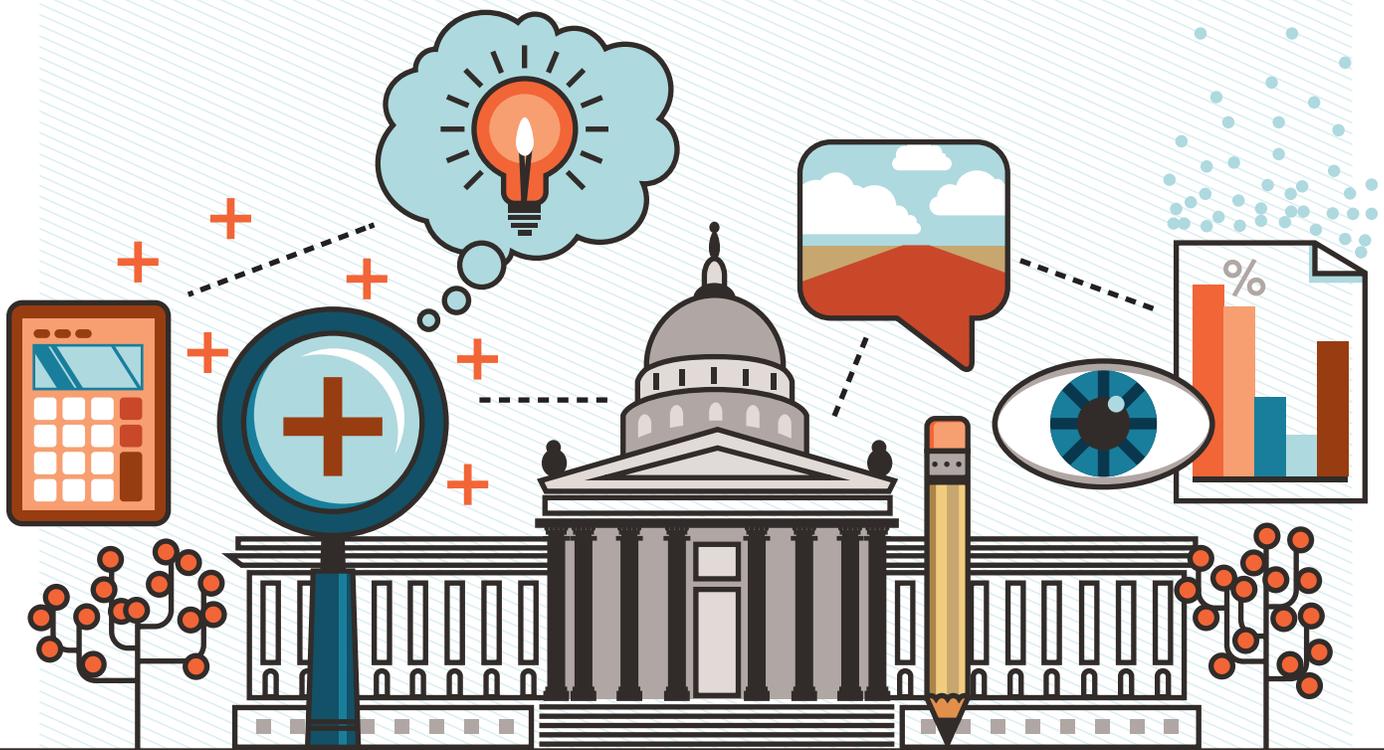


# GOALS AND

# OBJECTIVES



Central Oklahoma consists of vibrant urban and suburban communities and is known for its affordability and relatively low unemployment, as well as the recent and ongoing revitalization of its urban core in the downtown and Bricktown areas of Oklahoma City.

These positives are also coupled with challenges in planning for Central Oklahoma’s transportation system due to the sprawling, low-density settlement pattern, including:

- Increasing costs for building and maintaining infrastructure
- Considerable distances between housing, jobs, and other services for many residents
- Dependence on single-passenger automobile travel
- Increasing congestion on the region’s interstate facilities and major thoroughfares
- Aging roads and bridges
- Difficulty in providing, and lack of resources for, alternative transportation choices
- Increasing emissions from cars and trucks that worsen air quality

Nationally, future transportation services are also influenced by fluctuating energy prices, federal transportation priorities and financial resources, environmental considerations, and the aging of the population.

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**GOAL DEVELOPMENT**

The previous chapters of this report described the current characteristics of the OCARTS area, as well as forecast assumptions about land use, population and employment that will impact where and how residents will travel in Central Oklahoma in the future. These forecasts were developed through close cooperation with area local governments and were based on their locally adopted comprehensive plans to produce forecasts for the overall growth and development of the region.

In addition, the region’s long-range transportation goals were developed to support the federal planning priorities established in MAP-21 by the U.S. Department of Transportation (USDOT), and expanded upon under the FAST Act. These planning factors require that metropolitan transportation plans:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Enhance travel and tourism

The OCARTS area socioeconomic information and the federal transportation planning factors provide the foundation for establishing a set of long-range transportation goals and objectives centered on the following themes:

- |                       |                       |
|-----------------------|-----------------------|
| • Economic Strength   | • Connectivity        |
| • Safety & Security   | • Performance         |
| • Equity & Options    | • System Preservation |
| • Healthy Communities |                       |

The Encompass 2040 goals and objectives were first drafted by ACOG staff using the results of a public survey issued in August 2014. The survey revealed a strong public interest in future passenger rail and an improved bus system, as well as an emphasis on maintaining existing roadways and improving bicycle and pedestrian facilities.

The draft goals were reviewed and finalized by local planners and engineers, elected officials, and area citizens through various ACOG committees and public outreach events, as described in Chapter 5 – Public Involvement. The Intermodal Transportation Policy Committee approved the final Encompass 2040 goals and objectives in December 2014.

The following pages provide the regional transportation vision for Encompass 2040, articulated through long-range transportation goals and objectives.

## ENCOMPASS 2040 VISION, GOALS AND OBJECTIVES

### Encompass 2040:

A regional vision for a safe and efficient transportation system to enhance economic opportunity and quality of life throughout Central Oklahoma.



### ECONOMIC STRENGTH

**Goal:** Promote economic vitality through enhanced mobility

Transportation investments in the movement of people and freight support the continued local, regional, and national competitiveness and attractiveness of Central Oklahoma. Connections and pathways between modes enable the flow of freight through the region. A diverse multimodal system expands personal mobility and, paired with mixed land uses, can enhance regional economic sustainability and job access.

#### Objectives:

- **Invest in improvements that enhance the efficiency of the existing transportation system:** Inefficiencies in the transportation system increase personal and business transportation costs. Roadway design, maintenance, signalization, signage, and technology help improve traffic flow and reduce crashes, bottlenecks, and congestion.
- **Improve accessibility to regional employment centers:** The transportation system should provide opportunity for all people to access employment through a variety of travel options. Public transit, biking, and walking to employment centers, as alternatives to driving, will enhance the region's economic vitality.

- **Increase efficiency of goods movement by truck, rail, water, air, and pipeline:** Most freight transportation in Central Oklahoma begins and ends with a truck, which underscores the importance of an efficient roadway network. Commerce is dependent upon an integrated transportation system and adequate intermodal facilities for seamless transfers.

### SAFETY & SECURITY

**Goal:** Provide a safe and secure transportation system

Approximately 700 individuals die in vehicle crashes on Oklahoma's roadways each year. Close coordination among transportation providers, system managers, and the emergency management community is necessary to ensure effective incident management and to help reduce crashes in Central Oklahoma by improving engineering, public education, law enforcement, system security, and use of emerging technologies.

#### Objectives:

- **Improve design, construction, and maintenance of infrastructure to reduce the number and severity of crashes, injuries, and fatalities:** Rail, interstate and arterial crossings can serve as barriers for users and must be designed for the safety of all modes. Priority freight routes, bicycle, and sidewalk networks should be designed to serve major activity centers with minimal conflict. Proper road maintenance and the use of safety related improvements, such as lighting, cable barriers, wider shoulders, new pavement markings, rumble strips, and dedicated bike lanes, where appropriate, greatly enhance safety.
- **Increase awareness of the public on safety issues and skills:** The majority of vehicle crashes can be attributed to driver behavior. Support of educational strategies that are part of Oklahoma's Strategic Highway Safety Plan (SHSP) are crucial to reducing the number and severity of traffic incidents. Public education on safe driving behavior is provided through ongoing state campaigns and national programs. Emphasis must be placed on educating the next generation of drivers and passengers.
- **Collaborate on transportation system security strategies:** The transportation system is designed for accessibility and efficiency, which makes it a perfect target for anyone seeking to disrupt travel and commerce. Reasonable measures must be taken to put in place and maintain a system of threat deterrence, protection, and response. Security must also be a vital consideration in the planning and implementation of emerging connected vehicle and infrastructure technologies in an ever increasing digitally connected society.

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## **EQUITY & OPTIONS**

**Goal:** *Provide transportation access for the movement of all people and goods*

Everyone in Central Oklahoma deserves access to reliable, convenient, and safe transportation. However, many cannot or choose not to drive and transit service is limited. Providing equitable transportation means offering choices for Central Oklahomans, regardless of ability and socioeconomic status. These options are essential for the health and prosperity of the region.

**Objectives:**

- **Provide equitable transportation services and improvements:** Everyone in Central Oklahoma should be able to access transportation services. Transportation services and improvements must be implemented without discrimination on the basis of race, color, nationality, disability, sex, age, or income of the system user.
- **Expand and maintain a safe, secure, and accessible public transportation system:** Transit and special services for those with disabilities (paratransit) provide mobility options for Central Oklahomans. Increasing route options and the number of accessible, safe, and secure transit vehicles, stops, stations, and pedestrian access points will provide a more comfortable user experience and attract new riders.
- **Expand and maintain accessible and connected pedestrian and bicycle facilities:** Pedestrian and bike facilities are an integral part of the transportation network that offer an affordable alternative for all users. Accessible sidewalks and ramps, safe pedestrian crossings, and low-stress bike facilities will help expand the reach of transit.

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## **HEALTHY COMMUNITIES**

**Goal:** *Recognize and improve the connection between land use and transportation to enable citizens to live healthier lives and reduce environmental impact from vehicle travel*

The transportation system and land uses in Central Oklahoma can facilitate healthy, active, happy lives for citizens. Relying less on motor vehicles and diversifying and mixing land uses will enhance the quality of life of citizens, improve air quality, and strengthen neighborhood connections.

**Objectives:**

- **Improve and increase the walkability and bikeability of the region:** Encourage municipalities to develop sidewalks, bicycle facilities and trails that provide adequate safety

features for pedestrians, bicyclists and drivers. Communities should adopt pedestrian- and bicycle-oriented ordinances that support a safe, reliable, and complete transportation network.

- **Encourage use of alternative energy and cleaner-burning fuels:** Central Oklahoma should increase the use of alternative fuels, such as natural gas, biofuels, and hydrogen; use better technology to make vehicles more efficient; and expand infrastructure to support these fuel alternatives.
- **Reduce the impacts transportation projects have on the environment:** Encourage municipalities to incorporate environmental mitigation practices, including green infrastructure and stormwater management techniques, which will help safeguard the region's air and water quality and enhance resilience.

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## **CONNECTIVITY**

**Goal:** *Develop connections among all types of transportation*

An interconnected multimodal transportation system effectively carries people and goods throughout the region. Increasing the mix of land uses, enhancing access to all modes, improving connections between modes, and removing barriers to mobility will help Central Oklahomans get around with ease.

**Objectives:**

- **Provide efficient connections within and between modes and facilities:** Reliable, convenient, and intermodal networks move more people and goods. Connectivity includes a linked street network; safe sidewalk, bicycle and transit networks; and freight routes that connect interstates, airports and rail lines to regional activity centers.
- **Better connect land use and transportation decision-making:** Coordinating transportation and land use planning can reduce automobile trips, decrease travel time and distance, and increase walking and biking opportunities. Example strategies include improving the connections between neighborhoods and activity centers, encouraging transit oriented and mixed-use development, and clustering industrial development near rail corridors.
- **Invest in projects that enhance the existing transportation infrastructure:** Projects that build on the region's existing transportation network will provide the greatest benefit by addressing existing gaps, barriers, and last-mile facilities like park-and-ride lots, sidewalks, on-street bicycle infrastructure, and bike racks.
- **Implement a Complete Streets policy where appropriate:** A street is considered complete when it is safe and welcoming to all potential users, regardless of mode, age, background, or ability level.

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## PERFORMANCE

**Goal:** Increase the efficiency and reliability of the transportation system

An efficient and reliable transportation system minimizes travel delays, congestion, traffic incidents, and the economic losses that ensue from each of these. Additionally, an efficient transportation system is one that maximizes the return on public investment.

**Objectives:**

- **Invest in improvements that enhance the efficiency of the existing transportation system:** Implementing enhanced operation and management techniques and technologies such as real-time traffic information and interconnected and coordinated signalization can help to efficiently utilize the existing transportation system by reducing delay, decreasing travel times, and reducing the wasted fuel and extra pollution generated when a large number of cars are stopped. Quickly and efficiently managing incidents and the non-recurring congestion they typically cause can also reduce both the variability and overall extent of traffic congestion.
- **Supply alternative travel options. For every person that carpools, uses transit, walks, or rides their bicycle, there is one less car on the road:** Successfully promoting and implementing alternative travel options will reduce travel, which will likely cause the road network to experience less congestion and perform more efficiently. Encourage shifts in housing and employment locations that reduce the use of the road network and/or make use of underutilized capacity.
- **Increase capacity where needed:** In some instances, transportation system performance issues are caused by a lack of capacity. When other strategies are not appropriate and it will not reduce access for other (non-motorized and pedestrian) modes, adding capacity in the form of additional transit service or lanes may be necessary.

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## SYSTEM PRESERVATION

**Goal:** Maintain and improve the quality of the transportation system

To ensure a high-quality transportation system, maintenance of the current and future transportation network is of high importance. A well-maintained system allows for the efficient movement of people and goods. Continuous monitoring of the network will allow entities and transportation agencies to address priorities, avoid unnecessary costs, and maintain safety and mobility.

**Objectives:**

- **Preserve existing and future transportation investments:** Budget appropriate funding to complete maintenance for all transportation infrastructure including: roads, bridges, sidewalks and transit stops. Perform regularly scheduled maintenance on all public transit vehicles to ensure reliability and safety.
- **Decrease unnecessary bridge and roadway wear and tear:** Post bridge weight limits and underpass clearance heights, and reduce bridge deterioration through preventative painting and sealing. Utilize weigh stations to discourage overloading and reduce roadway damage.
- **Encourage policies and procedures that preserve traffic operations and safety:** This includes items such as timely replacement of pavement markings, signing, lighting, guard rails and rumble strips where appropriate.