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CORTPO

POTTAWATOMIE COUNTY LONG RANGE TRANSPORTATION PLAN



LRTP | 2015-2035

Produced by:

Central Oklahoma Regional Transportation Planning Organization

CORTPO

400 North Bell

Shawnee, Oklahoma 74801

Phone (405) 273-6410 Fax (405) 273-3213

www.coedd.net

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**Pottawatomie County
Long Range Transportation Plan
2015-2035**

CORTPO

In cooperation with:

Cities and Towns within Pottawatomie County,

The County of Pottawatomie

Transit Providers COTS

The Oklahoma Department of Transportation (ODOT)

Federal Highway Administration (FHWA)

Absentee Shawnee Tribe of Oklahoma

Citizen Potawatomi Nation

Kickapoo Tribe of Oklahoma

Sac & Fox Nation

**The Central Oklahoma Economic Development District
(COEDD) Council of Government**

The 2035 Long Range Transportation Plan (LRTP) was developed through a cooperative effort among CORTPO, member jurisdictions, the Oklahoma Association of Regional Councils (OARC), and the Oklahoma Department of Transportation (ODOT).

CORTPO POLICY BOARD

Gary Gray, Hughes County Commissioner
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Carol Friar, City of Seminole, Seminole County
Valarie Silvers, City of Stillwater, Payne County
Jim Collard, Citizen Potawatomi Nation
Matt Goodson, Circuit Engineering
Jim Copeland, Okfuskee County Emergency Management

CORTPO Technical Committee

Shirley Campbell, Shawnee Housing Authority
Roger Eaton, ODOT Transit
David Isbell, Citizen, Biking representative
Joshua Jones, ODOT Transit
Tina Lowery, COTS Transit
Barbara Smith, Bike representative
Terry Trout, City of Tecumseh
Shelly Williams, ODOT Division 3

STAFF & CONSULTATION

Laura Chaney, ODOT
Julie Sanders, Consultant
Peter Seikel, COEDD Director
Gail Thomas, COEDD Planner
Clorisa Brown, COEDD GIS Specialist

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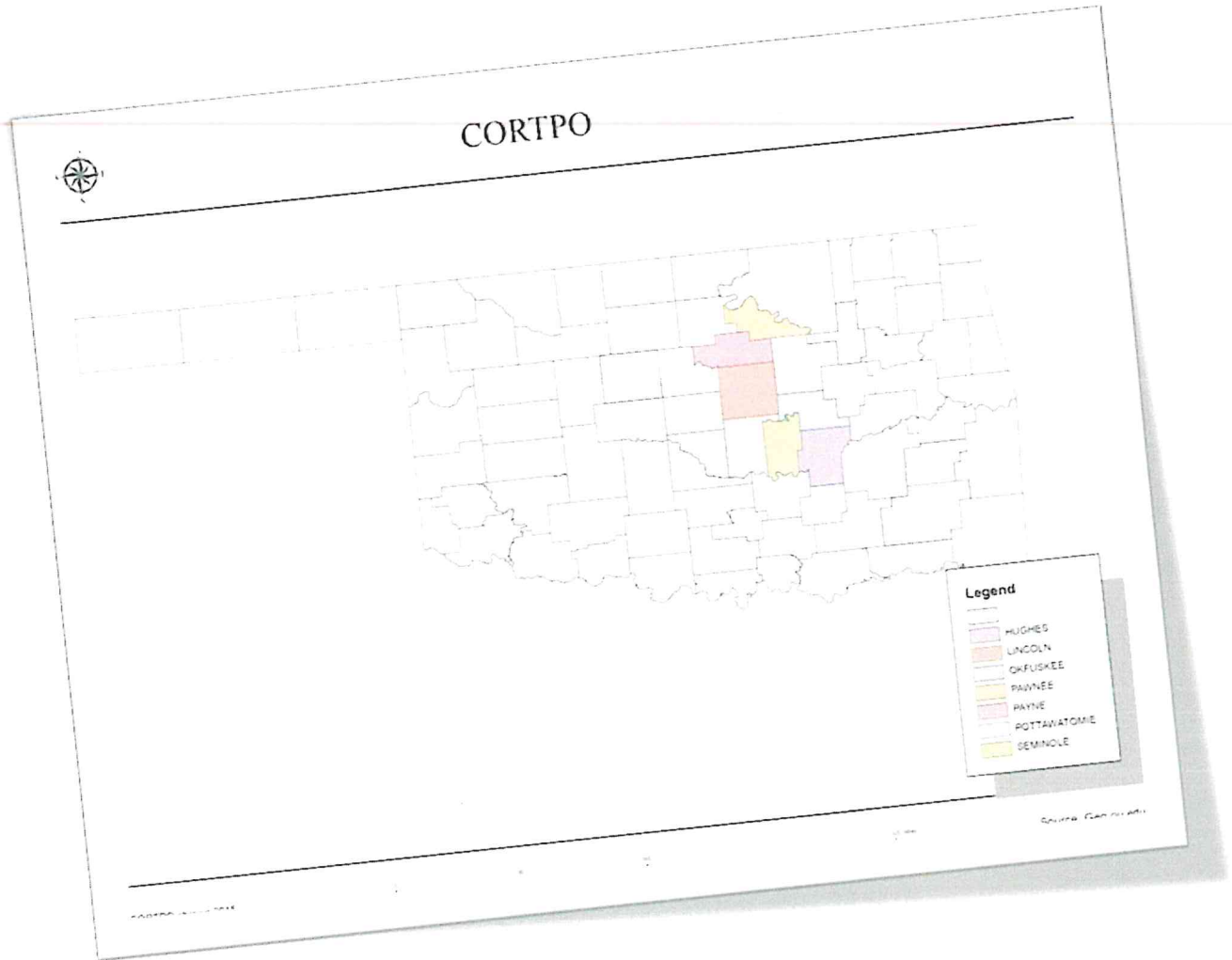
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The CORTPO Region is in East-Central Oklahoma



Executive Summary

Transportation is fundamental to all aspects of community life. A healthy community and economy must have a transportation system that is stable, with sufficient funding for preservation, maintenance and needed improvement of all modes over time. Economic development, access to goods and services, housing, jobs, the economy and natural resource management are all based on the transportation system. Together, these factors determine the quality of life in our community.

The Pottawatomie County 2035 Long Range Transportation Plan (LRTP) is the first transportation plan with a focus on small municipalities and unincorporated portions of Pottawatomie County, Oklahoma. The LRTP identifies existing and projected transportation improvement needs and includes an assessment of the various modes of travel, issues, trends and challenges that may influence transportation in Pottawatomie County over the next 20 years. The Plan was developed through a cooperative effort among CORTPO, the member jurisdictions and the Oklahoma Department of Transportation (ODOT).

Located in central Oklahoma, the CORTPO Region is composed of a seven county area, and includes Hughes, Lincoln, Okfuskee, Payne, Pawnee, Pottawatomie, and Seminole Counties (Map 1). The region is predominately rural, with the majority of the population being within the incorporated cities of Seminole, Shawnee, Stillwater, and Tecumseh.

The purpose of the transportation system is to move people and goods in the safest and most efficient manner possible. Transportation is a critical element of the quality of life for citizens and must effectively allow individuals to conduct their personal lives, and provide for the efficient movement of goods to markets to support the county's economic vitality.

The primary challenge to improving transportation in Pottawatomie County is securing adequate funding. The current level of federal, state and local funds will be inadequate to ensure long term maintenance of roads, rail, and transit. The population of Pottawatomie County continues to record steady growth. For those reasons, it will be necessary to find additional funding in order to maintain or improve current service levels and accommodate growth over the twenty-year period of this Plan. Long-term sustainability and resilience in transportation are also needed to ensure that people and the economy can continue to function in the event of disaster or unpredictable future conditions.

THE CURRENT LEVEL OF FEDERAL, STATE AND LOCAL FUNDS WILL BE INADEQUATE TO ENSURE LONG TERM MAINTENANCE OF ROADS, RAIL, AND TRANSIT.

After “improved funding,” other goals of the CORPTO Regional Transportation Plan include preservation of the current system, promotion of regional accessibility and mobility, expansion of alternative modes, improved safety and enhancement of regional transportation system connectivity.

The transportation planning process involves both long-term transportation system objectives and short-term implementation of projects and will provide guidance for the development of a safer, more efficient and less congested transportation network among population centers. Non-highway modes are included in the Plan.

The mission and vision for the CORTPO regional transportation plan have been developed to meet the needs of an intermodal and multi-modal transportation system.

Mission

To work with public and private partners to develop and maintain the appropriate systems necessary for a safe, efficient, and convenient multi-modal transportation system that will effectively move people and goods on a coordinated transportation network that will advance and secure the economic prosperity and social equity for all residents, visitors, and businesses within the CORTPO region.

Vision

A comprehensive and coordinated multi-modal transportation environment based on the principles of inclusion, communications and innovation that will have the flexibility to respond to new technologies and methodologies to enhance the CORTPO region’s position in the regional, national, and international markets as well as provide accessible and affordable transportation services and opportunities to all of the region’s current and future residents.

A Twenty-year Plan

An implementation timeline is included in the Plan. The planned transportation improvements are intended to be implemented over the next 20 years (2015 – 2035). Short term goals have been identified and placed on a five-year implementation schedule. The LRTP should be reviewed and updated at five year intervals to reflect changing conditions over time.

2010 Base Data

The 2010 decennial Census was used as a foundation for this report; an accepted standard for planning analysis. Other Census products were employed for analytic purposes, including the American Community Survey published at one, three and five year intervals, and Traffic Analysis Zone data included in Census Transportation Planning Products (CTPP).

Table ES.1 Prioritized list of projects

Sample: Unfunded projects suggested for Pottawatomie County

On-going	Potential short term projects	Potential long term projects			
GENERAL LOCATION	PROJECT DESCRIPTION	Goal concepts	PROJECT YEAR	POSSIBLE FUNDING SOURCES	Goal & Policy References
Entire county	Prioritize road surface maintenance, improvements and drainage ditch maintenance; prevent more expensive damage	Funding, Maintenance, preservation	On-going	No cost	Goal 1, Policy 1.1 Goal 2 Objective A
Repair or improvement selected county roads	Improved rumble strip placement for Bike Safety, when shoulders are constructed or repaired on existing roads	Safety	On-going	No cost	Goal 6, Policy 6.4 Goal 3, Policy 3.5 Goal 4 Policy 4.7
County-wide	Coordinate economic development with long-term transportation regional connectivity	Economic vitality, connectivity	On-going	No cost	Goal 7, Policy 7.5
County-wide	Provide additional support for Grant writing for Transit	Funding, preserve & maintain, alternative modes	On-going	Private, volunteer	Goal 1, Policy 1.1 Goal 2, Policy 2.4
County and regional linkages	Restore the freight rail connection route; OKC, thru McAlester to Howe	Freight access, connectivity, economic vitality	On-going	Private, Tribal, ODOT	Goal 1, Objective C Goal 3, Policy 3.1 Goal 5, Policy 5.2 Goal 2, Objective D
County and regional linkages	Support proposals for local and inter-city mass transit systems that rely on a greater percentage of private funding or user-borne costs	Access, mobility, and connectivity	On-going	ODOT Transit, Colleges, Private	Goal 1, Objective C Goal 3, Policy 3.2 Goal 4, Objective A
County-wide	Implement additional Economic development incentives & strategies; reinvest new tax revenue in transportation enhancements	Economic vitality and funding	On-going	County, TIF	Goal 1, Policy 1.6 Goal 7, Policy 7.4, 7.6
Selected roads	Add bike awareness signage on state and county roads for improved safety on common bike routes and roads with shoulders	Safety	On-going	County	Goal 6, Policy 6.5
Selected roads	Incorporate sidewalk routes and bike facilities with street and road repairs where warranted	Access, Alternative modes, economic vitality, health and environmental	On-going	County, ODOT	Goal 1, Policy Goal 3, Objective C Goal 6, Policy 6.10
County and regional linkages	Develop a phased implementation plan for a regional bicycle network that improves continuity between jurisdictions	Connectivity, sustainable alternative modes	Five year: 2015-2020	Volunteer	Goal 4, Policy 4.2
County and regional linkages	Develop a Transit Plan to facilitate coordination among providers, to absorb existing capacity; avoid administrative duplication; increase transit capacity; improve linkages	Preserve & maintain, funding, population growth, alternative modes, connectivity	Five year: 2015-2020	Private, local, volunteer	Goal 4, Objective C Goal 4, Policy 4.2
County-wide	Include bicycle racks at shopping areas, public facilities, health facilities, major employers and other activity centers	Access, Alternative modes, economic vitality, health and environmental	Five year: 2015-2020	Private, local	Goal 2, Objective E Goal 3, Policy 3.4 Goal 5, Policy 5.6 Goal 7, Policy 7.4
Entire county	Develop a county map for recommended development areas	Preservation of county roads, economic vitality	Five year: 2015-2020	County, volunteer	Goal 1, Policy 1.6 Goal 2, Policy 2.3 Goal 7, Policy 7.1
North of Shawnee	Traffic Light at Hwy 18 and Wolverine Road	Safety – Heavy truck traffic	Five year: 2015-2020	County, ODOT	Goal 6, Objective A Goal 8, Objective B
West of Tecumseh	Install flashing light at intersection of Hwy 9 and 102	Safety – dangerous intersection	Five year: 2015-2020	County, ODOT	Goal 8, Objective B Goal 6 Objective A
Selected sites	Repurpose abandoned RR routes	Preservation, connectivity, sustainable alternative modes	Ten-year: 2015-2035	County, Private, trail grants	Goal 5, Objective A Goal 5, Policy 5.1
County and regional linkages	Upgrade track between Shawnee and OKC (economic development, freight flow, preserve and maintain system)	Economic Vitality, Freight access, connectivity	Ten year: 2015-2025	Private, ODOT	Goal 5, Objective A Goal 5, Objective B Goal 3, Policy 3.1
I-40 frontage road	Frontage road extension from Union Street to Harrison	Connectivity	Ten year: 2015-2025	Multi-jurisdictional	Goal 5, Policy 5.6
North-south arterial on the western side of county	Improve Bethel Road from Hwy 9 to I-40	Preserve, maintain, absorb population increase	Ten year: 2015-2025	County, ODOT	Goal 7, Objective A
North side of Shawnee	Extend Union Street north with bike pedestrian features or install a Walk/Bike overpass from Union Street to Shawnee Mall	Improve access and mobility	Long range: 2020-2035	Multi-jurisdictional	Goal 3, Policy 3.5 Goal 5, Objective D Goal 6, Objective F
Northwest of Shawnee	Extend Westech Road to the West	Freight access and connectivity	Long range: 2020-2035	County, ODOT	Goal 5 Objective B Goal 7, Policy 7.3, 7.5

Chapter 1: Introduction; Goals & Key Issues

Transportation Plan Process

Regional Transportation Planning Organization

In June of 2006, Rural Planning Organizations of America (RPO America) was established. Rural Transportation Planning Organizations facilitate local involvement in the statewide transportation planning process at the regional level, provide technical assistance to local governments, and assist with public involvement in the planning process and other tasks. Congress recognized the new national organization as “dedicated to improving the planning and development of America’s rural transportation network.” The group supports the coordination, management, and planning of national rural transportation systems, as well as the linking of rural community economic development initiatives with state and local transportation programs.

The Oklahoma Department of Transportation worked with the Federal Highway Administration to allocate a portion of the federal State Planning & Research (SPR) funding to The Oklahoma Association of Regional Councils (OARC) to fund three rural transportation planning pilot projects. The Central Oklahoma Economic Development District (COEDD) was selected to participate. The Northern Oklahoma Development Authority (NODA) and Southwest Oklahoma Development Authority (SWODA) were chosen to develop plans for the communities in those regions.

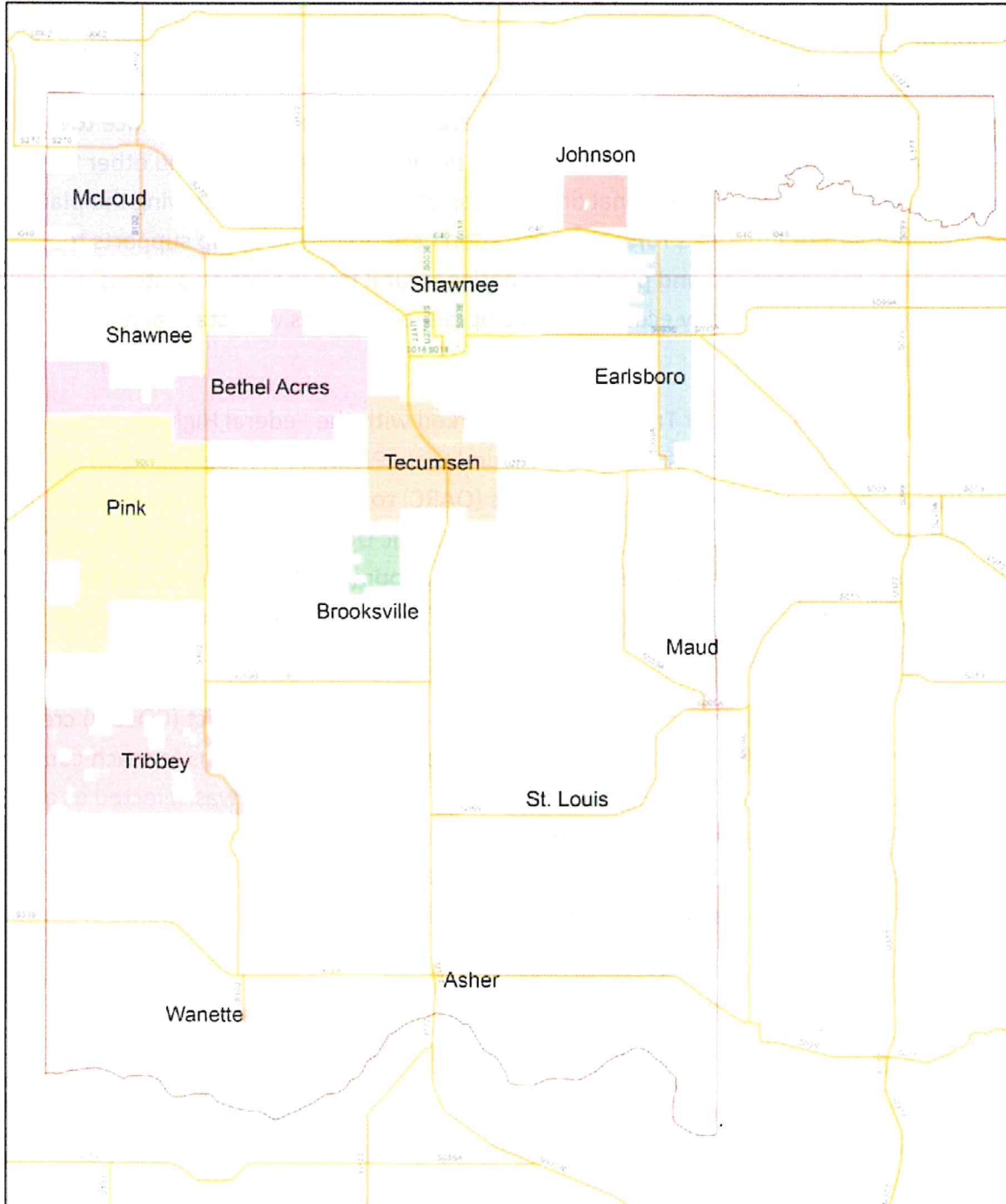
In October of 2009, the Central Oklahoma Economic Development District (COEDD) created CORTPO by Resolution #09-04. CORTPO will develop transportation plans for each county which will ultimately result in a Regional Plan. Pottawatomie County was selected as a starting point for the regional plan due to its proximity to the growing Oklahoma City Metropolitan area. The development of this Long-Range Transportation Plan (LRTP) provides an opportunity for the community to identify priorities for Pottawatomie County in context of the greater CORTPO region.



Map 2: Pottawatomie County Cities, Towns and Highways



Cities and Major Highways



CO-RTPO 2014



Source: Geo du edu, COEDD

Purpose of the Plan

The Pottawatomie County 2035 Transportation Plan (LRTP) is intended to be a tool used to assist the community in focusing limited transportation funds on projects that provide the best return on investments, by developing realistic goals based on analysis of data and input from the community. The prioritized list of transportation projects will provide elected officials and citizens a clear focus for the future. By establishing the year 2035 as the planning horizon, the community is looking toward long range strategies to accommodate growth over a twenty-year period.

The transportation plan will provide a guide for the development of a safer, more efficient and less congested transportation network among population centers through both long-term transportation system objectives and short-term implementation of projects. The implementation timeline has been designed for implementation and review at five year increments. Realistic short range steps toward long range goals will support local fiscal planning and provide for long term coordination with state or federally funded transportation projects within the County.

Use the LRTP when:

Public repairs are planned, or new development is proposed

- ✓ Guiding Policy
- ✓ Project List
- ✓ Grant applications

Relationship and Requirements with State and Federal Agencies

The LRTP has been developed by CORTPO in cooperation with the federal, tribal, state, county, and member governments, ODOT, FHWA and FTA. Federal requirements have been incorporated into the Pottawatomie County LRTP, some of which are reproduced below:

The transportation plan must

- ✓ Address a twenty year planning horizon
- ✓ Identify needed pedestrian walkway and bicycle facilities
- ✓ Indicate, as appropriate, the transportation alternative activities within the area
- ✓ Include a financial plan that demonstrates the consistency of proposed transportation investments with already available sources of revenue

The plan is intended to address the eight planning factors required by federal law 23 CFR 450.306 for the Transportation planning process listed in Table 2 on the following page.

Table 2: Planning Factors 23CFR 450.306

PLANNING FACTORS TO BE ADDRESSED IN NONMETROPOLITAN, METROPOLITAN AND STATEWIDE AND TRANSPORTATION PLANNING:

1. Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

Performance Measures – Map 21

MAP-21, the Moving Ahead for Progress in the 21st Century Act (23: CFR 150 - P.L. 112-141), was signed into law by President Obama on July 6, 2012. A Federal-aid highway program, MAP-21 was enacted to improve project decision making through performance-based planning and will provide Performance Measures so that the results of goals and objectives can be analyzed using quantitative methods. Such measures are currently under development. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. See Appendix 1.1 for more information about MAP-21.

Goals, Objectives and Policies

The LRTP includes goals, objectives and policies to assist Pottawatomie County in the planning and prioritization of transportation system investments. The following definitions describe the intent of the goals, objectives, and policies included in this plan.

GOALS

Goals are general statements of what we want the future to be like; far-reaching statements of intent, developed cooperatively with the community by identifying shared values and an assessment of existing trends and issues. Goals should relate to present conditions and expected changes in those conditions. The goals and objectives are used as guiding principles to choose among various options for transportation improvements. Therefore, they should be attainable and realistic.

The goals of the LRTP were developed from meetings held with the general public, key stakeholders, Technical Committee members, Policy Board members and are based on the current planning guidelines published by the primary funding agencies – the Federal Highway Administration (FHWA), and the Oklahoma Department of Transportation (ODOT).

OBJECTIVES

Objectives are specific, quantifiable steps towards the realization of community goals. Objectives should be specific and measurable and are more focused statements. Objectives are typically more tangible statements of approach related to attaining the set goals.

POLICY

Policy statements provide guidance for decisions that will help attain these goals and objectives. Policies included in the plan were developed in coordination with member governments, partner agencies, technical committee and policy board members and are based on the current planning policies of the FHWA and ODOT.

Over the 20-year period of the LRTP, it will be necessary to update the demographics, refine the policies and continue data collection and analysis with an annual program, such as the Planning Work Program (PWP). A comprehensive update should occur every five (5) years. Table 3 identifies the goal categories for the LRTP. The full text of the goals, objectives and strategies developed for this plan are outlined below.

TABLE 3: GOAL CATEGORIES

Goal	Description
1. Maximize Finance & Funding	Provide a Sound Financial Basis for the Transportation System
2. Prioritize Maintenance & Preservation of existing system	Maintain and preserve the existing Pottawatomie County transportation system
3. Improve Accessibility and Mobility	Improve accessibility and mobility for Pottawatomie County's people, commerce, and industry
4. Expand Alternative modes of Travel	Encourage Bicycle, Pedestrian and Public Transit to improve livability, mobility and sustainability
5. Ensure Connectivity	Improve connections and continuity of roads, sidewalks bike routes and rail; connections among modes
6. Increase Safety & Security	Ensure high standards of safety in the transportation system, improve personal and economic security
7. Enhance Economic Vitality	Maintain and enhance the connection of Transportation improvements and Economic Development activities
8. Promote Awareness, Education, and a Cooperative Process	Support effective Transportation partnerships and cooperative processes that enhance awareness of the needs and benefits of an Intermodal system

Goal 1- Maximize Finance & Funding

Goal Statement: Greater collaboration between the RTPO, federal, state and local agencies and private interests in the pursuit of funding of transportation improvements.

Objectives

- A. A fiscally balanced and sustainable transportation system
- B. CORTPO, local agencies, tribal projects, state officials and private interests effectively collaborate in the pursuit and funding of transportation improvements
- C. The expansion of transportation modes or methods that utilize private funding or have a higher proportion of user-borne costs, such as private roads and Rail
- D. Consistent regional awareness of all available transportation funding opportunities

Policies

- 1.1. Preservation of existing levels of service among all modes of travel is a priority
- 1.2. Avoid administrative duplication in transit, preserving fiscal resources
- 1.3. Monitor transportation grant opportunities, maximize grant applications annually
- 1.4. Engage in long term Fiscal Planning to balance increased transportation demand (economic and population growth) with long-term sustainable solutions
- 1.5. Provide incentives to encourage development in preferred areas

Goal 2 – Prioritize Maintenance and Preservation of the present system

Goal Statement: Preservation and maintenance of all components of the existing system will be prioritized over new construction to serve residential and commercial development within the region.

Objectives

- A. Maintain the current transportation system with stable funding
- B. Minimize transport costs by ensuring that alternative carriers are available
- C. Adequate funding is available to preserve and maintain county roads in development areas
- D. The operational capacity of interstate and state highways is preserved through the growth of regional intermodal freight capacity
- E. Effectively increase the capacity of existing infrastructure by shifting some travelers from single occupancy vehicles onto alternative modes

Policies

- 2.1. Coordinate with State and Federal agencies to stabilize funding – to ensure that current levels of service on roads, rail and transit systems, do not fail
- 2.2. Identify development corridors and plan for preservation
- 2.3. Use public-private agreements to protect vulnerable county roads
- 2.4. Consistent investment in alternative modes to maintain stable conditions at pace with growth, and improve resiliency

Goal 3 – Improve Accessibility & Mobility

Goal Statement: Improve accessibility and mobility for Pottawatomie County’s people, commerce, and industry

Objectives

- A. Funding is balanced among modes to ensure sustainable mobility solutions
- B. Highway improvements are coordinated with other transit, bicycle and pedestrian projects, rail facilities, and investments
- C. Maximize access to the transportation system by disadvantaged persons
- D. Identify and minimize transportation barriers for non-drivers
- E. Bike routes are indicated with signage for improved regional mobility
- F. Preserve some degree of inaccessibility in undeveloped areas to protect the rural character of agricultural and undeveloped areas and prevent infrastructure sprawl

Policies

- 3.1. Support Rail initiatives to improve industrial access to rail and facilitate the mobility of freight
- 3.2. Integrate a college or university-based transportation strategy with a municipal or other system
- 3.3. Shift able riders from para-transit vehicles by offering other, efficient mobility options such as walkways, bike facilities or other transit solutions
- 3.4. Provide enhanced access to and from major land uses and activity centers, including residential, employment, retail, and services; for persons using all modes of transportation
- 3.5. Map preferred development areas in the county

Goal 4 – Expand Alternative Modes; Bike & Pedestrian, Public Transit

GOAL STATEMENT: Support multiple modes of transportation and improved accessibility among residential areas and employment locations, health services, and other activity centers.

Objectives

- A. The development of dedicated transit funding sources beyond the existing Public Transportation Revolving Fund
- B. Consistent work with ODOT Transit to identify best practices and funding streams
- C. Develop Local and Regional Transit Plans
- D. Develop a phased local and regional multi-use trail Plan
- E. Formal park-and-ride lots established in locations where potential ridership warrants
- F. Coordinate with health and human service agencies and others to expand transit services for individuals with disabilities

Policies

- 4.1. Actively participate in the Statewide Transportation Planning process
- 4.2. Collaborate with other sub-state regions to evaluate public transit needs; plan for future service between sub-state regions and cities
- 4.3. Monitor and apply for all available transportation grant opportunities each year
- 4.4. Monitor existing and estimate future commuter travel demand to Oklahoma City or Tulsa
- 4.5. Development of a Transit Study
- 4.6. Form a volunteer committee to produce a Bike safety improvement Plan
- 4.7. Work with ODOT Bicycle/pedestrian coordinators to identify best practices and funding streams
- 4.8. Recognize and respond to opportunities for pedestrian and bicycle infrastructure on or adjacent to state routes, concurrent with related street and highway improvements
- 4.9. Consider acquisition and repurposing of abandoned rail routes



Goal 5 – Ensure Connectivity

Goal statement: A transportation system in which all modes, paths and nodes are seamlessly connected

Objectives:

- A. Right of way (ROW) areas are preserved for transportation purposes; including abandoned, existing and future road and railroad corridors
- B. A coordinated, integrated regional transportation system with logical and efficient connections among destinations and modes of travel for people and freight
- C. Inter-jurisdictional planning efforts result in continuous bikeway systems and multi-use paths in the region
- D. Eliminate structural barriers and safety hazards among destinations; ensure adequate connections and signage for all travelers
- E. Coordinated schedules provide connections of local and regional public transportation systems and provide seamless and convenient transportation throughout the region and State

Policies

- 5.1. Acquire or partner for use rights to abandoned RR ROW's as connectivity corridors for primitive or improved trails
- 5.2. Direct new freight movement and capacity improvements to existing infrastructure
- 5.3. Ensure linkages between transit and points of access to regional and national transportation, such as rail service, urban transit, and airport terminals
- 5.4. Develop an existing and proposed Bike route map with a focus on regional connectivity
- 5.5. Coordinate planned transportation improvements with adjacent jurisdictions; consult published Plans
- 5.6. Provide Bike and Pedestrian access to retail areas
- 5.7. Use signage to direct Bike and Pedestrian travelers to safer routes, wider bridges, and less congested crossing points
- 5.8. Establish Park & Ride lots as connection points for vanpools, bus routes and ride share

Goal 6 – Increase Safety & Security

Goal statement:

Safety: All modes of the transportation network, passenger and freight, will provide transportation that is safe. Security: Identify and protect critical transportation infrastructure from both natural hazards and human threats.

Safety Objectives:

- A. Monitor areas with higher fatality rates and develop strategies to improve conditions
- B. Continue the improvement of 2-lane, no-shoulder roads, with appropriate safety signage
- C. Structurally deficient bridges are prioritized for repair or replacement
- D. Local subdivision and site development standards increase safety for all legal road users
- E. Expanded use of public transportation to reduce the number of potential points of collision and the number of individual drivers on the road
- F. Bicyclists have improved safety
- G. Promote local educational programs to make all transportation users aware of rail safety, pedestrian and bicyclist safety and rules of the road

Safety Policies

- 6.1. Prioritize bridge improvements where weight limits are too low for emergency vehicle response
- 6.2. Encourage enforcement efforts and driver education on rules of the road and safety for all modes of travel
- 6.3. Coordinate county and regional activity with the Statewide Highway Safety Plan
- 6.4. Place rumble strips appropriately for enhanced safety between motorized vehicles and bikes using the shoulder in accordance with State and Federal standards
- 6.5. Improved signage to alert motor vehicles that they may encounter bikes on the road



Security Objectives:

- A. Well lighted facilities for parking areas and bike or pedestrian facilities
- B. A transportation system which is sustainable and resilient

Security Policies

- 6.6. Support the development of alternative fuels and the infrastructure to deploy new fuel alternatives
- 6.7. Reduce dependency on single-occupancy vehicles; promote the use of alternative modes of transportation
 - a) Support transit, ride share, van-pools, biking and other options for non-drivers
 - b) Increased funding for transit; provide park and ride lots; encourage employee van pools; secure bike racks; cluster development
- 6.8. Incorporate sustainability and resiliency into the transportation system to mitigate economic impacts of unpredictable events
- 6.9. Accommodate sustainable, neighborhood travel options such as low-power vehicles and electric or alternative fuels

Goal 7 – Enhance Economic Vitality

Goal Statement: Develop an integrated, multimodal transportation system that promotes livability and economic development opportunities through enhancing the economic competitiveness of the region by improving access to jobs, education services, encouraging healthy neighborhoods and supporting business access to markets.

Objectives:

- A. The County develops in an orderly pattern that provides residents and businesses with an attractive environment in which to invest
- B. The existing road and rail infrastructure are preserved and enhanced to serve the industrial and manufacturing base within the region
- C. Economic development is supported by strategic transportation investments
- D. Employers have assurance that the labor force has reliable transportation options
- E. Reliable access to shopping and services is realistic for all residents

Policies

- 7.1. Publish a County map showing the location of existing infrastructure appropriate for residential and industrial development

- 7.2. Support facilities and services that enable non-drivers to access employment opportunities, day care, medical services, shopping, recreational activities and other destinations
- 7.3. Support regional economic vitality through facilitating the efficient movement of freight, and ensuring the availability of freight transport options
- 7.4. Reward new retail businesses in small cities with transportation amenities, attractive streetscapes
- 7.5. Coordinate economic development with long-term transportation regional connectivity
- 7.6. Implement additional Economic development incentives & strategies; reinvest new tax revenue in transportation enhancements

Goal 8 – Promote Awareness, Education, and the Cooperative Process

Goal statement: Inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan. Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability.

Objectives

- A. Community support for the implementation of Transportation goals
- B. Relationships between government and area businesses increase the understanding of local freight needs
- C. Effective communication with adjacent jurisdictions
- D. On-going public awareness of transportation improvement strategies that have been successfully applied in other communities

Policies

- 8.1. Publicize Transportation Plan goals and objectives, continue Public Participation Plan
- 8.2. Maintain active contact with local business managers regarding shipping conditions
- 8.3. Establish direct contacts for the exchange of development activity information among jurisdictions, publish all transportation and economic development plans, projects and grant awards on jurisdiction websites or on a central cooperative posting site

Key Issues, Trends and Challenges

There are many issues facing the area that have a direct or indirect impact on the transportation system. This section is intended to identify these issues, trends and challenges. At the onset of the transportation planning process, the CORTPO staff and Technical Committee identified key issues, trends and challenges that impact the transportation system.

Key Issues

- Funding limitation - revenues continue to be limited to meet transportation system needs, while costs increase, especially in two areas:
 - County road maintenance
 - Transit
- There is little resiliency and sustainability incorporated into the existing system – a need for improved:
 - Transit, pedestrian, and bike accommodations, signage, benches, bike racks;
 - Compact development
- Rail Infrastructure preservation and restoration; stabilize and improve Rail freight facilities and provide enhanced economic opportunity in the County
- Lack of Transportation options for non-drivers of any age and shift workers
- A need for improved Inter-city transit availability and linkages to Regional systems
- Improved Transit coordination to:
 - Avoid duplication of administrative structure in transit,
 - Move people more efficiently and
 - Maximize resources
- Changing Demographics; age and income; students; health and wellness focus
- Need for Public Education regarding new signs, signals and lane-marking changes

Trends

- Steady Population Growth to 2035 and beyond
- Growth in economic and industrial development
- Commuter trends related to population and economic growth
- Projected development patterns; housing, commercial
- FHWA policy has placed greater emphasis on improving transportation for “traditionally under-served” population groups

- Traditionally under-served populations in Pottawatomie County include the following:
 - Non-drivers of any age, including students, the elderly, low-income workers and zero-vehicle households
 - Bike and pedestrian users of the system
 - Health and environmentally-conscious population
- There is a national cultural shift towards public transportation (bus, rail) as a preferred mode of transportation for individuals:
 - who are concerned about negative environmental effects of single-occupancy vehicles, or
 - do not want the burden of driving
- Historic decline in small town business & services
- Growth in Tribal Land development; The Citizen Potawatomi Nation, Absentee Shawnee Tribe, the Kickapoo Tribe of Oklahoma; and the Sac & Fox Nation. These federally recognized Tribal governments have made significant economic development expansions over the last few decades. Appendix 1.2 illustrates tribal jurisdictions; see also Major employers, Appendix 2.6.
- An economic shift towards increased rail freight for industry

Challenges

1. FUNDING

The primary challenge identified by this study is funding of all aspects of the transportation system. Funding for maintenance and preservation of the existing roads, bridges, rail infrastructure and transit must be the top priority of the long-range plan. While new construction is critically important to the expanding economic growth of the community, the County is responsible for the cost to maintain all roads. The construction of new roads adds miles of annual maintenance responsibility to an underfunded system. Additional funding will be needed to keep people and goods moving effectively. Population growth can be expected to place additional pressure on local transit systems.

MAINTENANCE AND PRESERVATION – ROAD AND RAIL

County Roads. General maintenance and repairs are the key factors in keeping annual costs of road work low. According to the American Association of State Highway and Transportation Officials (AASHTO), every \$1 spent to keep a road in good condition avoids \$6-\$14 needed later to rebuild the same road once it has deteriorated.

The primary challenge to the current county road system is the cost of road maintenance; the daily cost of keeping more than 1,600 miles of roadway in good condition. Economic

competition in the system, such as the availability of rail transportation as an alternative to daily trucking of gravel to maintain roadways could provide a significant cost benefit to the county.

Rail. A great deal of research has been completed that demonstrates the value of rail infrastructure in Oklahoma, and the direct economic benefits of existing and potential rail restoration investment in Pottawatomie County and the CORTPO region. The reader is directed to the *2013 Oklahoma Rail Infrastructure Report Card*; the *2012 Oklahoma Statewide Freight and Passenger Rail Plan*; *Freight Rail Improvements-Oklahoma City to Shawnee* (an ODOT TIGER Grant application dated September 15, 2009); the 2014 rail study done for the Citizen Potawatomi Nation Industrial Park rail access; current FHWA and ODOT policy, and other print and web resources.

2. CHANGING DEMOGRAPHICS

POPULATION GROWTH. Significant population growth is likely to place increased pressure on the Pottawatomie County transportation system over the next two decades. Corresponding increases can be expected in the number of people driving on county roads, job growth and new housing starts. This development should be well managed to direct the increase onto available infrastructure capacity, avoiding the construction of new roads and utility extensions.

The county is attracting new residents along the western border in proximity to the OKC metropolitan community and associated growth near Norman. Pottawatomie County may be in a position to attract residents who prefer to live in a lower-density environment within an acceptable commute distance from a large city.

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 transportation and recreational 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 is a fundamental component of economic attraction.

AGING. The projected number of people over age 65 in 2035, the number of people predicted to reside in the County and the trends for each age group in the State of Oklahoma are based on the *2012 Demographic State of the State (SoS) Report* for Oklahoma, including State and County Population Projections through 2075. The population of Oklahoma is also expected to enjoy greater longevity.

In 2010, Pottawatomie County, 20% of the population was over age 65, substantially higher than the percentage for the rest of the State (13.5%). The SoS Report projected that in 2035,

the over-65 group will make up 26% of the population in the county. For more information on changing demographics in the county, see Appendix 3.2.

3. OTHER CHALLENGES THAT WERE IDENTIFIED BY THIS STUDY:

- ⇒ There has been limited integration of alternative mode facilities, environmental or sustainable transportation improvements within the current system
- ⇒ 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)
 - perceptions of the quality of life available in Pottawatomie County
- ⇒ Poor connectivity within the regional system – local intermodal connectivity, inter-city alternative mode connections and inter-jurisdictional coordination of connectivity could be improved
- ⇒ Safety and security for all legal road users has not been fully integrated into historic improvements
- ⇒ Integration of transportation goals with economic development goals could result in greater efficiencies in fiscal investment

Survey results indicate that students, non-drivers and low wage or part-time workers may be under-served by the current transportation system

Chapter 2: Current Conditions, Needs, and Funded Improvements

This chapter provides an assessment of current conditions that relate to transportation in Pottawatomie County. Data and information included in this chapter were obtained from county, state and federal agencies or Institutions.

Pottawatomie County

Pottawatomie County is located in the central part of Oklahoma, east of the Oklahoma City metropolitan area; bordered by Lincoln County to the north, Okfuskee and Seminole counties to the east, Pontotoc and McClain counties to the south, and Cleveland and Oklahoma counties to the west. The County encompasses 793 square miles of land and water area and is drained by the North Canadian, Canadian, and Little Rivers.

Places

Incorporated towns in the County include Asher, Bethel Acres, Brooksville, Earlsboro, Johnson, Macomb, Maud, McLoud, Pink, Saint Louis, Shawnee (county seat), Tecumseh, Tribbey, and Wanette. There are six (6) unincorporated communities; Aydelotte, Dale, Harjo, Pearson, Romulus, Sacred Heart.

Population

The 2010 US Decennial Census figures for Population were used as a baseline. At that time, the population of Pottawatomie County was 69,442, residing in 25,911 households with an estimated household size of 2.56 persons. The 2010 population density was 88 people per square mile. The median age was 37 years. Of the total population, about half reside in a city or town and the other 50% live in rural or unincorporated areas. The towns with the highest number of residents are Shawnee, with 29,857; Tecumseh with 6,457, and McLoud, 4,044. Bethel Acres had 2,895 people; the population of Pink was 2,058.

Pottawatomie County, Oklahoma	
<u>2010 Total population</u>	<u>69,442</u>
<u>Urban</u>	<u>34,255</u>
<u>Rural</u>	<u>35,187</u>
US Decennial Census 2010	

Traffic Analysis Zones (TAZ)

The Traffic Analysis Zone (TAZ) Program is a special program used for delineating TAZs and Traffic Analysis Districts (TADs) to produce Census Transportation Planning Products (CTPP). TAZ data are based on the 2010 US Census and are designed to allow planning agencies access to specific data for transportation system analysis and creation of geographic information layers suitable for planning purposes.

CORTPO used Traffic Analysis Zone boundaries in analysis of socio economic data. Geographically, the study area is subdivided into twenty four TAZ (See Appendix 2.6) and the socioeconomic data (including population and employment) are summarized for each TAZ in Appendix 2.2 and 2.3. TAZ 989 has the largest population (8,380).

Appendix 2.4 shows the number of occupied dwellings by Census tract (CT) and the number of households with no vehicles available, by income group. The central portion of Shawnee has the highest percentage of zero-vehicle households, at 26%. (2010 us census data)

One thousand, seven hundred thirteen (1,713) households in the county have no vehicle.

At an average household size of 2.56 persons, that means

4,385 people have no transportation at home.

Major Employers

Most of the major employers are located in or near the City of Shawnee with access to I-40; however there are many small business and government entities throughout the county that together employ large numbers of local and regional workers. See Appendix 2.6 for Map of Major employers by TAZ.

Commuter Statistics

Pottawatomie County is part of the East Central Workforce Investment Area (ECWIA). According to the 2011 WIA Economic Profile, there are a significant number of people who commute to work. The Profile shows that 34% of the workers who reside in the county commute outside the county to work. However, more people travel into the county to work, so that there is a net worker inflow, and the Pottawatomie County daytime population grows by more than 1,300 workers per week day. Therefore, about 24,000 people were commuting into and out of Pottawatomie County on any given workday in 2010. Appendix 2.5 details the number of vehicles registered in Pottawatomie County.

Physical Development Constraints, Development Conditions and Patterns

There are a wide range of factors that 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 rights of way, floodplains, wetland areas, habitats or regulations.

Environmental features

Pottawatomie County is home to environmental features and natural resources which influence the transportation system. There is a significant amount of floodplain area mapped by FEMA (2010) in the County. Gas and Oil fields underlie much of the area. 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 information collected and mapped in Appendix 2.9 illustrates a starting point for the consideration of some of these features.



The Piping Plover

Residential growth

Current population growth is occurring in the county, primarily in the cities of Shawnee, Tecumseh, Bethel Acres, Pink and McCloud and the unincorporated areas along the western side of the county. The eastern side of the county is experiencing stable or slightly declining population.

Development areas

Growth within Shawnee and Tecumseh are guided by City development codes. Pottawatomie County has no zoning or subdivision regulations, regulates only road standards for new development; does not provide water, sewer or electric utility services.

North and west sides of Shawnee

Interstate Highway 40 (I-40) runs across the northern portion of Pottawatomie County. Recent commercial development in the City of Shawnee has occurred adjacent to both the westbound and eastbound lanes of that highway. Frontage access roads Mall Drive and Industrial Road have been incorporated into the on and off ramp system. The two primary North/South arterial roads in Shawnee are Harrison Street (Hwy 18) and Kickapoo Street, which cross I-40 with either an underpass or an overpass, respectively. The area has been designed as auto-focused development, presenting a safety issue for bicyclists and pedestrians. The same roads (Harrison, Kickapoo and I-40) carry heavy commuter traffic at peak times. New residential and industrial development has also occurred in the area west of the airport, and along US 177 and Gordon Cooper Drive.

As illustrated in Appendix 2.6, the concentration of major employers in Pottawatomie County has increased on the north side of the City of Shawnee, although Shawnee Milling Company provides a number of jobs in proximity to Downtown Shawnee. Many other work destinations are scattered among small communities throughout the county.

In addition to the Interstate, the location and condition of state highways in the county may drive development decisions. Refer to Map 2, Chapter 1. Several two-lane no-shoulder

roads in the county are identified as locations for ODOT improvements over the next few years. See Map Appendix 2.13.

Gordon Cooper Drive

In recent decades, significant development has occurred along Gordon Cooper Drive, connecting the cities of Tecumseh and Shawnee with the FireLake community and the tribal government offices of the Absentee Shawnee Tribe and the Citizen Potawatomi Nation also showing strong economic growth. This 4-mile growth corridor will be positively impacted by the pending improvement of Gordon Cooper Drive from a two-lane, no-shoulder road to a full four-lane road with shoulders.

Funded by the cooperative efforts of Federal, State, Tribal and Local jurisdictions, this project is scheduled to begin during the 2015 construction season. These improvements in mobility and safety will be of benefit to travelers in the corridor, enhancing access to the associated service, employment and retail destinations, and providing an efficient linkage for movement among the communities. Therefore, additional land development in this corridor is likely.

Rail

The location of rail facilities in the county may influence development decisions. Union Pacific, Burlington Northern-Santa Fe and the Arkansas-Oklahoma Railroad provide freight transport in the Shawnee area. Appendix 2.7 illustrates the location of operational railroads.



A-OK Railroad

Public Safety Issues

Transportation safety issues are based on a variety of factors, many of which cannot be addressed by local transportation system planning, but are under ODOT jurisdiction. ODOT has collected extensive data and identifies sites for improvements annually to improve safety conditions throughout the State.

The ODOT data in Table 4 depicts Pottawatomie County Collision data from 2010 through 2014. There were a total of 4,954 reported vehicle accidents of all types over the 5 year period between 2010 and 2014 (inclusive). The number of all collisions per year has dropped steadily over time with a total of 1,143 crashes occurring in 2010, dropping to 862 in 2014 – a 25% reduction. In 2010, 2% of Pottawatomie County accidents were fatal; during 2014, only 1% resulted in death. In comparison, for the State of Oklahoma during this time period, total crashes declined by 14%, and fatal crashes decreased by 14.5%.

Sixty-six (66) vehicle accidents resulted in the deaths of 76 individuals in Pottawatomie County over the 2010-2014 time period, 3,069 people were injured, and 2,924 collisions caused property damage only.

Table 2.1: Pottawatomie County Collisions 2010-2014

Pottawatomie County Collisions				
YEAR	FATALITIES (# PERSONS)	PERSONS INJURED	PROPERTY DAMAGE ONLY	TOTAL COLLISIONS
2010	23	701	693	1143
2011	18	648	624	1039
2012	20	627	563	989
2013	6	558	559	921
2014	9	535	485	862
Totals	76	3069	2924	4954

Source ODOT 2015

The above information is for informational purposes only and use is restricted under 23 USC 409.

Of those yearly crashes, many reported accidents (43.7 %) were attributed to unspecified causes; “*other.*” A frequent cause of collision is *failure to stop* at 11.4%. The next most common causes were *unsafe speed* and *driving under the influence* (DUI), at 8.7 % and 8.0 percent, respectively. While DUI represented only 8% of all Pottawatomie County accidents, it is the identified cause of 21% of the fatalities.

Of the 4,954 collisions that were analyzed for this plan 3,220 (or 65%) occurred on streets and highways in the City of Shawnee. Seventeen percent 17% (842 collisions) occurred in rural

areas; 357 (7%) were in Tecumseh; 297 (6%) in McCloud, and the remaining 5% within other small incorporated cities.

More than half the fatal crashes occurred in rural areas (55%) and 21% were within the City of Shawnee. Most collisions happened during daylight hours in dry conditions (62.6%). A similar percentage (63.6%) occurred during midday, afternoon and peak evening traffic.

PEDESTRIAN

In 2010 through 2014, twenty-seven pedestrian accidents were reported; 3 pedestrians were killed, and 24 were injured. Those accidents represent .7% of all accidents in the county.

BICYCLE

Twenty (20) accidents involved bicyclists (.5% of total accidents). Of those, none resulted in fatality, but nearly all (17) resulted in injuries. The injury rate for cyclists in collisions is 85% for that time period.

County and Community Development

COMMERCIAL AND RETAIL DEVELOPMENT

Over recent decades, tribal economic and residential development has become arguably the most significant factor in altered land use in Pottawatomie County. In the last thirty years, vacant tracts and open fields around the periphery of Shawnee have been redeveloped into gas stations, convenience stores, shopping areas, casino sites and a sports complex, among other viable businesses. Tribal housing developments that provide good quality attached housing units, arranged on semi-gated private streets have been established in several locations. These new land uses affect the flow of traffic throughout the community.

JOBS AND INDUSTRY

Complementary to these growth areas are destinations that may generate additional demands on the transportation system. Such activity-generators include the growth of retail, business and industrial sites, government agencies, schools, universities, and recreation centers. Appendix 2.6 illustrates this pattern.

Transportation Inventory & Improvement Needs

Pottawatomie County roads are rated as being in relatively good condition. The Oklahoma DOT has assigned county roads an average score of 91 on the International Roughness Index, a measure of the pavement performance standards for good and acceptable ride. A score below 95 is in the good category.

ROADWAYS.

The interstate, US highways, and county roads are the framework of mobility. With the exception of interstate 40, most roads in the study area are two-lane roads. Map 2: *Pottawatomie County Cities, Towns and Highways* (on Page 6 above) illustrates the location of local, state and interstate roads in Pottawatomie County.

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. Arterial roads provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control. Collector roads provide a less highly developed level of service at a lower speed for shorter distances, by collecting traffic from local roads and connecting them with arterials. Local roads are all roads not defined as arterials or collectors; they primarily provide direct access to land with little or no through movement. See also Appendix 2.10 Functional Classification.

Traffic counts are used to identify which routes are used most, to identify needed improvements or provide an alternative route if there is an excessive amount of traffic. Traffic counts can change with land use development, indicating a potential for congestion or predicting accelerated wear in a specific location. See Appendix 2.12 Traffic Counts.

DETERIORATING PAVEMENTS AND DEFICIENT BRIDGES

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 1,500 of Oklahoma highway bridges were structurally deficient or functionally obsolete. One hundred thirty seven (137) of those bridge structures across Oklahoma were posted as unable to carry a legally loaded truck.

The Oklahoma Legislature recognized that transportation infrastructure is of critical importance to the economy, and 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 945 bridges since January 2006. All such bridges on State highways are targeted for repair and replacement by the Oklahoma DOT over the next eight years. Therefore, much of the annual funding for road repairs and improvements in the ODOT 8-year Plan (2015-2022) is dedicated to bridge work. See Appendix 3.6 for scheduled improvements in the ODOT 8-year Plan.

Five bridges in Pottawatomie County are identified by ODOT as structurally deficient or functionally obsolete, which can have a negative impact on the development potential of

properties in the County. ODOT identifies only bridges that fall under certain criteria, such as those which exceed 20 feet in length.

A total of 121 bridges in the county are identified as deficient or obsolete by the National Bridge Inventory Database. Many of these are smaller bridges on gravel roads. Weight limits may be too low to support Fire response vehicles, resulting in a situation where trucks may have to be indirectly routed in a fire emergency. In the event of a fire in a location that is not readily accessible to fully loaded water tankers, water may have to be shuttled across the bridge. See Appendix 3.7 for a listing of these bridges.

FREIGHT ROUTES

Reliable freight transportation enables connections between business and markets in Pottawatomie County, in Oklahoma, the United States and the world economy. According to the 2015 ODOT report titled *Freight and Goods Movement*, freight activity has rebounded from an economic slump from 2008 to 2012, and is expected to continue to grow.

Highways are considered high volume truck corridors in locations where roadways have consistent truck volumes at or above 5,000 vehicles per day, or on facilities where truck traffic represents 40 percent or more of the total traffic. Significant Freight routes through



Pottawatomie County as identified by ODOT are (East/West) I-40 and US 177 (North/South). I-40 truck volumes outside of the Oklahoma City metropolitan area are in the range of 6,000 to 8,000 vehicles per day. In the rural parts of the state, trucks are a larger percentage of total vehicles; in some locations one of every two vehicles on I-40 is a truck. I-40 truck volumes in Central Oklahoma currently exceed 11,000 vehicles per day. (ODOT FGM, 2015)

The 2012 ODOT document *Freight Flows* includes the following comments about trucked freight: Nearly one quarter (24 percent) of all trucks traveling in Oklahoma are involved in through trips. Almost two-thirds (65%) of all trucks traveling on the Oklahoma highway network have their origin and their destination within the state. Commodity flows are summarized by regions to illustrate truck flows. A halo region around the State of Oklahoma was defined to capture medium-distance flows. This region includes the states of Colorado,



Kansas, Missouri, Arkansas, Texas, and New Mexico. Within the state, three regions are identified. They include the Oklahoma City Halo, the Tulsa Halo and the remainder of Oklahoma. Pottawatomie County is included in the Oklahoma City Halo of truck commodity flow.

Rail Freight

Short lines and regional railroads preserve service on branch lines, offer excellent service to customers and act as collectors for Class I railroads. No passenger rail service is available in the county.

Freight movement by rail reduces truck traffic on the state's highways. Shipping freight by rail also reduces emissions since one freight train can carry the same volume of goods while using less fuel than shipping by truck. 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 and restore service.

Union Pacific (UP), Burlington Northern Santa Fe (BNSF), and Arkansas-Oklahoma Railroad (A-OK) operate rail services in Pottawatomie County. UP owns a railroad track that runs roughly east and west through Earlsboro and McCloud. Burlington Northern Santa Fe Railroad (BNSF) and A-OK Railroad have leased rights to use of the track between Shawnee and Oklahoma City. That line segment primarily provides freight service between Shawnee and Oklahoma City.

BNSF owns a short segment of operational track running north and south, past the Shawnee Historical Depot and extending to the industrial area near Wolverine Road. See Appendix 2.7 for a map of existing rail, and a list of abandoned railroad routes in the County.

A-OK Railroad

The Arkansas-Oklahoma Railroad (AOK) is a handling carrier for the UP and a switch carrier for BNSF. The short line operates approximately 40 miles of UP track from Shawnee to Oklahoma City. Current freight loads include sand, feed and plastics. A-OK also operates a 70-mile portion of railroad that was temporarily held for

preservation by the State of Oklahoma (ODOT), between Howe OK and McAlester. The 45 miles of track between McAlester and Holdenville connecting to BNSF has been out of service due to a washout since 1991. A-OK has undertaken restoration of service on that line to serve the new Iron Horse Industrial Park.

Tribal Industrial Development and Rail

IRON HORSE INDUSTRIAL PARK

Iron Horse is a general-use industrial park located on the national rail line network in the center of the United States. This industrial park consists of a 400-acre plot of Native American trust land owned by the Citizen Potawatomi Nation. After several years of planning and research, the engineering is complete for phase one of construction, and the Arkansas-Oklahoma Railroad has completed restoration of a railroad bridge crossing the North Canadian River. The development of the industrial park is a key component in the planned restoration of the McAlester to Shawnee segment of the A-OK line, which can provide an east-west connection of four major north-south rail corridors to enhance regional commerce.

Bicycle and Pedestrian Network

The City of Shawnee has adopted development standards to improve connectivity of the sidewalk system. These required improvements remain somewhat disconnected, but over time, this strategy will result in a connected pedestrian network. Shawnee has also adopted a *Master Plan for Trails* to support non-vehicular circulation within the city. The Airport Trail was built in the 1990's. That trail is a 10 foot wide, divided path that allows for running and cycling. One complete lap is 3.21 miles or roughly 5 kilometers.

In 2014, the Shawnee City Commission authorized spending about \$600,000 to begin the city's dollar-for-dollar match of a \$641,742 AVEDIS Foundation grant which will be a significant improvement to the sidewalks and trails network that ultimately will connect all sections of the city. Almost \$1.3 million will be invested in the project, which will provide safe sidewalk access to Grove, Pleasant Grove and Sequoyah Schools for school children as well as safe new sidewalks and trails for use by walkers, joggers and bicyclists.

Twelve different neighborhoods will be connected and new lighting is in the plan for the more remote parts of the widely used Airport Trail, designed to make it more accessible year-round. The project includes a multi-purpose, 10-foot wide trail along Bryant Street toward Grove School. The trails will stop at Remington due to budget constraints, slopes and other factors. Appendix 2.14 illustrates the route of the planned improvements.

The 2006-2010 American Community Survey showed that few people walked or rode bikes to work in Pottawatomie County. Technical Committee members that worked toward the

completion of this plan emphasized the benefits to the community of increased biking, walking and transit to access jobs and other necessities each year. Community survey results support this point of view. While the proportion of the pedestrian and biking public in addition to workers has not been measured, it can be stated that those who prefer sustainable or healthy forms of transportation, low-income workers, students and other diverse non-driver adults are represented in the general population growth that is expected for the county.

Public Transportation

Transit

Low population densities in the county and the distances between activity centers complicate the delivery of public transportation in rural areas. There are limited activity generators including workplace destinations, which produce concentrations of transit need, where at least one end of a trip is concentrated enough that public transit may be attractive. The challenge then is to establish feasible funding, design efficient routes and schedule service such that the trip is attractive to the workers.

Types of Service: Fixed Route and Demand-Response service. While variations on these two basic types of service exist, they constitute the vast majority of public transit service in the State; as such, it is helpful to define these terms:

- Fixed-Route Service: This is public transit in which revenue-generating vehicles follow a set schedule over a designated route. The schedule is “fixed”, but may vary by day of the week. The general public has access to the vehicles at scheduled stops.
- Demand-Response Service: This is a transit service provided based on a pre-arrangement or an agreement between a passenger (or group of passengers or an agency representing passengers) and a transportation provider for those needing “door-to-door” transportation. The pre-arrangement may be scheduled well in advance or if available, on short notice, and may be for a single trip or for repetitive trips over an extended period – called “subscription service.

Demand-response service is the primary transit option in the County and is provided by the Citizen Potawatomi Nation (CPN) and Central Oklahoma Transit Service (COTS). Appendix 2.16 provides additional transit information that is reproduced from the *2012 AARP Transportation Needs Assessment* conducted in the county, and other sources.

CITIZEN POTAWATOMI NATION TRANSIT

The Citizen Potawatomi Nation (CPN) provides a transportation service to Shawnee and Tecumseh areas residents free of charge. This service is for adults 18 years of age and older.

The transit program has seven vehicles and operates from 8:30 am to 4:00 pm Monday through Friday. The program operates from schedules, and due to heavy demand, all rides must be scheduled well in advance of the need for service. CNP Transit delivers 80 to 100 trips per day in Shawnee and Tecumseh. Trips to Norman and Oklahoma City medical destinations are also available with advance request.

CENTRAL OKLAHOMA TRANSIT SERVICE

Central Oklahoma Transit Service (COTS) provides trips in Oklahoma, Pottawatomie and Seminole Counties for fares between one and three dollars per one-way trip. Medical rides may be scheduled for Cleveland County as well. Table 2.2 provides summary data for the Pottawatomie County COTS transit system. Route miles have increased from FY 2010 to FY 2014 while total passenger count has remained steady. There has been a significant increase in the number of disabled passengers in the same time period. COTS operates 10 transit vans and 2 – 14 passenger buses.

TABLE 2.2:

COTS Pottawatomie County	Route Miles	Passenger Count	Elderly only Count	Disabled only Count	Persons who are both Elderly and Disabled
FY2010	285,114	20,970	4,018	1,475	4,115
FY2011	312,701	19,056	1,880	3,551	3,098
FY2012	340,440	20,554	4,001	3,785	2,709
FY2013	288,155	21,433	4,468	3,432	1,072
FY2014	310,895	20,045	4,716	3,234	3,034

Source: ODOT Transit Division

TRANSIT SERVICES COORDINATION

Major emphasis has been placed on regional transit coordination in recent years. The federal transportation reauthorization legislation, enacted in 2005 and called the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) created a requirement that a locally-developed, coordinated public transit/human service planning process and an initial plan be developed by 2007 as a condition of receiving funding for certain programs directed at meeting the needs of older individuals, persons with disabilities and low-income persons.

Development and content of coordinated plans are intended to be specific to transportation needs and issues throughout the State. The coordinated plans are developed to guide the development of projects to address the identified transportation gaps and issues.

VETERANS TRANSIT

There are volunteers in Pottawatomie County who offer rides to military Veterans for medical appointments. Veterans may contact the Area Agency on Aging in Shawnee for the current volunteer phone number.

Aviation

The county is home to five general aviation airports. General aviation flights range from gliders and powered parachutes to corporate jet flights. General aviation covers a large range of activities, both commercial and non-commercial, including flying clubs, flight training, agricultural aviation, light aircraft manufacturing and maintenance. General aviation airports are: Shawnee Regional Airport, Crouch Ranch Airport, Jones Air Park, Jazz Ranch, and Bluebird Airpark. Saint Anthony Hospital operates a heliport for medical emergency transportation. A map identifying the location of the airports can be found in Appendix 2.8.

A new terminal was built at the Shawnee Regional Airport in 2012. The 4,000 square foot building has a conference room and observation deck. The previous terminal was built in 1953. In the 1990's, the runway was extended to 6,000 feet accommodate larger aircraft.



Shawnee Regional Airport

Concerns of the community

Comments received during the public participation survey indicate that the area near the intersections of the east and west I-40 ramps with Kickapoo and Harrison streets, Industrial Drive and Mall Drive in Shawnee are traffic problem areas. Those points are perceived to be congested, particularly at weekday commuter travel times and all day on Saturdays, when there is an increase in traffic moving around the major shopping areas and the Shawnee Mall. Other safety concerns include pedestrian and bicycle safety on streets, roads and highways, accidents on rural roads, and distracted driving.

Emergency routes

Emergency routes have been identified for the City of Shawnee. No such routes have been designated within the rural areas. Appendix 2.15 illustrates the location of designated city emergency routes.

Funded improvements

Table 2.3 below; *Funded improvements* shows projects that have ODOT and local funding commitments through the year 2018. Projects included in the ODOT 8-year Construction Plan that are scheduled beyond a 3 or 4 year time frame are subject to occasional reordering of priorities and funding has not been committed to those projects.



Table 2.3 Pottawatomie County Funded improvements

2015	Type of project	Segment length	Location	Cost
SH 102	WIDEN & RESURFACE	4.54 MI	SH102 FROM 3.06 MI N OF SH 9, N TO .35 MI S OF I-40	11,701,500
SH 3E	RIGHT OF WAY	.2 MI	SH 3E OVER ROCK CREEK, 3.8 MI E OF SH 18	91,273
SH 3E	UTILITIES	.2 MI	SH 3E OVER ROCK CREEK, 3.8 MI E OF SH 18	53,045
2016				
SH 39	RIGHT OF WAY	6.4 MI	SH 39 FROM 6.5 MI E OF CLEVELAND C/L E TO US 177 IN ASHER	1,375,668
SH 39	UTILITIES	6.4	SH 39 FROM 6.5 MI E OF CLEVELAND C/L E TO US 177 IN ASHER	1,540,654
I-40	RIGHT OF WAY	1.16 MI	I-40 INGRESS/EGRESS IMPROVEMENT MILE MARK 187	2,544,000
I-40	UTILITIES	1.16 MI	I-40 INGRESS/EGRESS IMPROVEMENT MILE MARK 187	148,400
US 270	BRIDGE REHAB	.02 MI	US 270 OVER US 270B 4.25 MI S OF I-40. SUPERSTRUCTURE REPAIR & RAMP IMPROVEMENT	2,133,130
2017				
SH 9	RIGHT OF WAY	5.49 MI	SH 9 FROM SH 102, E 5.49 MI TO END OF EXISTING CONCRETE SEC AT W SIDE OF TECUMSEH	2,142,112
SH 9	UTILITIES	5.49	SH 9 FROM SH 102, E 5.49 MI TO END OF EXISTING CONCRETE SEC AT W SIDE OF TECUMSEH	1,190
I-40	BRIDGE & APPROACHES	.2 MI	I-40 OVER COUNTY ROAD, 7.62 MILES E OF OKLA C/L EASTBOUND & WESTBOUND	7,149,064
I-40	RIGHT OF WAY	0.2	I-40 OVER COUNTY ROAD, 7.62 MI EAST OF OKLAHOMA C/L (EASTBOUND & WESTBOUND) (RW FOR 28928(04))	327,000
I-40	UTILITIES	0.2	I-40 OVER COUNTY ROAD, 7.62 MI EAST OF OKLAHOMA C/L (EASTBOUND & WESTBOUND) (UT FOR 28928(04))	109,000
US 270	RIGHT OF WAY	1 MI	UNION PACIFIC OVER US 270, 7.2 MI E OF US 177, VERTICAL UNDERCLEARANCE IMPROVEMENT	327,000
US 270	UTILITIES	1 MI	UNION PACIFIC OVER US 270, 7.2 MI E OF US 177, VERTICAL UNDERCLEARANCE IMPROVEMENT	109,000
2018				
SH 3	BRIDGE & APPROACHES	.2 MI	SH 3 OVER ROCK CREEK, 3.8 MI E OF SH 18	2,507,218

Chapter 3: Future Conditions, Needs, & Planned Improvements

This chapter; Future Conditions, Needs and Planned Improvements, is used to portray conditions in the County in the foreseeable future. It is assumed that only those projects included in the current ODOT 8-year construction plan, County Improvement Roads & Bridges (CIRB) plan and projects funded by local governments will be constructed by the year 2035. Tables showing the planned construction years for these projects are shown in Appendix 3.6.

Population and Employment

The projected socioeconomic data are included in Appendix 3. Compared to the year 2010, US Census data indicates population is expected to increase by .89 percent per year from 69,442 to 85,145 by 2035.

Aging Population

The percentage of people over age 60 is the most quickly growing segment of the local population. This demographic group can be expected to include a higher proportion of non-drivers over time, placing additional demand on transit systems. See Appendix 3.2 for more information.

Employment projection

The East Central Workforce Investment Area (ECWIA) is projected to add jobs between 2010 and 2020. Pottawatomie County represents about 46% of ECWIA jobs. Employment is predicted to increase from 30,467 jobs in 2010 to 36,063 jobs in 2020. Steady, continued growth in population is expected through 2035; therefore the rate of employment increase was carried forward to project an estimated increase in jobs to between 40,000 and 46,000 by 2035. Table 3.1 contains the projected population growth for the County through 2035. Table 3.2 shows the employment projection results using WIA and Census data. When similar calculations are made using TAZ data, the jobs projection is a bit higher (Appendix 3.4).

Table 3.1 Population Projection

Year	Pottawatomie County
2010	69,442
2015	72,833
2020	75,911
2025	78,989
2030	82,067
2035	85,145

Source: Oklahoma Department of Commerce

Table 3.2 Employment Estimates

Base year estimates	Pottawatomie County
CTPP 2006-2010	28,950
US Census 2010 TAZ	30,467
Projected year estimates	
CORTPO 2020 Projection	36,063
CORTPO 2035 Projection	40,450

Projected Growth areas and new Housing

The City of Pink is a growth area of Pottawatomie County. The 2010 census population was 2,058, a 76.7 percent increase from 1,165 at the 2000 census. Pink is a part of the Oklahoma City Metropolitan area, in proximity to Norman. The Town of Tribbey, in the south-western part of the county grew by 43%, from 273 persons in 2000, to 391 in 2010. McCloud is a town to the northwest of Shawnee. The population was 4,044 at the 2010 census, a 14 percent increase from 3,548 at the 2000 census.

Bethel Acres is another town in western Pottawatomie County. The population was 2,895 at the 2010 census, an increase of 5.9 percent from 2,735 at the 2000 census. Shawnee, in the north-central area of the county grew by 4% between 2000 and 2010 from 28,692 to 29,857. The population of Tecumseh was 6,457 at the 2010 census, a 5.9 percent increase from 6,098 at the 2000 census.

Wanette, in the extreme southern portion of Pottawatomie County showed a population decline of 13%, and the population of Saint Louis, on the eastern side, was 158 at the 2010 census, a 23.3 percent decline from 206 at the 2000 census. In Earlsboro, on the east side of the county, the population was 628 at the 2010 census, a decline of 0.8 percent from 633 at the 2000 census. The proximity of Earlsboro to I-40 on the north and Highway 9 on the south and its location – half-way between Shawnee and the City of Seminole in Seminole county – may provide some buffer from population loss.

From these statistics, it is expected that more growth will occur on the west side of the County, especially the area bordering the OKC and Norman



city limits, than in other areas. Development of new subdivisions has occurred mostly in the northern third of the county, within a few miles of I-40, and near State Highways 18 and 177. New land uses such as apartments, multi-family units, assisted living and student housing are primarily concentrated within the corporate boundaries of Shawnee or Tecumseh, and mostly on the north and west sides of the county.

The County must plan for providing adequate infrastructure and services to accommodate continuing growth. For the Plan, population and employment projections by TAZ were developed based on location of employment and activity centers, other proposed development, Census data and workforce data. Within the established range of typical densities, population densities and employment for TAZs were adjusted as necessary to reflect the community's characteristics.

Projected Services

Highway improvements

Improvements planned for State roads in the county include upgrade of two-lane roads. ODOT has targeted specific 2-lane roads for the addition of shoulders, to improve safety on these roads. A map illustrating the location of these roads may be found in Appendix 2.13.

Bike and Pedestrian Routes

There are no marked Bike routes in the rural areas of the County, and currently, no such routes have been identified.



Public Transportation

Central Oklahoma Transit System (COTS) provides a demand-response service to communities in the Pottawatomie, Seminole, and Oklahoma and Cleveland counties. All of the vehicles are ADA equipped, and are operating at near capacity for the vehicles currently available.

The Citizen Potawatomi Nation operates a similar Transit system. COTS and the CPN Transit system continue to experience high demand. Survey results indicate regular riders of these transit services are expressing a need for increased availability of trips, shorter advance scheduling timelines and an option for an interrupted trip (dropping a child off at day care on the way to work). Transit systems will shoulder an increased operational demand as population continues to grow.

Aviation Review

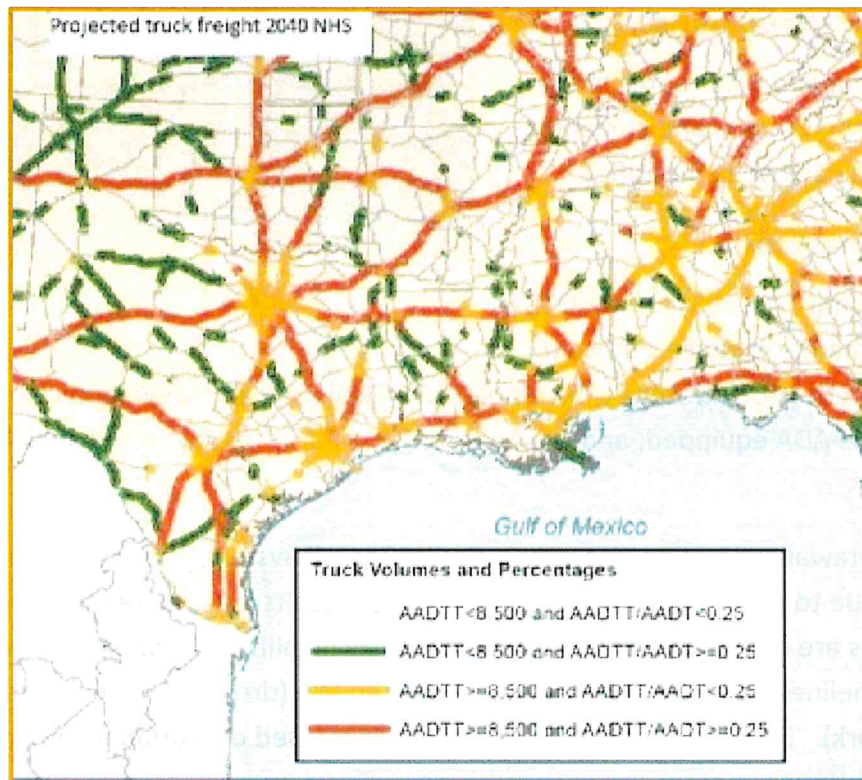
A new terminal was built at the Shawnee Regional Airport in 2012. No other expansions are planned at this time.

Freight Routes

The Federal Highway Administration’s Office of Freight Management and Operations projects Oklahoma freight tonnage to, from, within and through the state on all transportation modes to increase about 1.3% per year over the 2015 to 2035 forecast period.

Highway freight tonnage is expected to increase its share of total freight tonnage from 51 percent in 2007 to 57 percent in 2035, driven mainly by strong growth in imports and exports. The State’s growth in exports is expected to be concentrated in agricultural products, durable goods, and live animals. Freight tonnage is also expected to grow fastest in areas of the State outside of the Oklahoma City and Tulsa Metropolitan Areas.

Annual truck traffic on I-35, I-40, and I-44 is projected to grow at a 1.6-percent annual pace over the 2015 to 2035 forecast period. By 2035, roughly 13,000 and 14,500 trucks per day are expected to use I-35 and I-40, respectively, throughout the State; and 8,500 trucks are expected to use I-44. This compares with roughly 8,500, 9,500 and 5,300 vehicles in 2007. The figure below illustrates projected freight on the National Highway System by 2040. (ODOT NHS, 2010)



Rail

According to the 2010–2035 Oklahoma Statewide Intermodal Plan, rail demand is expected to grow at a 0.9 percent annual rate from 2015 to 2035, with the largest growth occurring on the Class I network in the center of the State, passing through the Oklahoma City metropolitan statistical area. The proximity of Pottawatomie County to the OKC rail hub may indicate the economic desirability of long-term rail improvements.

Increases in rail freight will depend on the preservation, maintenance and restoration of the regional rail infrastructure. Because public funding for transportation is so limited, it may be necessary to rely on private funding to stabilize and improve local railways.

A-OK RAILROAD may grow if additional freight can be brought into the system. A goal for the Railroad would be to carry 120,000 tons per year by 2030 if additional customers can be developed. Track maintenance and upgrades would contribute to the growth of rail freight on this short-line. Restoration of the 45-mile segment between McAlester and Shawnee is a goal for the Railroad. A-OK has proceeded with segments of the project using more than \$1.7 million in private funds.



Chapter 4: Financial Summary

Funding Sources

The financial assessment is intended to summarize typical federal, state and local transportation funding sources in Oklahoma.

Federal

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 the FTA to each state through a system of formula grants and discretionary allocations. MAP-21, signed into law in July 2012, is the federal transportation legislation that identifies specific funding programs.

In Fiscal Year 2013 The Oklahoma Department of Transportation (ODOT) provided \$26 million of Surface Transportation Program (STP) federal funds to the County Highway System. These STP funds may provide up to 80 percent of the construction costs of these projects. Counties fund the remaining 20 percent match for construction costs, plus the costs for engineering, right of way and utility relocation through local sources or state *County Road and Bridge Improvement* funds (CRBI/CIRB). Counties also receive road and bridge funding from the federal government, channeled through the state. In addition, counties raise their own revenue sources to supplement state and federal funding through local option sales taxes. Appendix 4.1 identifies transportation funding categories identified in MAP-21.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The Transportation Alternatives Program (TAP) was authorized under Section 1122 of *Moving Ahead for Progress in the 21st Century Act* (MAP-21) and is codified at 23 U.S.C. sections 213(b), and 101(a)(29). Section 1122 provides for the reservation of funds apportioned to a state under Section 104(b) of Title 23 to carry out the TAP. The national total reserved for the TAP is equal to 2 percent of the total amount authorized from the *Account of the Highway Trust Fund* for Federal-aid highways each fiscal year. (23 U.S.C. 213(a))

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate system routes or other divided highways.

State

Funding for highway improvements in Oklahoma comes primarily from two sources – the Federal Highway Trust Fund and state funds. In 1923, Oklahoma enacted its first State-level excise tax on motor fuels. The last increase was in 1987 and the tax is currently 17 cents per gallon for gasoline; diesel is taxed at 14 cents. Oklahoma’s primary sources of funding for road and bridge construction and maintenance are derived from fuel taxes and motor vehicle tax. Appendix 4.1 also summarizes the funding categories and taxes apportioned by the Oklahoma Tax Commission for FY 2011-2013.

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 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 a portion of the 7 percent 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.

Funds collected by the Oklahoma Tax Commission (OTC) for transportation projects are distributed directly to the counties. Revenues for specifically for the CIRB category are from collected from state gasoline and diesel tax, special fuel tax and state grow production tax on oil. Appendix 4.1 includes the CIRB for Pottawatomie County.

Pottawatomie County collects a one-cent excise (sales) tax, the proceeds of which are deposited to the county revolving fund. Fifty-six percent (56%) of the tax is allocated to maintenance, repair and improvement of county roads and bridges.

Tribal Transportation projects and funding

In addition to revenues apportioned by the OTC the recognized tribal governments who receive federal funds and may also designate their own local funds for transportation projects. Counties and tribal governments have been successful in working together to achieve implementation of transportation projects.

TRIBAL TRANSPORTATION PROGRAM

The Tribal Transportation Program (TTP) is the largest program in the Office of Federal Lands Highway. Established in 23 U.S.C. 202 to address the transportation needs of Tribal governments throughout the United States, the program receives \$450,000,000 annually to provide safe and adequate transportation and public road access to and within Indian

reservations, Indian lands, and Alaska Native Village communities. A prime objective of the TTP is to contribute to the economic development, self-determination, and employment of Indians and Native Americans.

In 2014, the Citizen Potawatomi Nation was awarded \$144,500 for Engineering, to design and construct a sidewalk along Gordon Cooper Drive. Tribal governments in Pottawatomie County have contributed to the construction of access roads, intersection improvements and other initiatives to improve transportation options that benefit tribal members and the general public. Under MAP-21, up to 2% (up to \$9 million) of TTP funds are available each year for improving deficient bridges.

Transit funding

Federal, state and local funding is limited. This restricts the type and capacity of service that can be provided. Section 5310 Transportation for Elderly Persons and Persons with Disabilities, and Section 5311, Rural Transportation Assistance Program are the primary sources of funding for Transit in Pottawatomie County.

ODOT's Transit Programs Division is responsible for the administration of the Section 5310 program, established in 1975 as a discretionary capital assistance program. In cases where public transit was inadequate or inappropriate, the program awarded grants to private non-profit organizations to serve the transportation needs of elderly persons and disabled individuals. The Section 5311 program is the Federal Transit Administration (FTA) Non-Urbanized Area Formula Grant Program. The FTA annually allocates apportioned Section 5311 funds to the governor of each state to provide funding for public transportation projects serving areas that are outside of an urban boundary with a population of 50,000 or less. Funds may be used for capital, operating, planning or technical assistance projects. No restrictions regarding age or physical disability are placed on those who may want to use the services offered.

With these funds the mobility needs of rural transit users can be supported and enhanced. Section 5311 Program grants are intended to provide access to employment, education and health care, shopping and recreation. Eligible local recipients of the Section 5311 program funds include local public bodies and agencies thereof, nonprofit organizations, and tribes. See Appendix 4.2 for more information about Transit funding.

Funding for Projects and Recommendations of the LRTP

Funding of local transportation projects and programs is heavily influenced by State of Oklahoma's annual budget and federal funding. Transportation funding sources based on motor vehicle fuel taxes tend to fluctuate with changes in fuel prices and fuel consumption.

While most taxes are per gallon and not based on fuel prices, when gas prices go up, consumption tends to go down and thus tax revenues decline. Through the past five years Oklahoma's state budget has witnessed declining revenues and these declines have a negative impact on the transportation system.

For implementation of this plan, it is possible that available revenue for transportation programs and projects may continue to decline. Therefore, coordination among local, regional and statewide agencies in the development of transportation initiatives will be necessary in order to accomplish proposed improvements. Creative funding strategies may be required to meet some gaps in services.

State Funding Issues

Limited budgets and a focus on repairing structurally deficient bridges have diverted funds from pavement maintenance. The number of structural deficient highway bridges peaked at 1,168 in 2004. Due to increased state funding since 2006, bridges were replaced at such a rate that by the end of the 2014 inspection season that number had dropped to 372.

"The problems of 40 years of underfunding cannot be overcome in a few years," said ODOT Executive Director Mike Patterson. "ODOT is grateful to the Legislature and the public for investing in the system's bridge needs. Unfortunately, it will take a sustained effort to truly dig out of this hole and put Oklahoma back on track to meet its citizens' transportation needs." (Hill, 2015)



Chapter 5: Public Participation Summary

Public Participation

This chapter describes the public participation methods CORTPO used as part of the planning process. Public involvement is an integral part of the transportation process and is also a federal requirement, continued as part of the legislation *Moving Ahead for Progress in the 21st Century* (MAP-21). This chapter also includes an assessment of the relative concentrations of identified populations such as low-income, zero-vehicle households and linguistically isolated individuals. Maps are included for illustration in Appendix 5. Proposed construction projects must be evaluated to determine if they have disproportional adverse effects on vulnerable populations.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have jointly issued a Policy on Public Involvement. The goal of this policy statement is to aggressively support proactive public involvement at all stages of planning and project development. State departments of transportation, metropolitan planning organizations, and transportation providers are required to develop, with the public, effective involvement processes which are tailored to local conditions.

CORTPO is proactive in its efforts to effectively communicate with the public and has adopted a Public Participation Plan (PPP) to ensure that local transportation planning provides opportunities for the public to take an active role in the decision-making process and complies with the federal requirement for public involvement and participation.

The performance standards for these proactive public involvement processes include early and continuous involvement; reasonable public availability of technical and other information; collaborative input on alternatives, evaluation criteria and mitigation needs; open public meetings where matters related to Federal-aid highway and transit programs are being considered; and open access to the decision-making process prior to closure. This legislation is found in 23 CFR 450.210.

As part of the LRTP development and public outreach process, consultation with federally recognized tribes in the region was initiated by CORTPO. Tribes contacted were the Absentee Shawnee Tribe of Oklahoma, the Citizen Potawatomi Nation, the Kickapoo Tribe of Oklahoma and the Sac & Fox Nation, all of whom have jurisdictional areas within Pottawatomie County. See Map, Appendix 1.2. Each tribe was invited to participate in the planning process. A copy of the LRTP was mailed to each tribal headquarters during the public review process, with a request for comments.

Environmental Justice

Public involvement and outreach for the Plan must comply with Presidential Executive Order 12898, Environmental Justice. The Federal Highway Administration (FHWA) also follows federal policy to ensure federally funded activities (including planning, through implementation) do not have a disproportionate adverse effect on disadvantaged populations. Low-income areas and poverty rates as defined by the U.S. Department of Health and Human Services (HHS) Poverty Guidelines were identified within Pottawatomie County. Low income populations are defined by the FHWA for transportation planning purposes as families of four with a household income that is below the poverty guidelines set by HHS. In Pottawatomie County, the 2014 HHS poverty guideline for a family of four was \$23,850. Median Household income for the County was \$41,332.

The LRTP process identified environmental justice (EJ) populations through a comparison of the racial and ethnic composition of the County by Census area. Pottawatomie County's racial and ethnic composition is 76% White, 13% percent Native American, 3% African American and 4% Hispanic or Latino. In comparison, Oklahoma's is 72% White, 8% Native American, 7% African American, and 9% Hispanic or Latino. Therefore, Pottawatomie County has more people who identify as White or Native American, and fewer African Americans or Hispanics than does the state, in general.

Methods

CORTPO held open public meetings and provided notice of availability for public outreach to involve interested parties in the early stages of the plan development. Notices of public meetings for the LRTP were published After the draft LRTP was developed, CORTPO hosted additional public meetings and provided a notice of availability for a 30-day public comment period. The final draft LRTP was presented to the CORTPO Technical Committee for review and comment prior to recommendation to the CORTPO Policy Board for adoption. (Appendix 5.7, copy of public comment period and public hearing notice).

Surveys

To receive public comments by survey, we issued a press release, posted notices, published the survey on CORTPO website, provided them to local interest groups (Kiwanis, Shawnee Housing Authority, Lions Club, Rotary, the Peddler's Cycling Club, and others), and sent copies to the County, City of Shawnee and all other community representatives on the CORTPO Policy Board. Surveys were collected from the public between September 16, 2014 and January 30, 2015. One hundred eighty-one surveys were returned and tabulated. All public comments received have been included. See Appendix 5.1 for survey instrument, response summary and public comments.

Stakeholder's meeting – September 23, 2014

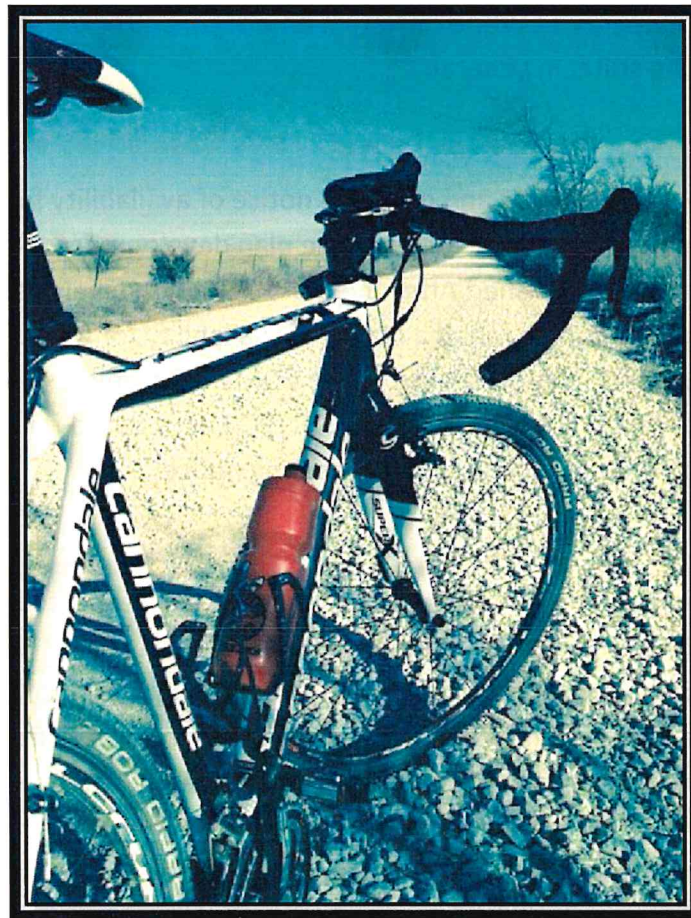
Newspaper Articles – press release, September 16, 2014

Website – <http://www.coedd.net/services/transportation/>

Public Comment Period – May 14, 2015 to June 12, 2015

Public comments indicate that Pottawatomie County does an exceptional job with gravel road maintenance, in the face of tight fiscal conditions

Photo: Shawnee Gravel Grinders



Chapter 6: Transportation Recommendations

This chapter identifies the recommendations of projects, plans and studies that were developed as a result of the review of demographics, growth, activity generators, transportation system, survey information, existing plans and other such issues. This plan will be used to develop and implement programs to enhance the County and Region’s multimodal transportation system.

Research is included in the plan that will provide information and data to support the goals identified in Chapter 1. The information provided in the LRTP is to provide guidance on recommended projects, studies and plans. In other cases, studies should be undertaken in order to develop a comprehensive set of solutions. Table 6 below summarizes the relationship of the policies to the projects. The construction projects identified in Chapter 6 are based on information provided by ODOT, CORTPO member cities and Pottawatomie County.

Funded Projects; Committed Improvements

Major transportation improvement projects are construction projects such as new or replacement bridges, not including maintenance projects. The ODOT Eight Year Plan groups projects according to anticipated State and Federal fund categories. With regard to Federally-funded projects, the current Plan is fiscally balanced in that the total project costs do not exceed the anticipated Federal funds. This assumes that Congress, at a minimum, will fund the most conservative of the Federal reauthorization bills presently being considered. Tables showing the projects currently included in the ODOT 8-year Plan, the Statewide Transportation Improvement Program (STIP) and the County Improvements, Roads & Bridges (CIRB) may be seen in Appendix 3.5.

Table 6.1 Funded Improvements

Pottawatomie County FUNDED PROJECTS				
ODOT 8 year Construction Plan				
2014				Cost
SH 102	WIDEN & RESURFACE	4.54	SH-102: FROM 3.06 MI NORTH OF SH-9, NORTH TO 0.35 MI SOUTH OF I-40 2014	11,077,000
SH 102	BRIDGE & APPROACHES	0.64	SH-102 OVER NORTH CANADIAN RIVER, 0.7 MI NORTH OF US-270	4,579,200

2015				
SH 102	WIDEN & RESURFACE	4.54 MI	SH102 FROM 3.06 MI N OF SH 9, N TO .35 MI S OF I-40	11,701,500
SH 3E	RIGHT OF WAY	.2 MI	SH 3E OVER ROCK CREEK, 3.8 MI E OF SH 18	91,273
SH 3E	UTILITIES	.2 MI	SH 3E OVER ROCK CREEK, 3.8 MI E OF SH 18	53,045
2016				
SH 39	RIGHT OF WAY	6.4 MI	SH 39 FROM 6.5 MI E OF CLEVELANDC/L E TO US 177 IN ASHER	1,375,668
SH 39	UTILITIES	6.4	SH 39 FROM 6.5 MI E OF CLEVELANDC/L E TO US 177 IN ASHER	1,540,654
I-40	RIGHT OF WAY	1.16 MI	I-40 INGRESS/EGRESS IMPROVEMENT MILE MARK 187	2,544,000
I-40	UTILITIES	1.16 MI	I-40 INGRESS/EGRESS IMPROVEMENT MILE MARK 187	148,400
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2017				
SH 9	RIGHT OF WAY	5.49 MI	SH 9 FROM SH 102, E 5.49 MI TO END OF EXISTING CONCRETE SEC AT W SIDE OF TECUMSEH	2,142,112
SH 9	UTILITIES	5.49	SH 9 FROM SH 102, E 5.49 MI TO END OF EXISTING CONCRETE SEC AT W SIDE OF TECUMSEH	1,190
I-40	BRIDGE & APPROACHES	.2 MI	I-40 OVER COUNTY ROAD, 7.62 MILES E OF OKLA C/L EASTBOUND & WESTBOUND	7,149,064
I-40	RIGHT OF WAY	0.2	I-40 OVER COUNTY ROAD, 7.62 MI EAST OF OKLAHOMA C/L (EASTBOUND & WESTBOUND) (RW FOR 28928(04))	327,000
I-40	UTILITIES	0.2	I-40 OVER COUNTY ROAD, 7.62 MI EAST OF OKLAHOMA C/L (EASTBOUND & WESTBOUND) (UT FOR 28928(04))	109,000
US 270	RIGHT OF WAY	1 MI	UNION PACIFIC OVER US 270, 7.2 MI E OF US 177, VERTICAL UNDERCLEARANCE IMPROVEMENT	327,000
US 270	UTILITIES	1 MI	UNION PACIFIC OVER US 270, 7.2 MI E OF US 177, VERTICAL UNDERCLEARANCE IMPROVEMENT	109,000
2018				
SH 3	BRIDGE & APPROACHES	.2 MI	SH 3 OVER ROCK CREEK, 3.8 MI E OF SH 18	2,507,218

Recommendations

The Plan recommends the following:

1. The County presents an attractive environment for high quality development
2. Continued cooperation between the County and Division 3 to improve safety, such as additional signage or caution lights
3. Prioritize preservation, maintenance and improvements to existing roads over new road construction
4. When transportation improvements are planned, consider multi-modal issues during planning and design phases, including bicycle and pedestrian amenities and connectivity where appropriate
5. Provide additional support for grant writing for transit
6. Form a working group to develop a Transit Plan
 - a. Suggested strategies:
 - i. Increase the capacity and availability of Public Transit by use of creative funding solutions, cooperative partnerships; maintain a close relationship with ODOT Transit
 - ii. Increase cooperation among all transit stakeholders to ensure efficiency of fiscal investment
 - iii. Survey manufacturing companies, retail clusters and other employers to assess the potential for any business subsidy for worker transit
 - iv. Provide incentive programs for employers and retail destinations to contribute to transit for workforce
 - v. Consider an experimental trial of a fixed bus route connecting school, work and shopping for example among: Tecumseh, CPN, Shawnee, colleges and universities, work and shopping destinations
 - vi. Conduct an experimental trial of a commuter route such as Shawnee to Tinker and OKC; Tecumseh to Norman
7. Recommendations for Pedestrian And Bicycle Facilities
 - a. Continue to implement City of Shawnee Master Trail Plan
 - b. Form a volunteer committee to develop a Bicycle Plan for Pottawatomie County
 - c. Erect bike awareness signage on routes among town centers and to local recreational destinations such as Twin Lake, Tecumseh Lake and Wes Watkins Reservoir
 - d. Provide bike and pedestrian access across I-40 to the Shawnee Mall area

- 8. Recommendation for Aviation
 - a. Monitor the condition and capacity of the Regional Airport over the 20 year life of this Plan; make suitable recommendations at time of LRTP updates
- 9. Recommendation for Rail Priority
 - a. Advocate for track improvements to increase the economic viability of regional freight rail

The projects included in the LRTP may have potential funding from a single source or multiple sources. Each project has unique components and while there are many funding programs within various state and federal agencies, each project must be evaluated on its own merits to determine which programs may apply. Sources could include funding from entities such as EDA, USDA, REAP, CDBG, Industrial Access, Lake Access, and the Transportation Alternative Program. Additional sources of project support such as private investments, non-governmental grants and others not listed may also be available.

CORTPO will continue to review potential funding sources as they become available or as projects become eligible. Over the life of the LRTP, Pottawatomie County and CORTPO will expand on this effort by identifying additional projects that are needed in the county and potential funding sources for those projects.

Table 6.1 Unfunded Projects ODOT & CIRB

Pottawatomie County Unfunded projects				
ODOT 8-year Construction Work Plan/County Improvement Roads & Bridges				
ODOT 2019	Project type	Segment	Location	Cost
SH102	WIDEN & RESURFACE	3 MI	SH 102 FROM SH 9, N 3.06 MI	9,561,700
SH 39	WIDEN, RESURFACE & BRIDGE	3 MI	SH 39 FROM 9.9 MI E OF CLEVELAND C/L, E TO US 177 IN ASHER	5,012,280
I-40	INTERCHANGE	1.16 MI	I-40 INGRESS/EGRESS IMPROVEMENT AT MILE MARK 187	3,264,906
CIRB 2019				
Hardesty Rd	CO RD GRADE, DRAIN & SURFACE	4.00 MI	HARDESTY RD(EW-118) BEG @ SH-102 & EXT EAST 4.0 MILES TO COKER RD (NS-338) (6316C) PHASE II DIV.	\$50,000
County Bridge @ NS 347-NS 348	COBRGE BRIDGE & APPROACHES	1.00 MI	CO BR OVER DRIPPING SPRINGS LOW WATER X-ING, ON EW-129 BEG @ NS-347 EXT EAST 1.0 MILE TO NS-348 DIV.	\$1,502,413

ODOT 2020				
SH 9	GRADE, DRAIN & SURFACE	5.49 MI	SH 9 FROM SH 102, E 5.49 MI TO END OF EXISTING CONCRETE SEC AT W SIDE OF TECUMSEH	16,600,000
US 270	GRADE, DRAIN & SURFACE	1 MI	UNION PACIFIC OVER US 270, 7.2 MI E OF US 177, VERTICAL UNDERCLEARANCE IMPROVEMENT	2,500,000
ODOT 2021				
I-40	RESURFACE	8 MI	I-40 FROM OKLA C/L, E 8 MI (MP 172.89 TO MP 180.89	16,000,000
SH 39	WIDEN, RESURFACE & BRIDGE	3.4 MI	SH 39 FROM 6.5 MI E OF CLEVELAND C/L, EAST 3.4 MI	4,370,200
I-40	UTILITIES	.2 MI	1-40 FROM UNNAMED CREEK, 7 MI E OF OKLA C/L	50,000
ODOT 2022				
SH 39	RIGHT OF WAY	.2 MI	SH 39 OVER UNNAMED CREEK, 2.3 MI E OF JCT US 177	150,000
SH 39	UTILITIES	.2 MI	SH 39 OVER UNNAMED CREEK, 2.3 MI E OF JCT US 177	100,000
US 270	RIGHT OF WAY	.2 MI	US 270 OVER UNNAMED CREEK 7.7 MI E OF JCT US 177	150,000
US 270	UTILITIES	.2 MI	US 270 OVER UNNAMED CREEK 7.7 MI E OF JCT US 177	100,000

Table 6.2 Unfunded possible projects

Short Range Implementation Timeline: Implementation begins in 2015 and will be on-going

GENERAL LOCATION	PROJECT DESCRIPTION	Goal concepts	PROJECT YEAR	POSSIBLE FUNDING SOURCE \$\$\$	Goal, objective & Policy References
Entire county	Prioritize road surface maintenance, improvements and drainage ditch maintenance; prevent more expensive damage	Funding, Maintenance, preservation	2015 On-going	No cost	Goal 1, Policy 1.1 Goal 2 Objective A
Repair or improvement selected county roads	Improved rumble strip placement for Bike Safety, when shoulders are constructed or repaired on existing roads	Safety	2015 On-going	No cost	Goal 6, Policy 6.4 Goal 3, Policy 3.5 Goal 4 Policy 4.7
County-wide	Coordinate economic development with long-term transportation regional connectivity	Economic vitality, connectivity	2015 On-going	No cost	Goal 7, Policy 7.5
County-wide	Provide additional support for Grant writing for Transit	Funding, preservation and maintenance of the current system, alternative modes	2015 On-going	Private, volunteer	Goal 1, Policy 1.1 Goal 2, Policy 2.4
County and regional linkages	Restore the freight rail connection route; OKC, thru McAlester to Howe	Freight access, connectivity, economic vitality	2015 On-going	Private, Tribal, ODOT	Goal 1, Objective C Goal 3, Policy 3.1 Goal 5, Policy 5.2 Goal 2, Objective D
County and regional linkages	Support proposals for local and inter-city mass transit systems that rely on a greater percentage of private funding or user-borne costs	Access, mobility, and connectivity	2015 On-going	ODOT Transit, Colleges, Private	Goal 1, Objective C Goal 3, Policy 3.2 Goal 4, Objective A

County-wide	Implement additional Economic development incentives & strategies; reinvest new tax revenue in transportation enhancements	Economic vitality and funding	2015 On-going	County, TIF	Goal 1, Policy 1.6 Goal 7, Policy 7.4, 7.6
Selected roads	Add bike awareness signage on state and county roads for improved safety on common bike routes and roads with shoulders	Safety	2015 On-going	County	Goal 6, Policy 6.5
Selected roads	Incorporate sidewalk routes and bike facilities with street and road repairs where warranted	Access, alternative modes, economic vitality, health and environmental	2015 On-going	County, ODOT	Goal 1, Policy Goal 3, Objective C Goal 6, Policy 6.10
County-wide	Include bicycle racks at shopping areas, public facilities, health facilities, major employers and other activity centers	Access, alternative modes, economic vitality, health and environmental	2015 On-going	Private, local	Goal 2, Objective E Goal 3, Policy 3.4 Goal 5, Policy 5.6 Goal 7, Policy 7.4

Medium Range Implementation Timeline: Implementation over a 5 year period

County and regional linkages	Develop a phased implementation plan for a regional bicycle network that improves continuity between jurisdictions	Connectivity, sustainable alternative modes	2015-2020	Volunteer	Goal 4, Policy 4.2
County and regional linkages	Develop a Transit Plan to facilitate coordination among providers, to absorb existing capacity; avoid administrative duplication; increase transit capacity; improve linkages	Preservation and maintenance of the system, funding, population growth, alternative modes, connectivity	2015-2020	Private, local, volunteer	Goal 4, Objective C Goal 4, Policy 4.2
Entire county	Develop a county map for recommended development areas	Preservation of county roads, economic vitality	2015-2020	County, volunteer	Goal 1, Policy 1.6 Goal 2, Policy 2.3 Goal 7, Policy 7.1
North of Shawnee	Traffic Light at Hwy 18 and Wolverine Road	Safety – Heavy truck traffic	2015-2020	County, ODOT	Goal 6, Objective A Goal 8, Objective B
West of Tecumseh	Install flashing light at intersection of Hwy 9 and 102	Safety – dangerous intersection	2015-2020	County, ODOT	Goal 8, Objective B Goal 6 Objective A

Long Range Implementation Timeline: Implementation over a 20 year period

Selected sites	Repurpose abandoned RR routes (economic vitality, preservation of a resource)	Preserve, maintain, connectivity, sustainable alternative modes	2015-2035	County, Private, trail grants	Goal 5, Objective A Goal 5, Policy 5.1
County and regional linkages	Upgrade track between Shawnee and OKC (economic development, freight flow, preserve and maintain system)	Freight access and connectivity	2015-2025	Private, ODOT	Goal 5, Objective A Goal 5, Objective B Goal 3, Policy 3.1
I-40 frontage road	Frontage road extension from Union Street to Harrison	Connectivity	2015-2025	Multi-jurisdiction	Goal 5, Policy 5.6
North-south arterial on the western side of county	Improve Bethel Road from Hwy 9 to I-40	Preserve, maintain, absorb population increase, support alternative modes, economic vitality	2015-2025	County, ODOT	Goal 7, Objective A
North side of Shawnee	Extend Union Street north with bike pedestrian features or install a Walk/Bike overpass from Union Street to Shawnee Mall	Improve access and mobility	2015-2035	Multi-jurisdiction	Goal 3, Policy 3.5 Goal 5, Objective D Goal 6, Objective F
Northwest of Shawnee	Extend Westech Road to the West	Freight access and connectivity	2015-2035	County, ODOT	Goal 5 Objective B Goal 7, Policy 7.3, 7.5



Central Oklahoma

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