Connects CBD and Automobile Alley
- ✓ Couplet along Broadway and Robinson broadens economic impact area more than a double track along one street
- ✓ Serves core of CBD south of 4th along Broadway

CONS

- ✗ Does not directly serve Downtown Transit Center
- ✗ Does not directly serve City Hall/Civic Center

Land Use & Economic Development	Operational Feasibility	Total Score	Ranking
16	20	36	#1





PROS

- ✓ Connects CBD, Automobile Alley, Midtown and Arts Districts
- ✓ Serves both Broadway/Robinson on east and Hudson/Robinson on west
- ✓ Serves Downtown Transit Center
- ✓ Services City Hall/Civic Center
- ✓ Broader economic impact area along Broadway/Robinson/ Hudson more than a double track on one street

CONS

- ✗ Requires out of direction travel along 4th

Land Use & Economic Development	Operational Feasibility	Total Score	Ranking
17	17	34	#2



10th Street Double Track



PROS

- ✓ Connects CBD, Automobile Alley and St. Anthony
- ✓ Serves St. Anthony and Medical Office District along 10th
- ✓ Serves redevelopment along 10th St.

CONS

- ✗ Existing roundabout at 10th and Walker obstructs future westward expansion

Land Use & Economic Development	Operational Feasibility	Total Score	Ranking
12	19	31	#2 (3 way tie)



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10th/13th Loop



PROS

- ✓ Connects CBD, Automobile Alley and St. Anthony
- ✓ Loop along 10th and 13th broadens economic impact area more than a double track along one street
- ✓ Serves St. Anthony and Medical Office District along 10th
- ✓ Serves redevelopment along 10th and 13th
- ✓ Allows extension along Shartel or Classen

CONS

- ✗ Requires modification of existing roundabout at 10th and Walker
- ✗ 3 block separation between 10th and 13th diminishes passenger perception of system

Land Use & Economic Development	Operational Feasibility	Total Score	Ranking
15	16	31	#2 (3-way tie)



11th St Single Track



PROS

- ✓ Connects CBD, Automobile Alley and St. Anthony
- ✓ Serves Medical Office District along 11th
- ✓ Serves redevelopment along 11th St.
- ✓ Allows future loop extension along Dewey, 13th and Broadway
- ✓ Allows future extension northwest along Shartel or Classen

CONS

- ✗ Requires modification of 11th/Robinson intersection
- ✗ Requires dedicated transit lane along 11th for two-way circulator operation

Land Use & Economic Development	Operational Feasibility	Total Score	Ranking
12	19	31	#2 (3-way tie)



11th/13th Couplet



**LENGTH
+ 1.4 miles**

PROS

- ✓ Connects CBD, Automobile Alley and St. Anthony
- ✓ Couplet along 11th and 13th broadens economic impact area more than a double track along one street
- ✓ Serves St. Anthony and Medical Office District along 11th
- ✓ Serves redevelopment along 11th and 13th
- ✓ Allows future extension northwest along Shartel or Classen

CONS

- ✗ Extends length of segment along 11th, 13th and Broadway

Land Use & Economic Development	Operational Feasibility	Total Score	Ranking
14	20	34	#1



Sheridan Single Track



PROS

- ✓ Connects CBD, Automobile Alley and Bricktown
- ✓ Serves Santa Fe AMTRAK Terminal along Sheridan
- ✓ Allows future extension of couplet along Reno or loop along new Boulevard

CONS

- ✗ Requires modification of existing RR underpass at Sheridan @ BNSF Railway
- ✗ Requires dedicated transit-only lane for two-way movement along Sheridan

Land Use & Economic Development	Operational Feasibility	Total Score	Ranking
13	18	31	#1 (3 way tie)



Sheridan Double Track



PROS

- ✓ Connects CBD, Automobile Alley and Bricktown
- ✓ Serves Santa Fe AMTRAK Terminal along Sheridan
- ✓ Requires modification of only one BNSF RR underpass

CONS

- ✗ Requires modification of existing RR underpass at Sheridan @ BNSF Railway

Land Use & Economic Development	Operational Feasibility	Total Score	Ranking
13	15	31	#1 (3-way tie)



Sheridan/Reno Couplet



PROS

- ✓ Connects CBD, Automobile Alley and Bricktown
- ✓ Couplet along Sheridan and Reno broadens economic impact area more than a double track along one street
- ✓ Serves Santa Fe AMTRAK Terminal along Sheridan and Reno

CONS

- ✗ Requires modification of two (2) existing BNSF RR underpasses at Sheridan and Reno

Land Use & Economic Development	Operational Feasibility	Total Score	Ranking
16	15	31	#1 (3-way tie)



Sheridan/Boulevard Loop



PROS

- ✓ Connects CBD, Automobile Alley, Bricktown and Core to Shore
- ✓ Couplet along Sheridan, Reno and New Boulevard broadens economic impact area more than a double track along one street
- ✓ Serves Santa Fe AMTRAK Terminal along Sheridan
- ✓ Utilizes Boulevard underpass at BNSF Railway
- ✓ Serves new Core to Shore Park at new Boulevard and Robinson
- ✓ Allows future extension south along Robinson to new Core to Shore Park

CONS

- ✗ Requires modification of only one existing RR underpass at Sheridan @ BNSF Railway
- ✗ 3 block separation between Sheridan and Boulevard diminishes perception of system

Land Use & Economic Development	Operational Feasibility	Total Score	Ranking
16	14	30	#4



LENGTH
3.2 miles



Land Use & Economic Development	Operational Feasibility	Total Score	Ranking
14	19	33	#1

PROS

- ✓ Connects CBD, Deep Deuce and Oklahoma Health Center
- ✓ Serves Downtown Transit Center
- ✓ Potential combination with other Core options operates as two lines with transfers in CBD
- ✓ Could terminate at 4th and Lincoln with shuttle bus service to OHC
- ✓ Allows future extension north along Lincoln to State Capitol Complex

CONS

- ✗ Operation as a second line reduces headway benefit of added vehicles and increases system operating cost
- ✗ Requires modification of existing RR underpass at Kerr/4th @ BNSF



LENGTH
3.9 miles



PROS

- ✓ Connects CBD, Deep Deuce and Oklahoma Health Center
- ✓ Serves Downtown Transit Center
- ✓ Broader economic impact area along Phillips and Lincoln more than a double track on one street
- ✓ Potential combination with other options operated as two lines with transfers in CBD
- ✓ Allows future extension along Lincoln to State Capitol Complex

CONS

- ✗ Operation as a second line reduces headway benefit of added vehicles and increases operating expense
- ✗ Requires modification of existing RR underpass at Kerr/4th @ BNSF Railway

Land Use & Economic Development	Operational Feasibility	Total Score	Ranking
14	18	32	#2 (2-way tie)



LENGTH
3.5 miles



Land Use & Economic Development	Operational Feasibility	Total Score	Ranking
15	19	31	#4

PROS

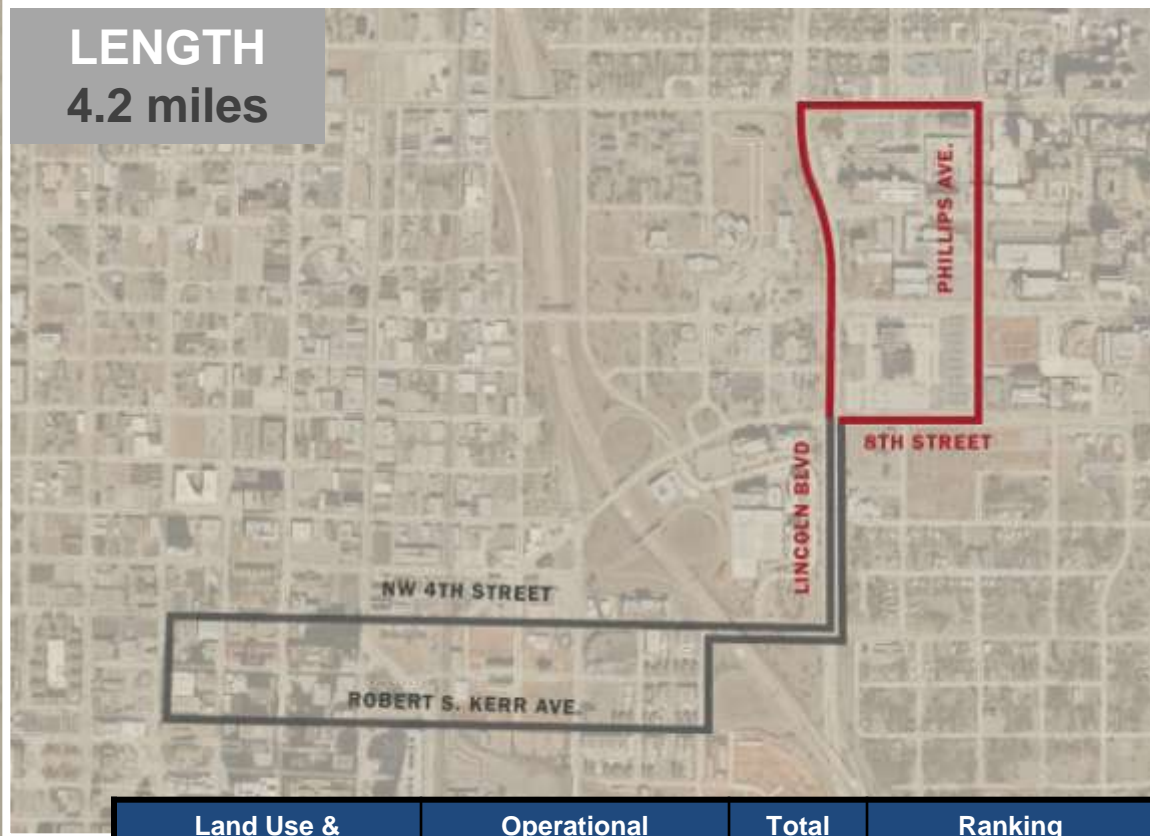
- ✓ Connects CBD, Deep Deuce and Oklahoma Health Center
- ✓ Serves Downtown Transit Center
- ✓ Serves City Hall/Civic Center
- ✓ Broader economic impact area along 2nd and 4th/Kerr more than a double track on one street
- ✓ Potential combination with other options operated as two lines with transfers in CBD
- ✓ Allows future extension along Lincoln to State Capitol Complex

CONS

- ✗ Operation as a second line reduces headway benefit of added vehicles and increases operating expense
- ✗ Requires modification of two existing RR underpasses at Kerr/4th and 2nd @ BNSF Railway



LENGTH
4.2 miles



PROS

- ✓ Connects CBD, Deep Deuce and Oklahoma Health Center
- ✓ Serves Downtown Transit Center
- ✓ Serves City Hall/Civic Center
- ✓ Broader economic impact area along 2nd and 4th/Kerr and along Phillips and Lincoln more than a double track on one street
- ✓ Potential combination with other options operated as two lines with transfers in CBD
- ✓ Allows future extension along Lincoln to State Capitol Complex

CONS

- ✗ Operation as a second line reduces headway benefit of added vehicles and increases operating expense
- ✗ Requires modification of two existing RR underpasses at Kerr/4th and 2nd @ BNSF Railway

Land Use & Economic Development	Operational Feasibility	Total Score	Ranking
14	18	32	#2 (2-way tie)



1. Incorporate public input as part of alternatives evaluation
2. Forecast ridership to measure performance of alternatives
3. Calculate costs and benefits to complete evaluation of alternatives
4. Select Locally Preferred Alternative (LPA) for technology and alignment
5. Prepare final AA Report



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Comments, Questions and Answers

**Turn in a question card -- please keep
statements to 2 minutes for
consideration of others**



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Open House and Public Straw Poll

**Use Comment Card to record your preference
and turn in at registration desk**

