

# LMPO



## FY 2010 Data Report

Lawton Metropolitan  
Planning Organization

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# Introduction

The purpose of the Data Report is to provide general information relating to population in the Lawton Metropolitan Area Transportation Study (LMATS) area. It has been prepared to inform and guide the transportation planning process, and will be updated as reliable new data becomes available.

This document is divided into five chapters that examine past, current, and projected future data for the study area. Topics covered in this document include current population characteristics and future projections, workforce characteristics, commuting characteristics, and current area transportation information and air quality statistics.

Estimates obtained from the 2006 – 2008 American Community Survey generally shows a slight decline in population in many of the areas addressed. However, as a result of the 2005 Base Realignment and Closure (BRAC), Fort Sill has recently seen a substantial influx of soldiers. Fort Sill estimates that 10,000 soldiers, family members, and support personnel have already moved or will be moving to the Lawton/Fort Sill area. Early indicators of this growth can be seen in the recent increase of residential subdivision construction, as noted in Chapter 2 of this document.

# Chapter One: Population Characteristics

Estimates of current population characteristics within the study area have been obtained from the 2006 – 2008 American Community Survey prepared by the US Census Bureau. Data presented includes the total population of the study area as well as demographic information such as race, sex, and educational attainment. For informational purposes, data from the 2000 Census is also presented. See Figure 2 on the following page for a map of the Census Tracts used during Census 2000.

## Population and Demographics

Figure 1: Population Quick Facts

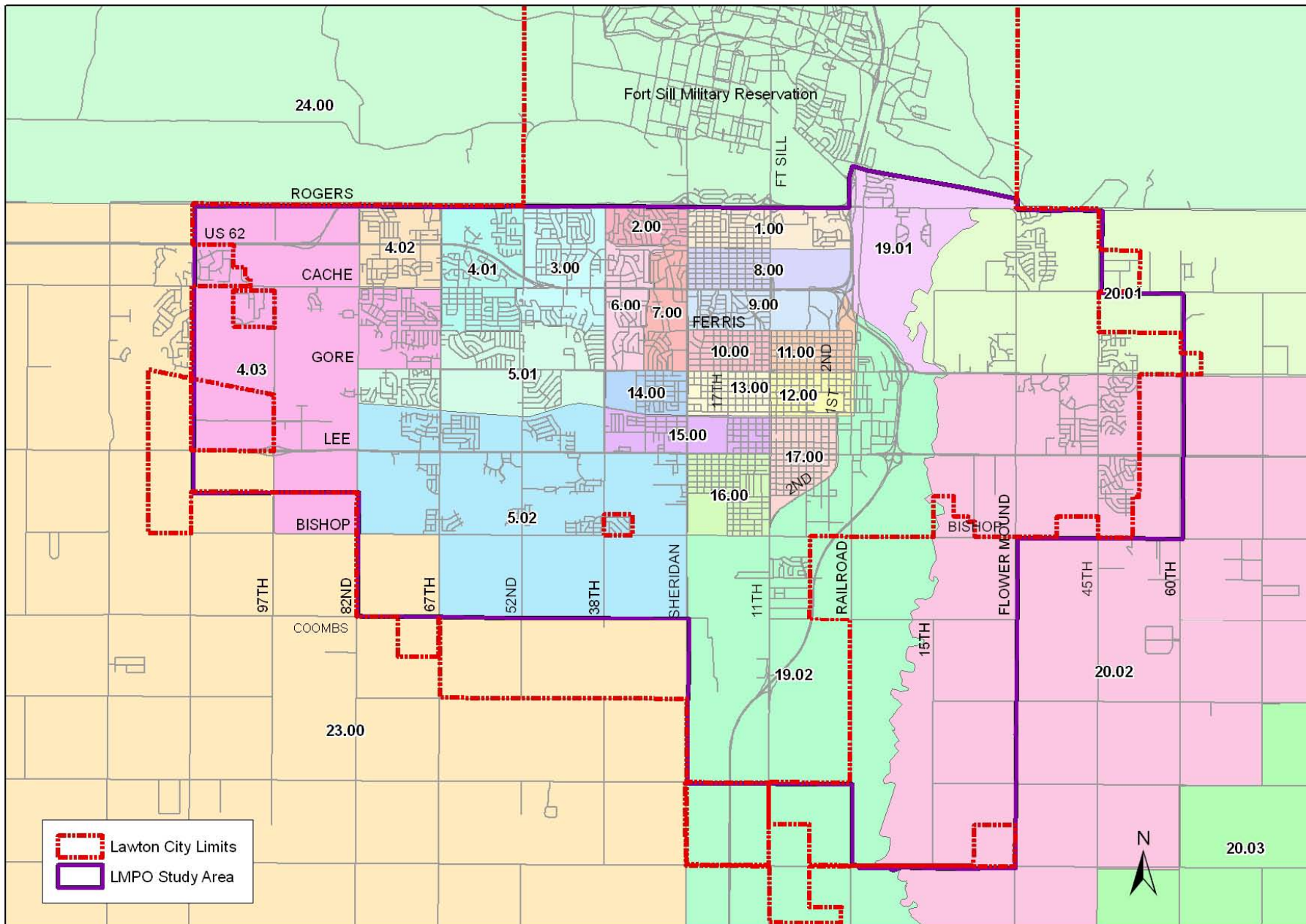
<b>Estimate</b>	<b>2000</b>	<b>2006 – 2008</b>
City of Lawton Total Population -----	92,757-----	89,798*
Median Age of Total Population-----	28.9-----	30.2
Males -----	48,335-----	46,526
Females -----	44,422-----	43,272
Civilian Veteran Population -----	13,232-----	13,064
Population Living on Fort Sill Military Installation -----	12,033-----	19,000 <sup>1</sup>
Comanche County Population -----	114,996-----	112,653
State of Oklahoma Population -----	3,450,654 -----	3,606,200

Sources: U. S. Census, 2000 Census (Tables *P1. Total Population, P12. Sex By Age, P13. Median Age By Sex*), U.S. Census, 2006 – 2008 American Community Survey (Tables *B01001. Sex By Age, B01002. Median Age By Sex, B01003. Total Population*)

<sup>1</sup>Fort Sill Public Affairs Office, 2010

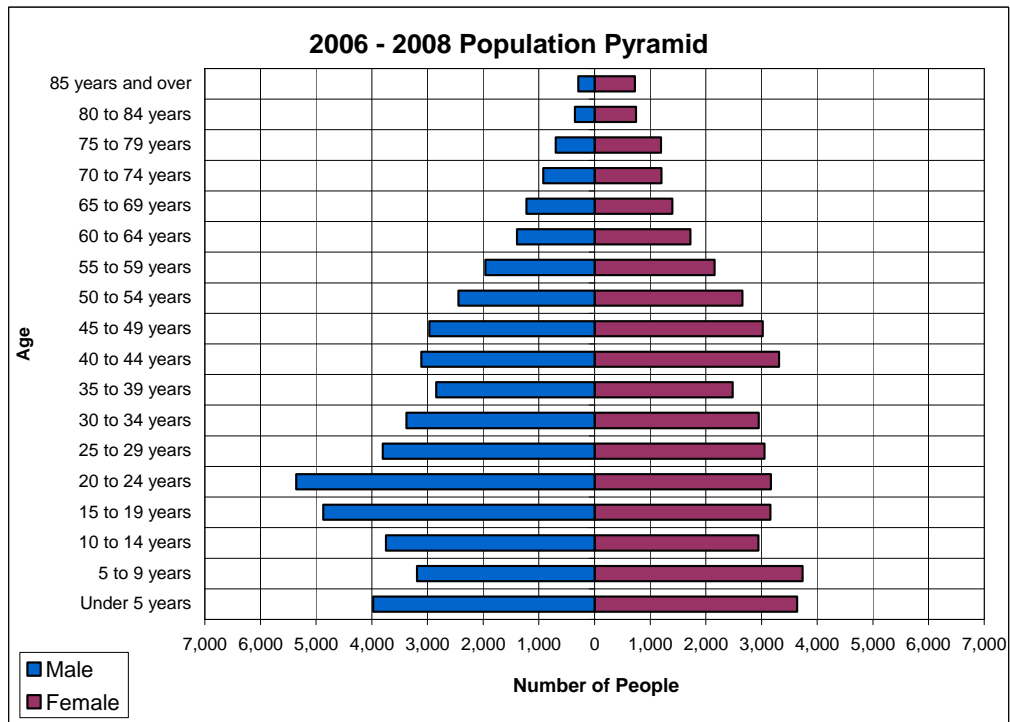
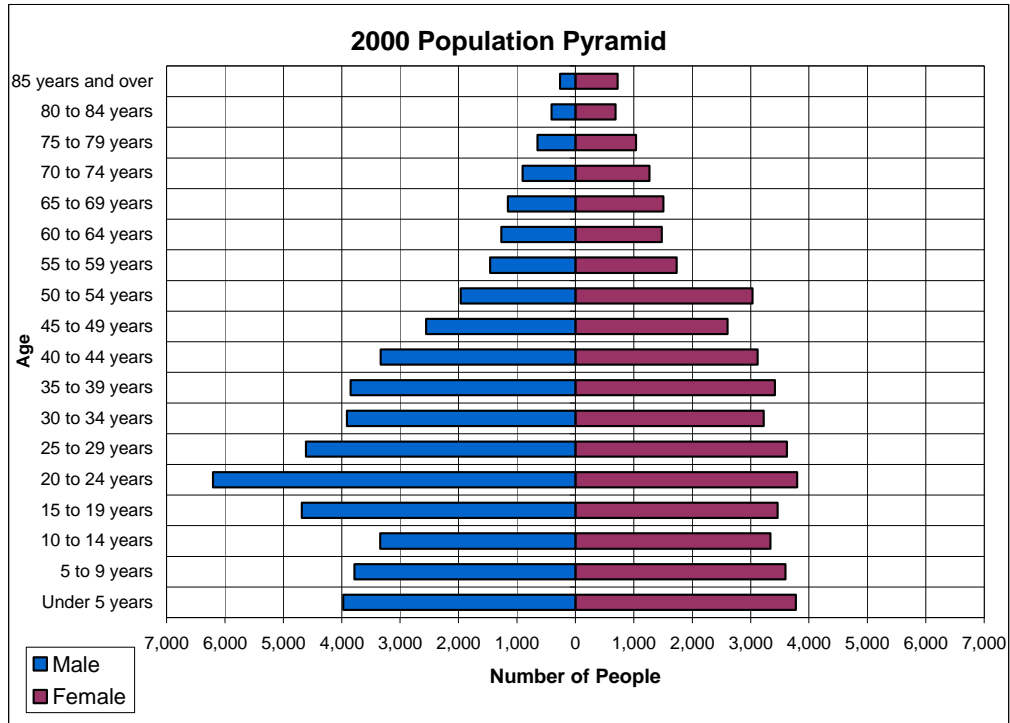
\*Lawton’s population estimate for 2006 – 2008 showed a slight decrease from its official Census count numbers in 2000. This estimated decrease is not interpreted to indicate a trend, as there has since been significant expansion at Fort Sill. It is expected that when the 2010 Census is released, this recent growth will be recognized.

Figure 2: Lawton – Fort Sill Area Census Tracts (2000)



Source: U.S. Census Bureau, Census 2000

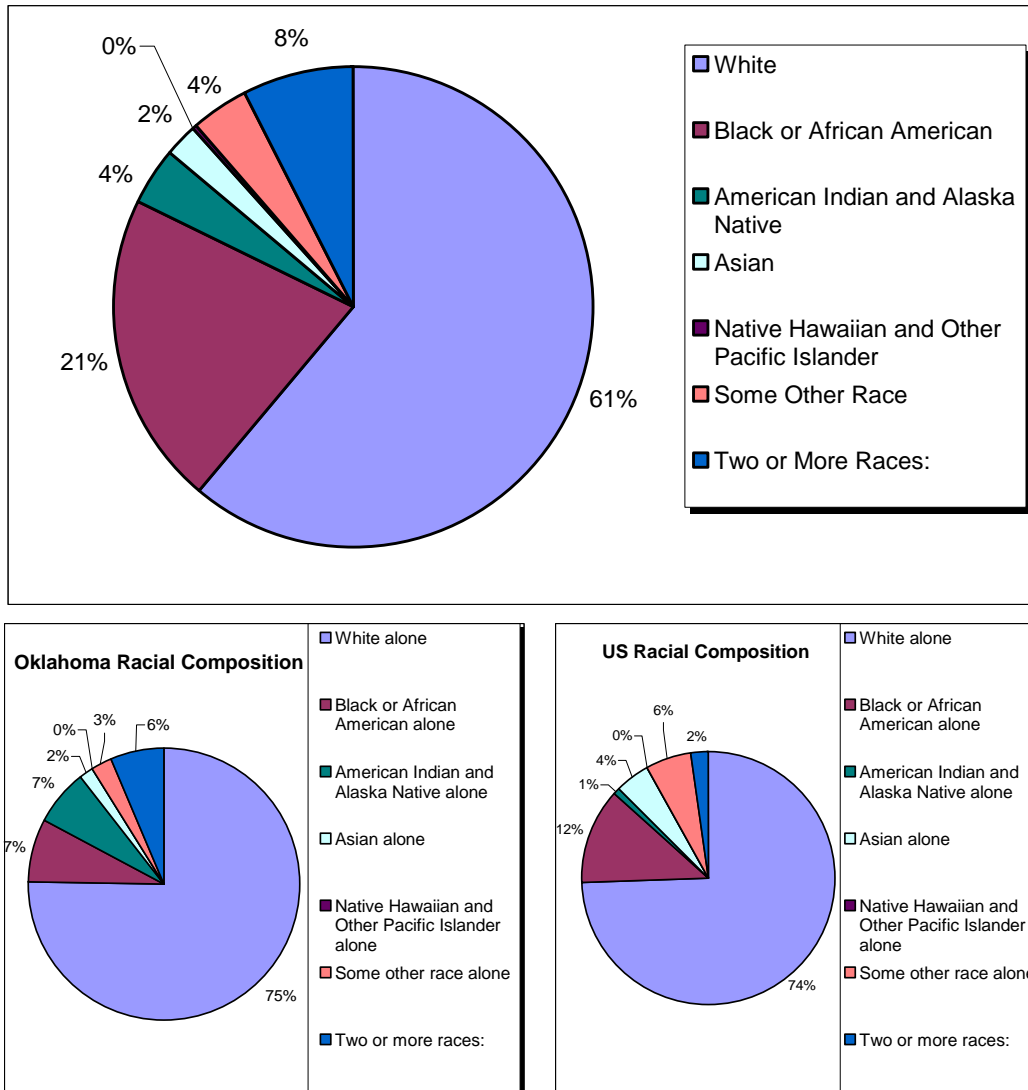
Figure 3: Lawton Population Pyramids (Population by Sex and Age)



Source: U.S. Census Bureau, Census 2000 (Table P12. Sex by Age) and 2006 – 2008 American Community Survey (Table B01001. Sex by Age)

The population pyramids shown in Figure 3 demonstrate population makeup by age and by sex. The upper pyramid shows population as of the 2000 Census, and the lower pyramid shows the 2006-2008 American Community Survey estimate.

Figure 4: Lawton, Oklahoma, and United States Population by Race



Source: U.S. Census Bureau, 2006 – 2008 American Community Survey (Table B02001. Race)

Figure 4 compares the estimated racial makeup percentages of the City of Lawton, Oklahoma, and the United States in 2006 – 2008. Figure 5 on the following page is the same data in table format. There are some notable differences in racial composition between Lawton and Oklahoma. Most residents in the United States, Oklahoma, and Lawton self-identified as white, though the ratio for Lawton was lower than both the nation and state. Thirty-nine percent of Lawton residents self-identified as belonging to a race other than white, whereas only twenty-five percent of Oklahoma and US residents indicated the same. Among races other than white, there are other key differences as well. Most notably, only seven percent of residents of the state and twelve percent of national residents self-identified as black or African American, compared to twenty-one percent of Lawton residents. A higher percentage of Lawton residents identified themselves as American Indian or Alaska Native than national residents as well, however the ratio in Lawton is less than for the state. See definition of “race” on page 73 for more information on how the US Census Bureau uses the term “race.”

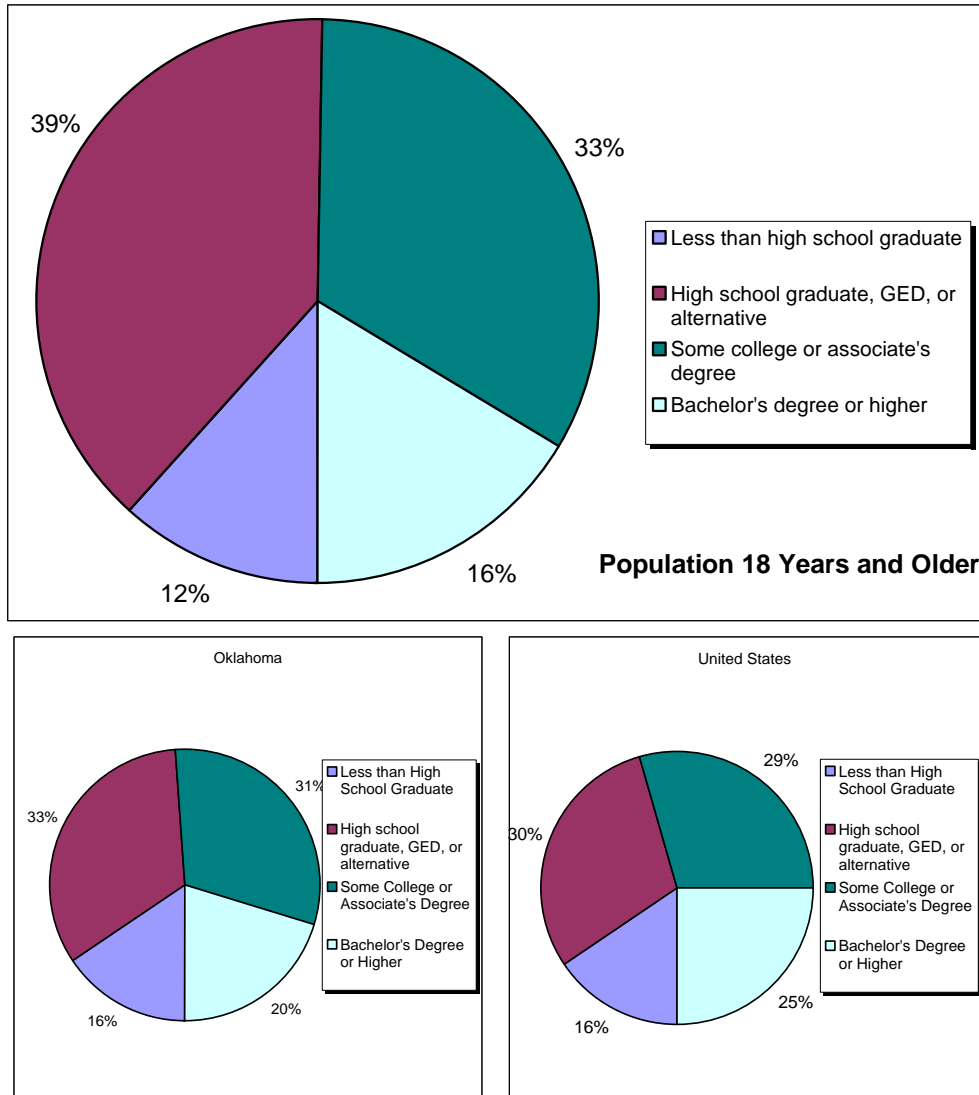


Figure 5: Lawton, Oklahoma, and United States Population by Race

	United States	%	Oklahoma	%	Lawton	%
<b>Total:</b>	<b>301,237,703</b>		<b>3,606,200</b>		<b>89,798</b>	
White alone	223,965,009	74%	2,717,431	75%	54,953	61%
Black or African American alone	37,131,771	12%	263,492	7%	18,759	21%
American Indian and Alaska Native alone	2,419,895	1%	241,908	7%	3,690	4%
Asian alone	13,164,169	4%	58,499	2%	1,902	2%
Native Hawaiian and Other Pacific Islander alone	446,164	0%	3,557	0%	307	0%
Some other race alone	17,538,990	6%	94,161	3%	3,366	4%
Two or more races:	6,571,705	2%	227,152	6%	6,821	8%
Two races including Some other race	1,338,960	0%	12,051	0%	1,033	1%
Two races excluding Some other race, and three or more races	5,232,745	2%	215,101	6%	5,788	6%

Source: U.S. Census Bureau, 2006 – 2008 American Community Survey (Table B02001. Race)

Figure 6: Lawton, Oklahoma, and United States Level of Education



Source: U.S. Census Bureau, 2006 – 2008 American Community Survey (Table B14001. Sex by Age by Educational Attainment for the Population 18 Years and Over)

Figure 6 on the previous page shows the percentage educational attainment of Lawton, Oklahoma, and United States population aged eighteen or older. Figure 7 includes the same data in table form. Lawton educational attainment was similar to state and national educational attainment levels. Lawton had fewer residents report that they had not finished high school than had the state or nation. The state and nation each had sixteen percent of their populations report that they had not finished high school, compared to twelve percent in Lawton. However, more people at the state and national level reported to having obtained a bachelor's degree or higher. Twenty percent of Oklahomans and twenty-five percent of all Americans reported this level of educational attainment, compared to sixteen percent in Lawton.

**Figure 7: Lawton, Oklahoma, and United States Level of Education**

	<b>United States</b>	<b>%</b>	<b>Oklahoma</b>	<b>%</b>	<b>Lawton</b>	<b>%</b>
Total population over 18 years old	227,431,128		2,707,127		64,674	
Less than High School Graduate	35,679,922	16%	423,900	16%	7,511	12%
High school graduate, GED, or alternative	68,128,741	30%	901,114	33%	24,980	39%
Some College or Associate's Degree	66,746,789	29%	834,920	31%	21,577	33%
Bachelor's Degree or Higher	56,875,676	25%	547,193	20%	10,606	16%

Source: U.S. Census Bureau, 2006 – 2008 American Community Survey (Table B14001. Sex by Age by Educational Attainment for the Population 18 Years and Over)

## School Enrollment

Figure 8: School Enrollment Quick Facts

	2006-2007	2009-2010
Lawton Public School District Enrollment October -----	15,696	16,265
Bishop Public School District Enrollment Fall -----	375	473
Flower Mound Public School District Enrollment Fall-----	271	318
Great Plains Technology Center Full Time Enrollment* -----	1,231	1,192
Cameron University Attendance September FTE** -----	4,001	4,373
Cameron University Attendance Full + Part Time -----	5,589	6,064

Sources: LPS Data Center, Bishop Public School, Flower Mound Public School, GPTC Annual Report, CU Office of Admissions, Oklahoma Education Oversight Board, Oklahoma State Regents for Higher Education

\*Full-Time enrollment includes high school and full-time adults.

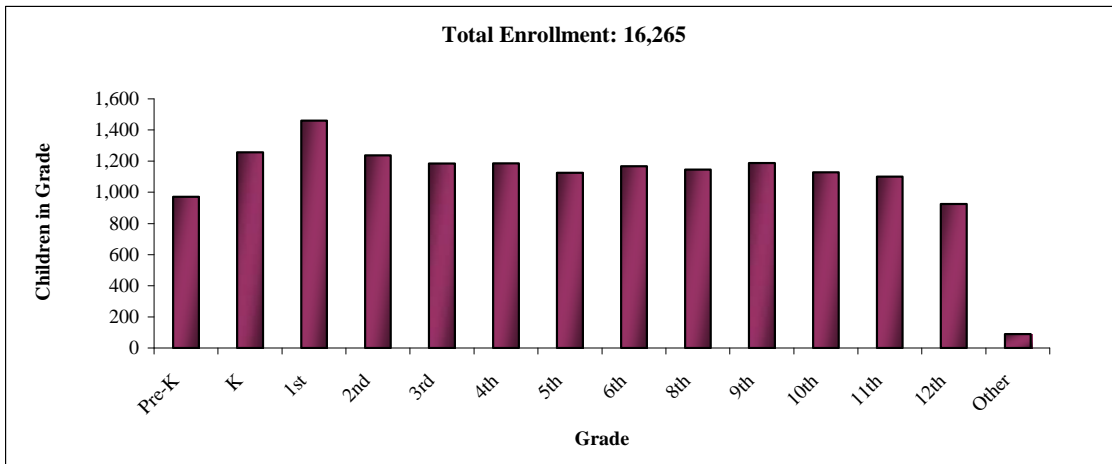
\*\*FTE – Full-Time Equivalent – Semester FTE enrollment is calculated as follows: The total semester credit hours taken by undergraduate students is divided by 15; and the total semester credit hours taken by graduate students is divided by 12. The sum of these two calculations is semester FTE enrollment.

Lawton Public School District’s 600-student increase is an early indication of the population growth seen in the area since the 2005 Base Realignment and Closure announcement. This growth is projected to continue for the next few years before reaching a plateau sometime after the 2012 BRAC deadline. It is anticipated that the area population will experience a similar growth pattern.

In 2009-2010, there were 372 more full-time equivalent students at Cameron University than there were in 2006, and its total enrollment numbers (including part time students) were up by 475 students. Great Plains Technology Center saw a slight decrease in enrollment between 2006-2007 and 2009-2010, losing 39 students.

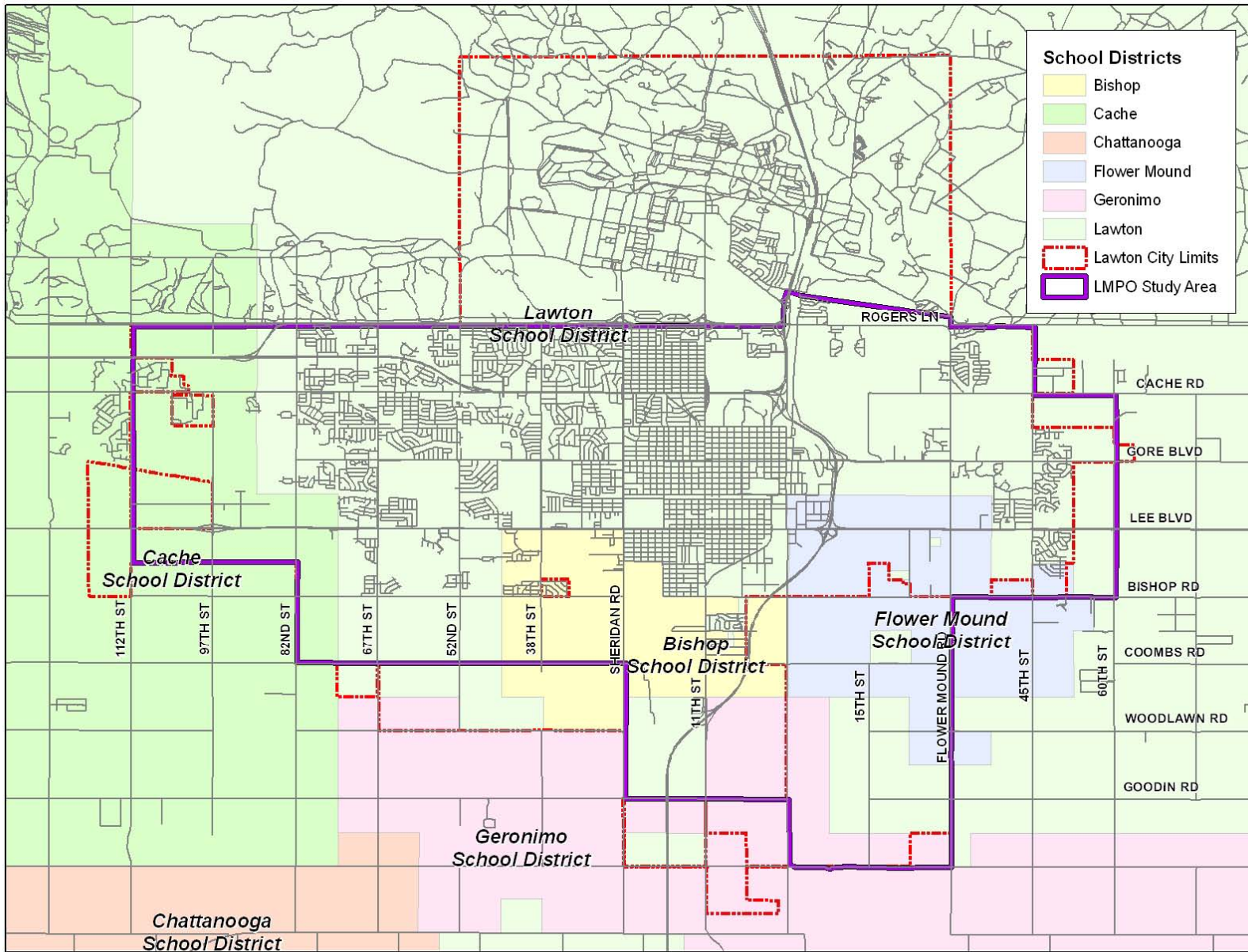
A map of area school districts is presented as Figure 10 on the following page. A list of schools and their locations is provided as Figures 11 and 12 on pages 10 and 11.

Figure 9: Student Enrollment Lawton Public Schools for the 2009 – 2010 School Year



Source: Lawton Public Schools, Data Center

Figure 10: Lawton Area School Districts



Source: City of Lawton, Planning Division, University of Oklahoma Center for Spatial Analysis

Figure 11: List of Schools

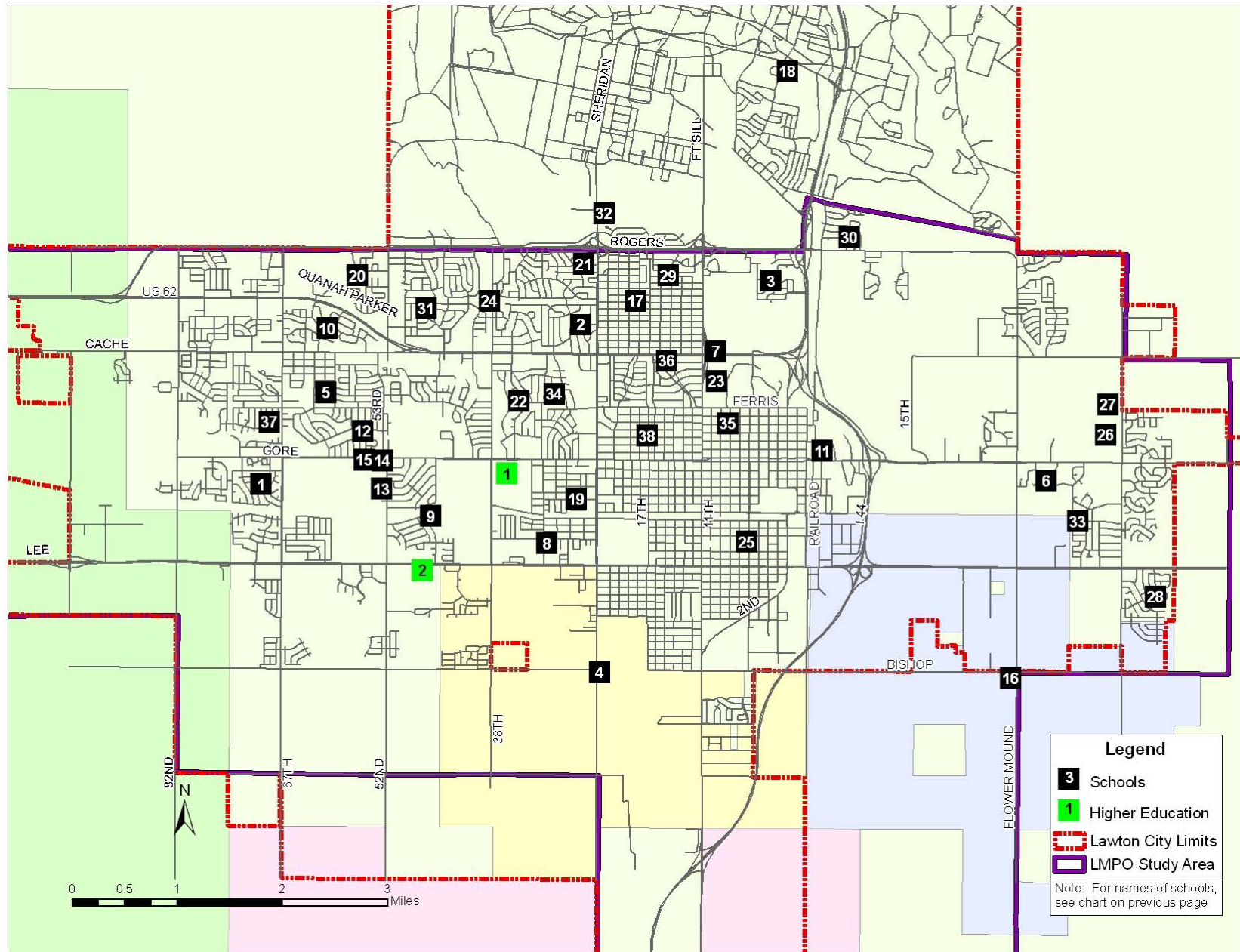
<b>Map #</b>	<b>Schools</b>	<b>2009 - 2010 Enrollment</b>
1	Almor West Elementary	349
2	B. C. Swinney Elementary	201
3	Beginnings Academy	371
4	Bishop Elementary	473
5	Brockland Elementary	273
6	Carriage Hills Elementary	405
7	Central Middle	804
8	Cleveland Elementary	202
9	Country Club Heights Elementary	203
10	Crosby Park Elementary	270
11	Douglass Elementary	209
12	Edison Elementary	466
13	Eisenhower Elementary	250
14	Eisenhower High School	1,325
15	Eisenhower Middle	995
16	Flower Mound Elementary	318
17	Gateway Success Center	259
18	Geronimo Road Elementary	392
19	Howell Elementary	208
20	Hugh Bish Elementary	361
21	Jackson Elementary	193
22	John Adams Elementary	157
23	Lawton High	1,674
24	Learning Tree Academy	408
25	Lincoln Elementary	253
26	Macarthur High	1,083
27	Macarthur Middle	765
28	Park Lane Elementary	186
29	Pat Henry Elementary	498
30	Pioneer Park Elementary	344
31	Ridgecrest Elementary	405
32	Sheridan Road Elementary	523
33	Sullivan Village Elementary	357
34	Tomlinson Middle	846
35	Washington Elementary	189
36	Whittier Elementary	228
37	Woodland Hills Elementary	428
38	Woodrow Wilson Elementary	178

<b>Map #</b>	<b>Higher Education</b>	<b>2009 - 2010 Enrollment</b>
1	Cameron University	4,373
2	Great Plains Technology Center	1,192

Source: Lawton Public Schools, Data Center

Note: See map on following page for school locations

Figure 12: Lawton Area Schools



Sources: City of Lawton Planning Division, Lawton Public Schools

## Wards

The City of Lawton employs the council-manager form of municipal government. In this model of government, the City Council is the primary authority for the city. The City Council approves ordinances, resolutions, and contracts. Administrative day-to-day operations are performed by the City Manager, which is appointed by the City Council. The Mayor presides at City Council meetings and is charged with setting the agenda.

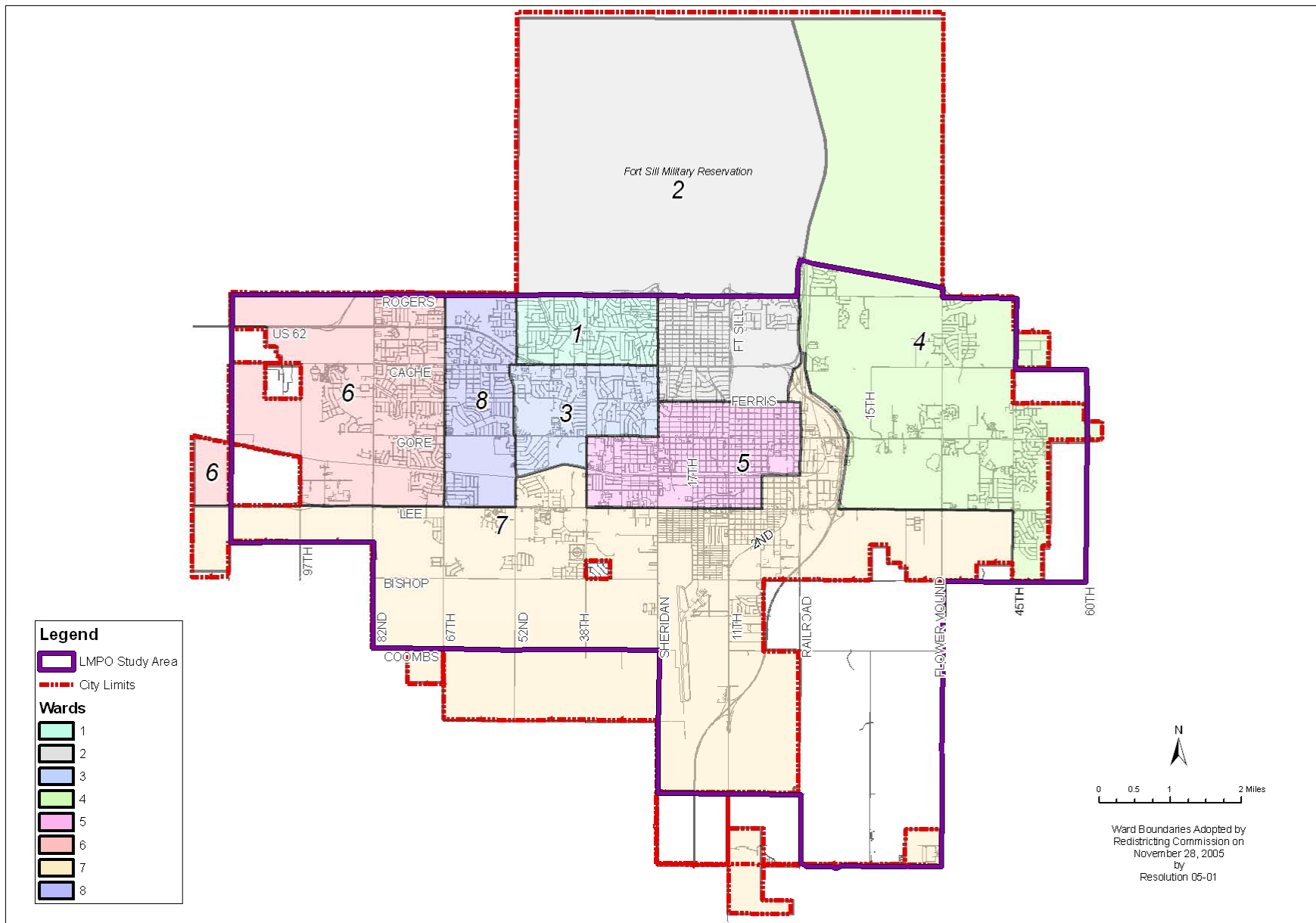
The City of Lawton is divided into eight wards, each served by a Council member. Each year, three Council members or the Mayor and two Council members are elected to serve three-year terms. Figure 13 is a list of the Council members and the Wards they serve as of spring 2010. Each column in the chart represents the group of Council members/mayor that is elected each year. For a current list of Council members, visit <http://www.cityof.lawton.ok.us/official.htm> or contact the City Clerk’s office at (580) 581-3305. Figure 14 on the following page is a Ward map of the City of Lawton.

Figure 13: City of Lawton Council Members (2010)

<b>Mayor</b> Fred L. Fitch ffitch@cityof.lawton.ok.us	<b>Ward 3</b> Janice Drewry jdrewry@fidnet.com	<b>Ward 6</b> Richard Zarle rzarle@cityof.lawton.ok.us
<b>Ward 1</b> Bill Shoemate shoematebill@yahoo.com	<b>Ward 4</b> Jay Burk jburk@cityof.lawton.ok.us	<b>Ward 7</b> Stanley Haywood shaywood@cityof.lawton.ok.us
<b>Ward 2</b> Michael Tennis mtenis@sbcglobal.net	<b>Ward 5</b> Robert Shanklin rlshanklin@sbcglobal.net	<b>Ward 8</b> Doug Wells ccward8@msn.com

Source: City of Lawton

Figure 14: City of Lawton Council Wards



Source: City of Lawton, Planning Division



## Chapter Two: Household Characteristics

Housing characteristics include the number of owner occupied housing units, units per residential structure, ownership and renter statistics, structure age, and structure value. Current estimates were obtained from the 2006 – 2008 American Community Survey prepared by the US Census Bureau. This information is contrasted with data from the 2000 Census and with state of Oklahoma data so that significant patterns and changes can be noted.

Following the household characteristics is information on new residential building permits and recent subdivision activity. This information was obtained from the City of Lawton License & Permits and Planning Divisions. The information is an indicator of the amount and direction of new growth. Included is a list and map of subdivisions constructed or proposed within the past five years and a list of new residential building permits by type and by Traffic Analysis Zone (TAZ). A list of TAZs with acreage available for development is also included as a potential indicator of future growth patterns.

### Household Information

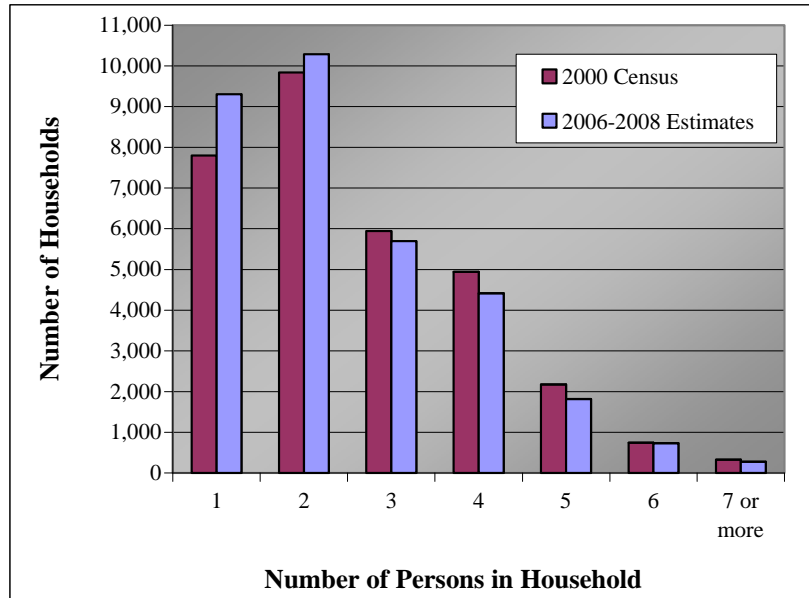
Figure 15: Household Quick Facts

	2000	2006 – 2008 Estimate
Total Number of Housing Units in Lawton -----	36,433	36,962
Number of Occupied Households in Lawton-----	31,778	32,521
Number of Vacant Housing Units -----	4,655	4,441
Owner-Occupied Housing Units -----	17,397	18,133
Renter-Occupied Housing Units-----	14,381	14,388
Average Household Size -----	2.61	2.41
Number of Family Households -----	22,251	21,718
Number of Non-Family Households-----	9,257	10,803
Lawton Population in Group Quarters-----	9,784	11,309
Institutionalized -----	3,082	<i>No data</i>
Non-Institutionalized -----	6,702	<i>No data</i>

Source: U.S. Census Bureau, Census 2000 and 2006 – 2008 American Community Survey (Tables *Selected Housing Characteristics*, *Selected Social Characteristics in the United States*, B25001. *Housing Units*, B11001. *Household Type (Including Living Alone)*, B25002. *Occupancy Status*, B26001. *Group Quarters Population*)

For more information and definitions of Household and Population terms used in the Census and American Community Survey, see Appendix 1: Acronyms and Definitions. Group Quarters information is suppressed in the 2006 – 2008 American Community Survey data due to a small sample size.

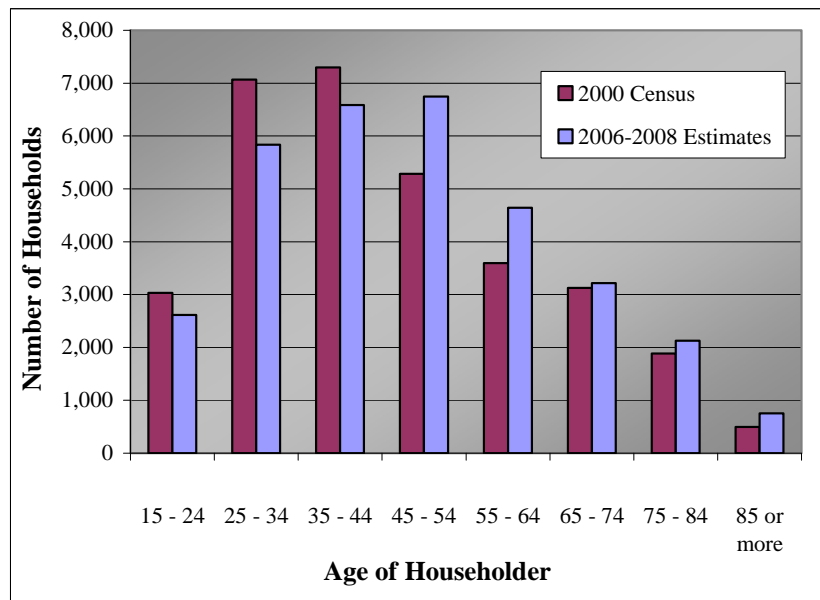
Figure 16: Lawton Households by Number of Persons in Household



Source: U.S. Census Bureau, Census 2000 (Table P26. Household Type by Household Size) and 2006 – 2008 American Community Survey (Table B25009. Tenure by Household Size)

As depicted in Figure 16, in both 2000 and 2006 – 2008, more people lived in single or two-member family households than in households of three or more. As can be seen in comparing the 2000 and 2006-2008 data, the trend is increasing.

Figure 17: Lawton Households by Age of Householder



Source: U.S. Census Bureau, Census 2000 (Table P21. Household Type by Age of Householder) and 2006 – 2008 American Community Survey (Table B25007. Tenure by Age of Householder)

Figure 17 shows the number of households by the age of the householder. The numbers of younger householders (age 15 to 44) has decreased between the 2000 census and the 2006 – 2008 estimate, while all other age groups has increased. This could suggest an aging population which should be offset once 2010 Census numbers are available, taking into account recent growth at Fort Sill.

## Housing Information

Figure 18: Housing Quick Facts

	<b>2000</b>	<b>2006-2008 Estimate</b>
Lawton Housing Units -----	36,433*	36,962
Housing Density (units/mi <sup>2</sup> ) -----	484.9	454.3 <sup>1</sup>
Median Home Value -----	\$70,900	\$91,000
Median Rental Cost -----	\$460	\$633
Homeowner Vacancy Rate -----	4.9%	2.3%
Rental Vacancy Rate -----	13.5%	8.9%

Source: U.S. Census Bureau, Census 2000 (Tables DP-1. Profile of General Demographic Characteristics, H3. Occupancy Status) and 2006 – 2008 American Community Survey (Tables Selected Housing Characteristics, B25001. Housing Units, B25064. Median Gross Rent (Dollars), B25077. Median Value (Dollars)), City of Lawton, Planning Division

<sup>1</sup>Since the 2000 Census, the City of Lawton has annexed over six square miles of mostly undeveloped land.

The number of housing units in Lawton rose by less than 2% between 2000 and 2006-2008, while the median home price and median rent rose by over 30%. The homeowner vacancy rate declined from 4.9% to 2.3% and the rental vacancy rate decreased from 13.5% to 8.9%. This is evidence of the increased demand precipitated by the 2005 Base Realignment and Closure (BRAC) growth at Fort Sill.

Figure 19: Residential Units per Structure

Units in Structure	Total Number of Units	
	2000	2006-2008
1 (detached)	25,873	26,820
1 (attached)	1,901	1,133
2 Units	1,398	2,028
3 Units	1,439	1,254
5 to 9	2,131	2,108
10 to 19	1,207	1,274
20 or more	1,312	1,136
Mobile Home	1,115	1,160
Other	51	49
<b>Total</b>	<b>36,427*</b>	<b>36,962</b>

Source: U.S. Census Bureau, Census 2000 (Table H30. Units in Structure) and 2006 – 2008 American Community Survey (Table B25024. Units in Structure)

Figure 19 shows the number of residential structures according to the number of units per structure. There was a modest increase in the number of housing units in Lawton between 2000 and 2006 – 2008. Most of the new housing units were one-unit detached structures or duplexes.

\* Note that the Total Number of Housing Units varies in the 2000 Census Data. The 100-percent data (SF 1) has a value of 36,433 whereas the sample data (SF 3) has a value of 36,427.

Figure 20: Residential Structures Built per Time Period

Years Built	Number of Structures	% of Total
2005 to 2008	1,276	3.5%
2000 to 2004	742	2.0%
1990 to 1999	2,922	7.9%
1980 to 1989	4,885	13.2%
1970 to 1979	8,733	23.6%
1960 to 1969	7,900	21.4%
1950 to 1959	6,299	17.0%
1940 to 1949	2,217	6.0%
1939 or earlier	1,988	5.4%

Sources: U.S. Census Bureau, 2006 – 2008 American Community Survey (Table B25034. *Year Structure Built*)

As Figure 20 shows, the majority of residential structures in Lawton were constructed in 1970 or later. More residents live in structures constructed between 1970 and 1979 than in houses constructed in any other decade.

Figure 21: Development Sketches (January 2005 – June 2010)

Development Sketch	Number of Lots	TAZ	Year
Darrell Jones	269	95	2006
Deer Trail	405	30	2008
Eastlake, Part 3	443	89	2008
Fairway Villas North	14	26	2005
Home Creations	97	22	2010
Oak Pointe	452	14	2007
Oak Ridge	409	22	2006
Park View	285	21	2006
Rolling Hills, Part 4	236	29	2006
Rose Creek	176	29	2008
Saint James Place	134	6	2005
West Hill	549	13	2007
<b>Total</b>	<b>3,469</b>		

Source: City of Lawton, Planning Division

The development sketch submittal is an important initial step in the subdivision process. It provides the subdivision developer, the City Planning Commission, and city officials an opportunity to identify potential problems concerning the land use, general design, and overall approaches to installation of improvements before the expenditure of large amounts of money and manpower in the preparation of more detailed development/construction documents. Figure 21 shows development sketches that have been received by the City of Lawton Planning Division between January 2005 and June 2010 for 12 residential subdivisions, totaling an additional 3,469 proposed residential lots. Ten of those proposed subdivisions contain more than 100 proposed lots, and five contain more than 400 proposed lots. This is an indication of significant anticipated future growth.

Figure 22: Approved Construction Plats (January 2005 – June 2010)

Subdivision	Number of Lots	TAZ	Year
Dove Creek, Part 2	43	22	2008
Dove Creek, Part 3	18	22	2009
Dove Creek, Part 4	33	22	2010
Eastlake, Part 2 Replat	10	89	2008
Enclave, Part 2	45	32	2007
Green Terraces West Twnhse, Part 2	90	12	2009
Macarthur Park, Part 8	34	93	2006
Meadows	28	25	2009
Oak Pointe, Part 2	201	14	2008
Oak Ridge, Part 1	97	22	2007
Park Ridge, Part 8	38	22	2007
Regal Estates, Part 6	90	91	2007
Rolling Hills, Part 4	127	29	2007
Rose Creek, Part 1	130	29	2010
Saint James Place	77	6	2006
Scissortail, Part 1	49	84	2008
Scissortail, Part 2	24	84	2008
Sherwood, Part 8	78	16	2007
Sungate, Part 10	68	94	2009
The Highlands	186	29	2006
West Hill, Part 1	115	13	2008
Willowbrook Knolls, Part 1	149	30	2008
Wyatt Acres, Part 15	55	11	2007
<b>Total</b>	<b>1,785</b>		

Source: City of Lawton, Planning Division

Figure 22 presents residential construction plats submitted between 2005 and June 2010 for the City of Lawton. Twenty-three subdivisions are listed, adding a total of 1,785 new residential lots to the study area. Six of the 21 subdivisions listed contain more than 100 lots each. The highest number of lots for a single subdivision occurs in the Oak Pointe, Part 2 subdivision with 201 lots.

A construction plat consists of the plans and specifications needed to develop and construct the roads, lots, and utilities within a subdivision project, and represents a significant investment by the developer.

Figure 23: Approved Record Plats (January 2005 – June 2010)

Subdivision	Date Record Plat Filed	No. of Lots	Acres	TAZ	Type of Use
Arvest Bank	1/12/2010	2	3.01	25	Commercial
Arvest Plaza	1/25/2007	3	7.50	84	Commercial
Billbrey's East Plaza	12/13/2007	3	9.43	91	Commercial
Blys Pointe	6/1/2006	21	5.09	12	Residential
Boyle's Landing	2/23/2006	23	5.35	22	Residential
Brentwood - Part 3A	6/30/2005	25	6.67	14	Residential
Brentwood - Part 3B	3/22/2006	32	10.42	14	Residential
Carl's Sheridan	10/24/2008	2	2.18	43	Commercial
Corrales	12/9/2005	1	10.27	24	Commercial
Doe Doe Park Development	2/14/2005	3	4.96	47	Residential
Doe Doe Park Development	5/17/2005	1	replat	47	Residential
Dove Creek - Part 1A	2/2/2006	42	13.79	22	Residential
Dove Creek - Part 1B	11/27/2006	23	6.82	22	Residential
Dove Creek - Part 1C	9/4/2007	24	7.25	22	Residential
Dove Creek - Part 2	12/13/2008	43	22.61	22	Residential
Dove Creek - Part 3	5/18/2010	23	8.87	22	Residential
Eastlake	10/30/2006	89	40.00	89	Residential
Eisenhower Village	2/7/2008	24	8.78	13	Residential
Enclave	4/6/2009	45	13.90	32	Residential
Fire View	12/12/2007	3	12.39	10	Commercial
Highlands	11/9/2007	106	30.91	29	Residential
Lawton Industrial Park	2/22/2005	2	replat	7	Industrial
Lawton Airport Ind Park - Part 1	3/25/2010	2	9.50	52	Industrial
Oak Pointe - Part 1A	10/30/2007	56	18.14	14	Residential
Oak Pointe - Part 1B	6/24/2009	50	16.62	14	Residential
Oak Ridge	9/30/2008	9	3.93	22	Residential
Oak Ridge, Part 1B	4/8/2010	87	29.86	22	Residential
Pinchback Development	11/22/2005	4	15.75	69	Commercial
Regal Estates	3/31/2006	9	2.24	91	Residential
Rolling Hills - Part 3G	6/22/2006	29	5.64	29	Residential
Rolling Hills - Part 3H	7/9/2008	16	3.97	29	Residential
Rolling Hills - Part 4A	5/12/2009	84	18.48	29	Residential
Scissortail	4/24/2009	47	23.56	84	Residential
Shelter Creek	7/23/2007	62	30.21	89	Residential
Sherwood	9/30/2008	78	22.06	16	Residential
St. James Place	5/12/2009	77	26.48	6	Residential
Village West	9/9/2008	3	4.34	21	Commercial
Waterstone	8/17/2007	81	22.07	29	Residential
Willoughby Acres	1/30/2006	3	2.35	86	Residential
Wyatt Acres	2/5/2009	55	17.89	11	Residential
Yorkshire Estates	5/10/2005	4	24.14	89	Residential
<b>Total</b>		<b>1,296</b>	<b>527.41</b>		

Source: City of Lawton, Planning Division

Figure 23 identifies record plats that have been filed with the Planning Division between January 2005 and June 30, 2010. During the time period shown, documents were filed for 41 subdivisions. This includes nine commercial plats, one industrial, and 31 residential subdivisions.

A record plat represents the final step for a subdivision project required before lots can be sold and homes/buildings constructed

Figure 24: City of Lawton Residential Permit Activity Quick Facts

<b>Year</b>	<b>Number of Residential Building Permits Issued</b>
January through June 2010	93
2009	218
2008	159
2007	186
2006	201
2005	151
2004	150
2003	109
2002	113
2001	200
2000	145
<b>Total</b>	<b>1,725</b>

Source: City of Lawton Building Permit Data

Figure 24 shows the number of new residential building permits issued each year. From 2000 through 2009, the average number of permits issued each year is 163.

Figure 25: New Residential Building Permits (January 2005 – June 2010)

Green highlight indicates four TAZs with number of building permits exceeding 100

Yellow highlight indicates five TAZs which are primarily tribal trust land

TAZ	Permits	TAZ	Permits	TAZ	Permits	TAZ	Permits
1	0	25	5	49	0	73	1
2	0	26	6	50	7	74	1
3	0	27	2	51	11	75	0
4	0	28	1	52	0	76	0
5	0	29	220	53	0	77	0
6	31	30	0	54	13	78	0
7	0	31	1	55	0	79	0
8	0	32	22	56	0	80	0
9	4	33	0	57	5	81	0
10	2	34	0	58	4	82	0
11	46	35	0	59	0	83	0
12	11	36	2	60	0	84	2
13	18	37	5	61	0	85	0
14	105	38	0	62	2	86	1
15	0	39	0	63	0	87	1
16	60	40	1	64	0	88	0
17	0	41	5	65	0	89	178
18	10	42	2	66	0	90	1
19	4	43	2	67	3	91	17
20	0	44	1	68	1	92	1
21	0	45	0	69	0	93	9
22	135	46	9	70	0	94	2
23	0	47	17	71	3	95	6
24	2	48	4	72	0		
						<b>Total</b>	1,002

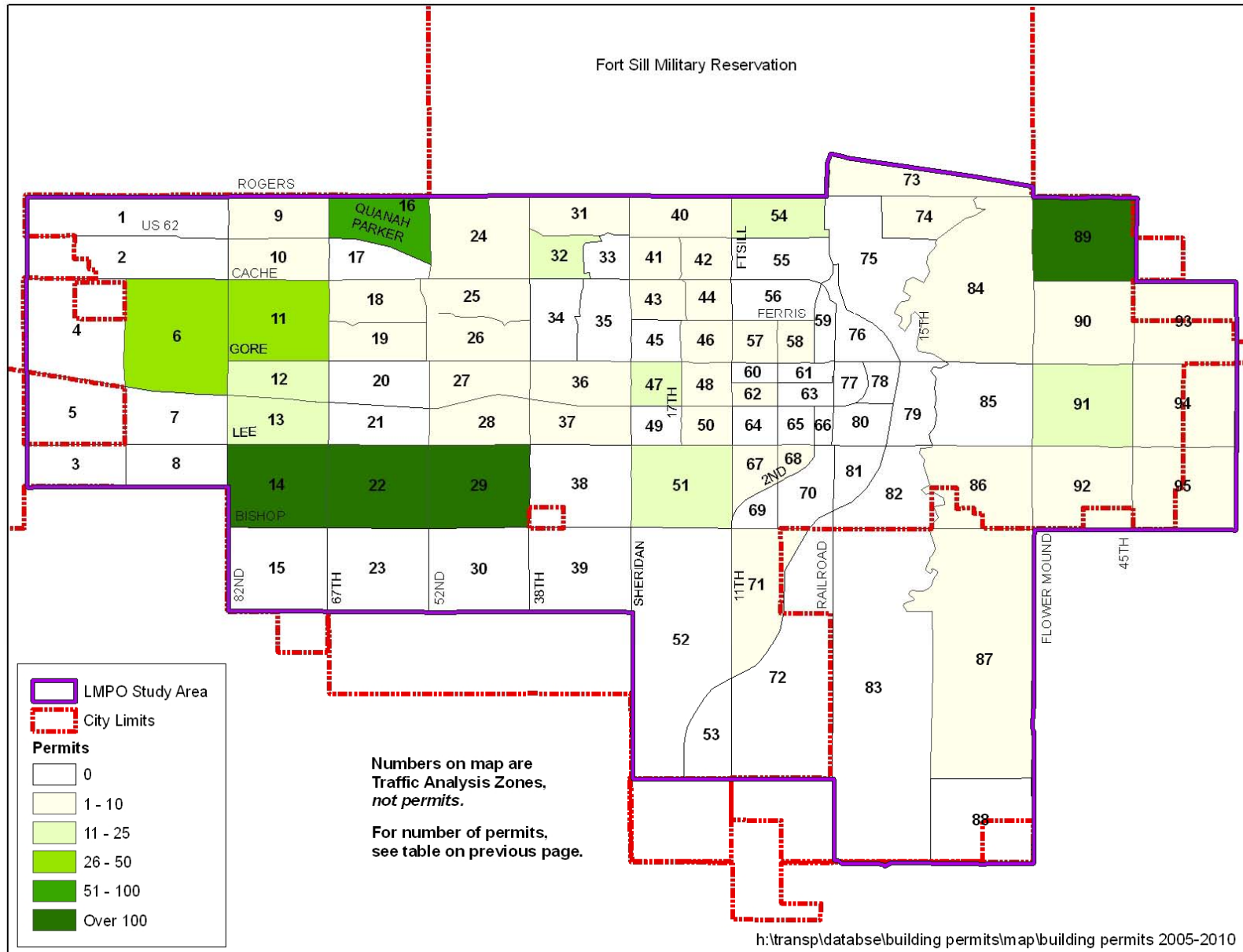
Source: City of Lawton, License & Permits, Planning Division

In order to track growth and create plans to mitigate its impact on the existing transportation network, residential building permits are also reported by the Traffic Analysis Zone (TAZ) in which they occur. The four TAZs with over 100 issued permits between January 2005 and June 2010 are highlighted in green on Figure 25. The TAZs highlighted in yellow are primarily tribal trust land. The City of Lawton does not have authority to require permits on tribal trust land.

Figure 26 on the following page illustrates the number of residential building permits issued by TAZ, where shades from yellow to green are used to illustrate the intensity of development in each TAZ. Dark green indicates areas with greater activity, yellow with less, and white is used to illustrate those TAZs that have not had any building permits issued for new residential construction within the city limits from January 2005 to June 2010.



Figure 26: Building Permits by TAZ (January 2005 – June 2010)



Source: City of Lawton, Planning Division

Figure 27: New Apartment Complexes (January 2005 - June 2010)

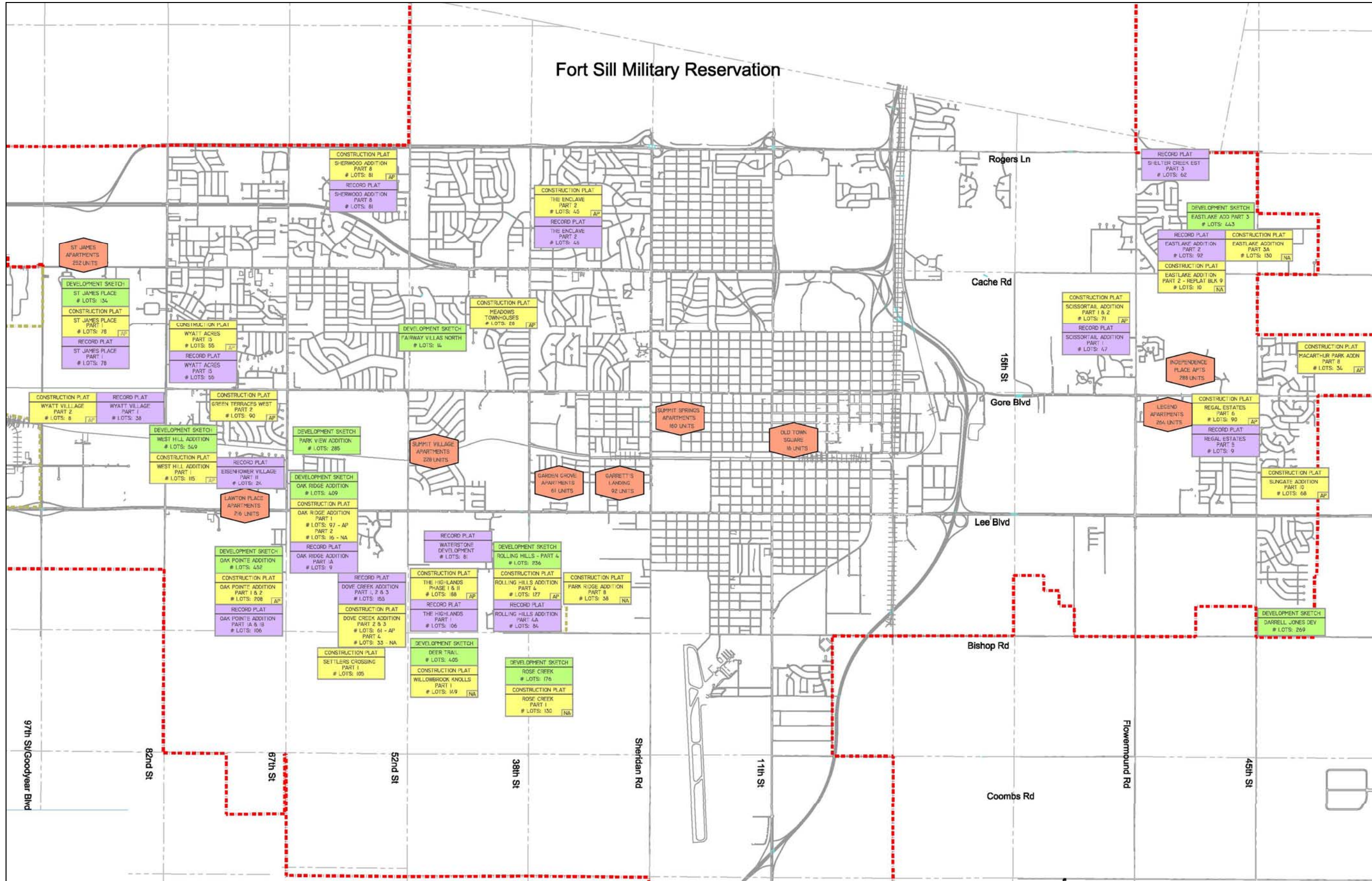
<b>Apartment Complex</b>	<b>Units</b>	<b>TAZ</b>	<b>Year</b>
Garrett's Landing	92		2005
Garden Grove	61	37	2005
Independence Place	288	90	2007
Lawton Place	216	13	2007
Legend	264	91	2009
Old Town Square	16	62	2009
Saint James	252	2	2007
Summit Springs	160	47	2008
Summit Village	228	27	2006
<b>Total</b>	<b>1,577</b>		

Source: City of Lawton, License & Permits, Planning Division

Figure 27 lists apartment complexes constructed in the City of Lawton between January 2005 and June 2010. During this time period, nine apartment complexes were added, creating 1,577 new units. Five of those complexes contain more than 200 units each.

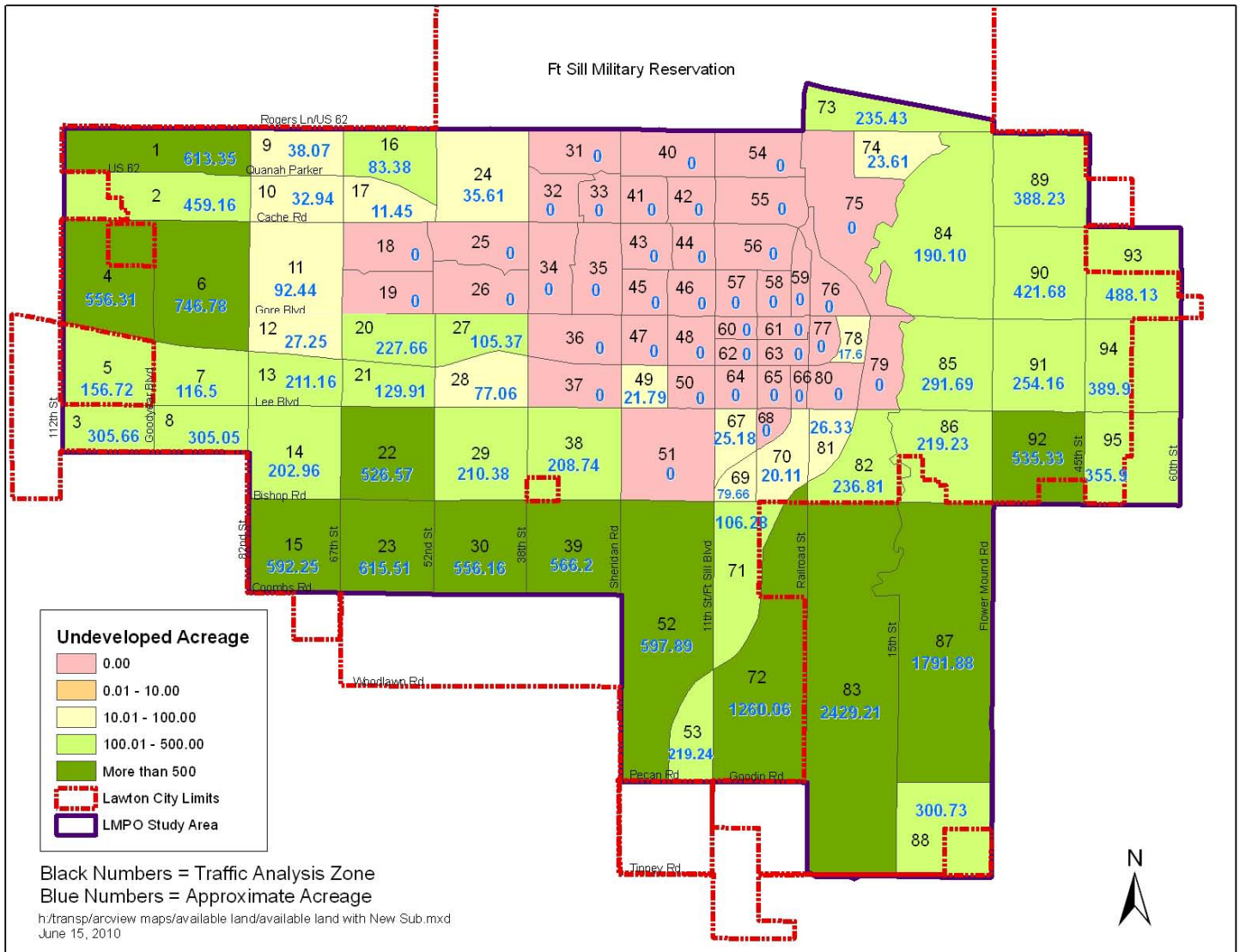
Figure 28 on the following page is a map showing locations of subdivision and apartment projects from January 1, 2005 to June 30, 2010.

Figure 28: Lawton Development Map



Source: City of Lawton, Planning Division

Figure 29: Undeveloped Land by TAZ



Source: City of Lawton, Planning Division

Figure 29 presents a map of undeveloped land by TAZ. This can indicate where future growth is likely to occur. Dark green is used to indicate those TAZs with more than 500 acres of undeveloped land, and pink is used to indicate those areas that are completely built out. The center and center-north portions of the study area are generally fully developed, and most of the undeveloped areas occur in TAZs nearest the study area boundary. This corresponds to areas in which recent residential permits have been issued (See Figure 25 on page 21).

## Chapter Three: Economics & Workforce

This chapter contains information about household economics for the study area population and local area workforce. Topics covered include household income, poverty, and employment statistics. Commuting characteristics of Comanche County's population are included as well as information on the total number of workers in the study area. Most data for this section was obtained from the 2006 – 2008 American Community Survey. Other sources of data include the Oklahoma Employment Security Commission and the Lawton-Fort Sill Chamber of Commerce.

Figure 30: Economic Comparison Quick Facts

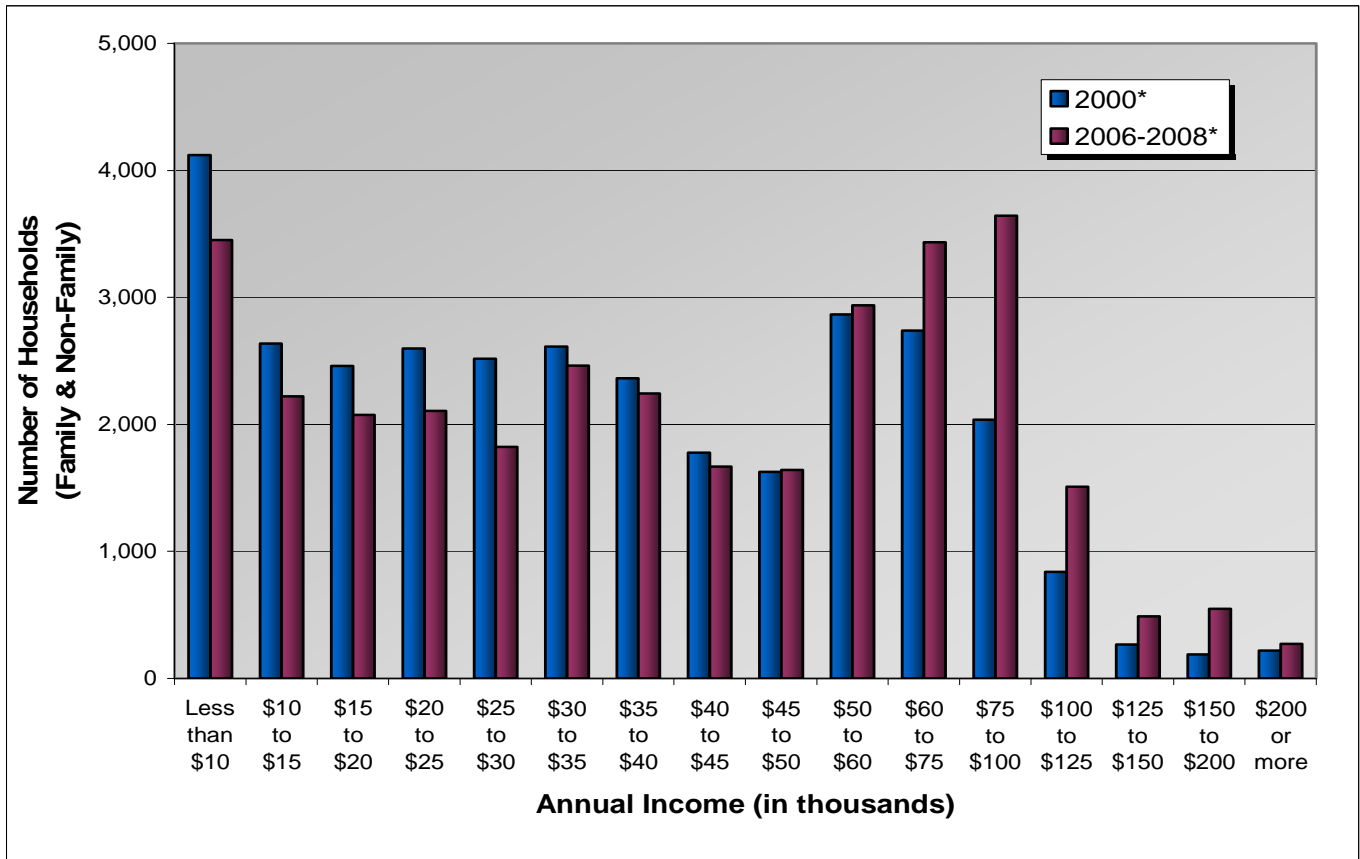
	2000	2006 – 2008 Estimate
<b>Lawton</b>		
Total Population	92,757	89,798
Median Family Income	\$37,831	\$53,096
Median Household* Income	\$32,521	\$39,727
Per Capita Income	\$15,397	\$19,317
Population Below the Poverty Line	16.3%	20.2%
Lawton MSA Unemployment Rate <sup>1</sup>	3.7%	5.2%
<b>Broken Arrow</b>		
Total Population	74,859	93,023
Median Family Income	\$58,891	\$72,836
Median Household* Income	\$53,507	\$65,851
Per Capita Income	\$21,555	\$28,985
Population Below the Poverty Line	4.5%	6.9%
Tulsa MSA Unemployment Rate <sup>1</sup>	2.9%	6.9%
<b>Norman</b>		
Total Population	95,694	103,595
Median Family Income	\$51,189	\$81,164
Median Household* Income	\$36,713	\$44,801
Per Capita Income	\$20,630	\$26,371
Population Below the Poverty Line	15.0%	15.8%
Oklahoma City MSA Unemployment Rate <sup>1</sup>	2.7%	5.9%
<b>Oklahoma</b>		
Total Population	3,450,654	3,606,200
Median Family Income	\$40,709	\$53,096
Median Household* Income	\$33,400	\$42,541
Per Capita Income	\$17,646	\$23,001
Population Below the Poverty Line	14.7%	16.2%
Oklahoma Unemployment Rate <sup>1</sup>	3.1%	6.4%
<b>United States</b>		
Total Population	281,421,906	301,237,703
Median Family Income	\$50,046	\$63,211
Median Household* Income	\$41,994	\$52,175
Per Capita Income	\$21,587	\$27,466
Population Below the Poverty Line	12.4%	13.2%
U.S. Unemployment Rate <sup>1</sup>	4.0%	9.3%

Sources: U.S. Census Bureau, Census 2000 (Table *Census 2000 Fact Sheets*), 2006-2008 American Community Survey (Table *Selected Economic Characteristics*)

<sup>1</sup>Bureau of Labor Statistics Annual Average Unemployment

\*Note that a Household is defined as all people living together in a single residence. Unlike a Family, Household members do not have to be related.

Figure 31: Lawton Household Annual Income

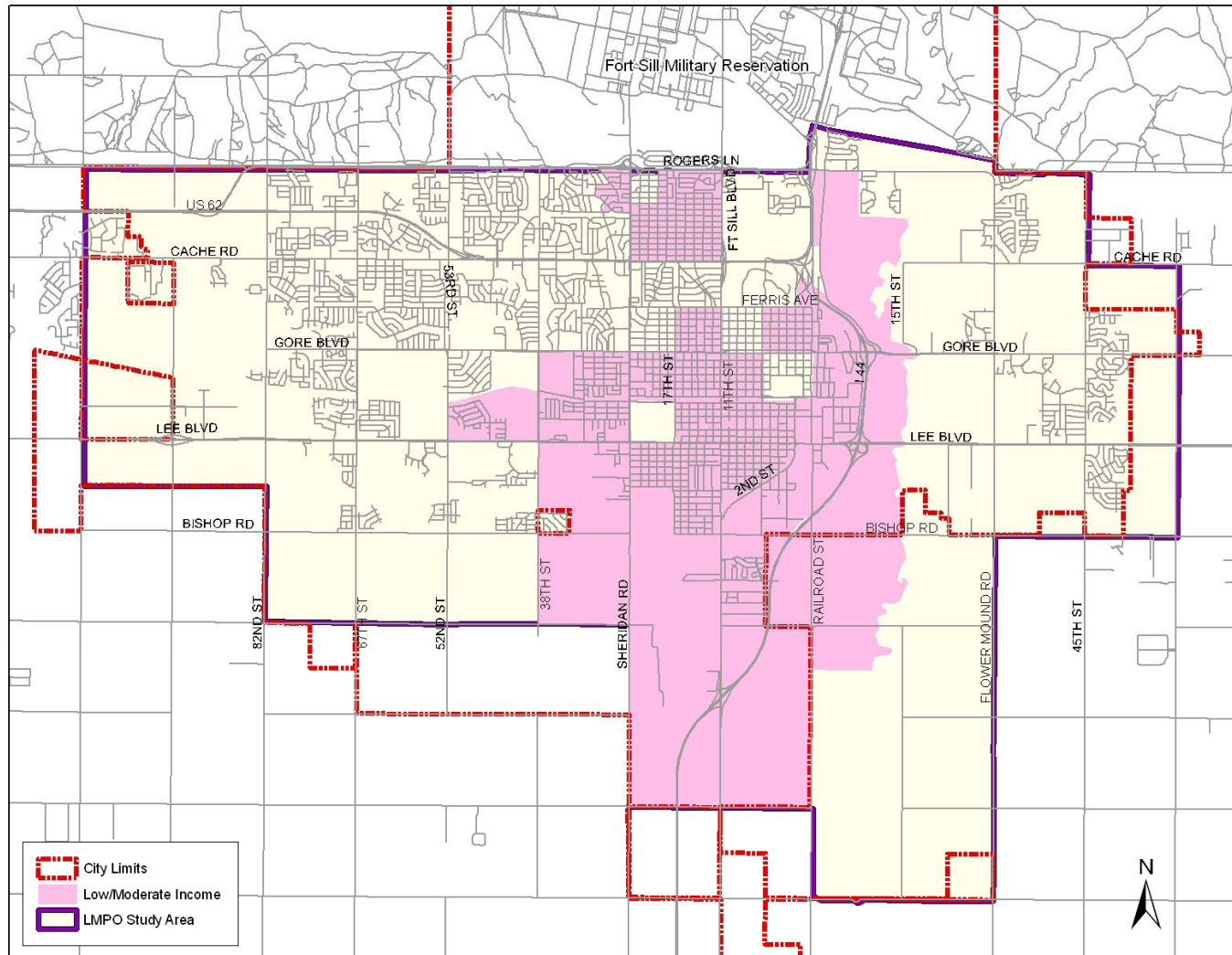


Source: U.S. Census Bureau, Census 2000 (Table P52. Household Income in 1999) and 2006 – 2008 American Community Survey (Table B19001. Household Income in the Past 12 Months (In 2008 Inflation-Adjusted Dollars)).

\* 2000 Census dollars are not adjusted for inflation, 2006-2008 estimates use 2008 inflation-adjusted dollars

When examining Lawton Household Annual Income in Figure 31, a strong trend appears. The number of households in each of the income brackets less than \$50,000 a year has fallen significantly between 2000 and 2006 - 2008. The number of households has correspondingly risen for each income bracket above \$50,000 a year. The single largest bracket in 2006 – 2008 included those making between \$75,000 and \$99,999 a year. This is an increase of approximately 1,600 households from the year 2000. The number of households making over \$100,000 roughly doubled over the time period studied. The number of households making less than \$10,000, which was the largest bracket in 2000, fell by approximately 650, but still represents one of the largest income brackets for 2006 - 2008.

Figure 32: 2000 Low & Moderate Income by Census Block Group



Source: US Department of Housing and Urban Development

For the purposes of the Community Development Block Grant (CDBG) Program, a "low income" household is one in which the total household income does not exceed fifty percent of the median income for the area, as adjusted for household size by HUD, while a "moderate income" household is one in which the total household income does not exceed eighty percent of the median income for the area. In Lawton, a four-member household is considered "moderate income" if its annual income does not exceed \$31,450. It is considered "low income" if its annual income does not exceed \$19,650. This map shows block-groups containing a majority of households being "low or moderate income."

## Employment Characteristics

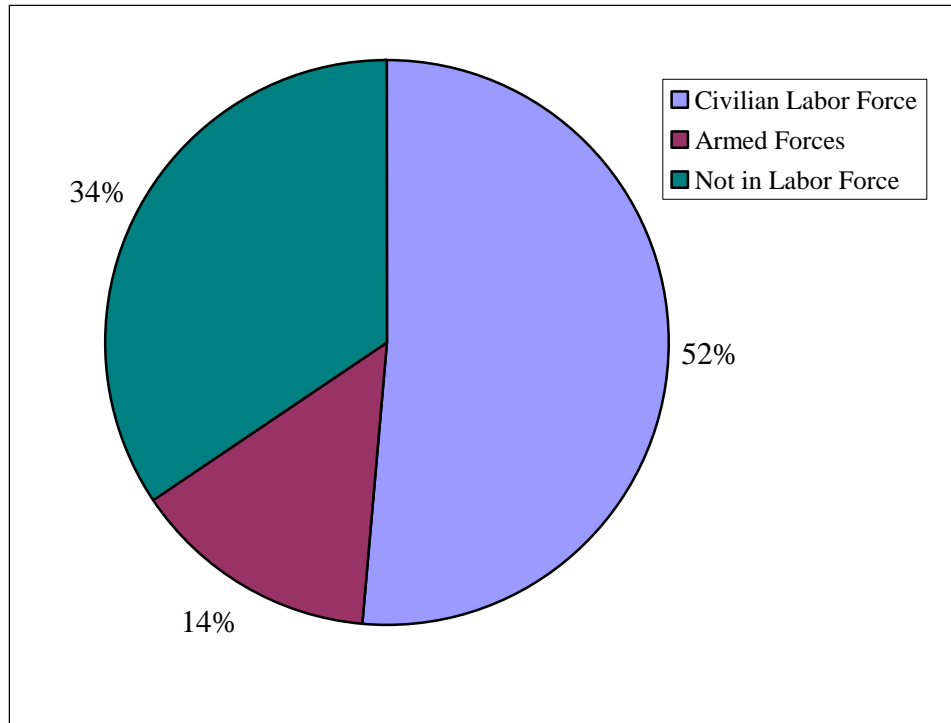
Figure 33: Employment Quick Facts (16 Years or Older)

	<b>2000</b>	<b>2006 – 2008 Estimate</b>
Civilians in the Labor Force -----	33,417	34,627
Males -----	16,675	16,022
Females -----	16,742	18,605
Armed Forces -----	12,390	9,617*
People not in the Labor Force -----	24,212	23,269

Source: U.S. Census Bureau, Census 2000 (Table P43. Sex by Employment Status for the Population 16 Years and Over) and 2006 – 2008 American Community Survey (Table C23001. Sex by Age by Employment Status for the Population 16 Years and Over)

\*According to June 2010 estimates, Fort Sill employed 8,000 civilians and 16,000 military personnel.

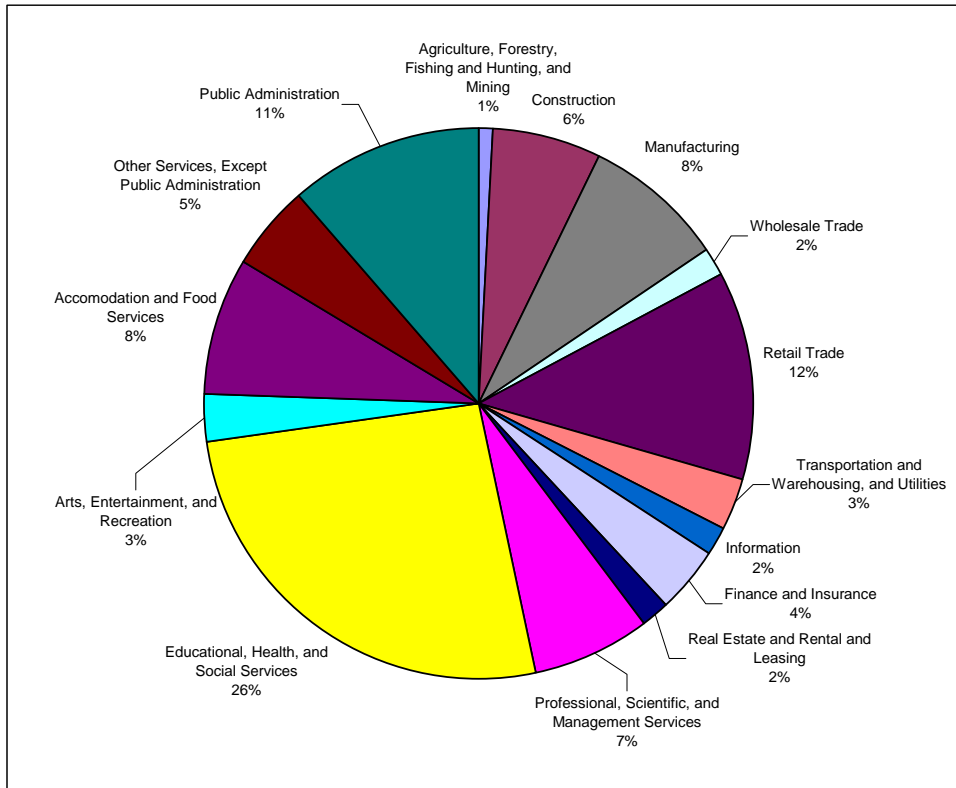
Figure 34: Employment in Lawton



Source: U.S. Census, 2006 – 2008 American Community Survey (Table C23001. Sex by Age by Employment Status for the Population 16 Years and Over)



Figure 35: Employment in Lawton by Industry



Agriculture, Forestry, Fishing and Hunting, and Mining	263	1%
Construction	2,011	6%
Manufacturing	2,623	8%
Wholesale Trade	506	2%
Retail Trade	3,896	12%
Transportation and Warehousing, and Utilities	946	3%
Information	506	2%
Finance and Insurance	1,241	4%
Real Estate and Rental and Leasing	517	2%
Professional, Scientific, and Management Services	2,207	7%
Educational, Health, and Social Services	8,172	26%
Arts, Entertainment, and Recreation	936	3%
Accommodation and Food Services	2,468	8%
Other Services, Except Public Administration	1,632	5%
Public Administration	3,563	11%

Source: U.S. Census Bureau 2006 – 2008 American Community Survey (Table C24030. Sex by Industry For The Civilian Employed Population 16 Years and Over)

When examining the civilian population in Lawton, the industry with the most workers in 2006 – 2008 was Educational, Health, and Social Services, with 26% of the work force. Retail Trade followed with 12%, with Public Administration third at 11%.

Figure 36: Lawton MSA Non-Farm Payroll: Employment (December 2008 to December 2009)

Industry	Number Employed		Dec '08 to Dec '09	
	Dec 2008	Dec 2009	Absolute Change	Percent Change
<b>Total Nonfarm</b>	44,200	44,300	100	0.2%
<b>Government</b>	14,100	14,500	400	2.8%
Federal Government	3,800	4,200	400	10.5%
State Government	2,000	2,000	0	0.0%
Local Government	8,300	8,300	0	0.0%
<b>Total Private</b>	30,100	29,800	-300	-1.0%
Mining & Construction	1,700	1,700	0	0.0%
Manufacturing	3,600	3,500	-100	-2.8%
Wholesale Trade	600	600	0	0.0%
Retail Trade	5,600	5,500	-100	-1.8%
Trans,Warehouse, Utility	1,400	1,300	-100	-7.1%
Information	600	600	0	0.0%
Financial Activities	2,800	2,700	-100	-3.6%
Professional & Business	3,600	3,500	-100	-2.8%
Educational & Health	4,300	4,300	0	0.0%
Leisure & Hospitality	4,400	4,600	200	4.5%
Other Services	1,500	1,500	0	0.0%

Source: [http://www.ok.gov/oesc\\_web/Services/Find\\_Labor\\_Market\\_Statistics/CES/](http://www.ok.gov/oesc_web/Services/Find_Labor_Market_Statistics/CES/)

Figure 36 shows the Lawton Metropolitan Statistical Area's (Comanche County's) non-farm payroll. The most notable change during the time period was a 10.5% increase in federal government payroll. Other than the Leisure & Hospitality group, Private Sector employment was either level or declining.

Figure 37: Lawton MSA Top 20 Employers (2006)

Major Employer Name	Product/Service	Number Employed	% of Total	TAZ
Fort Sill (Civilian Employees) <sup>1</sup>	Armed Forces	5,092	16.2%	Outside Study Area
Good Year Tire & Rubber Co.	Tires	2,700	8.6%	5
Lawton Public Schools	Education Services	2,648	8.4%	*
Comanche County Memorial Hospital	Health Services	1,517	4.8%	34
Wal Mart/Sams	Retail Store	947	3.0%	35, 16
City of Lawton	Government	832	2.6%	61, 51, 71, *
Cameron University	Education Services	560	1.8%	36
Southwestern Medical Center	Health Services	455	1.4%	22
Assurant Group	Call Center	443	1.4%	19
Lawton Correctional Facility	Correctional Services	398	1.3%	88
Bar-S Foods	Food Services	283	0.9%	7
Comanche County	Government	268	0.9%	63, *
Stanley, Incorporated	Government Software	267	0.8%	48, 61, *
Great Plains Technology Center	Education Services	225	0.7%	29
Lawton Constitution	Newspaper	175	0.6%	61
Ez Go Foods	Food Services	170	0.5%	62, *
Comanche Nation Games	Entertainment	162	0.5%	79
Chempac	Chemicals	145	0.5%	52
Goodwill	Welfare Services	144	0.5%	50, 18, 45
City National Bank	Banking	138	0.4%	26, 35, 16, 63

\* Employer is located in multiple TAZs  
Source: Lawton-Fort Sill Chamber of Commerce

Figure 37 lists the top twenty employers in Comanche County. Fort Sill and Goodyear Tire and Rubber Company are the largest employers in the county, with nearly 8,000 employees combined. Several major employers have locations in multiple TAZs, which disperses the number of trips created by their establishments.

<sup>1</sup>Note that as of June 2010, Fort Sill estimates to have approximately 8,000 civilian personnel.

## Commuting Characteristics

Figure 38: Commuting to Work Quick Facts

	<b>2000</b>	<b>2006 – 2008 Estimate</b>
Total Number of Workers 16 Years and Older -----	41,947	39,950
Number of Persons Who Work From Home -----	829	3,784
Mean Travel Time to Work -----	15.4 min.	14.3 min.

Source: U.S. Census Bureau, Census 2000 (Tables *Census 2000 Fact Sheet, P30. Means of Transportation to Work for Workers 16 Years and Over*) and 2006 – 2008 American Community Survey (Tables *Selected Economic Characteristics, B08006. Sex of Workers by Means of Transportation to Work*)

Figure 39: Means of Commuting to Work

Mode of Transportation:	2000	% of Total	2006-2008	% of Total
Total:	41,947		39,950	
Car, truck, or van - drove alone:	30,273	72.2%	27,621	69.1%
Car, truck, or van - carpooled:	5,716	13.6%	4,721	11.8%
Public transportation (excluding taxicab):	272	0.6%	360	0.9%
Walked:	3,627	8.6%	2,157	5.4%
Taxicab, motorcycle, bicycle, or other means:	1,230	2.9%	1,307	3.3%
Worked at home:	829	2.0%	3,784	9.5%

Source: U.S. Census Bureau, Census 2000 (Table *P30. Means of Transportation to Work for Workers 16 Years and Over*) and 2006 – 2008 American Community Survey (Table *B08006. Sex of Workers by Means of Transportation to Work*)

According to the 2006 – 2008 estimates, the total number of workers decreased for the Lawton between 2000 and 2006 – 2008, while the number of persons who worked from home rose significantly. Of those that did not work from home, the vast majority drove alone in both 2000 and 2006 – 2008.

Figure 40: Lawton Workers by Place of Work

Place of Work	2000	Percent	2006-2008	Percent
Total:	41,947		39,950	
Worked in Oklahoma:	41,046	97.9%	39,144	98.0%
Worked in Comanche County	39,895	95.1%	38,017	95.2%
Worked outside Comanche County	1,151	2.7%	1,127	2.8%
Worked outside Oklahoma	901	2.1%	806	2.0%

Source: U.S. Census Bureau, Census 2000 (Table P26. *Place of Work for Workers 16 Years and Over – State and County Level*) and 2006 – 2008 American Community Survey (Table B08007. *Sex of Workers by Place of Work – State and County Level*)

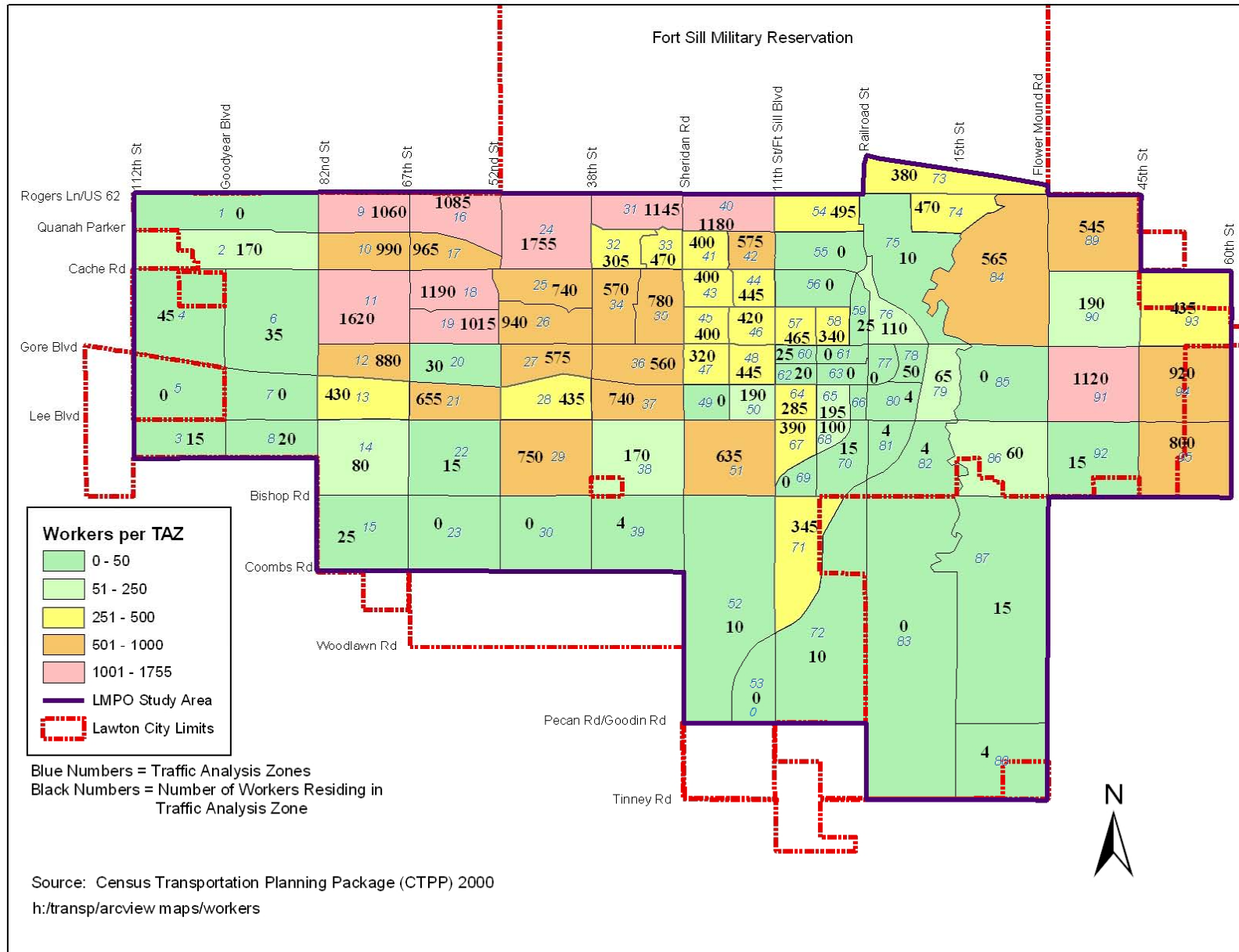
Figure 41: Lawton Workers by Travel Time to Work

Travel Time to Work	2000	Percent	2006-2008	Percent
Total:	41,947		39,950	
Worked at Home	829	2%	3,784	9%
Less than 5 minutes	2,705	6%	2,417	6%
5 to 9 minutes	7,895	19%	6,323	16%
10 to 14 minutes	11,422	27%	11,479	29%
15 to 19 minutes	10,629	25%	8,640	22%
20 to 24 minutes	4,288	10%	3,841	10%
25 to 29 minutes	630	2%	737	2%
30 to 34 minutes	1,366	3%	1,333	3%
35 to 39 minutes	115	0%	75	0%
40 to 44 minutes	148	0%	89	0%
45 to 59 minutes	678	2%	417	1%
60 to 89 minutes	631	2%	447	1%
90 or more minutes	611	1%	368	1%

Source: U.S. Census Bureau, 2000 Census (Table P31. *Travel Time to Work for Workers 16 Years and Over*) and 2006 – 2008 American Community Survey (Table B08012. *Sex of Workers by Travel Time to Work*)

During 2006 – 2008, a majority (91%) of workers in the study area reported a one-way commute time of less than 25 minutes to work. This is similar to the 2000 number of 90%. Figure 42 on the following page is a map which shows where workers live in the study area.

Figure 42: 2000 LMPO Total Workers by TAZ



Source: City of Lawton, Planning Division

## Chapter Four: Transportation

This chapter contains information about transportation in the study area. Topics covered include vehicle ownership statistics and traffic accident data. This information can be used to select projects that will ensure the most appropriate road network for the needs of the study area population and mitigate safety hazards in the existing network. Information for this section was obtained from the 2006 – 2008 American Community Survey, the Oklahoma Highway Safety Office and the City of Lawton Planning Division. Current statistical information was compared with that of previous years so that changes and patterns can be analyzed.

Also included is general information about the Lawton Area Transit System (LATS), and the Lawton-Fort Sill Regional Airport. Information presented about LATS includes a route map as well as ridership and revenue statistics. Airport information presented includes the number of enplanements and deplanements annually, as well as general information about the airport such as its flight schedule. Transit information for this section was obtained from LATS. Airport information was obtained from the Lawton-Fort Sill Regional Airport.

Air quality information for the study area is also included, as it is an important consideration in transportation planning. A map of Comanche County’s two air quality monitors is presented, as is information about pollutants and pollution levels in the study area over the past several years.

Figure 43: Transportation Quick Facts

Vehicles Registered in Comanche County (2005)	92,974
Vehicles Registered in Comanche County (2009)	96,635
Number of Lawton Households with No Vehicle Available (2000)	2,882
Number of Lawton Households with No Vehicle Available (2006 – 2008)	2,663
Mileage of Roadways in Lawton City Limits*	725.32

Source: Oklahoma Tax Commission Motor Vehicle Division, U.S. Census Bureau, Census 2000 (Table H44. *Tenure by Vehicles Available*) and 2006 – 2008 American Community Survey (Table B08201. *Household Size by Vehicles Available*)

\*Functional Classification Map and City of Lawton Geographic Information System data

Figure 44: Number of Registrations by Vehicle Type in Comanche County

Classification	FY 2005	FY 2010
Automobile <sup>1</sup>	77,333	82,082
Commercial Trailer	630	304
Commercial Truck	2,952	2,734
Commercial Truck Tractor	157	247
Farm Truck	3,000	3,073
Moped	9	3
Motorcycle	2,510	4,246
Motor Home	484	455
Tax Exempt	302	325
Wrecker	48	41
Other <sup>2</sup>	5,549	5,008
<b>Total</b>	<b>92,974</b>	<b>98,518</b>

Source: Oklahoma Tax Commission Motor Vehicle Division, Annual Vehicle Registration Reports for Fiscal Year 2005 and Fiscal Year 2010.

<sup>1</sup>Automobiles include: personal passenger automobiles, noncommercial and nonagricultural trucks, and noncommercial vans

<sup>2</sup>Other registration types includes vehicles less likely to be on roadways, including: ATV/ORM/utility vehicles (166 registrations in 2010 only), boats, manufactured homes, travel trailers, and motors

As can be seen in Figure 44, there has been an increase of 5,544 (5.9%) vehicle registrations since FY 2005. The vast majority of vehicles registered in Comanche County in FY 2010 were automobiles (82,082). This was an increase of 4,749 (6.1%) over 2005.

Figure 45: Vehicles per Household in Lawton

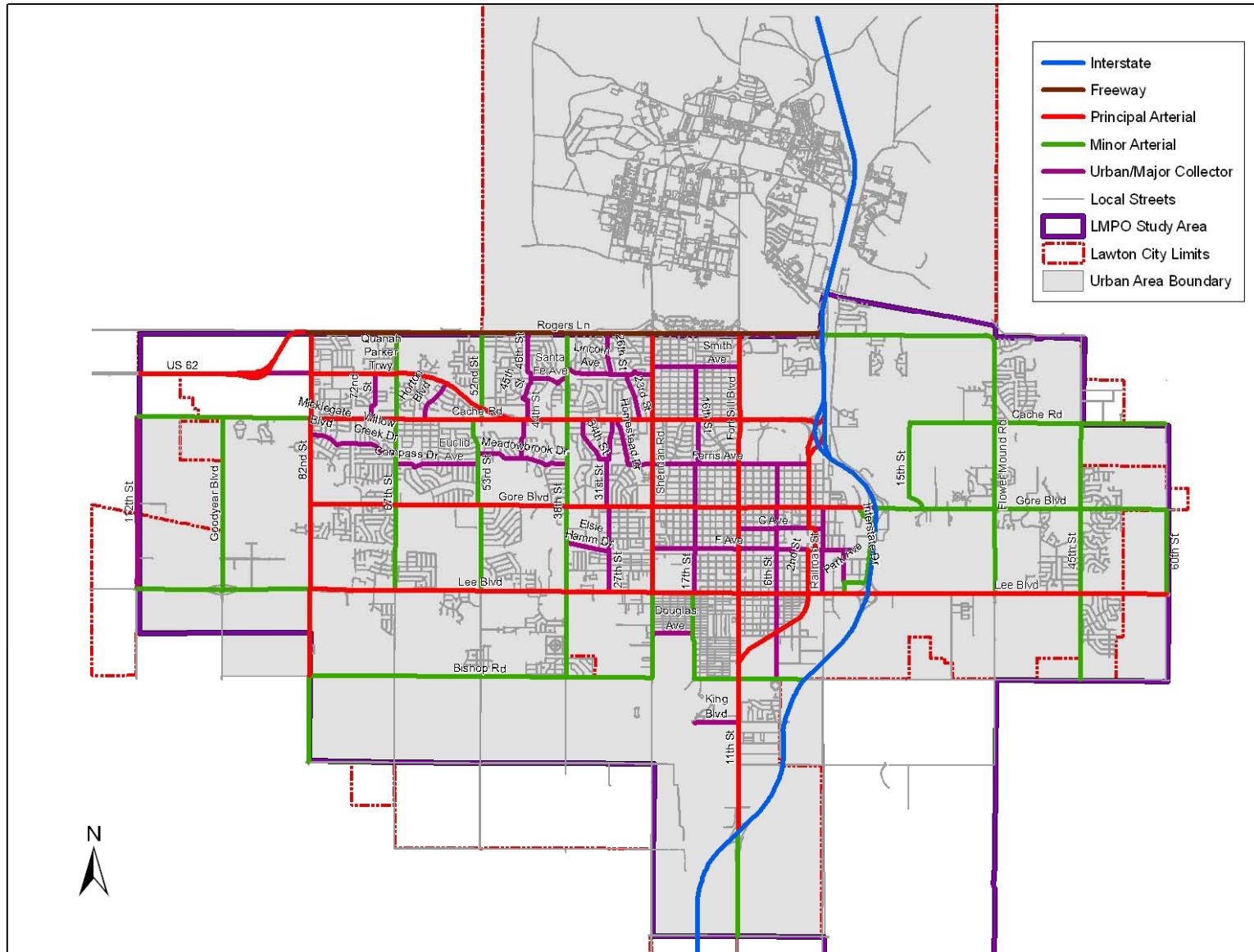
Vehicles Available	Number of Households Year 2000	% of Total Households	Number Households in Years 2006 - 2008	% of Total Households
No Vehicles Available	2,882	9%	2,663	8%
1 Vehicle Available	12,095	38%	11,723	36%
2 Vehicles Available	12,695	40%	12,649	39%
3 Vehicles Available	3,166	10%	3,979	12%
4 or More Vehicles Available	933	3%	1,507	5%

Source: U.S. Census Bureau, Census 2000 (Table H44. Tenure by Vehicles Available) and 2006 – 2008 American Community Survey (Table B08201. Household Size by Vehicles Available)

Figure 45 shows vehicle ownership per household in Lawton. This includes passenger cars, vans, and pickup or panel trucks of one-ton capacity or less kept at home and available for the use of household members. The table indicates a potential trend towards increasing vehicle ownership in Comanche County. Decreases were seen in those households with no vehicles available, as well as in those households with one or two vehicles available, while the total number of households with three or more vehicles available increased by 1,387.



Figure 46: 2003 Functional Classification Map



Source: City of Lawton, Planning Division

Figure 47: Total Number of Miles by Functional Classification

Street Classification	Total Miles
Interstate	10.6
Expressway	6.5
Principal Arterials	25.8
Minor Arterials	48.2
Urban Collector	30.6
Local*	599.4
Rural Collector	4.3
<b>Total</b>	<b>725.3</b>

Source: 2003 Functional Class Map  
 \* Updated 08/2009

Figure 46 on the previous page shows the functional classification of all streets in the study area. Functional classification is the process by which the network of streets and highways are ranked according to the type of service they provide. In order to be eligible for Federal funding, a roadway must be classified as a collector or higher. For more information, see “Street Functional Classification” in the definitions, on page 74. In general, principal arterials are clustered in the center of the study area, with minor arterials at their periphery. There is one interstate that runs through the study area, as indicated in blue on the map. The vast majority of the street network in the study area is comprised of local streets.

Figure 48: City of Lawton Traffic Accidents (2005 – 2009)

Year	Total Accidents	Injury Accidents	Fatal Accidents
<b>2009</b>	2,906	770	5
<b>2008</b>	2,341	597	3
<b>2007</b>	2,584	645	9
<b>2006</b>	2,307	634	3
<b>2005</b>	2,208	589	1
<b>Total</b>	<b>12,346</b>	<b>3,235</b>	<b>21</b>

Source: Oklahoma Department of Transportation Traffic Engineering Division Collision Analysis and Safety Branch

While the total number of accidents has increased, all injury accidents remained fairly steady between years 2005 and 2009. Year 2009 shows a striking increase, with a total number of accidents up by 24% and injury accidents up by 29% over the previous year. Out of 2,906 total accidents in year 2009, 5 were fatal and 770 had injuries. Of the 21 fatality accidents between years 2005 and 2009:

- 12 occurred on city streets rather than state highways
- 17 occurred during dry conditions
- 16 occurred in the daylight
- 3 involved a bicyclist or pedestrian

Figure 49: Lawton Intersections with Highest Accident Severity Index

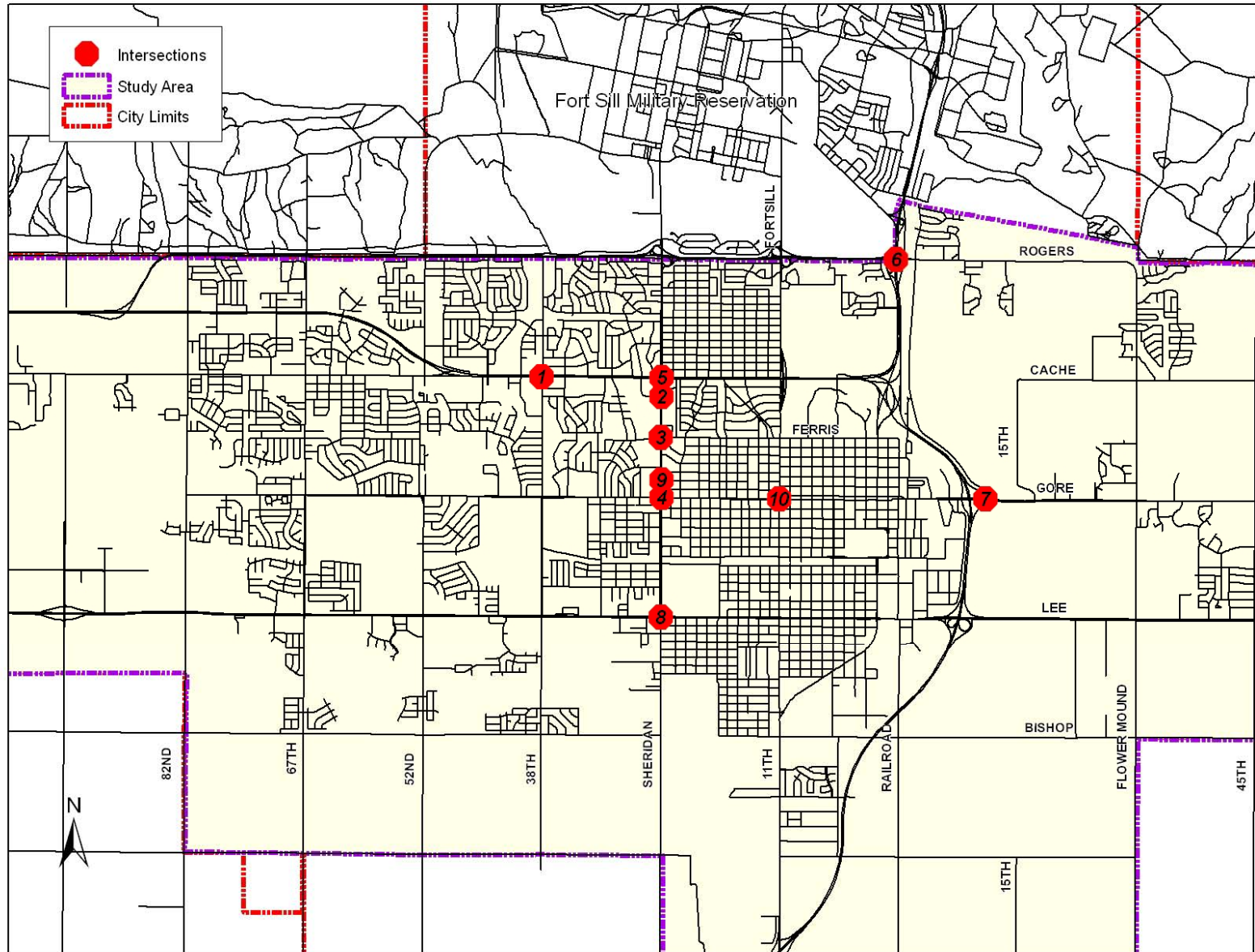
Intersection	Street 1	Street 2	2007 Severity Index	2008 Severity Index	2009 Severity Index	% Change 2007-2009
1	38th St	Cache Rd	66	60	<b>80</b>	21%
2	Sheridan Rd	Erwin Ln	32	24	<b>74</b>	131%
3	Sheridan Rd	Ferris Ave	42	20	<b>66</b>	57%
4	Sheridan Rd	Gore Blvd	62	68	<b>64</b>	3%
5	Sheridan Rd	Cache Rd	96	76	<b>64</b>	-33%
6	Interstate 44	Rogers Ln	48	48	<b>64</b>	33%
7	Lawrie Tatum	Gore Blvd	48	56	<b>48</b>	0%
8	Sheridan Rd	Lee Blvd	52	32	<b>46</b>	-12%
9	Sheridan Rd	Lake Ave	24	10	<b>46</b>	92%
10	Ft Sill Blvd	Gore Blvd	22	22	<b>44</b>	100%

Source: ODOT Traffic Engineering Division

A Severity Index value of 02 is assigned to each collision involving property damage loss only; a value of 04 is assigned to each collision involving injury or death. The map on the following page shows the locations of the intersections. Six of the intersections involve Sheridan Road, including four of the top five.

There were a total of 338 accidents between the top 10 ranking intersections by Severity Index. None of these accidents resulted in a fatality. Ninety-two accidents resulted in a total of 137 injuries. Out of these accidents 186 (55%) were rear-end collisions, and 92 (27%) were turning-related.

Figure 50: Lawton Intersections with Highest Accident Severity Index (2009)



Source: ODOT Traffic Engineering Division

### Figure 51: Lawton Traffic Counts

Data recorded by all Traffic Count Stations deployed in the City of Lawton between 2003 and 2008. See the map on page 47 for locations of count stations.

STREET	EXT	SEGMENT (E-W or S-N)	ODOT (STN #)	ODOT (2003)	LMPO 2004	ODOT (2004)	ODOT (2005)	ODOT (2006)	ODOT (2007)	ODOT (2008)	Rd CAP	VOL /CAP	LOS	FUNC CLASS	LANES	SPEED	COMMENTS
1st St	SE	I Ave - J Ave		n/a	2,819	n/a	n/a	n/a	n/a	n/a	10000	0.28	LOS A	LO	2		
2nd St	SE	Lee Blvd - Summit	888	n/a	4,826	n/a	n/a	n/a	n/a	n/a	10000	0.48	LOS B	LO	2		
2nd St/US281B	NW	Euclid Ave - Dearborn Ave	870	n/a	n/a	n/a	n/a	n/a	n/a	9,992							
2nd St/US281B	SE	F Ave - G Ave	887	n/a	n/a	n/a	n/a	n/a	n/a	981							
2nd St/US281B	SW	Washington Ave - Jefferson Av	42	4,200	n/a	4,200	4,500	4,500	3,500	*	10000	0.45	LOS B	MA	2	35	
2nd St/US281B	SW	E Ave - F Ave	783	4,043	n/a	n/a	3,971	n/a	n/a	3,602	24000	0.15	LOS A	MA	5	35	
2nd St/US281B	SW	C Ave - Gore Blvd	40	6,700	n/a	6,800	6,800	6,800	7,000	5,600	24000	0.23	LOS A	MA	5	35	
6th St	NW	Columbia Ave - Gore Blvd	871	n/a	n/a	n/a	n/a	n/a	n/a	1,204							
6th St	SW	A Ave - B Ave	874	n/a	n/a	n/a	n/a	n/a	n/a	3,029							
6th St	SW	F Ave - G Ave	875	n/a	n/a	n/a	n/a	n/a	n/a	n/a							
6th St	SW	Lee Blvd - Summit	877	n/a	3,239	n/a	n/a	n/a	n/a	3,435	22000	0.16	LOS A	C	4	35	
6th St	SW	McKinley Ave - Roosevelt Ave	878	n/a	n/a	n/a	n/a	n/a	n/a	1,690							
6th St	SW	Pennsylvania Ave - Bishop Rd	879	n/a	n/a	n/a	n/a	n/a	n/a	2,633							
6th St	SW	Washington Ave - Lee Blvd		n/a	2,699	n/a	n/a	n/a	n/a	n/a	22000	0.12	LOS A	C	4	35	
11th St	SW	City Limits - Coombs Rd	50	4,500	n/a	n/a	4,500	4,000	3,900	3,800	10000	0.38	LOS B	MA	5	45	
11th St	SW	Pecan - Woodlawn	796	3,888	n/a	n/a	3,768	n/a	n/a	3,232	10000	0.32	LOS A	LO	2	45	
11th St	SW	Wisconsin Ave- New York Ave	799	9,811	n/a	n/a	7,887	n/a	n/a	7,171	24000	0.30	LOS A	PA	4	35	
11th St	SW	Bishop Rd - Ranch Oaks Dr	802	10,507	n/a	n/a	8,123	n/a	n/a	7,351	24000	0.31	LOS A	PA	5	45	
11th St	SW	Lee Blvd - Gore Blvd		n/a	n/a	n/a	n/a	n/a	n/a	n/a	24000	#REF!	LOS B	PA	4	35	
11th St	SW	I-44 - Gilbert Gibson Dr	525	3,371	n/a	n/a	3,741	n/a	n/a	3,598	24000	0.15	LOS A	PA	5		
11th St	SW	Bishop Rd - Oklahoma	800	11,610	n/a	n/a	8,324	n/a	n/a	7,786	24000	0.32	LOS A	PA	4	45	
15th St	NE	Cache Rd - Gore Blvd	889	n/a	n/a	n/a	n/a	n/a	n/a	361							
16th St	NW	Oak Ave - Elm Ave	864	n/a	n/a	n/a	n/a	n/a	n/a	1,258							
16th St	NW	Kingsbury Ave - Baldwin Ave	865	n/a	n/a	n/a	n/a	n/a	n/a	1,549							
17th St	SW	H Ave - G Ave	776	6,847	n/a	n/a	5,720	n/a	n/a	4,916	10000	0.49	LOS B	C	2	35	
17th St	SW	Jefferson Ave - Monroe Ave	861	n/a	n/a	n/a	n/a	n/a	n/a	1,953							
23rd St	NW	24th - Cache	850	n/a	n/a	n/a	n/a	n/a	n/a	883							
26th St	NW	Pollard - Williams	848	n/a	n/a	n/a	n/a	n/a	n/a	n/a							
27th St	SW	Lee Blvd - J Ave	771	3,726	n/a	n/a	3,249	n/a	n/a	3,181	10000	0.32	LOS A	C	2	25	Dept Human Ser moved from 2 SE Lee Blvd
27th St	SW	B Ave - C Ave	855	n/a	n/a	n/a	n/a	n/a	n/a	3,716							
29th St	NW	Bell Ave	744	3,013	n/a	n/a	2,627	n/a	n/a	2,611	10000	0.26	LOS A	C	2	25	
30th St	NW	Arlington - Gore	854	n/a	n/a	n/a	n/a	n/a	n/a	3,371							
31st St	NW	Cache - Kinyon	853	n/a	n/a	n/a	n/a	n/a	n/a	9,121							
34th St	NW	Liberty - 33rd	852	n/a	n/a	n/a	n/a	n/a	n/a	447							
38th St	NW	Oak Ave - Cache Rd	740	16,411	n/a	n/a	15,116	n/a	n/a	14,728	22000	0.69	LOS C	MA	4	45	
38th St	NW	Dearborn Ave - Columbia Ave	742	16,027	n/a	n/a	15,386	n/a	n/a	15,419	22000	0.70	LOS C	MA	4	45	
38th St	NW	Rogers Ln - 38th Pl	846	n/a	n/a	n/a	n/a	n/a	n/a	8,514							
38th St	NW	Baltimore - Atlanta	851	n/a	n/a	n/a	n/a	n/a	n/a	10,933							
38th St	NW	Cache Rd - Rogers Ln/US62	710	8,160	n/a	n/a	n/a	n/a	n/a	*	10000	0.82	LOS D	MA	2	35	Rd closed for reconstruction to 4 lane fall 2003
38th St	SW	Bishop Rd - Rolling Hills Dr	794	1,320	n/a	n/a	1,297	n/a	n/a	1,070	10000	0.11	LOS A	C	2	35	
38th St	SW	Gore Blvd - F Ave	856	n/a	n/a	n/a	n/a	n/a	n/a	11,931							
38th St	SW	J Ave - Lee Blvd	858	n/a	n/a	n/a	n/a	n/a	n/a	n/a							
44th St	NW	Baltimore - Cache	843	n/a	n/a	n/a	n/a	n/a	n/a	3,808							
45th St	NE	Euclid Ave - Gore Blvd	891	n/a	n/a	n/a	n/a	n/a	n/a	2,886							
45th St	SE	Coombs Rd - Bishop Rd	527	437	n/a	n/a	330	n/a	n/a	386	10000	0.04	LOS A	LO	2		
45th St	SE	Wilshire Terrace - Gore Blvd	789	7,072	n/a	n/a	6,190	n/a	n/a	4,862	10000	0.49	LOS C	MA	2	35	
45th St	SE	Lee Blvd - Avandale Dr	790	7,681	n/a	n/a	5,791	n/a	n/a	4,871	10000	0.49	LOS B	MA	2	35	
45th St	SE	Lee Blvd - Avalon Rd	791	4,572	n/a	n/a	4,522	n/a	n/a	3,823	10000	0.38	LOS B	MA	2	40	
45th St	SE	Lee Blvd - Gore Blvd	807	1,060	n/a	n/a	824	n/a	n/a	867	10000	0.09	LOS A	MA	2	35	

Figure 51 Continued: Lawton Traffic Counts

STREET	EXT	SEGMENT (E-W or S-N)	ODOT (STN #)	ODOT (2003)	LMPO 2004	ODOT (2004)	ODOT (2005)	ODOT (2006)	ODOT (2007)	ODOT (2008)	Rd CAP	VOL /CAP	LOS	FUNC CLASS	LANES	SPEED	COMMENTS
45th St	SE	South of Bishop Rd	808	592	n/a	n/a	439	n/a	n/a	n/a	10000	0.04	LOS A	MA	2	45	
46th St	NW	Pollard - Hoover	844	n/a	n/a	n/a	n/a	n/a	n/a	n/a							
47th St	NW	Cache - Motif Manor	842	n/a	n/a	n/a	n/a	n/a	n/a	934							
52nd St	NW	Quanah Parker - Wilfred	705	3,916	n/a	n/a	11,025	n/a	n/a	n/a	22000	0.50	LOS B	MA	4	40	Cache Rd/US 62 renamed west of 52nd
52nd St	SW	Bishop Rd - Lee Blvd	759	n/a	n/a	n/a	372	n/a	n/a	n/a	10000	0.04	LOS A	LO	2	45	
52nd St	SW	50th - Lee	838	n/a	n/a	n/a	n/a	n/a	n/a	4,161							
52nd St	SW	51st - Country Club	839	n/a	n/a	n/a	n/a	n/a	n/a	5,718							
53rd St	NW	Cherry Ave - Elm Ave	734	9,956	n/a	n/a	9,569	n/a	n/a	7,539	10000	0.96	LOS F	MA	2	35	
53rd St	NW	Gore Blvd - Columbia Ave	840	n/a	10,102	n/a	n/a	n/a	n/a	7,683	10000	0.77	LOS F	MA	2	35	
60th St	SE	Lee Blvd./SH7 - Gore Blvd	793	769	n/a	n/a	331	n/a	n/a	228	10000	0.02	LOS A	C	2	45	
67th St	NW	Elm Ave - Cache Rd	716	18,043	n/a	n/a	19,641	n/a	n/a	17,718	24000	0.74	LOS D	MA	5	35	
67th St	NW	Rogers Ln/US62 - Graysons Mt	829	n/a	n/a	n/a	n/a	n/a	n/a	9,138							
67th St	NW	Taylor - Denver	830	n/a	n/a	n/a	n/a	n/a	n/a	12,278							
67th St	NW	Euclid Ave - Eisenhower	835	n/a	n/a	n/a	n/a	n/a	n/a	17,087							
67th St	SW	Park Ave - Lee Blvd	824	n/a	n/a	n/a	8,336	n/a	n/a	n/a	24000	0.35	LOS A	MA	4	35	
67th St	SW	Bishop Rd - Lee Blvd	825	1,547	n/a	n/a	1,637	n/a	n/a	n/a	10000	0.16	LOS A	LO	2	40	
67th St	SW	69th St - Gore Blvd	837	n/a	n/a	n/a	n/a	n/a	n/a	10,224	26000	0.39	LOS A	MA	4	35	
72nd St	NW	Cache Rd - Quanah Parker	703	432	n/a	n/a	1,761	n/a	n/a	1,451	10000	0.15	LOS A	C	2	25	
82nd St	NW	Gore Blvd - Mickelgate Dr	732	6,897	n/a	n/a	5,663	n/a	n/a	6,458	26000	0.25	LOS A	MA	4	35	Under construction 2001
82nd St	NW	Terrace Hills - Quanah Parker	827	n/a	n/a	n/a	n/a	n/a	n/a	4,315							
82nd St	NW	Quanah Parker - Gray Warr	828	n/a	n/a	n/a	n/a	n/a	n/a	8,084							
82nd St	SW	Bishop Rd - Lee Blvd	741	2,883	1,341	n/a	2,668	n/a	n/a	2,629	10000	0.26	LOS A	C	2	45	
82nd St	SW	North of Lee Blvd	836	n/a	1,902	n/a	n/a	n/a	n/a	3,690	26000	0.14	LOS A	C	4		
97th St	NW	Railroad Tracks - Cache Rd	724	8,367	n/a	n/a	3,677	n/a	n/a	3,208	10000	0.32	LOS A	MA	2	45	
97th St	SW	Bishop Rd - Lee Blvd	823	603	n/a	n/a	275	n/a	n/a	n/a	10000	0.03	LOS A	LO	2	45	
112th St	NW	Railroad Tracks - Cache Rd	723	1,654	n/a	n/a	1,595	n/a	n/a	1,350	10000	0.16	LOS A	MA	2	45	
112th St		Cache Rd - US 62	544	479	n/a	n/a	446	n/a	n/a	n/a	10000	0.04	LOS A				
11th St	SW	A Ave - B Ave	872	n/a	n/a	n/a	n/a	n/a	n/a	21,248							
11th St	SW	J Ave - Park Ave	876	n/a	n/a	n/a	n/a	n/a	n/a	11,580							
127th St		US 62 - Cache Rd	547	884	n/a	n/a	1,323	n/a	n/a	1,410	10000	0.14	LOS A				
Bishop Rd	SE	Flower Mound Rd - Railroad St	787	603	n/a	n/a	623	n/a	n/a	n/a	10000	0.06	LOS A	LO	2	25	
Bishop Rd	SW	38th St - Sheridan Rd	795	940	n/a	n/a	765	n/a	n/a	940	10000	0.09	LOS A	C	2	25	
Bishop Rd	SW	11th St - 13th St	801	1,805	n/a	n/a	1,406	n/a	n/a	n/a	10000	0.14	LOS A	C	2	25	
Bishop Rd	SW	11th St - 6th St	826	n/a	n/a	n/a	n/a	n/a	n/a	1,433							
C Ave	SE	4th St - 5th St	881	n/a	n/a	n/a	n/a	n/a	n/a	n/a							
C Ave	SW	9th St - 10th St	873	n/a	n/a	n/a	n/a	n/a	n/a	2,430							
Cache Rd	NE	Flower Mound Rd - 45th St	763	1,975	n/a	n/a	1,919	n/a	n/a	2,178	10000	0.22	LOS A	LO	2	45	New single family subdivision
Cache Rd	NE	Heritage Cr - Flower Mound Rd	890	n/a	n/a	n/a	n/a	n/a	n/a	198							
Cache Rd	NW	44th St - 47th St	707	34,583	36,422	n/a	33,397	n/a	n/a	30,885	40000	0.77	LOS E	PA	6	45	
Cache Rd	NW	112th St - west	721	4,499	n/a	n/a	5,157	n/a	n/a	n/a	10000	0.52	LOS B	MA	2	45	
Cache Rd	NW	97th St - 112th St	722	7,359	n/a	n/a	7,054	n/a	n/a	5,508	10000	0.55	LOS C	MA	2	45	
Cache Rd	NW	82nd St - 97th St	725	10,143	n/a	n/a	9,479	n/a	n/a	9,014	10000	0.95	LOS F	MA	2	45	
Cache Rd	NW	80th St - 82nd St	726	9,608	n/a	n/a	13,725	n/a	n/a	7,939	22000	0.36	LOS C	PA	4	40	
Cache Rd	NW	67th St - Hunter Dr	728	19,862	n/a	n/a	13,725	n/a	n/a	13,984	22000	0.64	LOS D	PA	4	40	
Cache Rd	NW	Brianwood Dr - 61st St	733	26,505	n/a	n/a	20,783	n/a	n/a	19,628	24000	0.82	LOS E	PA	4	45	
Cache Rd	NW	52nd St	735	21,614	n/a	n/a	19,974	n/a	n/a	18,874	26000	0.73	LOS C	PA	4	45	US 62 designation moved to Rogers Ln 1997
Cache Rd	NW	Ft. Sill Blvd - 17th St	752	24,806	n/a	n/a	25,223	n/a	n/a	22,119	40000	0.63	LOS B	PA	6	45	US 62 designation moved to Rogers Ln 1997
Cache Rd	NW	I-44 - Fort Sill Blvd	756	20,498	19,758	n/a	18,011	n/a	n/a	17,237	26000	0.69	LOS C	PA	4	45	US 62 designation moved to Rogers Ln 1997
Cache Rd	NW	33rd St - 35th St	758	31,748	n/a	n/a	35,423	n/a	n/a	*	40000	0.89	LOS E	PA	6	45	US 62 designation moved to Rogers Ln 1997
Cache Rd	SE	60th St - 75th St	528	504	n/a	n/a	667	n/a	n/a	737	10000	0.07	LOS A	LO	2		

Figure 51 Continued: Lawton Traffic Counts

STREET	EXT	SEGMENT (E-W or S-N)	ODOT (STN #)	ODOT (2003)	LMPO 2004	ODOT (2004)	ODOT (2005)	ODOT (2006)	ODOT (2007)	ODOT (2008)	Rd CAP	VOL /CAP	LOS	FUNC CLASS	LANES	SPEED	COMMENTS
Compass Dr	NW	62nd St - 63rd St	730	1,088	n/a	n/a	1,448	n/a	n/a	n/a	10000	0.14	LOS A	C	2	25	
Compass Dr	NW	67th St - Euclid	834	n/a	n/a	n/a	n/a	n/a	n/a	997							
Douglas Ave	SW	19th St - 20th St	859	n/a	n/a	n/a	n/a	n/a	n/a	1,139							
Eisenhower Dr	NW	60th St - Columbia Ave	731	1,769	n/a	n/a	1,892	n/a	n/a	n/a	10000	0.19	LOS A	C			
Euclid Ave	NW	Sheridan Rd - Homestead Dr	746	7,807	n/a	n/a	7,292	n/a	n/a	7,354	10000	0.73	LOC C	C	4	25	
Euclid Ave	NW	54th - 55th	841	n/a	n/a	n/a	n/a	n/a	n/a	1,452							
F Ave	SE	2nd St - 4th St	886	n/a	n/a	n/a	n/a	n/a	n/a	421							
F Ave	SW	22nd St	773	3,125	n/a	n/a	2,819	n/a	n/a	2,486	10000	0.25	LOS A	LO	2	35	
F Ave	SW	18th St	777	3,118	n/a	n/a	2,425	n/a	n/a	2,270	10000	0.23	LOS A	MA	2	35	
F Ave	SW	12th St - 13th St	778	3,215	n/a	n/a	3,044	n/a	n/a	2,770	10000	0.28	LOS A	MA	2	35	
F Ave	SW	9th St - 11th St	779	4,086	n/a	n/a	4,154	n/a	n/a	4,090	10000	0.41	LOS B	MA	2	35	
F Ave	SW	2nd St - 3rd St	782	4,399	n/a	n/a	4,302	n/a	n/a	4,028	22000	0.18	LOS A	MA	4	35	
F Ave	SW	37th St - 38th St	857	n/a	1,752	n/a	n/a	n/a	n/a	2,423	10000	0.24	LOS A	LO	2	35	
Ferris Ave	NW	21st St - Sheridan Rd	750	10,556	n/a	n/a	10,066	n/a	n/a	9,665	22000	0.44	LOS B	C	4	35	
Ferris Ave	NW	16th St - 17th St	753	9,930	n/a	n/a	8,714	n/a	n/a	7,924	22000	0.36	LOS B	C	4	35	
Ferris Ave	NW	9th St - 10th St	755	8,355	n/a	n/a	8,636	n/a	n/a	6,059	10000	0.61	LOS D	C	2	35	
Ferris Ave	NW	3rd St - 4th St	869	n/a	n/a	n/a	n/a	n/a	n/a	3,685							
Flower Mound Rd	NE	Gore Blvd - Cache Rd	765	5,163	n/a	n/a	6,381	n/a	n/a	6,331	10000	0.63	LOS B	MA	2	45	FY 97-98 asphalt repair, Rd to be reconst 5 lane fa
Flower Mound Rd	SE	Lee Blvd - Gore Blvd	788	3,492	n/a	n/a	4,665	n/a	n/a	4,980	26000	0.19	LOS A	MA	4	45	Reconstructed to 4 lane with center turn - opened f
Flower Mound Rd	SE	Bishop Rd - Lee Blvd	809	n/a	n/a	n/a	1,867	n/a	n/a	n/a	10000	0.19	LOS A	LO	2	45	
Fort Sill Blvd	NW	Bessie Ave - Hilltop Dr	715	1,235	n/a	n/a	11,445	n/a	n/a	9,385	22000	0.43	LOS B	PA	4	45	
Fort Sill Blvd	NW	Lincoln Ave - Taft Ave	866	n/a	n/a	n/a	n/a	n/a	n/a	10,254							
Fort Sill Blvd	NW	Ferris Ave - Ash Ave	867	n/a	14,666	n/a	n/a	n/a	n/a	12,427	22000	0.56	LOS B	PA	4	35	
Fort Sill Blvd	NW	Dearborn Ave - Columbia Ave	868	n/a	n/a	n/a	n/a	n/a	n/a	13,458							
Fort Sill Blvd	NW	Cache Rd - Baldwin Ave		n/a	13,894	n/a	n/a	n/a	n/a	n/a	22000	0.63	LOS B	PA	4	35	
George Horton Blv	NW	Cedarwood - Walnut	831	n/a	n/a	n/a	n/a	n/a	n/a	1,479							
Goodyear Blvd	SW	Lee Blvd - Plant Entrance	768	3,435	n/a	n/a	3,522	n/a	n/a	3,197	26000	0.12	LOS A	MA	4	45	
Gore Blvd	East	7th St - I-44	761	17,342	n/a	n/a	19,136	n/a	n/a	n/a	22000	0.87	LOS D	PA	4	40	
Gore Blvd	East	I-44 - 15th St	762	25,154	21,928	n/a	24,695	n/a	n/a	n/a	26000	0.95	LOS F	MA	4	45	
Gore Blvd	East	Flower Mound Rd - 15th St	764	16,450	n/a	n/a	17,710	n/a	n/a	15,227	26000	0.59	LOS B	MA	4	45	
Gore Blvd	East	45th St - 60th St	810	1,371	n/a	n/a	1,371	n/a	n/a	1,160	10000	0.12	LOS A	C	2	45	
Gore Blvd	West	71st St - 82nd St	727	3,774	n/a	n/a	3,799	n/a	n/a	3,696	10000	0.38	LOS B	MA	2	40	
Gore Blvd	West	64th St - 67th St	729	16,471	n/a	n/a	14,469	n/a	n/a	12,901	26000	0.56	LOS B	MA	4	40	
Gore Blvd	West	50th St	738	24,852	n/a	n/a	18,171	n/a	n/a	16,016	26000	0.62	LOS C	MA	4	40	
Gore Blvd	West	38th St - 40th St	743	26,184	n/a	n/a	23,680	n/a	n/a	22,016	26000	0.85	LOS E	MA	4	40	
Gore Blvd	West	Sheridan Rd - 24th St	747	26,844	n/a	n/a	24,390	n/a	n/a	23,371	24000	0.97	LOS F	MA	4	40	
Gore Blvd	West	22nd St	751	29,359	n/a	n/a	23,458	n/a	n/a	22,319	26000	0.86	LOS E	PA	4	40	
Gore Blvd	West	14th St - 15th St	754	25,124	n/a	n/a	23,161	n/a	n/a	21,374	26000	0.89	LOS E	PA	4	40	
Gore Blvd	West	9th St - 10th St	757	23,774	n/a	n/a	23,215	n/a	n/a	21,575	26000	0.83	LOS E	PA	4	40	
Gore Blvd	West	2nd/US281B - 3rd St	760	17,613	n/a	n/a	19,984	n/a	n/a	16,901	26000	0.65	LOS C	PA	4	40	
Homestead Dr	NW	Euclid Ave - Cache Rd	745	6,571	n/a	n/a	5,354	n/a	n/a	4,137	10000	0.41	LOS B	C	2	25	
I-44	NW	Keygate - SH49	13	25,100	n/a	21,900	21,800	21,500	n/a	n/a	52000	0.41	LOS C	IN	4	70	
I-44	NW	Cache Rd - Rogers Ln/US62	36	24,600	n/a	24,600	24,500	24,100	24,300	23,500	52000	0.45	LOS B	IN	4	55	
I-44	NW	Rogers Ln - Sheridan Rd	37	30,600	n/a	30,600	30,100	n/a	n/a	27,000	52000	0.52					
I-44	NW	Gore Blvd - Cache Rd	39	20,700	n/a	20,700	20,600	20,300	23,800	21,400	52000	0.41	LOS B	IN	4	65	
I-44	NW	Rogers Ln/US62 - Key Gate Ex	718	30,600	n/a	n/a	n/a	29,900	n/a	35,575	52000	0.68	LOS B	IN	4	55	
I-44	SW	Lee Blvd - Gore Blvd	41	17,200	n/a	17,200	17,100	17,182	17,400	16,400	52000	0.32	LOS A	IN	4	65	
I-44	SW	11th/US281B - Lee Blvd	43	6,500	n/a	6,500	5,800	5,700	7,000	6,900	52000	0.13	LOS A	IN	4	70	
I-44	SW	Goodin Rd - City Limits	51	6,400	n/a	6,400	6,700	6,600	6,700	6,800	52000	0.13	LOS A	IN	4	70	
I-44	SW	Bishop Rd - Lee Blvd	804	6,859	n/a	n/a	n/a	n/a	n/a	n/a	52000	0.13	LOS A	IN	4	65	
Interstate Dr	SE	7th St - D Ave	885	n/a	n/a	n/a	n/a	n/a	n/a	1,581							
Interstate Dr	SW	C Ave - D Ave	885	n/a	1,751	n/a	n/a	n/a	n/a	1,581	10000	0.16	LOS A	LO	2	35	
Interstate Dr	SW	J Ave - Park		n/a	764	n/a	n/a	n/a	n/a	n/a	10000	0.08	LOS A	LO	2	35	

Figure 51 Continued: Lawton Traffic Counts

STREET	EXT	SEGMENT (E-W or S-N)	ODOT (STN #)	ODOT (2003)	LMPO 2004	ODOT (2004)	ODOT (2005)	ODOT (2006)	ODOT (2007)	ODOT (2008)	Rd CAP	VOL /CAP	LOS	FUNC CLASS	LANES	SPEED	COMMENTS
King Blvd	SW		880	n/a	n/a	n/a	n/a	n/a	n/a	1,408							
Lee Blvd	East	2nd - 1-44	786	20,778	n/a	n/a	21414	n/a	n/a	n/a	26000	0.82	LOS D	PA	4	35	
Lee Blvd	West	127th St - Deyo Mission	524	2,029	n/a	n/a	2,713	n/a	n/a	n/a	10000	0.27	LOS A	UC	2		
Lee Blvd	West	112th St - 127th St	766	3,123	n/a	n/a	2,929	n/a	n/a	n/a	10000	0.29	LOS A	MA	2	55	
Lee Blvd	West	82nd St - Goodyear Blvd	767	4,254	n/a	n/a	3,603	n/a	n/a	3,127	26000	0.12	LOS A	MA	4	55	
Lee Blvd	West	70th St - 82nd St	769	9,196	4,283	n/a	8,481	n/a	n/a	7,415	26000	0.29	LOS A	MA	4	45	
Lee Blvd	West	63rd - 67th	770	16,664	n/a	n/a	14,809	n/a	n/a	*	26000	0.57	LOS B	MA	4	45	
Lee Blvd	West	Sheridan - 25th	772	26,385	n/a	n/a	24,281	n/a	n/a	21,579	26000	0.83	LOS E	MA	4	40	
Lee Blvd	West	20th - 21st	775	26,754	n/a	n/a	23,956	n/a	n/a	21,404	26000	0.82	LOS E	PA	4	40	SH designation removed 2001
Lee Blvd	West	11th - 12th	780	25,876	23,275	n/a	22,563	n/a	n/a	19,905	26000	0.77	LOS E	PA	4	40	
Lee Blvd	West	RailRd St - 2nd	784	23,524	n/a	n/a	20,633	n/a	n/a	17,518	26000	0.67	LOS C	PA	4	40	
Lee Blvd	West	26th - 30th		n/a	23,898	n/a	n/a	n/a	n/a	n/a	26000	0.92	LOS E	MA	4	40	
Lee Blvd	West	9th - 10th		n/a	19,574	n/a	n/a	n/a	n/a	n/a	26000	0.75	LOS C	PA	4	40	SH designation removed 2001
Lee Blvd	West	52nd - Boyles Landing		n/a	17,083	n/a	n/a	n/a	n/a	n/a	26000	0.66	LOS B	MA	4	45	
Lee Blvd	West	west of 82nd		n/a	3,390	n/a	n/a	n/a	n/a	n/a	26000	0.13	LOS A	MA	2	45	
Lee Blvd			63	18,100		18,300	19,000	19,000	n/a	n/a							
Lee Blvd/SH7	East	East I-44 Overpass	49	18,400	20,060	18,600	18,200	18,100	19,800	18,100	24000	0.75	LOS C	PA	4	40	
Lee Blvd/SH7	East	45th - 60th	792	11,913	n/a	n/a	11,474	n/a	n/a	11,413	26000	0.44	LOS B	PA	4	65	
Lee Blvd/SH7	East	Skyline - Flower Mound	805	20,157	n/a	n/a	20,294	n/a	n/a	18,835	26000	0.72	LOS C	PA	4	55	SH designation removed 2001
Lincoln Ave	NW	23rd	711	15,311	n/a	n/a	1,750	n/a	n/a	1,374	10000	0.14	LOS A	C	2	25	
Lincoln Ave	NW	34th - 36th	847	n/a	n/a	n/a	n/a	n/a	n/a	9,439							
Lincoln Ave	NW	Williams - Sheridan	849	n/a	n/a	n/a	n/a	n/a	n/a	2,342							
Meadowbrook	NW	47th - 52nd	737	2,629	n/a	n/a	2,560	n/a	n/a	*	10000	0.26	LOS A	C	2	35	
Meadowbrook	NW	41st - 44th	739	4,333	n/a	n/a	3,854	n/a	n/a	3,341	10000	0.33	LOS A	C	2	25	
Meadowbrook	NW	38th - 47th		n/a	1,792	n/a	n/a	n/a	n/a	n/a	10000	0.18	LOS A	C	2	25	
Quanah Parker	NW	67th - 82nd	702	8,633	n/a	n/a	8,731	n/a	n/a	8,615	26000	0.33	LOS A	PA	4	55	Cache Rd/US renamed from 52nd west
Quanah Parker	NW	52nd -Horton Blvd	704	12,392	n/a	n/a	11,593	n/a	n/a	n/a	26000	0.45	LOS B	PA	4	55	Cache Rd/US renamed from 52nd west
Quanah Parker	NW	50th - 52nd	706	11,847	n/a	n/a	12,008	n/a	n/a	11,164	26000	0.43	LOS B	PA	4	45	Cache Rd/US renamed from 52nd west
Quanah Parker	NW	Crosby Park Blvd - 67th	709	9,626	n/a	n/a	8,497	n/a	n/a	7,970	26000	0.31	LOS A	PA	4	55	Cache Rd/US renamed from 52nd west
Quanah Parker	NW	97th - 112th		9,800	n/a	9,700	n/a	n/a	n/a	n/a	26000	0.37	LOS A	LO	4	55	Cache Rd/US renamed from 52nd west
Quanah Parker / US62	West	112th St - 127th St	32	9,800	n/a	9,700	8,100	8,200	7,700	7,400	26000	0.28	LOS A	PA	4	70	
RailRd St	South	Park - I Ave	785	1,923	n/a	n/a	2,057	n/a	n/a	1,716	10000	0.17	LOS A	C	2	35	
RailRd St	South	Bishop Rd - Texas	803	1,293	n/a	n/a	1,220	n/a	n/a	n/a	10000	0.12	LOS A	LO	2	25	
RailRd St	South	Pecan - Woodland	806	159	n/a	n/a	151	n/a	n/a	n/a	10000	0.02	LOS A	LO	2	45	
RailRd St	South	I Ave - J Ave		n/a	1,651	n/a	n/a	n/a	n/a	n/a	10000	0.17	LOS A	C	2	25	
Railroad St	S	Gore Blvd - A Ave	882	n/a	n/a	n/a	n/a	n/a	n/a	2,655							
Railroad St	S	B Ave - C Ave	883	n/a	n/a	n/a	n/a	n/a	n/a	n/a							
Railroad St	S	E Ave - F Ave	884	n/a	n/a	n/a	n/a	n/a	n/a	3,129							
Rogers Lane	East	15th - Flower Mound Rd	720	4,807	n/a	n/a	5,117	n/a	n/a	5,724	10000	0.57	LOS B	MA	2	35	FY 97-98 Asphalt repair
Rogers Lane	East	Lawrie Tatum - Angus		n/a	7,816	n/a	n/a	n/a	n/a	n/a	10000	0.78	LOS C	MA	2	35	
Rogers Lane/US62	West	I-44 - Fort Sill Blvd.	35	23,000	n/a	22,400	23,000	22,900	21,300	20,800	52000	0.40	LOS B	EX	4	50	
Rogers Lane/US62	West	52nd- 67th	65	n/a	n/a	n/a	n/a	16,200	16,300	14,600	52000	0.28	LOS B	EX	4	50	
Rogers Lane/US62	West	82nd-Quanah Parker Trwy (S-C)	66	n/a	n/a	n/a	n/a	n/a	8,000	3,200	52000	0.06					US 62 S-Curve
Rogers Lane/US62	West	78th - 82nd	701	6,576	n/a	n/a	9,114	n/a	n/a	14,728	52000	0.28	LOS A	EX	4	50	US 62 designation moved to Rogers Ln 1997
Rogers Lane/US62	West	Austin - 52nd	708	31,493	n/a	n/a	22,702	n/a	n/a	19,749	52000	0.38	LOS B	EX	4	50	US 62 designation moved to Rogers Ln 1997
Rogers Lane/US62	West	I-44 - Inwood Pl	717	23,984	n/a	n/a	n/a	n/a	n/a	25,233	52000	0.49	LOS B	EX	4	45	US 62 designation moved to Rogers Ln 1997
Rogers Lane/US62	West	Ft. Sill Blvd. - Sheridan	34	25,200	n/a	24,400	24,000	24,000	21,400	22,500	52000	0.43	LOS B	EX	4	50	US 62 designation moved to Rogers Ln 1997
Rogers Ln/US62	NW	Ft. Sill Blvd. - Sheridan	749	n/a	n/a	n/a	n/a	n/a	n/a	25,294							



Figure 51 Continued: Lawton Traffic Counts

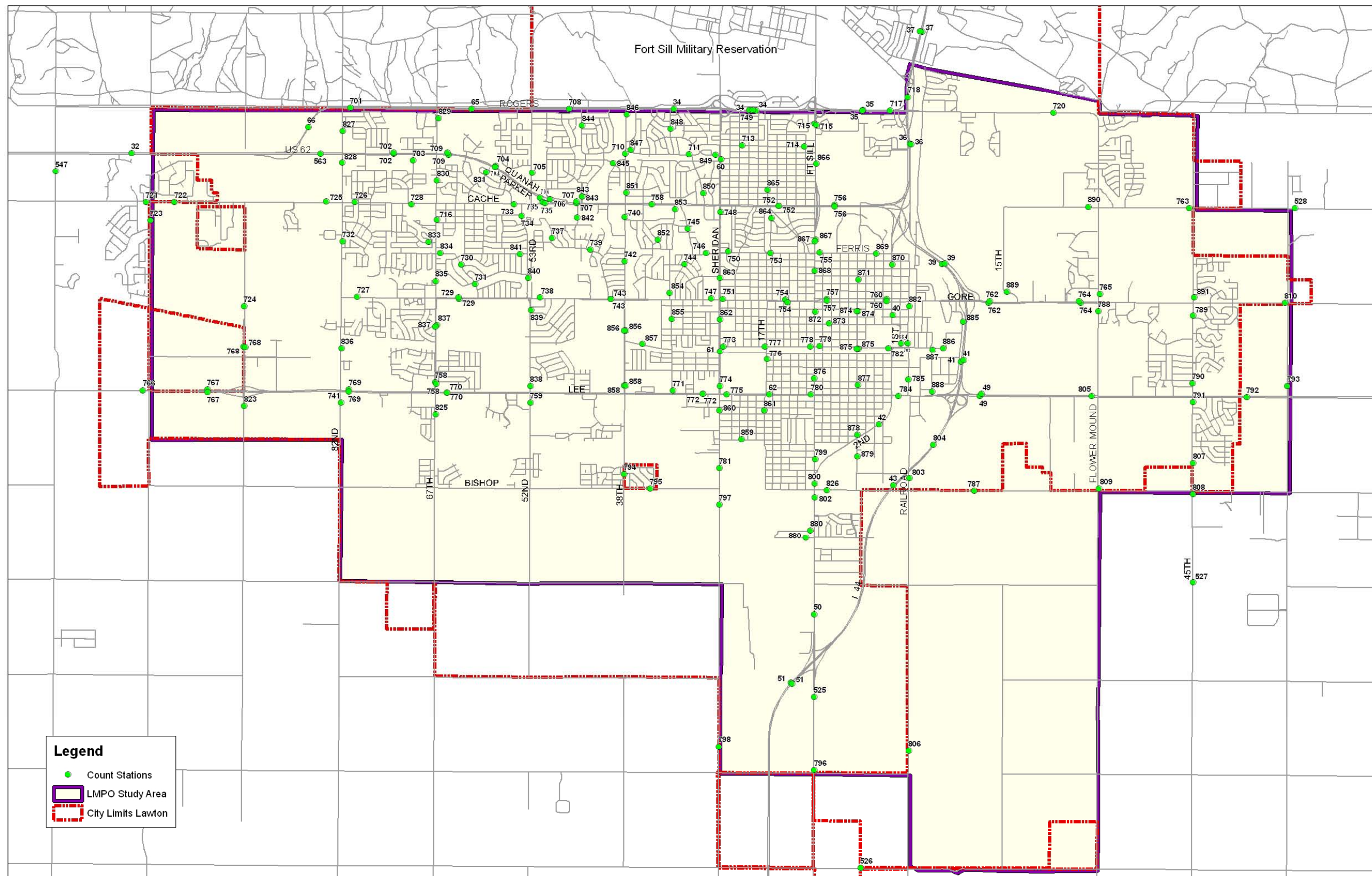
STREET	EXT	SEGMENT (E-W or S-N)	ODOT (STN #)	ODOT (2003)	LMPO 2004	ODOT (2004)	ODOT (2005)	ODOT (2006)	ODOT (2007)	ODOT (2008)	Rd CAP	VOL /CAP	LOS	FUNC CLASS	LANES	SPEED	COMMENTS
Santa Fe Ave	NW	40th - 43rd	845	n/a	n/a	n/a	n/a	n/a	n/a	2,392							
Sheridan Rd	NW	Taft Ave - Lincoln Ave	60	n/a	n/a	n/a	*	*	n/a	n/a	26000		LOS A	PA	4	35	
Sheridan Rd	NW	Oak - Cache Rd	748	27,873	n/a	n/a	28,402	n/a	n/a	28,324	26000	1.09	LOS F	PA	4	35	SH designation removed; Entrance to Ft Sill limited
Sheridan Rd	NW	Bell Ave - Bell Ave	863	n/a	n/a	n/a	n/a	n/a	n/a	26,747							
Sheridan Rd	NW	Lincoln - Smith		21,200	n/a	n/a	n/a	n/a	n/a	n/a	26000	0.82	LOS D	PA	4	35	
Sheridan Rd	SW	H Ave - G Ave	61	n/a	n/a	n/a	n/a	n/a	n/a	n/a	10000			C	2	35	
Sheridan Rd	SW	Lee Blvd - J Ave	774	14,176	n/a	n/a	11,861	n/a	n/a	11,157	26000	0.43	LOS B	PA	4	35	SH designation removed
Sheridan Rd	SW	Bishop Rd - Pennsylvania	781	1,908	n/a	n/a	2,143	n/a	n/a	1,641	10000	0.16	LOS A	C	2	35	
Sheridan Rd	SW	Coombs - Bishop Rd	797	1,989	n/a	n/a	1,458	n/a	n/a	n/a	10000	0.15	LOS A	LO	2	35	
Sheridan Rd	SW	Pecan - Woodland	798	748	n/a	n/a	1,248	n/a	n/a	n/a	10000	0.12	LOS A	LO	2	45	
Sheridan Rd	SW	Jefferson Ave - Monroe Ave	860	n/a	n/a	n/a	n/a	n/a	n/a	3,733							
Sheridan Rd	SW	B Ave - C Ave	862	n/a	n/a	n/a	n/a	n/a	n/a	17,263							
Smith Ave	NW	18th - 19th	713	2,623	n/a	n/a	2,988	n/a	n/a	2,442	10000	0.24	LOS A	C	2	25	
Smith Ave	NW	12th - 13th	714	2,458	n/a	n/a	2,142	n/a	n/a	1,831	10000	0.18	LOS A	C	2	25	
Tinney Rd		11th St - Railroad St	526	118	n/a	n/a	104	n/a	n/a	119	10000	0.01	LOS A	LO	2		
Willow Creek	NW	Birch Pl - 68th St	833	n/a	n/a	n/a	n/a	n/a	n/a	1,479							

\* The LMPO has questioned the accuracy of these values.

Annual Average Daily Traffic (AADT) is the total volume of traffic on a highway segment for one year, divided by the number of days in the year. Both directions of traffic volumes are reported as well as total two-way volumes.

Sources: Oklahoma Department of Transportation, City of Lawton Planning Division

Figure 52: Lawton Traffic Count Stations



Source: Oklahoma Department of Transportation, City of Lawton Planning Division

## Transit Data

Figure 53: LATS Quick Facts



Source: Lawton Area Transit Service (LATS)

The Lawton Area Transit System (LATS) has routes throughout the City of Lawton. See the map on page 50 for an overview of the transit system. A copy of the official LATS Route Map is included in the pocket in the back of the report, or you may download route maps at <http://www.ridelats.com>.

Figure 54: LATS Ridership July 2009 – June 2010

	Orange	Yellow	Blue	Red	Green	Daily Average
<b>July - September</b>	11,219	19,368	23,390	29,880	16,058	1,298
<b>October - December</b>	10,076	18,917	23,219	28,749	15,615	1,254
<b>January - March</b>	9,482	17,635	19,857	26,374	13,959	1,149
<b>April - June</b>	11,363	19,001	21,276	27,552	15,701	1,232
<b>12 Month Total</b>	<b>42,140</b>	<b>74,921</b>	<b>87,742</b>	<b>112,555</b>	<b>61,333</b>	<b>1,233</b>

Source: Lawton Area Transit System

As shown in Figure 54, ridership was consistently highest on the Red route. The Red route travels through the central and southern portions of Lawton.



Figure 55: LATS Ridership 5-year Comparison (FY 2006 – FY 2010)

Fiscal Year	Orange	Yellow	Blue	Red	Green	Totals
2006	33,093	63,373	69,353	83,216	54,479	303,514
2007	39,424	76,015	75,517	92,432	60,192	343,580
2008	45,138	86,866	91,262	107,958	71,571	402,795
2009	43,281	85,370	94,533	115,239	69,531	407,954
2010	42,140	74,921	87,742	112,555	61,333	378,691

Source: Lawton Area Transit System

As can be seen in Figure 55, the total ridership consistently increased from FY 2006 to FY 2009. There was a 7.2% decline of ridership between FY 2009 and FY 2010. This is attributed to the significant decrease in gasoline prices that year which went from a U.S. average of \$4.05 in the first week of FY 2009 to an average of \$2.56 in the first week of FY 2010 (U.S. Energy Information Administration). Over the course of the five years, there has been a 24.8% increase in ridership.

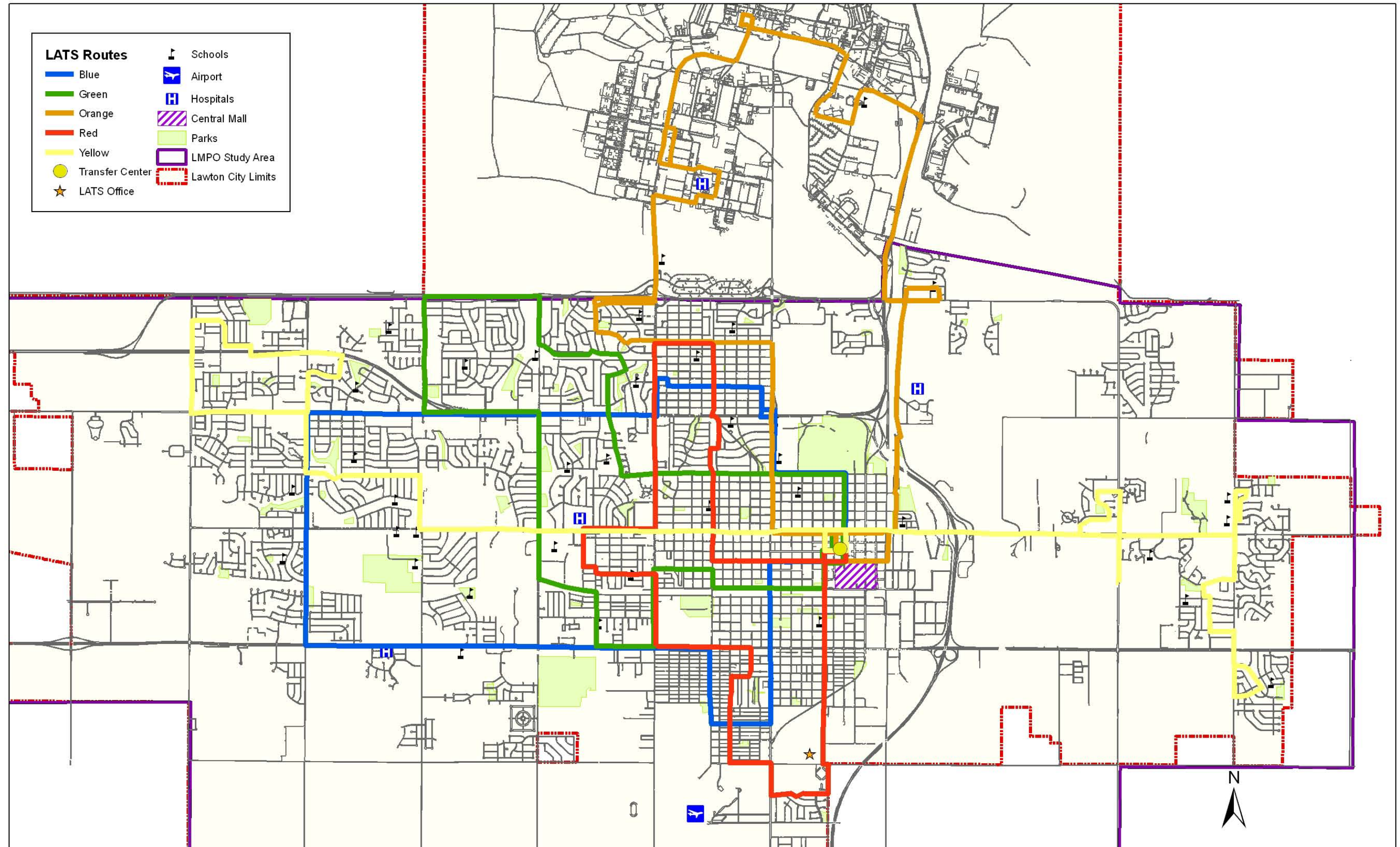
Figure 56: LATS Performance Data Comparison

	June			Year Total		
	June 2009	June 2010	Percent Change	FY 2009	FY 2010	Percent Change
Passengers	31,912	31,826	-0.27%	407,988	378,691	-7.18%
Revenue	\$14,514.50	\$17,850.35	22.98%	\$207,652.50	\$206,033.10	-0.78%
Percent of Trips on Time	91%	96%	5%	93%	96%	3%

Source: Lawton Area Transit System

For FY 2010, though ridership was down 7.2%, revenues remained nearly constant. A fare increase, which took effect in the second quarter of FY 2009 helped compensate for the decrease in ridership of FY 2010.

Figure 57: LATS Route Map



Source: Lawton Area Transit System

## Airport Data

**Figure 58: Airport Quick Facts**

One carrier currently services the Lawton-Fort Sill Regional Airport. American Eagle (AE) is a regional carrier for American Airlines and has served the Lawton airport facility since May 1976.

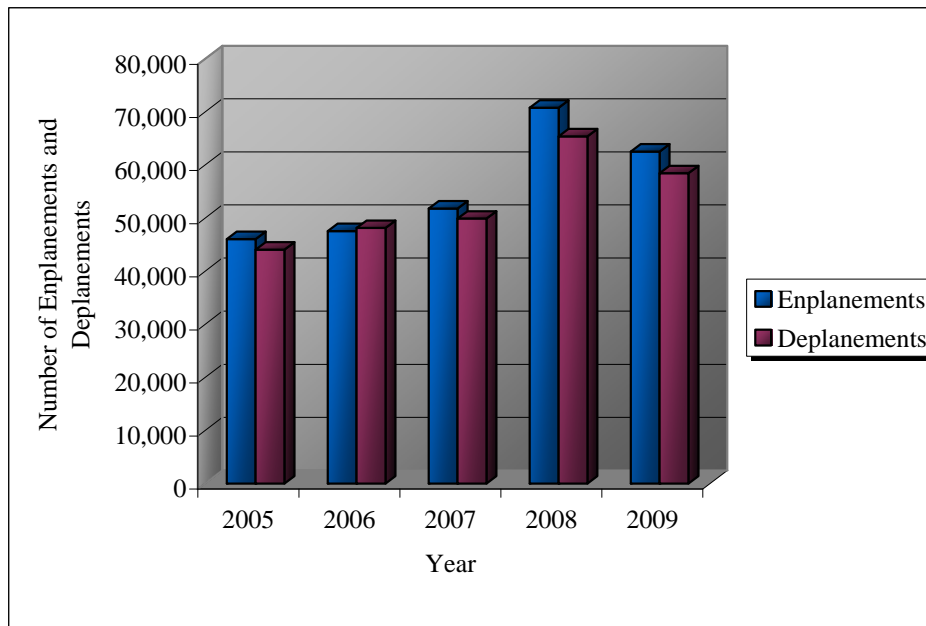
American Eagle has up to six flights a day to and from Dallas-Fort Worth. The hours of operation for the terminal are from 4:30 AM to 10:00 PM.

Lawton-Fort Sill Regional Airport is located at 3401 SW 11th Street.

Henry Post Army Airfield, located on Fort Sill, is for military purposes only.

Source: Lawton-Fort Sill Regional Airport

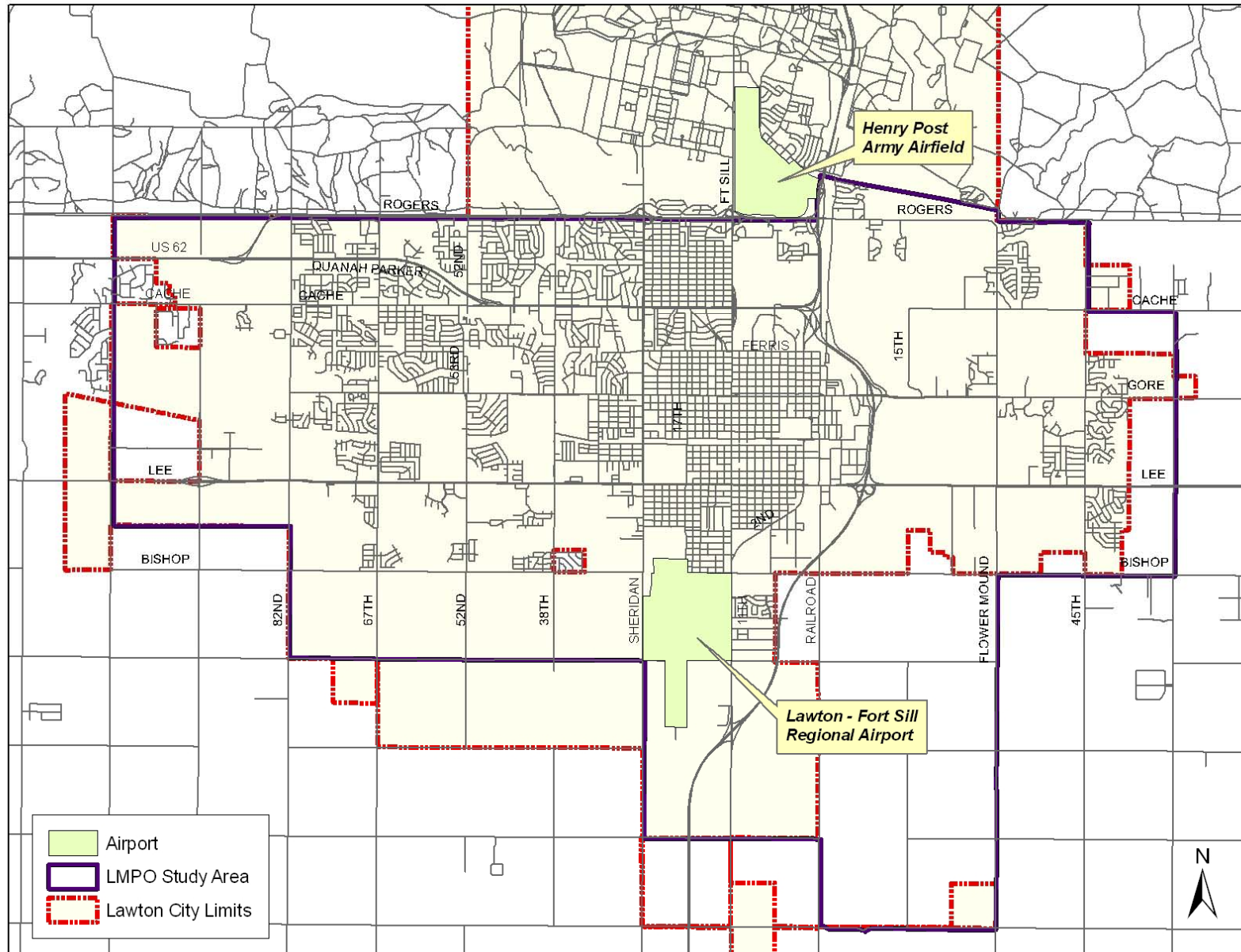
**Figure 59: Lawton-Fort Sill Regional Airport Enplanements and Deplanements (2005 – 2009)**



Source: Lawton-Fort Sill Regional Airport

Figure 59 presents the number of enplanements and deplanements for each year from 2005 to 2009. The map on the following page shows the location of Lawton-Fort Sill Regional Airport as well as Henry Post Army Airfield.

Figure 60: Lawton-Fort Sill Regional Airport Location



Source: Lawton-Fort Sill Regional Airport

## Railroad

The State of Oklahoma owns the railroads in the Lawton area, and the Department of Transportation, through its Rails Programs Division, oversees them. The railroads are operated by Stillwater Central, which connects Lawton with points west and northeast to Chickasha. Union Pacific Railroad operates a line from Fort Sill to Chickasha through Anadarko. Figure 62 on the following page is a map of the railroad through the area. Stillwater Central runs cars on Mondays, Wednesdays, and Fridays. The railroad averages 100 cars per month that either originate in or are destined for the Lawton-Fort Sill area.

Figure 61: At-Grade Railroad Crossings

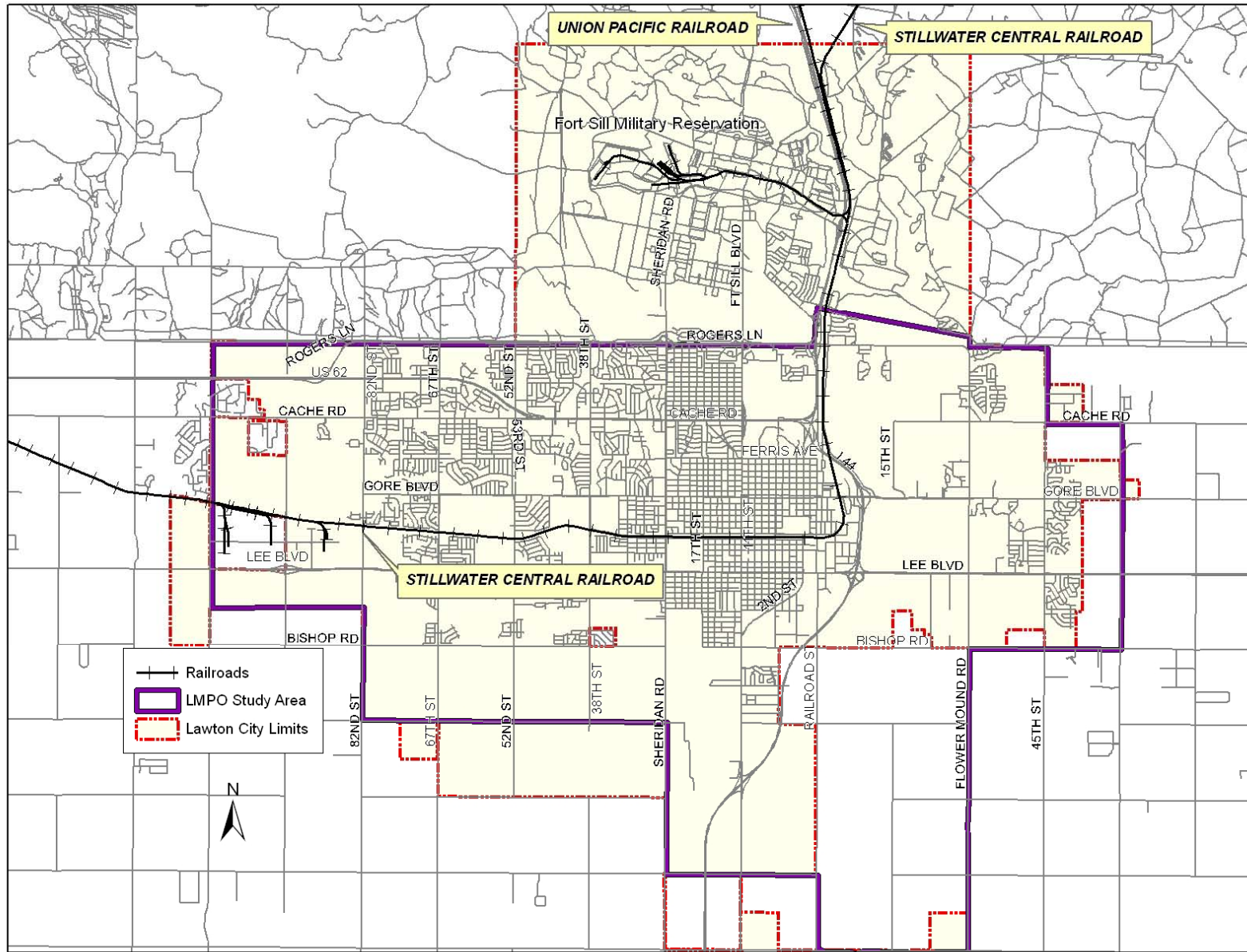
Type of Crossing	Number of Crossings
Protected	16
Unprotected	1
<b>Total</b>	<b>17</b>

Source: City of Lawton Planning Division

As can be seen in Figure 61, there are a total of 17 at-grade railroad crossings in the LMPO Study Area. In addition to the 20 at-grade crossings, I-44 crosses the railroad by bridge, and the railroad crosses 2<sup>nd</sup> Street by bridge. All 16 of the crossings located along the main railroad line in the study area are protected by both lights and arms. There is an at-grade railroad crossing located on a public street in one of Lawton's industrial parks. The crossing is not located on the main railroad line and is the only unprotected crossing in the study area.



Figure 62: Railroad Service



Source: US Census Bureau TIGER 2009, ODOT Rails Program Division

## Air Quality

Figure 63: Air Quality Quick Facts

Two monitoring stations are currently located in Comanche County. One is located south of Lawton on Baseline Road. The other is located in the north-central portion of the city near the Lawton Public School Professional Development Center.

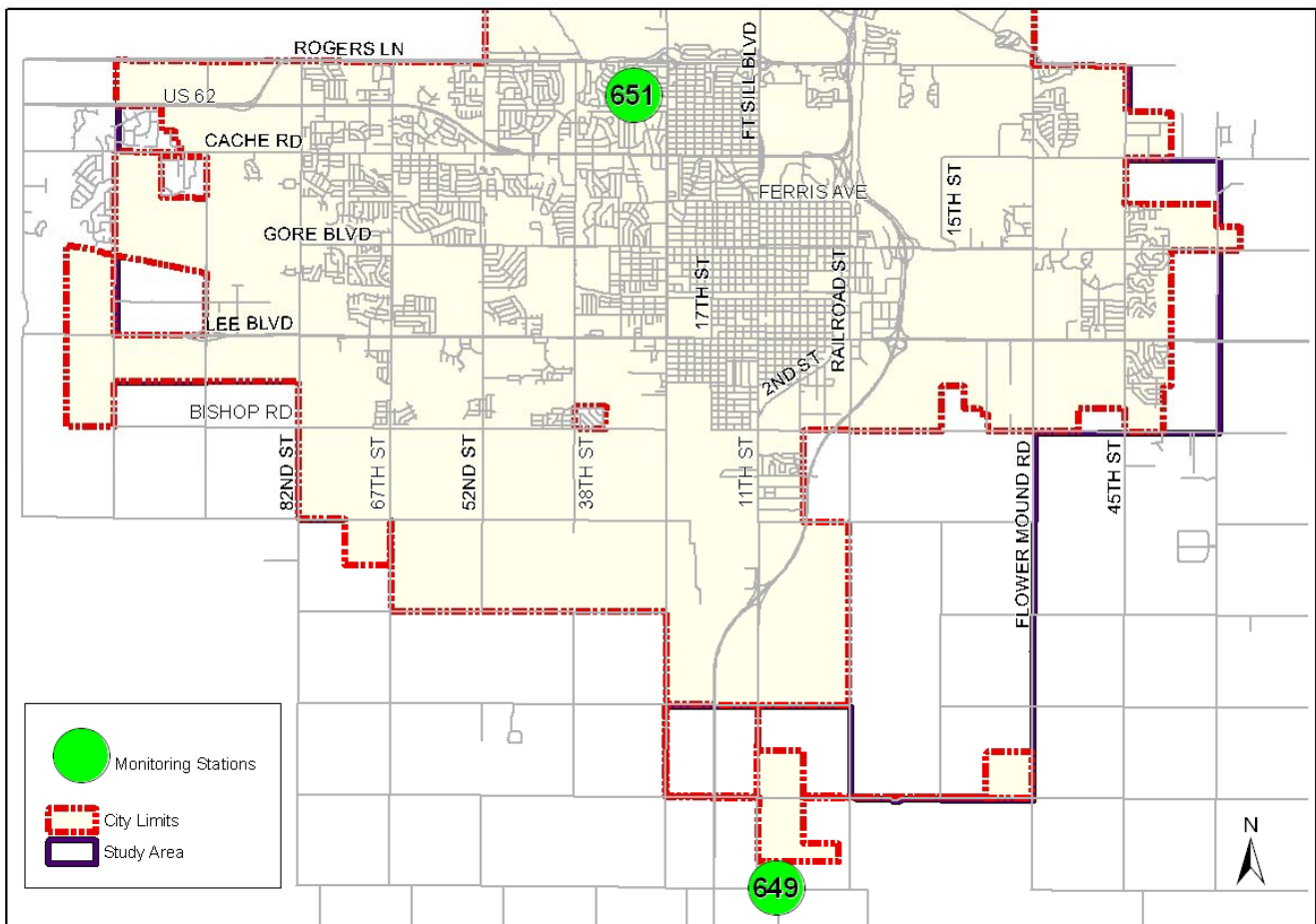
South Station opened 2007: Site 649, monitors Ozone

North Station opened 2008: Site 651, monitors Ozone and Particulate Matter < 2.5µm

Source: City of Lawton Planning Division

Comanche County has two air quality monitoring stations which are installed and monitored by Oklahoma Department of Environmental Quality. Local pollutants monitored include ozone and particulate matter. As of June 2010, Comanche County is in attainment with national air quality standards for both pollutants studied. Figure 64 is a map showing the location of the two air quality monitoring stations.

Figure 64: Locations of Air Quality Monitoring Stations



Source: City of Lawton, Planning Division

Figure 65: Highest 8 Hour Averages for Ozone (O3 ppm)

Site			1st (date)	2nd (date)	3rd (date)	4th (date)	07-09 Avg 4th Highs	Year
06 4th	07 4th	08 4th						
<b>Lawton South</b> <sup>(649)</sup>			0.078	0.075	0.073	0.073	N/A	2007
New Site			12-Oct	20-Apr	23-Sep	4-Oct		
<b>Lawton North</b> <sup>(651)</sup>			0.078	0.073	0.072	0.070	N/A	2008
New Site			5-Aug	23-Jun	3-Oct	26-Sep		
<b>Lawton South</b> <sup>(649)</sup>			0.080	0.073	0.072	0.069	N/A	2008
New Site		0.073	5-Aug	23-Jun	3-Oct	29-Sep		
<b>Lawton North</b> <sup>(651)</sup>			0.075	0.073	0.070	0.070	N/A	2009
New Site		0.070	26-Jun	1-Jul	20-May	5-Jun		
<b>Lawton South</b> <sup>(649)</sup>			0.076	0.073	0.070	0.070	0.070	2009
New Site	0.073	0.069	26-Jun	28-Jun	27-Jun	1-Jul		

Source: Oklahoma Department of Environmental Quality

In order to determine compliance with air quality regulations, the Oklahoma Department of Environmental Quality (ODEQ) monitors both air quality stations daily, and records the highest four readings of the eight-hour averages for ozone. It then uses an average of the last three years of the fourth highest reading to determine whether an area is in compliance with air quality regulations. The fourth high is used to avoid unfairly penalizing communities for significant unusual events that might cause a temporary spike in air pollution. The data in Figure 65 shows that Comanche County is currently in attainment with the current standard for ozone, which is 0.075 parts per million. The red numbers indicate single days where the 8-hour average exceeded the ozone standard for that year.

Because the South station has been the only station operable during the previous three years, it is the only station to report a 3-Year (07-09) Average 4<sup>th</sup> high. Beginning in 2010, both stations will have a 3-Year Average 4<sup>th</sup> high.

At this time, while particulate matter data is recorded at the north station, that data is not used to determine an attainment/nonattainment status for Comanche county.

For more information on the Lawton Metropolitan Area Air Quality Program, please visit the Clean Air Lawton website at <http://www.cleanairlawton.org>.

## Chapter Five: 2030 Long Range Transportation Plan

This chapter uses population projections for the year 2030 in order to predict future growth in travel demand on the city roadways. The land use data used by the travel demand model is probably the most rapidly changing element of the model, with occupied-dwelling units and retail and non-retail employment being the most important factors for modeling.

Typically during the update of the Long Range Transportation Plan, staff relies on the Oklahoma Department of Commerce (ODOC) to provide population forecasts. However, the Base Realignment and Closure Act (BRAC) of 2005 called for significant growth at the Fort Sill Army Post. Therefore, more current information was obtained from Dr. Thomas, Great Plains Technology Center, and the REMI (Regional Economic Models, Inc) Simulation Group’s analysis of the BRAC affect on local population. The REMI modeling software incorporates many variables, including employment, demographic, and industry data. The result was a countywide population projection for 2030 of 154,627. Transportation modeling consultant Art Pendergraft then distributed the countywide population data by Traffic Analysis Zone.

Figure 66: LMATS Study Area 2030 Population Projection

(Based upon a Fort Sill estimated population increase of 10,445)

	US Census 2000	Projection for 2030	Change 2000 to 2030	% Increase	(2000) % of County	(2030) % of County
Comanche County	114,996	154,627	39,631	34%	100%	100%
Lawton City <sup>1</sup>	92,757	130,000	37,243	40%	81%	84%
Fort Sill <sup>2</sup>	11,357	20,000	8,643	76%	10%	13%
LMATS <sup>3</sup>	81,429	110,000	28,571	35%	71%	71%
Balance of Comanche Co.	22,239	24,627	2,388	11%	19%	16%

Source: 2030 Long Range Transportation Plan

1. Includes Lawton and Fort Sill population.
2. Fort Sill estimate of 20,005 population living on base by 2011 rounded to 20,000.
3. LMATS area is approximately the same as Lawton City limits minus Fort Sill.

Fort Sill’s BRAC estimate of an influx of 10,445 people includes military, civilian, and dependents to the Lawton-Fort Sill area.

## 2030 Population Projection

The Transportation Modeling Consultant developed the Lawton Metropolitan Area Transportation Study (LMATS) area 2030 population projection as shown in Figure 67 on the following page. The base data was obtained from Dr. Thomas of Great Plains Technology Center. The following base data indicated by the REMI model, as depicted in Figure 66 on the previous page, were used by the Transportation Modeling Consultant:

1. The REMI model predicts for Comanche County a 39,631 (34%) population increase from the 2000 population of 114,996 to a 2030 population of 154,627.
2. Fort Sill estimates 20,000 population will be living on base in 2011, for a gain of 8,643 (76%) from a 2000 population of 11,357. Using this estimate for 2030, Fort Sill's share of the county population will increase from 10% to 13%.
3. Based primarily on the Fort Sill increase in population, the City of Lawton share of the county population will increase from 81% in 2000 to 84% in 2030 increasing population from 92,757 in 2000 to an estimated 130,000 in 2030 for a 37,243 population gain.
4. Since the LMATS area is approximately the same as the Lawton city limits (excluding Fort Sill) the Fort Sill 2030 population of 20,000 was subtracted from the Lawton city 2030 population of 130,000 to obtain the LMATS 2030 population of 110,000.
  - a. This is a gain of 28,571 (35%) population by the year 2030.
  - b. The LMATS proportion of the total county population will remain at 71% in 2030, which is the same as in 2000.
5. The balance of the County population is predicted to increase 2,388 (11%) and its proportion of the County population is expected to drop from 19% in 2000 to 16% in 2030.

Figure 67: Population Projection by TAZ

TAZ	2000 Population	2030 Population	Change
1	2	2	0
2	238	800	562
3	0	0	0
4	37	330	293
5	0	0	0
6	58	2,435	2,377
7	0	0	0
8	4	4	0
9	2,074	2,074	0
10	2,245	2,245	0
11	3,352	3,752	400
12	2,198	3,400	1,202
13	1,004	2,747	1,743
14	219	1,664	1,445
15	97	150	53
16	2,348	2,348	0
17	2,054	2,054	0
18	2,715	2,715	0
19	2,119	2,119	0
20	4	4	0
21	1,530	1,530	0
22	137	3,500	3,363
23	0	82	82
24	4,329	4,329	0
25	1,596	2,647	1,051
26	1,892	1,892	0
27	1,267	1,967	700
28	1,257	1,257	0
29	1,491	3,500	2,009
30	1	1	0
31	2,765	3,265	500
32	846	1,800	954
33	1,006	1,006	0
34	1,577	1,577	0
35	1,760	1,760	0
36	1,409	1,409	0
37	1,654	2,500	846
38	511	1,800	1,289
39	2	59	57
40	2,857	2,857	0
41	1,103	1,103	0
42	1,480	1,480	0
43	1,114	1,114	0
44	961	961	0
45	977	977	0
46	1,112	1,112	0
47	891	1,269	378
48	971	971	0
49	35	35	0
50	578	594	16
51	2,078	2,885	807
52	3	3	0
53	3	3	0
54	1,198	1,198	0
55	0	0	0
56	0	0	0
57	1,054	1,054	0
58	919	1,059	140
59	79	275	196
60	60	60	0
61	44	44	0
62	146	220	74
63	182	182	0
64	699	699	0
65	537	537	0
66	44	44	0
67	902	902	0
68	335	335	0
69	0	3	3
70	10	10	0
71	1,152	1,374	222
72	11	12	1

Source: 2030 Long Range Transportation Plan

Figure 67 Continued: Population Projection by TAZ

TAZ	2000 Population	2030 Population	Change
73	959	959	0
74	863	915	52
75	10	10	0
76	253	253	0
77	0	0	0
78	51	51	0
79	138	138	0
80	1	1	0
81	2	2	0
82	10	40	30
83	2	2	0
84	1,083	1,506	423
85	5	500	495
86	144	144	0
87	31	165	134
88	1,865	2,400	535
89	1,032	3,500	2,468
90	434	1,213	779
91	2,561	3,500	939
92	27	258	231
93	1,086	2,500	1,414
94	1,847	2,047	200
95	1,692	1,800	108
<b>Total</b>	<b>81,429</b>	<b>110,000</b>	<b>28,571</b>

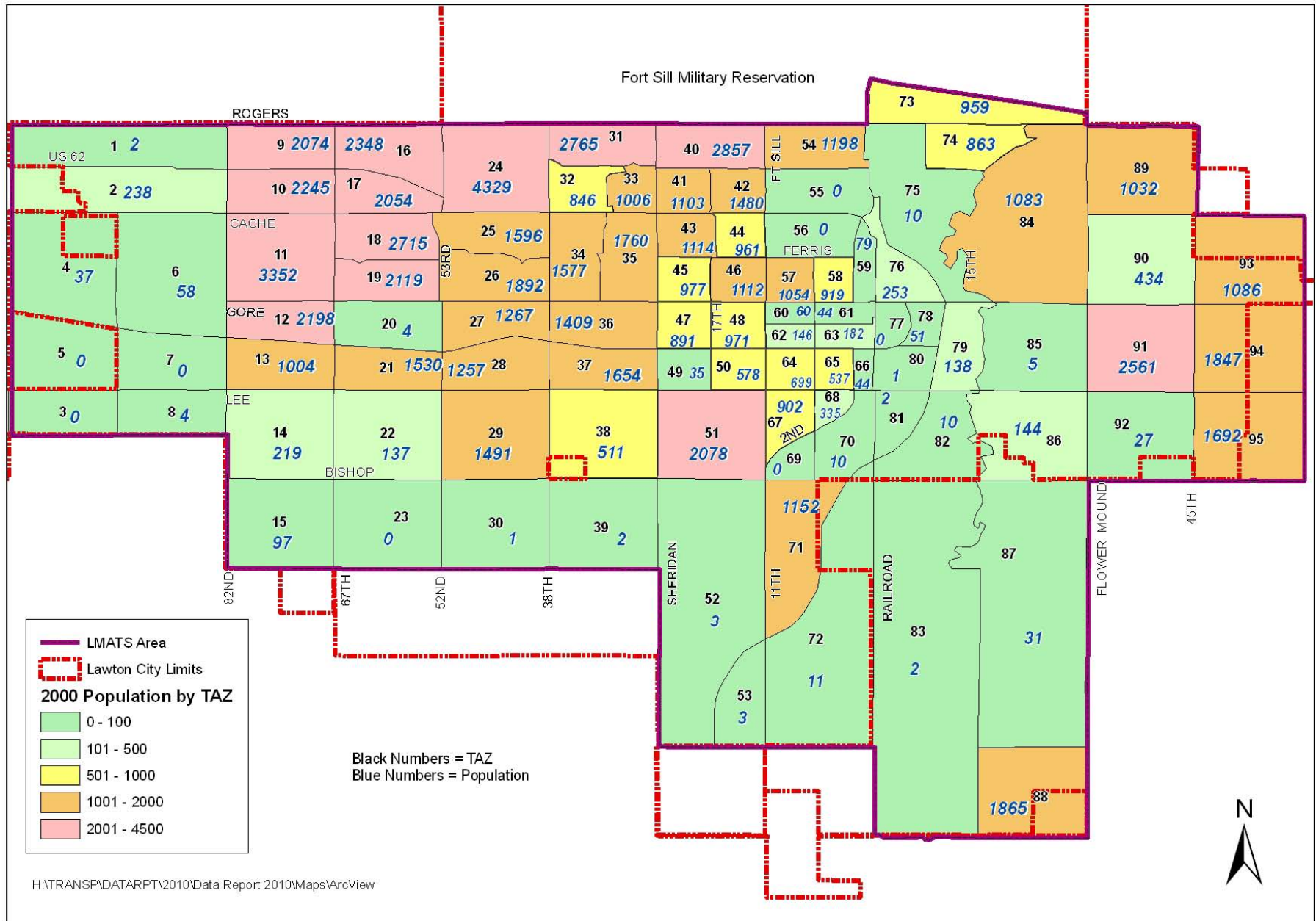
Source: 2030 Long Range Transportation Plan

Figure 67 shows anticipated population growth within the study area by Traffic Analysis Zone (TAZ) so that projected growth patterns can be studied and plans can be made to accommodate them.

In 2000 (see also Figure 68), the greatest population concentrations were present in those TAZs in the northwest part of town. Significant concentrations could also be found in the east portion of the study area. By 2030 (see also Figure 69), populations will increase in the TAZs in the northwest. The population concentration near the eastern study area boundary will also increase. However, the largest change in growth trend is the significant population increase within the southern portion of Lawton's west side.

These areas of growth will likely cause traffic to increase along Rogers Lane, Cache Road, Lee Boulevard, Gore Boulevard, 45<sup>th</sup> Street, and Flower Mound Road in the eastern part of Lawton and 38<sup>th</sup> Street, 52<sup>nd</sup> Street, 67<sup>th</sup> Street, 82<sup>nd</sup> Street, Gore Boulevard, Bishop Road, and Cache Road in the western part of Lawton.

Figure 68: 2000 Population by TAZ

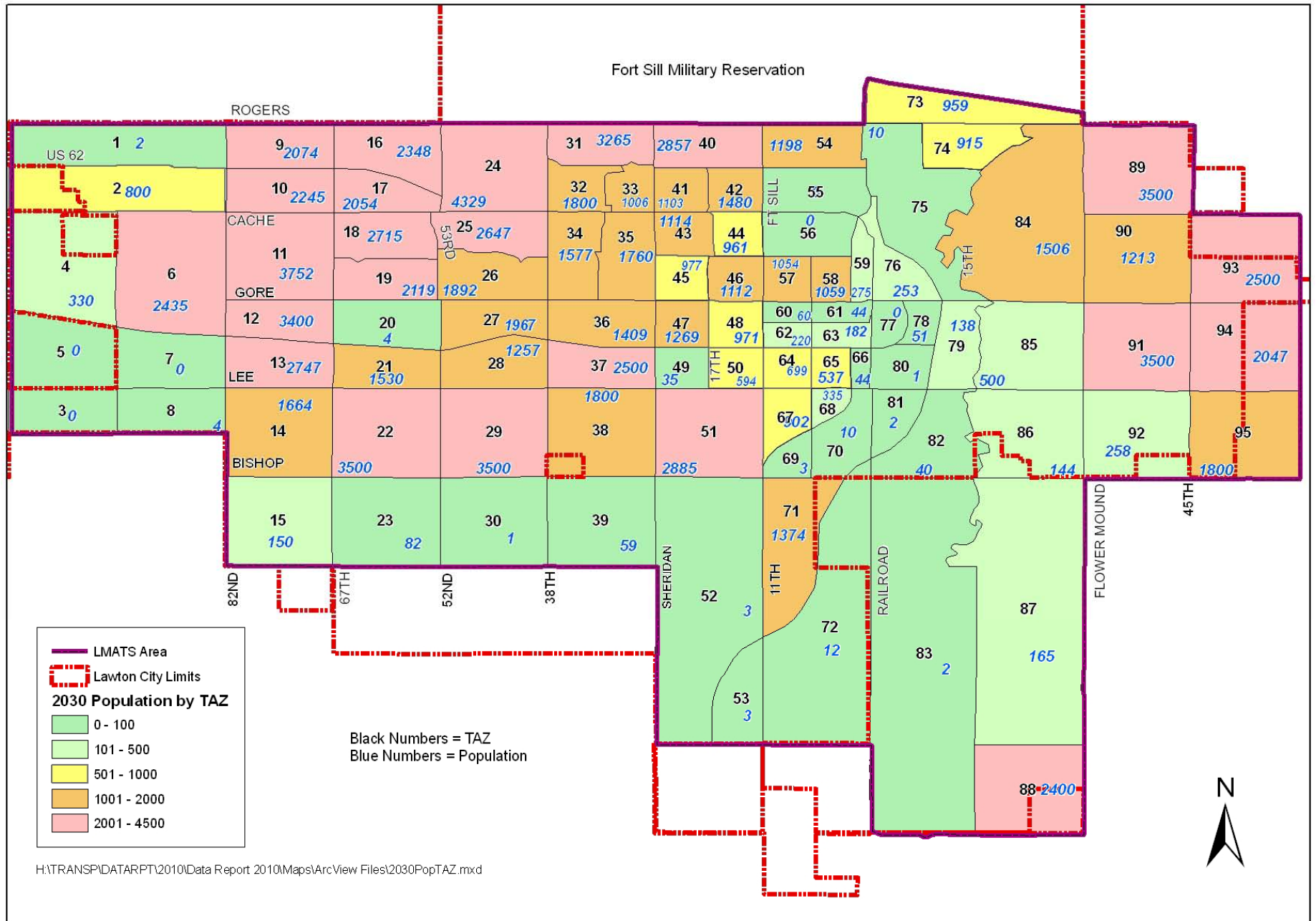


H:\TRANSP\DATARPT\2010\Data Report 2010\Maps\ArcView

Source: 2030 Long Range Transportation Plan



Figure 69: 2030 Population Projection by TAZ



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Source: 2030 Long Range Transportation Plan

Figure 70: Housing Projections

	<b>Single &amp; Multifamily Population</b>	<b>Group Quarters Population</b>	<b>Total Population</b>	<b>Occupied Housing Units</b>	<b>Total Housing Units</b>	<b>Total Number of Autos</b>
2000	77,991	3,438	81,429	30,485	35,142	48,824
2030	103,102	6,898	110,000	41,000	46,908	66,000

Source: 2030 Long Range Transportation Plan

Figure 71: Employment Projections

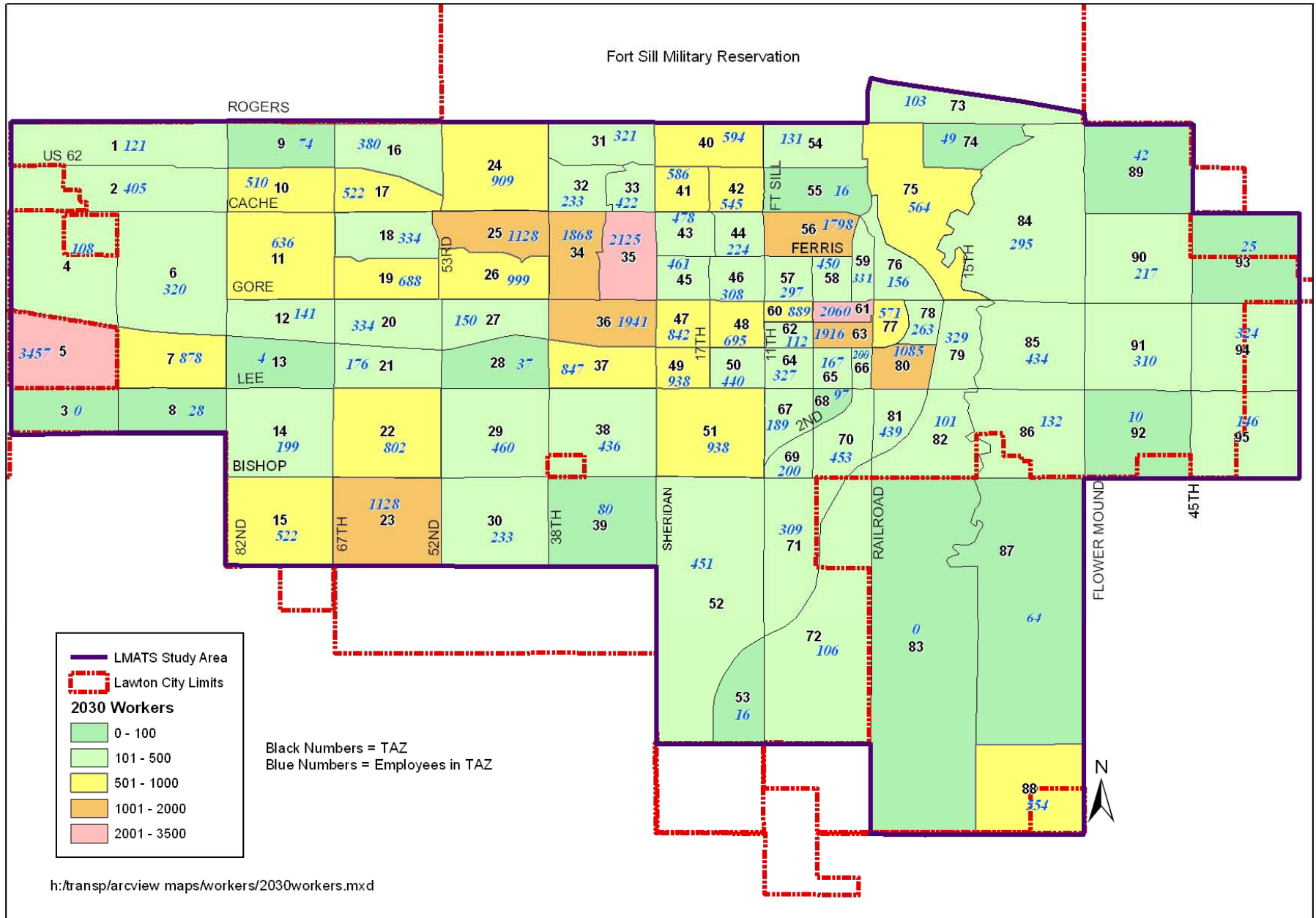
	<b>Central Business District</b>	<b>Shopping Center</b>	<b>Other</b>	<b>Total</b>	<b>Non-retail Employment</b>	<b>Total Employment</b>
2000	653	2,146	4,882	7,681	27,167	34,848
2030	1,584	3,548	6,748	11,880	35,120	47,000

Source: 2030 Long Range Transportation Plan

Figures 70 and 71 show projected increases in population and employment as taken from the 2030 Long Range Transportation Plan. It is projected that by 2030, the population for the study area will have increased by 35%. Likewise, it is projected that employment will have increased by 35%.

Figure 72 on the following page shows a map of Traffic Analysis Zones with 2030 projected employment.

Figure 72: 2030 Employee Projection by TAZ



Source: 2030 Long Range Transportation Plan

## Long Range Transportation Plan Projects

Several roadway projects, now in various stages of design and construction, will provide additional capacity to meet the need due to the growth projected for the study area. The planned roadway projects are funded with a combination of local, state, and federal funds. Additional roadway improvements, such as expansion of the local/collector street system, will continue to be accomplished by developers through the subdivision process. Figure 73 identifies transportation projects in the 2030 Long Range Transportation Plan. Following the table is a map depicting the recommended improvements. Projects underway in 2010 are highlighted yellow.

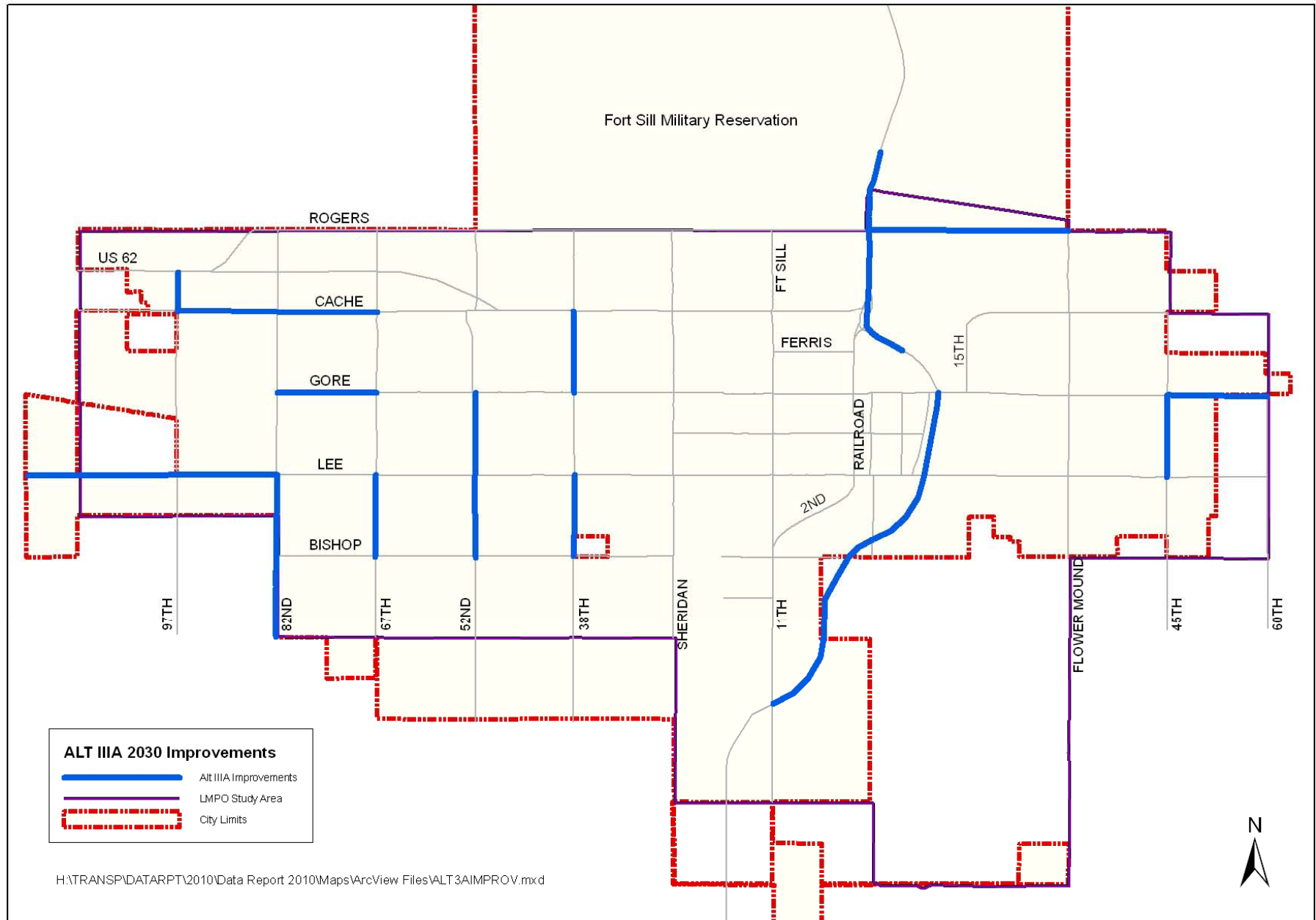
Figure 73: 2030 Long Range Transportation Plan Projects

Project Years	Project	Estimated Total Cost
<b>2006-2010</b>		
W. Gore Blvd (67 <sup>th</sup> St. – 82 <sup>nd</sup> St.)	Reconstruct from 2 lanes to 4 lanes divided	\$4,631,250
NW 38 <sup>th</sup> (Gore Blvd. – Cache Rd.)	Reconstruct from 4 lanes to 5 lanes	\$5,343,750
Lee Blvd. (82 <sup>nd</sup> St. West 6 miles)	Resurface	\$902,500
I-44 (11 <sup>th</sup> St. – Gore Blvd)	New shoulders and patching	\$6,194,580
I-44 (pob 1.6 miles N of SH 7 then N 2.6 miles)	Right-of-way and utilities	\$1,705,405
Rogers Ln. US 62 (I-44 – 52 <sup>nd</sup> St.)		\$178,075
Cache Rd. / I-44		\$47,500
I-44	Bridge Maintenance	\$418,677
Bicycle / Pedestrian Facilities	Design, Construction, Education	\$2,968,750
Intersection Modification / Signalization	Design, Construction	\$1,187,500
Maintenance		\$22,067,313
Transit		\$10,414,419
Enhancement		\$1,187,500
	<b>Total 2006-2010</b>	<b>\$64,953,519</b>
<b>2011-2015</b>		
Cache Rd. (82 <sup>nd</sup> – 97 <sup>th</sup> )	Reconstruct from 2 lanes to 5 lanes	\$5,906,250
Cache Rd. (67 <sup>th</sup> – 82 <sup>nd</sup> )	Reconstruct from 4 lanes to 5 lanes	\$3,937,500
SW 52 <sup>nd</sup> St. (Bishop Rd. – Lee Blvd.)	Reconstruct from 2 lanes to 5 lanes	\$5,906,250
SW 52 <sup>nd</sup> St. (Lee Blvd. – Gore Blvd.)	Reconstruct from 2 lanes to 5 lanes	\$5,906,250
Bicycle / Pedestrian Facilities	Design, Construction, Education	\$3,896,484
Intersection Modification / Signalization	Design, Construction	\$1,558,594
Maintenance		\$24,390,188
Transit		\$11,039,031
Enhancement		\$1,312,500
	<b>Total 2011-2015</b>	<b>\$63,853,047</b>

Figure 73 Continued: 2030 Long Range Transportation Plan Projects

<b>Project Years</b>	<b>Project</b>	<b>Estimated Total Cost</b>
<b>2016-2020</b>		
SE 45 <sup>th</sup> St. (Lee Blvd. – Gore Blvd.)	Reconstruct from 2 lanes to 5 lanes	\$6,468,750
E. Gore Blvd. (NE 45 <sup>th</sup> St. – NE 60 <sup>th</sup> St.)	Reconstruct from 2 lanes to 5 lanes	\$6,468,750
SW 38 <sup>th</sup> St. (Bishop Rd. – Lee Blvd.)	Reconstruct from 2 lanes to 5 lanes	\$6,468,750
Bicycle / Pedestrian Facilities	Design, Construction, Education	\$4,267,578
Intersection Modification / Signalization	Design, Construction	\$1,707,031
Maintenance		\$26,713,063
Transit		\$12,090,367
Enhancement		\$1,437,500
	<b>Total 2016-2020</b>	<b>\$65,621,789</b>
<b>2021-2025</b>		
Rogers Ln. (I-44 – Flower Mound Rd.)	Reconstruct from 2 lanes to 5 lanes	\$12,500,000
SW 67 <sup>th</sup> St.(Bishop Rd. – Lee Blvd.)	Reconstruct from 2 lanes to 4 lanes	\$7,031,250
Bicycle / Pedestrian Facilities	Design, Construction, Education	\$4,638,671
Intersection Modification / Signalization	Design, Construction	\$1,855,468
Maintenance		\$29,035,938
Transit		\$13,141,703
Enhancement		\$1,562,500
	<b>Total 2021-2025</b>	<b>\$69,765,530</b>
<b>2026-2030</b>		
NW 97 <sup>th</sup> (Cache Rd. – Quannah Parker Tr./US 62)	Construct from 2 lanes to 5 lanes	\$7,593,750
SW 82 <sup>nd</sup> (Lee Blvd. – Combs Rd.)	Reconstruct from 2 lanes to 4 lanes	\$15,187,500
Bicycle / Pedestrian Facilities	Design, Construction, Education	\$5,009,765
Intersection Modification / Signalization	Design, Construction	\$2,003,906
Maintenance		\$31,358,813
Transit		\$14,193,039
Enhancement		\$1,687,500
	<b>Total 2026-2030</b>	<b>\$77,034,273</b>
<b>ESTIMATED COST ALTERNATE III A</b>		<b>\$388,172,989</b>

Figure 74: Map of 2030 Long Range Transportation Plan Projects



Source: 2030 Long Range Transportation Plan

## Bicycle and Pedestrian

In order to increase transportation options in Lawton and increase the safety of the existing road network for pedestrians and bicyclists, a bicycle and pedestrian network has been planned. The routes will be constructed as funding becomes available.

With many households in Lawton having no vehicle available (see Figure 43 on page 36), it is critical that this network be established in concert with the existing Lawton Area Transit System (LATS). It is anticipated that making this network available will also encourage those households with vehicles available to elect to walk or ride their bicycles instead of driving. This will improve air quality while mitigating congestion on the existing road network.

The Bicycle and Pedestrian Plan was adopted on May 15th, 2008. A map of the Bicycle and Pedestrian network as originally adopted can be seen on the next page. The Bicycle and Pedestrian Plan was amended on May 20, 2010 to change Route 2 as reflected in Figure 76.

As of summer 2010, the bicycle routes in Figure 75 were in the design phase.

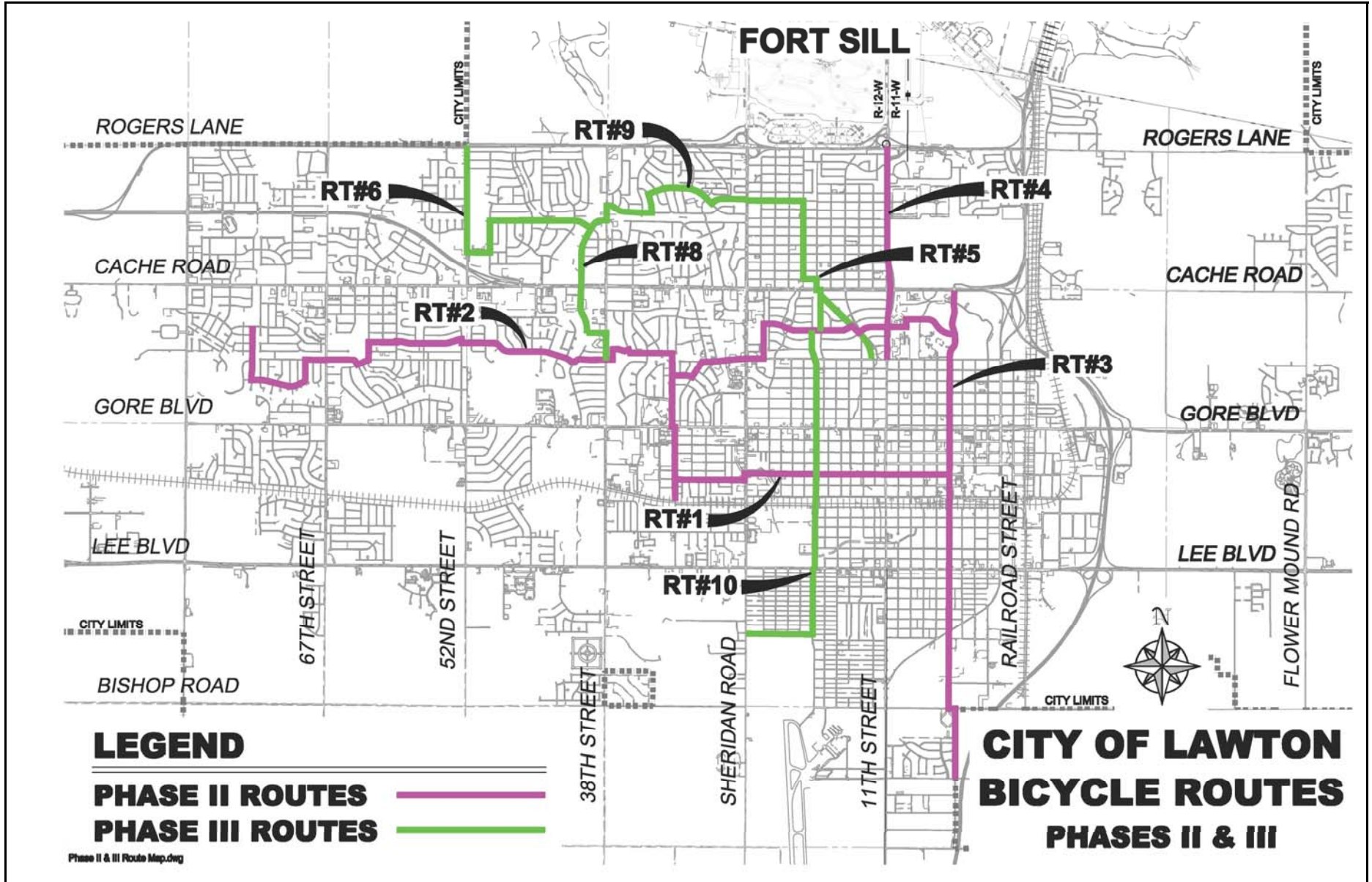
Figure 75: Bicycle Routes in Design Phase (2010)

Route	Name	Purpose
1	Cameron Connector	East/west connectivity through midtown area of Lawton
2	Elmer Thomas Connector	East/west connectivity through northcentral areas of Lawton
3	McClung Post Extension	North/south connectivity through downtown Lawton, west of I-44
4	Smith Extension	North/south connectivity through midtown Lawton near Sheridan Road
5	Fort Sill Extension	North/south connector to Fort Sill linking to the Elmer Thomas Connector
6	52nd Street Extension	Westernmost north/south connector to Fort Sill for northwest portion of City
8	Cameron to Post (38th Street)	Midtown north/south route linking the Gilley and Elmer Thomas Connectors
9	Gilley Connector	East/west connectivity through northern portions of the City
10	17th Street Ext	North/south connectivity through central Lawton

Source: City of Lawton Bicycle & Pedestrian Plan, Route Analysis

A map of the bicycle and pedestrian routes in the design phase is provided as Figure 76 on the following page.

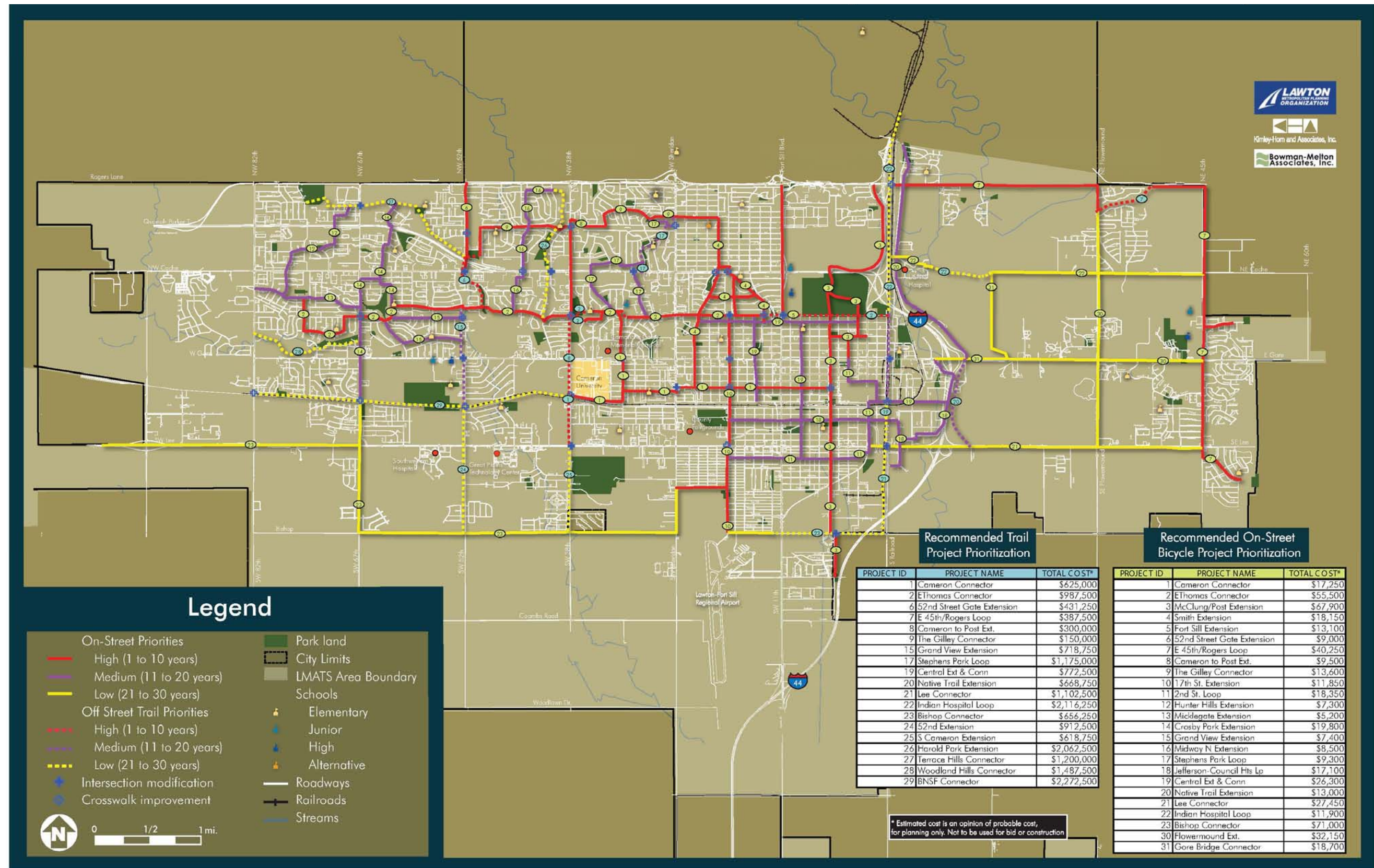
Figure 76: Map of Bicycle Routes in Design Phase (2010)



Source: City of Lawton Bicycle & Pedestrian Plan, Route Analysis



Figure 77: Bicycle and Pedestrian Network



## Appendix 1: Acronyms and Definitions

**American Community Survey** – abbreviated **ACS** – As stated by the U.S. Census Bureau “The ACS is a new approach to producing critical information about the characteristics of local communities. It will eliminate the need for a long form in the 2010 Census and is a key part of the Census Bureau’s Decennial Census Program. The ACS publishes social, housing, and economic characteristics for demographic groups covering a broad spectrum of geographic areas in the United States and Puerto Rico.”

**Construction Plat** – See **Plats**

**Deplanement** – To exit an aircraft.

**Development Sketch** – See **Plats**

**Educational Attainment** – The level of education an individual has completed.

**Enplanement** – To board an aircraft.

**Family** – A family is a group of two or more people (one of which is the householder [see below]) related by birth, marriage, or adoption who are residing together.

**Fiscal Year** – abbreviated **FY** – A Fiscal Year in the City of Lawton runs from July 1st to June 30th. The Fiscal Year is given the number of the year the Fiscal Year ends. For instance, Fiscal Year 2009 runs from July 1<sup>st</sup>, 2008 to June 30, 2009.

**Group Quarters** – For Census purposes group quarters are all of the people who are not living in a household. There are two types of group quarters: institutional and non-institutional.

**Household** – Includes all of the people who live in a housing unit as their normal place of residence.

**Householder** – The person, or one of the people in whose name a household is being rented, being purchased, or owned. If neither of these exist for Census purposes a person 15 years or older may serve as a householder.

**Household Unit** – A house, an apartment, a mobile home or trailer, a group of rooms, or a single room occupied as living quarters, or if vacant, intended for occupancy as separate living quarters.

**Institutional Group Quarters** – A living facility such as a correctional facility, a mental hospital, or a nursing home.

**Lawton Area Transit System** – abbreviated **LATS** – The Lawton bus system that was established in 2002. The system is currently running five lines with a consistently high ridership.

**LMA** – Lawton Metropolitan Area.

**LMATS** – Lawton Metropolitan Area Transportation Study – An ongoing, comprehensive, coordinated, cooperative metropolitan transportation planning process addressing the major transportation issues facing the LMA.

**Median Household Income** – The median divides the income distribution into two equal parts, one having incomes valued higher than the median and the other having values lower than the median. For households and families, the median income is based on the distribution of the total number of housing units including those with no income.

**Metropolitan Statistical Area** – abbreviated **MSA** – A community with a larger population generally surrounded by smaller communities that are geographically close. The areas should also be similar in economic and social ways and is generally surrounded by non-metropolitan areas. For Census purposes the core community must consist of at least 50,000 people.

**Non-Family** – People that are residing together but are not related in any way.

**Non-Institutional Group Quarters** – A living facility such as a college dormitory, a group home, missions, shelters, or military barracks.

**Office of Management and Budget** – abbreviated **OMB** – This government agency is responsible for giving expert advice to the White House's senior officials on topics relating to federal policy, management, legislative, regulatory, and budgetary issues.

**Per Capita Income** – Is the income obtained by dividing the cumulative income by the total population of the area in question.

## **Plats**

**Development Sketch** – The purpose of the development sketch is to provide the subdivider, the City Planning Commission and city officials an opportunity to identify some of the problems concerning the land use, general design and overall approaches to installation of improvements before the expenditure of large amounts of money and manpower in the preparation of more detailed platting documents. This step in the overall subdivision process is very important because it is at the initial part of the process when decisions are to be made that can have great value for the fulfillment of the comprehensive plan

**Construction Plat** – The purpose of the construction plat is to provide an interim step in the procedure at which point the subdivider shall present drawings of the detailed features of the subdivision. It is at this point that the items discussed at the development sketch stage are prepared in a form from which determinations can be made as to the technical workability of the development proposal.

**Record Plat** – A legal document showing lots and blocks for a subdivision of land. Each document is required to have necessary components in a format deemed suitable according to subdivision regulations and state law. Each document is recorded in the County Clerk’s Office and is required to go through the formal subdivision approval process prior to recordation.

**Race** – The Federal government considers race and Hispanic origin to be two separate and distinct concepts. For Census 2000, the questions on race and Hispanic origin were asked of every individual living in the United States. The question on Hispanic origin asked respondents if they were Spanish, Hispanic, or Latino.

Census 2000 adheres to the federal standards for collecting and presenting data on race and Hispanic origin as established by the Office of Management and Budget (OMB) in October 1997.

The OMB defines Hispanic or Latino as “a person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin regardless of race.” In data collection and presentation, federal agencies are required to use a minimum of two ethnicities: “Hispanic or Latino” and “Not Hispanic or Latino”.

Starting with Census 2000, the OMB requires federal agencies to use a minimum of five race categories:

- White
- Black or African American
- American Indian or Alaska Native
- Asian
- Native Hawaiian or Other Pacific Islander

For respondents unable to identify with any of these five race categories, the OMB approved including a sixth category – “some other race” – on the Census 2000 questionnaire. The category “some other race” is used in Census 2000 and a few other federal data collection activities. Most respondents who reported “some other race” are Hispanic (Source: U.S. Census Bureau; Census Brief, Overview of Race and Hispanic Origin).

**Record Plat** – See **Plats**

**Street Functional Classification** – The method by which streets are identified based on standards such as function, length, and volume of traffic. Streets are designed according to certain standards to convey the level of traffic appropriate for the particular roadway. The designations for the LMA are: Interstate, Principal Arterial, Minor Arterial, Collectors, Local and Rural Roads. Those streets identified on the adopted Functional Classification Map as collector and above are eligible for Federal transportation funding.

**Interstate & Expressway** – Roads whose primary purpose is to provide continuous and efficient routes of movement of high volumes of traffic between towns or major traffic generators

**Local Road** – Normally found within subdivisions, its main purpose is to provide access to adjoining properties.

**Minor Arterials** – The main objective is to increase access and distribute traffic to geographical areas smaller than the areas served by the higher classified streets.

**Principal Arterials** – Roads which carry the majority of through traffic movements.

**Rural & Urban Collector** – A road that offers access from arterials to local roads.

**Traffic Analysis Zone** – abbreviated **TAZ** – As defined by the U.S. Census Bureau a TAZ is an area delineated by transportation officials (be it state or local) for the purpose of determining traffic related data, specifically: journey-to-work trips and place-of-work statistics. Most often a TAZ consists of block groups, one or more census blocks, or census tracts.

**Vehicle Classification** – The method in which vehicles are identified based on use and size.

**Automobile** – Includes automobiles, non-commercial pickups, vans and non-agricultural pickups.

**Commercial Tractor Trailer** – A motorized vehicle designed to pull other vehicles on the highway but not capable of carrying a load of its own.

**Commercial Trailer** – Trailers used in a commercial enterprise.

**Commercial Truck** – Vehicle mounted on a truck chassis and used for commercial purposes.

**Farm Truck** – Pickups, trucks, and truck tractors used for agricultural purposes.

**Motor Home (Recreational Vehicle)** – A vehicle that is manufactured, constructed or equipped as a self-propelled home, capable of being operated on the highways.

**Motorcycle** – Vehicles designed and constructed to travel on not more than three wheels having a saddle or single seat for use of the rider.

**VMT** – Vehicle Miles Traveled.

**Ward** – A politically designated area, defined by population and represented by a member of City Council. The wards are examined by the Redistricting Committee and re-balanced, if needed, every five years.

## Appendix 2: Resources

Included in this chapter is a list of the names and contact information for agencies that can provide additional information about all topics covered in the Data Report.

For additional information:

Bishop Public School  
(580)353-4870  
[www.bishop.k12.ok.us](http://www.bishop.k12.ok.us)

Bureau of Transportation Statistics  
[www.bts.gov](http://www.bts.gov)

Cameron University  
(580)-581-2200  
[admissions@cameron.edu](mailto:admissions@cameron.edu)

City of Lawton  
[www.cityof.lawton.ok.us](http://www.cityof.lawton.ok.us)

Federal Highway Administration  
[www.fhwa.dot.gov](http://www.fhwa.dot.gov)

Flower Mound Independent School  
(580)353-4088  
[www.flowermound.k12.ok.us](http://www.flowermound.k12.ok.us)

Fort Sill  
(580)442-4500  
[sill-www.army.mil](http://sill-www.army.mil)

Lawton Area Transit System  
(580)248-5252  
[www.ridelats.com](http://www.ridelats.com)

Lawton Public Schools  
Diane Branstetter, Data Center Accounting  
(580)585-6446 ext. 277  
[dbranstetter@lawtonps.org](mailto:dbranstetter@lawtonps.org)

Lawton Public Schools  
Pam Harper, Data Center Secretary  
[pharper@lawtonps.org](mailto:pharper@lawtonps.org)

Oklahoma Department of Transportation  
(405)522-8000  
[odotinfo@odot.org](mailto:odotinfo@odot.org)  
[www.okladot.state.ok.us](http://www.okladot.state.ok.us)

Oklahoma Department of Commerce  
(800)879-6552  
[www.odoc.state.ok.us](http://www.odoc.state.ok.us)

Oklahoma Department of Environmental Quality  
[www.deq.state.ok.us](http://www.deq.state.ok.us)

Oklahoma Employment Security Commission  
(405)523-7100  
[www.oesc.state.ok.us](http://www.oesc.state.ok.us)

Oklahoma Highway Safety Office  
(405)523-1570  
[www.dps.state.ok.us/ohso](http://www.dps.state.ok.us/ohso)

The University of Oklahoma  
Center for Business & Economic Development  
(405)325-7331  
[cbed.occe.ou.edu](http://cbed.occe.ou.edu)

United States Census Bureau: American Fact Finder  
[www.census.gov](http://www.census.gov)  
[factfinder.census.gov](http://factfinder.census.gov)