

# Transportation

## Goal and Work Plan Priorities

### Goal Statement

Provide for the current and future transportation needs of Duncan through the implementation of transportation improvements and public transportation options that provide a safe, accessible, appropriate, and efficient transportation network for all common modes of motor-driven vehicles and to facilitate localized travel, minimizing the impacts on regional traffic, while facilitating access to local businesses and destinations.

### Work Plan Priorities

#### General Transportation Priorities

##### **Utilize grants to fund transportation projects**

With over 200 lineal miles of an aging road network throughout the City of Duncan, it is important that ongoing repairs and maintenance occurs and at approximately \$14,000 per city block for major repairs, outside funding is critical for the community to pursue. There are several funding opportunities that are made available through the U.S. Department of Transportation that need to be considered (SMART Grants, ROUTES Grants, RAISE Grants, and others) as potential sources of additional funding. Duncan has also been successful in the past in securing grants through the CDBG Small Cities Program to assist in road improvements in neighborhoods meeting certain income criteria. Grants should also be sought for any future studies that the City of Duncan may undertake regarding transportation needs and improvements.

##### **Maintenance of traffic light sensors and timing**

Ongoing maintenance of traffic signals, and the timing mechanisms used, that help control traffic patterns is vital in moving people around the community. Currently our intersections with traffic lights and signals are oriented towards vehicular traffic only and with future plans for the Heritage Trails, it will be important to integrate pedestrian safety into the future plans and maintenance of traffic lights and signals. Currently the traffic signals use traditional equipment that senses traffic at the intersection and balance timing sensors to help traffic flow in a controlled manner.



New technology is emerging that is improving this overall system to be more efficient in how vehicles are observed at the intersections as well as how changes, repairs, and maintenance may occur by city staff. This new equipment is considerably more expensive but with other plans and programs being considered, such as Complete Streets, the new technology should be considered when feasible.

##### **Adopt Complete Streets Program**

The Complete Streets Program is an approach to planning, design, construction, and maintenance of streets that promotes safe access for all people that use them. This includes pedestrians, bicyclists, motorists and public transit riders of all ages and abilities. With the development of sidewalks and trails throughout Duncan, it is important that policies be established that guide the decision-making process. The Complete Street Program is an established system that communities across the United States have implemented to improve all forms of



transportation that occurs within the community. As of August 2024, eleven communities across Oklahoma have adopted resolutions, policies, and ordinances for Complete Streets making their communities more accessible, safer, healthier, and desirable. The Complete Streets Program can be written by city staff with community input and support.

### **Establish and revise street classification hierarchy**

Most governing bodies, including Duncan, have adopted a hierarchy of road classifications that are used when considering future land uses, development and construction requirements, and how future repairs and improvements projects are prioritized. The system adopted by Duncan was part of the 2011 Comprehensive Plan and the categories are adequate for the current and future needs of Duncan, but development trends have changed with time and the specific classification given to some roads and corridors need to be revised to represent current and future trends that reflect the needs of the community.

## **Transportation and Economic Development Priorities**

### **Main Street Corridor improvements**

Main Street commissioned a streetscape plan in 2018 that was funded by Main Street Oklahoma. The plan illustrated several opportunities to make the downtown district more vibrant and inviting to both pedestrian and vehicular traffic. As Main Street is still part of the ODOT maintained network of roads, the strong partnership between the state and local agencies can begin implementing some improvements that will help solidify Main Street Duncan as a destination.



### **2<sup>nd</sup> Street Corridor improvements**

2<sup>nd</sup> Street from Highway 7 to Main Street has great potential of serving as a major corridor for future development in Duncan. Currently there is a mix of open (undeveloped) properties, residential uses, commercial uses, and industrial uses along 2<sup>nd</sup> Street making it viable for future mixed-use development to occur with its existing infrastructure. With additional improvements, take a fresh look at revisions to the city's comprehensive plan, and working with Main Street Duncan the City of Duncan can benefit by investing in this corridor to help meet the needs and desires of the community.



### **Conduct Elk Avenue (Bypass to Hwy 81) study**

With plans for improvements being presented by ODOT for the Elk Avenue and Bypass interchange, the City of Duncan needs to be prepared to guide future growth and development along Elk Avenue. It is also known that there are plans for Duncan Regional Hospital, there is potential to see Elk Avenue becoming a commercial and medical corridor into Duncan and this study will need to guide future planning and development to complement the existing Highway 81 Corridor and drive traffic to the downtown district. Consideration in this study should also include the use of frontage roads that may connect to Beech Avenue and Plato Avenue.



### **Conduct Beech Avenue (Bypass to Hwy 81) study**

Originally the Beech Avenue corridor between Highway 81 and the Bypass was designated as a potential commercial corridor in the late 1970s, which is why ODOT made overpass improvements at this intersection first. A study will need to be completed to help determine if commercial uses along this corridor are still viable or if a mixed-use approach is needed. The corridor is also important in that there are future plans, as part of the Heritage Trails, to have increased pedestrian use along Beech connecting the Simmons Center to Fuqua Park and beyond. The focus of this study will also need to look at potential frontage road connections along the Bypass connecting Elk Avenue.



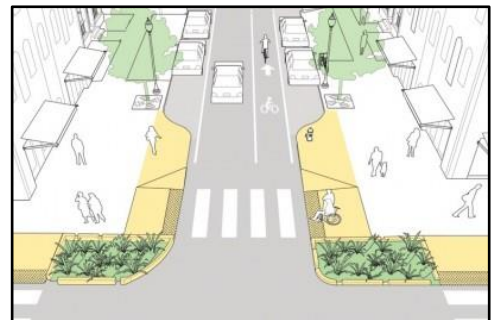
## **Transportation and Safety Priorities**

### **Identify and evaluate dangerous intersections**

Working with the Duncan Police Department, the City of Duncan should monitor and document where accidents occur at an above average rate and the evaluate potential causes for this higher rate and what changes or policies can be implemented to help reduce the number of accidents. Typically, dangerous intersections carry the bulk of accidents because of poor design, blind or hidden drives, lack of sidewalks, or other distractions that may inhibit a driver's ability to safely traverse the area. Historically, dangerous intersections were addressed by designing larger intersections to provide additional room for vehicular traffic, but more case studies are now showing that this design policy has flaws. More appropriate design measures include identifying the dangers and adding design components that bring a more human scale to the intersection. This may include introduction of crosswalks, narrowing the intersection to aid in speed control, and changes in texture of the driving surface.

### **Implement streetscape designs and traffic calming techniques**

Streetscape design and traffic calming techniques help motivate drivers to be more aware of their surroundings and focused on the road. Adding design elements that bring a human scale to the roadway reduces traffic speeds, improves driver focus on the road and surroundings, and makes a safer means of travel for both vehicular and pedestrian traffic in the area. Implementation of these streetscape designs and traffic calming will need to begin with the adoption of standards that can be established by city staff and approved by city council.



## **Public Transportation Priorities**

### **Amend local ordinances to encourage ride share programs**

Ride share programs, like Uber and Lyft, are basically nonexistent in Duncan but there are perceived opportunities that exist with the growth of medical services provided in the community, limited districts for shopping and services, and the proximity to larger communities like Lawton and Oklahoma City. As these services are currently limited, the City of Duncan should take a proactive approach to this opportunity and set policies that allow such programs to be successful, allow for marketing and promotion of services, and build community trust.

### Encourage and promote local taxi services

Duncan currently has ordinances that cover taxi services and set very basic requirements for licensing, but more can be done to open opportunities for the entrepreneurial spirit. Staff should consider policies in other communities of similar size that have successful taxi services, promote the availability of services, and provide a means that allows for private services to obtain success.

### Expand Red River Transportation opportunities

There is a growing need to provide transportation resources to the citizens of Duncan. A growing population has limited or no access to a personal vehicle and therefore must rely on public transportation opportunities that might exist. Currently, Red River Transportation offers some limited resources throughout the community and is a program that the city must explore further to help ensure residents can get to medical appointments, grocery stores, shopping centers, and potential employment opportunities. The City of Duncan and Red River Transportation need to work together to review the current services for efficiency and effectiveness, and to consider future expansion opportunities that benefit all parties.



## Work Plan Priorities Matrixes

General Transportation Priorities	Start	Timeframe	Key Stakeholders
Utilize grants to fund transportation projects	Ongoing	Ongoing	Public Works
Maintenance of traffic light sensors and timing	Ongoing	Ongoing	Public Works, Duncan Power
Adopt Complete Streets Program	2025	Short-Range	Community Development, Public Works, City Council
Establish and revise street classification hierarchy	2025	Short-Range	Community Development, Public Works, City Council

Transportation and Economic Development Priorities	Start	Timeframe	Key Stakeholders
Main Street Corridor improvements	2025	Mid-Range	Main Street Duncan, Community Development, Public Works, City Council, ODOT
2 <sup>nd</sup> Street Corridor improvements	2025	Long-Range	Community Development, Public Works, City Council
Conduct Elk Avenue (Bypass to Hwy 81) study	2026	Short-Range	Community Development, Public Works, City Council, ODOT
Conduct Beech Avenue (Bypass to Hwy 81) study	2026	Short-Range	Community Development, Public Works, City Council, ODOT

<b>Transportation and Safety Priorities</b>	<b>Start</b>	<b>Timeframe</b>	<b>Key Stakeholders</b>
Identify and evaluate dangerous intersections	2025	Mid-Range	Duncan Police Department, Community Development, Public Works, City Council
Implement streetscape designs and traffic calming techniques	2025	Long-Range	Community Development, Public Works, City Council

<b>Public Transportation Priorities</b>	<b>Start</b>	<b>Timeframe</b>	<b>Key Stakeholders</b>
Amend local ordinance to encourage ride share programs	2025	Short-Range	Community Development, City Council
Encourage and promote local taxi services	2025	Short-Range	Community Development, City Council
Expand Red River Transportation opportunities	2025	Long-Range	Red River Transportation, Community Development, City Council

