

Alternative Transportation

Goal and Work Plan Priorities

Goal Statement

Expand pedestrian access for Duncan residents and visitors to parks, schools, and businesses by expanding access to safe, well-designed sidewalk and trail infrastructure and promote the economic opportunities that exist with the airport and rail systems serving the community.

Work Plan Priorities

General Alternative Transportation Priorities

Utilize grants to fund alternative transportation projects

The City of Duncan should actively seek grants and other funding opportunities to assist with alternative transportation projects given the rising costs of infrastructure construction and improvements. Some potential sources to consider in the grant and funding process includes state and federal transportation programs, state health initiatives and programs, and non-profit and philanthropic groups. Funding streams may also be available through public/private partnerships with aeronautic organizations and Union Pacific Rail serving our community. For several components of the Heritage Trails system, consideration to tying the trail to local schools can make sections eligible for “Safe Routes to School” grants.

Utilize streetscapes and traffic calming techniques to improve safety for non-vehicular traffic

Traffic calming are the design techniques that communities implement to help make the roads safer for pedestrians and cyclists while also reducing the negative effects on motor vehicles. Some examples of traffic



calming techniques include the use of speed humps or speed tables that encourage drivers to use additional caution, intersection chokers which is the creation of “bump outs” at the intersection that allows a pedestrian/cyclist more room to safely wait to cross a street, a technique of “road diet” which reduces the number of lanes to allow street parking/dedicated turn lanes. Other techniques commonly used are landscaping along the street, changes in road surface texture (asphalt to concrete, stamped asphalt/concrete, etc.), and use of different colors in the street (colorful crosswalks, stained concrete, etc.) all of which add to making a safer environment for those utilizing alternative means of transportation.

Sidewalks and Pathways Priorities

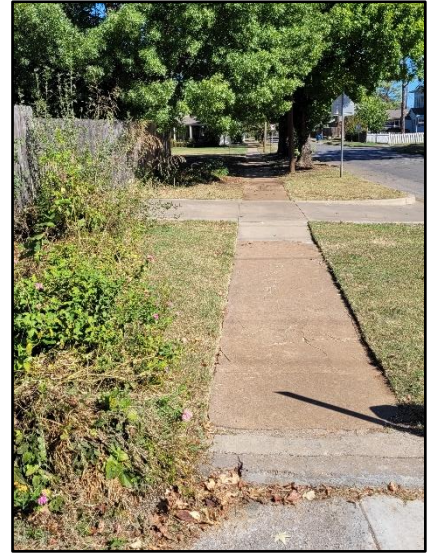
Adopt local ordinance for sidewalks and pathways

Once upon a time, the City of Duncan had a sidewalk ordinance that required new residential, and some commercial, developments to include the construction of sidewalks to allow walkability throughout the community. In the late 70s or early 80s, several developers petitioned to have this requirement removed as at that time more priorities were given to the family vehicle. Now communities see the power of having sidewalks and paths for citizens to use for health benefits and connectivity. The City of Duncan

needs to reestablish a local ordinance regarding when and where sidewalks need to be included in future development requests, design standards for materials and widths, and when completion of sidewalk installation will occur with regards to the overall development project. The ordinance should also be more specific on what is expected of current and future property owners relating to sidewalks that traverse through the property.

Adopt a 50/50 repair program for sidewalks and pathways

With the addition of new sidewalks, paths, and trails throughout the City of Duncan, local leaders need to think about perpetual maintenance of this alternative transportation infrastructure. Several communities across the United States have adopted local ordinances for sidewalks that also includes language that allows property owners to improve the accessibility and walkability within their neighborhoods. A common program that has been adopted is that of a 50/50 Sidewalk Replacement Program that can be used to address sidewalk defects and hazards. In this program, the property owner in which the sidewalk/path runs are not fully responsible for the maintenance as a partnership is formed between private property owner and the municipality to make necessary repairs that will continue to improve community walkability. For those properties that are at the intersection of two streets and/or improved alley, the city will be responsible for the full cost of the installation of required ADA (Americans with Disabilities Act) compliant curb ramp.



Implement ADA improvement program for sidewalks and pathways

As Duncan adds and improves sidewalks throughout the community, focus and attention needs to be given to the Americans with Disabilities Act (ADA) and how design and construction should be completed to allow users of all abilities an opportunity to use and enjoy the network. As part of the ADA Improvement Program, city staff needs to prioritize existing sidewalks/paths that lack the appropriate ADA design components and begin preparing a plan of action to make the necessary repairs and improvements. Priority should be given to those areas that see high use, have a mix of residential and commercial activity, and allow for safe maneuverability of residents throughout the community.



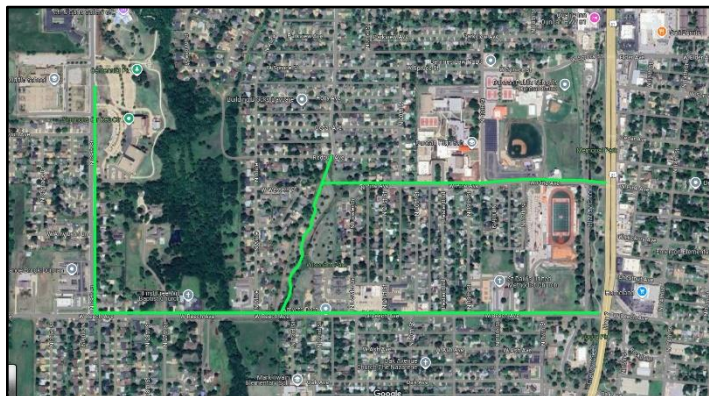
Sidewalks connecting residential areas to commercial districts

Through the public input process during several planning forums, residents have expressed a strong desire to see more connection between residential areas and nearby commercial districts. Though several of these routes may be served by future construction of the Heritage Trail system, the City of Duncan needs to look at other paths that may be suitable to accommodate pedestrian use to access major commercial districts to better serve those residents that may have limited or no access to a vehicle.

Heritage Trails Priorities

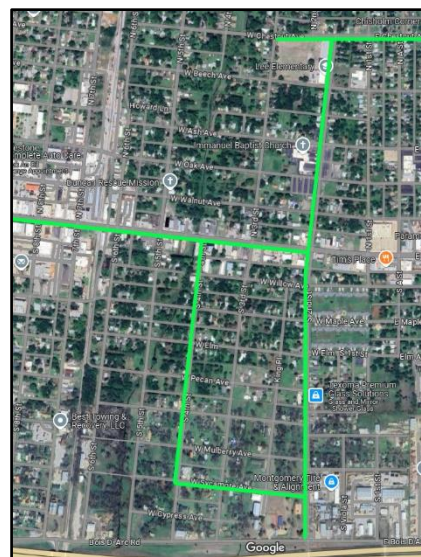
Complete Simmon's Center Loop

The Heritage Trails Committee, partnering with the Simmon's Center and the City of Duncan, has been working on the Simmon's Center Trail Loop with funding received from local donations and ODOT grants. This loop is nearing completion but still needs some additional funding to complete to already designed network of trails serving this area. Work to still be completed follows the existing Whisenant Park Trail, improvements along Beech Avenue, improvements along Chisholm Trail Parkway and additional nature trails throughout the approximate 5K system. This trail system, being the initial stages of an approximate 17-mile trail system serving all of Duncan, has shown to be very successful as usage grows monthly with more residents using this amenity to improve self-health and to travel to other community locations without the sole reliance of a vehicles.



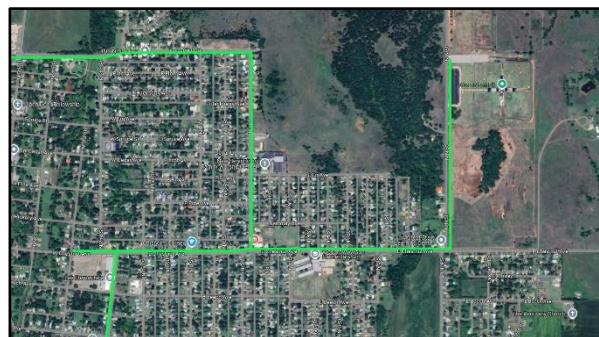
Design and begin construction of Douglass Center Trail Loop

As part of the conceptual plan for the Heritage Trail System, a proposed trail loop and connection to Main Street was included for citizen consideration and ultimately approved by City Council. This trail loop looks to utilize existing right-of-way along South 2nd Street from Chestnut Avenue to Bois D'Arc Avenue, Sycamore Avenue between South 2nd Street and 4th Street, and South 4th Street from Sycamore Avenue to Main Street. This will provide approximately two additional miles to the Heritage Trails network and connect the Douglass Center, Douglass Park and Main Street. Funding for this project should consider Community Development Block Grant (CDBG) Programs, ODOT funding streams, as well as programs that focus specifically on trail systems such as the National Trails Fund, Trails Capacity Program, and National Recreational Trails Funding Program. As this area has a higher than national average poverty rates, additional funding may be available to our community.



Design and begin construction of Abe Raizen Trail Loop

The Abe Raizen Trail Loop was also part of the conceptual design for the Heritage Trail system that was approved by City Council and contains approximately 2.5 miles of trails/pathways that connects Abe Raizen Park, Olen Sledge Park, Hillcrest Park, and Woodrow Wilson Elementary School. The trail is conceptually proposed to follow the right-of-way along North N Street, Chestnut Avenue, North D Street, and Forest Hills Drive/Elder Avenue.



Design improvements for Main Street Duncan Trail

Main Street Duncan, with its existing historic story trail in front of local businesses, is a key component to the overall conceptual design of the Heritage Trail system. The Main Street area will serve as the central location that all other proposed trail networks ultimately connect to that will ultimately provide access to over 17 continuous miles of trails in our community. The conceptual design for this series of trails follows Main Street from South 19th Street (to the Duncan Cemetery) to South 2nd Street, along North 9th Street from Main to Elder Avenue, and branches that follow Pine Avenue between North 9th Street and Highway 81 and along Beech Avenue from North 9th Street across Highway 81.

General Airport Priorities

Expand additional hanger access

With continued growth and expansion of services at the Duncan Airport, there is a growing need for additional hanger space, as well as reconfiguration of existing hanger facilities. Recently, there have been some private/public partnerships formed to allow construction of larger hangers to accommodate some of the larger planes and jets that utilize our airport, and these partnerships should continue to enhance the amenities. The existing facilities are dated but are currently leased which means coordination will be required as to not displace those leaseholders while new and improved hangers are configured and constructed.



Airport to be a destination/experience hub for aviation

Duncan is proud of its airport and has every right to be as the services that are provided are top notch and not seen in many facilities serving communities of less than 25,000 people. Because of the community support, public/private partnerships that have formed, and the existing amenities that Duncan's airport offers, the next step is to really establish the airport as a destination/experience hub for aviation. Oklahoma's dedication to aeronautics has proven that airport communities can attract new economic activities, and Duncan is no different. Our citizens and pilots expressed that we need to focus on branding our airport for the future, establish it as a Place of Sense that engages travelers, and ensure that it serves as an important civic gateway into Duncan, Oklahoma.



Establish a commercial/industrial aeropark plan

Communities across the nation seeking to utilize their local municipal airports to propel future economic growth work to establish and implement a commercial/industrial aeropark plan that helps create a compact, mix of land uses, and an overall design that helps attract new firms, promote research, foster new technology, and boost new and expanding businesses. Duncan has previously commissioned a company to provide conceptual renderings and potential land use designations in and around the Duncan Municipal Airport that needs to be reconsidered by local leaders and pilots. Duncan can benefit

from State initiatives in aviation that could bring new economic opportunity and diversification to our community.

General Railroad Priorities

Preserve land for potential freight terminal/yard

The Oklahoma State Rail Plan – 2021, includes the Oklahoma Freight Transportation Plan (OFTP) that is to serve as a long-range freight planning document, fully integrated with other state planning initiatives, and aligns with the National Freight Goals. The plan outlines the need for safe and secure travel; infrastructure preservation; economic vitality; environmental responsibility; and efficient system management and operation as primary goals. Duncan should also consider these goals while identifying potential lands that could be suitable as potential sites for freight terminal/yards so that proper policy, future growth considerations, and future land use designations can properly align with local economic opportunities.



Revise ordinances and policy to protect rail access

The current ordinances, as adopted by the City of Duncan, lack strong policy that would help protect future rail access through zoning, growth management practices, and future land use maps. A minimum radius of nearly 600 feet is needed to properly accommodate long freight trains and spurs need to occur in areas where there is a minimum of 200 feet of straight line (not near a curve, near a bridge/tunnel, near road crossings, or near other spurs/turnouts). Because of these large turn radiuses and required straight runs of rail to accommodate spurs and turnouts, proper policy needs to be in place that compliments future economic growth objectives and land use plans for the City of Duncan.

Evaluate, improve or separate grade crossings

For the safety of our citizens, vehicles, and the rail system throughout the City of Duncan, a program should be implemented to evaluate, improve and/or separate grade crossings when feasible. ODOT has been partnering with communities to improve railroad crossings throughout Oklahoma with various safety devices and design improvements thanks to a \$100 million investment. Projects can include signage, active warning systems, and audible alerts all to lower and prevent loss of life and property. The first step for Duncan will be to evaluate all rail crossings throughout the community and determine what features may be impactful and have a plan that can be presented for future consideration for funding and grant opportunities.



Conduct feasibility study for passenger terminal/use

Currently, the Heartland Flyer, which began in 1999 as a joint venture between Amtrack and the Oklahoma Department of Transportation, is the only passenger rail that is available in Oklahoma. This

system currently connects travelers from Oklahoma City to Fort Worth, Texas where connections are available to Dallas, Chicago, and San Antonio via the Texas Eagle. Someday, there may be an opportunity to see a connection to the Heartland Flyer line that is connected to Lawton via Duncan, Oklahoma.

Work Plan Priorities Matrixes

General Alternative Transportation Priorities	Start	Timeframe	Key Stakeholders
Utilize grants to fund alternative transportation projects	Ongoing	Ongoing	Public Works, Community Development
Utilize streetscapes and traffic calming techniques to improve safety for non-vehicular traffic	2025	Mid-Range	Public Works, Community Development, City Council

Sidewalks and Pathways Priorities	Start	Timeframe	Key Stakeholders
Adopt local ordinance for sidewalks and pathways	2025	Short-Range	Community Development, Public Works, City Council
Adopt a 50/50 repair program for sidewalks and pathways	2025	Short-Range	Community Development, Public Works, City Council
Implement ADA improvement program for sidewalks and pathways	2025	Mid-Range	Community Development, Public Works, City Council
Sidewalks connecting residential areas to commercial districts	2026	Long-Range	Community Development, Public Works, City Council, ODOT

Heritage Trails Priorities	Start	Timeframe	Key Stakeholders
Complete Simmons Center Loop	2025	Mid-Range	Public Works, Community Development, City Council, Simmons Center, Heritage Trail Committee
Design and begin construction of Douglass Center Trail Loop	2026	Long-Range	Public Works, Community Development, City Council, Heritage Trail Committee, ODOT
Design and begin construction of Abe Raizen Trail Loop	2026	Long-Range	Public Works, Community Development, City Council, Heritage Trail Committee, ODOT
Design improvements for Main Street Duncan Trail	2027	Long-Range	Public Works, Community Development, City Council, Heritage Trail Committee, Main Street Duncan, ODOT

General Airport Priorities	Start	Timeframe	Key Stakeholders
Expand additional hanger access	2025	Mid-Range	Public Works, City Council, Airport Authority Board
Airport to be a destination/experience hub for aviation	2026	Long-Range	Public Works, City Council, Airport Authority Board, Visitor's Bureau
Establish commercial/industrial aeropark plan	2027	Long-Range	Public Works, Community Development, City Council, Airport Authority Board

General Railroad Priorities	Start	Timeframe	Key Stakeholders
Preserve land for potential freight terminal/yard	2025	Mid-Range	Community Development, DAEDF, City Council
Revise ordinances and policy to protect rail access	2025	Mid-Range	Community Development, DAEDF, City Council
Evaluate, improve, or separate grade crossings	2025	Long-Range	Public Works, Community Development, Duncan Police Department, City Council, Union Pacific Railroad
Conduct feasibility study for passenger terminal/use	2026	Mid-Range	Community Development, City Council, Union Pacific Railroad

