

PLEASE NOTIFY ACOG AT 234-2264 (TDD 234-2217) BY 5:00 P.M. SEPTEMBER 8, 2009
IF YOU DESIRE A SIGN-LANGUAGE INTERPRETER AT THE MEETING



Chair Willa Johnson
Oklahoma County Commissioner

Vice-Chair Sam Bowman
Oklahoma City Councilmember

Secretary/Treasurer Russell Smith
Midwest City Mayor

Executive Director
John G. Johnson

AGENDA

ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS

AREAWIDE PLANNING AND TECHNICAL ADVISORY COMMITTEE

September 10, 2009
9:00 a.m.

ACOG Board Room
21 E. Main St.
Oklahoma City, Oklahoma 73104

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES (ATTACHMENT II)
- III. PRELIMINARY 2035 OKLAHOMA CITY AREA REGIONAL TRANSPORTATION STUDY (OCARTS) EMPLOYMENT BY TRAFFIC ANALYSIS ZONE BY CITY ([ATTACHMENT III](#))

Action Requested: Consider recommending that the ITPC approve the addition of 1,300 employees to OCARTS, McClain County and Goldsby 2035 employment control totals. Additionally, review and comment on the preliminary 2035 TAZ by city employment projections to be used in the development of the 2035 OCARTS Plan.

- IV. PRELIMINARY 2035 OKLAHOMA CITY AREA REGIONAL TRANSPORTATION STUDY (OCARTS) POPULATION BY TRAFFIC ANALYSIS ZONE BY CITY ([ATTACHMENT IV](#))

Action Requested: Review and comment on the preliminary 2035 traffic analysis zone (within city of unincorporated county) population to be used in developing the 2035 OCARTS Plan.

- V. ACOG RESOLUTION FOR SAFE ROUTES TO SCHOOL PROJECTS ([ATTACHMENT V](#))

Action Requested: Consider recommending that ITPC approve the resolution of support for the attached described FY 2009-11 Safe Routes to School applications.

VI. REGIONAL TRANSIT DIALOGUE UPDATE ([ATTACHMENT VI](#))

Action Requested: None. For review and comment

VII. NEW BUSINESS

VIII. ADJOURNMENT

MINUTES

**Areawide Planning and Technical Advisory Committee
July 16, 2009
9:00 a.m.**

The fourth regularly scheduled meeting of the Areawide Planning and Technical Advisory Committee for the calendar year 2009 was convened on July 16, 2009 at 9:00 a.m. in the Board Room of the ACOG offices, 21 E. Main Street, Suite 100, Oklahoma City, OK. This meeting was held as indicated by notice filed with the Oklahoma County Clerk, and by notice posted at the ACOG office at least twenty-four hours prior to the meeting.

PRESIDING

Erik Brandt	Oklahoma County
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MEMBERS PRESENT

Steve Katen	City of Bethany
Robert Floyd	City of Choctaw
Anais Starr	City of Midwest City
Elizabeth Jones	City of Moore
Jim Pumphrey	City of Nicoma Park
Wayne Stenis	City of Norman
Tyler Gammon	Oklahoma County
Ruth Walters	Oklahoma County
Doug Shivers	City of Yukon

GUESTS PRESENT

Larry Hopper	COTPA
Hon. David Dirkschneider	Warr Acres
Jim Hanke	City of Guthrie
Doug Weir	City of Guthrie
Susan Connors	City of Norman
Vijay Thangarasa	Tuttle
Yu Zhang	Tuttle

STAFF PRESENT

John Sharp, Program Coordinator, TPDS	ACOG
Pong Wu, Associate Planner, TPDS	ACOG
Ryan Billings, Assistant Planner, TPDS	ACOG
Daniel Fazekas, Intern, TPDS	ACOG
Ellen Owens, Department Secretary, TPDS	ACOG

I. CALL TO ORDER

Vice-Chairperson Brandt called the meeting to order at 9:05 a.m.

II. APPROVAL OF MINUTES

Jim Pumphrey made a motion to approve the minutes of the May 14, 2009 meeting. Doug Shivers seconded the motion and, with the vote, the motion passed.

III. FINAL 2035 OCARTS EMPLOYMENT BY COUNTY AND CITY

John Sharp said that as part of the 2035 OCARTS Plan, future population and employment must be developed for the OCARTS area. He indicated that the employment is being broken down from the OCARTS area to the counties and cities. He remarked that national employment forecasts were studied. Staff chose Woods and Poole employment data, which was by county by place of residence. He said that the 2030 OCARTS Plan was used to compare with estimated future trends. Mr. Sharp said that the 2005 OCARTS employment that had been developed was compared with the 2005 Woods and Poole information for each county. A ratio was used to utilize the Woods and Poole employment data by place of work and in the OCARTS geography. He said that this was applied through the process to arrive at the 2035 OCARTS numbers.

Mr. Sharp said that in order to get city level data, the growth between 2000 and 2005 was looked at and found that it was very high, near 43%. He said the 2000-2030 OCARTS growth rate was studied and found that it was not as high. He said that, for the most part, central Oklahoma has not suffered from the current recession as much as the east or west coasts. He said that the 2030 Plan city employment totals were used as a guide to determine the proportion of city employment by county for the 2035 OCARTS Plan

Mr. Sharp referred Committee members to Page III-2, citing the 2035 Employment County Forecasts and said that it is estimated there will be approximately 800,000 employed in the OCARTS area in 2035, which is about a 38% increase between 2005 and 2035.

Mr. Sharp asked the Committee to recommend approval of the 2035 employment by county and city numbers to the ITPC in August. He said that in August and September, ACOG staff will run the Growth Allocation Model (GAM) to allocate the information down to traffic analysis zones (TAZ) in each city and county.

Ms. Starr asked about the difference between the 2030 plan and 2035 adjusted forecast for city employment, indicating that some cities large differences in numbers. Mr. Sharp replied that is tied to the 2030 numbers being higher or lower.

Tyler Gammon made a motion to approve recommending that the IPTC approve the county and city level employment projections to be used in developing an area forecast for the 2035 OCARTS plan. Jim Pumphrey seconded the motion and, with the vote, the motion passed.

IV. 2009 BIKE TO WORK DAY REPORT

Ryan Billings spoke briefly about the Bike to Work Day events. He indicated that it was decided to have the event on May 1 in order for schools and universities to become more involved. He said that this year, eight communities were involved including Oklahoma City, Norman, Edmond, Moore, Yukon, Bethany, Guthrie, and Mustang. He mentioned that Moore had 65 riders this year for an evening ride, as compared to just 9 riders last year. He said that ACOG's web site was updated to include all of the routes and there was also a link to ACOG's Facebook page.

V. MIXED USE DEVELOPMENT PRESENTATION

Susan Connors, Planning Director for the City of Norman, gave a presentation on Mixed Use Development. She indicated that she has been working with the Planning Commission and City Council of Norman. She said that she has given them information about mixed use development, codes to review, definitions of different types of mixed use development and it became clear that photos would be very helpful as they worked their way through the process. She then proceeded with her slide show presentation.

She said the development pattern in Norman is a grid system with arterials and collectors forming the edge of one-mile squares and continues with less intense residential development surrounded by more intense commercial office and industrial uses at the perimeter. She said these areas are tied together horizontally by streets and public sidewalks. She remarked that the older areas of the city have surfaces within walking distance of the residences but those surfaces are unfriendly or are on unfriendly streets where cars dominate so that there is no incentive to walk.

Ms. Connors said the City of Norman has a Planned Unit Development (PUD) zoning district that can achieve mixed use, but it is not required, so that there is no true mixed use development in Norman. It allows for design flexibility and greater variety of land uses. She said that community standards are more stringent than the typical standards in the zoning code, so a better quality of development can be achieved. She indicated that mixed use zoning can create a zoning district to promote a pedestrian/bicycle friendly environment, strengthen neighborhood characteristics for revitalization, and this can be required through the zoning district.

Ms. Connors said that she talked to the City Council about the various types of mixed use development: there is the central business district which is usually the downtown section of the city consisting retail, office, hotel, entertainment, government, and high density uses. She showed various slides from the Oklahoma City area, Florida, and Denver.

She said another type of district is the town center district which can be used for revitalization. She showed slides of Charlottesville, VA and its examples of using all the techniques of having a pedestrian mall and varying architectural styles, with sidewalk cafes, landscaping, public spaces with wide sidewalks. She showed other slides of Atlanta and Maryland.

Ms. Connors said that infill development is another opportunity for bringing smaller mixed uses buildings into an area which is surrounded usually by existing development. She said that this is a way to use underutilized sites and helps with conservation of resources by using utilities that are already in place.

Ms. Connors said she spoke with the City Council about housing styles. She said that Norman is primarily a single-family city, but she wanted the Council to think about townhomes, condominiums, garden-style homes, and apartments. She displayed slides of courtyard houses with shared common spaces but also allowing for privacy. She showed townhomes that defined the public spaces with a retaining wall, elevating the entrance and setting it back with street parking in front and garage parking behind.

She spoke about urban center districts which can have higher density residential and encourages mixing residential, retail, office, and civic uses within an urban framework.

Ms. Connors displayed slides showing the styles of mixed use building, some of which were of condominiums above retail space. She showed an art-deco building in downtown Oklahoma City which had loft space above retail space. She showed slides depicting buildings with different architectural styles.

She displayed slides showing buildings with live/work options with a separate door from the living area and the business area. She showed slides of an area in Lakewood, CO which used to be a shopping center. The shopping center was torn down and a downtown area was created for the city with retail and office spaces.

She went on to speak about design elements, displaying a slide showing the anchoring of a building with a stronger stone at the bottom and a different color and smaller stone above with details on the doorways and awnings. She showed a plaza in Stapleton, CO which is surrounded by apartments so that the residences are very close and don't have to go far to find their public space.

Ms. Connors showed some examples of corridor treatment. She said it takes a lot of effort to bring the building to the street, create pedestrian sidewalks, put landscaping in, narrow the street, put on-street parking and bike lanes to make the area more pedestrian friendly.

She said she showed the City Council traditional neighborhood development with some of the newer ideas. She showed slides of a brand new subdivision in Atlanta. She said a park element is there along with the grid streets running through single-family residential areas. There are also mixed use buildings and retail along the perimeter of arterial streets, with an elementary school and higher density homes, all within walking distance.

Mr. Sharp asked how the presentation was received by the joint Planning Commission/City Council. Ms. Connors said it went well, that both the Mayor and the Planning Commission Chairman asked what was missing in Norman. She said a charge has been created to the City Council from the Planning Commission to develop at least two mixed use zoning districts.

Larry Hopper asked about the building at S.E. 12th and Lindsey St. Ms. Connors said that that residential development is still in its infancy but that she feels it will do well as it is in a good location.

Mr. Sharp asked how this will fare with the Norman citizens as to what they might like, will they buy and settle in those types of developments and, from a developer standpoint, do developers have the capacity to do something new that may be different for them. Ms. Connors said she is not familiar with all the developers but she said the majority of them are single-family, detached-home developers.

Ms. Starr asked if the zoning districts will be available for them to utilize or will you proactively zone some areas. Ms. Connors said that some City Council members would like to proactively zone it or at least get it in place on the Comprehensive Plan and it is a good idea to get it on the books as an opportunity for someone.

Mr. Katen referred to the buildings which had a lot of common spaces and asked what the city's role will be in making sure the maintenance and ownership issues are taken care of. Ms. Connors said those issues are the owners responsibility, not the city's.

VI. NEW BUSINESS

Due to time constraints, there was no new business presented at the meeting.

VII. ADJOURNMENT

Doug Shivers made a motion to adjourn the meeting. Tyler Gammon seconded the motion and the meeting adjourned at 10:00 a.m.

ACOG

Association of Central Oklahoma Governments

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MEMORANDUM

DATE: September 10, 2009

TO: Areawide Planning and Technical Advisory Committee (APTAC)

FROM: John Sharp, Program Coordinator
Transportation Planning & Data Services

SUBJECT: Preliminary 2035 OCARTS Employment Figures by Traffic Analysis Zone by City

INFORMATION:

At the July ITTC meeting, the committee recommended approval of the 2035 employment forecasts at the city, county and OCARTS area levels of geography. These control totals have allowed ACOG staff to begin distributing employment by place of work at the traffic analysis zone (TAZ) level using the Growth Allocation Model (GAM).

However, it has come to staff's attention through an analysis of new businesses in the OCARTS area, that an additional 1,300 employees will need to be added to the OCARTS, McClain County and Goldsby 2035 employment control totals. Specifically, employment from the Riverwind Casino was not included in the original control totals.

The control totals allow the GAM to allocate employment by place of work at the traffic analysis zone level. The GAM uses proximity to population, existing employment centers, transportation corridors, and available land as primary factors in forecasting additional employment to TAZs. Other factors analyzed and incorporated into the model included forecasted employment at special generators, employment/land use densities, and historical and projected employment by industry sector trends.

Tables listing the preliminary 2035 employment control totals by city by **traffic analysis zone** are available at the following web link: <http://acogok.org/Newsroom/Downloads09/prel2035emptaz.pdf>. Associated traffic zone maps by entity are available at the following web location: <http://acogok.org/Newsroom/Downloads09/tazbycity.pdf>.

Staff requests that member entities review the attached 2035 employment data and provide comments by September 25. After considering your comments, the GAM will be run again and the resulting zonal 2035 employment figures will be provided to the ITTC and ITPC in October for approval.

ACTION REQUESTED:

Consider recommending that the ITPC approve the addition of 1,300 employees to OCARTS, McClain County and Goldsby 2035 employment control totals. Additionally, review and comment on the preliminary 2035 TAZ by city employment projections to be used in the development of the 2035 OCARTS Plan.

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MEMORANDUM

DATE: September 10, 2009

TO: Areawide Planning and Technical Advisory Committee (APTAC)

FROM: John Sharp, Program Coordinator
Transportation Planning and Data Services

SUBJECT: Preliminary 2035 Oklahoma City Area Regional Transportation Study (OCARTS)
Population by Traffic Analysis Zone by City

INFORMATION:

In June, the Intermodal Transportation Policy Committee (ITPC) approved the 2035 OCARTS population control totals by city and county. Over the summer ACOG staff ran the Growth Allocation Model (GAM) to distribute the additional population to the traffic analysis zones. The model takes into account the future residential land available that was provided by each entity. The model also considers socioeconomic factors such as historical trend, household income, density, and school districts to predict locations most attractive for residential growth. Recent building permits and local feedback have also been taken into account.

The GAM provided the output of population to the traffic analysis zone. Most cities have a number of traffic analysis zones, but mostly it is dependent upon the number of square miles of each entity. Typically, traffic analysis zones are ½ to 1 square mile in urban areas, and 10 square miles or more in rural areas.

Tables listing the preliminary 2035 population control totals by city by **traffic analysis zone** are available at the following web link: <http://acogok.org/Newsroom/Downloads09/prel2035poptaz.pdf>. Associated traffic zone maps by entity are available at the following web location: <http://acogok.org/Newsroom/Downloads09/tazbycity.pdf>.

Staff requests feedback at the September APTAC meeting and final comments by September 25, as the final run of the GAM will be required in late September. In October, the Final TAZ 2035 population totals will be taken to ITTC and ITPC for approval.

ACTION REQUESTED:

Review and comment on the preliminary 2035 traffic analysis zone (within city or unincorporated county) population to be used in developing the 2035 OCARTS Plan.

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MEMORANDUM

DATE: September 10, 2009

TO: Areawide Planning and Technical Advisory Committee (APTAC)

FROM: Ryan Billings, Assistant Planner
Transportation Planning & Data Services

SUBJECT: ACOG Resolution for Safe Routes to School Projects

INFORMATION:

As part of the Safe Routes to School (SRTS) 2009-2011 funding process, travel plan applications require a resolution of support from ACOG, the Metropolitan Planning Organization (MPO) for Central Oklahoma. The MPO resolution of support states a willingness to add SRTS projects selected for funding to the OCARTS Transportation Improvement Program (TIP). The appropriate letters have been provided to ACOG outlining each group's project sponsor and partners, project location, description, and estimated Federal SRTS funds requested.

In the OCARTS area, 6 different applicants have proposed 10 travel plans for FY 2009-11 funds. The state has \$3 million available for this application cycle. OCARTS area applicants account for an estimated \$1.4 million in infrastructure projects and \$32,000 in non-infrastructure/education projects (please see attached table for final application information and estimated costs).

ACTION REQUESTED:

Consider recommending that the ITPC approve the resolution of support for the attached described FY 2009-11 Safe Routes to School applications.

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MEMORANDUM

DATE: September 10, 2009

TO: Areawide Planning and Technical Advisory Committee (APTAC)

FROM: John Sharp, Program Coordinator
Transportation Planning & Data Services

SUBJECT: Regional Transit Dialogue Update

INFORMATION:

The Regional Transit Dialogue (RTD) is now a few months into visioning process. APTAC Chair, Mark Seibold, Vice Chair of the Technical/Land Use subcommittee, will give a PowerPoint presentation that will include a status report at the September meeting. This will be helpful in providing discussion on how some of the RTD issues can be planned for at a local level.

APTAC members will be asked to set a date in October for a technical workshop to determine the items that will be required to develop a "Toolbox" that all communities can use to encourage transit/alternative forms of transportation in the OCARTS area. Both planners and transportation engineers would be encouraged to attend in order to discuss standard design and construction issues.

ACTION REQUESTED:

None. For review and comment.