Payne County, OK.

Long Range Transportation Plan

2018-2040

CENTRAL OKLAHOMA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

CORTPO

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In cooperation with:

County of Payne County Oklahoma

Oklahoma Department of Transportation (ODOT)

Federal Highway Administration (FHWA)

Central Oklahoma Economic Development District (COEDD)

Bike of Oklahoma

Stillwater Bicyclist & Pedestrian Ad Hoc Committee

Town of Glencoe

City of Yale

City of Stillwater

City of Perkins

City of Cushing

Pawnee Nation

Iowa Nation

Francis Renewable Energy LLC

Payne County Regional Transit Authority

Tobacco Settlement Endowment Trust

Oklahoma State Preventative Program

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Chapter 1: Goals, Strategies and issues

Chapter 2: Current Conditions

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History

In 1970, Oklahoma's governor established eleven (11) sub-state planning districts. Subsequently, the local governments served by the planning districts created the eleven (11) Councils of Governments (COGS) using the sub-state planning district boundaries. These districts make up the Oklahoma Association of Regional Councils (OARC). Central Oklahoma Development District is one of the eleven (11) COGS.

In April 2012, the Oklahoma Department of Transportation (ODOT) entered into an agreement with OARC to oversee development of the regional transportation planning process and the regional public participation process in the on-metropolitan areas of the state. Three Councils of Governments were selected as pilot projects: SWODA, NODA and COEDD. COEDD created the Central Oklahoma Regional Transportation Planning Organization and was tasked with the responsibility of developing a regional plan that includes preparation of seven (7) county plans.

Located in Central Oklahoma, the CORTPO region is comprised of five thousand one hundred thirty-five (5,135) square miles (Map 1.1). The CORTPO region comprises of seven (7) counties, seventy-seven (77) cities, towns, and conservation districts. Total population for CORTPO according to the 2010 U.S. Census Bureau was 252,719. Population data obtained from the 2012-2019 ACS estimates the population has increased seven thousand three hundred twenty-five (7,325). Although much of the region is comprised of large tracts of farming and agriculture lands there are multiple areas that contain urbanized areas that feature regional medical facilities, universities, state colleges, vo-tech, tribal and government offices. Each county in the region, although a separate entity as far as governmental services, the counties are linked through commerce, employment, and regional transportation.

All aspects of the regional transportation planning process are overseen by the CORTPO Policy Board. CORTPO Technical Committee serves as the advisory group for transportation planning and policy initiatives. The committee reviews transportation planning work efforts and provides a recommendation to the CORTPO Board for their consideration and action. The day-to-day activities of CORTPO are supported by staff located in the COEDD (Shawnee) offices. Staff, equipment, supplies, rent, consulting studies, and other expenses used to support staffing operations are reimbursable to CORTPO by the FHWA State Planning & Research (SPR) program funds eighty percent (80%) of the total amount of the work effort and the local match twenty percent (20%) is provided by COEDD.

Payne County is in the north boundary of the CORTPO region and established and named as the sixth (6) county by the Oklahoma Organic Act of 1890. According to the U.S. Census Bureau, the county has a total area of six hundred ninety-seven miles (697), of which six hundred eighty-five (685) square miles is land and twelve (12) square miles of water.

Eastern Oklahoma Railway built two lines in Payne County between 1990 and 1902, then immediately leased them to the Atchison, Topeka, and Santa Fe Railway. The historic civil townships of the county were abolished by 1930. One north-south line ran between Pawnee, Stillwater, Ripley and Cushing before joining another north-south line that from Newark to Shawnee. Another line was built from Guthrie along the Cimarron River to Ripley. These lines were important in getting crops from farm to market.

In 2010, the Keystone-Cushing Pipeline (Phase 11) was constructed to Payne County. The economy of Payne County employs thirty-six thousand four hundred (36,400) people. The largest industries in Payne County Oklahoma are educational services, retail trade and accommodation and food services. The highest paying industries are utilities, mining, quarry, oil and gas extraction, transportation, warehousing and utilities.

Within the county there are seven (7) highways; US Hwy 51, Hwy 33, Hwy 177, Hwy 18, and one (1) Turnpike 412 and one (1) Interstate 35.

- Interstate 35 runs from Hwy 51 North
- Hwy 86 from Hwy 51 North to Hwy 64
- Hwy 51 runs East from I35
- Hwy 33 from West to East on the Southern side of Payne County
- Hwy 177 running South to North in Central Payne County
- Hwy 108 running South to North
- Hwy 18 running South to North
- Hwy 412 runs West to East on the Northeast side of Payne County

AT and SF Railway has two lines. One line runs South to North from Hwy 51 Northwest from Hwy 51 and Interstate 35 to Hwy 4 just South of Perry, Oklahoma. The second line runs from Couch Park in Stillwater, North to Hwy 177 then Northeast to Glencoe and follows along Northeast out of Payne County North of Turnpike 412.

Historic structures:

- The Bassett House located in Cushing (National Register 09000979)
- James E. Berry House located in Stillwater (National Register 80003294)
- Luke D. Berry House located in Cushing (National Register 07001262)
- Campus Fire Station located in Stillwater (National Register 04001336)
- Citizen Bank Building located in Stillwater (National Register 81000467)
- Cottonwood Community Center located in Stillwater (National Register 8000421)
- Hamilton Cross House located in Stillwater (National Register 1400298)
- Cushing American Legion Building Located in Cushing (National Register 94000480)
- William Frick House located in Stillwater (National Register 80004292)
- Gillespie Drilling Company Building located in Cushing (National Register 12001039)
- Hoke Building located in Stillwater (National Register 83002118)
- Hopkins Sandstone House and Farmstead located in Ripley (National Register 79002017)
- Irving Castle located in Ingalls (National Register 78002257)
- Long Branch Creek Bridge located in Stillwater (National Register 14000596)
- Magruder Plots located in Stillwater (National Register 79002018)
- Murphy House located in Stillwater (National Register 86002173)
- Oklahoma A&M College Agronomy Barn and Seed House located in Stillwater (National Register 04000519)
- Oklahoma A&M College Dairy Barn located in Stillwater (National Register 14001030)
- Old Central Oklahoma State University located in Stillwater (National Register 71000672)
- Payne County Courthouse located in Stillwater (National Register 84003410)
- Perkins Downtown Historic District Located in Perkins (National Register 00001578)
- Pleasant Valley School located in Stillwater (National Register 90002182)
- Pruett House located in Stillwater (National Register 16000622)
- Josephine Reifsnyder Lustron House located in Stillwater (National Register 09000078)
- Selah Building located in Stillwater (National Register 83002119)
- Stillwater Santa Fe Depot located in Stillwater (National Register 80004293)
- Jim Thorpe House located in Yale (National Register 71000673)
- Christian K. Usher Luston House located in Cushing (National Register 0900079)
- Walker Building located in Stillwater (National Register 83002120)
- White Cloud Lodge located in Perkins (National Register 10000619).

Perkins Historic District

Stillwater is the City in North-Central Oklahoma at the US-177 and State Hwy 51. It is the County seat of Payne County, Oklahoma. As of 2012, the City population as estimated to be forty-six thousand, five hundred sixty (46,560), making it the tenth-largest city in Oklahoma. Stillwater is the principal City of the Stillwater Statistical Area which had a population of seventy-eight thousand, three hundred ninety-nine (78,399) according to the 2012 census estimate. Stillwater was part of the first Oklahoma Land Run held on April 22, 1889 when the unassigned lands were opened for settlement and became the core of the new Oklahoma Territory. The City of charter was adopted on August 24, 1880. Stillwater is home to the main campus of the Oklahoma State University as well as Northern Oklahoma College-Stillwater, Meridian Technology Center, and the Oklahoma Department of Career and Technology Education, Stillwater has a diverse economy with a foundation in aerospace, agribusiness, biotechnology, optoelectronics, printing and publishing, and software and standard manufacturing. Stillwater is located sixty (60) miles north-northeast of downtown Oklahoma City directly West of downtown Tulsa. According to the United States Census Bureau, the City has a total area of twenty-eight point three (28.3) square miles of which twenty-seven point nine (27.9) square miles of it is land and point five (.5) square miles of it is water.

Perkins is a City in southern Payne County, Oklahoma. Perkins was founded during the land run in April 1889. Joseph Wert staked a claim for one hundred (100) acres and offered up forty (40) acres of his land to be established as a township. The town went through three names in its first year – Cimarron, Italy and then Perkins. The last name was for Bishop Walden Perkins, a congressman from Kansas who pulled strings to establish the post office for the new township. The City of Perkins incorporated on August 25, 1891. Perkins is located on US Route 177 South of its junction with State Highway 33.

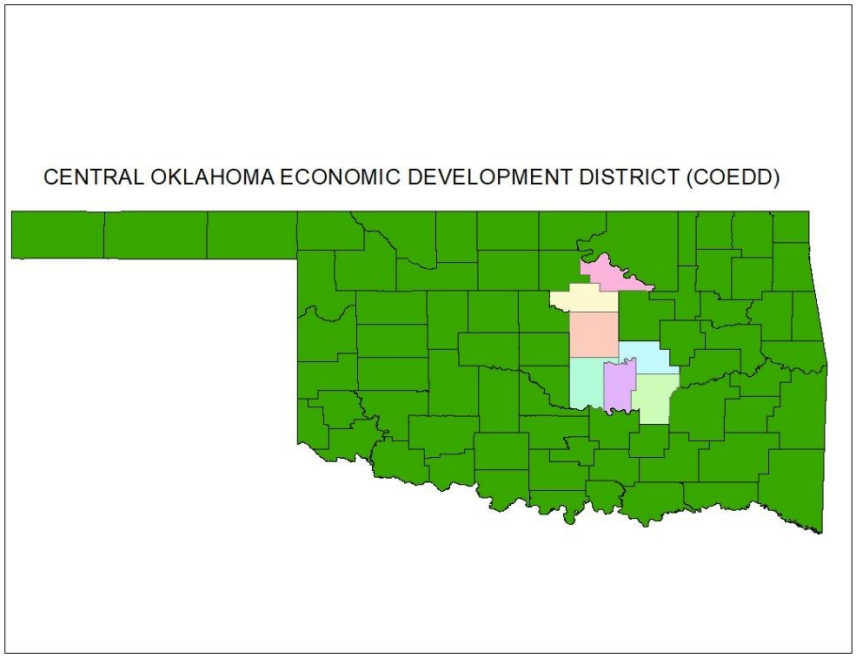
Cushing area that became Cushing was part of the Sac and Fox Reservation. With the land run of 1891, a former government trader for the tribe, Billy Rae Little, built a house established his claim and laid out town lots. The Town got a post office on November 10, 1891 and was named Marshal Cushing, private secretary to U.S. Postmaster General John Wanamaker. In 1902, the Eastern Oklahoma Railway line to Cushing was built. The Missouri, Kansas and Texas Railway added service on its own line built in 1903. Cushing is a major trading hub for crude oil and a price settlement point for West Texas Intermediate on the New York Mercantile Exchange. Cushing is in Payne County the intersection of State Highway 33 and 18. According to the United States Census Bureau, the City has a total area of seven point six (7.6) square miles of land and point thirteen percent (.13%).

Glencoe is town of Northern Payne County, Oklahoma. Glencoe is a midway point between Payne County and Stillwater, which is the county seat. Glencoe was founded in 1899 with the establishment of the Glencoe Post Office on the Eastern Oklahoma Railway. The first lots were sold on April 15, 1900. After J. Hunter Williams, editor of the Glencoe Mirror was named postmaster on January 4, 1901, he persuaded the U.S. Post Office Department to change the spelling of the town's name to Glencoe. Glencoe is a hub for northern Payne County and southern Noble County and serves as the principle community for the area. With deep historical ties to agriculture, the culture of the town is based around growth due to positive investments in agritourism and athletic achievements. Glencoe is located approximately five point eight (5.8) miles from Lake Lone Chimney, on the border between Payne and Pawnee counties. According to the United States Census Bureau, the town has a total area of point eight (0.8) square miles, all of it is land. The town is seven (7) miles east of Stillwater, the county seat on State Highway 51 and eight (8) miles north of State Highway 108.

Yale is a City twenty (20) miles East of Stillwater on State Highway 51. Yale was founded in 1895 and is attributed to a local farmer, Sterling F. Underwood, who established a post office by that name in his general store, about one point five (1.5) miles East of the present own. When the Eastern Oklahoma Railway built its line across Payne County, a group led by George W. Canfield began a different townsite also within Eagle Township that would be closer to the railroad, at its planned junction with the Missouri-Kansas-Texas Railroad. According to the United States Census Bureau, the City has a total area of point nine (.9) square miles, all land.

Ripley is a Town in Southeastern Payne County. The Atchison, Topeka and Santa Fe Railway developed Ripley and auctioned the first lots on January 13, 1900. According to the United States Census Bureau, the Town has a

total area of point four (.4) square miles, all land. Ripley is located on the Cimarron River, eight (8) miles East of Stillwater on State Highway 51 and 7 miles South of State Highway 108.



Map 1.1: CORTPO REGION

Regional Transportation Plan

Regional transportation planning is a collaborative process designed to foster participation by all interested parties such as business communities, community groups, elected officials and public through a proactive public participation process. Emphasis by the FHWA and the Federal Transit Administration (FTA) is placed on extending public participation to include people who have been traditionally underserved by the transportation system and services in the region.

The purpose of the transportation system is to move people and goods in the safest and most efficient manner possible. CORTPO envisions the transportation system as a critical element of the quality of life for the citizens. A regional approach to long range transportation planning is necessary because of the rural nature and diverse characteristics of the population in Oklahoma. Transportation systems must safely efficiently, and effectively allow citizens to travel to work and to conduct their personal lives as well as provide for the efficient movement of goods to markets to support the county's economic vitality. Additionally, transportation decisions should carefully consider and reflect environmental and community concerns.

Transportation planning is a process that develops information to help make decisions on the future development and management of transportation systems. It involves the determination of the need for new or expanded roads, transit systems, freight facilities and bicycle/pedestrian facilities their locations, and their capacities. The process of developing the LRTP provides an opportunity for participating in the planning of the future transportation system. The process allows the community to focus their attention on transportation in the context of Payne County as well as the CORTPO region.

The LRTP establishes the goals, objectives and transportation strategies for addressing the region's transportation needs. This planning process follows the three "c's" identified by federal transportation regulations, continuing, cooperation and comprehensive.

Purpose of Plan

The 2040 Payne County LRTP is a document used by the county, cities, towns, agencies, businesses, and residents as a guide to maintain and improve the region's transportation system through 2040. The year 2040 was chosen as the planning horizon year for the LRTP for the following reason:

- The year 2040 is far enough into the future to allow for the anticipated growth of the area to be implemented and
- Allows the local governments and participating agencies to plan for long range solutions to anticipated needs.

The Plan is an important tool and assists communities in focusing their limited funds on projects that give them the best value and benefit for funding. The purpose of the long-range transportation plan is to direct investment of available resources toward meeting the region's highest priority needs. The needs are determined by comparing the Plan's goals, "What do we want to accomplish over the life of the plan?" with current conditions and forecasts, "Where are we starting, and how are demographics and economics expected to change?" The projects and strategies included the LRTP arise from the needs and span the twenty-year planning period.

Relationship and Requirements with State and Federal Agencies

The plan was developed in cooperation and in collaboration with municipal, county governments, transit providers, ODOT and the Federal Highway Administration (FHWA). The plan is the culmination of a continuing, cooperative, coordinated and comprehensive planning effort among the federal, state and local governments directed by CORTPO that provides for consideration and implementation of projects, strategies and services that should address the planning factors identified in The Moving Ahead for Progress in the 21st Century Act and the Fixing America's Surface Transportation Act (FAST) was signed into law in December 2015. The FAST Act added two additional factors for a total of ten (10), which CORTPO should strive to address through their LRTP planning process.

In addition, The FAST Act continues requirement to State Departments of Transportation and Metropolitan Planning Organizations to use a performance-based approach to support seven (7) national goals for the transportation system. This requirement has not been mandated to non-metropolitan areas. Though specific performance measures are not identified in this plan, CORTPO recognizes the significance of such measures and will begin the collection of data needed to establish standards in future.

Goals and Strategies

Goal 1: Enhance Economic Vitality and Tourism

- Economic development is coordinated with strategic transportation investments
- Retail establishments are located within Town/City limits
- Employers have assurance that the labor force has reliable transportation options
- Reliable access to shopping and services is realistic for all residents
- Tourists easily find the services and locations available, streetscapes, wayfinding
- Planning efforts result in continuous bikeways throughout the multi-county region
- Tourism provides annual revenue for low cost transportation improvements

Goal 2: Increase Safety & Security

- Local site development standards address safety for all legal road users
- Persons using handicap mobility vehicles have safe access to common destinations
- Bicyclists have improved safety in rural areas
- Crosswalks have appropriate signage and visibility
- Children and parents have safe routes to school
- Bridges and RR crossings are modern, safe, and do not impede emergency vehicles

Goal 3: Maintain & Improve Existing Transportation Infrastructure

- Regional applications for all available transportation opportunities maximize annual funding
- Multi-jurisdictional collaboration facilitates transportation improvements
- New development is directed to appropriate roads and infrastructure
- County Roads and structurally deficient bridges are prioritized for repair or replacement
- Private companies with heavy truck traffic contribute to maintenance of county roads & bridges
- County Road & Bridge maintenance budget Increased by one point five (1.5) million annually

Goal 4: Protect the Environment and Enhance the Quality of Life

- Funding is balanced among modes to ensure sustainable mobility solutions
- Transit is a preferred method of travel for a wider segment of the populace
- Infill and downtown upper-story residential housing reduce the need for transportation
- Connectivity of bike routes, indicated with signage for improved regional mobility
- Road and street improvements are coordinated with bicycle and pedestrian projects
- Rail connections are in place for freight and passenger mobility
- Right of way areas are preserved for the future

Key Issues, Challenges and Trends

- Need for improved safety:
    - Pedestrian access to common destinations and schools
    - Increasing bicycle traffic is observed on rural roads
- A need for improved access: local and regional transit, pedestrian and bike accommodations, signage, sidewalks, benches, multi-use trails
- Trucks impact to roads and bridges
- Limited Transit Services
- Oil Freight destroying residential roads

Challenges

- Ruin of existing infrastructure among all modes of transportation
- Oil and Commercial Freight will continue
- Residents support local business and medical services
- An increase in the proportion of residents over age sixty-five (65)
    - Regional economic shift towards increased demand for recreational travel amenities: trails, sidewalks, bike racks, bike lanes
    - A greater emphasis on improving transportation for "traditionally underserved population groups such as non-drivers of any age, including the elderly, low-wage workers and zero-vehicle households
    - Bicycle and pedestrian users of the system.

Trends

- Population declines in rural areas
- Online sales will grow
- Residents support local business and medical services

Data was collected from community members and through public meetings to identify locally funded transportation projects and areas of concern. Other projects include development of studies, plans, and collection of data that can be included in CORTPO's Planning Work Program (PWP).

Cultural trends and perceptions

Quality of Life is an economic issue that impacts the long-term social and fiscal health of a community. The availability of preferred educational, recreational and transportation options has a direct impact on where individuals choose to invest valuable business and family resources. Continuing efforts to develop the county as a great place to live and work are a fundamental component of economic attraction.

Other Challenges that were identified by this study:

- Safety and security for all legal road users has not been fully integrated into historic improvements
- Improved integration of transportation goals with economic development goals could result in greater efficiencies of investment.
- Barriers to accessibility and mobility for under-served segments of the community including able-bodied non-drivers, may have a negative impact on:
    - The local economy (customer access, worker stability)
    - Community health, safety and welfare
    - Perceptions of the quality of life available in Payne County

Chapter 2: Current Conditions

History

During the early days of Oklahoma history, the area became part of what was called the unassigned lands; in the center of the lands ceded to the United States by the Creek (Muskogee) and Seminole Indians following the Civil War. A complicated history of forced tribal relocation and persistent white settlement pressures occurred during the late 1800's which is beyond the scope of this summary, but ultimately, the Sac & Fox and Iowa Tribe reservations were established and the county was part of the territory settled during the Land Run of 1889 (Tribal Jurisdiction Map, Appendix 2.1).

The Oklahoma A&M College was founded in Stillwater in 1890 (now Oklahoma State University OSU). By 1940, Stillwater's population had reached seven thousand (7,000) and Oklahoma A&M College's enrollment to five thousand five hundred (5,500). Official enrollment for the fall 2019 semester included twenty-five thousand, five hundred ninety-four (25,594) students enrolled at OSU's Stillwater campus. Payne County's population is eighty-one thousand, five hundred seventy-five (81,575) located in the northeast part of the state.

Map 2.1 Payne County, Oklahoma

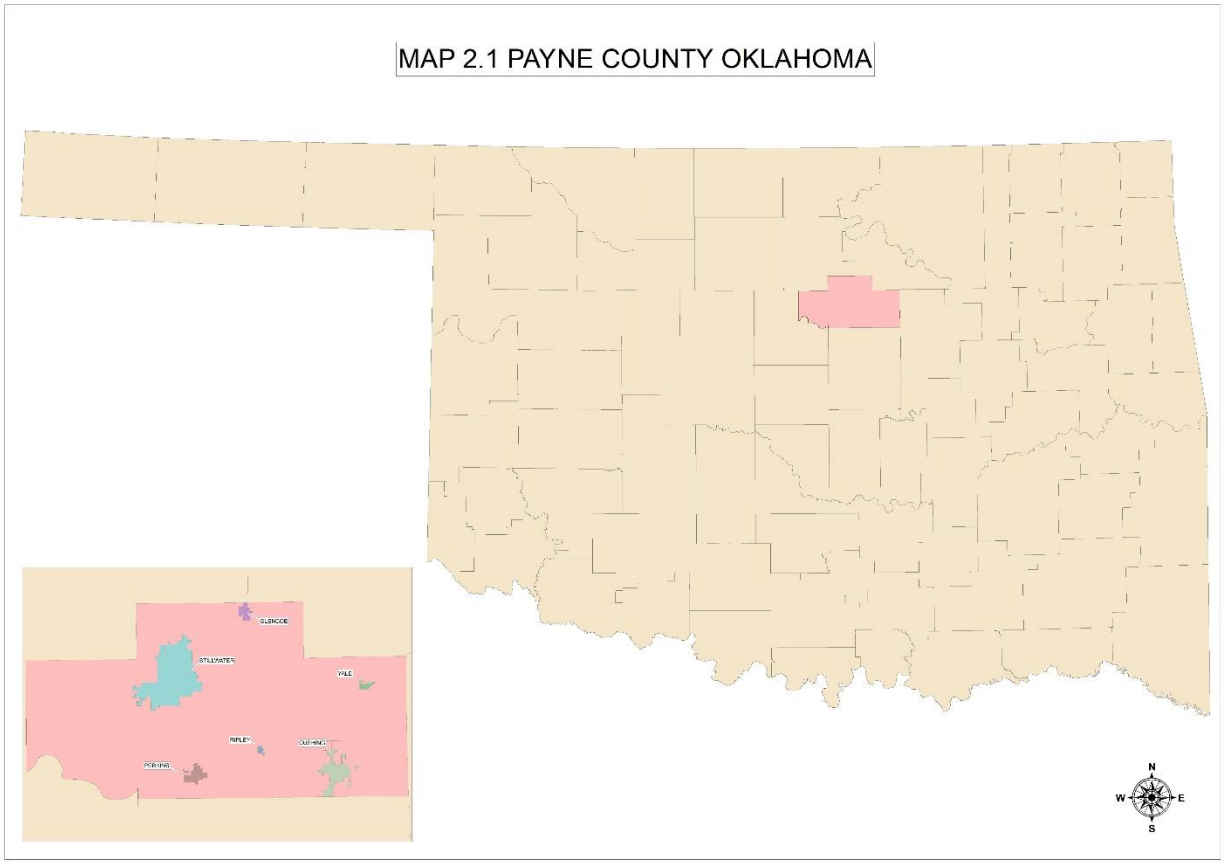
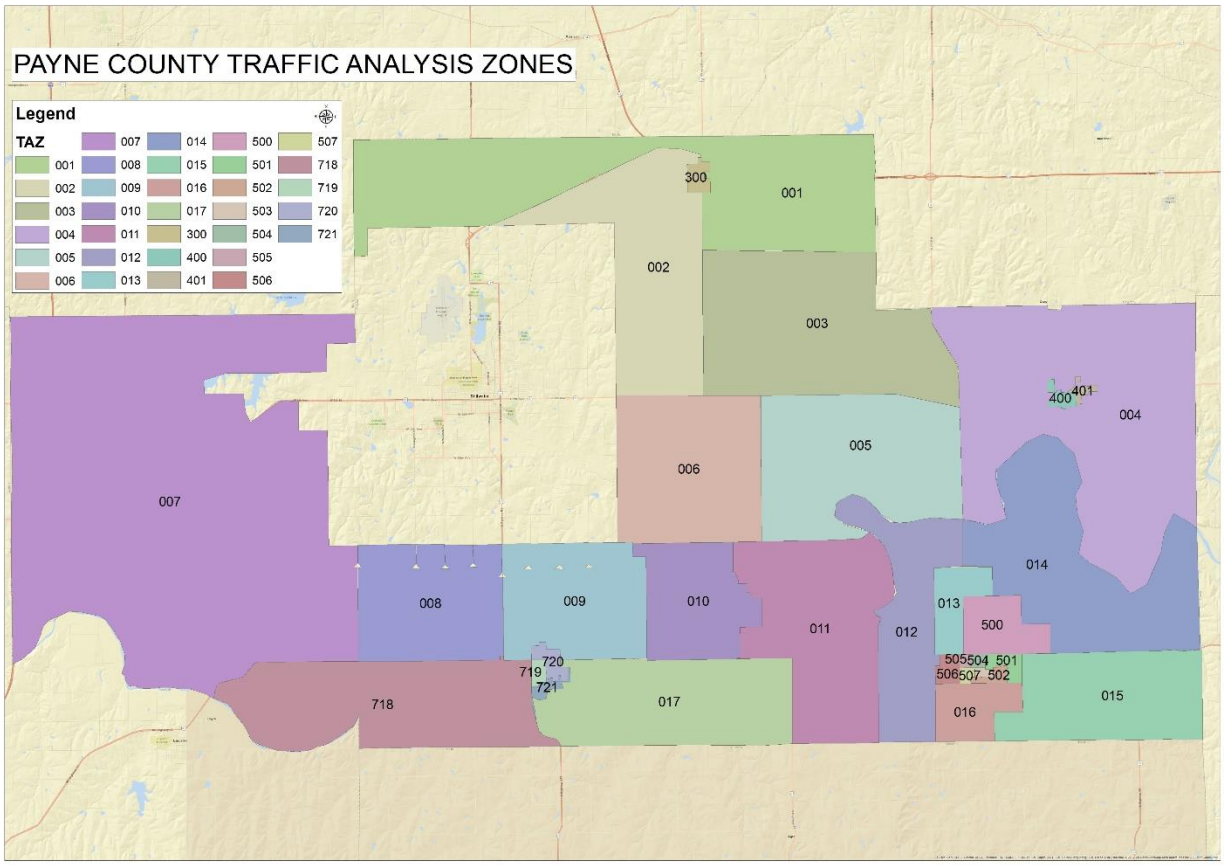


Table 2.1 Payne County Population ACS estimate

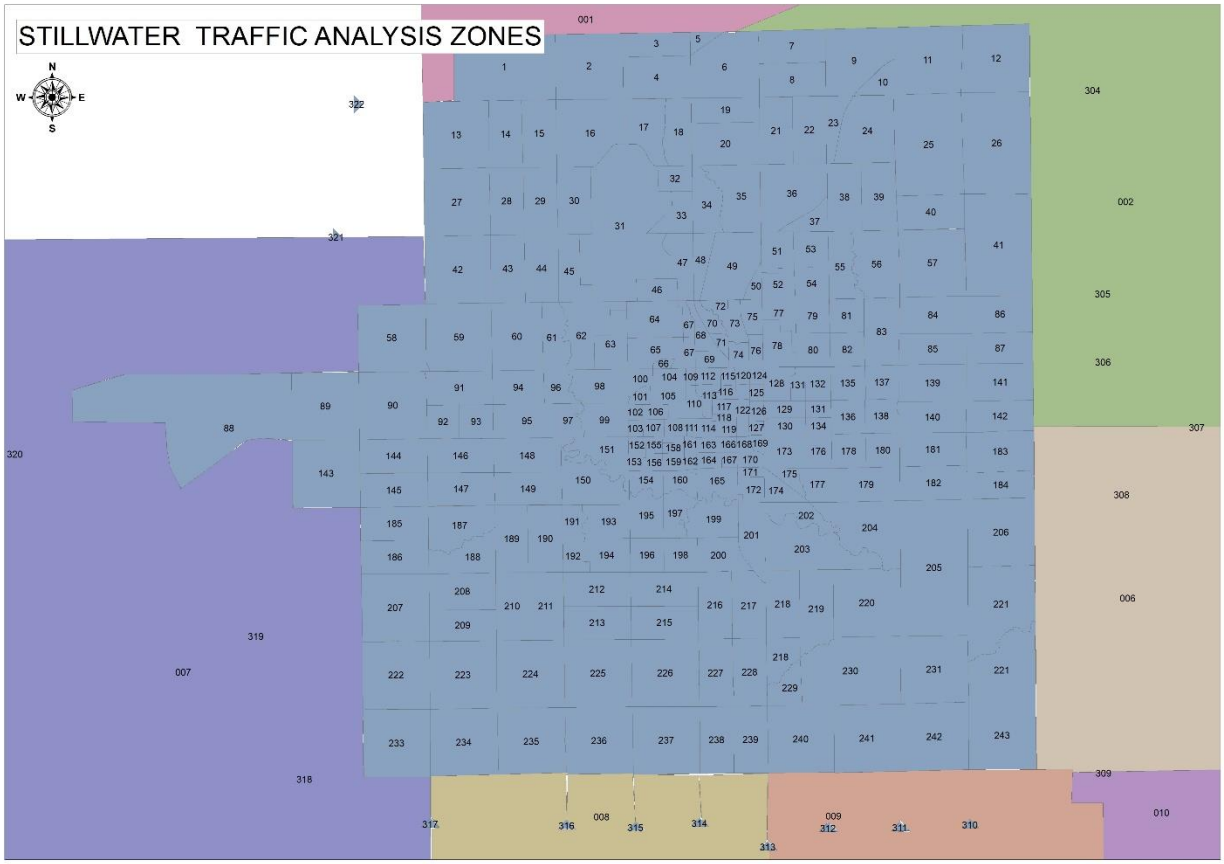
TOTAL POPULATION	2014-2018 ACS	MARGIN FOR ERROR	2010-2014 ACS %
MALE	41,891	+/-183	51%
FEMALE	39,695	+/-183	48%
UNDER 5 YEARS	4,462	+/-14	5%
5 TO 9 YEARS	4,342	+/-476	5%
10 TO 14 YEARS	4,424	+/-464	5%
15 TO 19 YEARS	7,970	+/-276	10%
20 TO 24 YEARS	16,441	+/-270	20%
25 TO 34 YEARS	11,615	+/-222	14%
35 TO 44 YEARS	7,915	+/-197	10%
45 TO 54 YEARS	7,123	+/-188	9%
55 TO 59 YEARS	3,887	+/-289	5%
60 TO 64 YEARS	3,700	+/-295	5%
65 TO 74 YEARS	5,457	+/-89	7%
75 TO 84 YEARS	2,876	+/-210	4%
85 YEARS AND OVER	1,300	+/-199	2%
MEDIAN AGE (YEARS)	27	+/-0.4	X
18 YEARS AND OVER	65,798	+/-26	80%
21 YEARS AND OVER	55,726	+/-653	68%
62 YEARS AND OVER	11,713	+/-252	14%
65 YEARS AND OVER	9,633	+/-67	11%
18 YEARS AND OVER	65,798	+/-26	
MALE	33,536	+/-90	51%
FEMALE	32,262	+/-83	49%
RACE			
TOTAL POPULATION	81,512		
ONE RACE	76,992	+/-560	94%
TWO OR MORE RACES	4,520	+/-560	5%
ONE RACE	76,992	+/-560	94%
WHITE	65,987	+/-248	81%
BLACK OR AFRICAN AMERICAN	3,262	+/-191	4%
AMERICAN INDIAN AND ALASKA NATIVE	3,755	+/-439	5%

CHEROKEE TRIBAL	1,192	+/-326	2%
CHIPPEWA TRIBAL	0	+/-22	0%
NAVAJO TRIBAL GROUP	0	+/-22	0%
SIOUX TRIBAL GROUP	8	+/-32	4%
ASIAN	3,605	+/-267	2%
ASIAN INDIAN	1,201	+/-379	4%
CHINESE	1,609	+/-393	2%
FILIPINO	111	+/-70	1%
JAPANESE	52	+/-38	1%
KOREAN	140	+/-76	2%
VIETNAMESE	161	+/-90	2%
OTHER ASIAN	331	+/-132	4%
NATIVE HAWAIIAN/OTHER PACIFIC ISLANDER	69	+/-34	1%
GUAMANIAN OR CHAMORRO	0	+/-22	0%
SAMOAN	0	+/-22	0%
OTHER PACIFIC ISLANDER	0	+/-22	0%
SOME OTHER RACE	314	+/-224	4%

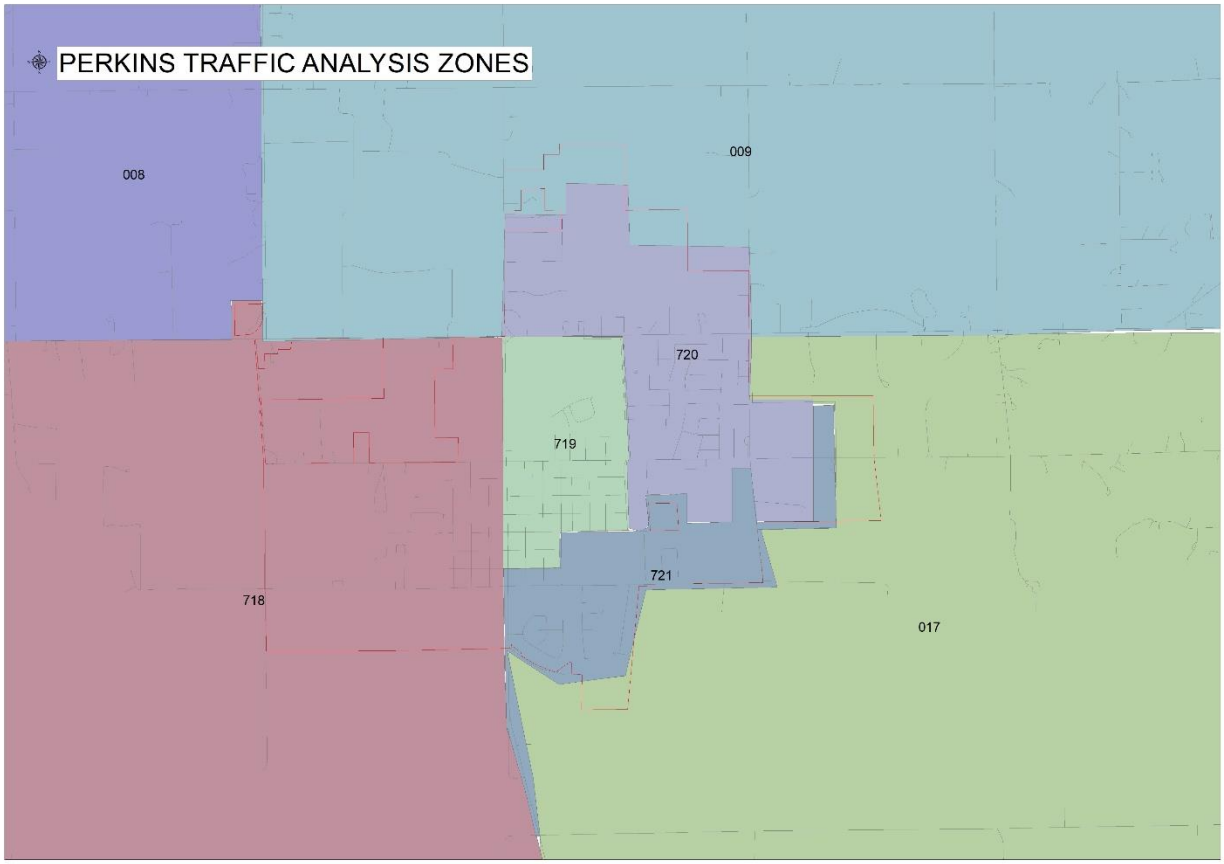
Map 2.2 Payne County Traffic Analysis Zones



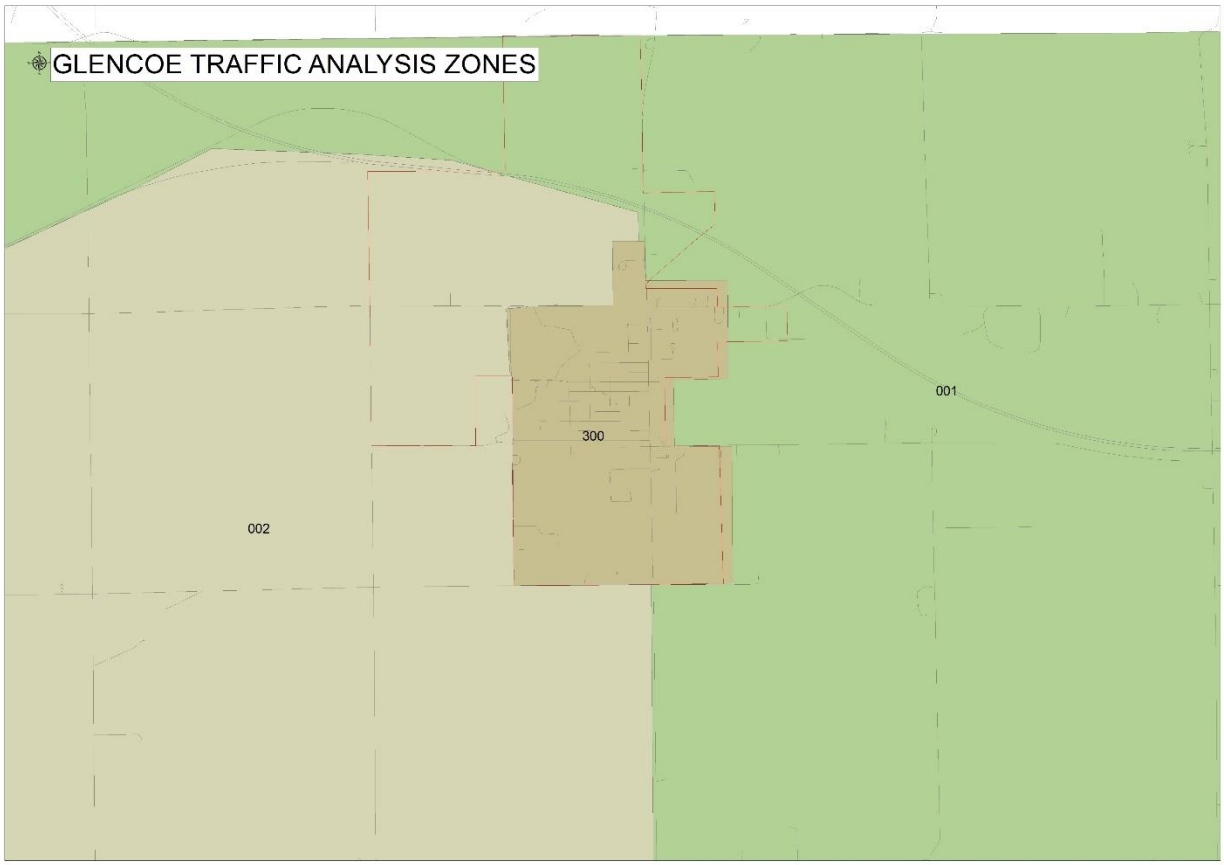
Map 2.3 Stillwater Traffic Analysis Zones



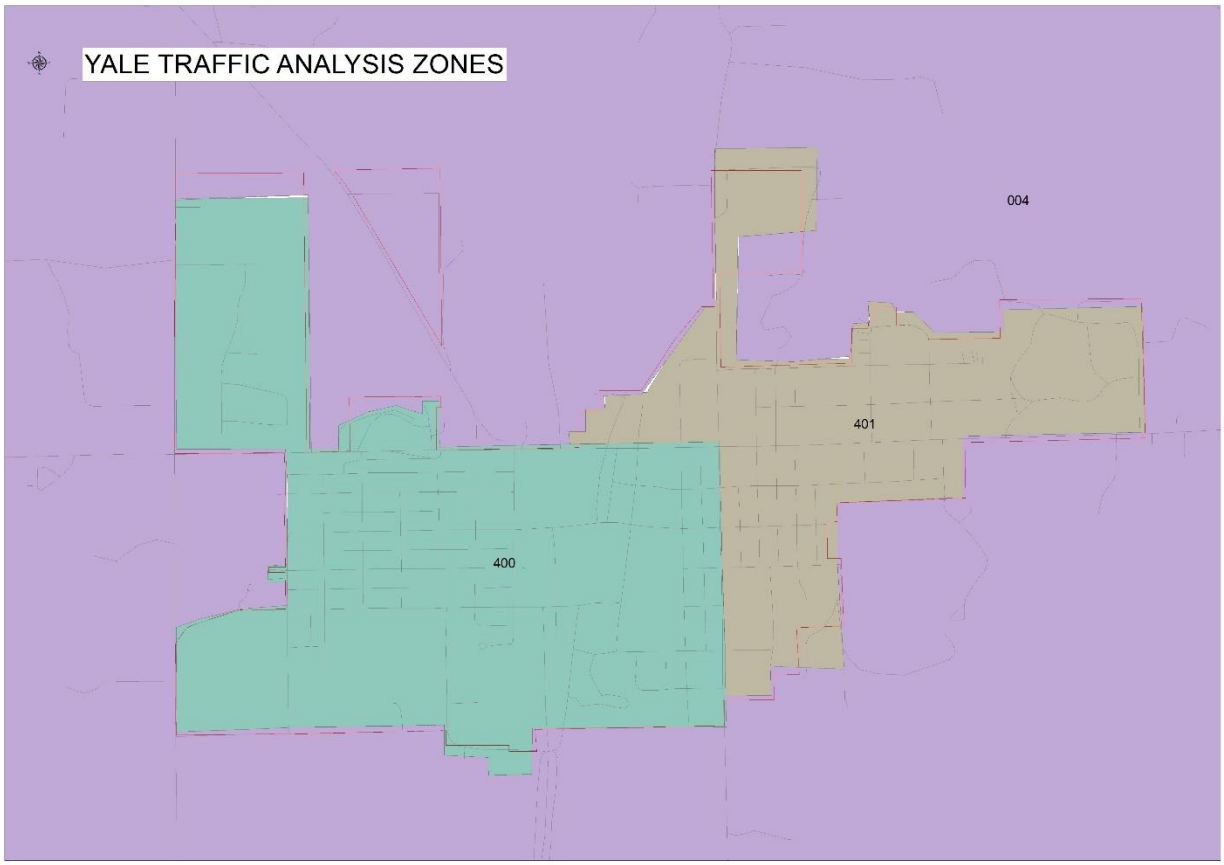
Map 2.4 Perkins Traffic Analysis Zones



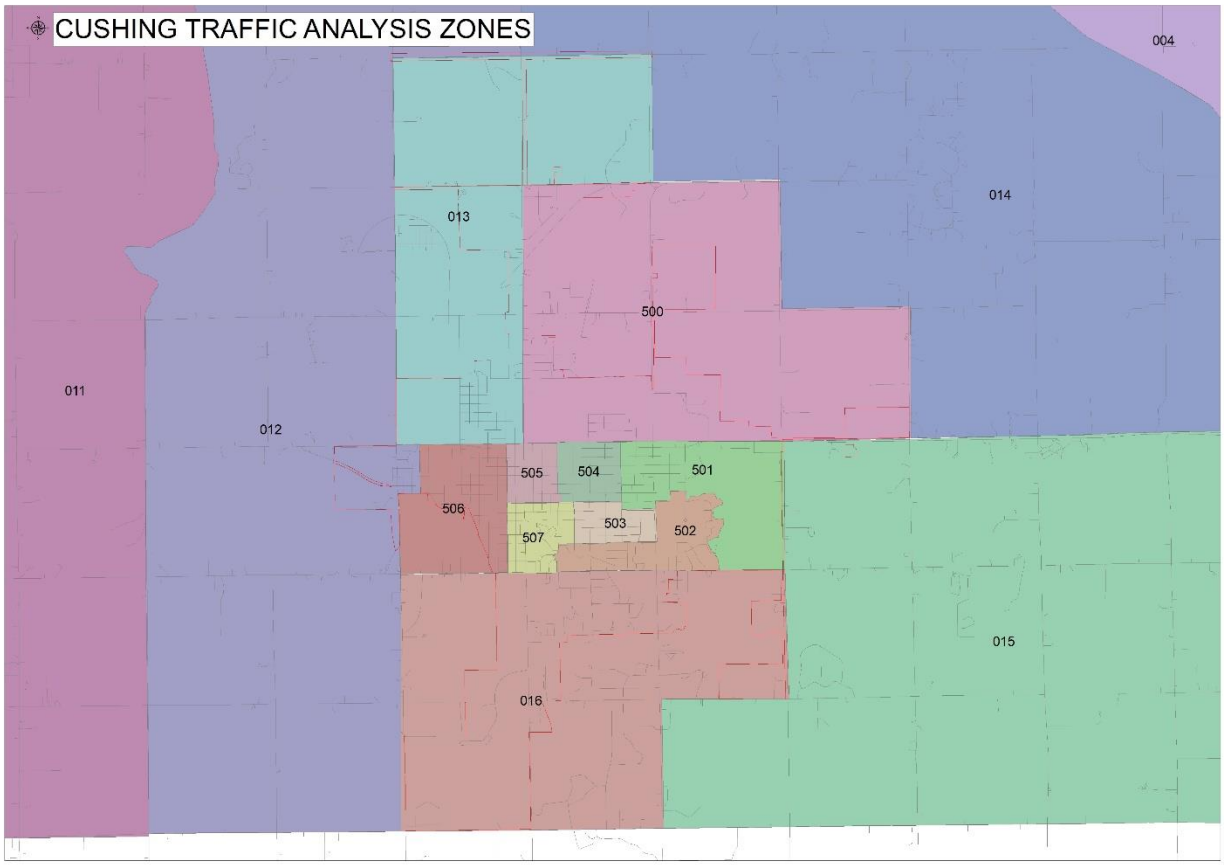
Map 2.5 Glencoe Traffic Analysis Zone



Map 2.6 Yale Traffic Analysis Zone



Map 2.7 Cushing Traffic Analysis Zone



Historic, Natural or Manmade Significant Features

Physical Development Constraints

Various factors can affect whether a site is appropriate for development. Some of these conditions may include the location of water and sewer infrastructure, existing roads and buildings, land ownership and tribal jurisdictions, legally established right of way, floodplains, wetland areas, habitats, or regulations.

Environmental Features

Payne County is home to environmental features and natural resources which influence the transportation system. Gas and oil fields underlie much of the region. Protection of these and other resources must be an integral part of early project development, as required by the National Environmental Policy Act (NEPA), and other State and Federal laws.

The County has a rolling topography. This rolling topography, together with the presence of numerous streams and rivers. Floodplain areas are mapped by FEMA throughout the County. Payne County includes flood zones AE, AO, AH, VE, AR and A areas (Effective date 5/16/2007). The location of these special Flood Hazard areas can be viewed at the FEMA Map Service center (MSC.FEMA.gov).

Lakes

Residents of Payne County enjoy several lakes and reservoirs, of which Carl Blackwell Lake and McMurtry Lake near Stillwater, is the largest.

Lake McMurtry (lakemcmurtry.org) was developed in the 1970's to serve as a flood control reservoir, water supply, and a public recreation area. The lake was named after Mr. William McMurtry. He worked for the Soil Conservation Service for

twenty-three (23) years in Stillwater and because of his dedication to Payne County, the City Commission named the new lake in his honor. Lake McMurtry is nineteen thousand, seven hundred thirty-three (19,733) gallons and labeled as an average water clarity. This large recreational area includes many tourist attractions including but not limited to hiking, fishing, swimming, kayaking, and camping.

Lake Carl Blackwell (anyplaceamerica.com) is eight (8) miles west of Stillwater, Oklahoma. Primary a recreational area, it is almost midway between Tulsa and Oklahoma City. Lake Carl Blackwell was constructed in 1937, owned and operated by Oklahoma State University (OSU). The lake was named for Carl Petty Blackwell Sr, who had been Dean of Agriculture and director of the experimental station of the Oklahoma Agricultural and Mechanical College at OSU. The lake has a surface area of three thousand, three hundred seventy (3,370) miles and a recreational area of eight hundred (800) acres with amenities including camping, horseback riding trails, mountain bike trails, boating, hiking, fishing, duck hunting and picnicking. Per the OSU regents approved in April 2018 the center would fence off a three hundred fifty eight (358) acres part of the Blackwell Lake recreational area to include an archery range, two (2) rifle ranges, a pistol range, a sporting clay course, four (4) skeet or trap fields and four (4) trap fields along with amenities lie parking and restrooms. It would also be open to the public for training and hunter safety programs.

Cimarron River

There are fifty (50) reservoirs in Payne County, Oklahoma:

- Twin Lakes
- Cushing Country Club Reservoir
- Yost Reservoir
- Cedar Isle Lake
- Boomer Lake
- Hazen Lake
- Boomer Lake
- Sanborn Lake
- Oknoname 11905 Reservoir
- Little Deep Fork Creek Site 3 Reservoir
- Long Branch Site 3 Reservoir

- Long Branch Site 5a Reservoir
- Oknoname 11901 Reservoir
- Oknoname 11904 Reservoir
- Oknoname 11909 Reservoir
- Oknoname 11910 Reservoir
- Oknoname 11911 Reservoir
- Stillwater Creek Site 1 Reservoir
- Stillwater Creek Site 56 Reservoir
- Oknoname 11902 Reservoir
- Oknoname 11903 Reservoir
- Stillwater Creek Site 20 Reservoir
- Stillwater Creek Site 10 Reservoir
- Stillwater Creek Site 7 Reservoir
- Stillwater Creek Site 8 Reservoir
- Stillwater Creek Site 11 Reservoir
- Stillwater Creek Site 11 Reservoir
- Stillwater Creek Site 2 Reservoir
- Stillwater Creek Site 3 Reservoir
- Stillwater Creek Site 46 Reservoir
- Stillwater Cree 48 Reservoir
- Stillwater Creek Site 48 Reservoir
- Stillwater Creek Site 52 Reservoir
- Oknonname 11907 Reservoir
- Oknonname 11908 Reservoir
- Stillwater Creek Site 55 Reservoir
- Stillwater Creek Site 6 Reservoir
- Stillwater Creek Site 30 Reservoir
- Stillwater Creek Site 29 Reservoir
- Stillwater Creek Site 28 Reservoir
- Oknonname 11906 Reservoir
- Stillwater Creek Site 35 Reservoir
- Long Branch Site 8 Reservoir
- Long Branch Creek Site 9 Reservoir
- Long Branch Site 6 Reservoir
- Long Branch Site 6a Reservoir
- Stillwater Creek Site 25 Reservoir
- Stillwater Creek Site Number 26 Reservoir

Endangered Species and Conservation Planning

Payne County doesn't have any endangered habitats, but the U.S. Fish & Wildlife Services (USFWS) does have a list of five (5) threatened, endangered, or candidate species on their list.

Piping Plover

Least Tern

Red Knot

Four of the listed are birds:

- Least Tern
- Piping Plover
- Red Knot
- Whooping Crane

The American Burying Beetle is the only listed insect that is in a constant crisis.

Additional species is on the list as Endangered ©, Threatened (T), Candidate ©, Proposed Endangered (PE), Proposed Threatened (PT):

Northern Long-Eared Bat

Winged Mapleleaf

Arkansas River Shiner

- Arkansas River Shiner (E)
- Black-capped Vireo (E)
- Gray Bat (E)
- Harperella (E)
- Indiana Bat (E)
- Leopard Darter (T)
- Lesser Prairie Chicken (T)
- Neosho Madtom (T)
- Neosho Mucket (E)
- Northern Long-Eared Bat (PE)
- Ouachita Rock Pocketbook (E)
- Ozark Big Eared Bat (E)
- Ozark Cavefish (T)
- Rabbitsfoot (T)
- Rattlesnake-Master Borer Moth (C)
- Red-Cockaded Woodpecker (E)
- Scale shell (E)
- Sprague's Pipit (C)
- Winged Maple leaf (E)

The USFWS have no registered refuge lands, fish hatcheries, or wetlands in protected areas in Payne County. The Migratory Bird Treaty Act of 1918 and the Bald and Golden Eagle Protection Act of 1940 does state that the hunting or taking of migratory birds or eagles is prohibited unless authorized by the USFWS.

Public Safety Issues

There was a total of five thousand, six hundred ninety-one (5,691) reported vehicle accidents of all types over the four (4) year period 2014 - 2018. The number of all collisions per year has varied between about one thousand four hundred (1,400) and one thousand five hundred (1,500) with a total of one thousand four hundred seventy five (1475) in 2014; one thousand five hundred thirteen (1513) crashes occurring in 2015; one thousand three hundred ninety eight (1398) in 2016, and one thousand three hundred five (1305) in 2017. Forty-eight (48) vehicle accidents resulted in the deaths of fifty-seven (57) individuals in Payne County over the four year period; two hundred thirty-four (234) people were severely injured, one thousand thirty (1030) were injured, another one thousand five hundred twenty-nine (1,529 possibly injured and three thousand seven hundred forty-two (3,742) collisions fifty three percent (53%) caused property damage only.

During the years 2014 through 2017, an average of point eight percent (0.8%) of Payne County accidents resulted in death. In comparison, for the State of Oklahoma during this time, total fatal crashes averaged about two percent (2%). The Payne County fatality rate has dropped, with between about twenty (20) people killed each year in 2014 and 2015, then only nine (9) in 2016 and eight (8) people killed in 2017.

Most collisions and nearly all fatalities happen on state highways in rural areas, including along the Cimarron Turnpike and I-35. A significant number of collisions occur on US 177, other State Highways and County roads as well. Of the five thousand six hundred ninety-one (5,691) collisions that were analyzed for this plan, two thousand seven hundred thirty-eight (2,738) were on highways. Eight percent (482 collisions) occurred on rural county roads; about two four hundred seventy-one (2,471) were documented on city streets. Fully sixty-six (66%) of all collisions happened on highways, roads and streets within the municipal boundary of Stillwater.

Almost eighty-seven percent (87%) of collisions occurred during dry conditions; most happened during daylight hours in dry conditions (3761 accidents), with another one thousand one hundred seventy-three (1173_ recorded in dry conditions after dark. The fewest accidents occur between one am and six am (1a.m and 6a.m) on any given day. Accidents seem to be spread evenly among the middle hours of the day except for the peak traffic period between four and six pm (4pm and 6pm). Accidents most frequently occurred on Thursday at five pm (5pm); about one hundred eleven (111) collisions. The most accidents happen on Friday and the fewest happened on Wednesday.

The vulnerability of a region's transportation system and its use in emergency evacuations are issues receiving new attention with the threat of intentional damage or destruction caused by terrorist events and natural disasters. Therefore, security goes beyond safety and includes the planning to prevent, manage or respond to threats toward a region and its transportation system and users. There are many programs to help manage security concerns and emergency issues. CORTPO and its member jurisdiction transportation and emergency service staff are regular participants in security

planning and preparation activities include development of the Payne County Hazard Mitigation Plan. Ongoing participation in these planning activities helps prepare for and to better manage transportation safety and security situations.

The safety of the traveling public, regardless of vehicle type or highway system classification, is of principal concern for ODOT and CORTPO. Safety strategies are developed based on an analysis of key contributing factors such as crash data, highway inventories, traffic volumes, and highway configurations such as geometric challenges. When undesirable patterns become evident, specific countermeasures are identified based on a more in depth and detailed analysis of crash locations and causes.

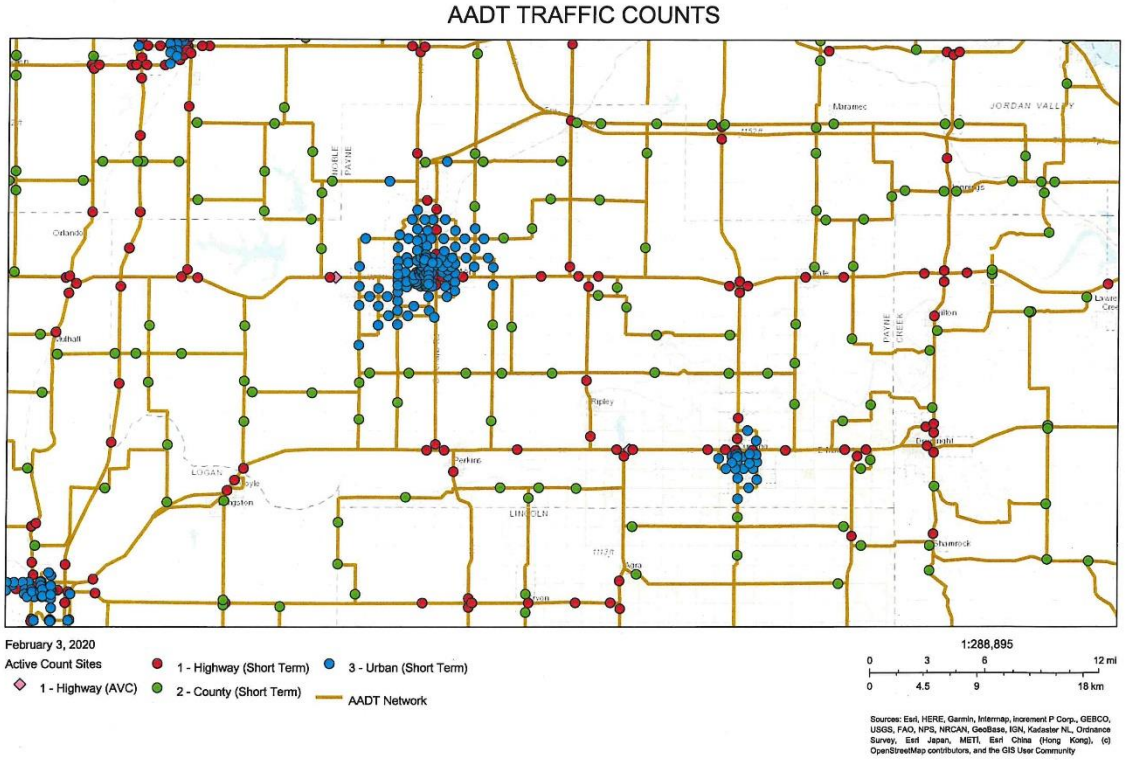
Existing Road Network

The state-owned highway system in Oklahoma is comprised of the State numbered route highways, the US numbered route highways and the Interstate Highway System. The state system of highways encompasses 12,265 centerline miles as measured in one direction along the dividing stripe of two-lane facilities and in one direction along the general median of multilane facilities. Transportation on our highways is also facilitated by overbridged structures that span major rivers and lakes, named and unnamed perennial streams and creeks, other roads and highways and railroads.

Oklahoma's rural nature and historically agricultural and energy-based economy has witnessed the conversation of many farm to market roads and bridges into highways. While these roads were ideal for transporting livestock and crops to market seventy (70) years ago, they are less than adequate when supporting today's heavier trucks, increased traffic demands and higher operating speeds. Almost 4,600 miles of Oklahoma highways are two (2) lane facilities without paved shoulders Map 2.22 illustrates the location of two (2) lane highways with no shoulders.

Preserving the transportation system has emerged as a national, state, and local transportation priority. Aging infrastructure continues to deteriorate, reducing the quality of the system and increasing maintenance costs. All roads deteriorate over time due to environmental conditions and the volume and type of traffic using the roadway. Without proper maintenance, roadways wear out prematurely.

Map 2.8 Payne County Traffic County



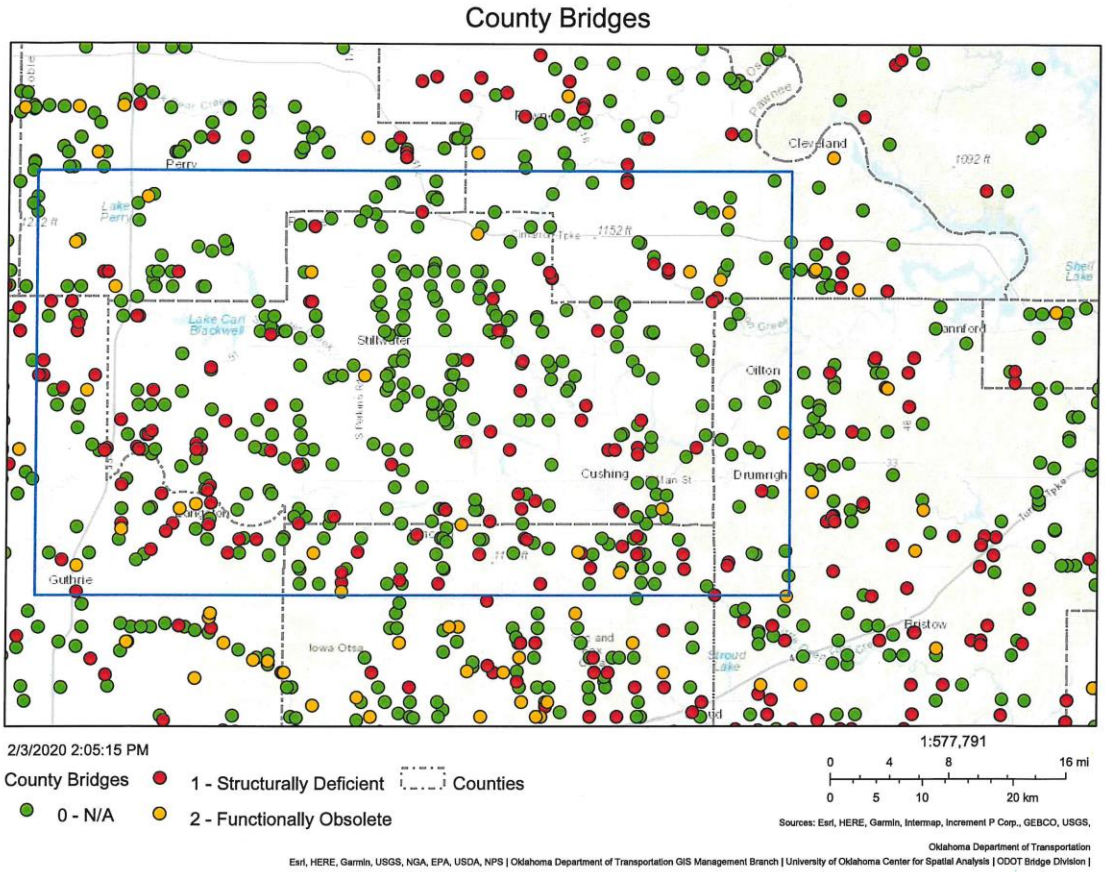
Functional Classification and Road Systems

Functional classification is the grouping of roads, streets and highways into integrated systems ranked by their importance to the general welfare, motorist, and land use structure. It is used to define the role that any road should play in providing mobility for through movements and access adjoining land. This group acknowledges that roads have different levels of importance and provides a basis for comparing roads fairly.

Historically, one of the most important uses of functional classification of streets has been to identify streets and roads that are eligible for federal funds. The original federal aid primary, federal aid secondary, federal aid urban and national interstate systems all relied on functional classification to select eligible routes. In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) eliminated the primary, secondary, and urban federal aid systems and created the National Highway System (NHS). ISTEA continued the requirement that a street, road or highway had to be classified higher than a "local" in urban areas and higher than a "local" and "minor collector" in rural areas before federal funds could be spent on it. The selection of routes eligible for NHS funding was also based on functional criteria. While eligibility for federal funding continues to be an important use for functional classification, it has also become an effective management tool in other areas of transportation planning.

Streets are grouped into functional classes according to the character of service they are intended to provide. Oklahoma's Functional Classification system undergoes a comprehensive review after each decennial U.S. Census. The functional classification of streets includes the following functional classes: Interstate, Freeway, Rural Principal Arterial, Rural Minor Arterial, Rural Major Collector and Rural Minor Collector.

Map 2.9 Payne County Bridges



Bridges

Federal law requires that all bridges be inspected biennially; those that have specific structural problems may require more frequent inspections. Inspections include evaluation and rating of numerous elements of the substructure, superstructure, and deck, with special attention paid to fracture-critical, and deck, with special attention paid to fracture-critical members. Underwater inspections occur no less than every five (5) years to check for scour around bridges piers. Bridges are composed of three (3) basic parts: deck, superstructure and substructure. If any of these components receives a condition index value of four (4) or less in the National Bridge Index, it is considered structurally deficient.

Bridges are rated on a numerical scale of one inch to seven inches (1" to 7") that translates into range of Poor, Fair, Good, and Excellent. Bridges are also described as "Structurally Deficient" and "Functionally Obsolete". The former may have any of many structural problems noted in the inspection; while some may be closed or load-posted, many remain safe for traffic. The latter are bridges that do not meet current design standards. They may have narrow lanes, or inadequate clearances, but they may also be structurally sound. These structures enable vehicles, bicycles, pedestrian, and wildlife to cross an obstacle. Bridges are structures that span more than twenty feet (20') between supports and deteriorate over time due to weather and normal wear-and-tear with the passage of vehicles. To ensure safety and minimized disruption to the transportation network bridges undergo regular inspections by qualified engineers. Inspections help locate and identify potential problems early and trigger protection mechanisms when a problem is found.

Deteriorating Pavements and Deficient Bridges

Payne County roads are rated as being in relatively poor condition. A score below ninety-five (95) is in the good category. State transportation infrastructure investment did not increase between 1985 and 2005. According to the 2014 update on Oklahoma Bridges and Highways published by ODOT, in 2005 highway pavements were deteriorating at a rate beyond the available funding to repair, let alone reconstruct, and more than one thousand one hundred (1100) of Oklahoma highway bridges were structurally deficient or functionally obsolete. The Oklahoma Legislature enacted legislation to begin to correct the problem.

ODOT initiated a goal to have near zero structurally deficient bridges in Oklahoma by 2020 and has replaced or rehabilitated more than one thousand two hundred (1200) bridges since January 2006. All such bridges on State highways are targeted for repair and replacement by ODOT over the next few years. Therefore, much of the annual funding for road repairs and improvements in the ODOT eight (8) year plan (2015 to 2022) is necessarily dedicated to bridge work.

Aging bridges are scattered throughout the county. Structurally compromised bridges may be weight restricted. Some bridges may be structurally sound but have narrow roadbeds which are considered functionally obsolete by modern standards.

Traffic Control

Traffic signals are a key element of traffic control. Their location and timing affect the mobility of vehicles and pedestrians. National studies demonstrate that poorly timed traffic signals are responsible for a significant proportion of urban traffic congestion. Signal timing that does not allow enough time for pedestrians to cross a street can contribute to safety problems and act as a barrier to walking. The Manual on Uniform Traffic Control Devised (MUTCD) establishes minimum warrants that are to be met for installation of a signal, and for designation of exclusive turn lanes and movements. Signal ownership is an important element, as each jurisdiction may have its own protocols for maintaining and retiming signals.

Freight System

The Fixing America's Surface Transportation Act (FAST Act) repealed both the Primary Freight Network and National Freight Network and directed the FHWA Administrator to establish a National Highway Freight Network (NHFN). The FAST Act includes the Interstate System- including Interstate facilities not located on the Primary Highway Freight System (PHFS) in the NHFN. All Interstate System roadways may not yet be reflected on the national and state NHFN.

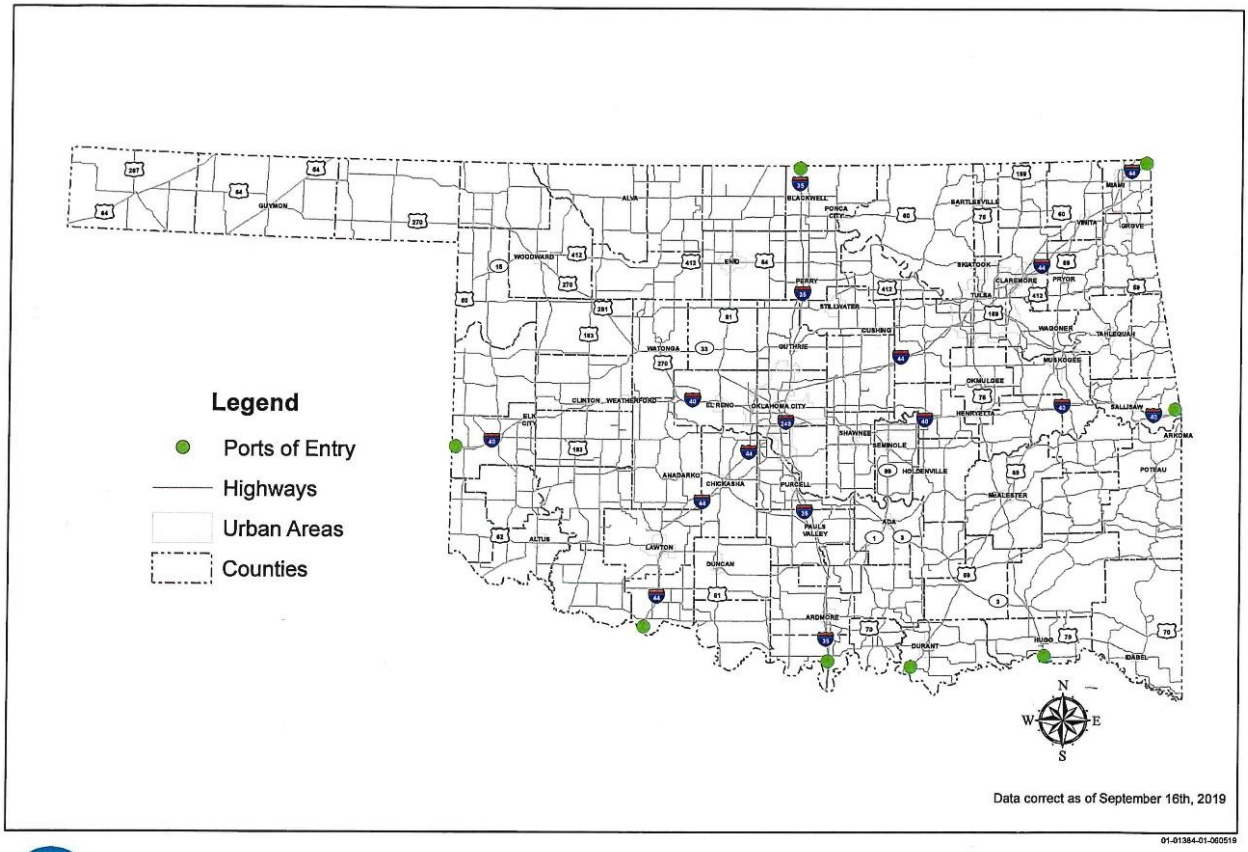
Truck Freight

Reliable freight transportation enables connections among business and markets in the County, in Oklahoma, the United States and global economy. According to the 2015 ODOT report titled Freight and Goods Movement, freight activity has rebounded from an economic slump that occurred and is expected to continue to grow.

Map 2.10 National Highway Freight Networks

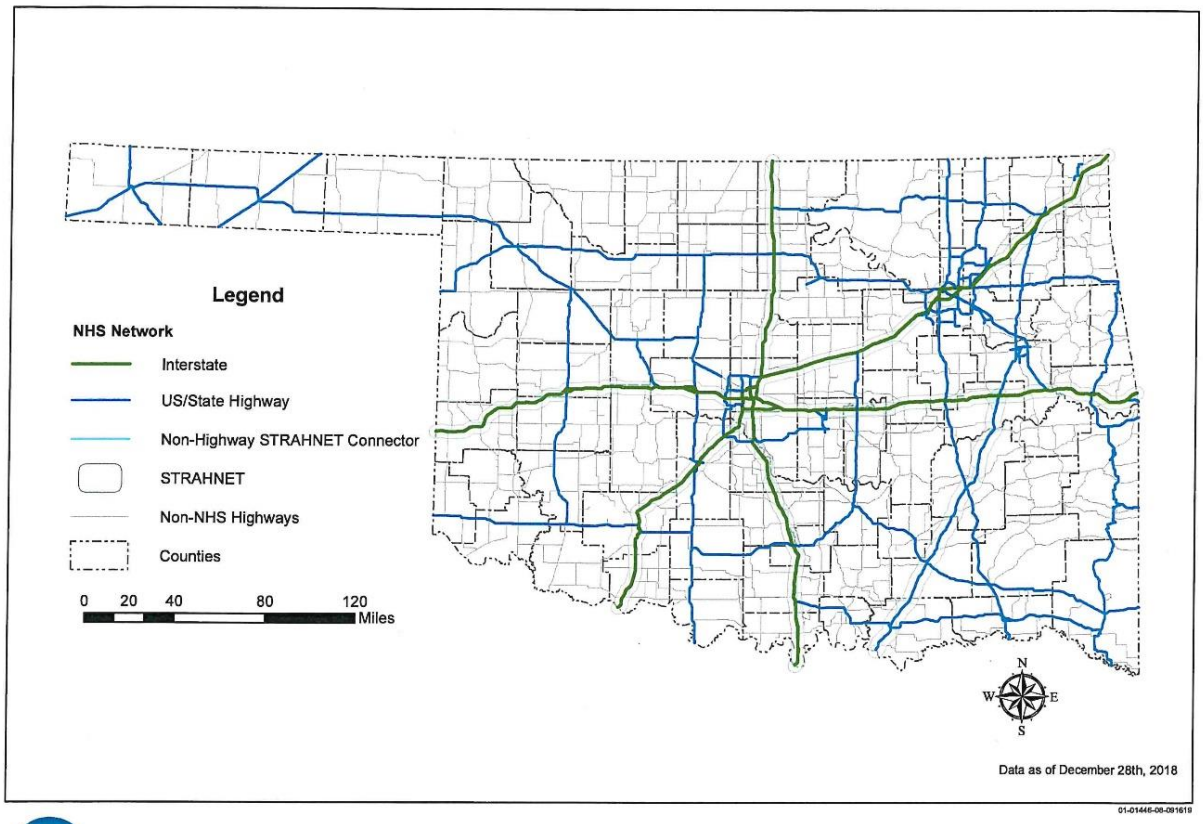
Map 2.11: Oklahoma High Volume Truck Corridors

Map 2.12: Port of Entry



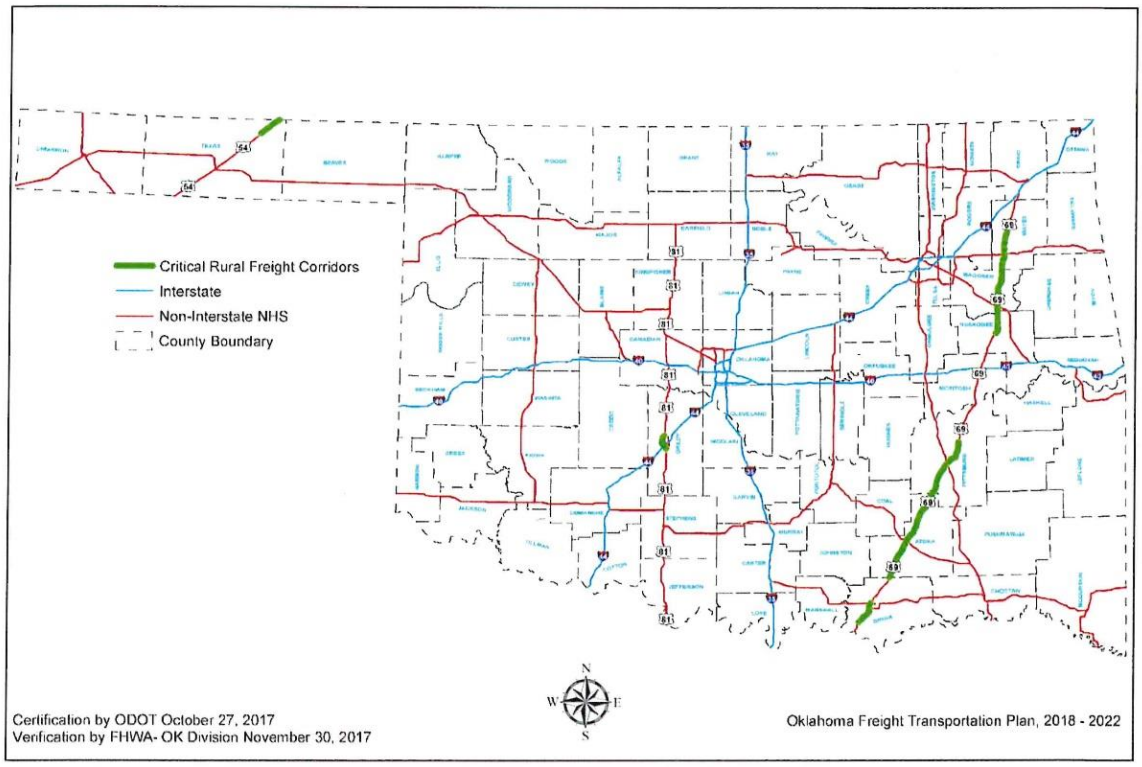
Ports of Entry

Map 2.13 NHS Network

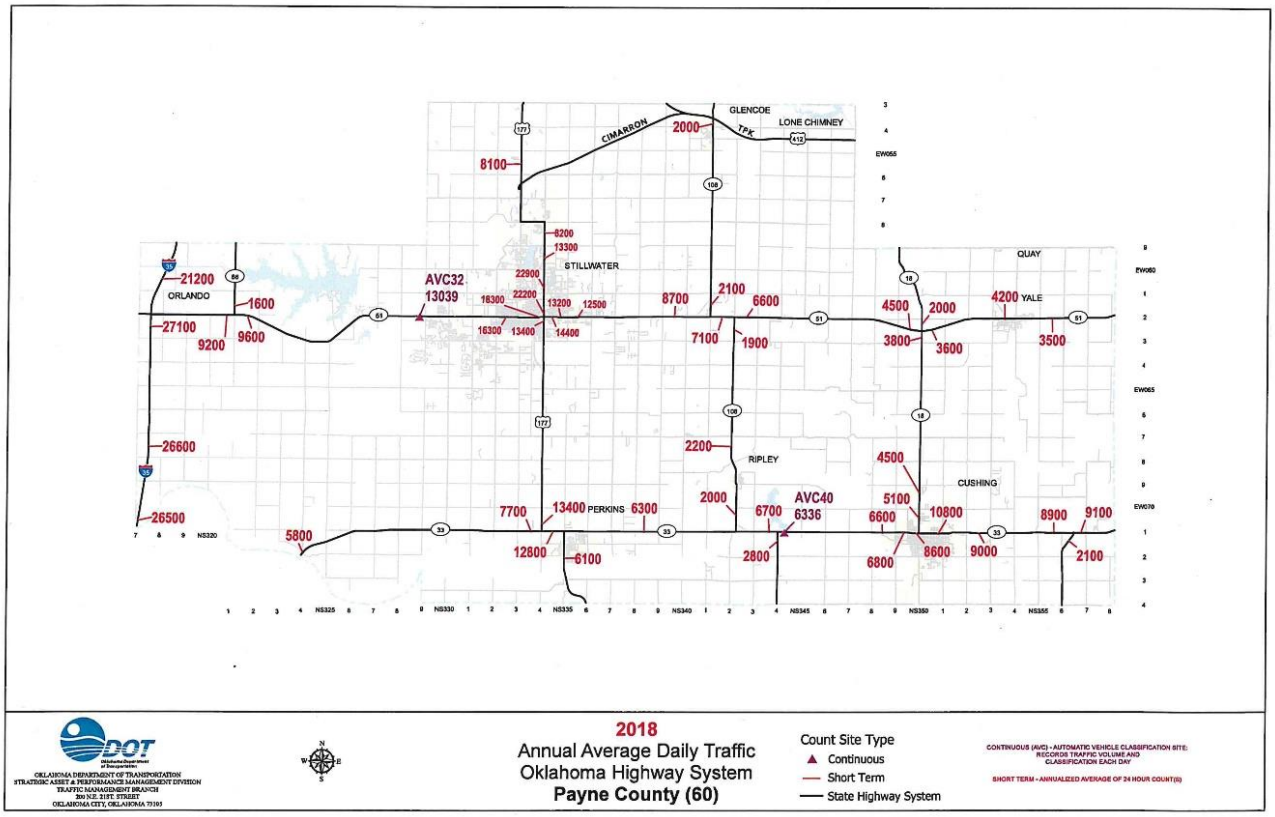


National Highway System (NHS) in Oklahoma

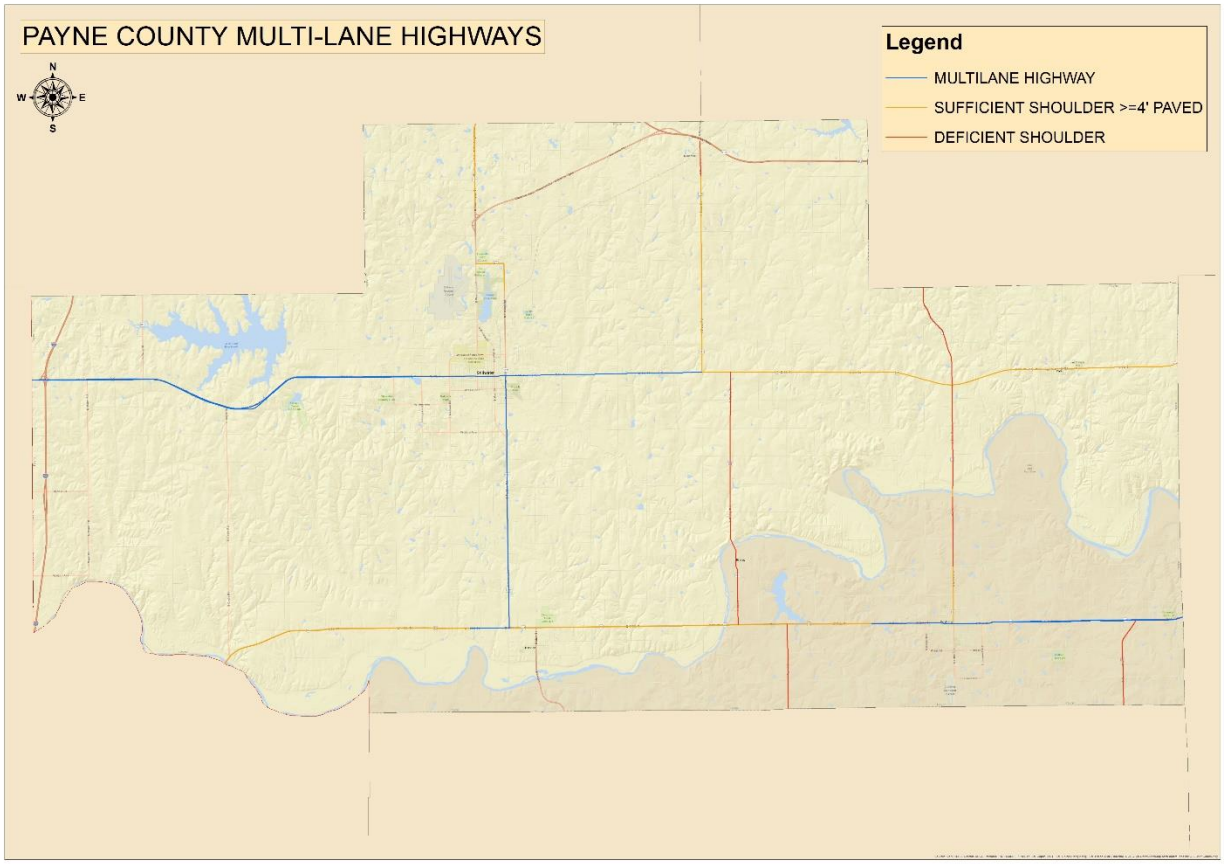
Map 2.14 Oklahoma Freight Transportation Plan



Map 2.15 Payne County Annual Average Daily Traffic



Map 2.16: Payne County Multi-lane Highway



Railroads

ODOT Rail Programs Division oversees and monitors five different railroad companies operating through leases on approximately two hundred twelve (212) miles of State-owned track and serves as a liaison between ODOT and rail companies for ODOT projects which involve railroads or railroad property. In August 2014, ODOT and the Stillwater Central Railroad completed a sale of the Sooner Sub rail line between Midwest City and Sapulpa. After this sale ODOT began a one hundred million dollars ($100,000,000) initiative to improve safety at railroad crossing statewide. The state-owned tracks are leased by privately operated railroads. Statewide there are three (3) Class I railroads and nineteen (19) Class III railroads. Class I railroad lines include Burlington Northern Santa Fe Railway (BNSF), Union Pacific Railroad (UP), and Kansas City Southern Railway Co. (KCS). Connectivity of rail service in the CORTPO region deteriorated after the peak of rail service in the early twentieth century. In the last few decades, public and private rail investments have been made to preserve lines and restore service. Burlington Northern Santa Fe (BNSF) and Stillwater Central RR (SLWC) operate freight shipping through Lincoln County, with a terminal and storage facility at Stroud. Freight service was available in Chandler and Wellston at one time, but the infrastructure is currently idle. The orange line on the map below indicates the BNSF lines; the pink line shows the Stillwater Central Railroad (ODOT FGM, 2015). BNSF operates with trackage rights on the SLWC as it runs between Sapulpa and OKC. The line is also the proposed route for the Eastern Flyer commuter rail.

The Stillwater Central is a Class III railroad. According to the WATCO company website, the SLWC operates over two hundred seventy-five (275) miles of track in Oklahoma, stretching from Tulsa in the upper northeast corner to Duke in the southwest, with an additional branch running from Pawnee to Stillwater. The SLWC transports commodities such as fuels, minerals, and industrial products across the Sooner State. Transloading facilities in Stroud, Lawton and Oklahoma City have added to the services available on the SLWC line.

Bicycle & Pedestrian System

Towns and Cities have worked with the County and Tribal Nations to improve pedestrian safety by undertaking rehabilitation of existing sidewalks and crosswalks. These efforts, together with additional sidewalk construction projects are intended to be implemented over time. The presence of bicyclists on both paved and gravel roads is increasing, consistent with national trends based on National Trends (www.bluezones.com). There are no signed bike routes in the county, and currently no such routes have been identified.

Bicycle and pedestrian facilities have been primarily a local issue, usually within communities. Most communities have at least a partial system of sidewalks to aid pedestrians, particularly near schools. Pedestrian travel requires a network of sidewalks without gaps and with accommodations for people with disabilities as defined by the Americans with Disabilities Act (ADA). There are instances, particularly in rural areas, where a wide shoulder is an acceptable substitute for a sidewalk. Safe pedestrian and bicycle travel require protected crossings at busy intersections, marked crosswalks and pedestrian signals where warranted.

One opportunity to develop and implement bicycle and pedestrian facilities is the Transportation Alternative Projections (TAP) and Safe Routes to Schools (SRTS), administered by ODOT.

Public Transit

Payne County has no official public transit system. The Stillwater Community Transit System (parking.okstate.edu/transit-services) runs shuttles throughout the day and evening during the week. Many communities in Payne County have personally offered transit; senior centers, tribal transit, TNC's and Uber. Currently there are no set decisions on whether a public transit is in the works for the whole of the county.

Airports

The Oklahoma Airport System Plan classifies airports by their functional classification: Regional Business Airport (RBA), District Airport (DA) and Community Airport (CA). These classifications were developed to characterize each airport on how they relate to each other. The concept of classification of airports Is like the concept of classifying the roadway system.

An RBA serves multiple communities. Normally, it will serve:

- A community of a least five thousand (5,000) persons, generally larger,
- A county population of ten thousand (10,000) or more persons,
- Serve major employers (businesses with fifty (50) or more employees,
- Located near the center of a local sustaining economy, and
- Closely match the local sustaining economies identified by the Oklahoma Department of Commerce

Features of a DA include providing access to a part of the state that is not well served by an RBA. Typically, these airports will:

- Have a supporter with a defined interest in promoting airport and with a demonstrated financial capability,
- About five (5) or more based aircraft at these airports or an equivalent number of annual itinerant operations, and
- Airports are attended, aviation gasoline is available and there is a public terminal building

The CA airports is entry-level airports. These airports regularly serve

- Small communities, where the city population is less than five thousand (5,000) and for many, the population is less than two thousand (2,000).
- Normally these airports are not attended, have no services available, and
- The sponsor has limited financial capability to fund capital improvement projects.

Payne County is home to six (6) airports; two (2) public airfields, two (2) private medical helipads, and two (2) privately owned strips.

The Cushing Regional Hospital and Stillwater Medical Center both operate helicopter for medical emergencies. There are two registered private airstrips in Stillwater, Hilltop Airport and Mulberry Hill Airport. Cushing Municipal Airport (CMA) is one of two public airfields. CMA offers facilities for leasing hangers, fuel, rental cars, pilot services, catering and passenger terminals and lounge. Stillwater Municipal Airport (SMA) is a large hub covering one thousand five hundred seventy-one (1,571) acres with terminal and passenger lounges, free parking, and Wi-Fi. The SMA has non-stop flights to Dallas/Ft. Worth that connected to eight hundred (800) flights to one hundred ninety (190) cities and twenty-nine (29) countries.

Collisions

Most Collisions and nearly all fatalities happen on State Highways in rural areas, including along the Cimarron Turnpike and I-35. A significant number of collisions occur on US 177, other State Highways, and county roads as well. Of the five thousand six hundred ninety-one (5,691) collisions that were analyzed for this plan. Two thousand seven hundred thirty-eight (2,738) or forty-eight percent (48%) were on Highways. Four hundred eighty-two (482) or eight percent (8%) occurred on rural county roads; about two thousand four hundred seventy-one (2,471) or forty-three percent (43%) were documented on city streets. Fully sixty-six percent (66%) of all collisions happened on highways, roads, and streets within the municipal boundary of Stillwater.

Almost eighty-seven percent (87%) of collisions occurred during dry conditions; most happened during daylight hours in dry conditions (3761 accidents), with another one thousand one hundred seventy-three (1,173) recorded in dry conditions after dark. The fewest accidents occur between one (1) a.m. and six (6) a.m. (63%) on any given day. Accidents seem to be spread fairly evenly among the middle hours of the day with the exception of the peak traffic period between four (4) p.m. and six (6) p.m. Accidents most frequently occurred on Thursday at five (5) p.m.; about one hundred eleven (111) collisions. The day with the most accidents is Fridays. The fewest happened on Wednesdays, at eleven-point eight percent (11.8%), or two hundred and six (206) of all one thousand seven hundred forty-seven (1,747) accidents tracked.

The vulnerability of a region's transportation system and its use in emergency evacuations are issues receiving new attention with the threat of intentional damage or destruction caused by terrorist events and natural disasters. Therefore, security goes beyond safety and includes the planning to prevent, manage or respond to threats towards a region and its transportation system and users. There are many programs to help manage security concerns and emergency issues. CORTPO and its member jurisdiction transportation and emergency service staff are regular participants in security planning and preparation activities include development of the Payne County Hazard Mitigation Plan. Ongoing participation in these planning activities helps prepare for and to better manage transportation safety and security situations.

All states to prepare and annually evaluate their Strategic Highway Safety Plan (SHSP). A SHSP is a statewide, coordinated safety plan which includes goals, objectives, and emphasis areas for reducing highways fatalities and serious injuries on all public roads. More information on the Oklahoma SHSP can be found State of Oklahoma Highway Safety Office's website (http://ohso.ok.gov/strategic-planning-results).

The safety of the traveling public, regardless of vehicle type or highway system classification, is of principal concern for ODOT and CORTPO. Safety strategies are developed based on an analysis of key contributing factors such as crash data, highway inventories, traffic volumes, and highway configurations such as geometric challenges. When undesirable patterns become evident, specific countermeasures are identified based on amore in depth and detailed analysis of crash locations and causes.

Table 2.2: Payne County Collision Total INFORMATION IS FROM JANUARY 1, 2016 TO FEBRUARY 25, 2020

	FATALITY	SUSPECTED SERIOUS INJURY	NON-INCAPACITATING INJURY	POSSIBLE INJURY	PROPERTY DAMAGE	TOTALS
Collisions	38	122	532	840	3063	4595
Persons	38	157	722	1361		2278

Table 2.3: Payne County Collisions by Day and Time

DAY AND TIME OF OCCURRENCE OF COLLISIONS												
DAY	HOUR OF THE DAY											
	AM											
	1	2	3	4	5	6	7	8	9	10	11	12
SUNDAY	11	14	8	5	9	5	10	7	12	15	14	30
MONDAY	3	3	3		6	9	40	52	28	26	43	44
TUESDAY	8	5	2	6	7	16	32	48	35	26	50	69
WEDNESDAY	5	4	2	6	4	14	16	43	29	44	39	52
THURSDAY	8	5	5	5	5	17	27	46	22	38	55	57
FRIDAY	6	4	4	5	8	12	33	25	27	32	39	61
SATURDAY	19	9	9	9	9	6	9	11	20	25	45	47
	EARLY MORNING-SUNRISE						MORNING PEAK			MID/MORNING		
TOTAL	300						572			1838		
PERCENT	6.5						12.4			40		

DAY AND TIME OF OCCURRENCE OF COLLISIONS												
DAY	HOUR OF THE DAY											
	PM											
	1	2	3	4	5	6	7	8	9	10	11	12
SUNDAY	33	27	23	28	28	31	23	17	17	5	13	14
MONDAY	49	60	37	67	58	34	36	18	18	6	8	5
TUESDAY	50	42	57	72	74	50	36	13	20	12	10	7
WEDNESDAY	57	46	52	60	67	42	30	26	13	13	9	9
THURSDAY	51	50	52	75	85	45	36	23	22	15	5	9
FRIDAY	54	52	91	74	68	60	37	20	18	16	16	14
SATURDAY	34	34	36	30	34	49	27	37	19	12	14	20
	MID-MORNING			PM PEAK			EVENING-LATE NIGHT					
TOTAL	1838			1131			754					
PERCENT	40			24.6			16.4					

Table 2.3: Payne County Collisions by Type of Collision

TYPE OF COLLISION	2016			
	FATALITY	INJURY	PEDESTRIAN	TOTAL
REAR-END (FRONT TO REAR)		167	286	453
HEAD-ON (FRONT T0 REAR)		8	2	10
RIGHT ANGLE (FRONT TO SIDE)	3	77	98	178
ANGLE TURNING		102	184	286
OTHER ANGLE			2	2
SIDESWIPE SAME DIRECTION		10	59	69
SIDEWSWIPE OPPOSITE DIRECTION		8	11	19
FIXED OBJECT	6	58	107	171
PEDESTRIAN	1	14		15
PEDAL CYCLE		10	1	11
ANIOMAL		9	22	31
OVERTURN/ROLLOVER		25	13	38
VEHICLE-TRAIN				
OTHER SINGLE VEHICLE CRASH			6	6
OTHER		6	104	110
TOTAL	10	494	895	1399
PERCENT	0.2	10.8	19.5	30.4

TYPE OF COLLISION	2017			
	FATALITY	INJURY	PEDESTRIAN	TOTAL
REAR-END (FRONT TO REAR)	2	130	298	430
HEAD-ON (FRONT T0 REAR)	1	5	3	9
RIGHT ANGLE (FRONT TO SIDE)		79	109	188
ANGLE TURNING		103	220	323
OTHER ANGLE		1	3	4
SIDESWIPE SAME DIRECTION		8	49	57
SIDEWSWIPE OPPOSITE DIRECTION		3	12	15
FIXED OBJECT	5	52	147	204
PEDESTRIAN		13		13
PEDAL CYCLE		9	1	10
ANIOMAL		6	30	36
OVERTURN/ROLLOVER	1	22	11	34
VEHICLE-TRAIN				

OTHER SINGLE VEHICLE CRASH		3	2	5
OTHER		12	88	100
TOTAL	9	446	973	1428
PERCENT	0.2	9.7	21.2	31.1

TYPE OF COLLISION	2018			
	FATALITY	INJURY	PEDESTRIAN	TOTAL
REAR-END (FRONT TO REAR)	1	114	288	403
HEAD-ON (FRONT T0 REAR)	2	1	1	4
RIGHT ANGLE (FRONT TO SIDE)	3	55	75	133
ANGLE TURNING	2	96	189	287
OTHER ANGLE			2	2
SIDESWIPE SAME DIRECTION		8	51	59
SIDEWSWIPE OPPOSITE DIRECTION		2	5	7
FIXED OBJECT	2	37	92	131
PEDESTRIAN	3	15		18
PEDAL CYCLE		6	1	7
ANIOMAL		2	30	32
OVERTURN/ROLLOVER	1	15	9	25
VEHICLE-TRAIN				
OTHER SINGLE VEHICLE CRASH		1	3	4
OTHER		9	37	46
TOTAL	14	361	783	1158
PERCENT	0.3	7.9	17	25.2

TYPE OF COLLISION	2019			
	FATALITY	INJURY	PEDESTRIAN	TOTAL
REAR-END (FRONT TO REAR)		69	145	214
HEAD-ON (FRONT T0 REAR)	1	2	1	4
RIGHT ANGLE (FRONT TO SIDE)		21	37	58
ANGLE TURNING	2	38	99	139
OTHER ANGLE				
SIDESWIPE SAME DIRECTION		3	22	25
SIDEWSWIPE OPPOSITE DIRECTION		3	2	5
FIXED OBJECT	1	27	68	96
PEDESTRIAN		5		5
PEDAL CYCLE		3		3
ANIOMAL		3	15	18
OVERTURN/ROLLOVER		13	5	18

VEHICLE-TRAIN				
OTHER SINGLE VEHICLE CRASH			1	1
OTHER	1	6	17	24
TOTAL	5	193	412	610
PERCENT	0.1	4.2	9	13.3

Chapter 3: Future Conditions and Improvements

The objective of the Future Conditions and Planned Improvements chapter is to portray a "snapshot" of typical daily traffic conditions in the county for the year of 2024. It is assumed that only those projects included in the current ODOT eight (8) year construction plan, County Improvements for Road & Bridges Program (CIRB) and projects funded by local governments will be constructed by the year 2028.

Future Conditions

Payne County population and employment projections are highly dependent on the cyclical oil and gas industry. Recent changes in this industry at the international, national, and state level have reduced drilling activity in the region, resulting in a decline in the region's population and employment. A review of historical demographic and employment data (Chapter 2) indicates a beginning decline in 2016 this decline can be described as typical in a region dependent on the oil and gas industry. It is projected that the oil and gas industry volatility will stabilize, and population and employment will react accordingly. With the stabilization of the employment opportunities population will regain losses and continue to grow. Although the employment sector is heavily concentrated in the mining construction industry, other industries that continue to grow include health care, retail, and wholesale.

With the changing economy at the regional and state level the population projection developed for Payne County was based on stalled population growth from 1980 to 2040. Growth was calculated at approximately point one percent (.1%) per decade and a point five percent (.5%) growth between 2030 to 2036, totaling a 2036 population projection of five hundred sixty-eight (568). Employment projection, and population projections were developed based on local development knowledge, location of employment and activity centers and proposed development. The 2036 population of employment and activity centers and proposed development. The 2040 population projection ninety-seven thousand, two hundred and five (97,205) and employment projection totaling fifty-two thousand, nine hundred ninety-four (52,994) were distributed through the TAZs with primary distribution in the cities of Stillwater and Cushing and TAZ's abutting these cities. In the general population growth will be greatest in the following TAZ: 718, 719, 720, 500, 501, and 504. Employment is predicted to see an increase of twelve thousand, eighty-three (12,083) in the labor force.

Within Payne County, there may be areas that experience congestion such as areas near major activity generators. Studies to identify specific causes and solutions for these areas will need to consider on a case by case basis. As population changes the impact on the traffic volumes and roadway capacity will need to be re-examined. The Cimarron Turnpike is designed to carry thousands of vehicles per day, the primary roadways are designed to carry considerably less. With the 2010 population projection of ninety-seven thousand, two hundred five (97,205) and data derived on vehicle registration (Chapter 2) along with information on projected truck volume increases on the Turnpike it is anticipated that this region will continue to see an increase in traffic volume along the Turnpike and the US and State Highways. Figure 3.1 illustrates the Projected Average Daily Long-Haul Traffic on NHS.

2040 Transportation Funding and Improvements

Not all service needs for the transportation system are for constructed improvements. In many instances additional data will need to be collected and studies developed to provide a complete list of needs. In the interim projected construction improvement needs will rely on information, data, programs implemented by the State, Tribal governments, rail line companies, county, and city governments.

Funded Improvements

Funded transportation projects in Payne County include improvements to the Cimarron Turnpike, bridge repair, resurfacing, shoulder repair and drainage. Appendix 3.2 illustrates and identifies the location of projects included in the ODOT Eight Year Construction Program 2020-2028.

Future Projects

Planned Improvements identified in Table 3.1 are unfunded local (city/town) projects. The projects were identified through a public survey, public meetings, and local expertise.

Federal

In general, transportation revenues continue to follow an unstainable trajectory as multiple factors force the funding available for transportation to continue a downward trend. For example, both the Oklahoma and federal gas tax rates are fixed on a per-gallon basis, and therefore gas tax revenues are not responsive to inflation. As the cost of transportation infrastructure projects increases, the amount of revenue generated from the gas tax remains static. It is not possible to maintain past levels of transportation investments as per capita collections continue to decline. Additionally, as cars become more fuel efficient, drivers pay less in gas taxes. At the same time, the wear and tear on roadways caused by these vehicles remains the same. The federal funding levels related to highways are typically established through authorizing legislation commonly referred to as the Federal Highway Bill. This legislation normally authorizes projected funding levels for a period of six years. Consistent, long-term funding anticipations are critical in order to understand the expected annual federal funding availability and prepare projects accordingly. Each year, the legislation is funded through the Administration's budgeting and the congressional appropriations processes. The primary source for the dedicated federal transportation funding appropriation is the gasoline and diesel tax deposits directed to the Highway Trust Fund.

The department of transportation in each state is designated as the cognizant or recipient agency to interact with the representative federal agency, the Federal Highway Administration. Therefore, federal funding for roads and bridges is administered by ODOT regardless of facility ownership. All traditional, congressionally identified or discretionarily funded city street and county road projects that utilize federal highway funding are administered by and through ODOT.

Taxes on gasoline and other motor fuels are collected and distributed from the Federal Highway Trust Fund (HTF) and are distributed to the states by the FHWA and FTA to each state through a system of formula grants and discretionary allocations. Motor fuels taxes, consisting of the 18.4-cent per gallon tax on gasoline and 24-cent per gallon tax on diesel fuels, are the trusts fund's main dedicated revenue source. Taxes on the sale of heavy vehicle, truck tires and the use of certain kinds of vehicles bring in smaller amounts of revenue for the trust fund.

Surface Transportation Program (STP) is federal funds utilized on road projects. These STP funds may provide up to eighty percent (80%) of the construction costs of these projects. Counties fund the remaining twenty percent (20%) match for construction costs, plus the costs for engineering, right of way and utility relocation through local sources or state fund, taxes, Appendix 4.1 identifies the transportation funding categories.

State

Funding for highway improvements in Oklahoma comes primarily from two sources – federal and revolving funds including federal and state motor fuel taxes directed to the Highway Trust Fund and the State Transportation Fund along with the Rebuilding Oklahoma Access and Driver Safety (ROADS) fund as initiated by House Bill 1078 in 2005. House Bill 2248 and House Bill 2249 provide funding to reduce the number of structurally deficient bridges and deteriorating road conditions on the state Highway system.

In 1923, Oklahoma enacted its first state level excise tax on motor fuels. The last increase was in 1987 and the tax is currently seventeen cents ($0.17) per gallon for gasoline and diesel at fourteen cents ($0.14). There is also a transportation dedicated five cents ($0.05) per gasoline gallon equivalent excise tax on natural gas used for motor vehicle fuel Oklahoma's primary sources of funding for road and bridge construction and maintenance are derived from fuel taxes and motor vehicle tax. The motor fuel taxes that are deposited to the State Transportation Fund (STF) are

gasoline excise tax, diesel fuel excise tax, special fuel use tax, and special fuel decals. The fuel tax is assessed on consumers when they purchase fuel, and the gasoline tax is the largest generator of revenue to the STF. The motor fuel tax revenues are also apportioned to municipalities and county governments for road and bridge repair and maintenance and to Native American Tribes.

In addition to the above taxes the ROADS fund is guaranteed an annual equal to the amount apportioned for the previous year plus and additional fifty-nine point seven million ($59.7 million) until it reaches a cap of five hundred seventy-five million ($575 million) that happened in FY 2019.

Public transportation funding for rural transit agencies is as follows:

- ODOT receives FTA's Section 5311 funding
- Subrecipients submit application for Section 5311 funding annually.
- ODOT reviews application which includes service areas. Service areas usually include multiple counties and/or city limits.
- Funds are allocated to eligible subrecipients based on the average of their last two previous years of performance measures (i.e. revenue miles, passenger trips, etc.) within their pre-approved Section 5311 service areas.
- Subrecipients are reimbursed for eligible administrative, operational, and capital expense, at specific rates for services performed within their total pre-approved Section 5311 service areas.
- Payne County had four recipients of the 5310 funding (Elderly Individuals and Individuals with Disabilities)

County

The main funding program for county roads and bridges is the county highway fund, which consists of revenues from the state taxes on gasoline and diesel fuels as well as motor vehicle registration fees and a portion of the state gross production tax on oil and gas in the case of counties that have oil and gas production. A county's apportionment is based on several formulas that use proportional shares of each factor as it relates to the total statewide county totals. Counties that have oil and natural gas production receive ninety seven percent (97%) state tax on natural gas and oil. Counties have authority to impose a countywide sales tax for roads and bridges with revenues earmarked for roads and bridges. Counties and tribal governments have been successful in working together to coordinate implementation of transportation projects. The opportunity to utilize a combination of funding sources for transportation projects is an opportunity that counties value. Challenges faced by local and state governments include dependence on revenues from the state gas tax, the state's fixed rate gas tax and major disaster declarations and impact on the infrastructure.

In the summer of 2006, a law created the County Improvements for Roads and Bridges (CIRB) program. The funds apportioned to the program are in equal amounts to the eight Transportation Commission Districts. The sole purpose of the funds is for the construction or reconstruction of county roads or bridges on the county highway system that are the highest priority. Funds may accumulate annual funding for a period of up to five years for a specific project. Information obtained from a report published by the National Association of Counties, funds collected by OTC for transportation projects are collected from state gasoline and diesel tax, special fuel tax and state gross production tax on oil. Appendix 4.3 summarizes the CIRB for the State and Appendix 4.4 summarizes the CIRB for Payne County. The county uses a small percentage of tax revenues for maintenance and minor improvements, relying on outside funding sources for major improvements.

The County Commissioners established Circuit Engineering Districts (CEDS) to provide common engineering and project support services. All potential transportation projects are initiated by the County Commissioners and are coordinated with the appropriate CED who directs the development of the recommended list of projects to be considered by ODOT for inclusion in the CIRB Construction Work Plan. ODOT and the Transportation Commission have the responsibility for the expenditure of the CIRB funding. When the CIRB Construction Work Plan is approved, ODOT coordinates and cooperates with the Counties and the CEDs in management of the project.

Local

The main source of funding for community transportation projects is found in the general operating budgets. Generally, these funds are derived by city sales tax and fees. Funding for rural transportation projects may also be available through federal sources such as Community Development Block Grants (CDBG) through Oklahoma Dept. of Commerce, Economic Development Administration (EDA), and US Department of Agriculture Rural Development (USDA RD) programs. Oklahoma has limited funding available for projects through Rural Economic Action Plan (REAP) administered by Councils of Government (COG).

Chapter 4: Public Participation

This chapter presents and describes the public participation tools the RTPO's utilize as part of the planning process. Public participation is a federal requirement outlined in Map 21 and the FAST Act. CORTPO has an adopted Public Participation Plans (PPP) that was followed in the development and adoption of the plan.

Environmental Justice

FHWA has long embraced non-discrimination policy to make sure federally funded activities (planning through implementation) are not disproportionately adversely impacting certain populations. These populations include low income persons and populations as defined by the U.S. Department of Health and Human Service (HHS) Poverty Guidelines and minority persons and populations (Block, Hispanic, Asian, American, American Indian and Alaskan Natives). As such, public involvement, and outreach for the LRTP must adhere to Presidential Executive Order 12898, Environmental Justice (EJ).

Payne County's racial and ethnic composition is eighty one percent (81%) White, followed by five percent (5%) American Indian, four percent (4%) African American and Asian Indian individually. Oklahoma is seventy-seven percent (77%) White, twelve percent (12%) American Indian, eight percent (8%) African American. The LRTP process identified EJ populations through a comparison of the racial and ethnic composition of the county. Additional information is in Appendix 5.1.

Low income populations were also identified for Payne County. Low income populations are defined by the FHWA for transportation planning purposes as families of four (4) with a household income that is below the poverty guidelines set by HHS. The 2020 HHS poverty guideline for a family of four (4) is forty-nine thousand eight hundred fifty (49,850).

Coordination with Other Plans

The process to identify goals and objectives for the county started with a review and comparison of goals and objectives from other related planning documents and policies to ensure general consistency. This review included:

- FAST Act Federal Planning Factors
- 2012 Transit Gap Overview and Analysis
- Oklahoma Mobility Plan
- 2012 Freight Floy Study
- ODOT 2040 Long Range Transportation Plan

Conversation and consultation have been initiated and will be ongoing with the State and Local agencies (including, but not limited to: State Historic Preservation Office, Oklahoma Department of Transportation, Oklahoma Department of Environmental Quality, Oklahoma Water Resources Board, Oklahoma Department of Wildlife Conservation, and Aeronautics Commission.

Public Involvement is an integral part of the transportation process. CORTPO is proactive in its efforts to effectively communicate with the public and has adopted a PPP to ensure that the transportation planning process and procedures complies with federal requirement for public involvement and participation. These procedures provide opportunities for the public to take an active role in the decision-making process.

CORTPO hosted ten (10) public meetings and/or provided notice of availability for public outreach to involve interested parties in the early stages of the plan development. Notices of public hearings and/or notices of availability for public

outreach for the RTPO were published on CORTPO'S website, posted at all locations and on the Payne County Commissioners website. Surveys were distributed throughout the County and were made available at www.coedd.net. The Survey and responses are included in Appendix 5.2. Appendix 5.3 provides additional information supporting CORTPO'S public engagement and outreach in development of the LRTP.

Chapter 5: Transportation Recommendations

This chapter identifies the recommendations and summary of improvements that were developed because of the previous review of developed as a result of the previous review of demographics, growth, activity generators, transportation system and other such issues.

The projects included in the LRTP may have potential funding from a single source or multiple sources. Each project has its own unique components relative to only that project and while there are many funding programs within various state and federal agencies, each project must be evaluated on its own merit to determine which programs will apply. It should be noted that while many potential funding sources are identified for each project, these represent the primary sources and additional sources not listed may also be available. When implementing this plan, CORTPO will continue to review potential funding sources as they become available or as projects become eligible for other sources. CORTPO will expand on this effort by identifying additional projects that are needed in the county and helping local governments with the identification of funding sources for those projects.

Not all the recommendations are for constructed improvements. In some cases, studies must be conducted to determine if the improvement is warranted. In other cases, studies should be undertaken in order to develop a comprehensive set of solution.

Transportation Projects

The ODOT eight (8) year Construction Work Program assembles projects according to anticipated state and federal fund categories. Regarding federally funded projects, the current plan is fiscally balanced in that the total project costs do not exceed the anticipated federal funds. ODOT policy prohibits start of future projects until all funding is in place and federal regulations dictate projects cannot be programmed in the Statewide Transportation Improvement Program (STIP) unless there is a programmatic and financial game plan for completing the project within six (6) years.

Table 5.1 includes a list of projects through the year 2025. The table includes projects identified the ODOT eight (8) year Construction Work Program. Other projects include development of studies, plans, and collection of data that can be included in CORTPO'S Planning Work Program (PWP).

Table 5.1: Payne County Transportation Projects

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING
US 177/CIMARRON TURNPIKE SPUR	2023-2020	GRADE, DRAIN & SURFACE/RIGHT OF WAY/UTILITIES	$3,379,000.00
SH 51/E OF YALE TO EAST OF CO LN	2026	GRADE, DRAIN & SURFACE	$3,849,057.00
SH 51/THRU TOWN OF YALE	2027	RECONSTRUCT CONCRETE SURFACE/GRADE, DRAIN & SURFACE	$9,000,000.00
SH 51/SH18 JCT.	2025	FROM THE SH 18 JCT E. 3.86 MILE W OF YALE, GRADE, DRAIN & SURFACE	$4,080,000.00
SH 18 N TO PAWNEE	2023	ADD SHOULDERS & RESURFACE FROM 51 N 3.75 MIS, TO THE PAWNEE C/L	$5,995,000.00
SH 18/N MILES N OF 33 N	2025	ADD SHOULDERS & RESURFACE FROM 2 M N OF SH33 N 6.5 MIS TO SH 51	$10,300,000.00
SH33/SH18 IN CUSHING	2021	LITTLE AVE & LINWOOOD AVE/INTERSECTION IMPROVEMENTS IN CUSHING	$2,143,224.00
SH33/18 TO CUSHIGN	2021	PAVEMENT REPLACEMENT FROM 18 E 2 MIS TO HARMONY DR IN CUSHING	$8,659,788.00
SH18/FROM 33 N 2M TO E690	2025	GRADE, DRAIN, BRIDGE & SURFACE	$2,500,000.00
177 FROM 51 N 3 M TO LAKEVIEW	2021	IN STILLWATER INCLUDES WIDENING FOR FIVE LN SEC TION FROM MCELROY TO LAKEVIEW	$12,398,897.00
SH51 FROM WESTERN RD E	2025	FROM WESTERN RD E 2 MIL TO JCT OF US 177 GRADE, DRAIN, BRIDGE & SURFACE	$6,000,000.00
SH51 FROM 8 M E OF I-35	2024	SHOULDERING AND RESURFACING EB FROM 8 M E OF I-35, EXTEND E 5.5 MILE	$7,834,354.00
SH51/EASTBOUND OVER UNNAMED CREEK	2023	HWY 33 BRIDGE & APPROACH EASTBOUND	$3,815,000.00
SH33/FROM 1 M E OF LOGAN CL	2024-2025	FROM 1 M EAST OF LOGAN CL, EXNTEND E 6.9 M TO THE FIVE LANE SECTION/EARTHWORK ONLY	$17,800,000.00
SH51/WB 51 FROM JCT I-35	2024	SHOULDERING AND RESURFACING ON WB SH51 FROM JCT I-35 E TO JCT 86 EB FROM 86 4.5M	$8,500,000.00

Acronyms

ADA	Americans with Disabilities Act
CIP	Capital Improvement Program
COEDD	Central Oklahoma Economic Development District
CORTPO	Central Oklahoma Regional Transportation Planning Organization
EJ	Environmental Justice
FAST Act	Fixing America's Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
INJ	Injury
IRI	International Roughness Index

JCT	Junction
LEP	Limited English Proficiency
LOS	Levels of Service
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MUTCD	Manual of Uniform Traffic Control Devices
NHFN	National Highway Freight Network
NHS	National Highway System
NODA	Northern Oklahoma Development Authority
NORTPO	Northern Oklahoma Regional Transportation Planning Organization
NRHP	National Register of Historic Places
OARC	Oklahoma Association of Regional Councils
ODEQ	Oklahoma Department of Environmental Quality
ODOT	Oklahoma Department of Transportation
PHFS	Primary Highway Freight System
PPP	Public Participation Plan
PWP	Planning Work Program
RTPO	Regional Transportation Planning Organization
S/L	State Line
SAFETEA-LU	Safe, Accountable, Flexible and Efficient Transportation Equity Act-A Legacy for Users
SORTPO	Southwest Oklahoma Regional Transportation Planning Organization
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
SWODA	South Western Oklahoma Development Authority
TAZ	Traffic Analysis Zone
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation

Definitions

Accident Severity Index-A measure of the severity of collisions at a location, derived by assigning a numeric value according to the severity of each collision and totaling those numeric values.

Capacity-The maximum number of vehicles that can pass over a given section of a lane or roadway in one direction during a given time period under prevailing roadway and traffic conditions.

Census Tracts-Small areas with generally stable boundaries, defined within counties and statistically equivalent entities, usually in metropolitan areas and other highly populated counties. They are designed to be relatively homogeneous with respect to population characteristics, economic status and living conditions.

Capital Improvement Plan CIP-A comprehensive schedule of capital improvements needed within the city and establishes a program to accomplish those needs within the city's ability to pay.

Congestion-The level at which transportation system performance is no longer accepted to the traveling public due to traffic interference.

Environmental Justice (EJ)-The fair treatment and meaningful involvement of all people regardless of race, color, national origin, culture, education, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies. In transportation, this requires review of whether the benefits and burdens of transportation investments appear to be distributed evenly across the regional demographic profile and, if necessary, mitigation of such effects.

Functional Classification-Identification and categorization scheme describing streets according to the type of service they provide into one of four categories: principal arterials, minor arterials, collectors and local.

Level of Service (LOS)-Refers to a standard measurement used by planners which reflects the relative ease of traffic flow on a scale of A to F with free-flow being rated LOS A and congested conditions rated as LOS F.

Long Range Transportation Plan-Every state and MPO must develop a long-range transportation plan (LRTP) for transportation improvements, including a bicycle and pedestrian element. The LRTP looks twenty (20) years ahead and is revised every five (5) years.

Multi-modal-The consideration of more than one mode to serve transportation needs in a given area. Refers to the diversity of options for the same trip; also, an approach to transportation planning or programming which acknowledges the existence of or need for transportation options.

National Highway System represents four (4%) to five percent (5%) of the total public road mileage in the U.S. This system was designed to contain the follow subcategories:

A. Interstate-The current interstate system retained its separate identity within the NHS along with specific provisions to add mileage to the existing interstate subsystem.
B. Other Principal Arterials-These routes include highways in rural and urban areas which provide access between an arterial route and major port, airport, public transportation facility or other intermodal transportation facility.
C. Intermodal Connecting Links-These are highways that connect NHS routes to major ports, airports, international border crossings, public transportation and transit facilities, interstate bus terminals and rail and intermodal transportation facilities.

National and State Scenic Byways recognize highways that are outstanding examples of our nation's beauty, culture and recreational experience in exemplifying the diverse regional characteristics of our nation.

Strategic Highway Network (STRAHNET). This system includes the Dwight D. Eisenhower System of Interstate and Defense Highways, identified as strategically important to the defense of the United States.

Surface Transportation Program (STP)-A category of federal transportation funds administered by the Federal Highway Administration and allocated to states and metropolitan areas based on a prescribed formula. This category of funds can provide eighty percent (80%) of the cost to complete transportation improvement projects. These funds are flexible, and can be used for planning design, land acquisition, and construction of highway improvement projects, the capital costs of transit system development, and up to two years of operating assistance for transit system development.

Traffic Analysis Zones-A traffic analysis zone is the unit of geography most used in conventional transportation planning models. The size of a zone varies and will vary significantly between the rural and urban areas. Zones are constructed by

census block information. Typically, these blocks are used in transportation models by providing socio-economic data. This information helps to further the understanding of trips that are produced and attracted within the zone.

Appendix A Resolution

RESOLUTION
2020 Regional Planning Organization

The Central Oklahoma Regional Transportation Planning Organization (CORTPO) adopting the Fiscal Year 2020 Work Program as prepared by the Central Oklahoma Economic Development District

WHEREAS, the Central Oklahoma Regional Transportation Planning Organization was established to serve as the decision-making body and to provide guidance to local governments in conducting the non-metropolitan consultation planning process for portions of the COEDD, pursuant to the requirements and provisions of amended 23 USC 134 (SAFETEA-LU Sec. 6001, August 2005); and

WHEREAS, Central Oklahoma Regional Transportation Planning Organization is interested in the continued development of the non-metropolitan transportation consultation planning process as described in 23 CFR 450.210(b) through on-going public involvement and data collection of regional transportation needs in the aforementioned counties; and

WHEREAS, the Central Oklahoma Economic Development District is serving as staff to the Regional Planning Organization and has prepared an FY 2020 Work Program outlining the tasks necessary to accomplish the goals of the planning process and the Regional Planning Organization;

NOW THEREFORE, BE IT RESOLVED, that the Central Oklahoma Regional Transportation Planning Organization does adopt and endorse the FY 2020 Work Program as the guide for tasks to be completed for the planning process.

ATTEST:

Jim Greff, Chairman

Randy Thomas, Secretary

Appendix B: Performance Measures

Transportation performance measures data/information about the condition, use and impact of the system. The performance measures (or indicators) to track progress toward established goals.

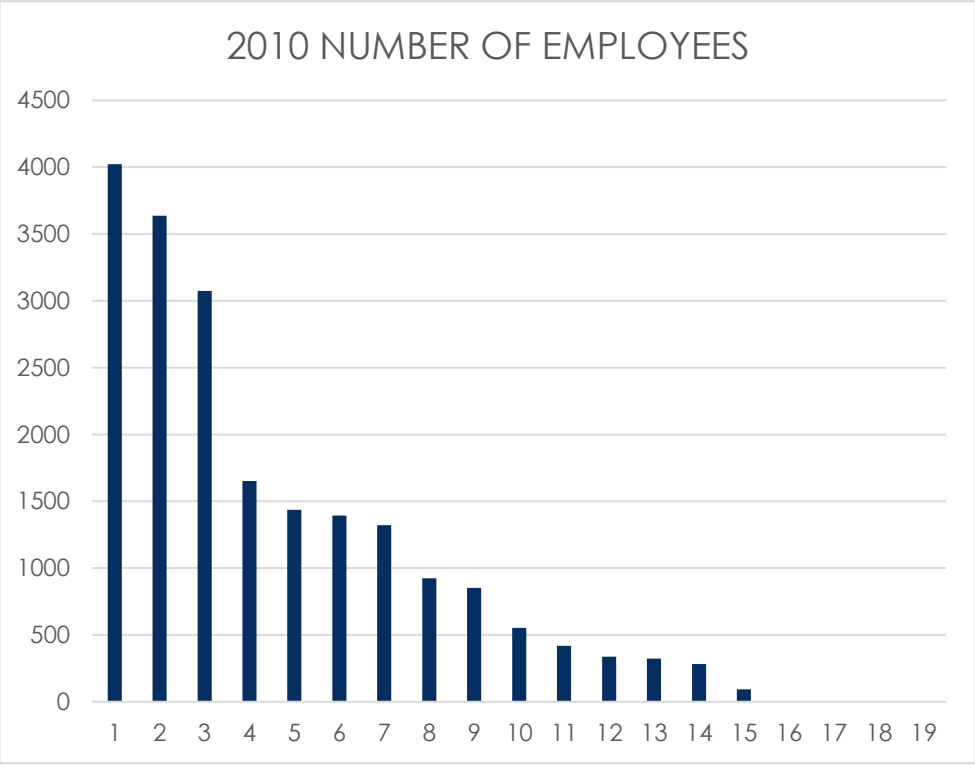
US DOT has established performance measures and state DOTS will develop performance targets in consultation with MPOs and others. The law allows the state DOT to develop performance targets for rural and urban areas. The targets must be established in coordination with MPOs and public transit operators in areas not represented by MPOs. Seven (7) areas in which performance measures will be developed:

1. Safety-to achieve reduction in facilities and serious injuries on all public roads.
2. Infrastructure Condition-to maintain highway infrastructure assets in state of good repair.
3. Congestion Reduction-to achieve reduction in congestion on the National Highway System.
4. System Reliability-performance on the Interstate/Non-Interstate system.
5. Freight Movement-freight movement on the Interstate and
6. Economic Vitality-Environmental Sustainability to enhance the performance of the transportation system while protecting and enhancing the environment.
7. Reduced Project Delivery Delays-to reduce project cots, promote jobs and the economy and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies work practices.

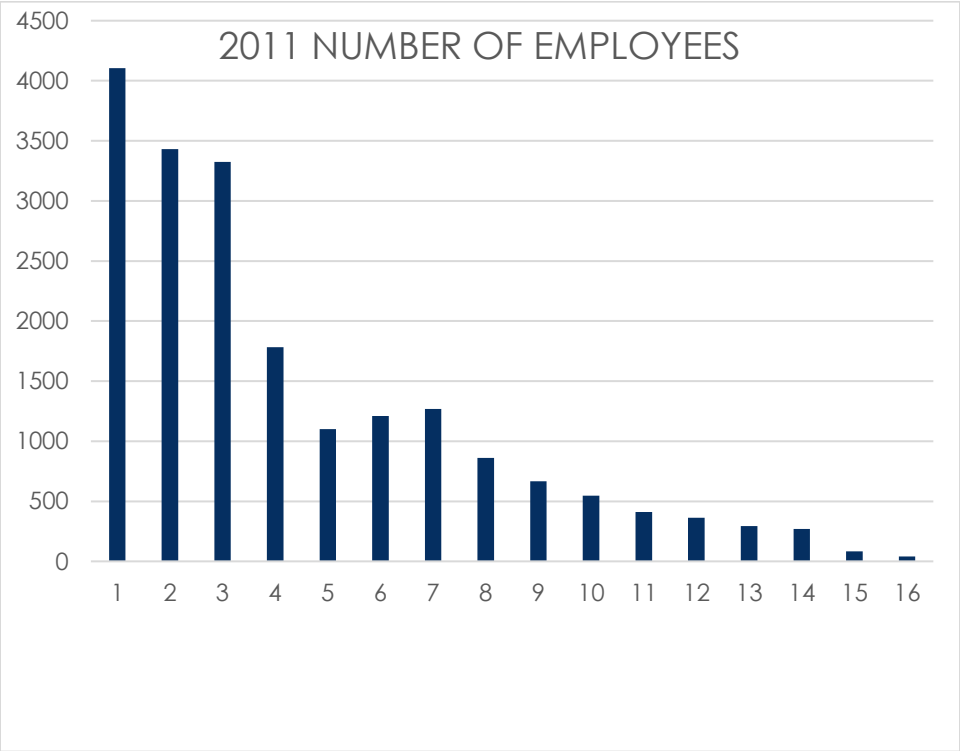
As a fundamental element of a performance management framework, states, MPOs and providers of public transportation will need to establish targets in key national performance areas to document expectations for future performance. The statewide and metropolitan transportation planning process shall provide for the use of a performance-based approach to transportation decision-making to support the national goals.

Appendix C: Payne County Business Patterns

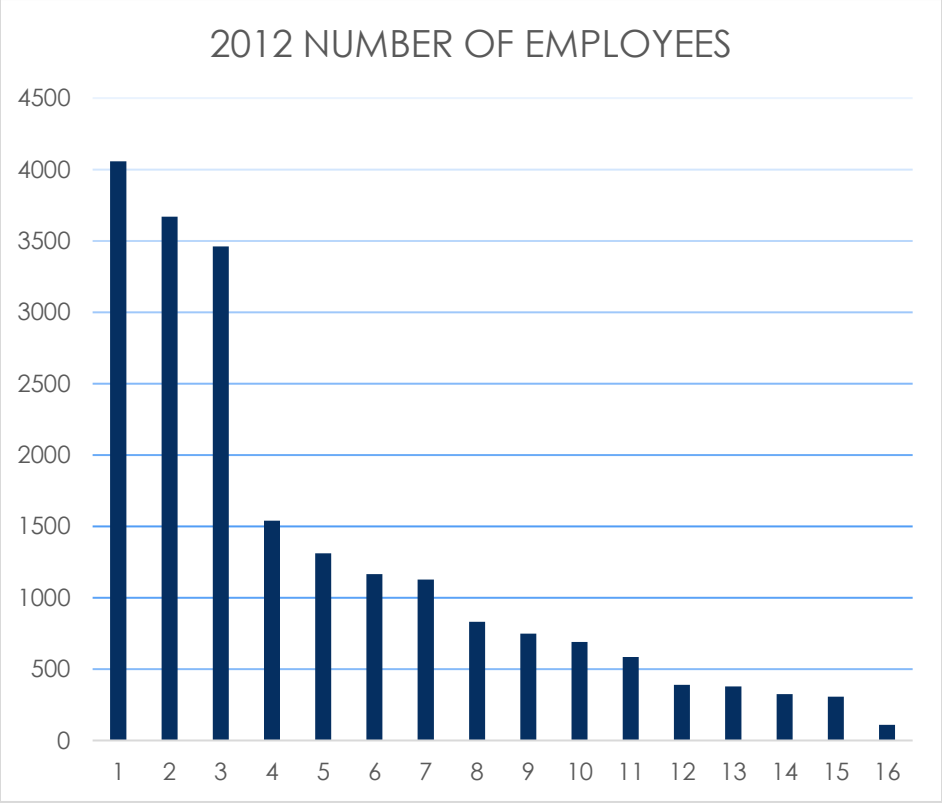
	EMPLOYEES (2010) IN PAYNE COUNTY, OK	
1	RETAIL TRADE	4023
2	HEALTH CARE AND SOCIAL ASSISTANCE	3636
3	ACCOMMODATION AND FOOD SERVICES	3075
4	MANUFACTURING	1651
5	CONSTRUCTION	1437
6	PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES	1393
7	OTHER SERVICES (EXCEPT PUBLIC ADMINISTRATION)	1321
8	FINANCE AND INSURANCE	924
9	ADMINISTRATIVE/SUPPORT/WASTE MANAGEMENT/REMEDIATION SERVICES	851
10	TRANSPORTATION AND WAREHOUSING	553
11	WHOLESALE TRADE	418
12	INFORMATION	337
13	ARTS, ENTERTAINMENT, AND RECREATION	324
14	REAL ESTATE/RENTAL/LEASING	283
15	EDUCATIONAL SERVICES	92
16	AGRICULTURE, FORESTRY, FISHING/HUNTING	
17	MINING, QUARRYING/OIL/GAS EXTRACTION	
18	UTILITIES	
19	MANAGEMENT OF COMPANIES AND ENTERPRISES	



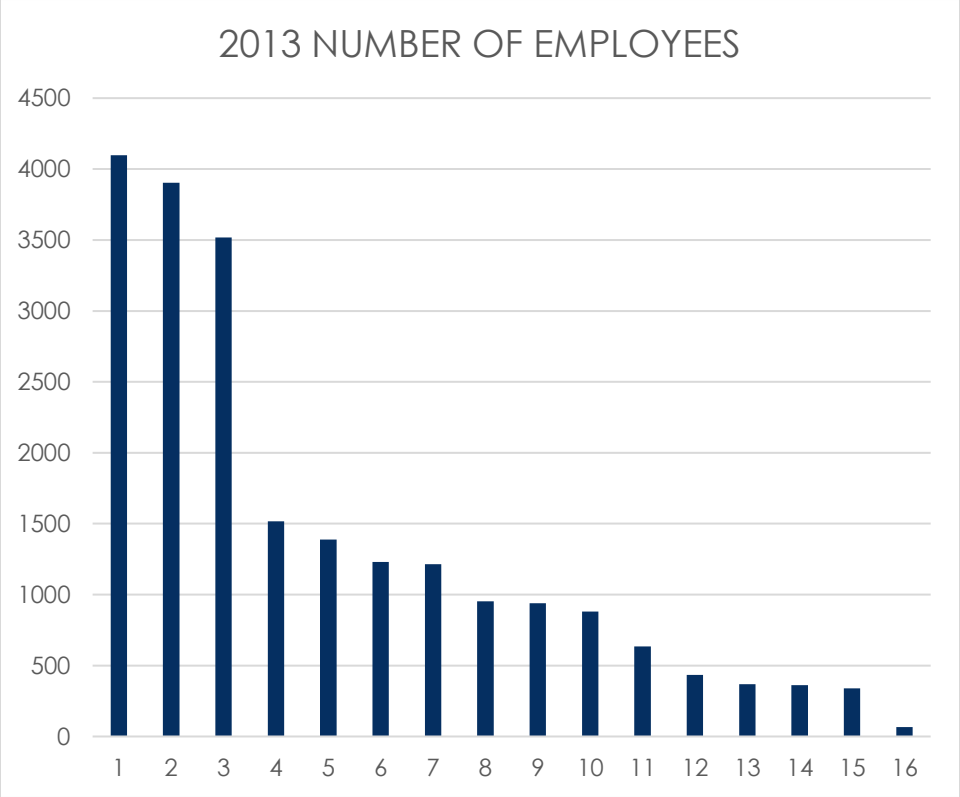
	EMPLOYEES (2011) IN PAYNE COUNTY, OK	
1	RETAIL TRADE	4104
2	HEALTH CARE AND SOCIAL ASSISTANCE	3431
3	ACCOMMODATION AND FOOD SERVICES	3325
4	MANUFACTURING	1782
5	CONSTRUCTION	1102
6	PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES	1209
7	OTHER SERVICES (EXCEPT PUBLIC ADMINISTRATION)	1268
8	FINANCE AND INSURANCE	861
9	ADMINISTRATIVE/SUPPORT/WASTE MANAGEMENT/REMEDIATION SERVICES	667
10	TRANSPORTATION AND WAREHOUSING	547
11	WHOLESALE TRADE	410
12	INFORMATION	364
13	ARTS, ENTERTAINMENT, AND RECREATION	293
14	REAL ESTATE/RENTAL/LEASING	271
15	EDUCATIONAL SERVICES	83
16	MANAGEMENT OF COMPANIES AND ENTERPRISES	41
17	AGRICULTURE, FORESTRY, FISHING/HUNTING	
18	MINING, QUARRYING/OIL/GAS EXTRACTION	
19	UTILITIES	



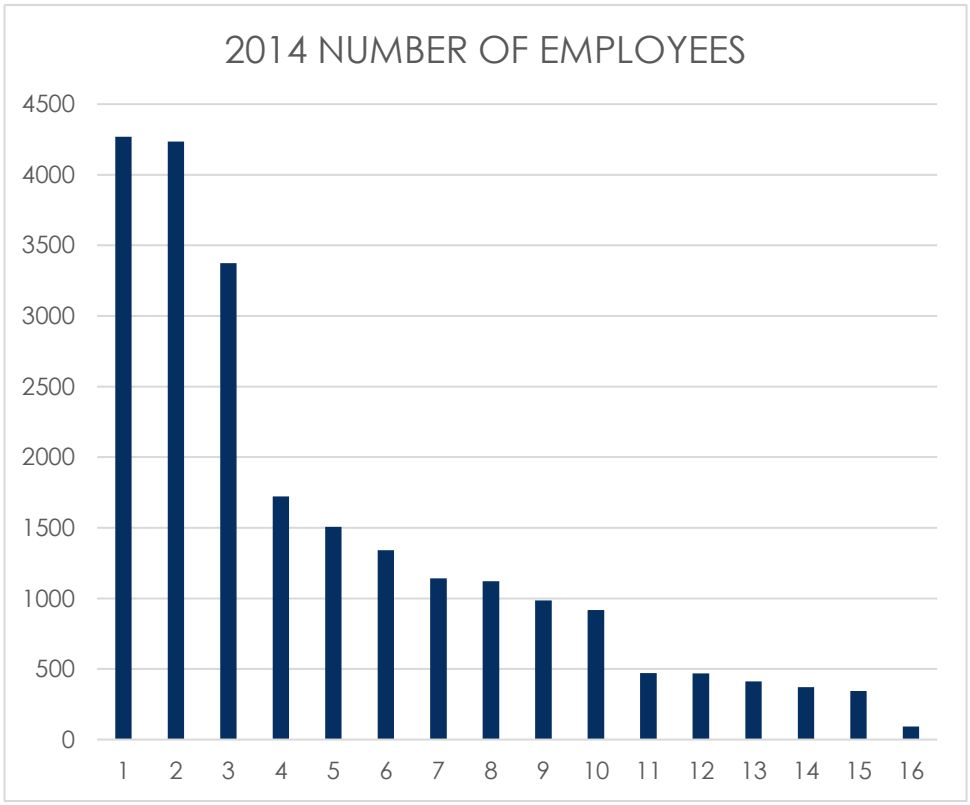
	EMPLOYEES (2012) IN PAYNE COUNTY, OK	
1	RETAIL TRADE	4058
2	HEALTH CARE AND SOCIAL ASSISTANCE	3669
3	ACCOMMODATION AND FOOD SERVICES	3460
4	MANUFACTURING	1541
5	OTHER SERVICES (EXCEPT PUBLIC ADMINISTRATION)	1312
6	PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES	1165
7	CONSTRUCTION	1127
8	FINANCE AND INSURANCE	832
9	MINING, QUARRYING/OIL/GAS EXTRACTION	749
10	ADMINISTRATIVE/SUPPORT/WASTE MANAGEMENT/REMEDIATION SERVICES	691
11	TRANSPORTATION AND WAREHOUSING	584
12	INFORMATION	390
13	WHOLESALE TRADE	378
14	ARTS, ENTERTAINMENT, AND RECREATION	326
15	REAL ESTATE/RENTAL/LEASING	308
16	UTILITIES	110
17	AGRICULTURE, FORESTRY, FISHING/HUNTING	
18	MANAGEMENT OF COMPANIES AND ENTERPRISES	
19	EDUCATIONAL SERVICES	



	EMPLOYEES (2013) IN PAYNE COUNTY, OK	
1	RETAIL TRADE	4098
2	ACCOMMODATION AND FOOD SERVICES	3903
3	HEALTH CARE AND SOCIAL ASSISTANCE	3518
4	MANUFACTURING	1518
5	OTHER SERVICES (EXCEPT PUBLIC ADMINISTRATION)	1389
6	CONSTRUCTION	1230
7	PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES	1214
8	MINING, QUARRYING/OIL/GAS EXTRACTION	952
9	ADMINISTRATIVE/SUPPORT/WASTE MANAGEMENT/REMEDIATION SERVICES	940
10	FINANCE AND INSURANCE	881
11	TRANSPORTATION AND WAREHOUSING	634
12	WHOLESALE TRADE	435
13	INFORMATION	368
14	ARTS, ENTERTAINMENT, AND RECREATION	361
15	REAL ESTATE/RENTAL/LEASING	339
16	EDUCATIONAL SERVICES	67
17	AGRICULTURE, FORESTRY, FISHING/HUNTING	
18	UTILITIES	
19	MANAGEMENT OF COMPANIES AND ENTERPRISES	



	EMPLOYEES (2014) IN PAYNE COUNTY, OK	
1	RETAIL TRADE	4269
2	ACCOMMODATION AND FOOD SERVICES	4236
3	HEALTH CARE AND SOCIAL ASSISTANCE	3373
4	MANUFACTURING	1722
5	OTHER SERVICES (EXCEPT PUBLIC ADMINISTRATION)	1506
6	CONSTRUCTION	1340
7	PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES	1142
8	MINING, QUARRYING/OIL/GAS EXTRACTION	1122
9	ADMINISTRATIVE/SUPPORT/WASTE MANAGEMENT/REMEDIATION SERVICES	986
10	FINANCE AND INSURANCE	918
11	ARTS, ENTERTAINMENT, AND RECREATION	470
12	WHOLESALE TRADE	468
13	TRANSPORTATION AND WAREHOUSING	411
14	INFORMATION	371
15	REAL ESTATE/RENTAL/LEASING	344
16	EDUCATIONAL SERVICES	92
17	AGRICULTURE, FORESTRY, FISHING/HUNTING	
18	UTILITIES	
19	MANAGEMENT OF COMPANIES AND ENTERPRISES	



	EMPLOYEES (2015) IN PAYNE COUNTY, OK	
1	RETAIL TRADE	4290
2	ACCOMMODATION AND FOOD SERVICES	4102
3	HEALTH CARE AND SOCIAL ASSISTANCE	3399
4	MANUFACTURING	1544
5	OTHER SERVICES (EXCEPT PUBLIC ADMINISTRATION)	1531
6	CONSTRUCTION	1258
7	MINING, QUARRYING/OIL/GAS EXTRACTION	1113
8	PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES	1090
9	ADMINISTRATIVE/SUPPORT/WASTE MANAGEMENT/REMEDIATION SERVICES	929
10	FINANCE AND INSURANCE	899
11	ARTS, ENTERTAINMENT, AND RECREATION	475
12	WHOLESALE TRADE	441
13	TRANSPORTATION AND WAREHOUSING	438
14	INFORMATION	412
15	REAL ESTATE/RENTAL/LEASING	392
16	MANAGEMENT OF COMPANIES AND ENTERPRISES	155
17	UTILITIES	132
18	EDUCATIONAL SERVICES	113
19	AGRICULTURE, FORESTRY, FISHING/HUNTING	

	EMPLOYEES (2016) IN PAYNE COUNTY, OK	
1	ACCOMMODATION AND FOOD SERVICES	4618
2	RETAIL TRADE	4306
3	HEALTH CARE AND SOCIAL ASSISTANCE	3510
4	MANUFACTURING	1513
5	OTHER SERVICES (EXCEPT PUBLIC ADMINISTRATION)	1479
6	CONSTRUCTION	1251
7	PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES	1086
8	ADMINISTRATIVE/SUPPORT/WASTE MANAGEMENT/REMEDIATION SERVICES	953
9	FINANCE AND INSURANCE	904
10	MINING, QUARRYING/OIL/GAS EXTRACTION	677
11	ARTS, ENTERTAINMENT, AND RECREATION	529
12	WHOLESALE TRADE	458
13	TRANSPORTATION AND WAREHOUSING	447
14	INFORMATION	421
15	REAL ESTATE/RENTAL/LEASING	391
16	UTILITIES	138
17	MANAGEMENT OF COMPANIES AND ENTERPRISES	104
18	EDUCATIONAL SERVICES	88
19	AGRICULTURE, FORESTRY, FISHING/HUNTING	

Appendix D: Payne County Employment Status

	2010-2018 ACS	MARGIN OF ERROR	PERCENT	MARGIN OF ERROR
EMPLOYMENT STATUS				
POPULATION 16 YEARS AND OVER	67404	+/-195	67.0%	X
IN LABOR FORCE	38776	+/-1147	58.0%	+/-1.7
EMPLOYED	36741	+/-1104	55.0%	X
UNEMPLOYED	1889	+/-339	2.9%	+/-.9
ARMED FORCES	146	+/-123	0.2%	+/-.2
NOT IN LABOR FORCE	28628	+/-1116	42.5%	+/-1.7
CIVILIAN LABOR FORCE	38630	+/-1136	X	X
PERCENT UNEMPLOYED	X	X	X	X
COMMUTING TO WORK				
WORKERS 16 YEARS AND OVER	36029	+/-1091	X	X
CAR, TRUCK, VAN-DROVE ALONE	28244	+/-905	78.4%	+/-1.8
CAR, TRUCK, VAN-CARPOOLED	3549	+/-465	9.9%	+/-1.2
PUBLIC TRANSIT-NOT TAXICAB	431	+/-181	1.2%	+/-0.5
WALKED	1969	+/-394	5.5%	+/-1.0
OTHER MEANS	688	+/-186	1.9%	+/-0.5
WORKED AT HOME	1148	+/-262	3.2%	+/-0.7
MEAN TRAVEL TIME TO WORK (MIN)	18	+/-0.8	X	X

Appendix E: Public Survey

1. Do you live in a Town/City?

Yes	95
No	32

Cushing	Stillwater	Perkins	Yale	Mehan	Quay	Glencoe
48	11	11	18	1	1	2

2. How many miles do you usually travel to medical appointments? (one way)

1 to 5	6 to 10	11 to 15	16 to 20	21 to 25	26 or more
54	13	11	16	7	27

2a. How often?

1 to 3 months	4 to 6 months	7 to 9 months	10 months to 12 months	More than 1 time a week
49	31	3	10	6

2b. Where?

OKC	Cushing	VA	Edmond	Tulsa	Stillwater	Cleveland	
9	50	1	4	5	47	1	

Perkins	Norman	Pawnee	Out of State
3	1	1	1

3. How many miles do you usually travel to get to groceries, go shopping, or work? (one way)

1 to 5	6 to 10	11 to 15	16 to 20	21 to 25	26 or more
46	19	16	15	4	9

3a. What towns do you travel to most often?

OKC	Cushing	Stillwater	Perkins	Morrison	Glencoe
19	53	87	20	3	1

Tulsa	Edmond	Cleveland	Bristow	Agra	Yale
20	6	2	1	1	10

Chandler	Enid	Oilton	Guthrie	Drumright
2	1	2	4	1

4. Mode of Travel	**Everyday**	**3-4 Times a Week**	**1-2 Times Week**	**1-2 Times a Month**
Car	93	11	6	8
Carpool w/other	2	1	4	12
Bus/Public Trans	3	5		2
Motorcycle				5
Bicycle/Walk	6	5	4	5
Wheelchair/Motorized	1			4

5. Trans. Sys. Comp.	not important	somewhat important	important	very important
Imp. Tech. of Signals	12	28	32	38
Inters. Impr.	6	18	32	31
Ped. Safe or access	6	12	33	39
Maint. Impr.	4	11	32	41
Bicycle Safety	18	39	30	37
More Bus/Public Trans	44	38	27	10
Passenger Rail Service	45	19	21	15
Conn to Highways	11	26	33	40
Maint. Of Bridges	3	8	31	42
Prot. Envir.	5	27	32	40
Cond. Traffic signage	3	18	34	40
Bus. Acc. Rail freight	42	29	20	34
Pro. Smooth drive surf	1	9	40	42
Add shoulders	2	22	39	42
Imp.ex rdways	4	23	39	43
Imp. Signs existing rd	4	20	41	40

6. Priority	not important	somewhat important	important	very important
Supports Economic Dev.	3	24	53	5
Improves Safety	1	8	38	6
Reduces Congestion	1	14	54	4
Bicycle Lanes	13	53	36	1
Improve Ped/Walk	8	41	52	0
Improve Travel	8	54	40	2
Reduces Energy Cons	9	38	38	3
Improves Freight	12	39	22	4
Other(specify)	0	1	0	0

7. Are there locations in your County that have traffic or transportation problems, and where?

Highway 51 from Yale to SHW 18

Gravel roads are ungraded and unsafe. Airport rd, Quay rd and E Street.

Yale County Line Rd

All County Rds need maintenance

Side and Dirt Roads

State Highway 51 and side Streets in Yale

McMurtry Rd & Hwy 177, needs a left turn lane going North to turn West on to McMurtry Rd.

Stillwater has bad traffic during school months.

6th St and Main, Duck, Husband, Perkins Rd and STW Ok, all need work

6th Ave between Lowry & Western, and University Area

Flooding on Hwy 51

Several old 1-lane bridges, angled/offset bridges, broken concrete box culverts, bridges with no rails

Hwy 51 and Country Club Rd intersection through Washington Street is congested morning and evening.

Duck & McElroy, Perkins & McElroy, 6th -Perkins Rd-Lakeview

Perkins-Main & Thomas needs stoplights to help prevent blockage & increase safety of backing out of parking

Roads near County lines receive little to no maintenance

Perkins- Main St has become like a main highway for only a 2 lane, and only has one stop sign.

Lovers Lane and Hwy 33 is a huge traffic problem, especially when school begins and ends.

Perkins- It would be nice if the sidewalks for Kirk would connect all the way with Main St.

Perkins- Kirk in front of elementary school

Cushing- Linwood

Stillwater- congested traffic on Perkins Rd going North from Hwy 51
Main Street in Cushing is bad, Hwy33 and Harmony Rd is dangerous, Stillwater and 6th is dangerous and to narrow

Harmony Rd and Hwy 33 intersection needs a stop light.

Main Street, Linwood. We could use a truck route to save our roads

18 North going to Stroud is Bad

Wish there were more passing lanes on Hwy 33 from Cushing to Perkins like there are from Tulsa.

Hwy 51/Hwy 18 intersection-East into Yale, N. Redlands Rd to Lake McMurtry, N. Country Club Rd
Main where the Baptist drive comes out on Main with steady stream of cover, you cannot have a chance to turn N.

Cushing- turning on McDonalds on main Street -accidents happen there.

City of Stillwater Roads need to be wider

McElroy needs resurfaced and many residential roads around OSU are decrepit

All County Roads need repaired after flooding

8. Optional	18-24	25-34	35-44	45-54	55-65
	2	14	18	12	32

Gender	
Male	42
Female	69
Are you low income?	
Yes	29
No	128
Race	
White	71
Black	1
Indian	2
Asian	0
Other	1
Are you Hispanic?	
Yes	2
No	99

9. Please provide additional comments regarding transportation improvement needs or problems.

Timing of traffic lights

Repair roads, streets, traffic signals, etc., and infrastructure.

A lot of Stillwater City Streets need repaired.

Mark all bridges & culverts, stops signs @ all rural intersections, Improve ditches, crown roads,

clear brush around bridges, culverts, signs, and markers.

I would like to see all dangerous curves, tee-intersections and hazards marked better. Also, would

like to see dumping fines & community service hours increased to reduce illegal dumping.

Need more stop signs in residential areas. Roads have numerous potholes and drainage issues.

The intersection of Main St & Little Ave in Cushing needs left turn lanes with signals. Also, Main St

and Linwood Ave, the same left turn lanes, and signals.

WE NEED PUBLIC TRANSPORTATION!!!!
We have no (transportation) walk pave ways or walkways to Walmart. They should not be allowed to put

in a store where "all" patrons must walk on the highway or grass.
Improve Major arteries around Stillwater, N Redlands/Lakeview, Country North Hwy 51 E and Wes of Yale.

Awful, it causes people to take alternate routes out of county losing business.

Oklahoma wastes money and why cannot we build roads that last like Kansas and Texas.
If our 4 lanes are changed to a 2 land with a turning lane, we will have fatalities. We have an older generation

that need a lane to alt away from the main traffic. We have never had a fatality on our road through Yale but

I will hold the State ODT accountable if we do.

I think there needs to be more public transportation for seniors. To take back and forth to the big cities; Stillwater

, Tulsa and Oklahoma City.

Maybe some cabs or small buses to travel in.

A bus to Stillwater would be convenient

Need semis to stay on commercial roads

Appendix f: Payne County Education Attainment

	TOTAL		% OF ENROLLED POPULATION			
			IN PUBLIC SCHOOL		IN PRIVATE SCHOOL	
	2010-2018 ACS	MARGIN OF ERROR	2010-2018 ACS	MARGIN OF ERROR	2010-2018 ACS	MARGIN OF ERROR
POPULATION 25 YEARS AND OVER	43873	+/-187	X	X	X	X
LESS THAN 9TH GRADE	1039	+/-195	395	+/-129	202	+/-98
9TH TO 12TH GRADE, NO DIPLOMA	2564	+/-363	2184	+/-153	124	+/-71
HIGH SCHOOL GRADUATE/GED	11817	+/-627	4725	+/-335	118	+/-76
SOME COLLEGE, NO DEGREE	20514	+/-804	20192	+/-786	322	+/-151
ASSOCIATES DEGREE	17057	+/-839	16813	+/-837	244	+/-144
BACHELOR'S DEGREE	3457	+/-487	3379	+/-485	78	+/-37
GRADUATE OR PROFESSIONAL DEGREE	20514	+/-804	20192	+/-786	322	+/-151
PERCENT HIGH SCHOOL GRADUATE OR HIGHER	92%	X	X	X	X	X
PERCENT BACHELOR'S DEGREE OR HIGHER	40%	X	X	X	X	X

Appendix G: Payne County Housing Units and Vehicles Available

	OCCUPIED HOUSING UNITS		OWNER-OCCUPIED HOUSING UNITS		RENTER-OCCUPIED HOUSING UNITS	
	2010-2017 ACS	MARGIN OF ERROR	2010-2017 ACS	MARGIN OF ERROR	2010-2017 ACS	MARGIN OF ERROR
OCCUPIED HOUSING UNITS	30,485	+/-584	15,515	+/-508	14,970	+/-647
UNITS IN STRUCTURE	36,058	+/-262	30,485	+/-584	4,089	+/-642
1, DETACHED	21,752	+/-543	21,752	+/-543	1,525	+/-357
1, ATTACHED	1,062	+/-216	1,062	+/-216	825	+/-175
2 APARTMENTS	145	+/-335	1,495	+/-335	2,600	+/-506
3 OR 4 APARTMENTS	1,201	+/-253	1,201	+/-253	2,495	+/-612
5 TO 9 APARTMENTS	2,793	+/-428	2,793	+/-428	1,425	+/-330
10 OR MORE APARTMENTS	2,156	+/-372	2,156	+/-372	1,939	+/-339
MOBILE HOME OR OTHER	3,588	+/-368	3,588	+/-368	72	+/-45
VEHICLES AVAILABLE						
NO VEHICLE AVAILABLE	1705	+/-328	5.60%	+/-1.1		
1 VEHICLE AVAILABLE	11055	+/-620	36.30%	+/-2.0		
2 VEHICLES AVAILABLE	11014	+/-574	36.10%	+/-1.8		

3 OR MORE VEHICLES AVAILABLE	6711	+/-499	22.00%	+/-1.5

Appendix H: Payne County Population by Transportation Analysis Zones

TAZ NO.	2010 POPULATION	2010 EMPLOYMENT	TAZ NO.	2010 POPULATION	2010 EMPLOYMENT
0.001	654	554	718	941	797
0.002	664	562	719	638	540
0.003	634	568	720	732	620
0.004	767	649	721	608	515
0.005	498	422	507	718	608
0.006	767	651	506	785	665
0.007	498	422	505	337	286
0.008	615	521	504	829	702
0.009	789	668	503	696	589
10.00	641	543	502	806	682
11.00	803	680	501	813	688
12.00	679	530	500	743	629
13.00	524	444	401	610	517
14.00	806	682	400	732	620
15.00	714	605	300	549	465
16.00	1982	1678			
17.00	704	596			

SOURCE: CORTPO

Appendix I: Payne County Major Employers

MAJOR EMPLOYER	ADDRESS	CITY	TAZ	2018 NO. OF EMPLOYEES
OKLAHOMA STATE UNIVERSITY	CAMPUS	STILLWATER	0	5000+
STILLWATER MEDICAL CENTER	420 S KNOBLOCK ST	STILLWATER	0	700-999
WAL-MART	111 N PERKINS RD	STILLWATER	0	700-999
STILLWATER PUBLIC SCHOOLS	1224 N HUSBAND ST	STILLWATER	0	700-999
CITY OF STILLWATER	723 S. LEWIS	STILLWATER	0	400-699
MERCURY MERCRUISER	3003 N PERKINS RD	STILLWATER	0	400-699
OK STATE DEPT OF CAREER TECH	121 N WESTERN	STILLWATER	0	400-699
KICKER	5021 N PERKINS RD	STILLWATER	0	100-399
STILLWATER NATIONAL BANK	608 S. MAIN ST	STILLWATER	0	100-399
QUEBECOR WORLD	100 AIRPORT RD	STILLWATER	0	100-399
ARMSTRONG WORLDWIDE INDUSTRIES	26 YELLOW BRICK DR	STILLWATER	0	100-399
NOMADICS	1024 S INNOVATION WAY	STILLWATER	0	100-399
FRONTIER ELECTRONICS	4500 W 6TH AVE	STILLWATER	0	100-399
NATIONAL STANDARD	3602 N PERKINS RD	STILLWATER	0	100-399
MERIDIAN TECHNOLOGY CENTER	1312 S SANGRE RD	STILLWATER	0	100-399
CIMARRON CASINO	821 W FREEMAN AVE	PERKINS	718	50-100
CITY OF PERKINS	110 N MAIN ST	PERKINS	719	0-30
IOWA TRIBE	335164 E 750 RD	PERKINS	718	500-600
MCDONALDS	102 E HIGHWAY 33	PERKINS	720	0-50
PERKINS -TRYON SCHOOL DISTRICT	103 SW 2ND	PERKINS	720	100-200
RALPH'S PACKING COMPANY	500 W FREEMAN AVE	PERKINS	718	0-50
SONIC DRIVE-IN	1202 N MAIN ST	PERKINS	720	0-50
STILLWATER MEDICAL CENTER	505 E HIGHWAY 33	PERKINS	720	0-100
ATWOOD DISTRIBUTING, LP	2004 E MAIN ST	CUSHING	500	50-100
CUSHING INDEPENDENT SCHOOL DISTRICT 67	1401 N LITTLE AVENUE A	CUSHING	13	300-400
BASIC ENERGY SERVICE	7101 E MAIN ST	CUSHING	501	50-100
BASIC ENERGY SERVICES, INC	1020 N LINWOOD AVE	CUSHING	500	50-100
BP PIPELINES NORTH AMERICA IN DEEPROCK TANK OPERATING OF COLORADO, LLC	2919 S LINWOOD AVE	CUSHING	500	50-100
MCDONALDS	321 E BROADWAY ST	CUSHING	504	50-100
YALE PUBLIC SCHOOL	2230 E MAIN ST	CUSHING	500	0-50
AMERICAN HERITAGE BANK	315 E CHICAGO AVE	YALE	401	0-60
SUPREME MACHINE	202 N MAIN	YALE	400	0-15
	302 S MAIN	YALE	400	0-15

MOORE IRON & STEEL	201 W CHARLESTON AVE	YALE	400	0-20
CITY OF YALE	209 N MAIN ST	YALE	400	0-25
MAVERIC MINI MART	102 E CHICAGO	YALE	400	0-10
MUGSY'S GRUBHOUSE	215 W CHICAGO	YALE	400	0-20
DOLLAR GENERAL	209 W CHICAGO	YALE	400	0-10
YALE BULLDOG	305 W CHICAGO	YALE	401	0-10
DAIRY HUT	736 E CHICAGO	YALE	401	0-10
GENESIS HOME HEALTH	625 W BROADWAY AVE	YALE	400	0-20
GLENCOE PUBLIC SCHOOL	201 E LONE CHIMNEY RD	GLENCOE	300	
CITY OF GLENCOE	220 W SHEPARD ST	GLENCOE	300	
PHILLIPS 66	211 N ROSE AVE	GLENCOE	300	
FIRST OKLAHOMA BANK	311 W MAIN ST	GLENCOE	300	
ROSS STATION & GROCERY	217 S ROSE AVE	GLENCOE	300	
CITY OF RIPLEY	203 S MORTON	RIPLEY	10	0-10
RIPLEY PUBLIC SCHOOLS	403 E COOK	RIPLEY	10	50-70
MAVERIC MINI MARTS INC	HIGHWAY 108	RIPLEY	10	0-10
CHER OIL COMPANY INC	7317 SOUTH RIPLEY RD	RIPLEY	10	0-10
PAYNE COUNTY EARLY SETTLEMENT	315 W 6TH AVE	RIPLEY	10	0-10

Central Oklahoma
Regional Transportation Planning Organization

June 24, 2019

Stakeholders Meeting,

You are welcomed to join the Central Oklahoma Regional Transportation Planning Organization (CORTPO) for their first Payne County Transportation Stakeholders meeting. On July 8, 2019 at 1pm. We will be setup at the Stillwater Community Center, 315 W. 8th Ave, Stillwater Oklahoma in room 116.

The CORTPO Stakeholders group will be comprised of persons from varied backgrounds to engage in public input for Payne County's future transportation needs, wants, and suggestions. If you are involved in the following areas please RSVP to the contact information below, limited space available.

- Cycling Clubs
- Running Clubs
- Oil and Gas
- Banking
- Community Service Groups
- Civic Groups or Clubs
- Public Health Organizations
- Any other Public Group wanting a Transportation Voice

Thank you for your interest and hope to see you there.

Clorisa Brown

CORTPO Planner

Clorisa Brown ~ Phone: 405-273-6410 ext 146 ~ Fax: 405273-3213 ~ GIS@COEDD.NET ~ 400 N. Bell, Shawnee Oklahoma