

# Meeting Summary

## Northwest Multimodal Corridor Concept Plan Advisory Focus Group

Northwest Rapid Transit Corridor  
June 24, 2015, 1:00 – 3:00pm

Union Station, 300 SW 7th Street, Oklahoma City, OK 73109

Attendees	Organization
Danny O'Connor	ACOG
Melody Wortmann	American Fidelity
Shane Hampton	OU Institute for Quality Communities
Jason Ferbrache	EMBARK
Beverly Bowen (on phone)	ICFI
Ryan Baker	Neighborhood Alliance
Marisa New	OK Health Equity Campaign
Brad Finkhouse	Oklahoma City-County Health
Derek Sparks	Oklahoma City Chamber of Commerce
Cary Pirrong	Oklahoma City University
Ian Colgan	OKC Planning Department
Dennis Blind	OKC Planning Department
Pearlie Tiggs	FTA, Region VI
Matt Sandidge	OKC Planning Department
Matt Crownover	OU Institute for Quality Communities
Shelby Templin	OU Institute for Quality Communities
Larry Hopper	EMBARK

### Meeting Summary

This document summarizes the June 24, 2015 Advisory Focus Group (AFG) meeting that continued work on the *Northwest Multimodal Corridor Feasibility Plan*. It focuses on key agenda items, goals and objectives, seven key locations, and next steps. The summary is not intended to be a transcript of the meeting.

### Intro & Opening Discussion

The meeting began with a welcome from Jason Ferbrache, and with all members introducing themselves to the group and stating what entity or group they represented. There was then a brief review for the group by Larry Hopper regarding the overarching transportation planning, about the USDOT health “beta test” and objectives of this group for the Northwest Corridor, and the conceptual planning taking place. There was discussion regarding what had been recommended at the Health Subcommittee meeting on June 17<sup>th</sup> and the revisions of the

health goals for the corridor as well as a few additions to the goals list. Larry then briefly touched on the different transit and transportation vehicle systems that had been discussed further at previous meetings. It was noted that at an ULI “A Better Classen” meeting the day before, an elected official pointed to bus rapid transit (BRT) as the likely vehicle option for Classen Boulevard. There are four planning partners for the corridor planning; EMBARK, ACOG, City-County Health and the Oklahoma City Planning Department.

### **Corridor Analysis**

The meeting then moved onto a discussion of the revised transportation corridor problem statement and also to describe the process chosen used to prioritize and select the seven key locations in the corridor from about two dozen locations. Dennis Blind from the Oklahoma City Planning Department spoke about how the four planning partners had refined the matrix to come up with an overall problem statement for the corridor. They were focused on making the area more transportation oriented, and to generate more connections between health amenities and transportation. From there the four planning partners created suggested goals and objectives. Four draft goals are listed in Appendix A.

There was then discussion about the overall analysis of the corridor. Dennis listed some of the various health factors and impacts along the corridor that the process is attempting to address. Some of the information moving forward is related to the 2005 Fixed Guideway Plan completed by COTPA, Plan OKC, the ACOG CCS, and the Wellness Now data, plus the health information from the mid-May “Self-Guided On-Line Tour of Health in the Corridor.”

Danny O’Connor with ACOG then discussed the rubric the group had used to analyze the two dozen routes and locations to arrive at seven for the OU IQC to study. These places were cross-referenced with current ridership at each location, population intensity in the area, employment nodes and other measures. It is important to assess the existing conditions of the corridor. This is a conceptual transportation plan and so it should be reflected in the research conducted as well as the final plan. The area with the largest span is the area of 47<sup>th</sup> and Classen all the way to Blackwelder and Northwest Expressway. The importance of social determinants of health were also recognized.

The seven areas are:

*Three locations: more intensive planning effort at and near these higher priority locations:*

- 1 23<sup>rd</sup> and Classen
- 2 The arc from about 47<sup>th</sup> and Classen (Flower Garden Park) over to NW Expressway and Blackwelder),
- 3 NW Expressway and Independence

*Two other locations for less intensive work:*

- 1 Junction of NW Expressway/63<sup>rd</sup>/Tulsa
- 2 10<sup>th</sup> and Classen

*Two cross-sections:*

1-NW 30<sup>th</sup> and Classen

2-Along the east west part of NW Expwy between NW 63<sup>rd</sup> and Meridian, closer to Meridian

### **IQC Work and Moving Forward**

Next in the meeting, the graduate students from OU's Institute for Quality Communities gave a brief overview of their work that had been completed so far. First discussed was the current conditions at the three high priority stop locations. Amenities in the area were listed and hand-drawn cross-sections were shown to represent the right of way in the area and how it now looks in terms of lanes, medians and pedestrian zones as vehicles go through the area. The students then showed an isochrone of the potential stop located at NW Expressway and Independence near INTEGRIS. This isochrone analysis showed that a five or ten minute pedestrian or bicycle trip does not go as far as previously thought in the various directions for equal amounts of travel time, and isochrone results should be considered moving forward.

The meeting concluded with a discussion of the transportation goals and objectives for the planning. About two dozen objectives were proposed to apply to the four goals. It was stated that the general public needs to have a good understanding of what the plan is about. There needs to be an increased awareness of the economic, health and safety, and transportation and multimodal opportunities being explored.

An open question was moderated by Larry Hopper with the group: how do we go about reaching out to and educating the general public? It was agreed that a community meeting is needed and the next gathering of the Advisory Focus Group would be conducted some days prior to that community meeting. Also a smaller-scale "roadshow" for some stakeholder groups about the process and about the five higher priority locations along Classen and NW Expressway was considered useful as part of a way to help cause a "cultural shift" in people's thinking about travel there. The outreach would help people also have a better understanding of the land use, pedestrian and transit conditions and potential in the areas. The community meeting could be part of a broader education campaign that could include key groups that help promote it yet also include a campaign involving the media, op-ed pages, on-line resources and more.

The group would have its next meeting to review the IQC's work, OKC Planning Department efforts, to review some health evaluation criteria to apply against strategies, and the outline of the community meeting to be held about a week later. A key next step for July was to develop evaluation criteria to use to assess capital strategies and policy strategies. Strategies are ways to implement goals and objectives.

## APPENDIX A June 24, 2105 AFG Meeting Summary

### Northwest Multimodal Transportation Corridor Concept Plan: Goals and Objectives (Draft)

- Improve multi-modal transit options
  - Improve transit frequency
  - Improve travel time and reliability
  - Provide convenient transit connections that minimize the need to transfer
  - Increase transit ridership and mode share in the corridor via service that is comfortable, pleasant and easy to use
  - Improve access for people walking and bicycling to transit
  - Improve the safety of pedestrians and bicyclists accessing transit, traveling in and along the corridor, and crossing the corridor
  - Utilize a desirable, fiscally responsible transit vehicle technology
  - Reduce or at most maintain traffic congestion levels faced by motorists
  
- Support private investment as well as economic development, revitalization and land use redevelopment opportunities for the corridor
  - Support development and redevelopment as planned in other adopted planning and transit plans
  - Coordinate transit stops and other improvements with other planned and programmed pedestrian and bicycle projects
  - Support commerce's worker productivity and its business aims
  - Coordinate transit capital improvements with other planned and programmed roadway projects in a way that allows buses to safely re-join traffic
  - Minimize adverse impacts to existing businesses and industry
  - Support community vision for high capacity transit that also includes feeder bus services that connect the corridor's stops to districts and key developments
  
- Enhance quality of life and livability
  - Improve the safety of all users of the system for all modes of travel
  - Connect travel options to healthy community improvement
  - Maintain the cleanliness and good repair of transportation infrastructure
  - Prioritize transportation projects that enable active, livable, healthy communities
  - Use transportation infrastructure to help create attractive communities
  - New projects should respect the character of the corridor, neighborhoods and adjacent land uses
  
- Educate leaders, the citizenry, and the business community about benefits of improved multimodal options via a multi-faceted educational campaign
  - Increase awareness of the economic, health, safety benefits and other opportunities
  - Connect multimodal understanding to the next steps toward its achievement
  - Foster better awareness of bus rapid transit (BRT) and its use in the U.S.
  - Cultivate an understanding of intermodalism
  - Increase awareness of various types of barriers