



OKLAHOMA  
TURNPIKE  
AUTHORITY

OKLAHOMA TURNPIKE AUTHORITY SYSTEM  
**COMPREHENSIVE  
TRAFFIC & REVENUE UPDATE**

**SUMMARY REPORT**

January 2017



**CDM  
Smith**





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January 23, 2017

Wendy Smith  
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**Re: OTA System Comprehensive Traffic and Revenue Update**

Dear Ms. Smith:

CDM Smith is pleased to submit this OTA System Comprehensive Traffic and Revenue update report. The purpose of this study was to conduct an update of the revenue projections for the current OTA System facilities and undertaken a comprehensive analysis of two new planned projects for the Southwest Kilpatrick Extension and Eastern Oklahoma County Turnpike. The report summarizes the results of the study and includes the transactions and toll revenue projections over a thirty-year period.

Our project team, including Michael Copeland, Justin Winn, Maneesh Mahlawat, and others, gratefully acknowledge the assistance and cooperation received from OTA staff as well as others contacted over the course of the study. CDM Smith sincerely appreciates the opportunity to have participated in this important project.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Chris Mwalwanda".

Christopher Mwalwanda  
Vice President  
CDM Smith Inc.





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# Disclaimer

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CDM Smith used currently-accepted professional practices and procedures in the development of these traffic and revenue estimates. However, as with any forecast, it should be understood that differences between forecasted and actual results may occur, as caused by events and circumstances beyond the control of the forecasters. In formulating the estimates, CDM Smith reasonably relied upon the accuracy and completeness of information provided (both written and oral) by Oklahoma Turnpike Authority (OTA). CDM Smith also relied upon the reasonable assurances of independent parties and is not aware of any material facts that would make such information misleading.

CDM Smith made qualitative judgments related to several key variables in the development and analysis of the traffic and revenue estimates that must be considered as a whole; therefore, selecting portions of any individual result without consideration of the intent of the whole may create a misleading or incomplete view of the results and the underlying methodologies used to obtain the results. CDM Smith gives no opinion as to the value or merit of partial information extracted from this report.

All estimates and projections reported herein are based on CDM Smith's experience and judgment and on a review of information obtained from multiple agencies, including OTA. These estimates and projections may not be indicative of actual or future values, and are therefore subject to substantial uncertainty. Future developments cannot be predicted with certainty, and may affect the estimates or projections expressed in this report, such that CDM Smith does not specifically guarantee or warrant any estimate or projection contained within this report.

While CDM Smith believes that the projections or other forward-looking statements contained within the report are based on reasonable assumptions as of the date of the report, such forward-looking statements involve risks and uncertainties that may cause actual results to differ materially from the results predicted. Therefore, following the date of this report, CDM Smith will take no responsibility or assume any obligation to advise of changes that may affect its assumptions contained within the report, as they pertain to socioeconomic and demographic forecasts, proposed residential or commercial land use development projects and/or potential improvements to the regional transportation network.

CDM Smith is not, and has not been, a municipal advisor as defined in Federal law (the Dodd Frank Bill) to OTA and does not owe a fiduciary duty pursuant to Section 15B of the Exchange Act to OTA with respect to the information and material contained in this report. CDM Smith is not recommending and has not recommended any action to OTA. OTA should discuss the information and material contained in this report with any and all internal and external advisors that it deems appropriate before acting on this information.

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# Section 1

## Introduction

This comprehensive traffic and revenue study summarizes CDM Smith’s current efforts to update the toll revenue forecasts for the Oklahoma Turnpike Authority System (OTA System) as well as evaluate two newly proposed projects: the Southwest John Kilpatrick Extension (SWJKT) and the Eastern Oklahoma County Turnpike (EOC). The work effort associated with this endeavor includes the development of a system-wide review and update of toll revenue estimates for all existing OTA facilities and the development of long-term revenue forecasts for both the SWJKT and EOC projects.

### The Oklahoma Turnpike Authority System

The OTA System consists of ten turnpikes that serve different functions for their respective regions and for the State of Oklahoma, as shown in Figure 1-1. The original six turnpikes – Turner, Will Rogers, H.E. Bailey, Muskogee, Indian Nation, and Cimarron – serve mostly as intercity connectors within Oklahoma and interstate connections for their respective regions. The Cherokee and Chickasaw Turnpikes mimic the functionality of the original six turnpikes as intercity and interstate connectors, while the Creek and Kilpatrick Turnpikes serve the dual purposes of regional connectors, as well as intra-city connectors for the metropolitan areas of Tulsa and Oklahoma City, respectively.

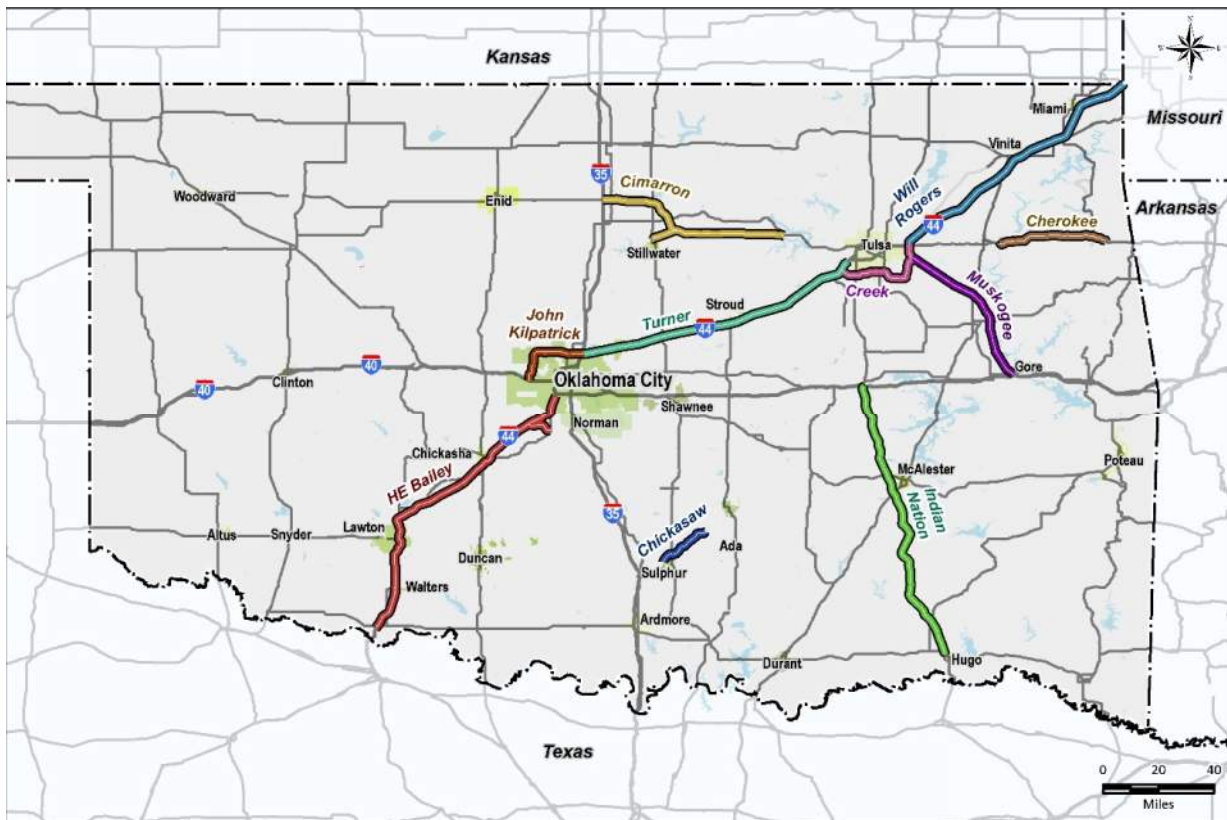


Figure 1-1. Oklahoma Turnpike Authority System

The OTA was authorized by the Oklahoma Legislature in 1947, specifically created to develop a turnpike running from Oklahoma City to Tulsa. The new road, which was later named the Turner Turnpike, was completed and opened in 1953. The process was seen as so successful in developing and delivering a high quality highway independent of the ODOT funding stream that the legislature expanded the OTA from its original four-county area to cover the entire state, and at the same time authorized a new northeastern turnpike. The new road, named the Will Rogers Turnpike, was opened in 1957.

The completed Turner Turnpike and Will Rogers Turnpike were operated by OTA successfully and were immediately recognized as providing significant mobility to the state and to the larger region. As such, the two turnpikes were designated as I-44 of the interstate highway system, although they have remained part of the OTA System. OTA funds all operations and maintenance expenses on both turnpikes. The Turner Turnpike is 86 miles long, and the Will Rogers Turnpike is 88.5 miles long.

The continued success of the new turnpike system drove its expansion throughout the decade of the 1960s. The H.E. Bailey Turnpike opened in 1964, extending I-44 almost to the Texas state line. This turnpike has a distinct 60.6-mile northern section and a 24.4-mile southern section, separated by a 16.7-mile non-tolled section running through Lawton. The 41-mile long northern section of the Indian Nation Turnpike opened in 1966, followed by the completion of the 55.9-mile Muskogee Turnpike in 1969. Continuing its expansion program into the 1970s, OTA completed the 63.6-mile southern section of the Indian Nation Turnpike in 1970. With this new section, the total length of the turnpike was extended to almost 105 miles. This was followed by the completion of the 58.7-mile Cimarron Turnpike in 1975.

No new turnpikes were constructed on the system until the 1990s. The 32.5-mile long Cherokee Turnpike opened in 1991 as the first new turnpike in 16 years. It was followed later that same year by the openings of the first nine miles of the John Kilpatrick Turnpike and by the 17-mile long Chickasaw Turnpike. Other projects in the 1990s included the first 7.4-mile section of the Creek Turnpike, which opened in 1992.

In 1991, OTA implemented its electronic tolling system, PIKEPASS. PIKEPASS enables motorists to pay tolls through a pre-paid account, which is debited as their vehicle passes toll points at highway speeds. PIKEPASS users receive a five percent discount for each toll, and an additional five percent volume discount is available for motorists with at least twenty toll transactions per month. Since 2014, PIKEPASS has been interoperable with both the North Texas Toll Authority and the Kansas Turnpike Authority.

The most recent additions to the OTA System include the opening of several sections of Kilpatrick Extensions in 2000 and 2001, several extensions to the Creek Turnpike east and west from 2000 to 2002, and the H.E. Bailey Spur in 2001. The extensions brought the total length of the Kilpatrick Turnpike to 25 miles from I-35 to I-40. The Creek Turnpike extensions completed its route around the southern and eastern sides of Tulsa from the Turner Turnpike to the Will Rogers Turnpike, extending for 35.6 miles. The 7.8-mile H.E. Bailey Spur connects the turnpike to SH 9 for improved access to the Norman area. The current OTA System includes ten turnpikes totaling more than 600 centerline miles of roadway.

## Driving Forward Program

On October 29, 2015, Governor Mary Fallin and the OTA announced the Driving Forward program, which includes six major projects to improve and expand OTA's system of turnpikes. Two of these projects (the Southwest Kilpatrick Extension and the Eastern Oklahoma County Turnpike) are new facilities that will add a combined 24 centerline miles to OTA's network of turnpikes.

### Southwest Kilpatrick Extension

Figure 1-2 shows the planned alignment of the Southwest Kilpatrick Extension in southwestern Oklahoma City. The proposed project extends the John Kilpatrick Turnpike from its current terminus at I-40 in western Oklahoma City to SH 152 near Will Rogers World Airport. The turnpike extension will provide high-speed connectivity and allow for improved travel times for trips in the southwestern portion of the Oklahoma City region. It will also provide improved access between the Will Rogers World Airport and western portions of the greater Oklahoma City area.

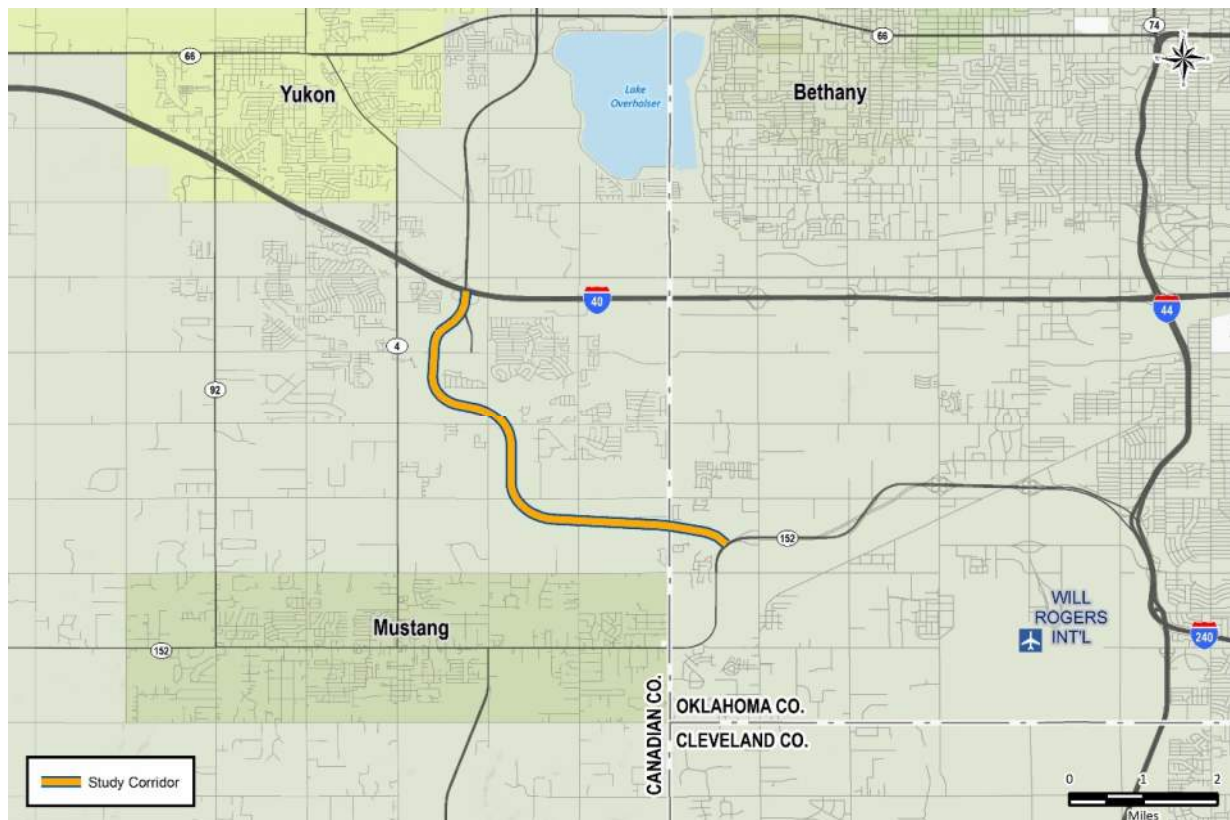


Figure 1-2. Southwest Kilpatrick Extension

### Eastern Oklahoma County Turnpike

The proposed Eastern Oklahoma County Turnpike would provide a high-speed, controlled access route between I-40 and I-44 in the eastern Oklahoma City region. The proposed corridor extends from I-40 east of the intersection with I-240 to I-44 near Luther. The project would serve local traffic as well as provide a potential alternative route for vehicles traveling between the Moore/Norman area and Tulsa that are currently using I-35 and I-44. The anticipated alignment of the Eastern Oklahoma County Turnpike is depicted in Figure 1-3.

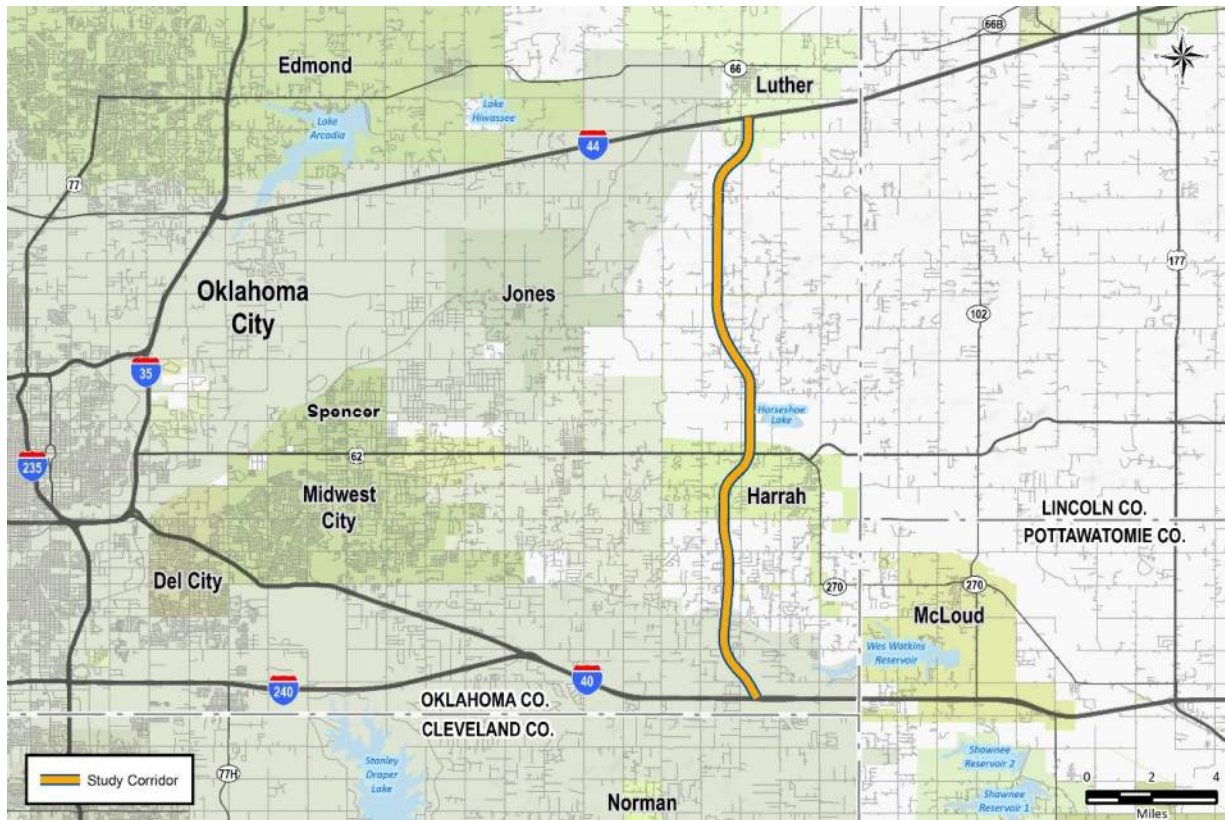


Figure 1-3. Eastern Oklahoma County Turnpike

## Structure of Study and Report

The purpose of this study was to develop updated toll revenue forecasts for the existing OTA System and long-term forecasts for both the SWJKT and EOC projects. The following outlines the general structure of the report:

### Section 2 – OTA System Historical Trends

This section provides information regarding the historical and existing traffic and revenue performance of OTA System turnpikes. The information in this section provides a historical overview of OTA System trends and characteristics, which were used as a primary input when developing the updated traffic and revenue forecasts.

### Section 3 – Oklahoma City Area Transportation Demand Profile

This section describes the travel demand data that was collected in the Oklahoma City region as part of developing revenue forecasts for the SWJKT and EOC projects. The data collected includes traffic counts at specific locations around the project corridors and comprehensive travel speed information for the region. This section also includes a summary of the origin-destination data collected in the region to analyze trip patterns as well as the stated preference survey that was conducted to determine users' average values of travel time savings.



## **Section 4 – Socio-Economic Characteristics**

This section provides a description of the historical and expected future demographic growth in the Oklahoma City area and from a statewide perspective. This included an analysis of population and employment as well as several key economic indicators within the state. Research and Demographic Solutions (RDS) performed an independent review and update of the official Oklahoma City area demographic forecasts developed by the Association of Central Oklahoma Governments (ACOG).

## **Section 5 – Traffic Forecasting Methodology**

This section describes the databases utilized as part of the analysis and highlights the methodologies implemented to develop the models used to project future year traffic on the existing OTA System and proposed turnpikes. A series of multi-variate regression models were used to estimate traffic on the existing OTA System. For forecasting traffic on the newly proposed projects, ACOG's travel demand model for the Oklahoma City region was calibrated to current traffic conditions to ensure that it accurately reflected the observed traffic characteristics along the existing corridors.

## **Section 6 – Revenue Forecasts**

This section provides the toll sensitivity analyses performed as part of the study, the key input assumptions used in the development of revenue forecasts, and the resulting toll revenue forecasts. Also presented are the planned/proposed tolling configurations and a series of sensitivity tests undertaken to reflect variance to several key influential factors such as demographic growth and value of time.

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## Section 2

### OTA System Historical Trends

This section provides background information regarding the historical trends of revenue growth for each turnpike in the OTA System. This section also includes a summary of the historical trends of several other key traffic characteristics such as commercial vehicle shares and PIKEPASS shares used as input in the development of the future toll revenue forecasts.

#### Historical Revenue Growth

Historical revenue generated by the OTA System and each of its ten turnpikes through 2015 is shown in Figures 2-1 through 2-11. Historically, the interstate turnpikes (Turner, Will Rogers and H.E. Bailey) have generated the majority of OTA's annual toll revenue, and in 2015 accounted for approximately 55 percent of total OTA System revenue. However, OTA's two urban projects (John Kilpatrick and Creek) have grown steadily since opening in the early 1990s and now generate 24 percent of the OTA's annual toll revenue. OTA's five rural turnpikes (Indian Nation, Muskogee, Cherokee, Cimarron, and Chickasaw) generated 21 percent of total revenue in 2015.

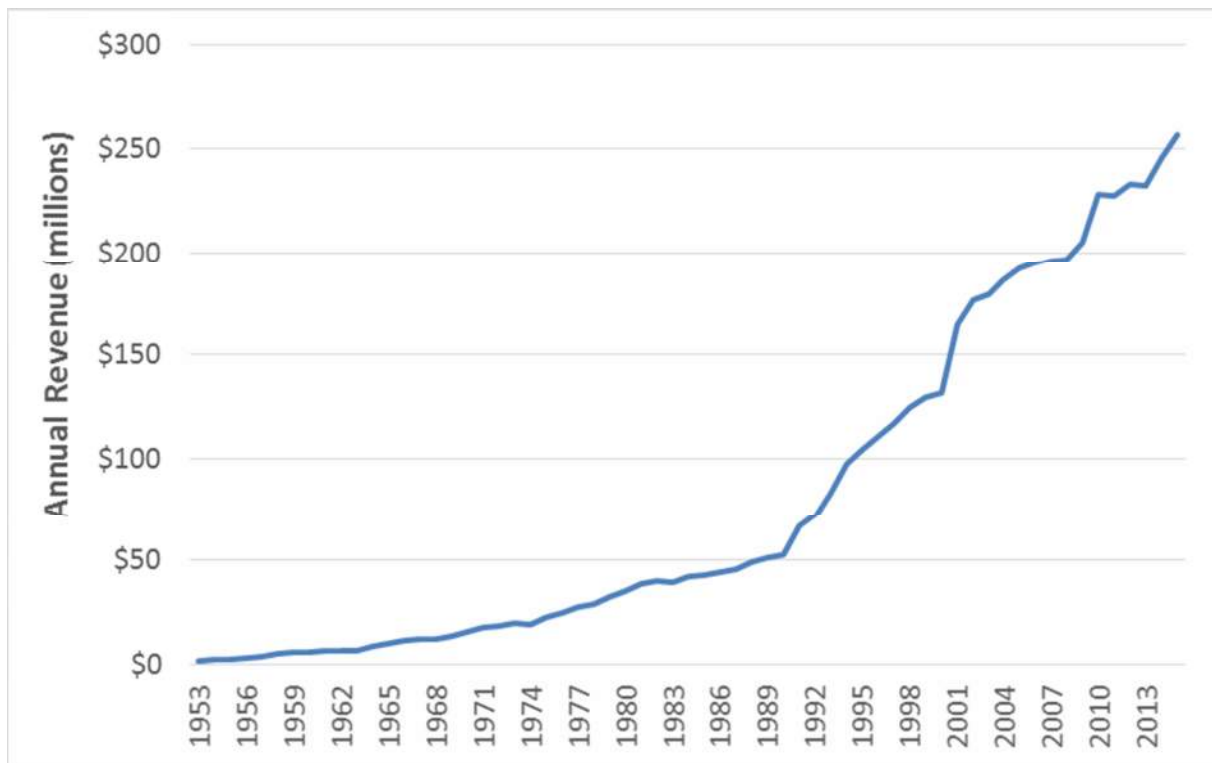
Since 1990, revenue on the OTA System has increased at an average annual rate of 6.5 percent, due in part to periodic toll rate increases and expansions of the turnpike system (as shown in Tables 2-1 and 2-2). Since the most recent toll rate increase was implemented in 2009, revenue on the system has increased at an average annual rate of 2.4 percent.

**Table 2-1. OTA System Expansions**

Facility	Opened	Length (mi)
Turner Turnpike	1953	86.0
Will Rogers Turnpike	1957	88.5
H.E. Bailey Turnpike	1964	86.4
Norman Spur	2001	8.2
Indian Nation	1966	41.1
Southern Segment	1970	64.1
Cimarron Turnpike	1975	67.7
Muskogee Turnpike	1969	53.1
John Kilpatrick Turnpike	1991	9.5
Extension	2001	15.8
Cherokee Turnpike	1991	32.8
Chickasaw Turnpike	1991	27.1
Creek Turnpike	1992	7.4
Creek West Extension	2000	4.9
Creek East & Broken Arrow	2002	22.1

**Table 2-2. OTA System Historical Toll Rate Increases**

Year	Rate Increase	
	Passenger Cars	Commercial Vehicles
1968	14%	14%
1975	13%	13%
1979	17%	35%
1991	25%	30%
1993	10%	25%
1995	10%	4%
2001	16%	30%
2009	16%	16%



**Figure 2-1. OTA System Historical Revenue Growth**

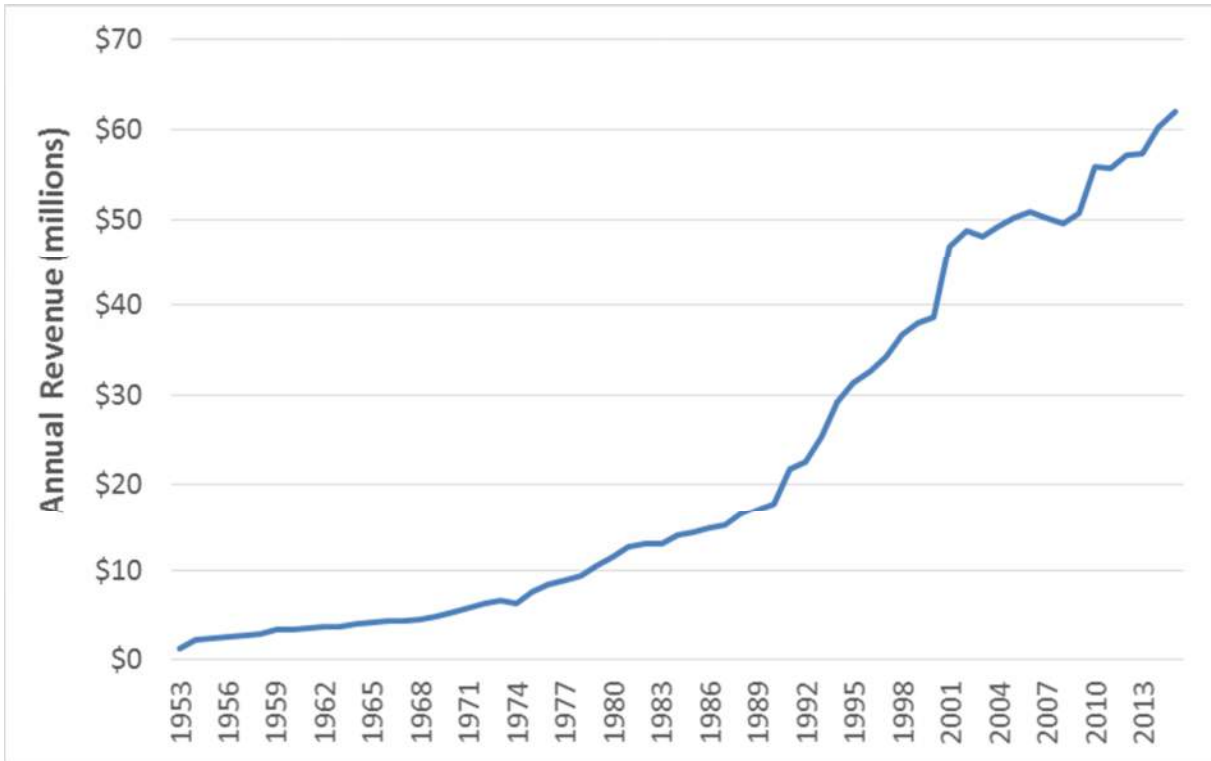


Figure 2-2. Turner Turnpike Historical Revenue Growth

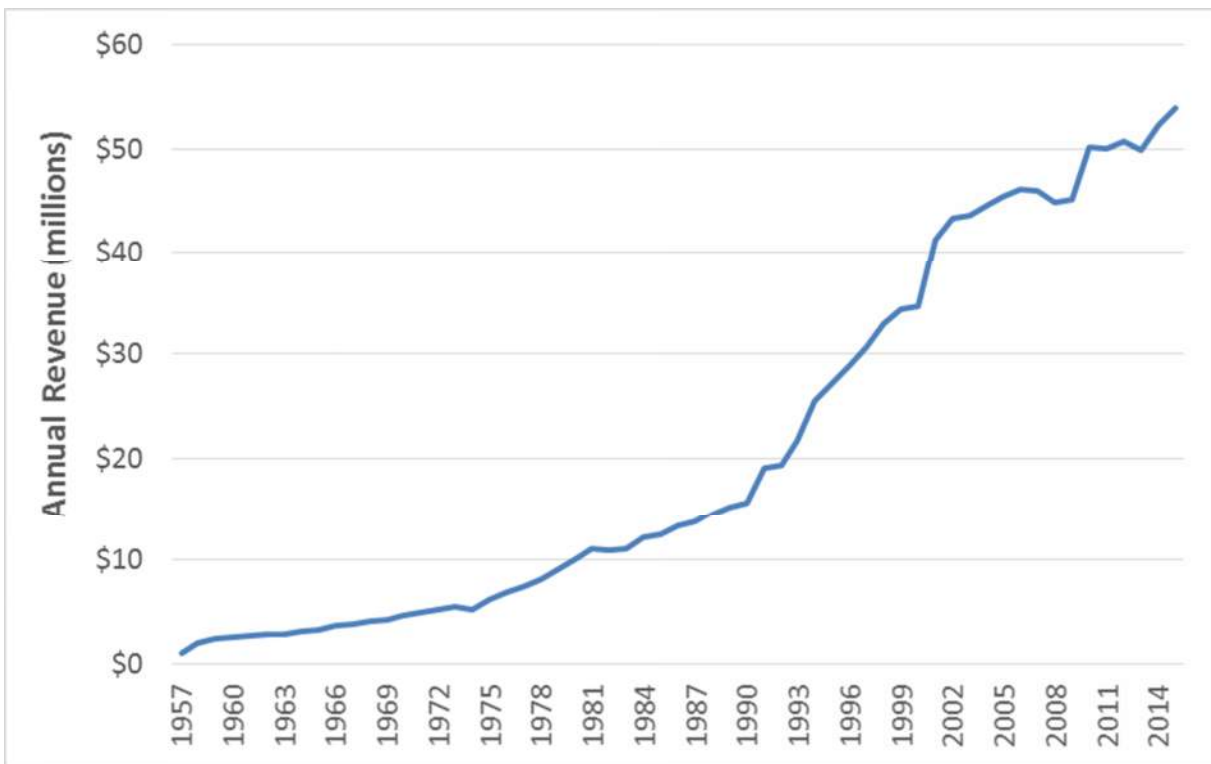


Figure 2-3. Will Rogers Turnpike Historical Revenue Growth

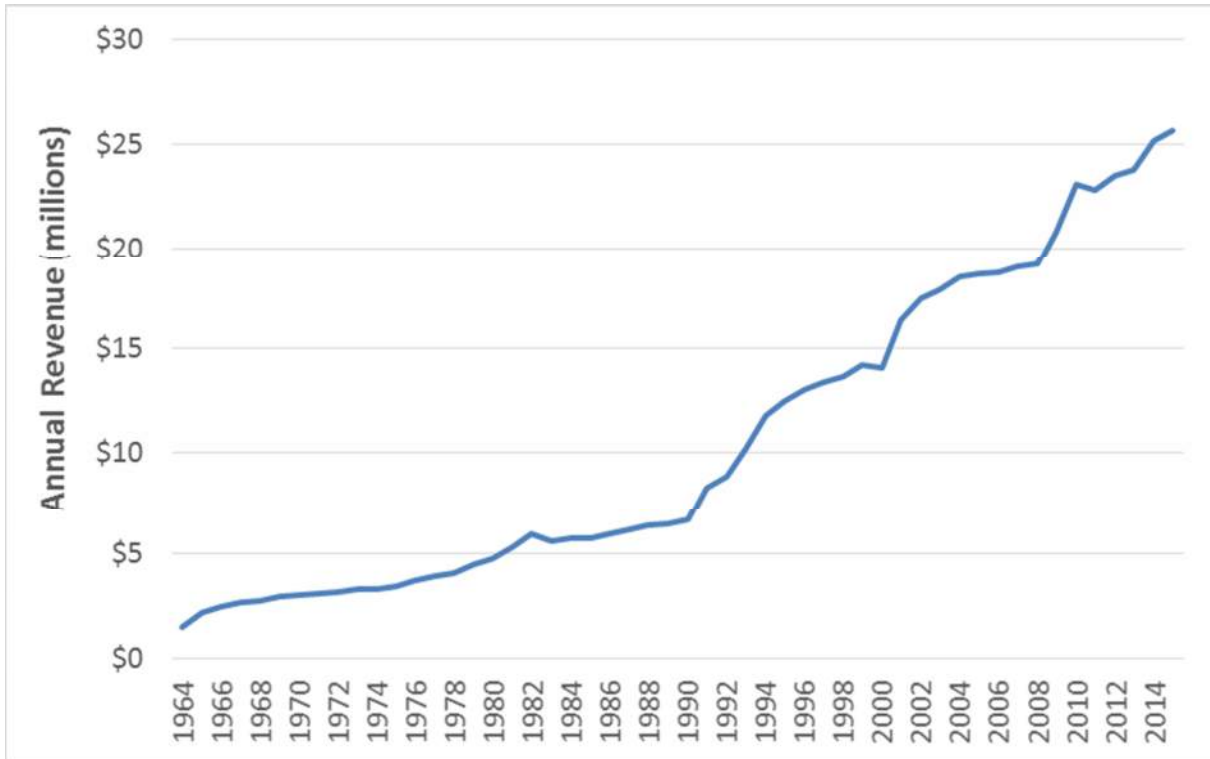


Figure 2-4. H.E. Bailey Turnpike Historical Revenue Growth

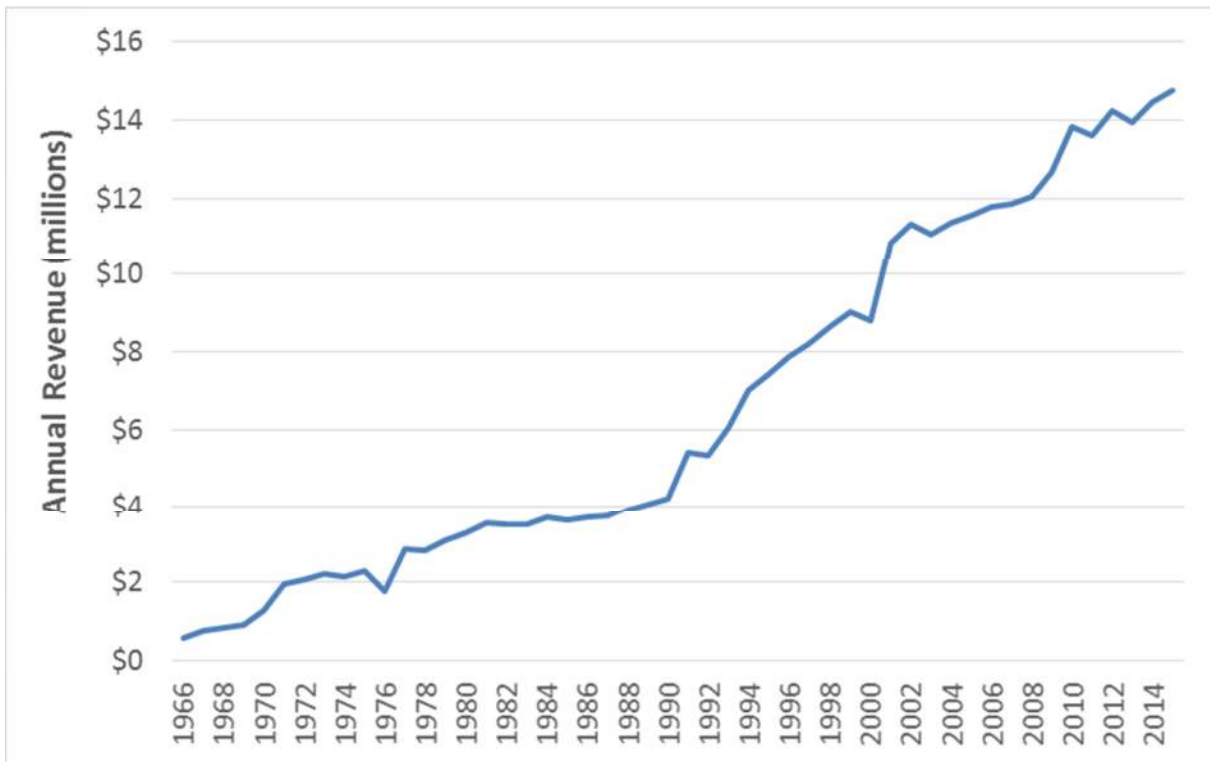


Figure 2-5. Indian Nation Turnpike Historical Revenue Growth

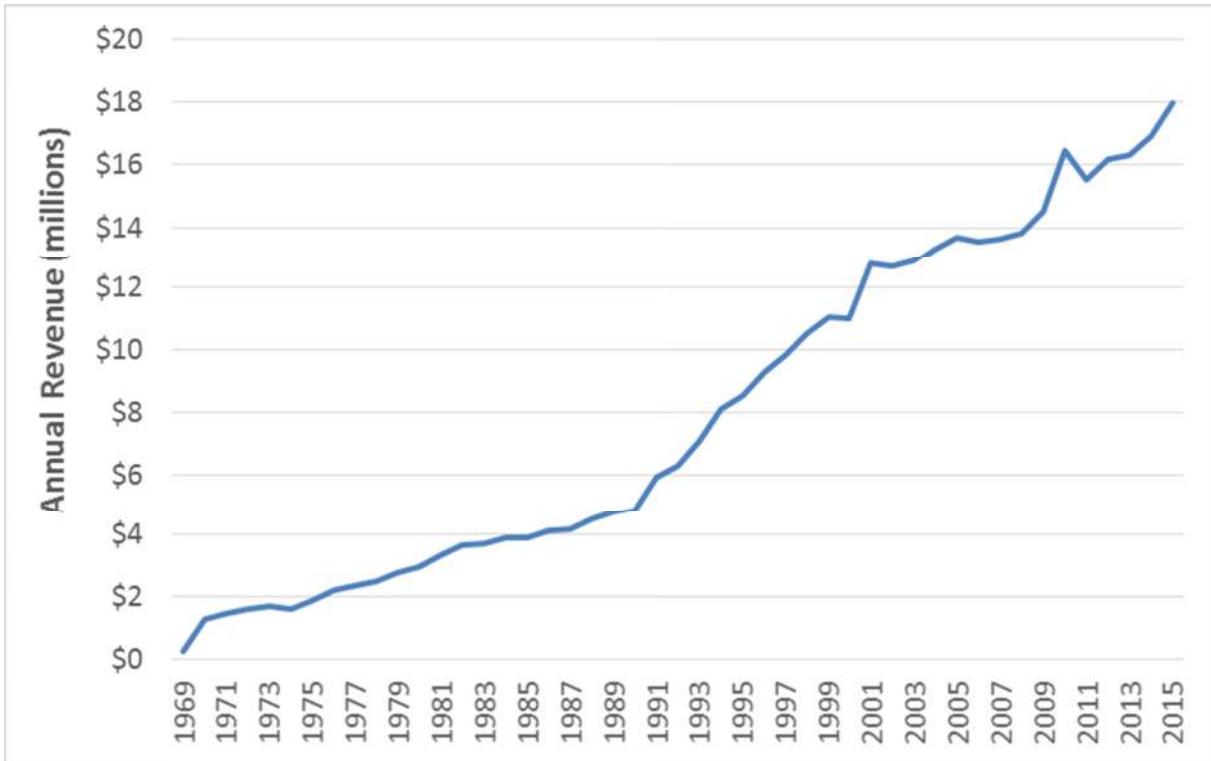


Figure 2-6. Muskogee Turnpike Historical Revenue Growth

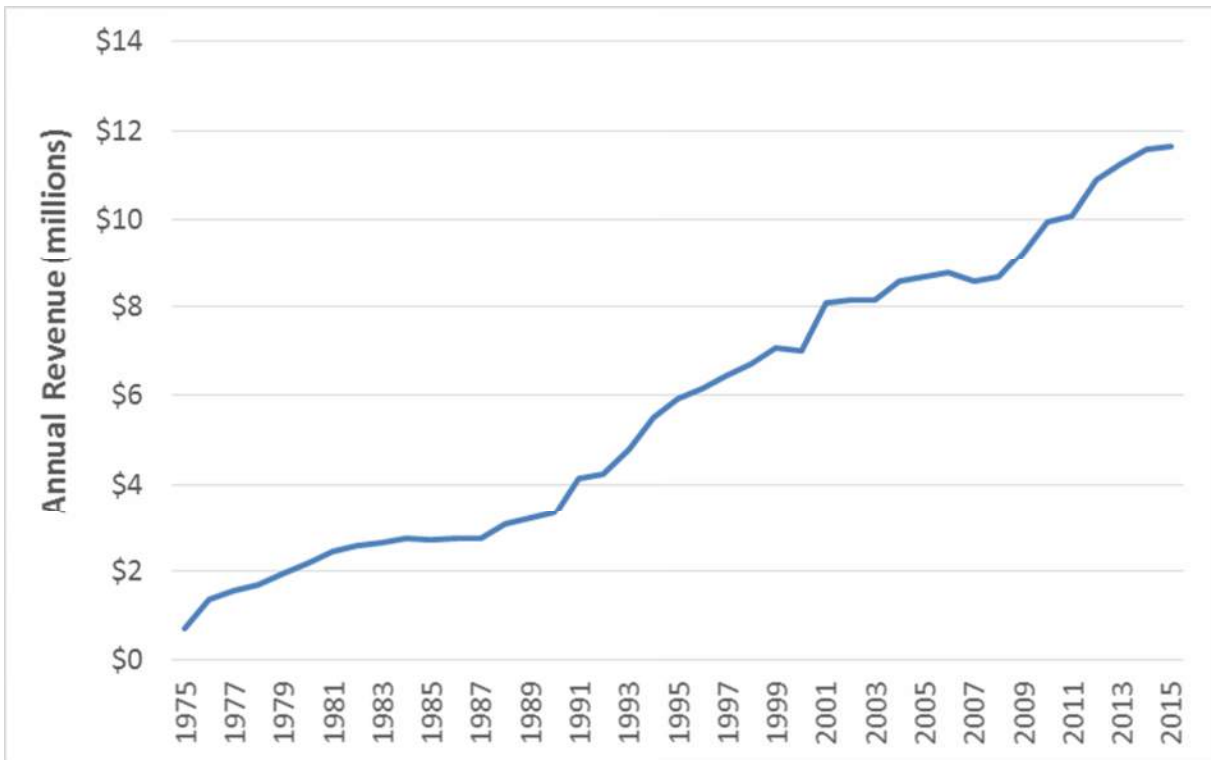


Figure 2-7. Cimarron Turnpike Historical Revenue Growth

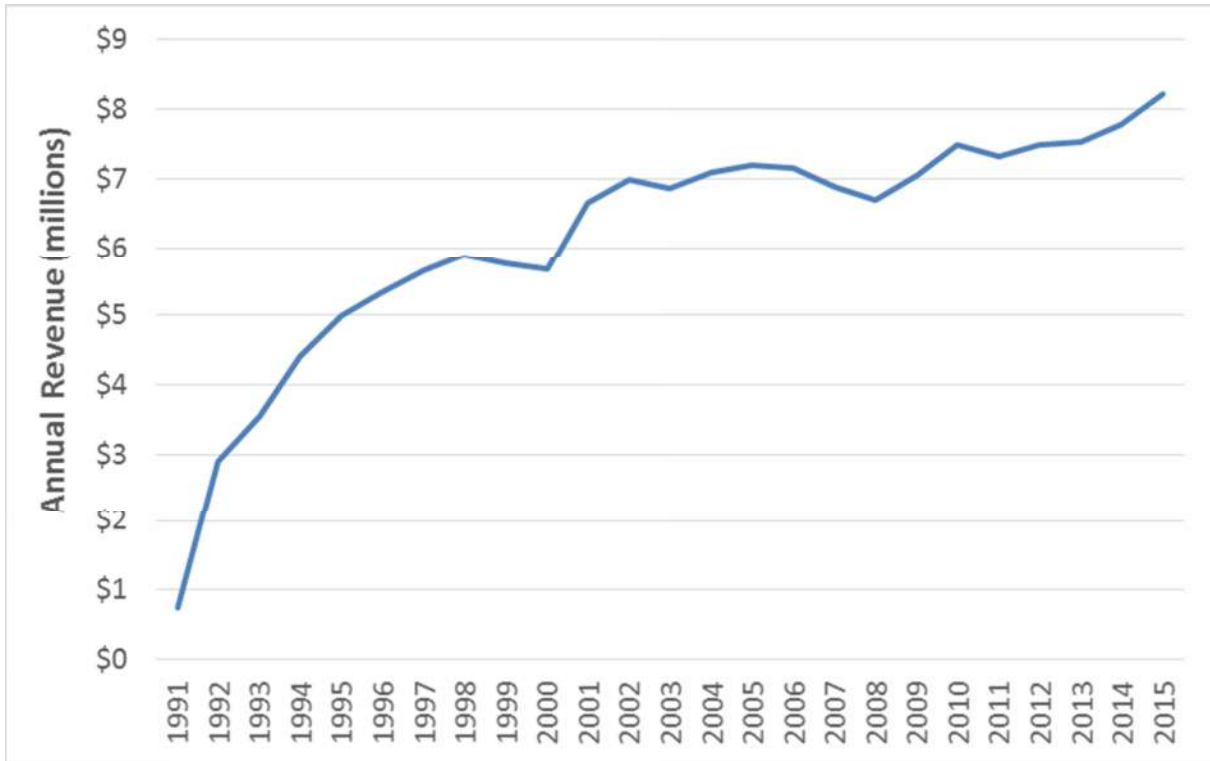


Figure 2-8. Cherokee Turnpike Historical Revenue Growth

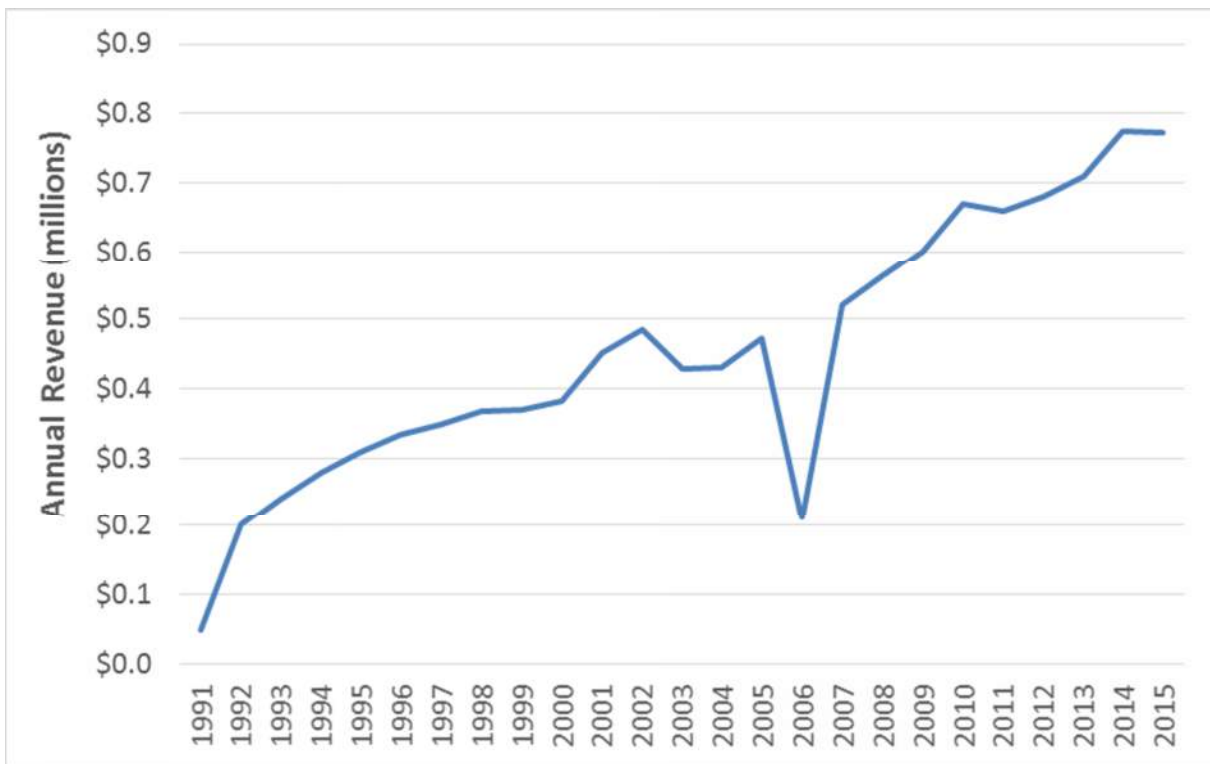


Figure 2-9. Chickasaw Turnpike Historical Revenue Growth

Note: Chickasaw Turnpike was closed due to construction for six months in 2006.



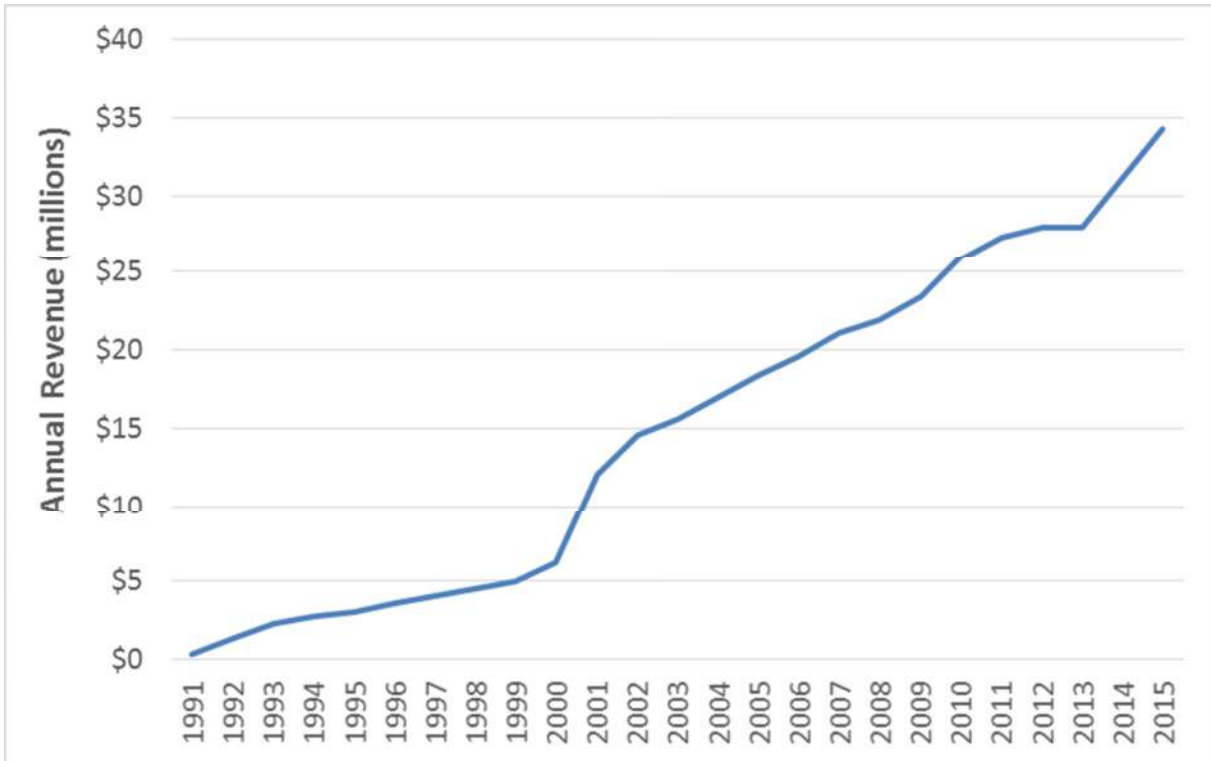


Figure 2-10. John Kilpatrick Turnpike Historical Revenue Growth

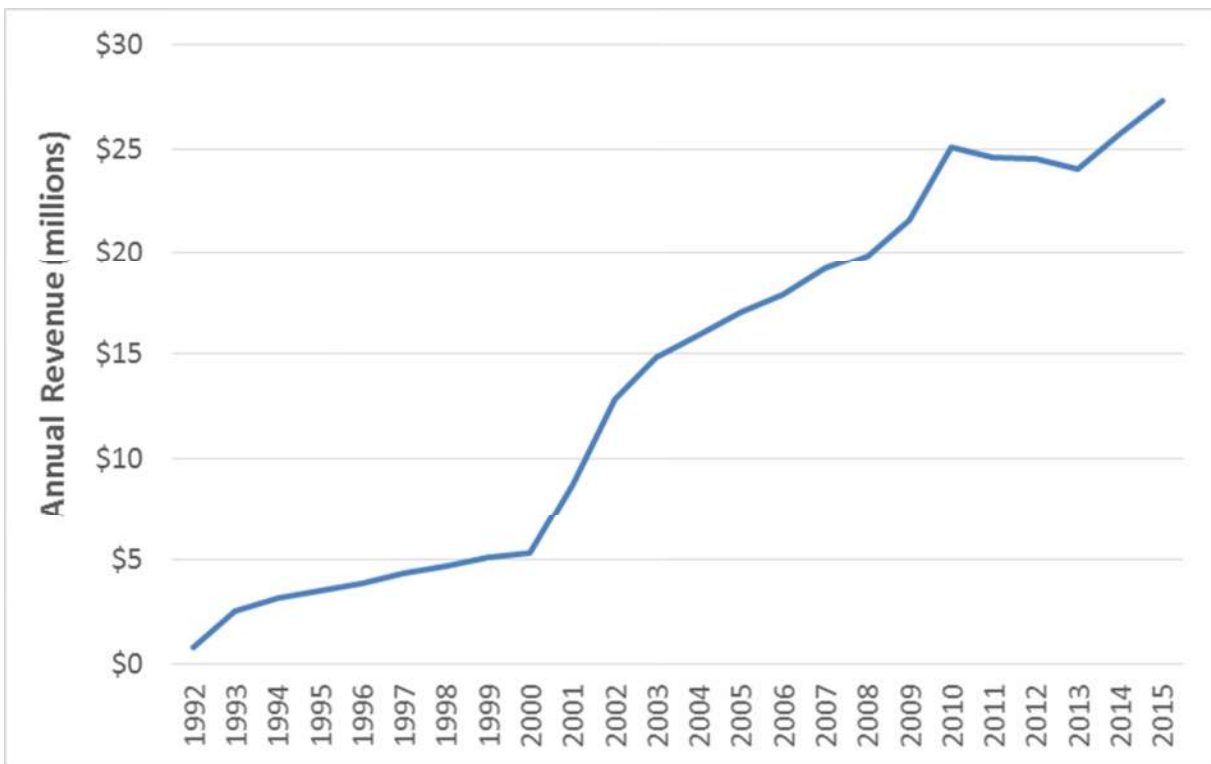


Figure 2-11. Creek Turnpike Historical Revenue Growth

## Recent Revenue Growth

The OTA System has seen very strong revenue growth on most of its facilities over the last few years. Figure 2-12 illustrates the average annual growth in revenue on each of the OTA’s ten turnpikes from 2013 through 2016 for the January-July period. The OTA’s two biggest revenue generating facilities, Turner and Will Rogers, have grown at an average annual rate of 3.8 percent and 3.5 percent respectively. H.E. Bailey, the third turnpike in the I-44 corridor, has also grown at a rate of 3.8 percent. The highest growth on the system, however, has been seen on the Kilpatrick and Creek Turnpikes in the Oklahoma City and Tulsa urban areas. Revenue on the John Kilpatrick Turnpike has grown at an average rate of 10.1 percent since 2013, while revenue on the Creek Turnpike has grown at 6.1 percent. Both of these facilities have benefited from recent expansions as well as continued strong economic development in Oklahoma City and Tulsa. The OTA’s rural turnpikes have also seen substantial growth in recent years. The Muskogee, Cherokee, and Chickasaw turnpikes have all grown at average annual rates over four percent since 2013. The Indian Nation the Cimarron turnpikes are the only OTA facilities that have grown at rates less than 3.5 percent, but they have still seen positive growth trends of 1.6 percent and 1.2 percent, respectively.

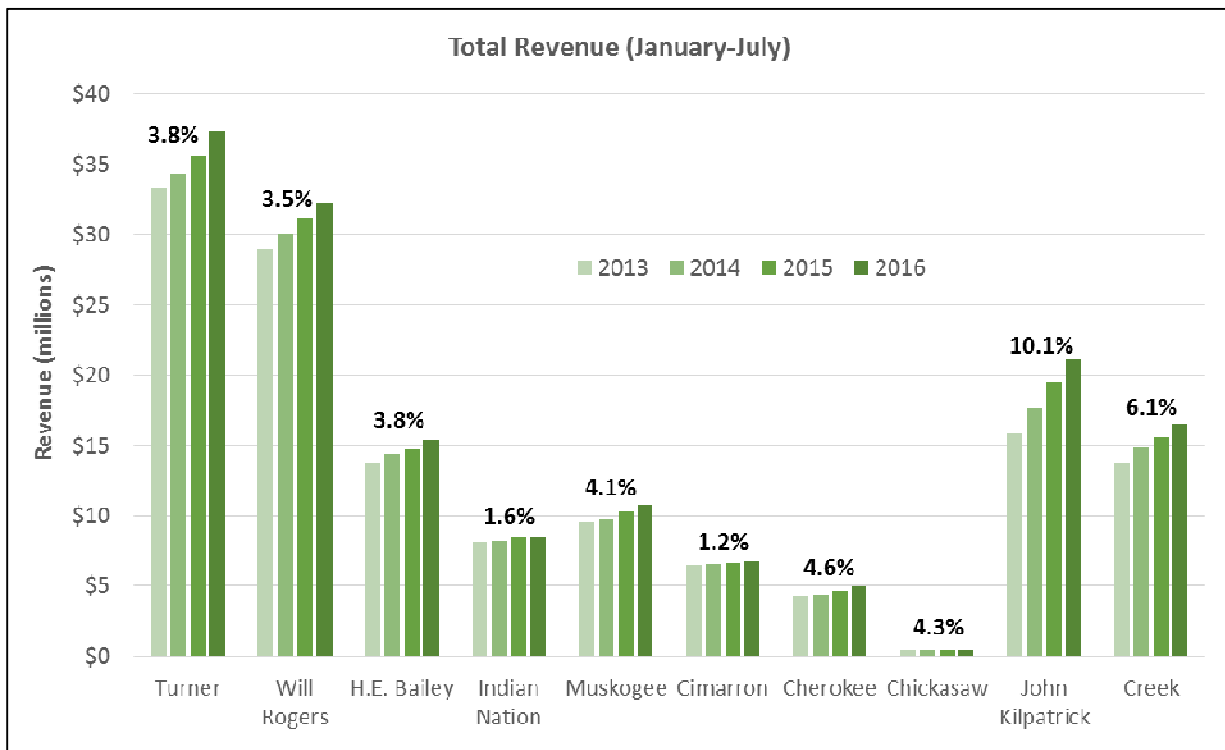


Figure 2-12. OTA System Recent Revenue Growth

## Commercial Vehicle Growth

Growth in commercial vehicle traffic is a significant contributor to OTA System revenue growth due to the much higher toll rates paid by this market. For several of OTA's turnpikes, the commercial traffic accounts for a significant portion of total turnpike revenue. Figure 2-13 illustrates the total share of revenue generated by commercial vehicles on each turnpike in 2015. As shown in the figure, both the Turner and Will Rogers turnpikes draw over 50 percent of their revenue from commercial vehicles. Commercial vehicles generate almost forty percent of total system revenue, and account for over twenty percent of revenue on all but two of OTA's turnpikes. The John Kilpatrick Turnpike and Creek Turnpike both lie in urban areas that generate significant amounts of passenger car traffic. As a result, less than ten percent of total revenue on each is generated by commercial vehicles. This is consistent with what has been observed on other urban turnpikes across the country.

Figures 2-14 through 2-23 show the growth in commercial vehicle transaction and revenue shares over the last twenty years for each turnpike. Along the I-44 turnpikes (Turner, Will Rogers and H.E. Bailey), the commercial vehicle share has declined slightly, indicating a higher growth in passenger car traffic along these routes. Most of the rural turnpikes have exhibited a consistent and stable vehicle mix, with the primary exception being the Chickasaw Turnpike, where the commercial traffic share has grown from five percent to over twenty percent since 1995. On the two urban turnpikes, Kilpatrick and Creek, commercial vehicle share has remained consistently between two and four percent since 1995.

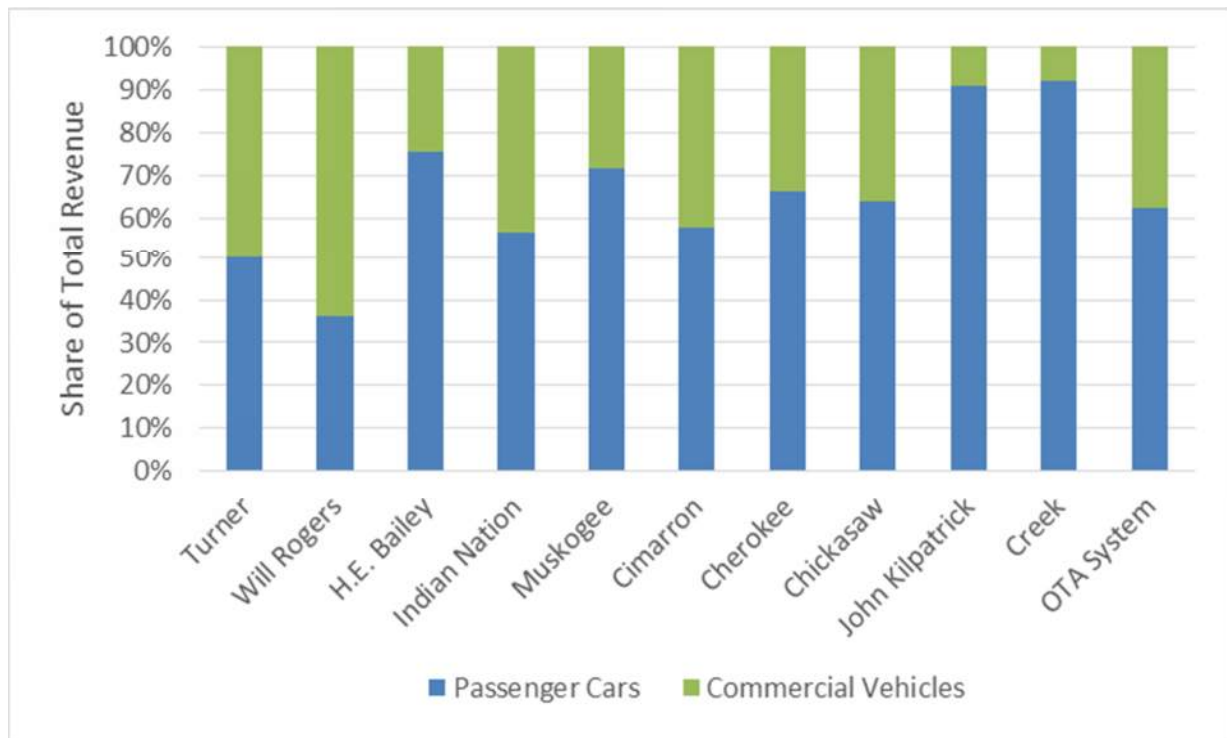


Figure 2-13. OTA System Commercial Vehicle Revenue Share – 2015

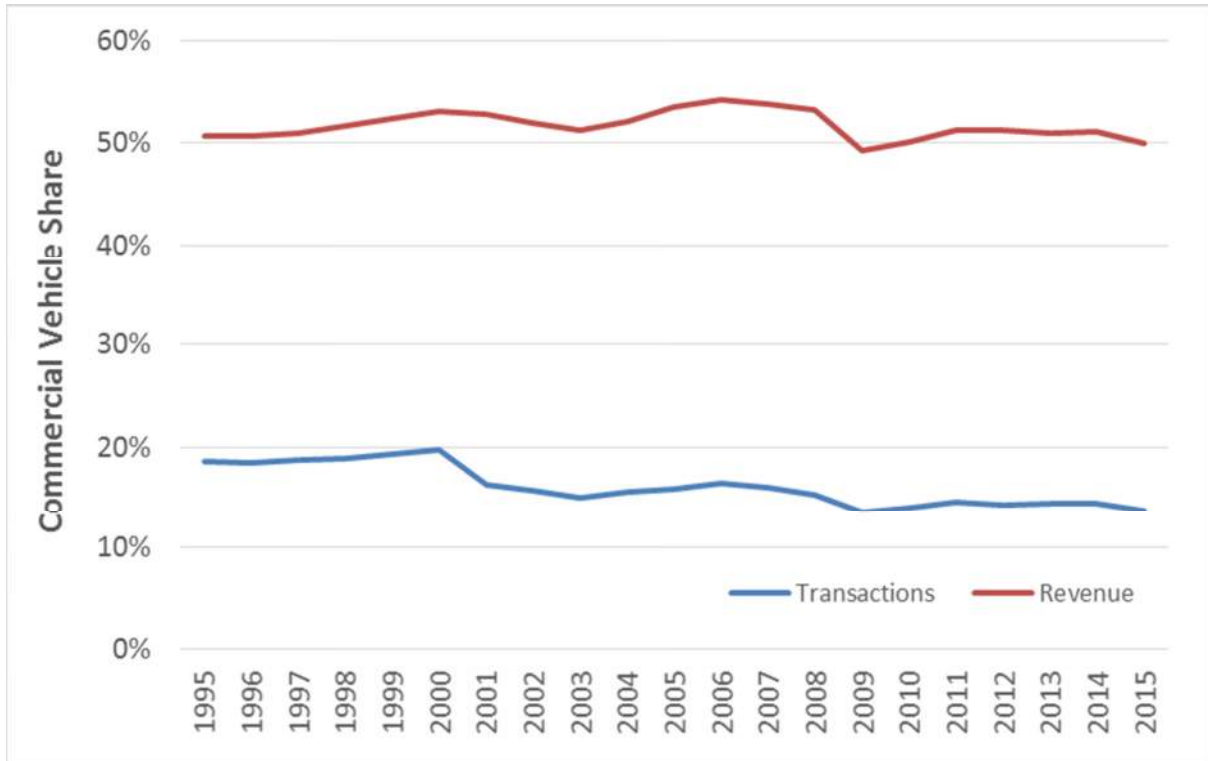


Figure 2-14. Turner Turnpike Historical Commercial Vehicle Transaction and Revenue Share

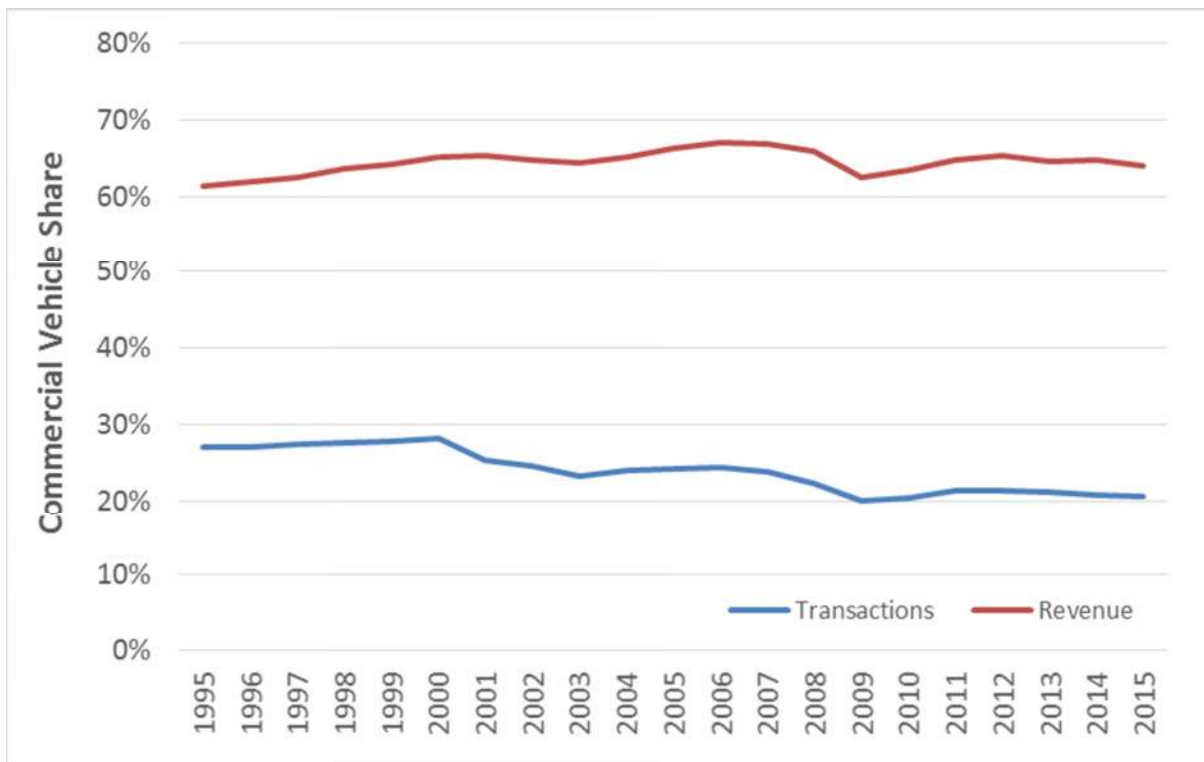


Figure 2-15. Will Rogers Turnpike Historical Commercial Vehicle Transaction and Revenue Share

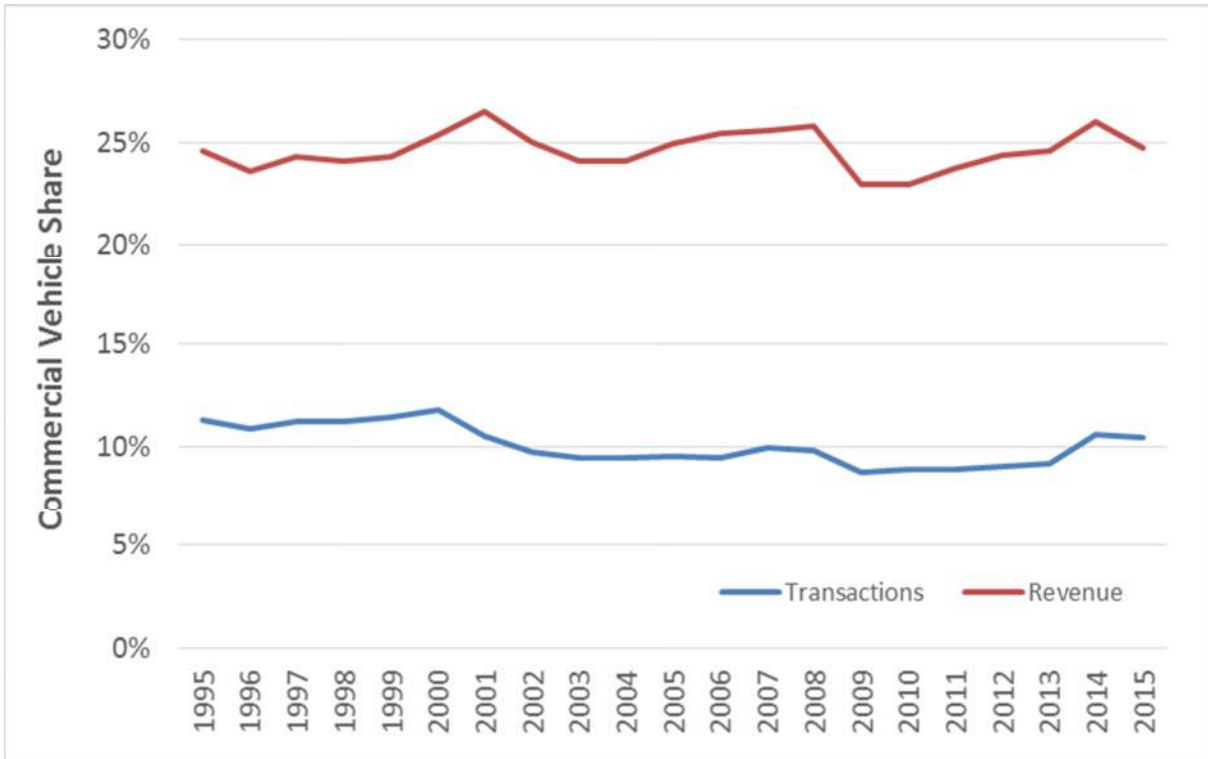


Figure 2-16. H.E. Bailey Turnpike Historical Commercial Vehicle Transaction and Revenue Share

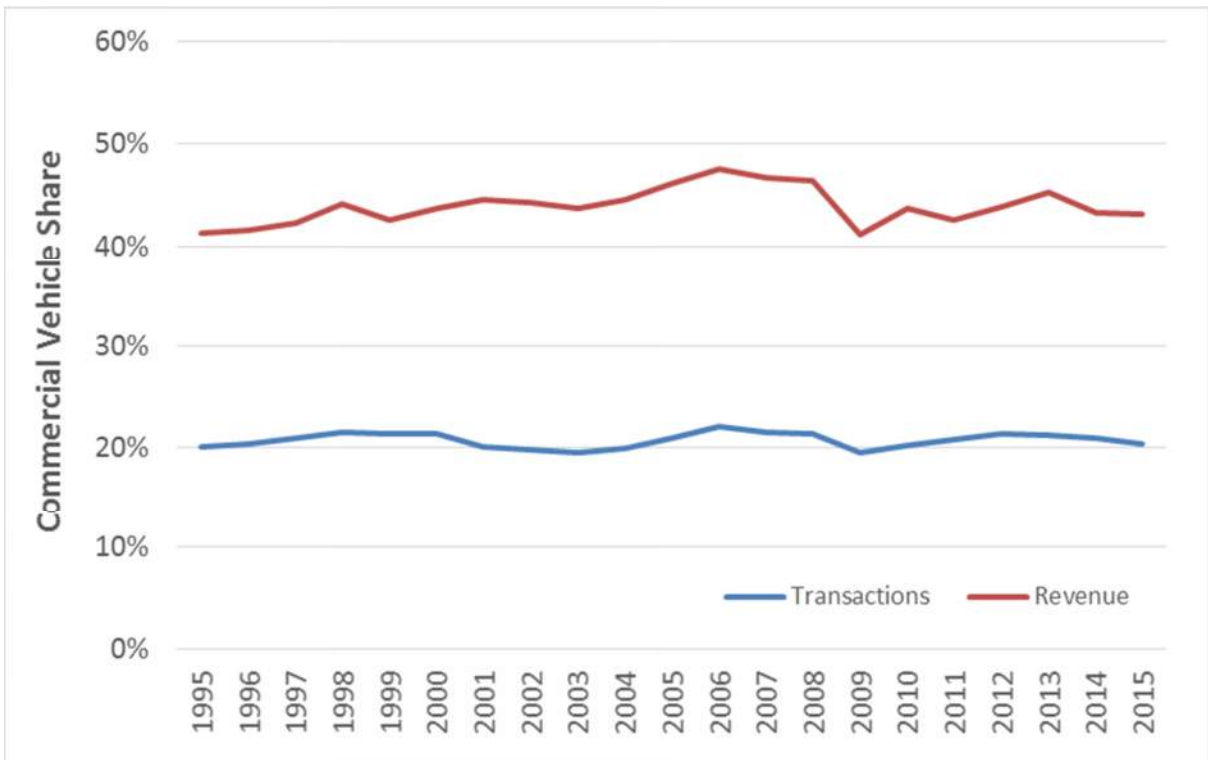


Figure 2-17. Indian Nation Turnpike Historical Commercial Vehicle Transaction and Revenue Share

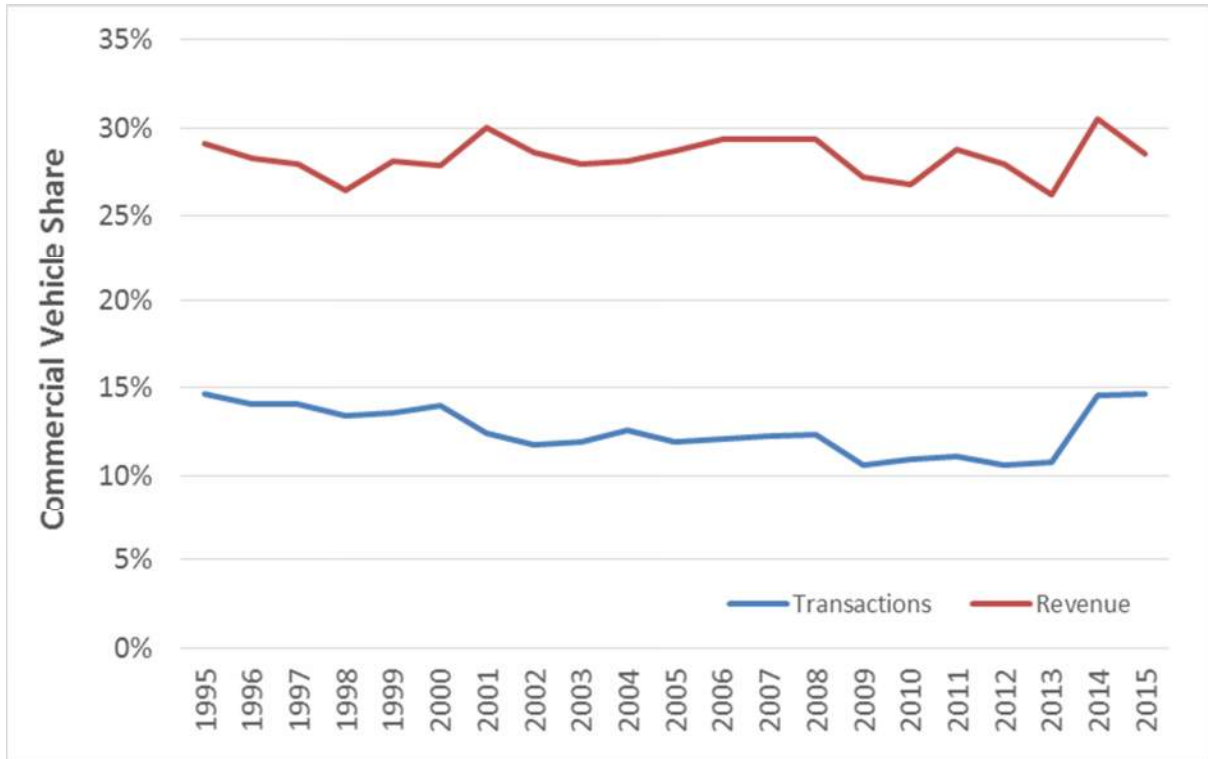


Figure 2-18. Muskogee Turnpike Historical Commercial Vehicle Transaction and Revenue Share

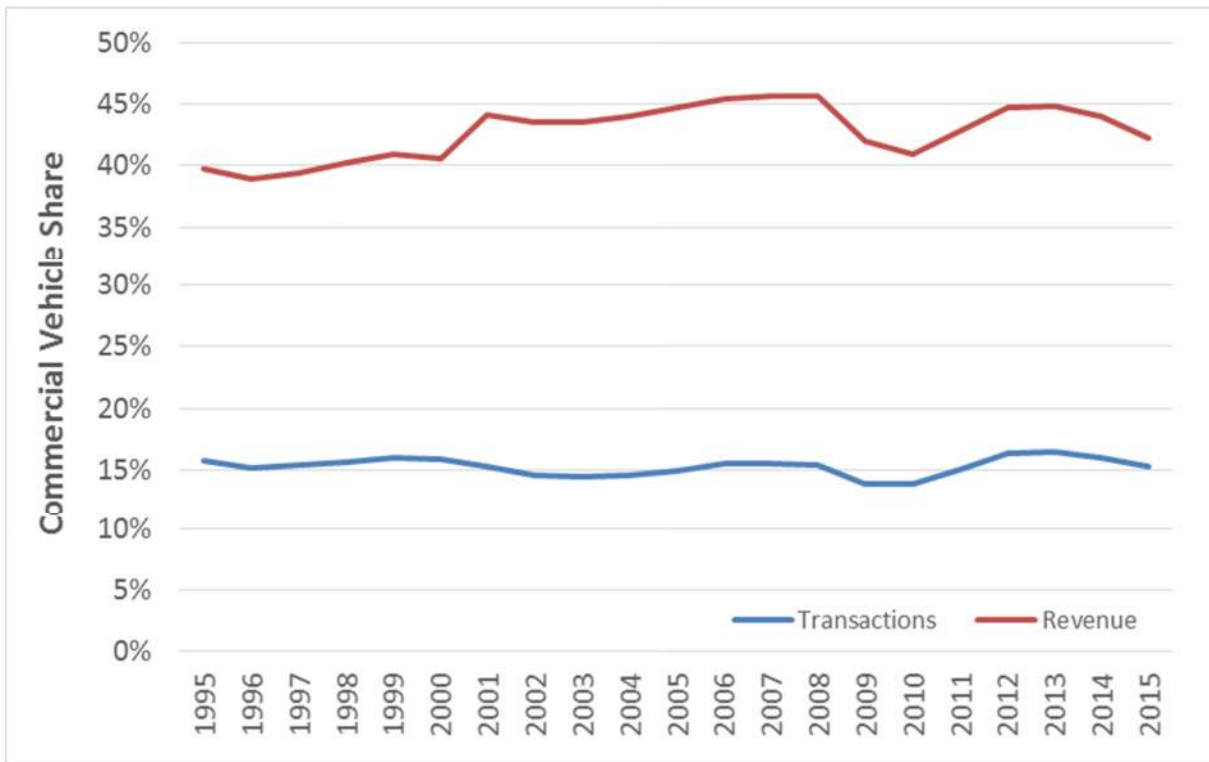


Figure 2-19. Cimarron Turnpike Historical Commercial Vehicle Transaction and Revenue Share

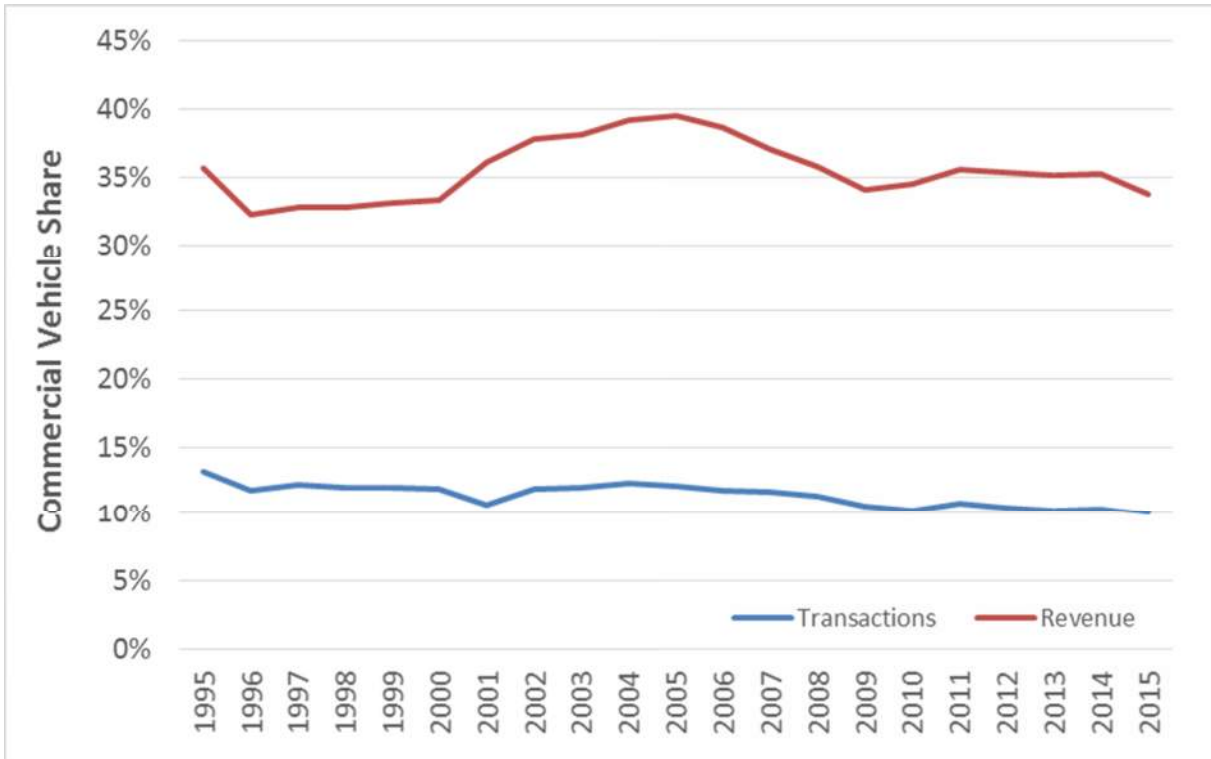


Figure 2-20. Cherokee Turnpike Historical Commercial Vehicle Transaction and Revenue Share

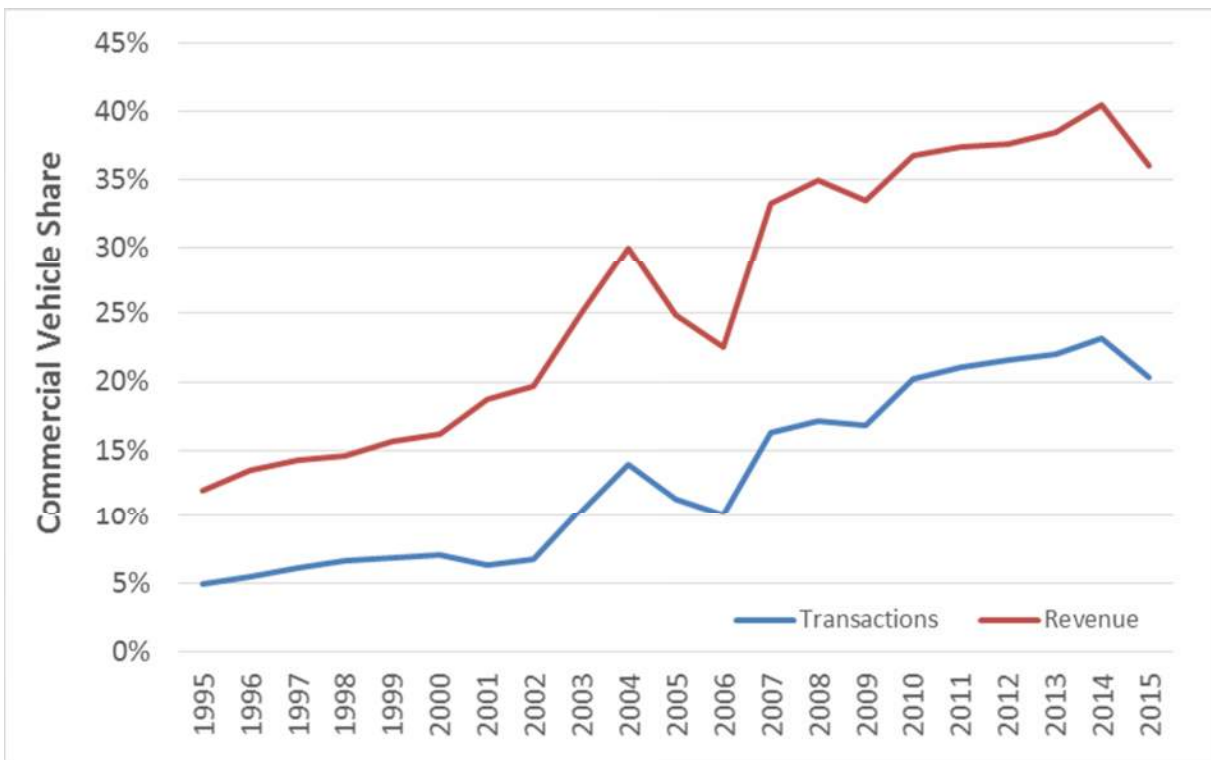


Figure 2-21. Chickasaw Turnpike Historical Commercial Vehicle Transaction and Revenue Share

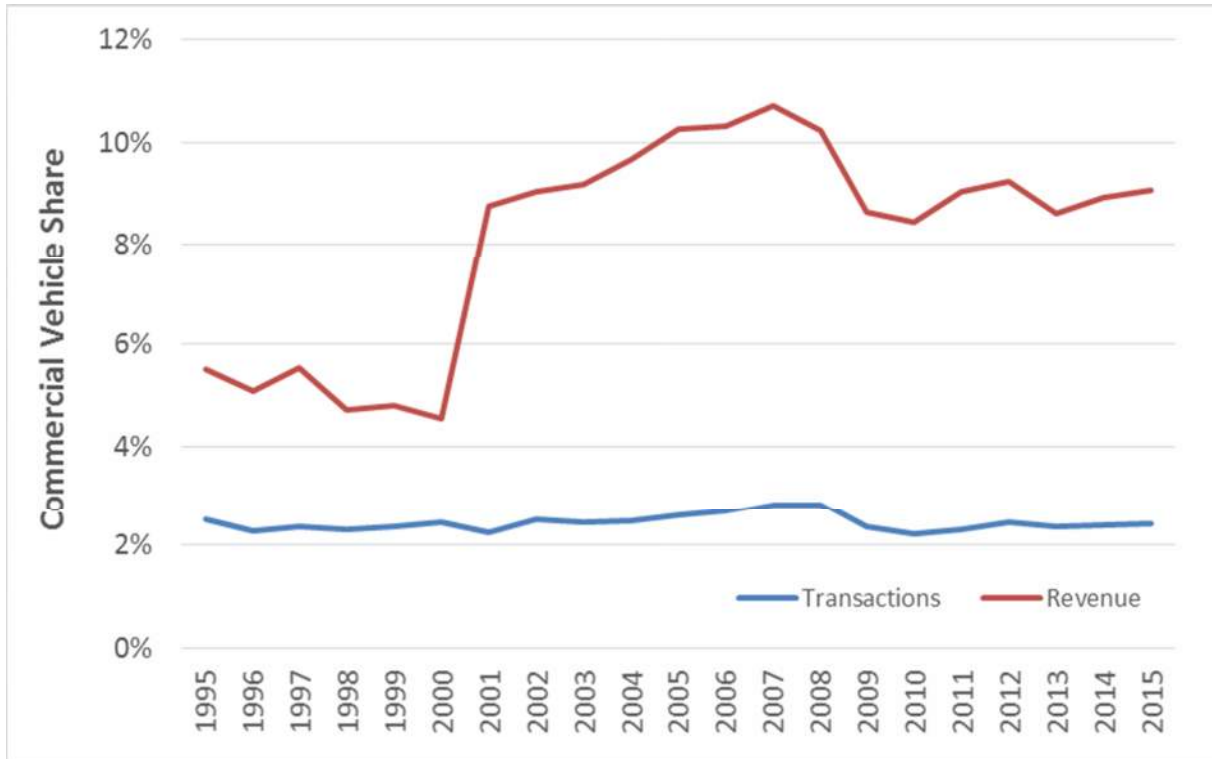


Figure 2-22. John Kilpatrick Turnpike Historical Commercial Vehicle Transaction and Revenue Share

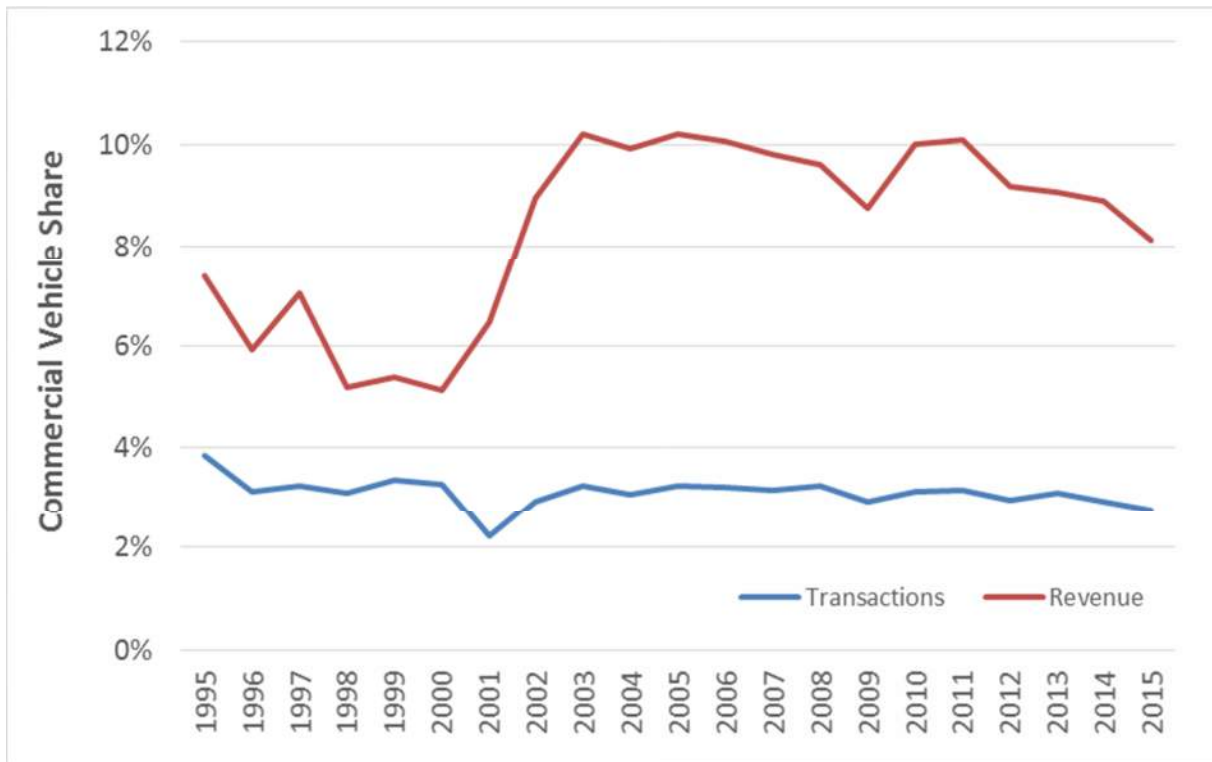


Figure 2-23. Creek Turnpike Historical Commercial Vehicle Transaction and Revenue Share



## PIKEPASS Usage

One key consideration in the development of OTA System revenue forecasts is the share of transactions paid using the PIKEPASS method of payment. Implemented in the early 1990s, PIKEPASS is the OTA's electronic toll collection system that allows vehicles equipped with transponders to pass through tolling locations without the need to stop and make cash payments. At most tolling locations on the OTA System, dedicated PIKEPASS-only lanes allow these customers to maintain highway speeds and pay their tolls without slowing down. To encourage usage of this payment method, OTA offers a five percent discount on toll rates for PIKEPASS customers. Additionally, PIKEPASS tolling operates as a point-to-point toll system along many of OTA's facilities, whereas as cash payment is operated using a traditional barrier system. This generates additional savings for PIKEPASS users because their toll is more closely aligned to their actual distance traveled along each turnpike.

Figures 2-24 through 2-34 summarize the growth in PIKEPASS share on the OTA System and for each of its ten individual turnpikes. Since its implementation, the total share of transactions paid via PIKEPASS on all turnpikes has continued to increase year over year. Total systemwide PIKEPASS share is currently over seventy percent, but varies significantly between turnpikes. The highest observed PIKEPASS shares are seen on the Kilpatrick and Creek turnpikes, both of which have been above eighty percent over the last five years. As of 2015, only the Indian Nation and Chickasaw turnpikes had PIKEPASS shares that were below fifty percent.

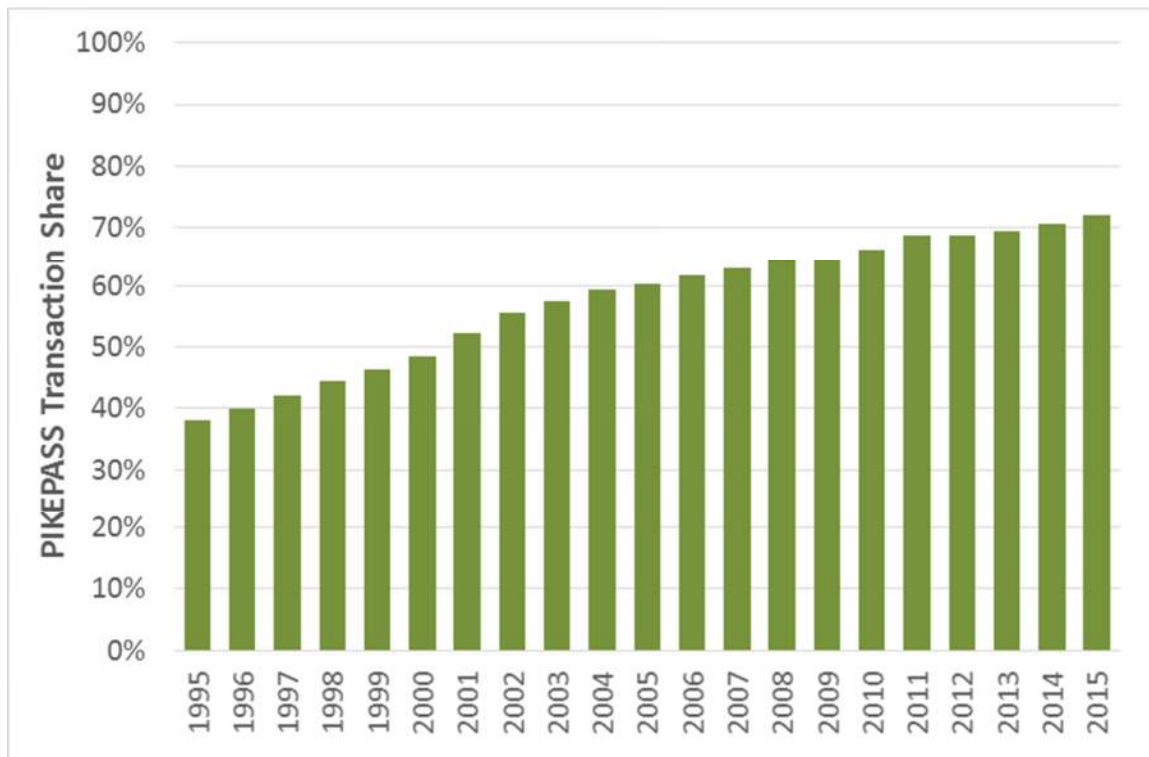


Figure 2-24. OTA System PIKEPASS Share Growth

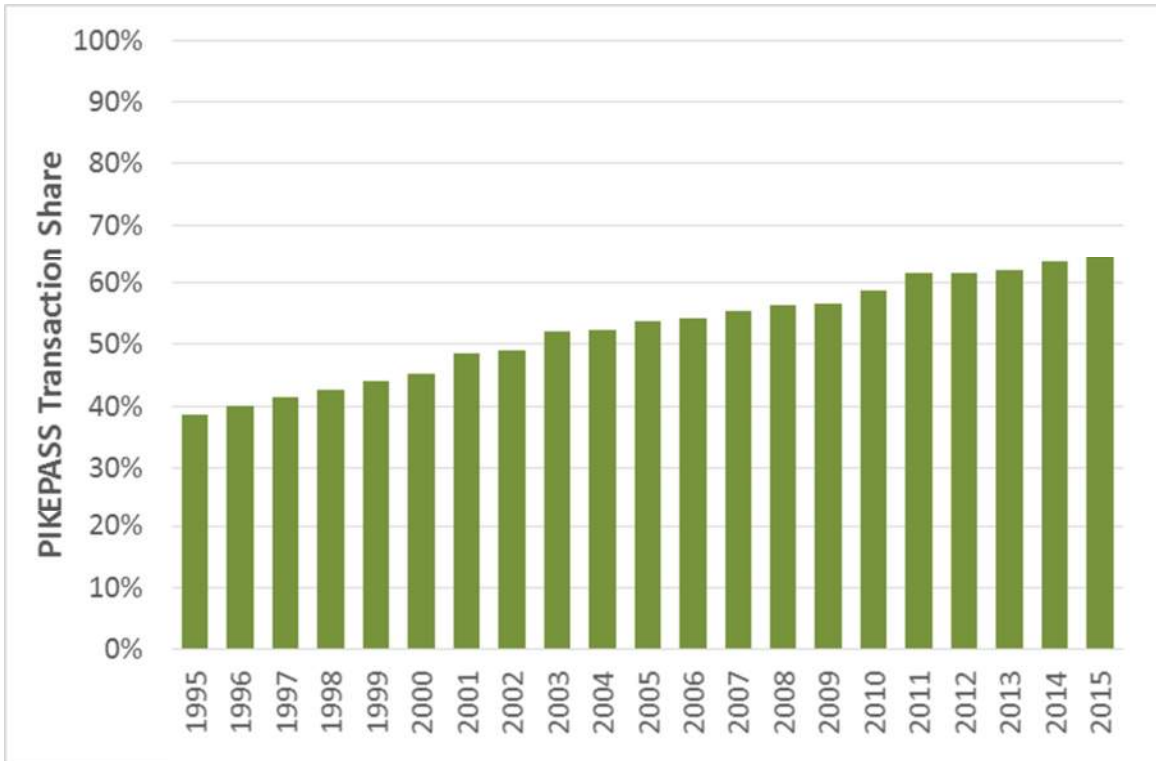


Figure 2-25. Turner Turnpike PIKEPASS Share Growth

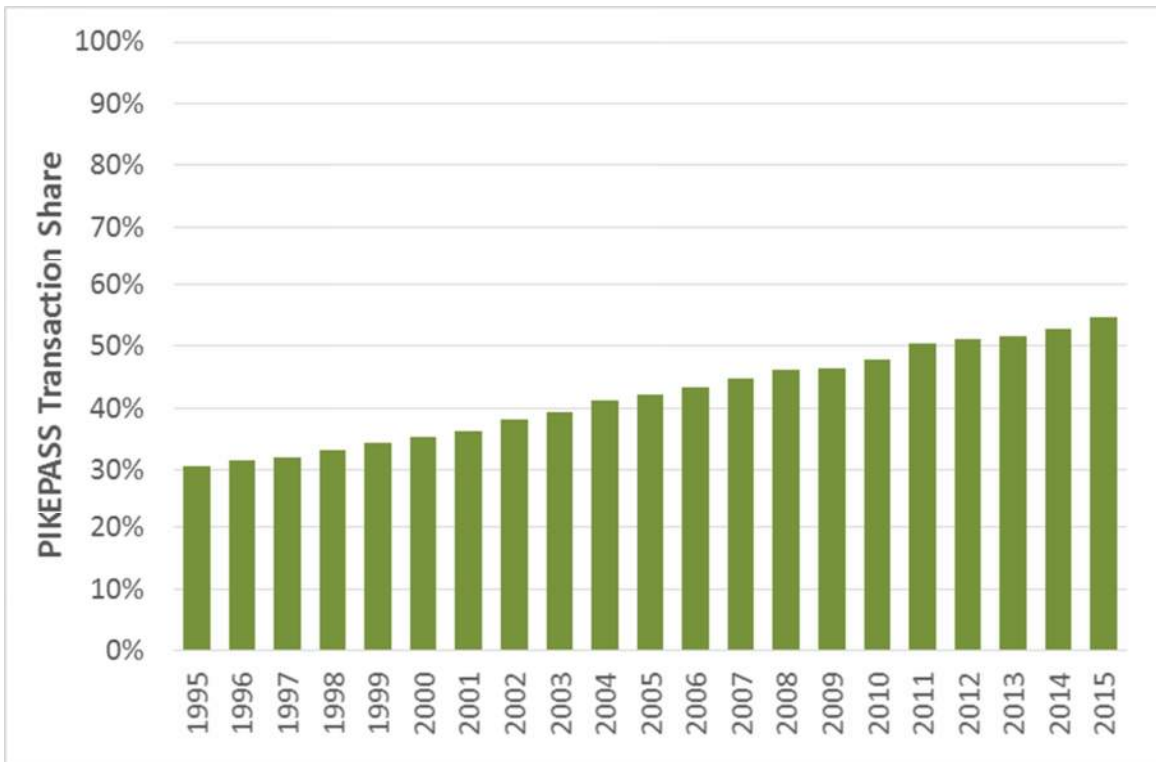


Figure 2-26. Will Rogers Turnpike PIKEPASS Share Growth

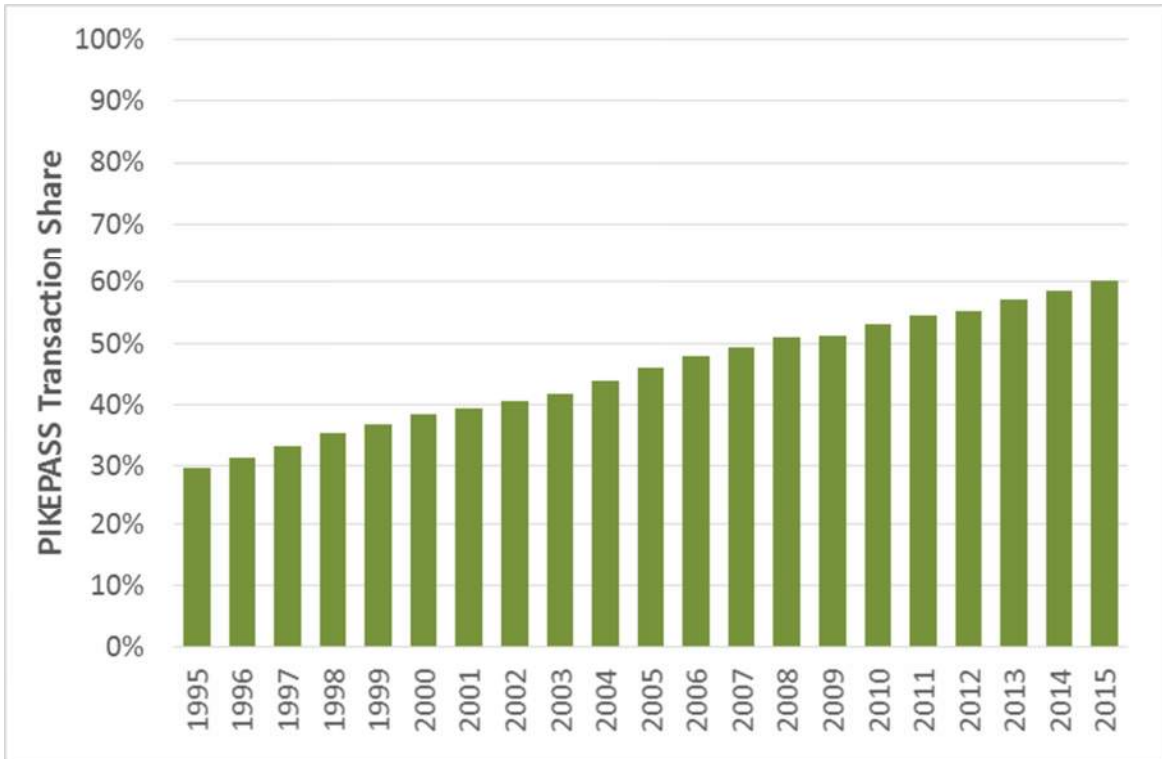


Figure 2-27. H.E. Bailey Turnpike PIKEPASS Share Growth

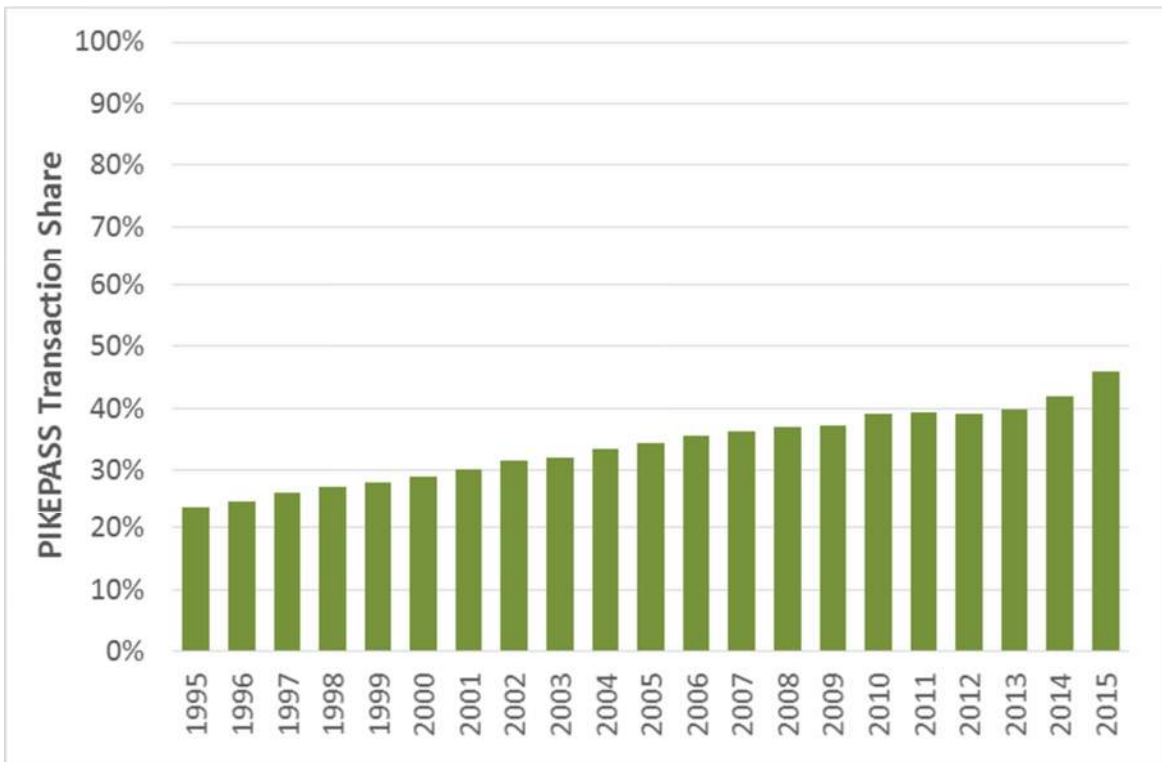


Figure 2-28. Indian Nation Turnpike PIKEPASS Share Growth

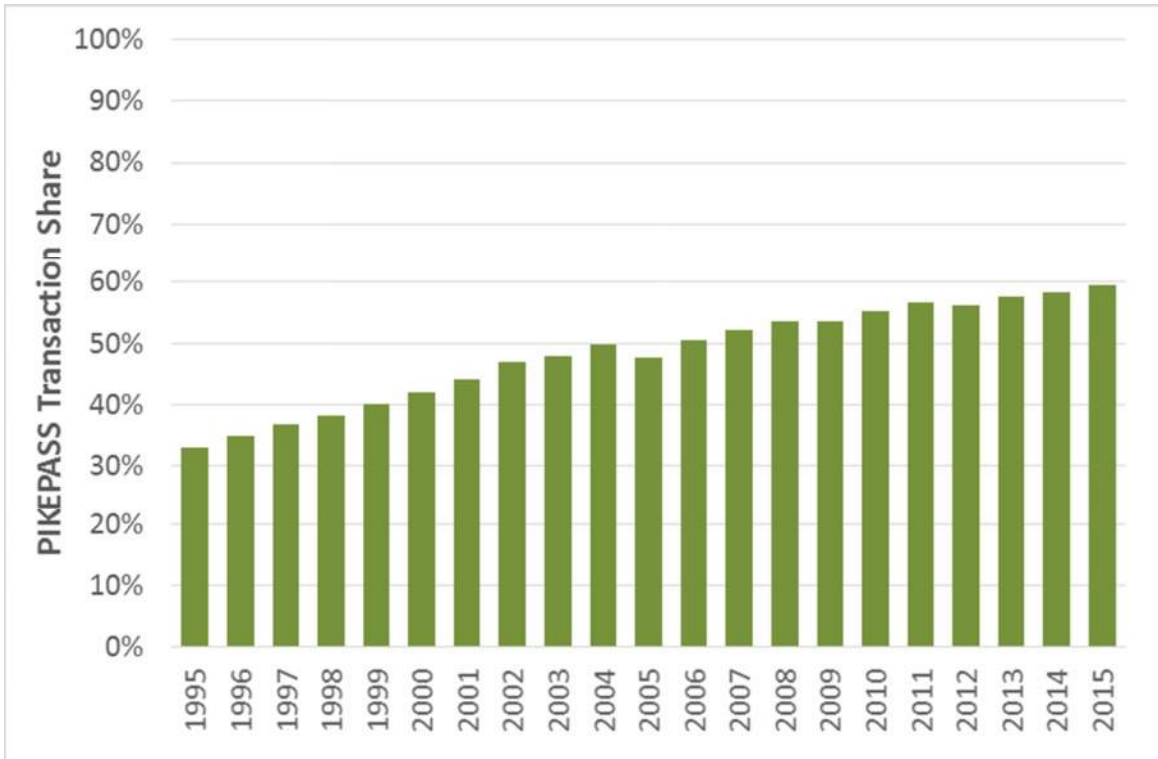


Figure 2-29. Muskogee Turnpike PIKEPASS Share Growth

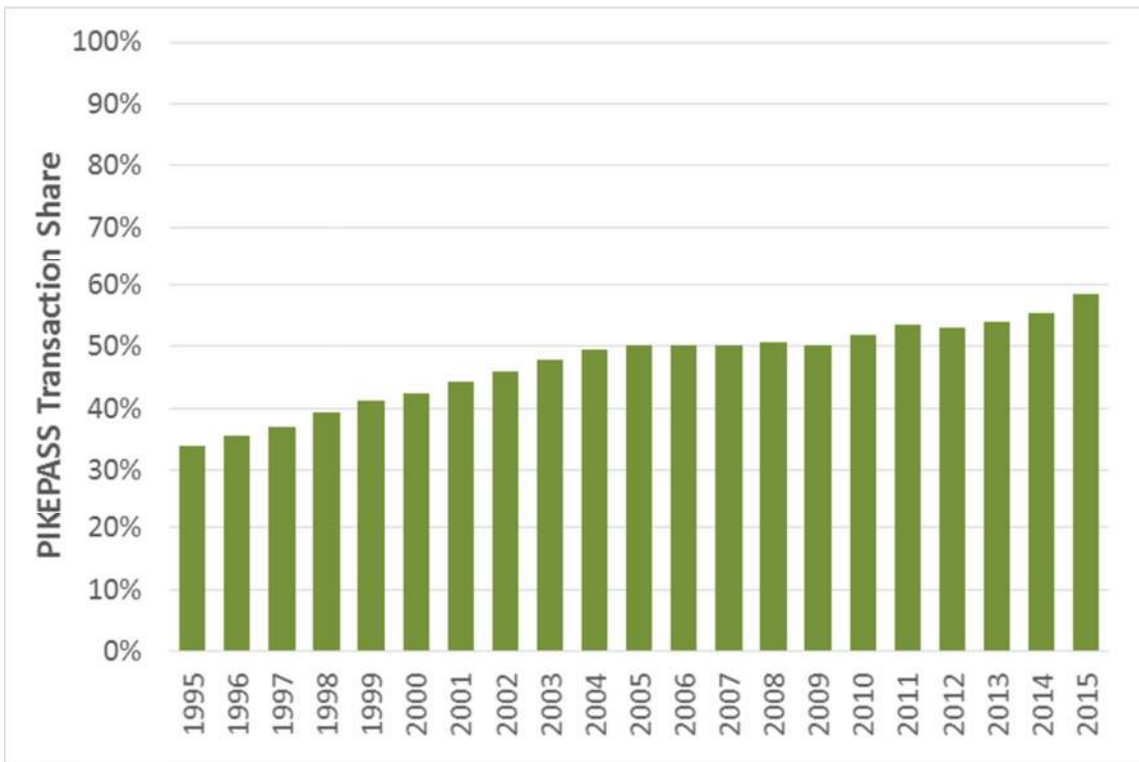


Figure 2-30. Cimarron Turnpike PIKEPASS Share Growth

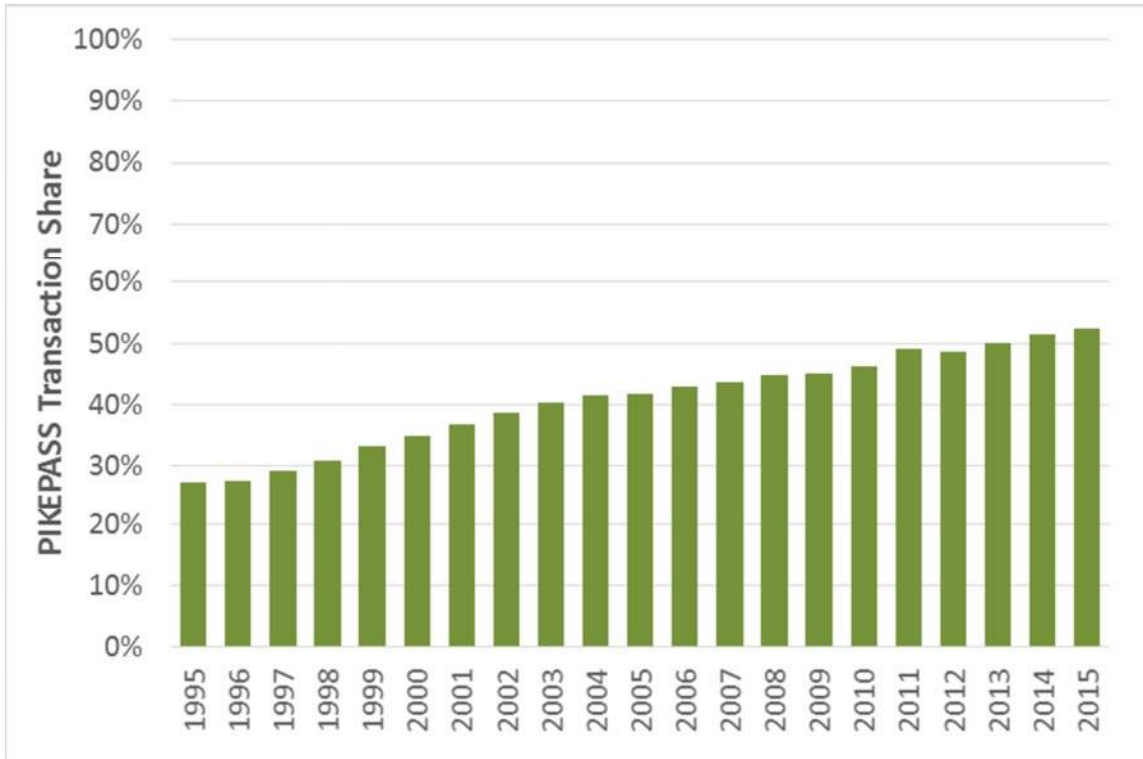


Figure 2-31. Cherokee Turnpike PIKEPASS Share Growth

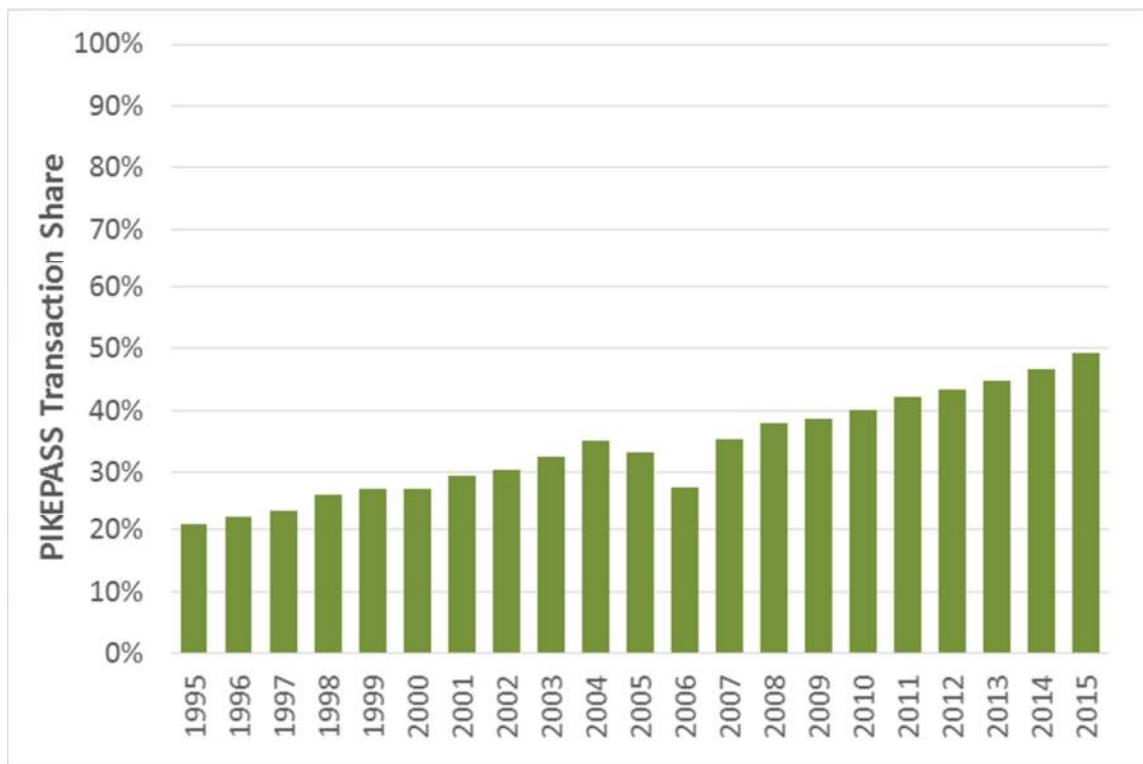


Figure 2-32. Chickasaw Turnpike PIKEPASS Share Growth

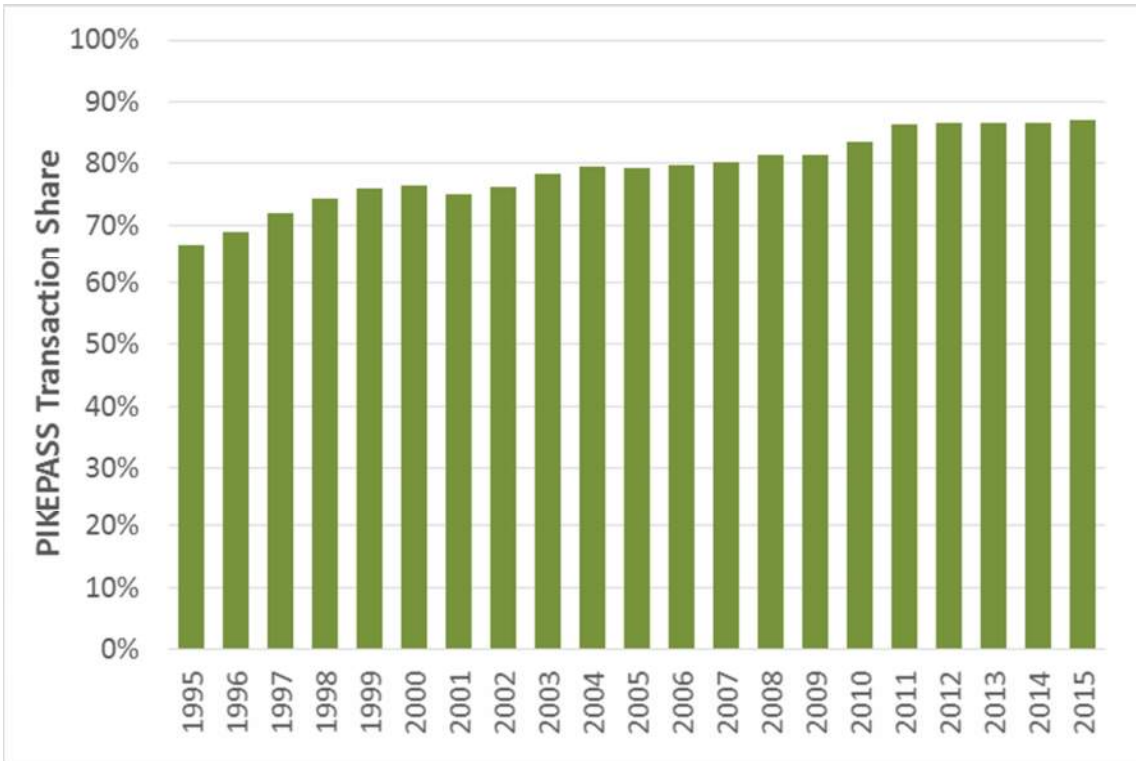


Figure 2-33. John Kilpatrick Turnpike PIKEPASS Share Growth

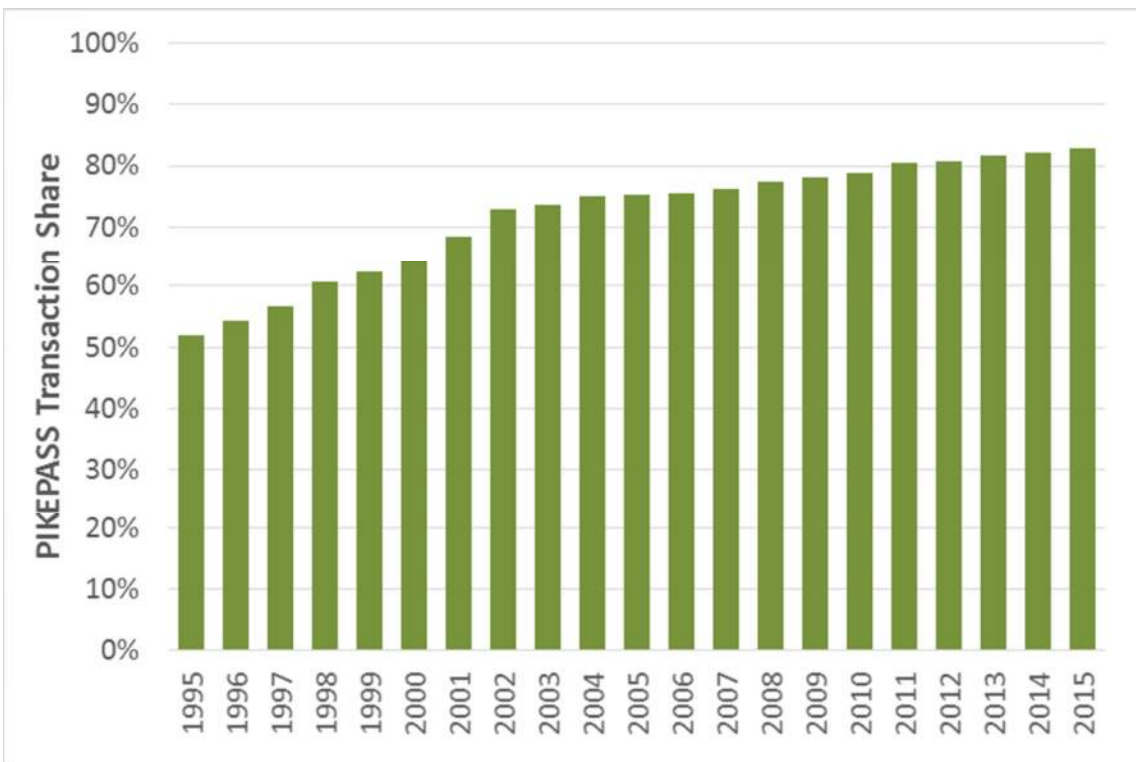


Figure 2-34. Creek Turnpike PIKEPASS Share Growth

## Weekday vs Weekend Usage

Another key factor considered as part of the revenue forecasting process is the relationship between weekday and weekend demand along the turnpikes. Because most travel demand models are built around average weekday volumes, it is important to understand how the demand on the weekend compares to typical weekday levels. This relationship was shown to vary significantly across the ten OTA System turnpikes. Figure 2-35 summarizes the average weekend traffic on each turnpike as a percentage of the average weekday traffic. As shown in the figure, the I-44 turnpikes generate a fairly consistent amount of traffic throughout the week, with weekend averages being approximately 90 percent of weekday volumes. Two turnpikes, Cimarron and Cherokee, generated, on average, more traffic on the weekend than on weekdays. OTA's urban facilities, Kilpatrick and Creek, are used as daily commuting corridors much more than the other turnpikes and have demonstrated average weekend volumes on these two turnpikes area much lower than those observed during the average weekday.

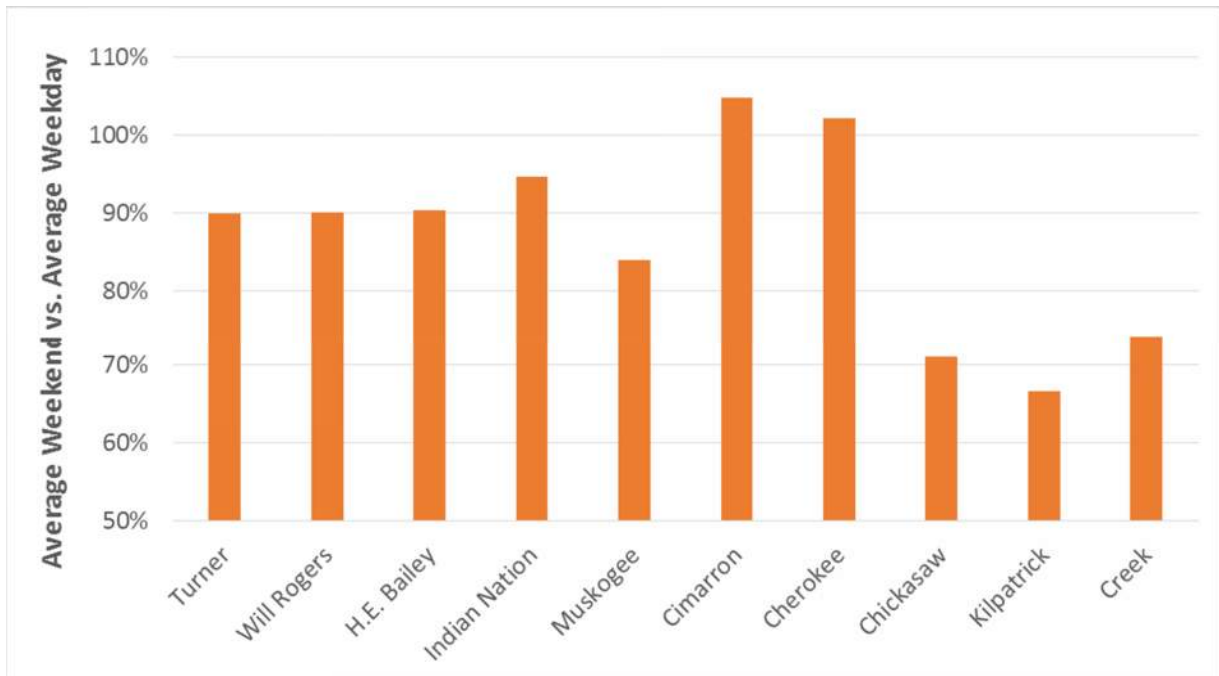


Figure 2-35. Weekend vs. Weekday Traffic

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## Section 3

# Oklahoma City Area Traffic Characteristics

This section provides background information about the existing traffic conditions for the roadway infrastructure in and around the planned SWJKT and EOC corridors. The information in this section provides a historical overview of traffic in the greater Oklahoma City area that was used as input to the traffic and revenue forecasting process. A comprehensive data collection effort was undertaken for the study area, which included the collection of traffic counts, travel time data analysis, the evaluation of origin-destination patterns and the completion of a stated preference survey.

### Traffic Count Program

CDM Smith conducted a comprehensive traffic count program that included multiple screenlines for each study corridor, as shown in Figures 3-1 through 3-4. The screenlines were developed to analyze the total corridor traffic trends and were used to ensure that the travel demand model outputs used in the traffic forecasting process reflected current traffic characteristics within the study area. CDM Smith engaged GRAM Traffic NTX to perform a series of 48-hour traffic counts in March 2016. The 48-hour counts were collected only during interior weekdays (Tuesday, Wednesday and Thursday) to avoid the weekend-related traffic fluctuations on Mondays and Fridays to generate data that was most representative of average weekday travel within the study area.

From the traffic counts, CDM Smith was able to determine average traffic volumes near the SWJKT and EOC corridors, as well as the AM peak, PM peak and midday period traffic profiles. This information was then used to validate the travel demand model. Figures 3-5 through 3-12 show daily traffic profiles of each screenline in the two project areas. As shown in Figures 3-5 through 3-7, traffic in the SWJKT project area experienced its highest volumes during the AM peak period in the northbound and eastbound directions, with the reverse being seen during the PM peak period. Traffic profiles for the EOC study area, as shown in Figures 3-8 through 3-12, do not indicate very strong directionality during the peak periods for northbound/southbound movements. However, Screenlines 3 and 4 show that traffic volumes peaked in the westbound direction during the morning hours and in the eastbound direction during evening, which is expected due to commuting traffic into and out of the central Oklahoma City area.

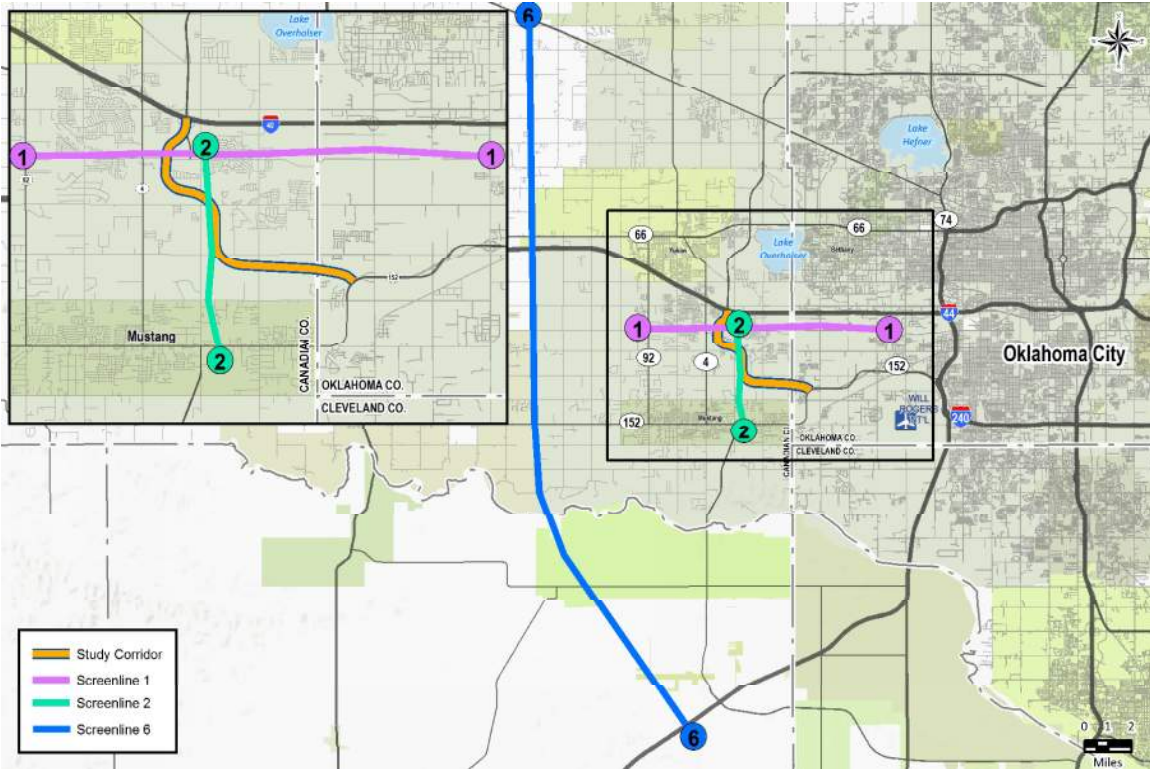


Figure 3-1. Traffic Count Screenlines – SWJKT Study Area

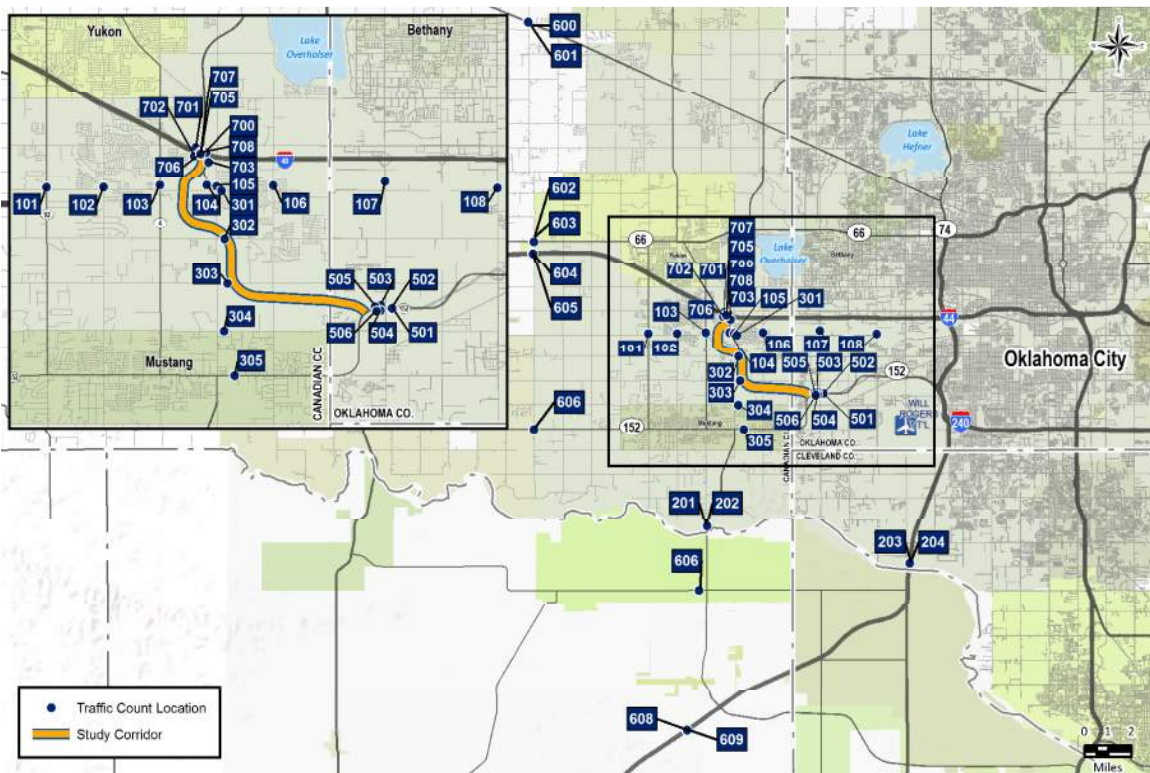


Figure 3-2. Traffic Count Locations – SWJKT Study Area

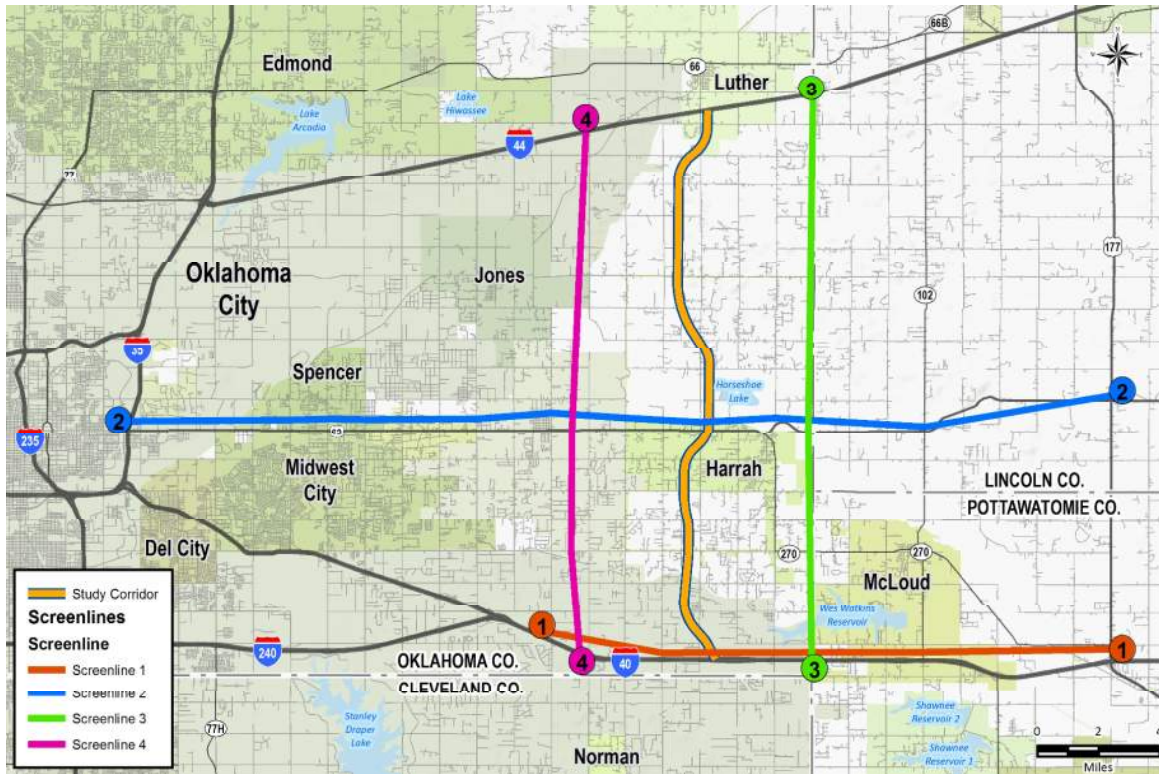


Figure 3-3. Traffic Count Screenlines – EOC Study Area

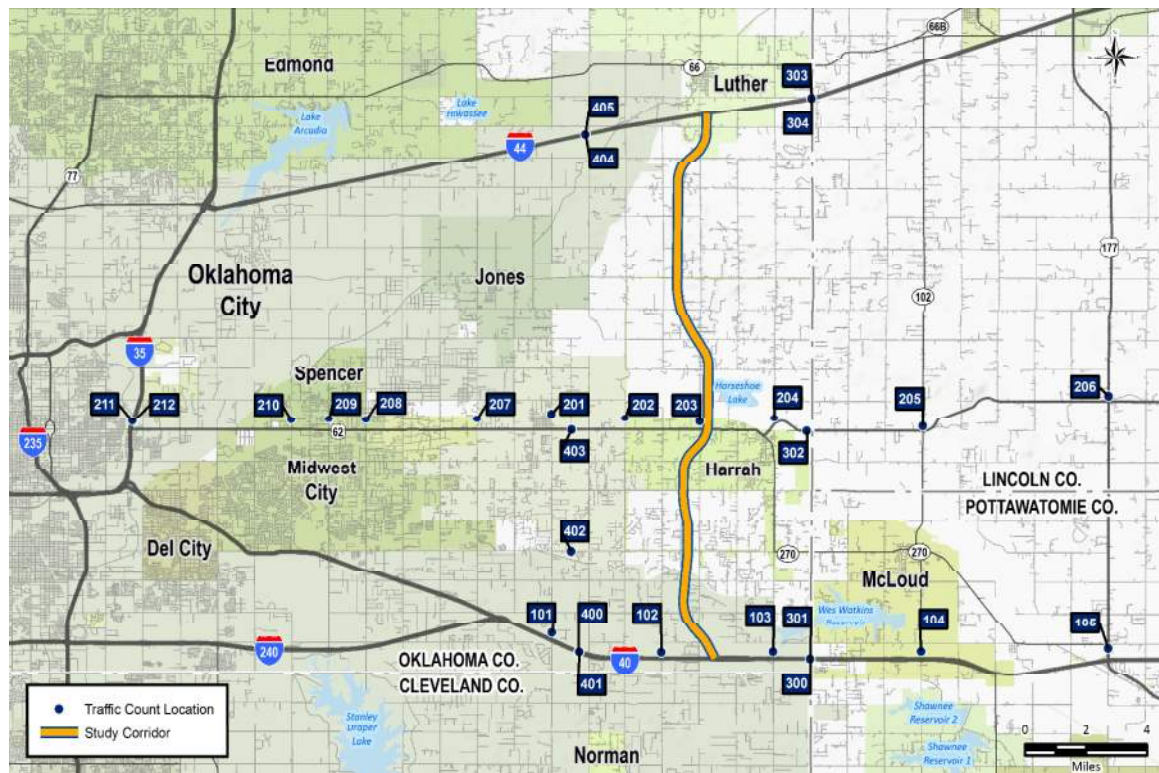


Figure 3-4. Traffic Count Locations – EOC Study Area

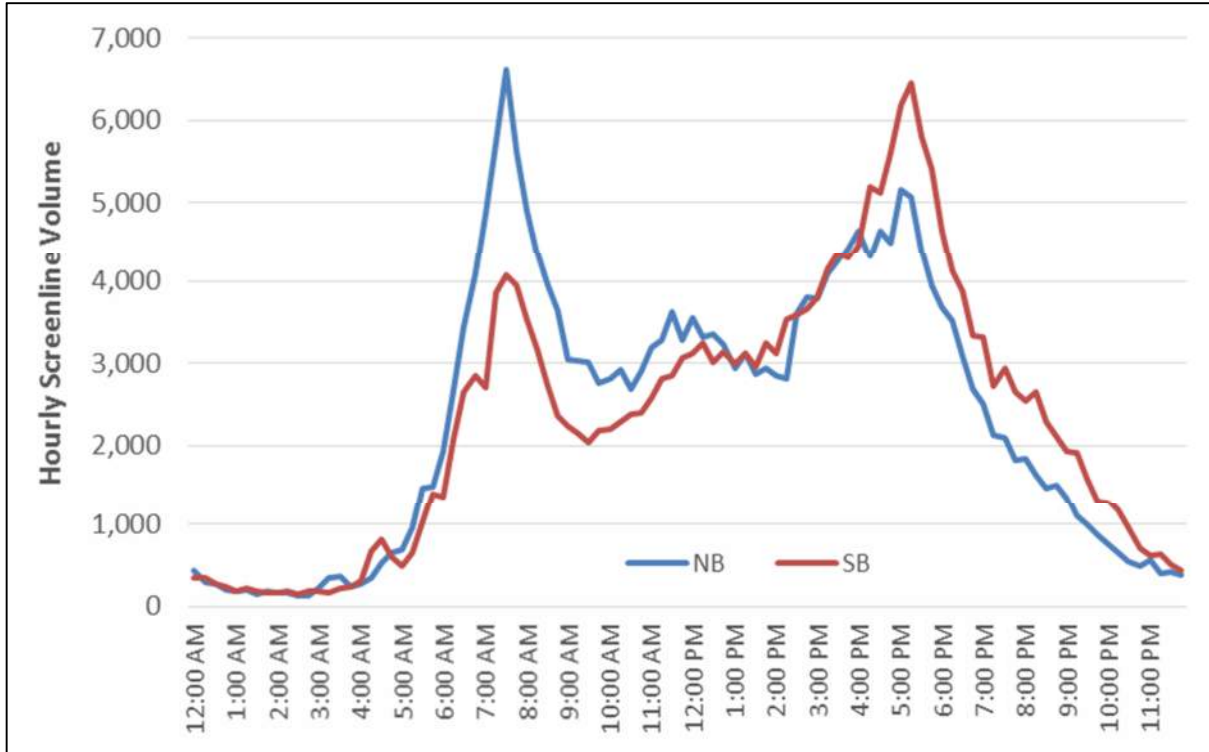


Figure 3-5. Daily Traffic Profile – SWJKT Screenline 1

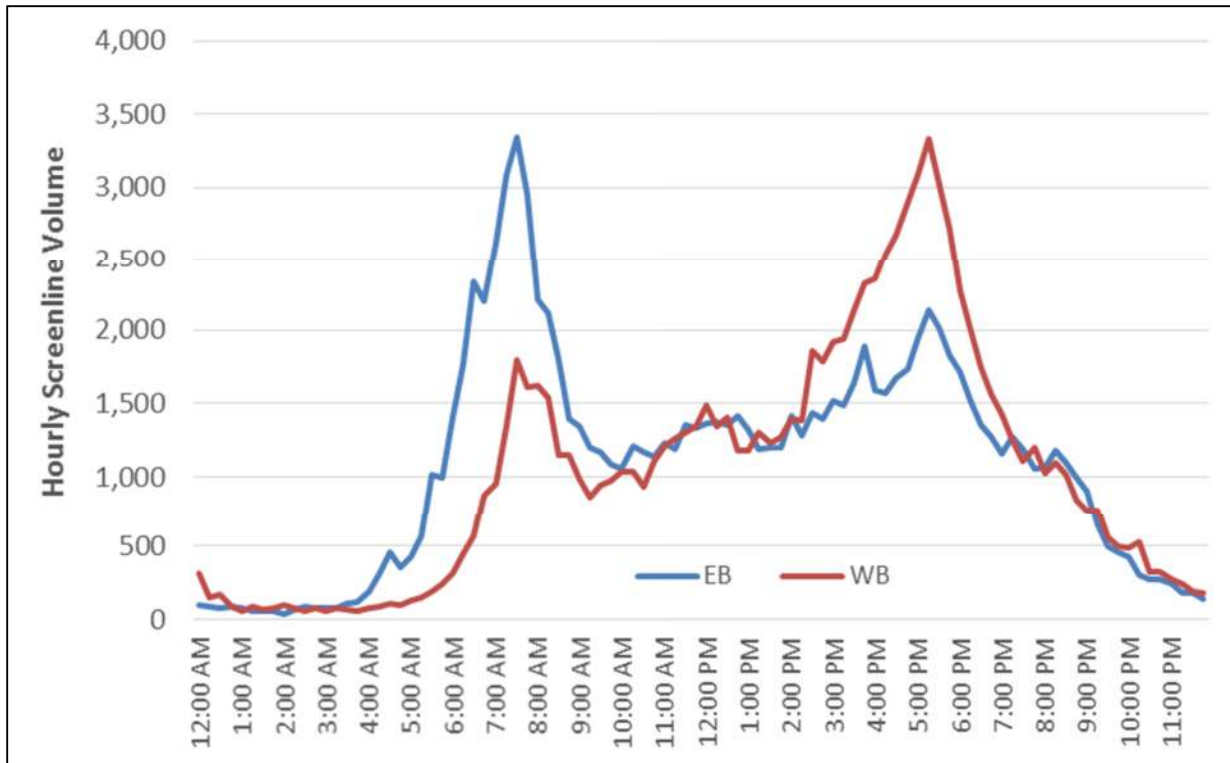


Figure 3-6. Daily Traffic Profile – SWJKT Screenline 2

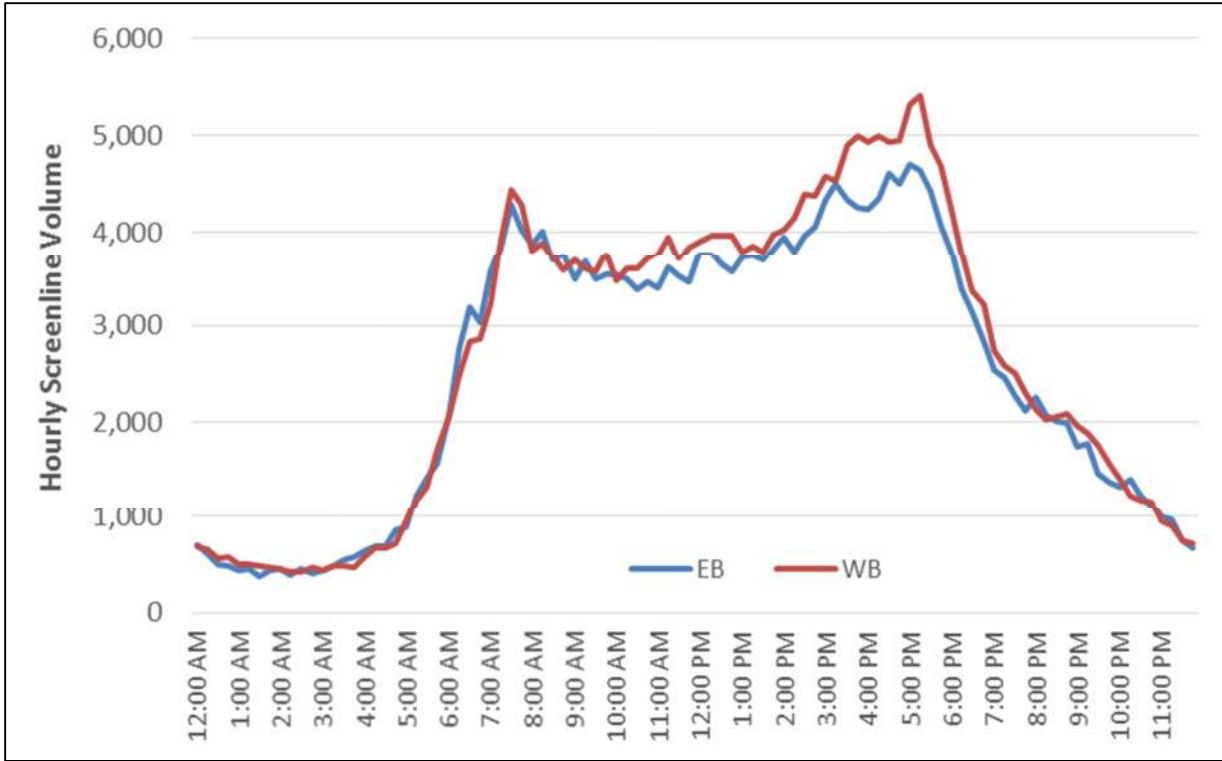


Figure 3-7. Daily Traffic Profile – SWJKT Screenline 6

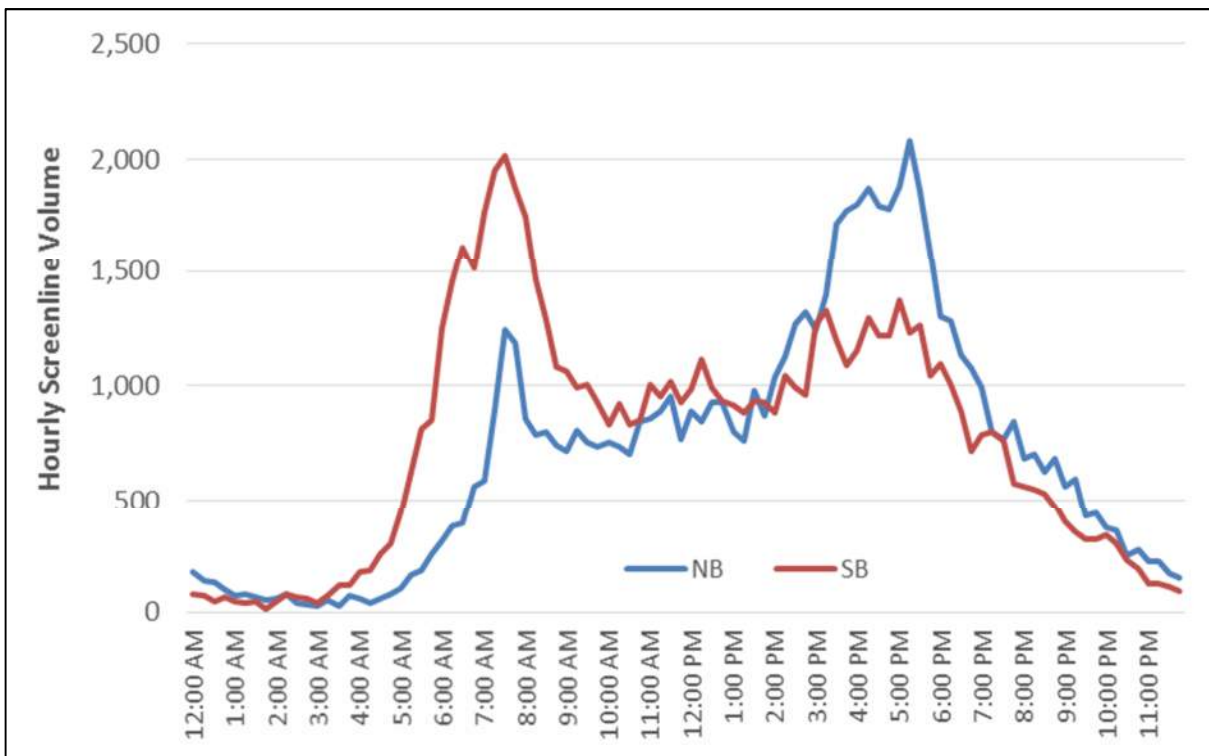


Figure 3-8. Daily Traffic Profile – EOC Screenline 1

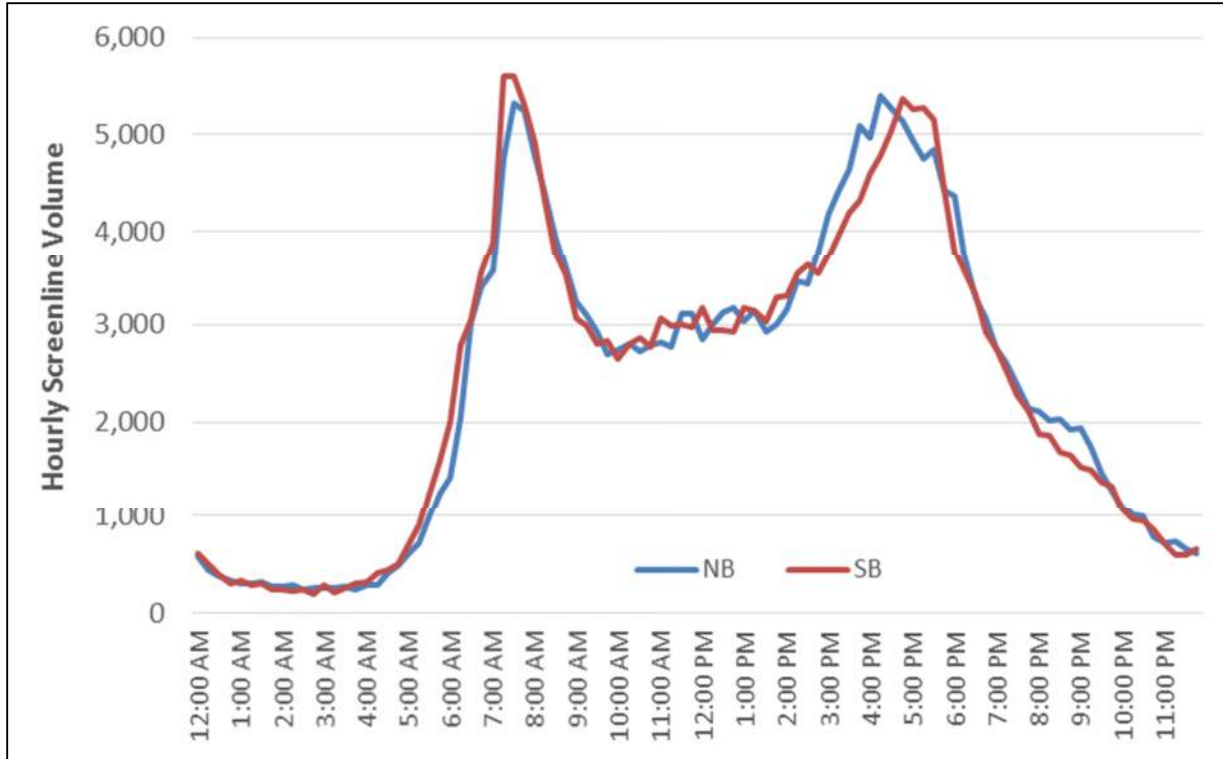


Figure 3-9. Daily Traffic Profile – EOC Screenline 2

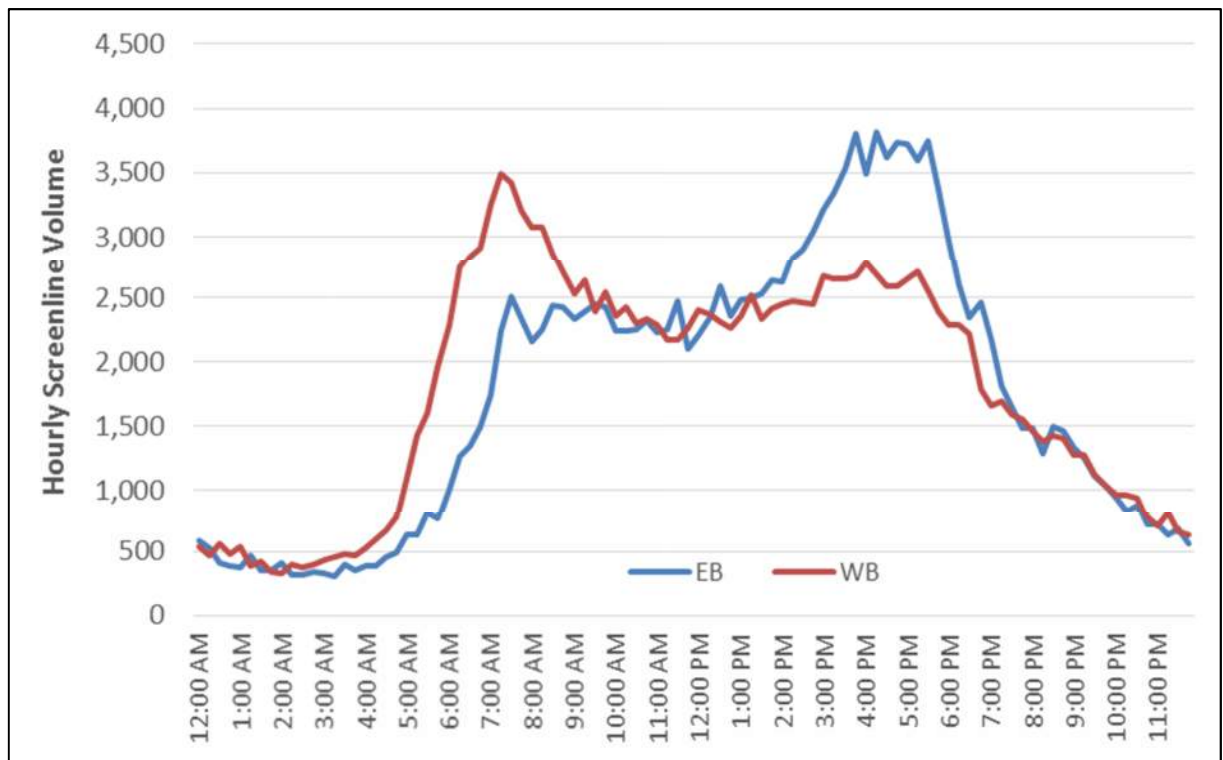


Figure 3-10. Daily Traffic Profile – EOC Screenline 3

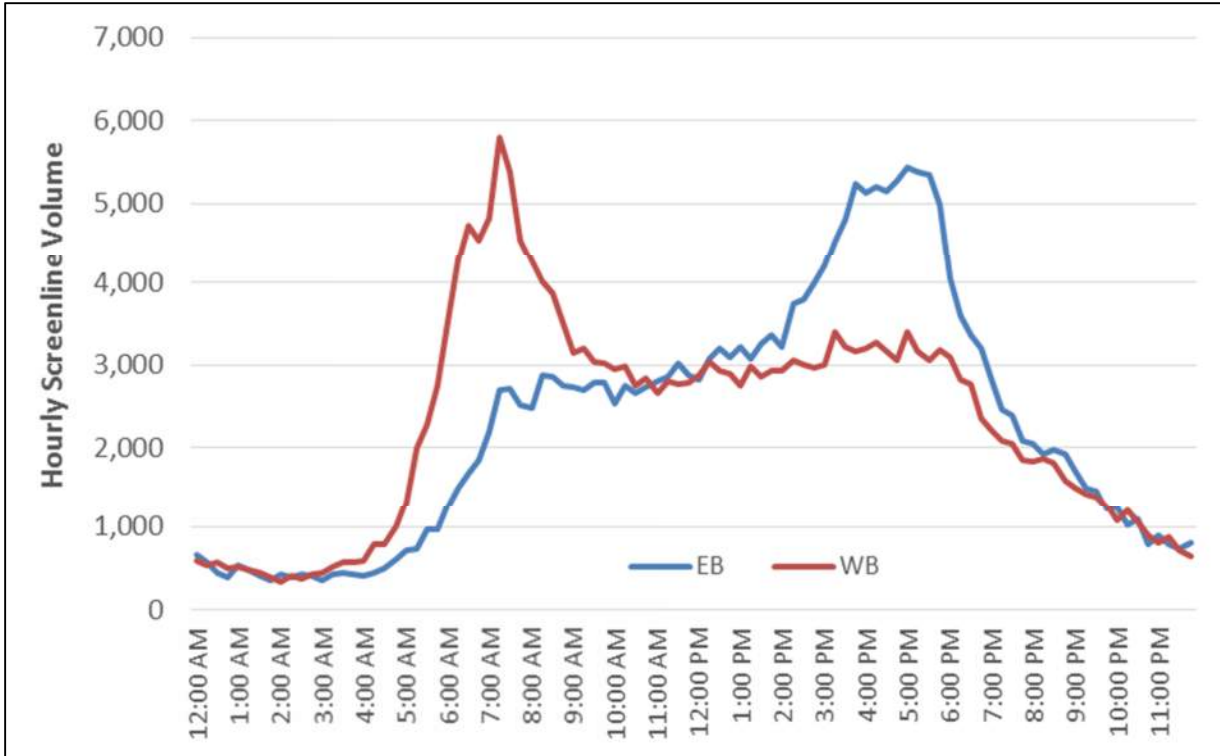


Figure 3-11. Daily Traffic Profile – EOC Screenline 4

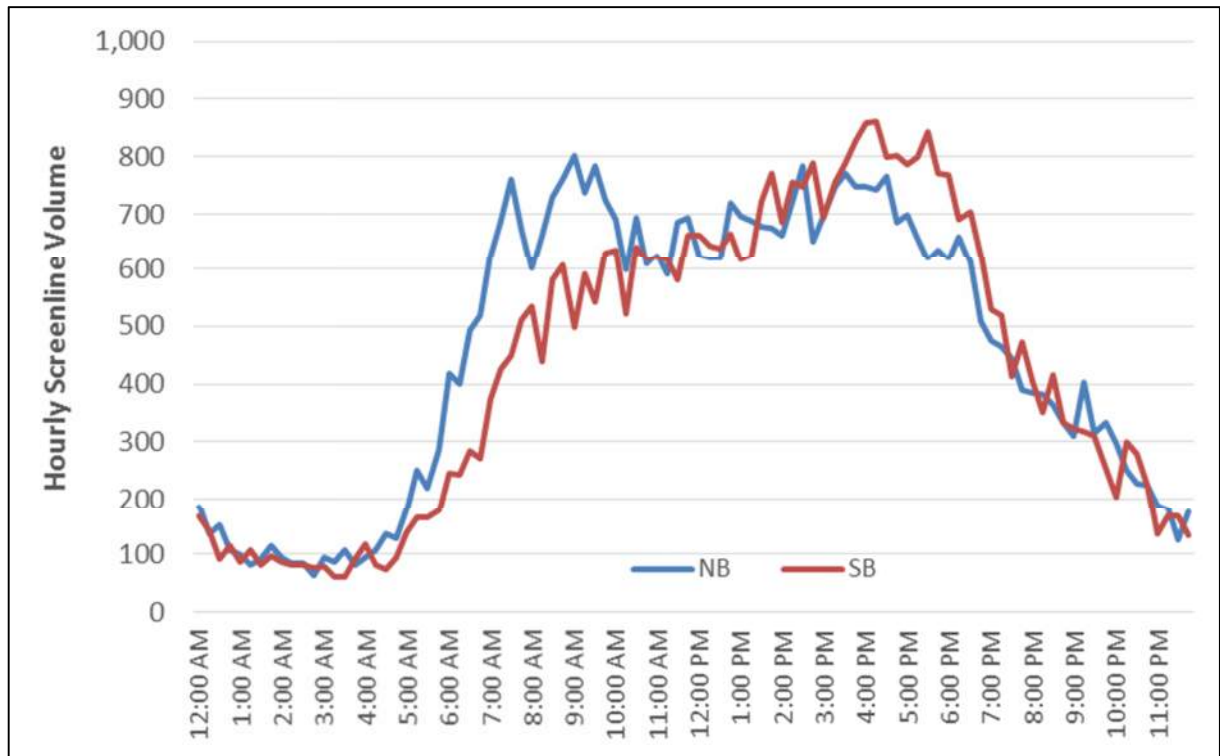


Figure 3-12. Daily Traffic Profile – EOC Screenline 5

## Historical Traffic Counts

The Oklahoma Department of Transportation (ODOT) records the Average Annual Daily Traffic (AADT) volumes at several locations across the statewide roadway network. CDM Smith obtained AADT for several locations throughout the Oklahoma City region for a twenty-year period between 1995 and 2015. The historical counts in Table 3-1 show the historical growth in traffic on major routes in the study area. As shown in the table, nearly all of the locations in the study area have had positive growth in AADT over the twenty years from 1995 to 2015, with some of the highest growth seen along I-35 in central Oklahoma City and along SH 74 in the northern areas of the of the region.

**Table 3-1. Historical Traffic Counts – Oklahoma City Area**

Facility	Location	1995	2000	2005	2010	2015	Annual Growth 1995-2015
IH 35	Near SH 9	38,100	40,300	43,900	42,600	42,700	0.6%
IH 35	Between IH 240 and SH 9	80,900	93,900	79,500	97,400	111,500	1.6%
IH 35	South of IH 240	88,900	98,600	101,800	134,100	141,500	2.4%
IH 35	South of SH 40	87,200	89,000	104,200	136,800	144,400	2.6%
IH 35	South of 63rd St.	52,900	61,000	60,900	66,300	67,300	1.2%
IH 35	South of Turner Turnpike	60,700	68,000	64,200	76,200	82,000	1.5%
IH 35	North of E2nd St.	41,300	41,700	49,800	48,100	58,300	1.7%
IH 44	South of SW 134th St.	32,500	40,200	40,800	40,200	42,100	1.3%
IH 44	South of SH 152	107,200	105,100	111,700	107,700	132,300	1.1%
IH 44	North of W 23rd St.	135,000	146,600	131,800	130,500	167,600	1.1%
IH 44	West of US 77	73,500	73,100	81,600	92,900	100,200	1.6%
IH 44	West of IH 35	56,300	54,800	56,700	54,400	53,200	-0.3%
IH 40	West of SH 92	37,200	36,800	37,100	40,200	42,900	0.7%
IH 40	East of John Kilpatrick	45,300	61,400	69,000	60,300	64,000	1.7%
IH 40	East of IH 44	108,900	101,300	102,300	96,900	125,600	0.7%
IH 40	West of IH 35	84,000	89,300	84,500	108,000	113,900	1.5%
IH 40	East of E Grand Blvd.	71,400	76,100	77,900	87,300	83,800	0.8%
IH 40	East of S Douglas Blvd.	35,600	36,800	42,900	41,200	44,900	1.2%
IH 240	East of IH 44	74,800	77,400	73,700	92,600	97,700	1.3%
IH 240	West of IH 35	80,500	92,100	73,800	100,400	106,600	1.4%
IH 240	East of IH 35	55,100	66,800	57,500	65,400	80,100	1.9%
IH 240	East of S Sooner Rd.	35,100	40,500	36,200	34,300	35,600	0.1%
IH 235	South of IH 44	75,300	76,900	65,200	80,600	81,500	0.4%
IH 235	North of NE 13th St.	68,000	75,900	72,400	93,200	94,000	1.6%
IH 235	North of IH 40	65,200	69,200	73,600	80,700	85,100	1.3%
US 77	North of IH 44	74,500	74,400	74,900	96,200	105,700	1.8%
US 77	North of John Kilpatrick	43,600	40,200	44,500	41,600	52,500	0.9%
SH 74	South of SH 3	82,000	108,100	101,200	114,400	116,000	1.7%
SH 74	North of NW Grand Blvd.	70,000	76,100	91,100	103,000	107,900	2.2%
SH 74	South of John Kilpatrick	35,300	48,300	52,500	77,400	81,100	4.2%
SH 74	North of John Kilpatrick	9,511	15,057	20,700	20,321	20,141	4.3%
SH 3	West of SH 74	54,000	49,200	49,200	46,800	47,400	-0.6%
SH 3	South of John Kilpatrick	11,300	11,400	16,500	18,900	21,900	3.4%



## Speed and Travel Time

The evaluation of a toll facility's future traffic and revenue requires knowledge of the current travel time characteristics of the major roadways within the project area. For the current study, travel time data was collected by two methods. The primary source was historical travel data obtained from INRIX, Inc., a traffic data company based in Washington State that maintains an archive of travel speed data for thousands of roadways across the United States accumulated from global positioning system (GPS)-enabled devices along the highway network. INRIX is a Data as a Service (DaaS) company that monitors traffic flow along approximately 260,000 miles of major freeways, highways, urban and rural arterials, and side streets in the United States. This data provides historical as well as real-time traffic data seven days a week, 24 hours a day in as little as five-minute increments for all metro areas with a population of more than one million. They were engaged to provide a series of travel speed data for several roadways within the study area.

INRIX obtains its data via crowd sourcing and collects travel speed information from various probes, including anonymous cell phones/smartphones and vehicles equipped with GPS devices (trucks, delivery vans, transit vehicles, etc.). The collected data is then processed in real-time to create traffic speed information along most of the major roadways. The real-time travel speed data is normalized to account for parameters that affect traffic flow conditions such as weather forecasts, school schedules, special events, accidents, seasonal variation, and road construction. The procedure adopted by INRIX to obtain and distribute the crowd-sourced traffic data is illustrated in Figure 3-13.

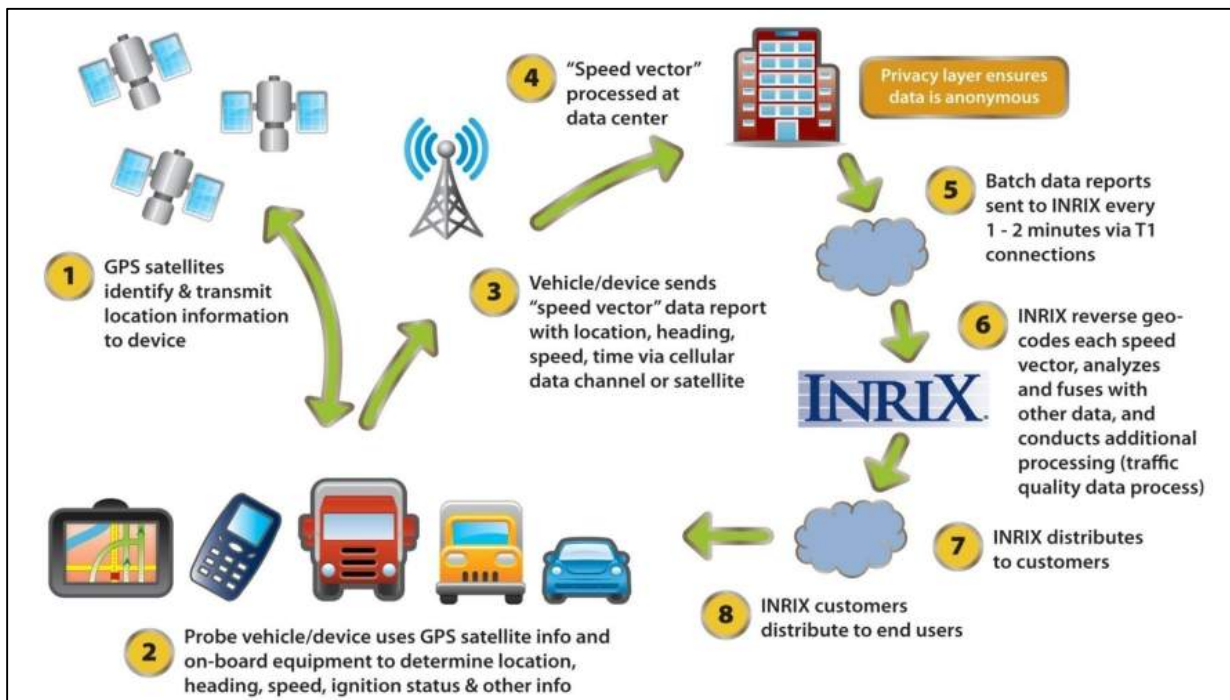


Figure 3-13. INRIX Traffic Data Collection and Distribution Process

Source: INRIX, Inc.

Figures 3-14 through 3-16 show the locations for which travel time data was obtained and the average speeds observed at those locations. Major routes throughout the corridor were selected for analysis to provide a profile of the fluctuation in operating speed throughout the corridor and the relationship between demand and congestion levels. The data illustrated in Figures 3-14 through 3-16 represents the average travel speeds as measured by INRIX in the spring of 2016.

The figures illustrate the typical travel speeds in each direction along major routes for the AM and PM peak periods as well as the midday period. As expected, the slowest travel speeds during the peak periods are observed along I-35, with the most congestion occurring in the northbound direction during the AM peak period and in the southbound direction during the PM peak period. Additionally, the data indicates that regular congestion is occurring along several other key commuter routes into the central Oklahoma City area.

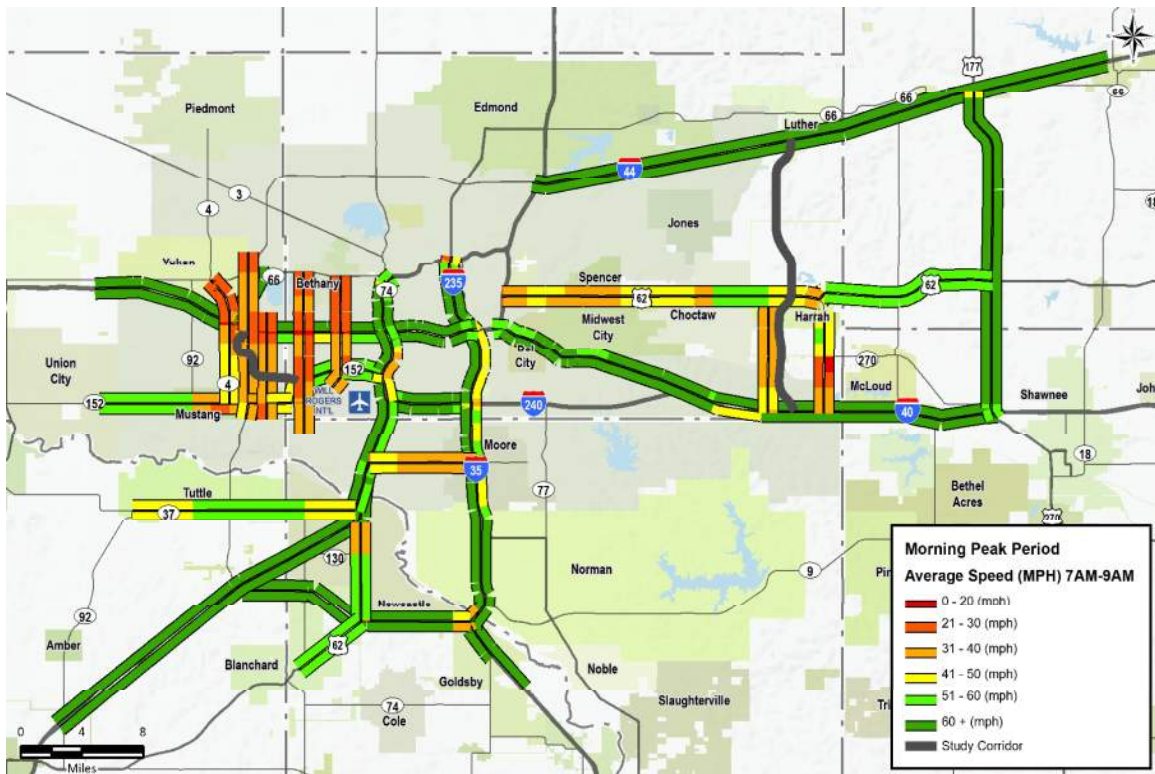


Figure 3-14. Average Travel Speeds – AM Peak Period

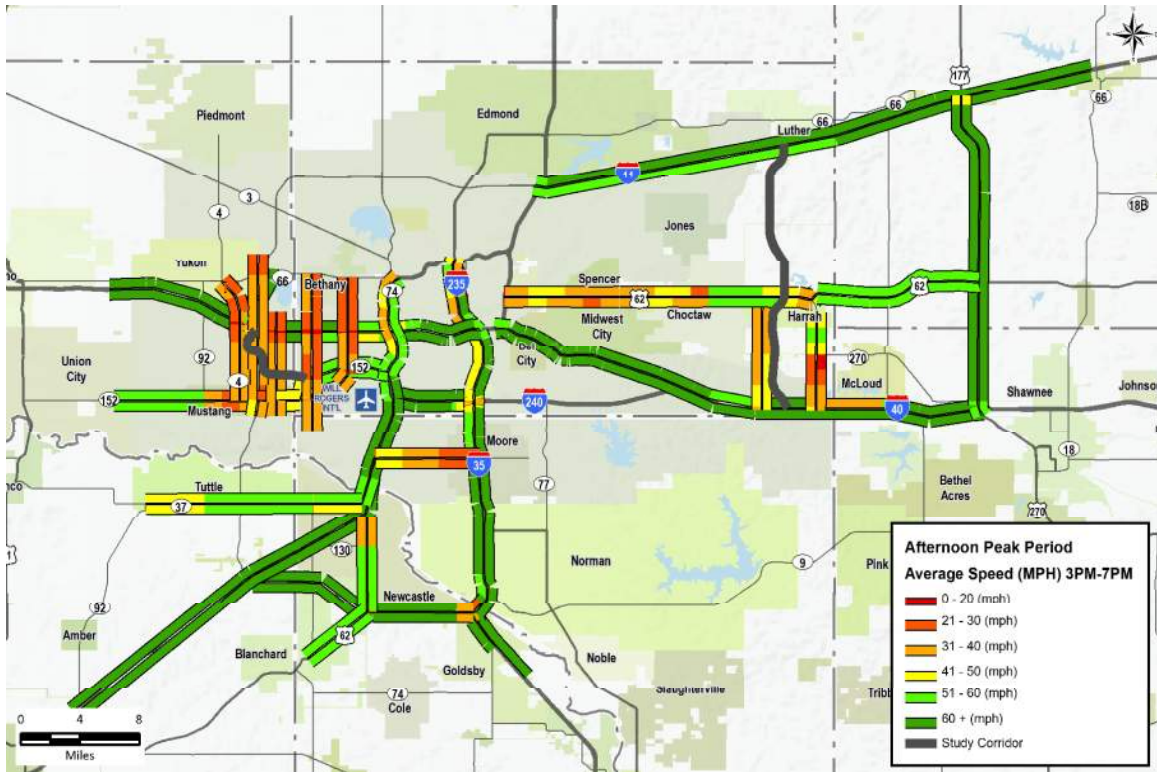


Figure 3-15. Average Travel Speeds – PM Peak Period

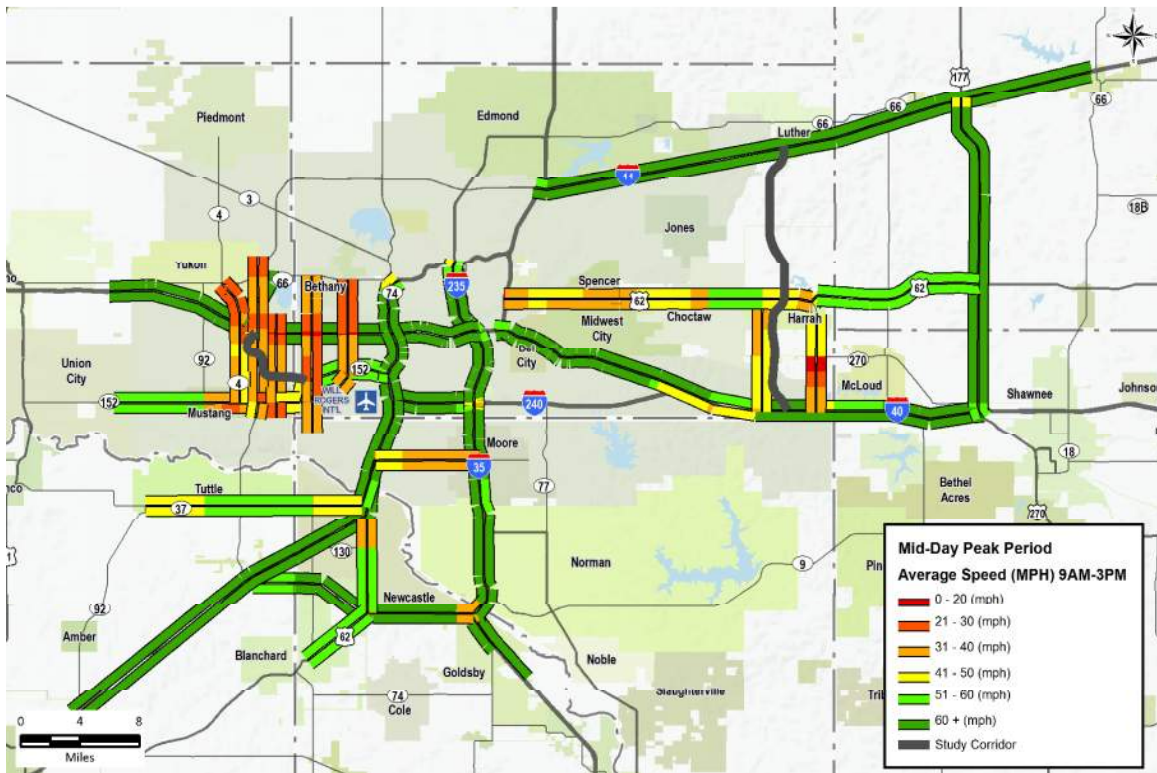


Figure 3-16. Average Travel Speeds – Midday Period

## Regional Trip Patterns

In the Oklahoma City area, an analysis of the origin-destination (O/D) patterns was undertaken by CDM Smith to investigate the travel patterns of the potential future users of the SWJKT and EOC turnpikes. To determine these patterns, CDM Smith engaged the services of StreetLight Data, Inc. to provide O/D data for several key locations as shown in Figure 3-17. StreetLight uses the same base data utilized by INRIX to track daily trip movements throughout the country. The available data is comprehensive enough that trip patterns for specific roadways and locations can be analyzed.

Figures 3-18 through 3-27 show the trip patterns for travelers passing through several key locations within the Oklahoma City area. In each figure, the trip patterns of an individual origin location are shown. For each specific origin, the percentage of those trips that also passed through other locations in the Oklahoma City area are highlighted. The trip pattern data provided by StreetLight was used in the model validation effort to ensure that the model accurately replicates existing travel patterns throughout the Oklahoma City region. Additionally, the data revealed several details about how traffic is moving through the Oklahoma City region. For example, as shown in Figure 3-18, approximately six percent of all traffic on I-35 south of Purcell is traveling north of the Turner Turnpike. For the western portion of the region, Figure 3-26 indicates that twelve percent of travelers on the western segment of John Kilpatrick Turnpike also utilize I-40 west of Yukon as part of their trip.

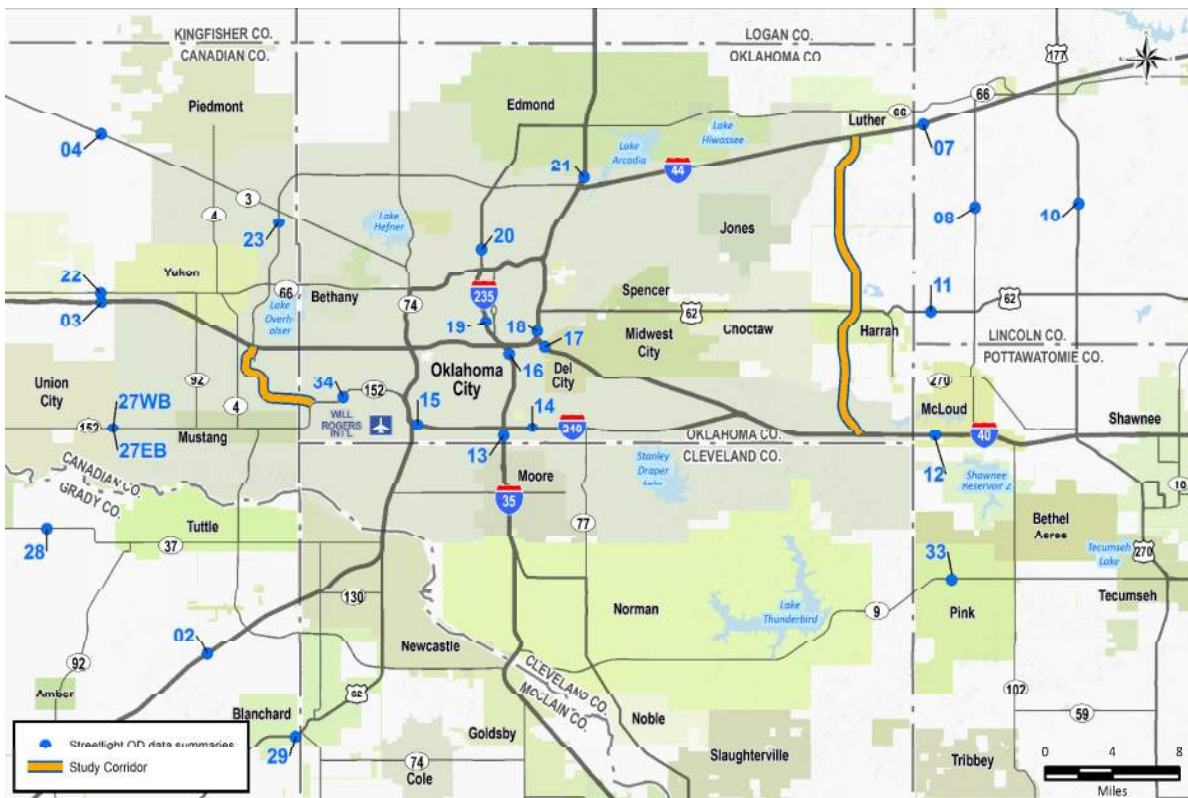


Figure 3-17. Origin-Destination Analysis Locations



Figure 3-18. Trip Patterns: Location 1 – I-35 South of Purcell

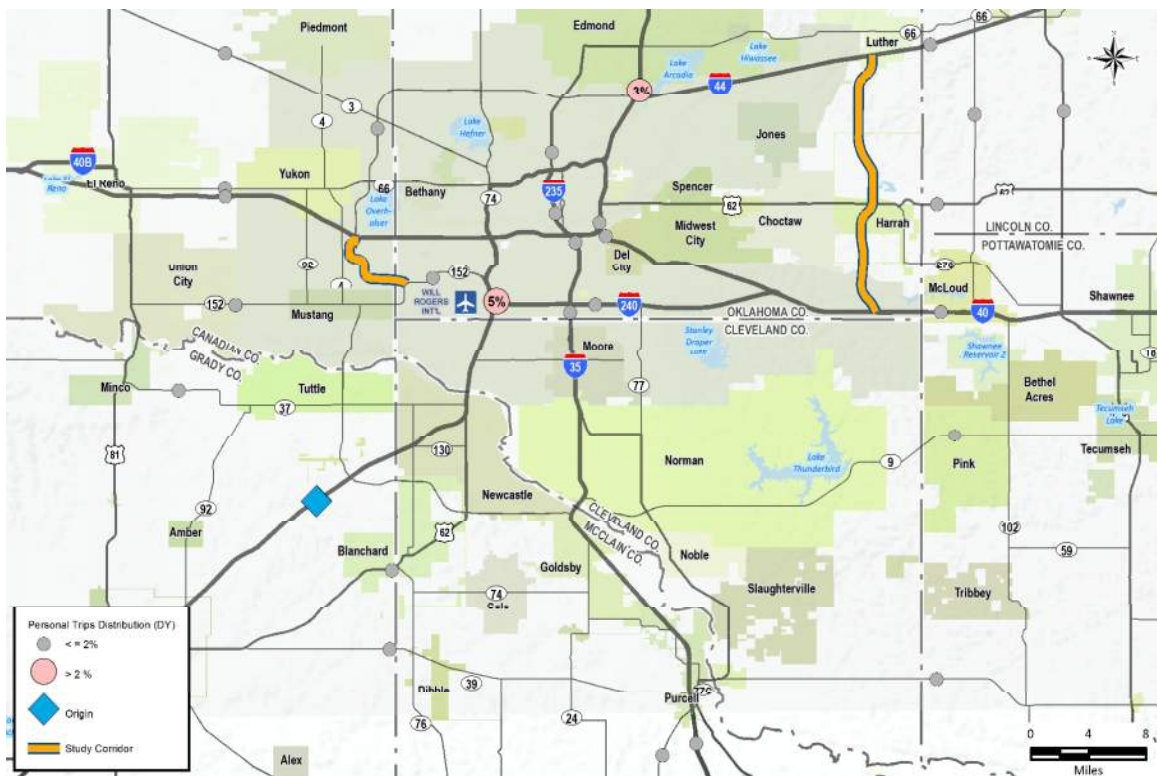


Figure 3-19. Trip Patterns: Location 2 – I-44 Southwest of Oklahoma City



Figure 3-20. Trip Patterns: Location 3 – I-40 West of Yukon

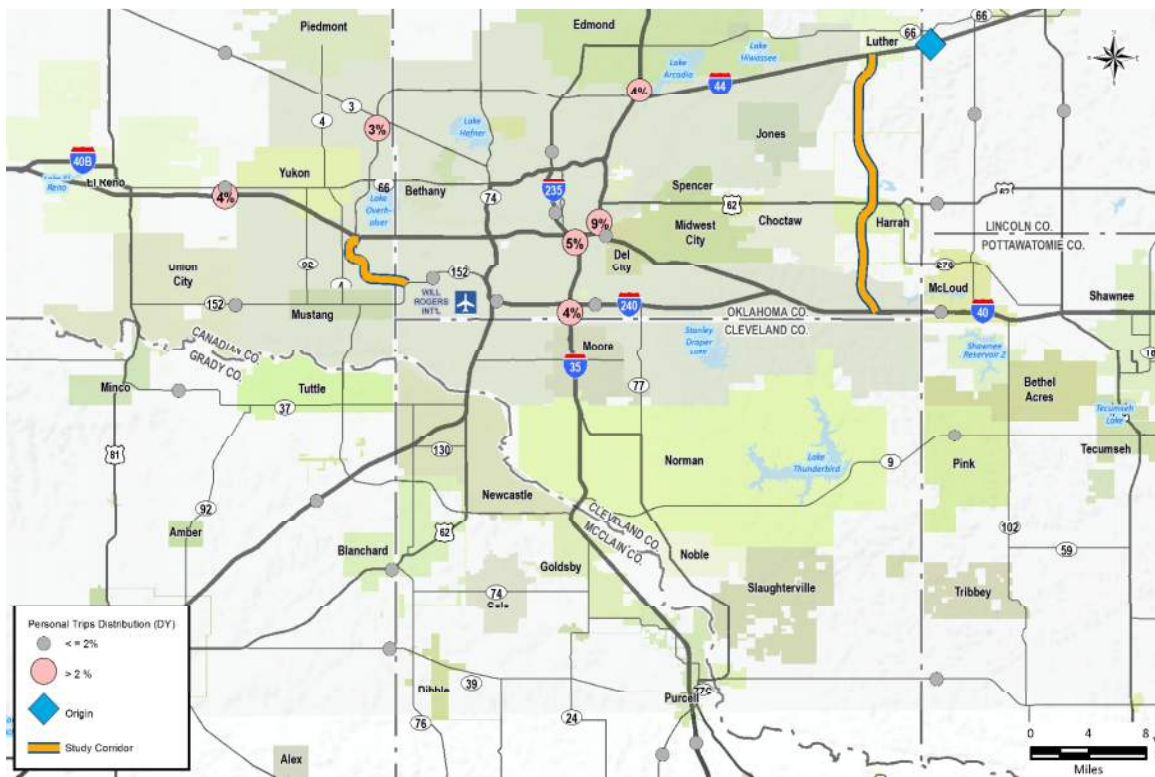


Figure 3-21. Trip Patterns: Location 7 – Turner Turnpike East of Luther

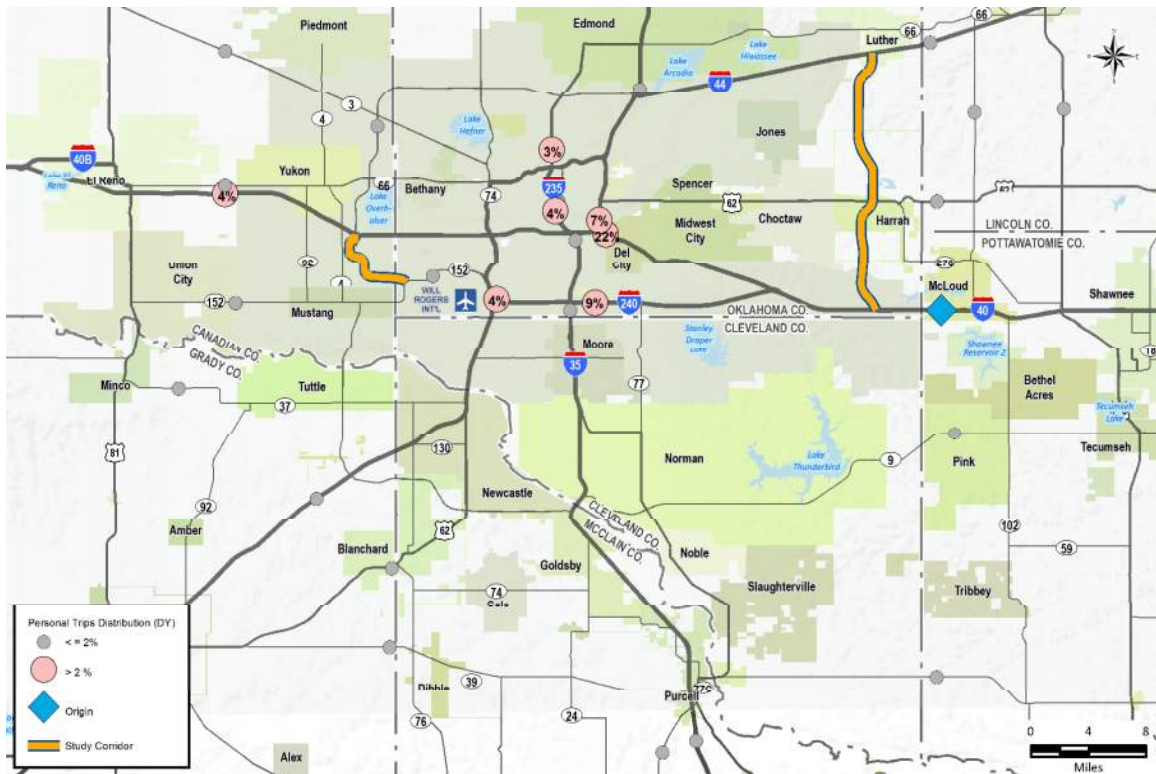


Figure 3-22. Trip Patterns: Location 12 – I-40 Near McLoud

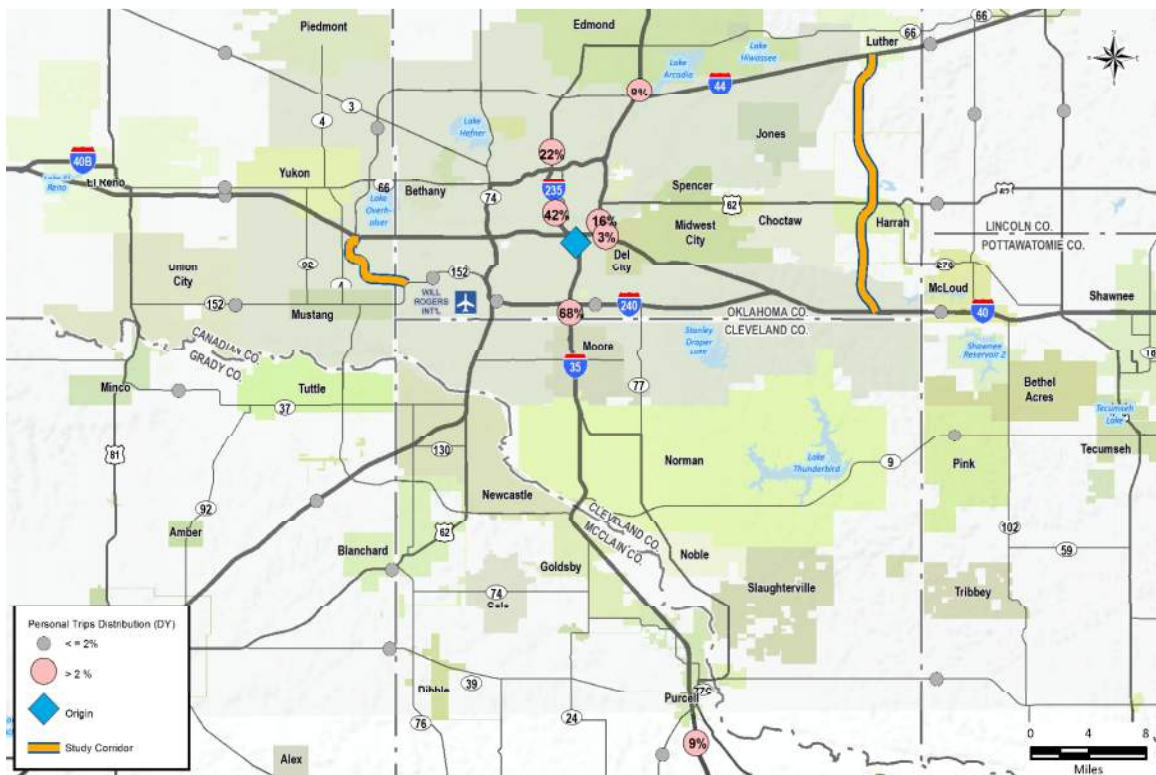


Figure 3-23. Trip Patterns: Location 16 – I-35 South of I-40

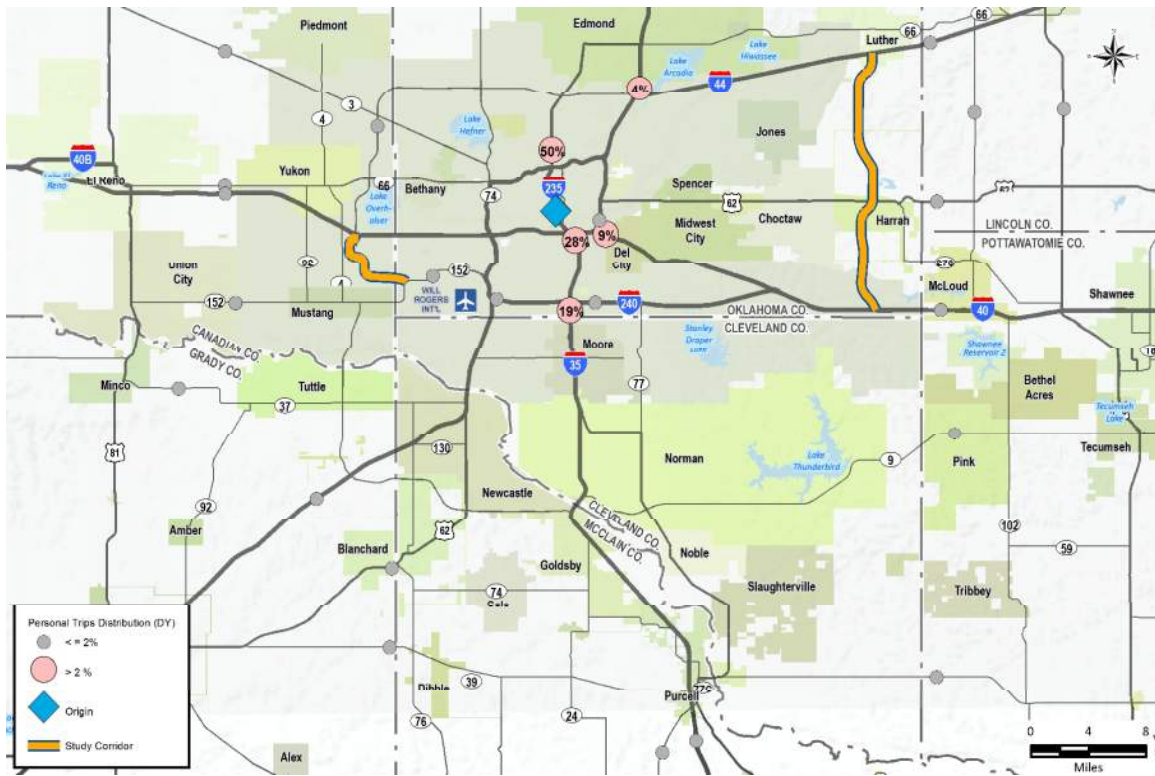


Figure 3-24. Trip Patterns: Location 19 – I-235 North of I-40



Figure 3-25. Trip Patterns: Location 21 – I-35 North of I-44



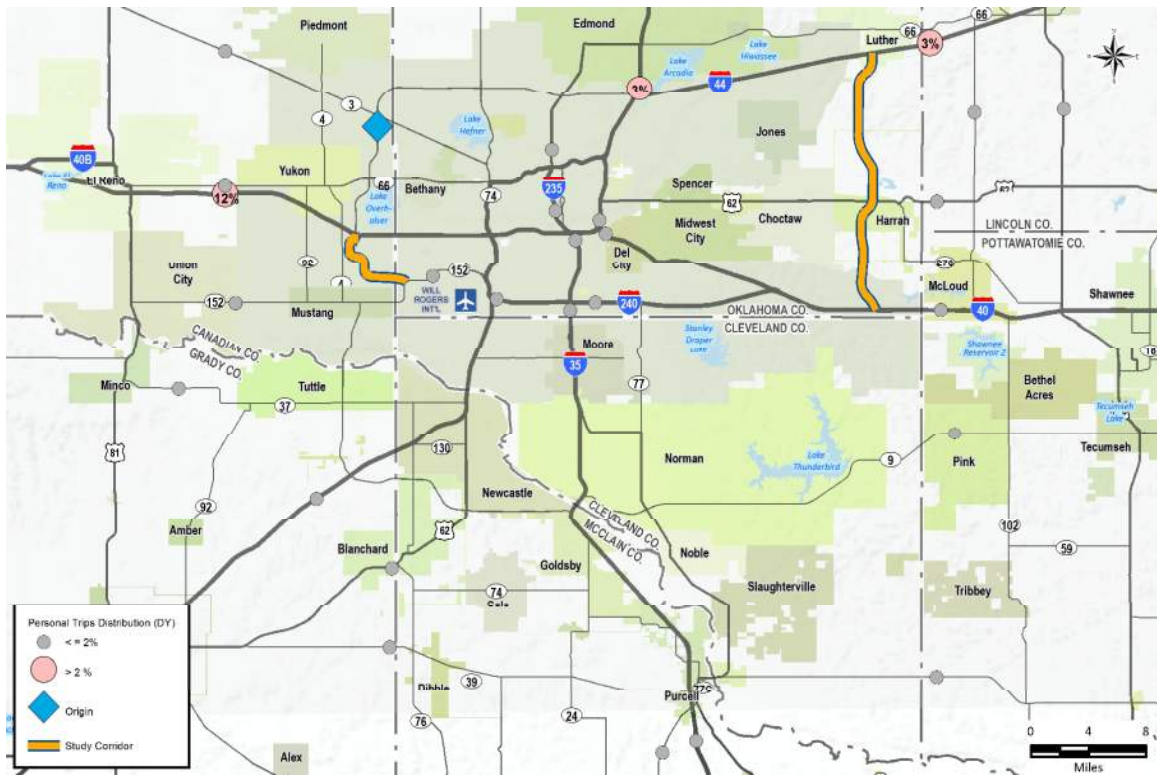


Figure 3-26. Trip Patterns: Location 23 – John Kilpatrick Turnpike South of SH 3

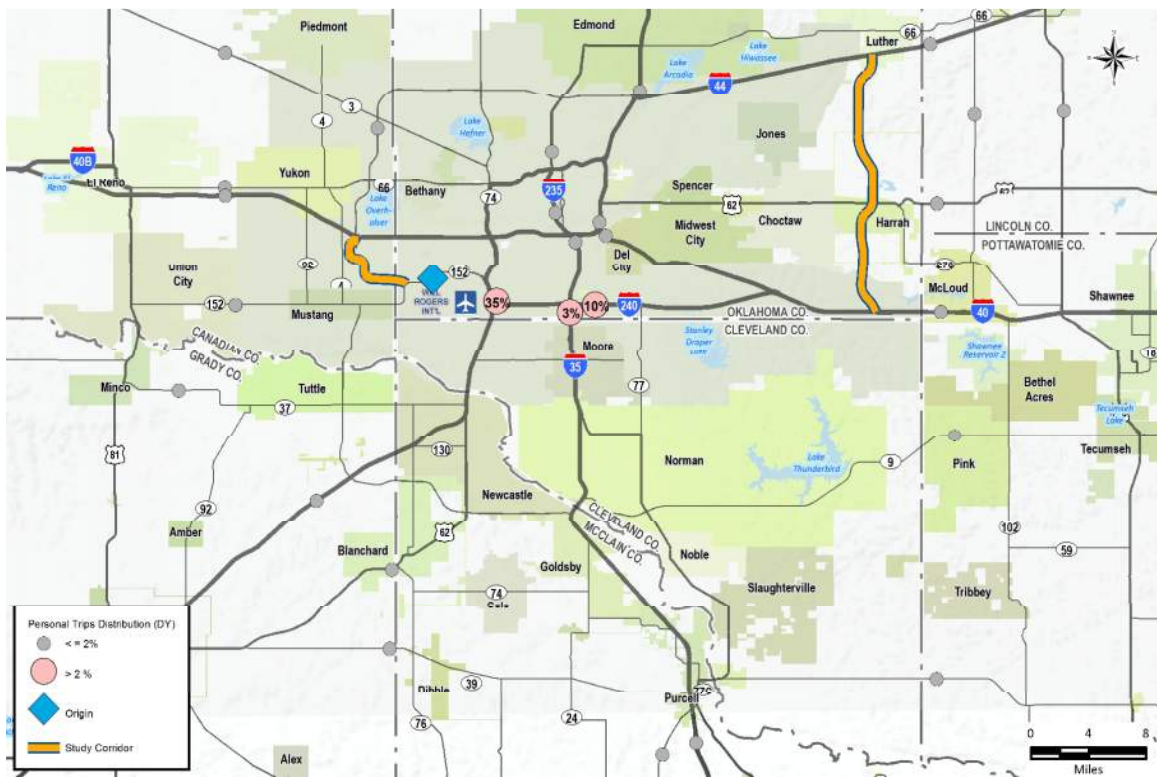


Figure 3-27. Trip Patterns: Location 34 – SH 152 West of Will Rogers Airport

## Stated Preference Survey

A stated preference survey was conducted by Resource Systems Group (RSG), a subconsultant to CDM Smith, to capture the potential willingness-to-pay for travelers currently making trips within the corridor. Full details of the survey, including questions asked, methodology and findings are provided in the RSG report included as Appendix A of this report.

An important element of this survey includes the estimation of the potential willingness-to-pay that travelers in the area served by the new turnpikes will likely exhibit from imposing a toll along those routes. This behavioral characteristic provides a gauge to help determine likely market shares that will be captured by the SWJKT and EOC corridors. The most common method used to quantify the willingness-to-pay of a potential user group is a stated preference survey. Survey results facilitate the development of toll sensitivity curves and value of time parameters estimated through trade-off variable testing. This survey focused on the SWJKT and EOC corridors and was conducted in mid-2016.

The stated preference survey was conducted using an internet-based self-interview technique. Postcards with links to the online survey were mailed to 20,000 residents within the study area. The distribution area of the postcard invitations is shown in Figure 3-28. Additionally, email invitations to participate in the survey were sent to 20,000 PIKEPASS account holders within the study area. All survey invitees were provided with a unique anonymous password to access the web-based survey to prevent multiple responses.

Based on the data collected by the survey, RSG was able to estimate values of time (VOTs) for travelers in the SWJKT and EOC study areas. VOTs were estimated using a utility function that included household income and travel time savings as variables. Table 3-2 illustrates the mean VOTs for work and non-work trips in both the SWJKT and EOC study areas. VOTs in each corridor increase with income, with work trips having a slightly higher travel time savings value than non-work trips. Additionally, VOTs in the SWJKT study area were found to be somewhat higher than those for respondents near the EOC corridor.

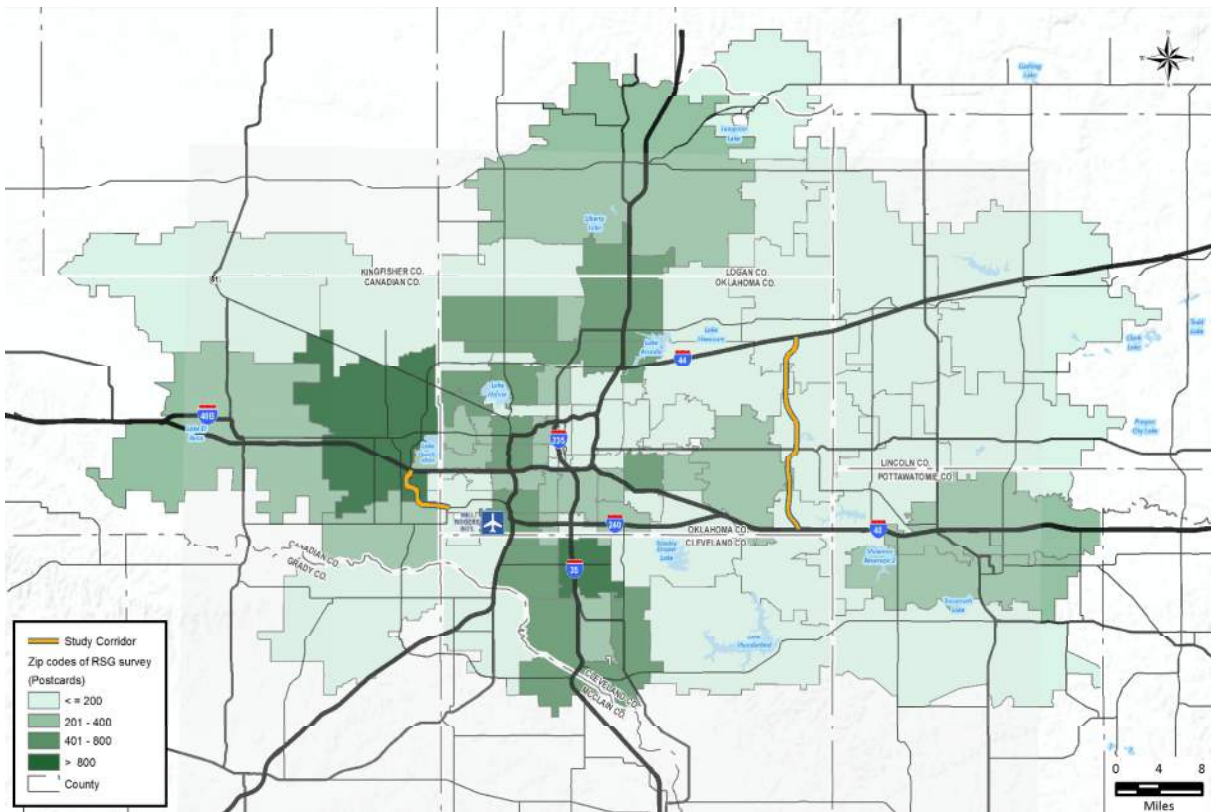


Figure 3-28. Distribution of Survey Postcards

Table 3-2. Stated Preference Survey Results

Household Income	Southwest Kilpatrick Extension		Eastern Oklahoma County Turnpike	
	Work Trips	Non-Work Trips	Work Trips	Non-Work Trips
\$10,000	\$9.65	\$8.69	\$8.64	\$7.87
\$20,000	\$11.11	\$10.00	\$9.95	\$9.05
\$30,000	\$11.96	\$10.77	\$10.71	\$9.74
\$42,500	\$12.69	\$11.42	\$11.36	\$10.34
\$62,500	\$13.49	\$12.15	\$12.08	\$11.00
\$87,500	\$14.20	\$12.79	\$12.72	\$11.57
\$112,500	\$14.73	\$13.26	\$13.19	\$12.00
\$137,500	\$15.15	\$13.64	\$13.56	\$12.34
\$175,000	\$15.65	\$14.09	\$14.02	\$12.76
\$200,000	\$15.93	\$14.35	\$14.27	\$12.98

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## Section 4

# Socio-Economic Characteristics

The historical and projected statewide demographic characteristics within the OTA System, SWJKT and EOC study areas were reviewed to support the traffic and revenue forecasting process. This section provides a summary of the historical and projected future growth across the state and also discusses the independent demographic forecast update conducted by Research and Demographic Solutions (RDS) for the greater Oklahoma City area. The demographics evaluated ranged from the macro level (the entire state of Oklahoma) to the corridor level (Oklahoma City, Tulsa, and select counties). The demographic information is used by the trip generation model to estimate total trips for the travel demand model and serves as the foundation to support the development of the potential toll demand for the planned SWJKT and EOC projects.

## Historical and Forecasted Population

Population growth is the largest factor influencing travel demand, particularly in metropolitan areas. Table 4-1 shows the historical population trends for the State of Oklahoma, the Oklahoma City MSA, the Tulsa MSA, and several counties in both the Oklahoma City and Tulsa areas. The total statewide population has increased at an average annual rate of 0.9 percent from 1990 to 2015, adding 759,000 more residents to the state. A similar growth trend was observed in the Tulsa region, but Oklahoma City saw a higher growth of 1.3 percent annually over that same period.

Oklahoma and Tulsa counties are the largest in the state in terms of population with approximately 773,000 and 976,000 residents, respectively, in 2015. Both counties experienced average annual population growths of 1.0 percent from 1990 to 2015. The fastest growing counties during that time period were Canadian County in the Oklahoma City area and Rogers County in the Tulsa area. Those two counties grew at average annual rates of 2.3 percent and 2.0 percent, respectively. In terms of total population, the Oklahoma metropolitan area added 378,000 new residents between 1990 and 2015, with the Tulsa area adding 234,000.

Also included in Table 4-1 are population forecasts obtained from Woods & Poole Economics, Inc. as an independent source for 2020 and 2035. Based on these independent forecasts, the total population of Oklahoma is expected to increase from 3.91 million in 2015 to 4.1 million by 2020 and 4.6 million by 2035, corresponding to an average annual growth rate of 0.8 percent. The Oklahoma City and Tulsa areas are expected to grow at average annual rates of 1.1 percent and 0.8 percent, respectively. The Oklahoma City area is expected to reach a total population of 1.7 million by 2035, while the Tulsa area is anticipated to reach a population of just over 1.3 million.

**Table 4-1. Population Trends and Projections (thousands)**

Location	1990	2000	2005	2010	2015	2020	2035	Average Growth		
								1990-2015	2015-2035	
State of Oklahoma	3,149	3,454	3,549	3,759	3,908	4,076	4,586	0.9%	0.8%	
Oklahoma City Area	Canadian County	75	88	99	116	132	144	185	2.3%	1.7%
	Cleveland County	175	209	230	257	273	293	355	1.8%	1.3%
	Grady County	42	46	49	52	54	57	65	1.1%	0.9%
	Logan County	29	34	37	42	46	50	62	1.8%	1.5%
	McClain County	23	28	30	35	38	42	54	2.0%	1.8%
	Oklahoma County	600	662	683	721	773	809	918	1.0%	0.9%
Tulsa Area	Tulsa County	763	861	883	940	976	1,017	1,140	1.0%	0.8%
	Osage County	42	45	46	47	48	51	60	0.6%	1.1%
	Creek County	61	68	68	70	71	73	79	0.6%	0.5%
	Rogers County	55	71	80	87	91	99	125	2.0%	1.6%
	Wagoner County	48	58	64	73	77	81	96	1.9%	1.1%
Oklahoma City Metro Area	973	1,098	1,161	1,258	1,351	1,430	1,680	1.3%	1.1%	
Tulsa Metro Area	914	1,022	1,046	1,109	1,148	1,195	1,337	0.9%	0.8%	

## Historical and Forecasted Employment

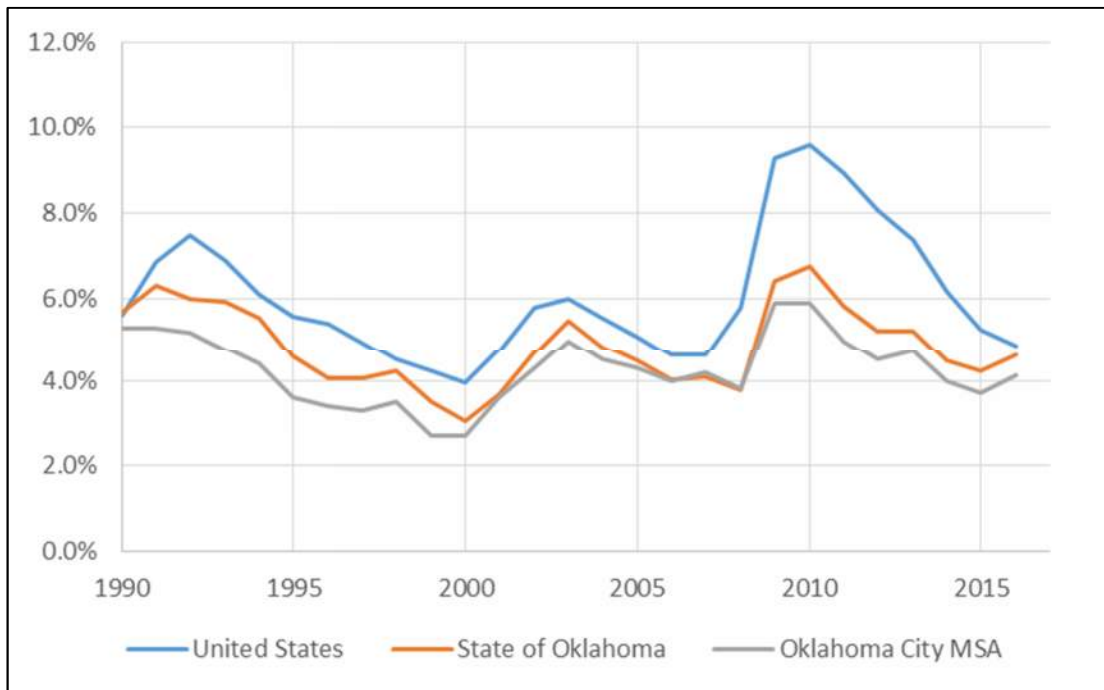
Employment statistics are typically used as relative indicators of trip attractions to a study area. The magnitude of employment growth influences the potential for an increase in the demand for transportation infrastructure within the region. The historical employment trends in Oklahoma are shown in Table 4-2. Between 1990 and 2015, total employment in the state increased at an average annual rate of 1.4 percent. The Oklahoma City area's employment grew at an average annual rate of 1.6 percent over that same period, while the Tulsa area grew at a rate of 1.3 percent annually. Oklahoma and Tulsa counties were the largest employment generators within the state in 2015, with employment totals of 587,000 and 601,000 jobs, respectively.

Figure 4-1 shows the historical unemployment rates in the Oklahoma City metropolitan statistical area (MSA), the State of Oklahoma and the United States. Since 1990, unemployment rates in Oklahoma have been consistently below the nationwide average. Although unemployment rose from 2008 to 2010 due to the economic recession, it has fallen to pre-recession levels in recent years. By 2015, unemployment rates had fallen below five percent in the Oklahoma City MSA and statewide.

Table 4-2 also shows the employment forecasts generated by Woods & Poole Economics, Inc. as an independent source for 2020 and 2035. The Oklahoma City MSA is expected to continue to be the largest employment center in the state and is forecasted to add an additional 232,000 jobs by 2035. Oklahoma City employment is expected to increase from 848,000 in 2015 to 1,080,000 in 2035 at an annual growth rate of 1.2 percent. In the Tulsa area, employment is anticipated to increase from 694,000 to 865,000 by 2035, representing an average annual growth rate of 1.1 percent and an additional 171,000 jobs. Total employment in the state is expected to reach 2.9 million jobs by 2035, representing an average annual growth rate of 1.1 percent.

**Table 4-2. Employment Trends and Projections (thousands)**

Location	1990	2000	2005	2010	2015	2020	2035	Average Growth		
								1990-2015	2015-2035	
State of Oklahoma	1,655	1,994	2,041	2,133	2,316	2,476	2,894	1.4%	1.1%	
Oklahoma City Area	Canadian County	26	35	39	44	53	59	76	2.9%	1.8%
	Cleveland County	61	88	104	115	130	141	171	3.1%	1.4%
	Grady County	17	20	22	22	24	25	29	1.3%	1.0%
	Logan County	10	14	17	21	24	27	33	3.6%	1.5%
	McClain County	7	10	11	13	14	16	21	2.6%	1.8%
	Oklahoma County	435	517	517	534	587	627	732	1.2%	1.1%
Tulsa Area	Tulsa County	431	533	539	553	601	643	751	1.3%	1.1%
	Osage County	10	12	18	19	20	22	26	2.8%	1.2%
	Creek County	21	29	29	29	33	35	41	1.7%	1.1%
	Rogers County	20	33	38	41	48	53	66	3.6%	1.7%
	Wagoner County	11	14	13	13	15	16	18	1.2%	1.0%
Oklahoma City Metro Area	568	698	725	763	848	911	1,080	1.6%	1.2%	
Tulsa Metro Area	503	616	624	643	694	742	865	1.3%	1.1%	



**Figure 4-1. Historical Unemployment Rates**

## Additional Economic Factors

### Consumer Price Index

The consumer price index for all urban consumers (CPI-U) is the most widely used measure of inflation and serves as a key economic indicator. The CPI-U determines the aggregate price level of a specific market basket of goods and services that are consumed by typical urban households. This is derived by calculating the average going price of each item in a defined market basket. Food, clothing, housing, transportation (including tolls) and entertainment are all included in this basket. Income taxes and investment items such as stocks and bonds are not included. The Bureau of Labor and Statistics of the U.S. Department of Labor calculates the CPI-U every month.

Figure 4-2 illustrates the historical trends for CPI-U growth from 1990-2016 for Oklahoma and the United States. As shown in the graph, CPI-U growth in Oklahoma has closely mirrored nationwide trends. This indicates that the inflation rate in Oklahoma is consistent with the rate of inflation seen nationwide. In Oklahoma, CPI-U has grown at an average annual rate of less than two percent since 2012. Annual CPI-U growth has been less than one percent in Oklahoma for 2016, which is slightly lower than the national average.

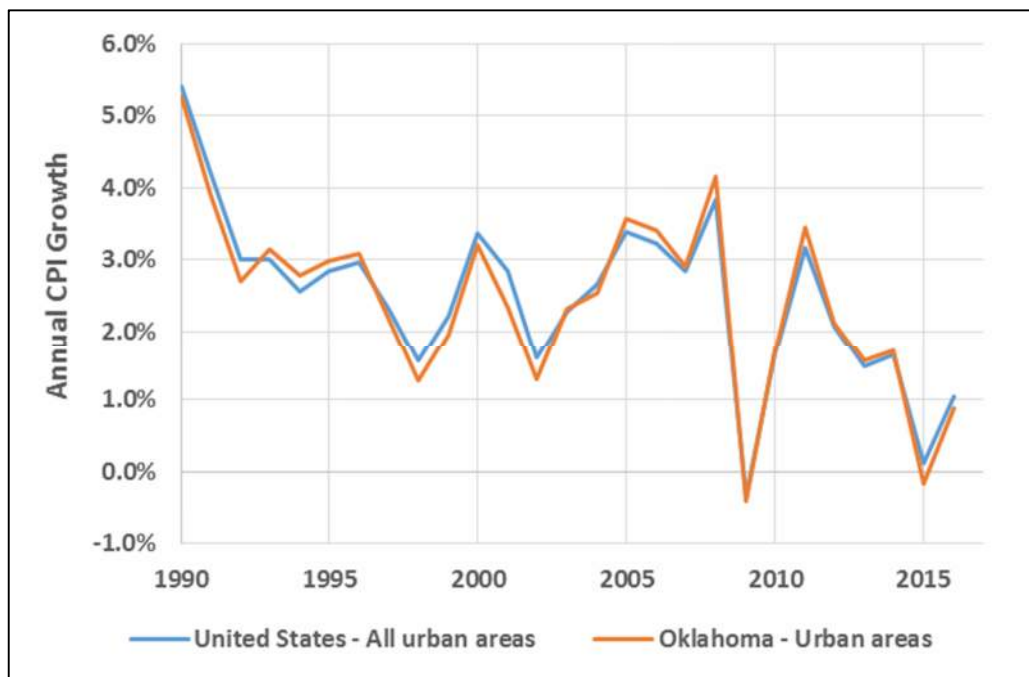


Figure 4-2. Consumer Price Index for All Urban Consumers

### Household Income

Household income is another key factor used in determining a traveler's willingness-to-pay tolls to utilize a roadway. Table 4-3 summarizes the average historical household income at selected locations in Oklahoma and projected growth from the Woods & Poole data. As shown in the table, across the state, household income grew at an average annual rate of 2.0 percent between 1990 and 2015, and is anticipated to grow 1.5 percent per year through 2035. Similar trends and forecasts were also evident for both the Oklahoma City and Tulsa areas.



Table 4-3. Historical and Forecasted Mean Household Income (thousands, 2009\$)

Location	1990	2000	2005	2010	2015	2020	2035	Average Growth		
								1990-2015	2015-2035	
State of Oklahoma	\$61.1	\$74.6	\$82.2	\$88.7	\$99.4	\$106.1	\$132.1	2.0%	1.4%	
Oklahoma City Area	Canadian County	68.5	84.8	85.8	94.1	104.8	110.3	131.1	1.7%	1.1%
	Cleveland County	62.8	80.2	83.3	89.0	94.8	99.8	118.4	1.7%	1.1%
	Grady County	51.7	66.3	72.6	80.6	90.1	95.8	115.9	2.3%	1.3%
	Logan County	57.4	72.3	83.2	91.2	106.1	112.7	136.2	2.5%	1.3%
	McClain County	58.9	72.9	77.1	89.2	100.1	106.1	127.6	2.1%	1.2%
	Oklahoma County	68.6	84.4	96.2	100.7	117.8	125.4	157.0	2.2%	1.4%
Tulsa Area	Tulsa County	68.2	86.2	95.4	99.7	113.8	120.9	148.7	2.1%	1.4%
	Osage County	49.0	66.0	71.3	74.7	81.2	85.8	101.2	2.0%	1.1%
	Creek County	55.0	67.6	73.7	83.8	89.1	96.0	119.8	2.0%	1.5%
	Rogers County	63.6	81.1	79.7	92.3	100.9	107.5	130.2	1.9%	1.3%
	Wagoner County	59.9	70.3	73.9	79.9	83.2	87.8	102.5	1.3%	1.1%
Oklahoma City Metro Area	65.9	81.7	90.1	95.5	108.9	115.4	141.3	2.0%	1.3%	
Tulsa Metro Area	66.9	82.7	91.5	96.4	108.8	115.8	142.9	2.0%	1.4%	

## Fuel Prices

Another factor that can potentially influence travel behavior is vehicle fuel price. Historically, some amount of correlation has been noted between the price of motor vehicle fuel and overall roadway demand trends. Figure 4-3 illustrates the historical trends in gasoline price in Oklahoma since 1992. After remaining fairly constant throughout the 1990s, prices began to rise steadily throughout the 2000s, eclipsing \$4.00 per gallon by 2008. In recent years, however, gas prices have fallen and are currently below \$2.50 per gallon in Oklahoma. It should also be noted the traffic on the OTA System has been largely inelastic to fluctuations in fuel price over the long term.

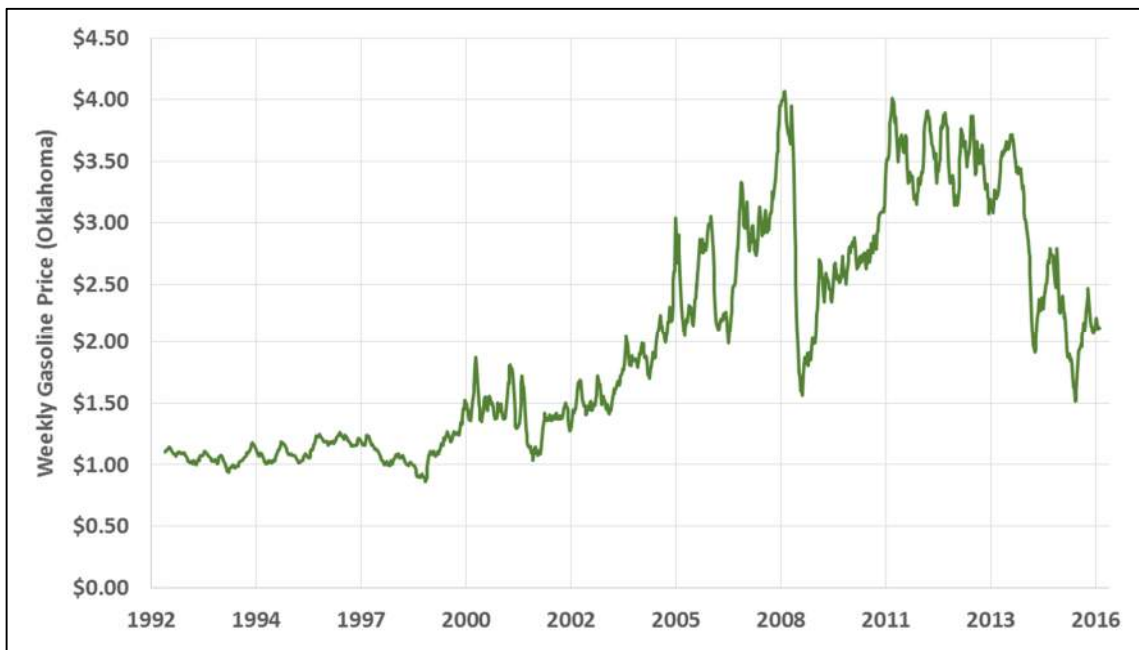


Figure 4-3. Historical Fuel Prices

## Independent Demographic Review

Both the SWJKT and EOC projects lie within the greater Oklahoma City area, which is the largest metropolitan area in the state. Given the significant role that demographics play in the traffic and revenue forecasting process, an independent socioeconomic review was necessary to undertake a more detailed review of the demographics along each project corridor.

### Base MPO Forecasts

The base demographic forecasts used in the independent demographic review were those developed by the Association of Central Oklahoma Governments (ACOG) as part of their Encompass 2035 metropolitan transportation plan (MTP). ACOG serves as the metropolitan planning organization for the greater Oklahoma City region, which includes Oklahoma, Cleveland, Canadian and Logan counties. As the region's current long-range MTP, Encompass 2035 details current and forecast conditions for population, employment, planned roadway network improvements, and system performance over a 30-year period from 2005 to 2035. Based on its identified system needs, it provides a guide to multimodal transportation system investments for the long-term, and guides the development of short-range implementation of projects through the regional Transportation Improvement Program (TIP).

### Demographic Forecast Update

CDM Smith engaged Research and Demographic Solutions (RDS) in early 2016 to perform an independent socioeconomic review and to update the demographic forecasts in each project area. The goal of the socioeconomic review was to update the original 2035 forecasts in the area (from ACOG) at the traffic analysis zone (TAZ) level to create a more refined demographic profile within the surrounding areas near the two new projects. The TAZ locations that were reviewed and updated by RDS are shown in Figure 4-4.

The updated forecasted demographics reflect changes to the socioeconomic trends that RDS suggests based on their detailed review of development activity within the project areas. Tables 4-4 and 4-5 summarize the demographic forecast revisions recommended by RDS for both the SWJKT and EOC project areas. Adjustments were made to the forecasts to account for current and planned development in the study area and to align the base forecasts with 2010 census data. For the forecast year of 2035, the RDS revised population is 10.5 percent higher than the base forecast in the SWJKT project area and 6.7 percent higher in the EOC project area. For employment, the 2035 forecasts were increased by 3.3 percent in the SWJKT area and decreased by 11.9 percent in the EOC area.

For additional details regarding the independent socioeconomic review performed by RDS and the respective rationale behind the population and employment adjustments highlighted below, please refer to Appendices B and C of this report.

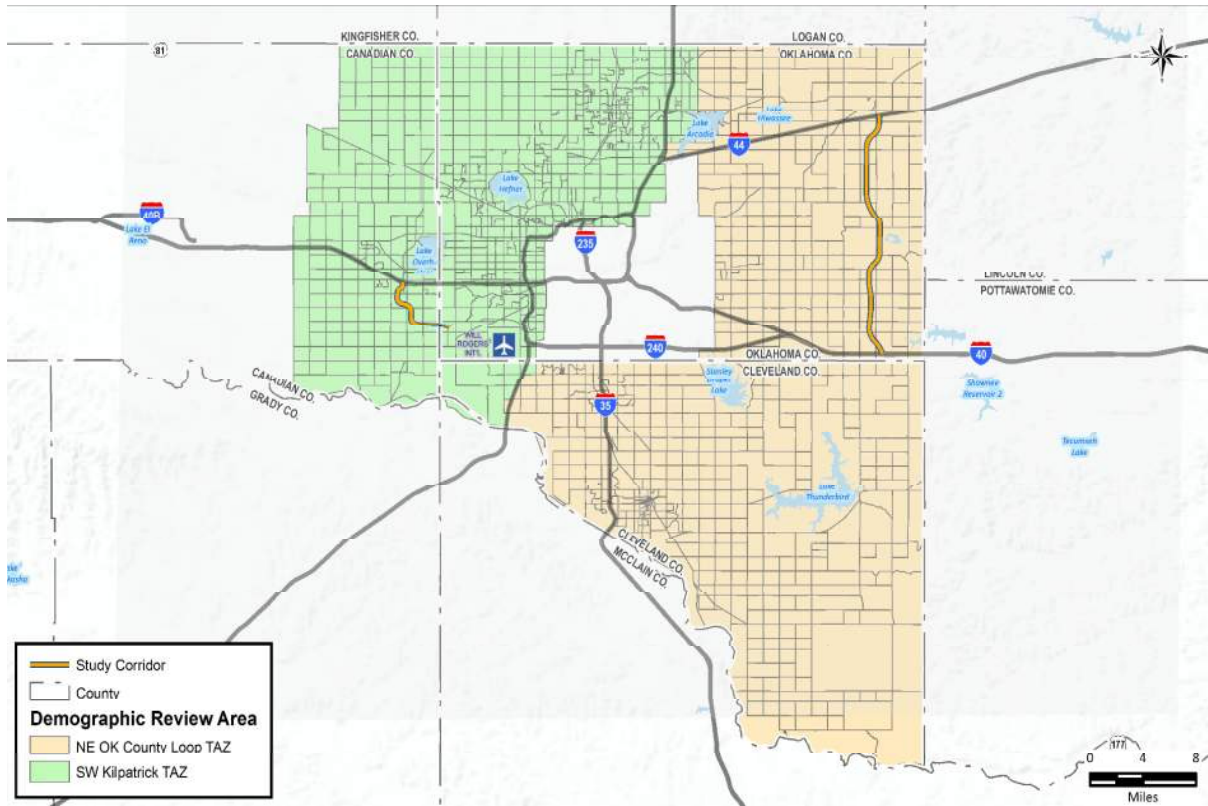


Figure 4-4. SWJKT and EOC Demographic Review Areas

Table 4-4. Revised Demographic Forecast – SWJKT Project Area

Source	Population		Employment	
	2015	2035	2015	2035
Base	524,345	626,813	301,927	364,282
RDS Revised	576,227	692,751	300,276	376,162
Total Change	9.9%	10.5%	-0.5%	3.3%

Table 4-5. Revised Demographic Forecast – EOC Project Area

Source	Population		Employment	
	2015	2035	2015	2035
Base	371,242	466,471	119,728	169,287
RDS Revised	380,274	497,952	105,169	149,083
Total Change	2.4%	6.7%	-12.2%	-11.9%

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## Section 5

# Traffic Forecasting Methodology

This section describes the travel demand estimation methodologies used to develop future year demand forecasts for the OTA System, SWJKT, and EOC. This effort included a multivariate regression analysis to evaluate the existing OTA System and the development of a travel demand model to evaluate the SWJKT and EOC projects.

## OTA System

Future year demand for the OTA System was estimated using a series of analyses including a multivariate regression analysis of historical traffic and revenue trends, an econometric analysis of the I-44 turnpike corridor, and analysis of Oklahoma City and Tulsa area travel demand using local metropolitan planning organization (MPO) models. The resulting output of these three analysis methodologies were used as collaborative factors to develop future year forecasts for each of the OTA System's ten turnpikes.

### Systemwide Multivariate Regression Analysis

Long-term demand forecasts for the OTA System were developed utilizing the historical traffic and revenue trends in conjunction with key socioeconomic variables that were correlated to the transactions and toll revenues. The identification of these key socioeconomic variables was to a large extent dependent on the availability of data and the reliability of the projection sources that could be used. Multivariate regression models were developed for each turnpike to test for relationships between turnpike usage and socioeconomic characteristics at the local, state, and national levels.

The multivariate regression models used to establish the relationship between the long-term transaction trends and the local socioeconomic characteristics were developed taking into account the quality of the socioeconomic inputs and the effectiveness of independent variables. Multivariate regression analysis is an econometric modeling technique used to determine the statistical relevancy of multiple independent and quantifiable variables to the dependent variable – namely, traffic demand along the respective OTA turnpikes. The analysis is an industry standard, well-recognized, and widely used modeling process to forecast long-term growth trends.

The multivariate regression application was used to forecast the turnpike traffic (dependent variable) as a function of projections of the identified independent/explanatory variables. This approach provides a mechanism to weight the influence that the identified independent variables' future growth may have on the corridor traffic volumes. A separate multivariate regression equation was developed for each turnpike and separated by user type (passenger and commercial vehicles) to determine their respective traffic volume growth.

### Econometric Analysis of I-44 Corridor

Three of OTA's turnpikes (Turner, Will Rogers, and H.E. Bailey) make up a large proportion of I-44 within Oklahoma. Because I-44 is a major route for interstate commercial traffic, the revenue

performance of these three turnpikes is directly influenced by national economic trends that affect commercial vehicle traffic demand. To evaluate the impacts of national economic growth on turnpike revenue, an econometric analysis of travel demand along the I-44 corridor was undertaken. The econometric analysis consisted of statistically testing, selecting, and applying correlative relationships between the transactions on the three OTA turnpikes (dependent variable) and independent variable(s), and deriving forecasts of demand growth on these corridors over the thirty-year analysis time horizon.

The econometric growth modeling and analysis began with a collection of pertinent socioeconomic input data and historical transactions for each turnpike. The transaction data was regression tested against geographically-specific independent socioeconomic data to derive demand growth forecasts. Socioeconomic variables that were tested included: population, employment, real gross regional product (GRP), real per capita income, fuel prices, airport enplanements, and real retail sales. Sources from which both historical and forecast socioeconomic data were collected include: the United States Census Bureau; the Bureau of Economic Analysis (BEA); the Bureau of Labor Statistics (BLS); the Energy Information Administration (EIA); the Oklahoma Department of Commerce Data Center; Woods & Poole 2016 Complete Economic and Demographic Data Source (Woods & Poole); and Moody's Analytics (Moody's).

In terms of areas of influence, the combined I-44 corridor serves both local as well longer distance movements. Hence, geographies in the vicinity of the three corridors, as well as more distant ones, were tested in various combinations in the regression analysis. Since the corridor areas evaluated as part of this study within Oklahoma are not economically isolated, but instead are interconnected with the economies external to the state, the influence of out-of-state socioeconomic trends was also evaluated. Numerous states such as Texas, Illinois and Ohio, and the overall national economy were included as testable areas of influence. These socioeconomic data were evaluated for the purposes of determining the potentially influential factors on traffic demand growth for the OTA's three I-44 facilities.

The compiled independent variables were tested against each other for significant statistical correlation. As expected, the geographically-applicable socioeconomic independent variables that were tested mostly exhibited high correlations with each other (because all the tested socioeconomic variables within a given geographic grouping are intuitively interrelated to a greater or lesser degree), which in some cases result in likely multicollinearity error in a multivariate regression equation. Therefore, only one socioeconomic independent variable was deemed statistically necessary to identify the correlative relationship with the corridor traffic and to develop the forecasted growth profiles for the respective turnpikes. Depending on the corridor and vehicle category, the chosen independent socioeconomic variable for the final regression-based estimates was either employment or population, under different combinations of statewide geographies ranging from Oklahoma, Missouri or Texas.

The results of the regression analysis were used to develop baseline long-term demand growth projections for the I-44 turnpikes. Further adjustments were then made to the baseline growth forecasts, taking into account issues such as network changes, toll rate increases, revenue collection approaches, and known construction timeframes.

## Urban Analysis Using MPO Forecasts

Although the multivariate regression analysis of the historical OTA System observed transaction and revenue data provided the primary basis for the long-term revenue forecast, local MPO transportation plans in the Oklahoma City and Tulsa areas were also evaluated as an additional resource. This additional effort was particularly useful when analyzing the two urban turnpikes (John Kilpatrick and Creek turnpikes) which lie in the Oklahoma City and Tulsa areas, respectively.

### Oklahoma City Area

The Association of Central Oklahoma Governments (ACOG) serves as the MPO for the greater Oklahoma City area. The most recent long-range plan developed by ACOG, Encompass 2035, included long-range traffic forecasts for major roadways in the Oklahoma City metropolitan planning area. CDM Smith obtained the Encompass 2035 travel demand model as part of the current study. The ACOG model was used to estimate traffic growth trends for the John Kilpatrick Turnpike based upon ACOG's 2035 demographic forecast. The growth rates observed in the ACOG model were used in conjunction with the results of the multivariate regression model to develop thirty-year demand forecasts for the John Kilpatrick Turnpike.

### Tulsa Area

The local MPO for the Tulsa region is the Indian Nations Council of Governments (INCOG). INCOG developed long-range traffic forecasts for the Tulsa area as part of its most recent long-range plan developed by ACOG, Connections 2035. The Connections 2035 travel demand model was obtained by CDM Smith as part of this analysis. The INCOG model and demographic forecast were used to estimate traffic growth trends for the Creek Turnpike through INCOG's 2035 forecast year. The growth rates observed in the INCOG model provided a supplemental resource to the multivariate regression results when developing thirty-year traffic forecasts for the Creek Turnpike.

## SWJKT and EOC Projects

Future year revenue forecasts for the SWJKT and EOC projects were developed using an updated and validated travel demand model for the greater Oklahoma City area. The travel demand model validation process included database modifications and updates to the roadway network and socio-economic characteristics in the SWJKT and EOC study areas. Figure 5-1 illustrates the travel demand process used by CDM Smith for developing the toll revenue forecasts for the SWJKT and EOC projects.

### Roadway Network Update

The base model used for this analysis was the Oklahoma City regional travel demand model developed by ACOG. The complete model (including networks, demographic forecasts and trip tables) was provided in Cube format to CDM Smith (including networks, demographic forecasts and trip tables). The base year network from the model was reviewed for consistency with existing conditions and validated based on the comprehensive data collected within the project areas as described in Section 3. The validated networks were then used to develop the forecasted traffic for both the SWJKT and EOC projects.

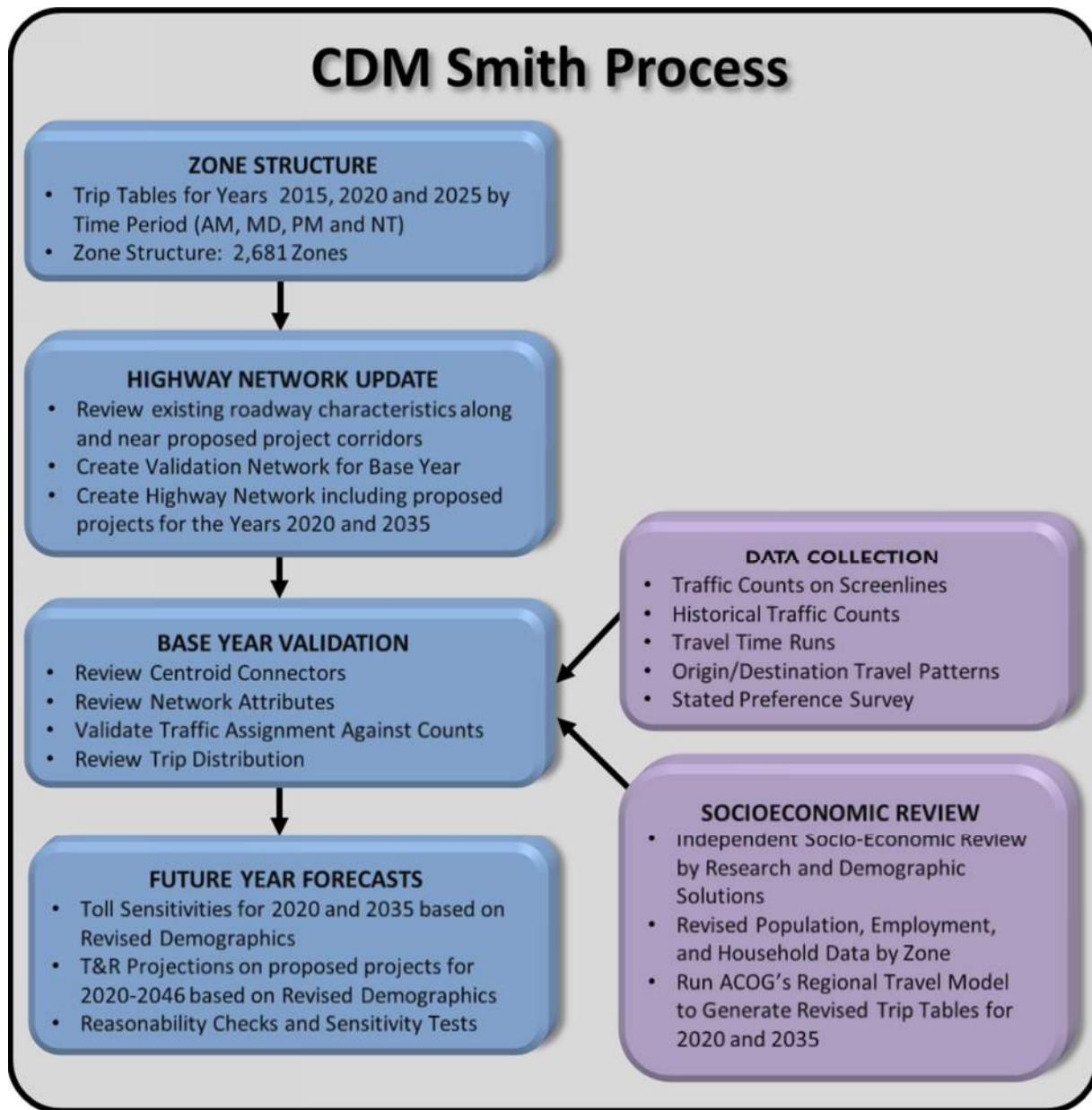


Figure 5-1. Travel Demand Modeling Process

### Model Validation Process

CDM Smith used traffic counts collected in the spring of 2016 to validate the model and adjust the network characteristics where needed. The model validation process involved comparing the 2015 base year traffic assignment output volumes along each project corridor to the observed traffic count data. Additionally, output travel times and speeds from the travel demand model were compared to the actual travel speed information collected along project corridors. Model volumes were also compared to average daily traffic (ADT) counts available from OTA to test the base year travel demand model's ability to replicate existing turnpike traffic. Finally, the origin-destination patterns from the base year model were analyzed to ensure that they accurately reflected the travel patterns observed from the origin-destination data obtained for the region.



Travel demand modeling practitioners in the United States use “NCHRP 255: Highway Traffic Data for Urbanized Area Project Planning and Design,” published by the Transportation Research Board to check the reasonableness of model validation. As shown in Figures 5-2 and 5-3, the percentage difference between the model volumes and traffic for both projects is within acceptable ranges for each screenline.

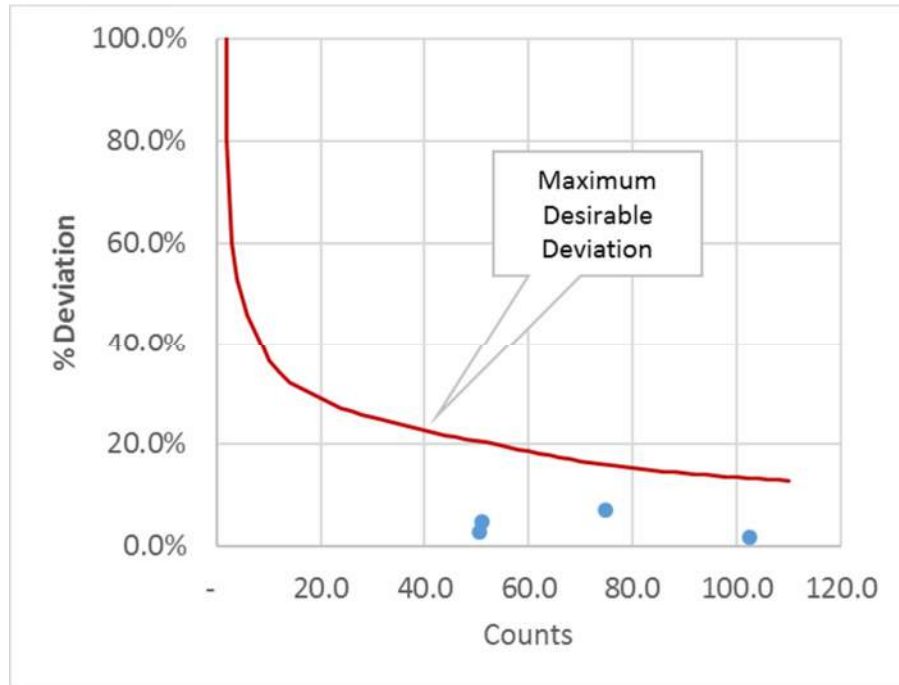


Figure 5-2. Southwest John Kilpatrick Extension – Screenline Validation Results

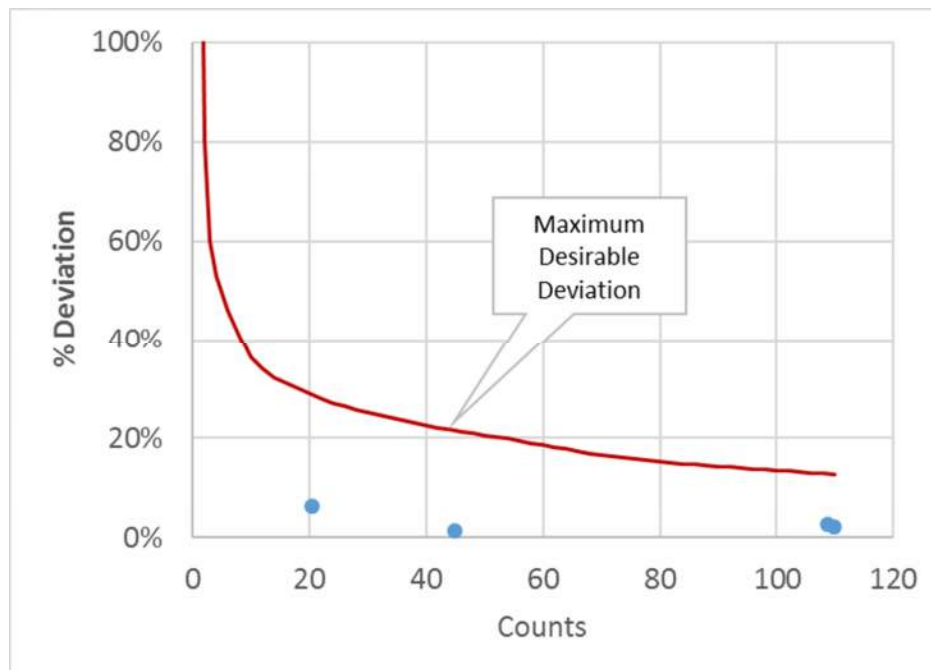


Figure 5-3. Eastern Oklahoma County Turnpike – Screenline Validation Results

## Modeling Methodology

Professional practices and procedures were used in the development of the revenue forecasts for SWJKT and EOC. The CDM Smith market share diversion routines, designed specifically to emulate motorists' willingness to pay tolls at different toll levels and congestion conditions, were used to test the toll sensitivities within the corridor for the both the validation year and 2035 forecast year.

The toll diversion traffic assignments were run using an equilibrium diversion technique to evaluate the toll feasibility of the corridor. In the process, the travel model builds two paths between each pair of zones, one including the project mainlane links, and the other path excluding the project mainlane links. The travel cost associated with using both travel paths is computed, and the amount of trips using the toll facility is then estimated based on travel time savings between the two paths. This technique simulates the driver's decision to use a toll or toll free route, which depends largely on the marginal differences in time and cost between the defined routes.

### Time Cost and Vehicle Operating Costs

In addition to tolls, two other end-user costs are considered when calculating the total cost of a trip on SWJKT and EOC projects: time cost and vehicle operating costs. The motorists' time cost is calculated using value of time estimates that are integrated into the modeling process. How travelers value their time helps them determine which route to use for a specified trip. The value of time parameter provides a measure to convert travel time into an equivalent monetary cost for inclusion in the toll diversion process. Vehicle operating costs include a multitude of additional costs to travelers such as wear and tear, maintenance, tires, oil, fuel, and other variable costs.

Based on the results of the stated preference survey summarized in Section 3, average values of time (as a function of income) were used for the current study. Values of time were assumed to inflate at an average annual rate of two percent throughout the forecast period.

A vehicle operating cost of \$0.21 per mile for passenger vehicles in 2015 was assumed based on estimates published by the American Automobile Association and inflated at the rate of two percent per year. This includes motor fuel and limited other perceived out-of-pocket costs that are well below the full cost of operation. These are generally not perceived by the drivers as variable costs that affect their route decision choices.

### Demographics and Trip Tables

Revenue estimates along the SWJKT and EOC corridors that are presented in Section 6 of this report are based on the base demographic datasets from ACOG as a starting point. However, the updated demographic datasets developed by RDS as described in Section 4 were used as an input to generate an alternate set of trip tables and are referred to as the "revised" trip tables. These revised trip tables were used as the baseline for the revenue estimation and toll sensitivity evaluations completed for both the SWJKT and EOC projects.

## General Assumptions

The forecasted traffic volumes and estimated toll revenues from this study are based on the following general assumptions, which CDM Smith believes are reasonable for the purposes of this study (more project specific assumptions can be found in Section 6):

- The SWJKT and EOC projects are expected to open to traffic on January 1, 2020
- Alignment of SWJKT and EOC are to be as described in Section 1 of this report
- No additional competing limited-access highways will be constructed within the SWJKT and EOC corridors at any time during the forecast period.
- A combination PIKEPASS/Cash toll collection system will be used, and toll collection policies and rates for OTA System, SWJKT and EOC will be adopted as shown in Section 6 of this report
- The OTA System, SWJKT, and EOC will be well-maintained, efficiently operated, and effectively signed to encourage maximum usage
- Economic growth in project corridors will follow the assumptions described in Section 4
- Growth in vehicle operating costs (which include fuel, maintenance, and tires) will not significantly deviate from the assumed inflation rate
- No local, regional, or national emergency will arise which would abnormally restrict the use of motor vehicles

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## Section 6

### Revenue Forecasts

This section presents thirty-year revenue estimates for the OTA System as well as the SWJKT and EOC projects. The long-term forecasts are based on the modeling methodologies and background assumptions described in Section 5 and other assumptions presented in this section. In addition, this section describes the toll sensitivity analyses that were performed to estimate the impacts of toll rate changes on revenue generation. The results of various sensitivity tests performed to assess impacts on revenue of the various key influential variables are also presented.

### Input Assumptions

The forecasted traffic volumes and estimated toll revenues from this study are based on the following general assumptions, several of which were derived through coordination with OTA staff, that CDM Smith believes are reasonable for the purposes of this study:

#### OTA System

- A systemwide toll rate increase will be implemented thusly:
  - An initial 12.0 percent increase will be implemented on January 1, 2017
  - An incremental 2.5 percent increase will be implemented on January 1, 2018
  - An additional 2.5 percent increase will be implemented on July 1, 2019
- The EOC Turnpike will open to traffic on January 1, 2020
- The SWJKT will open to traffic on January 1, 2020
- A PIKEPASS/Cash toll collection system is assumed throughout the forecast period
- Economic growth along OTA System corridors will follow the forecasts described in this report

#### SWJKT and EOC

- The EOC Turnpike will open to traffic on January 1, 2020
- The SWJKT will open to traffic on January 1, 2020
- The base toll rates for 2-axle vehicles will be \$0.10 per mile for PIKEPASS users and \$0.12 for cash users
- Minimum tolls charged will be \$0.30 for PIKEPASS users and \$0.35 for cash users
- Toll rates will be calculated as a function of distance and the base per mile rate, with all rates rounded up to the next highest nickel

- Truck toll rates will be set as follows:
  - 3-axle vehicles: 1.5 times the 2-axle rate
  - 4-axle vehicles: 2.0 times the 2-axle rate
  - 5-axle vehicles: 3.5 times the 2-axle rate
  - 6-axle vehicles: 4.5 times the 2-axle rate
- Economic growth along project corridors will follow the forecasts described in this report

## Toll Sensitivity Analysis

A toll sensitivity analysis was performed to test the impacts of changes to toll rates on the revenue generated by the OTA System, SWJKT and EOC. It is advisable that the planned toll rates on all OTA System facilities be less than that required to maximize revenue as determined by the toll sensitivity analysis. Future flexibility should be maintained to increase tolls, if necessary, to generate additional revenue. Toll sensitivity curves are based on changes in traffic characteristics along OTA System corridors such as congestion levels, values of time and attractiveness of competing facilities. These curves are essential in estimating the viability of planned toll rate increases.

In general, the toll sensitivity curve suggests that when the toll rate increases, a portion of travelers will leave the toll facility and choose other routes. Therefore, as the toll rate increases, demand for the toll facilities will decrease. However, as the toll rate increases, the toll revenue increases until it reaches the highest revenue point where an additional toll rate increment would reduce demand enough to result in less revenue.

Toll sensitivity analyses were conducted for the year 2020 after all planned toll rate increases have gone into effect. Figures 6-1 through 6-3 illustrate the toll sensitivity curves for the OTA System, SWJKT and EOC projects. The curves were developed using toll rates up to 600 percent of the base toll rate. Toll sensitivity results for the OTA System indicate that rates could be increased up to 250 percent before total revenues begin to fall below the revenue maximization point. For the SWJKT and EOC projects, the revenue maximization points occur at approximately 300 percent and 200 percent of base rates, respectively. These results indicate that the planned toll rates are below the revenue maximization points, demonstrating that, if needed, there is potential for revenue enhancement through toll increases above those assumed for traffic and revenue forecasting purposes.

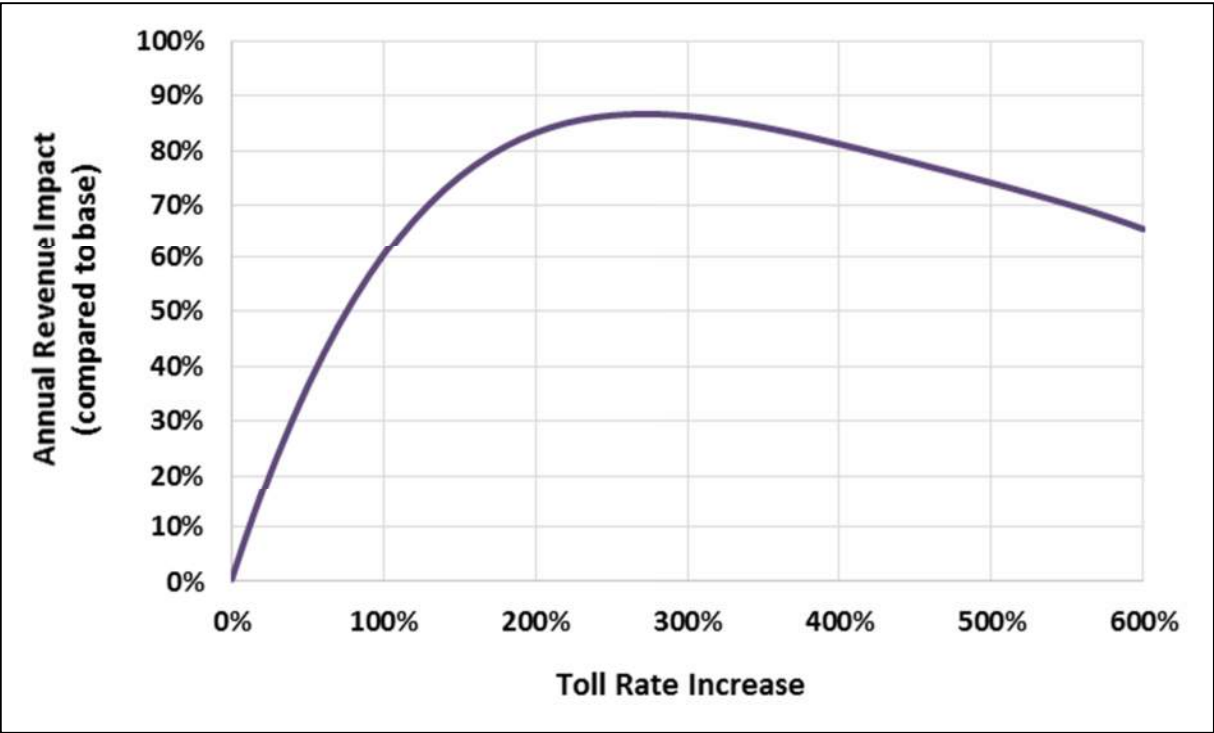


Figure 6-1. Toll Sensitivity Results – OTA System

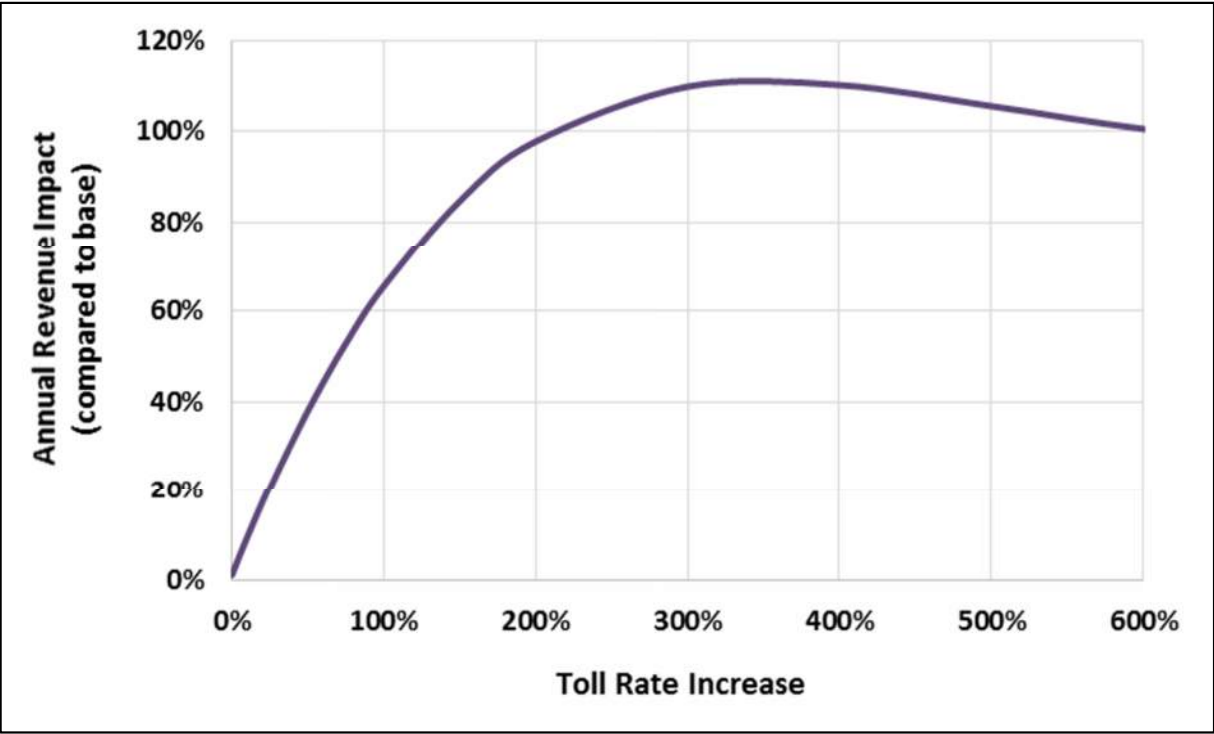


Figure 6-2. Toll Sensitivity Results – Southwest Kilpatrick Extension

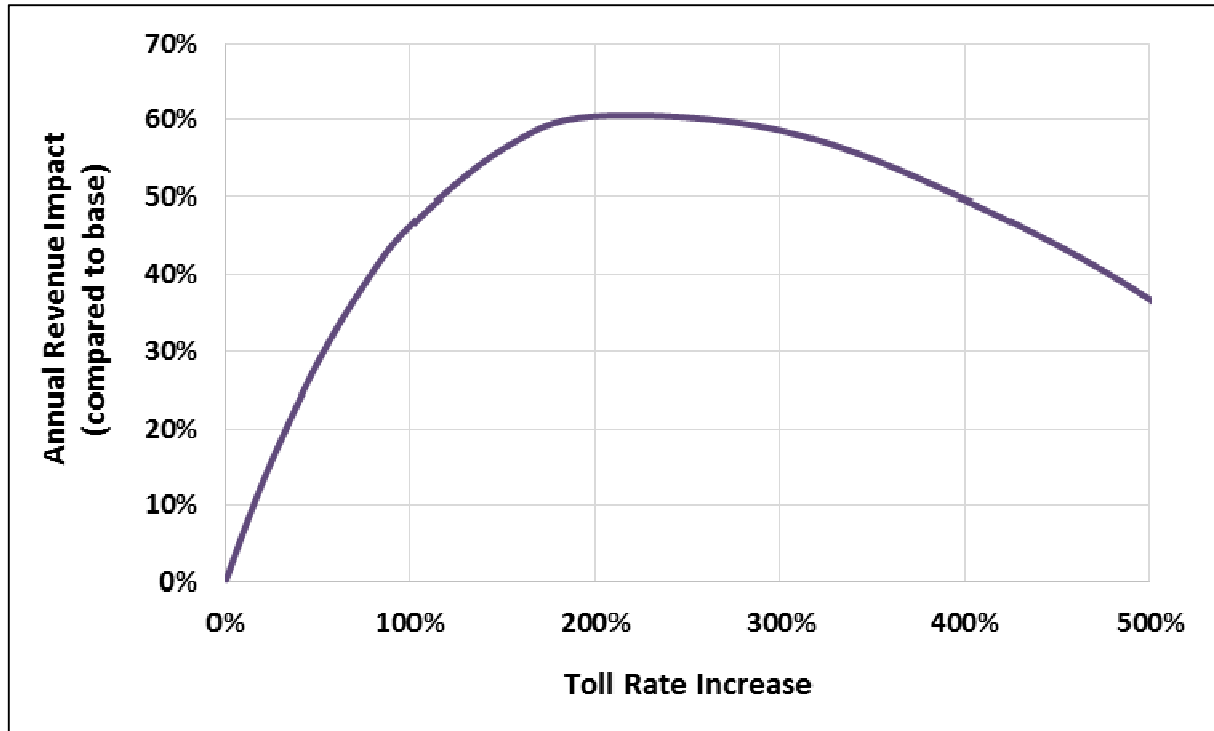


Figure 6-3. Toll Sensitivity Results – Eastern Oklahoma County Turnpike

## Corridor Share Analysis

As part of the analysis of the future traffic on the SWJKT and EOC projects, the corridor share of each was analyzed across multiple screenlines in the study areas. As shown in Figures 6-3 and 6-4, two screenlines were analyzed along each corridor to determine what percentage of the total demand is expected to use the new turnpikes.

Table 6-1 shows the results of the corridor share analysis for the SWJKT project area. For Screenline 1, the SWJKT accounts for 11.5 percent of the corridor throughput in 2020 under a toll-free scenario. The addition of tolls drops that share to 8.9 percent with large portion of the traffic shifting to Morgan Road. By 2035, the SWJKT accounts for a 14.0 percent corridor share without tolls and 11.2 percent with tolls. For Screenline 3, the SWJKT attracts 12.1 percent of the corridor throughput in 2020 without tolls and 8.2 percent with tolls. In 2035, SWJKT accounts for a 17.3 percent corridor share without tolls and 12.7 percent with tolls.

The results of the EOC corridor share analysis are shown in Table 6-2. On Screenline 1, the EOC accounts for 18.2 percent of the 2020 traffic without tolls and 8.8 percent with tolls. In 2035, the EOC holds a 23.3 percent share without tolls and 12.6 percent share with tolls. On Screenline 2, the EOC accounts for 9.6 percent of the corridor throughput in 2020 under a toll-free scenario. This drops to 5.4 percent with tolls added to the facility. By 2035, the EOC accounts for a 13.4 percent corridor share without tolls and 8.2 percent with tolls.





Figure 6-4. Corridor Share Analysis Screenlines – Southwest Kilpatrick Extension

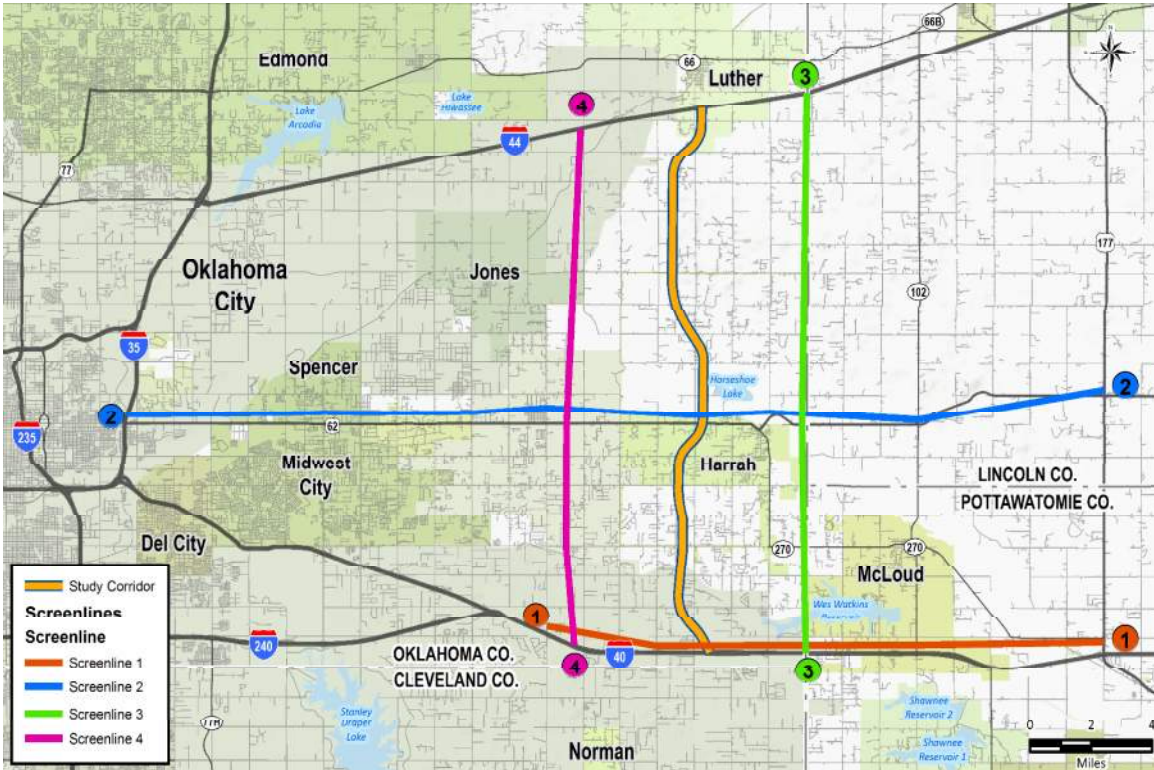


Figure 6-5. Corridor Share Analysis Screenlines – Eastern Oklahoma County Turnpike

Table 6-1. Corridor Share Analysis – Southwest Kilpatrick Extension

Screenline 1	2020		2035	
	Toll Free	Toll	Toll Free	Toll
S Cemetary Rd North of SW 15th St	2.9%	3.0%	2.9%	3.0%
N Czech Hall Rd North of SW 15th St	3.9%	4.3%	4.7%	5.3%
S Mustang Rd-SH 4 North of SW 15th St	5.6%	6.7%	6.9%	7.7%
<b>SWJKT North of SW 15th St</b>	<b>11.5%</b>	<b>8.9%</b>	<b>14.0%</b>	<b>11.2%</b>
S Sara Rd North of SW 15th St	1.4%	1.8%	2.3%	2.8%
S Morgan Rd North of SW 15th St	5.8%	7.6%	5.7%	7.1%
S Council Rd North of SW 15th St	7.7%	7.8%	7.6%	7.7%
S Macarthur Blvd North of SW 15th St	8.2%	8.0%	9.2%	9.1%
IH 44 North of SW 15th St	53.0%	51.8%	46.7%	46.1%
Screenline 3	2020		2035	
	No Build	Build	No Build	Build
IH 40 East of S Sara Rd	43.9%	44.3%	42.9%	44.1%
SW 15th St East of S Sara Rd	5.6%	7.0%	5.9%	7.5%
<b>SWJKT East of S Sara Rd</b>	<b>12.1%</b>	<b>8.2%</b>	<b>17.3%</b>	<b>12.7%</b>
SW 29th St East of S Sara Rd	9.0%	8.7%	10.5%	9.9%
SW 44th St East of S Sara Rd	5.5%	6.7%	3.5%	4.8%
SW 59th St East of S Sara Rd	5.4%	5.4%	7.6%	7.9%
SW 74th St East of S Sara Rd	18.6%	19.7%	12.3%	13.1%

Table 6-2. Corridor Share Analysis – Eastern Oklahoma County Turnpike

Screenline 1	2020		2035	
	Toll Free	Toll	Toll Free	Toll
S Choctaw Road north of IH 40	8.3%	10.5%	8.9%	10.8%
IH 40 west of Indian Meridian Rd	67.5%	70.1%	61.5%	65.7%
S Peebly Road north of IH 40	2.4%	4.9%	2.7%	5.2%
S Harrah Road north of IH 40	3.6%	5.7%	3.6%	5.6%
<b>Eastern Oklahoma County Turnpike</b>	<b>18.2%</b>	<b>8.8%</b>	<b>23.3%</b>	<b>12.6%</b>
Screenline 2	2020		2035	
	No Build	Build	No Build	Build
SB I-35 Mainlane North of US 62	57.9%	58.9%	55.2%	56.2%
N Choctaw Road north of US 62	3.6%	4.2%	4.6%	5.4%
N Triple X Road north of US 62	0.8%	1.8%	0.8%	1.6%
N Luther Road north of US 62	2.7%	3.2%	2.6%	2.9%
<b>Eastern Oklahoma County Turnpike</b>	<b>9.6%</b>	<b>5.4%</b>	<b>13.4%</b>	<b>8.2%</b>
N Harrah Road north of US 62	1.4%	2.2%	1.3%	2.0%
SH 102 north of US 62	1.8%	1.8%	1.4%	1.7%
US 177 north of US 62	4.5%	3.8%	3.5%	4.2%
N Hiwassee Rd north of US 62	2.9%	3.2%	3.0%	3.2%
N Post Rd north of US 62	5.2%	5.5%	5.1%	5.2%
N Douglas Rd north of US 62	4.3%	4.5%	4.1%	4.3%
N Midwest Blvd north of US 62	5.4%	5.6%	4.9%	5.1%

## Travel Time Savings Analysis

An important part of the decision to use a toll facility is the potential time savings that is offered to the traveler. This section illustrates the travel time savings associated with using the SWJKT and EOC rather than alternative routes in the study area for the years 2020 and 2035. Two origin-destination pairs were evaluated for both the morning and evening peak periods, as illustrated in Figures 6-6 and 6-7.

For the SWJKT project, a trip between Will Rogers World Airport and northwest Oklahoma City was evaluated. Two alternative routes were considered: one that utilizes the SWJKT, and one that uses Meridian Avenue and I-40. The two analyzed routes are shown in Figure 6-6. The routes were evaluated in future years 2020 and 2035 for the morning peak period, midday period and evening peak period. The maximum observed travel time savings for each are summarized in Figure 6-6. In 2020, the SWJKT offers time savings of three minutes during the morning peak period over the alternate route and a time savings of two minutes during the evening period. In 2035, the SWJKT route is four minutes faster during the morning peak period and two minutes faster in the evening peak period. An average time savings of one minute was measured during the midday period of both forecast years.

For the EOC study area, a trip between McLoud and Edmond was evaluated, and two routes were again measured. One route was assumed to use the EOC and Turner Turnpike, and the second route was assumed to use I-40 and I-35. The two analyzed routes are shown in Figure 6-7. The routes were evaluated in future years 2020 and 2035 for the morning peak period, midday period and evening peak period. The maximum observed travel time savings for each are summarized in Figure 6-6. In 2020, the EOC route offers time savings of eight minutes during the morning peak period over the alternate route and a time savings of six minutes during the evening period. In 2035, the EOC route is seven minutes faster during both the morning peak period and evening peak period. An average time savings of three minutes was measured during the midday period of both forecast years.

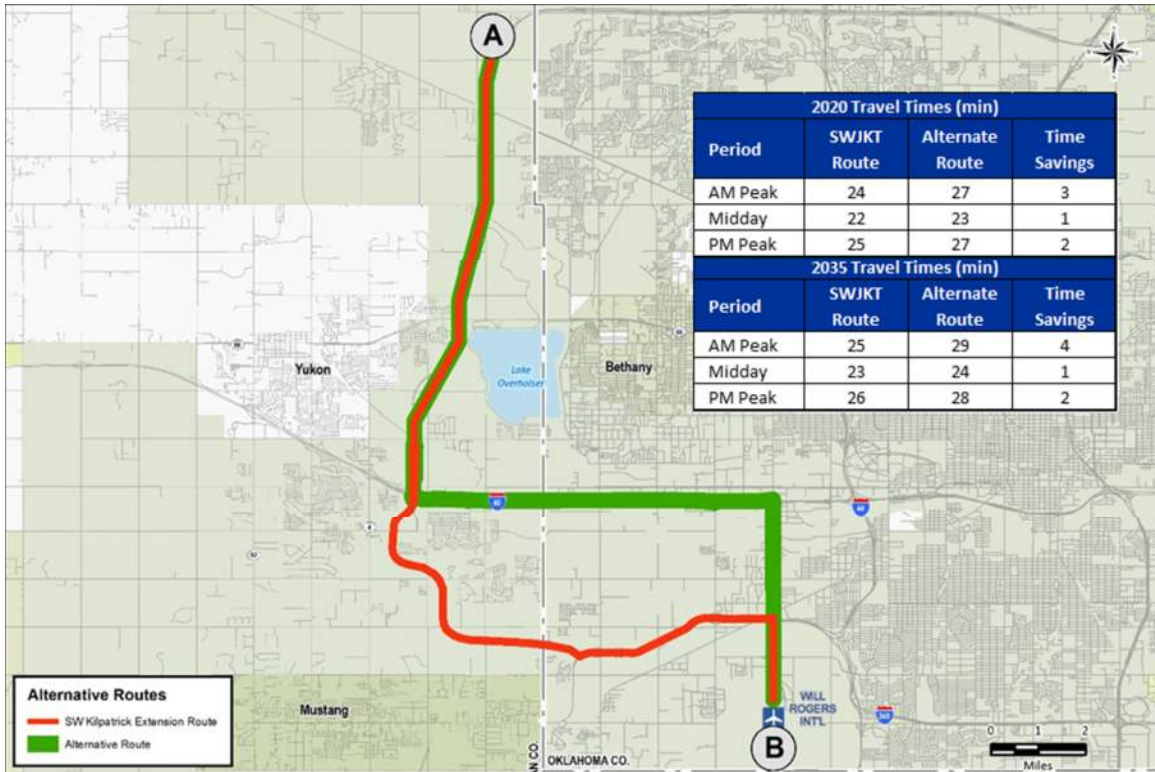


Figure 6-6. Travel Time Comparison – Southwest Kilpatrick Extension

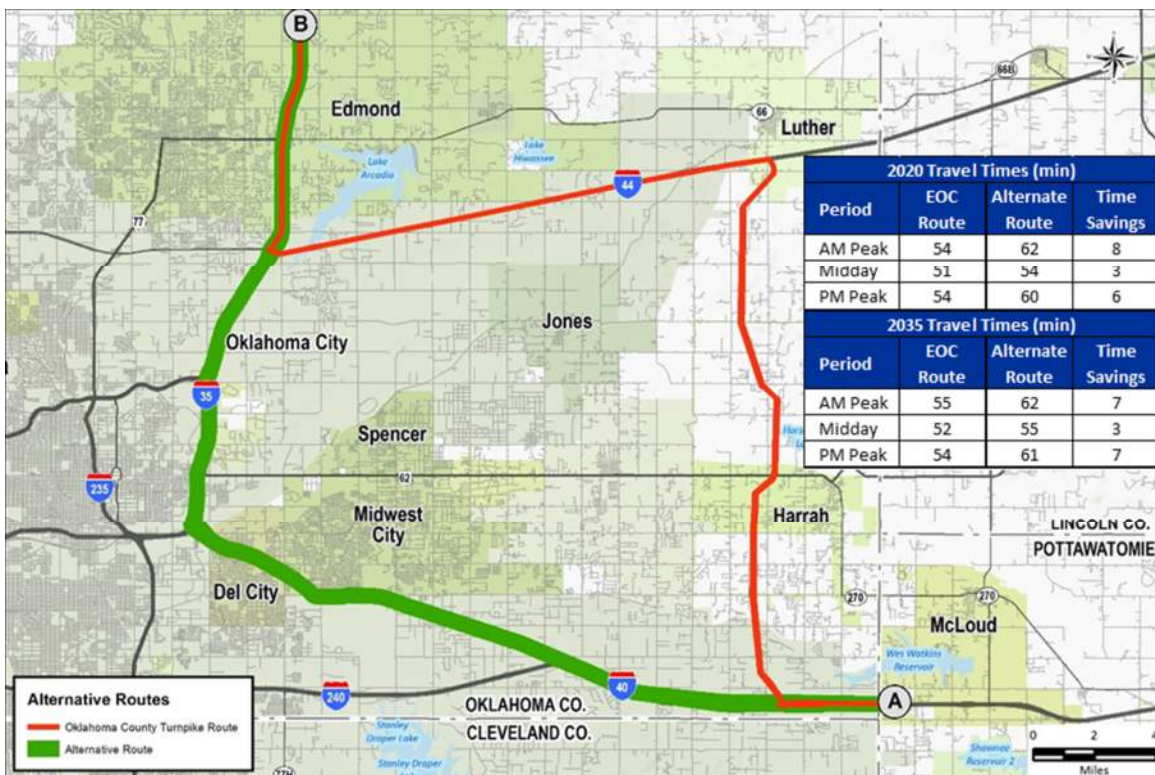


Figure 6-7. Travel Time Comparison – Eastern Oklahoma County Turnpike

## Estimated Annual Revenue

Using the forecasting methodologies described in Section 5, revenue estimates were developed for the thirty-year period between 2017 and 2046. Revenue estimates were developed independently for each of OTA's existing ten turnpikes as well as the proposed SWJKT and EOC projects.

### OTA System

The final multivariate regression functions developed for each turnpike and vehicle type were used in concert with the models to first validate against the previous forecasts established for the turnpikes to ensure that there was a level of consistency in the new models, and to ensure that the explanatory variables were not yielding results that were too sensitive to any one of the independent variables' forecasted fluctuations.

The forecast of the independent variables was also reviewed to ensure that the cyclical fluctuations that are evident from historical trends were also significantly addressed in the future projections. As such, dampening factors for the passenger and commercial vehicle markets were applied to the model forecast based on observed historical growth trends to normalize the results. Recently observed trends over the past several years for each respective turnpike were used to generate the baseline growth profiles between 2017 and 2046. These traffic growth profiles were then adjusted to reflect the impacts of the planned toll rate increases in 2017, 2018, and 2019.

Table 6-3 presents the forecasted annual revenues over a thirty-year period for each OTA System turnpike. As shown in the table, the OTA System is expected to generate \$298.12 million in 2017 following the implementation of the first planned toll rate increase and, and it is anticipated to generate \$325.95 million in 2020, the first full year following the full implementation of planned toll rate increases. Revenue is forecasted to reach \$395.24 million by 2045, representing an average annual growth rate of 0.8 percent between 2020 and 2045. The Turner and Will Rogers turnpikes are expected to remain as the highest revenue earning facilities in the OTA System throughout the forecast period.

### SWJKT and EOC

An equilibrium diversion technique was used to carry out traffic assignment runs for four periods, AM peak, PM peak, midday and night. The model runs were conducted for the years 2020 and 2035. Traffic volumes were estimated by using the revised demographics trip tables, which were adjusted based on the base year model validation process, as described above.

The proposed new projects will utilize a PIKEPASS/Cash toll collection system, such that two separate traffic assignments, one with PIKEPASS toll charges and the other with cash charges, were conducted for each model year. The traffic volumes obtained by the PIKEPASS toll charge assignment were factored by the assumed PIKEPASS transaction shares to get the PIKEPASS volumes and the traffic volumes obtained by the cash toll charge assignment run were factored by the cash transaction shares to get the cash traffic volume. The sum of the two volumes provided the total traffic using the proposed facilities. In this manner, the volume totals along each facility were estimated for each model year. All other years were interpolated or extrapolated between or beyond the modeled years to obtain the yearly T&R estimates.

The traffic assignment results at each of the analysis years were reviewed for reasonableness and post-model adjustments were made as necessary. This included adjustments to reflect model validation results along each corridor. Based on forecasted traffic along each project, annual forecasts for each were prepared through 2046. Estimates beyond year 2035 are based on nominal assumptions regarding future traffic growth. As shown in Table 6-4, the SWJKT is expected to generate \$3.08 million in its first year of operation, increasing to \$6.37 million by 2035 and \$7.71 million by 2046. The EOC is anticipated to produce \$4.98 million in its first year of operation, increasing to \$11.94 million in 2035 and \$15.32 by 2046.

Table 6-3. OTA System Revenue Forecast

Year	Annual Turnpike Revenue (millions)										TOTAL
	Turner	Will Rogers	H.E. Bailey	Indian Nation	Muskogee	Cimarron	Cherokee	Chickasaw	John Kilpatrick	Creek	
2017	\$71.92	\$61.87	\$29.76	\$16.31	\$20.76	\$13.14	\$9.62	\$0.89	\$41.67	\$32.18	<b>\$298.12</b>
2018	\$74.42	\$64.12	\$30.82	\$16.80	\$21.47	\$13.56	\$9.87	\$0.93	\$43.71	\$33.68	<b>\$309.37</b>
2019	\$76.28	\$65.85	\$31.63	\$17.14	\$21.99	\$13.86	\$10.03	\$0.96	\$45.36	\$34.86	<b>\$317.95</b>
2020	\$77.59	\$67.34	\$32.40	\$17.44	\$22.50	\$14.13	\$10.15	\$0.99	\$47.44	\$35.98	<b>\$325.95</b>
2021	\$78.59	\$68.23	\$32.88	\$17.59	\$22.80	\$14.28	\$10.19	\$1.01	\$48.66	\$36.77	<b>\$330.99</b>
2022	\$79.56	\$69.11	\$33.36	\$17.72	\$23.08	\$14.41	\$10.21	\$1.03	\$49.75	\$37.45	<b>\$335.68</b>
2023	\$80.51	\$69.96	\$33.82	\$17.85	\$23.33	\$14.54	\$10.23	\$1.05	\$50.79	\$38.07	<b>\$340.15</b>
2024	\$81.44	\$70.79	\$34.27	\$17.98	\$23.58	\$14.66	\$10.25	\$1.06	\$51.79	\$38.65	<b>\$344.47</b>
2025	\$82.33	\$71.60	\$34.71	\$18.10	\$23.81	\$14.78	\$10.27	\$1.08	\$52.76	\$39.20	<b>\$348.65</b>
2026	\$83.20	\$72.38	\$35.13	\$18.23	\$24.05	\$14.90	\$10.29	\$1.10	\$53.71	\$39.74	<b>\$352.71</b>
2027	\$84.04	\$73.13	\$35.54	\$18.35	\$24.27	\$15.02	\$10.31	\$1.11	\$54.65	\$40.26	<b>\$356.67</b>
2028	\$84.84	\$73.85	\$35.93	\$18.47	\$24.49	\$15.14	\$10.32	\$1.13	\$55.58	\$40.76	<b>\$360.52</b>
2029	\$85.61	\$74.55	\$36.31	\$18.59	\$24.71	\$15.25	\$10.34	\$1.15	\$56.46	\$41.23	<b>\$364.20</b>
2030	\$86.35	\$75.21	\$36.67	\$18.71	\$24.91	\$15.36	\$10.36	\$1.16	\$57.32	\$41.67	<b>\$367.72</b>
2031	\$87.06	\$75.84	\$37.02	\$18.81	\$25.09	\$15.46	\$10.37	\$1.18	\$58.08	\$42.07	<b>\$370.97</b>
2032	\$87.73	\$76.44	\$37.34	\$18.91	\$25.26	\$15.56	\$10.38	\$1.19	\$58.75	\$42.43	<b>\$373.98</b>
2033	\$88.36	\$77.01	\$37.65	\$18.99	\$25.41	\$15.64	\$10.39	\$1.20	\$59.34	\$42.75	<b>\$376.75</b>
2034	\$88.95	\$77.55	\$37.94	\$19.07	\$25.55	\$15.71	\$10.40	\$1.22	\$59.87	\$43.05	<b>\$379.29</b>
2035	\$89.51	\$78.05	\$38.21	\$19.14	\$25.67	\$15.78	\$10.40	\$1.23	\$60.33	\$43.32	<b>\$381.62</b>
2036	\$90.03	\$78.51	\$38.47	\$19.20	\$25.78	\$15.84	\$10.41	\$1.24	\$60.74	\$43.56	<b>\$383.76</b>
2037	\$90.50	\$78.94	\$38.70	\$19.26	\$25.88	\$15.89	\$10.41	\$1.24	\$61.10	\$43.78	<b>\$385.70</b>
2038	\$90.94	\$79.33	\$38.91	\$19.31	\$25.97	\$15.94	\$10.42	\$1.25	\$61.42	\$43.98	<b>\$387.45</b>
2039	\$91.33	\$79.68	\$39.10	\$19.35	\$26.05	\$15.98	\$10.42	\$1.26	\$61.69	\$44.16	<b>\$389.04</b>
2040	\$91.69	\$80.00	\$39.27	\$19.39	\$26.13	\$16.03	\$10.43	\$1.27	\$61.94	\$44.32	<b>\$390.45</b>
2041	\$92.00	\$80.28	\$39.42	\$19.43	\$26.19	\$16.06	\$10.43	\$1.27	\$62.15	\$44.47	<b>\$391.71</b>
2042	\$92.26	\$80.52	\$39.55	\$19.47	\$26.26	\$16.10	\$10.44	\$1.28	\$62.34	\$44.60	<b>\$392.81</b>
2043	\$92.49	\$80.72	\$39.66	\$19.50	\$26.31	\$16.13	\$10.44	\$1.28	\$62.51	\$44.73	<b>\$393.76</b>
2044	\$92.67	\$80.88	\$39.74	\$19.53	\$26.36	\$16.16	\$10.45	\$1.29	\$62.66	\$44.84	<b>\$394.57</b>
2045	\$92.81	\$81.00	\$39.80	\$19.56	\$26.41	\$16.19	\$10.46	\$1.29	\$62.79	\$44.94	<b>\$395.24</b>
2046	\$92.90	\$81.08	\$39.84	\$19.59	\$26.45	\$16.21	\$10.47	\$1.30	\$62.90	\$45.04	<b>\$395.77</b>

Table 6-4. Southwest Kilpatrick Extension and Eastern Oklahoma County Turnpike Revenue Forecasts

Year	Southwest Kilpatrick Extension Annual Revenue	Eastern Oklahoma County Turnpike Annual Revenue
2020	\$3,082,000	\$4,984,000
2021	\$3,655,000	\$5,980,000
2022	\$4,263,000	\$7,079,000
2023	\$4,684,000	\$7,893,000
2024	\$4,890,000	\$8,362,000
2025	\$5,107,000	\$8,860,000
2026	\$5,221,000	\$9,126,000
2027	\$5,338,000	\$9,401,000
2028	\$5,458,000	\$9,684,000
2029	\$5,581,000	\$9,976,000
2030	\$5,707,000	\$10,278,000
2031	\$5,836,000	\$10,589,000
2032	\$5,968,000	\$10,910,000
2033	\$6,104,000	\$11,241,000
2034	\$6,243,000	\$11,582,000
2035	\$6,369,000	\$11,935,000
2036	\$6,495,000	\$12,207,000
2037	\$6,607,000	\$12,487,000
2038	\$6,721,000	\$12,772,000
2039	\$6,837,000	\$13,065,000
2040	\$6,955,000	\$13,365,000
2041	\$7,075,000	\$13,672,000
2042	\$7,198,000	\$13,986,000
2043	\$7,323,000	\$14,307,000
2044	\$7,450,000	\$14,637,000
2045	\$7,580,000	\$14,974,000
2046	\$7,713,000	\$15,319,000

### Combined Revenue Forecast

Figure 6-8 illustrates the combined revenue forecasts of the OTA System, SWJKT and EOC projects. As shown in the figure, the two new turnpikes are expected to comprise a relatively small portion of total revenues throughout the forecast period. The new turnpikes are anticipated to generate 2.4 percent of all OTA revenues in their first year of operation, with this share increasing to 5.5 percent by the end of the forecast period. Combined revenues from all facilities are projected to grow from \$298.12 million in 2017 to \$418.80 million by 2046.

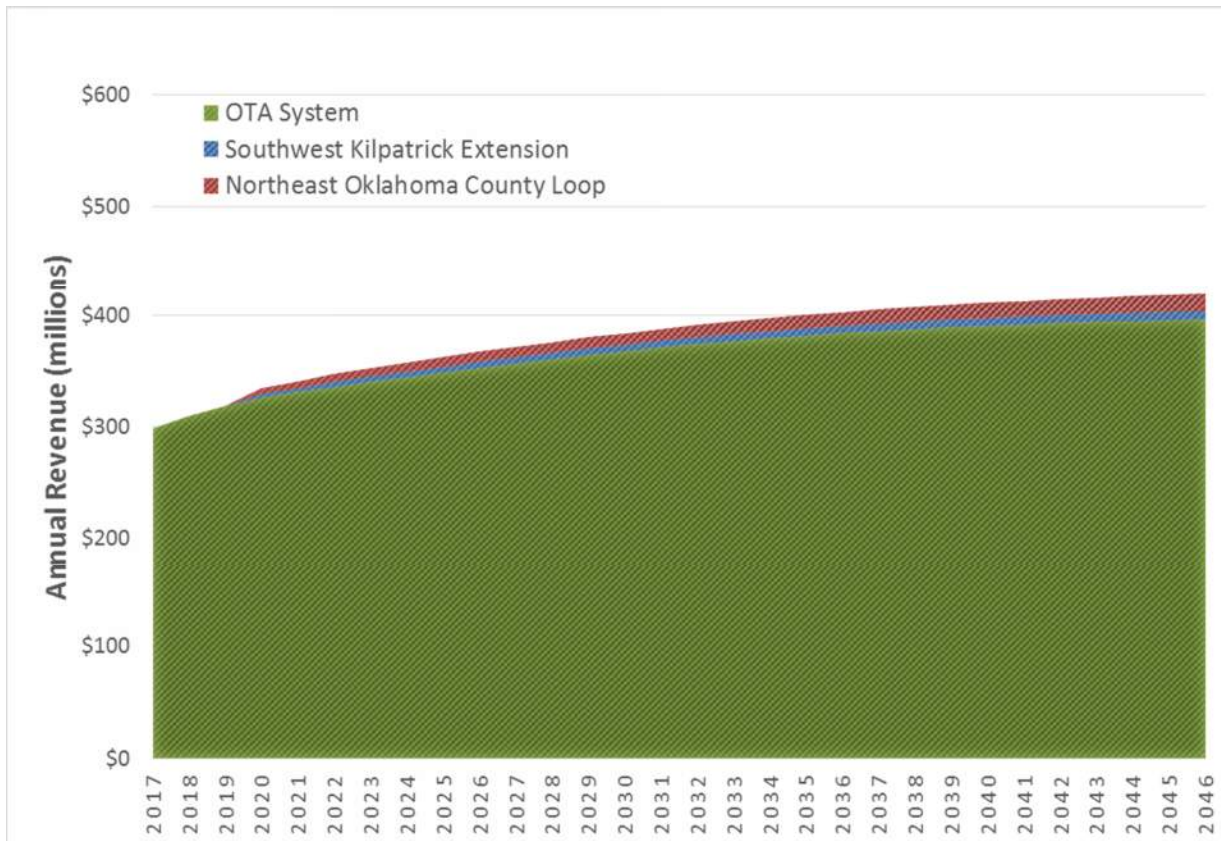


Figure 6-8. Combined Revenue Forecast

## Sensitivity Tests

The base case forecasts for the SWJKT and EOC projects shown above are based on several assumptions, as described previously. As any forecast of the future is subject to considerable uncertainty, most traffic and revenue forecasts to be used in support of project financing typically include sensitivity tests. In general, these are intended to provide a general measure of the potential impact on the revenue forecasts associated with hypothetical changes in certain basic assumptions. These sensitivity tests provide a comparison with the previously presented base case toll revenue forecasts. Each sensitivity test is described in more detail below.

### Demographic Growth

The base revenue forecasts were tested to determine the impacts of changes in demographic growth in the SWJKT and EOC project areas. Two demographic growth alternative scenarios were tested. In the first comparison, the baseline revenue forecasts were tested with a 50 percent reduction in demographic growth assumed throughout the forecast period. The impact on traffic and revenue estimates on both the SWJKT and EOC projects are shown for 2020 and 2035. As can be seen in Table 6-5, the reduced demographic growth results in a revenue decrease on the SWJKT of 15 percent in 2020 and 28 percent in 2035. The impact on EOC is a 15 percent decrease in 2020 and a 23 percent decrease in 2035.



The second test looked at the impacts on revenue if population and employment were to stay at current levels throughout the forecast period. The resulting revenue impacts under this condition were compared to the base revenues for the years 2020 and 2035. As shown in Table 6-6, the “zero growth” scenario results in a revenue decrease on the SWJKT of 27 percent in 2020 and 46 percent in 2035. The impact on EOC is a 25 percent decrease in 2020 and a 36 percent decrease in 2035.

**Table 6-5. Revenue Sensitivity to Demographic Growth**

Year	Southwest Kilpatrick Extension			Eastern Oklahoma County Turnpike		
	Base	50 Percent Growth	Zero Growth	Base	50 Percent Growth	Zero Growth
2020	1.00	0.85	0.73	1.00	0.85	0.75
2035	1.00	0.72	0.54	1.00	0.77	0.64

### Value of Time

Values of time (VOT) assumed to produce revenue forecasts for the SWJKT and EOC projects are shown in Table 3-2. Two alternative scenarios with low VOT and high VOT were created to test the sensitivity of the revenue forecasts to VOT assumptions. The alternative VOTs were created by assuming a 15 percent decrease and increase for the low and high VOT scenarios, respectively. The scenarios were tested for years 2020 and 2035, and the revenue impact comparison is shown in Table 6-6.

As shown in Table 6-6, for a fifteen percent increase in VOT on SWJKT, revenue is expected to increase by approximately three percent in 2020 and two percent in 2035. A fifteen percent reduction in VOT is expected to reduce revenue by approximately three percent in both years. On the EOC, a fifteen percent increase in VOT is expected to increase revenue by four percent in both 2020 and 2035. A fifteen percent VOT decrease in 2020 and 2035 would be anticipated to reduce revenue by six percent and five percent, respectively.

**Table 6-6. Revenue Sensitivity to Value of Time**

Year	Southwest Kilpatrick Extension			Eastern Oklahoma County Turnpike		
	Base	VOT +15%	VOT -15%	Base	VOT +15%	VOT -15%
2020	1.00	1.03	0.97	1.00	1.04	0.94
2035	1.00	1.02	0.97	1.00	1.04	0.95

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# Appendix A

## Stated Preference Survey

This appendix contains the documentation of the stated preference survey as provided by the subconsultant, Resource Systems Group. This report was provided to CDM Smith in September 2016.

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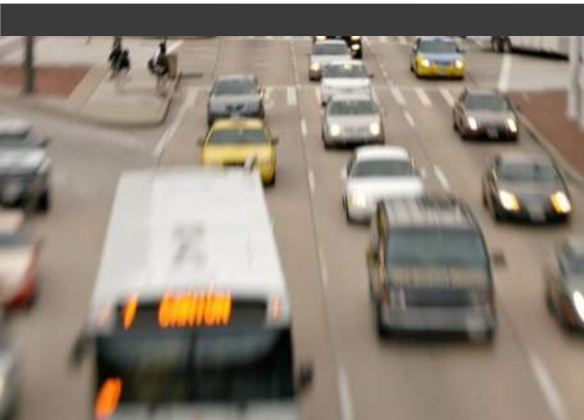


the science of insight

FINAL REPORT

# OKLAHOMA CITY STATED PREFERENCE SURVEY

9.14.2016



PREPARED FOR:  
CDM SMITH

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## OKLAHOMA CITY STATED PREFERENCE SURVEY

PREPARED FOR:  
CDM SMITH

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## 1.0 EXECUTIVE SUMMARY

CDM Smith, on behalf of the Oklahoma Turnpike Authority (OTA), is preparing a traffic and revenue forecast for the proposed Northeast OK County Loop (OK Loop) and the Southwest Kilpatrick Extension (Kilpatrick Extension) projects. The OK Loop will be a 21-mile newly-built highway connecting I-40 to I-44 in eastern Oklahoma County—it will permit faster travel times between Tulsa and Oklahoma City. The Kilpatrick Extension will add to the Kilpatrick Turnpike between I-40 and SH 152 southwest of downtown Oklahoma City, and will provide better access to Will Rogers Airport. Figure 1-1 shows the approximate alignments of both proposed facilities. As part of this work, Resource Systems Group, Inc. (RSG) conducted a stated preference (SP) survey in the greater Oklahoma City area. RSG collaborated with CDM Smith to design and conduct the survey, the results of which will be used in CDM Smith’s travel demand forecasting model for the region.

**FIGURE 1-1: PROPOSED ALIGNMENTS OF THE OK LOOP AND THE KILPATRICK EXTENSION**



The primary purpose of the Oklahoma City Travel Study was to estimate the willingness to pay for travel time savings, or value of time (VOT), of passenger vehicle travelers who are candidates for using either of the proposed facilities, or who make automobile trips on other highways in the Oklahoma City area. Based on respondents’ answers in the SP experiments, these estimates of travelers’ values of time will be used to support highway traffic and toll revenue projections. In preparation for the SP experiments, the questionnaire also collected data on respondents’ current travel behaviors (known as “revealed preferences”) and presented respondents with information about the proposed facilities.

The web-based survey approach employed a computer-assisted self-interview (CASI) technique developed by RSG. The SP survey instrument was customized for each respondent by presenting questions and modifying language based on respondents’ previous answers. These dynamic survey features provided an accurate and efficient means of data collection and allowed the presentation of realistic future conditions that corresponded with

the respondents' reported experiences. RSG's proprietary software was customized for online administration to targeted audiences in the study region.

Respondents were recruited from a selection of ZIP codes in or around the study corridors and in the larger Oklahoma City region through the following methods:

- E-mail invitations sent to PIKEPASS transponder customers
- Postcard invitations mailed to 20,000 residents

A total of 1,278 surveys were collected in May and June of 2016. Stated preference data from the survey were analyzed using accepted statistical techniques to estimate the coefficients of a set of multinomial logit (MNL) models. The model coefficients provide estimates of travelers' sensitivities to travel time and toll cost and can be used to calculate values of time.

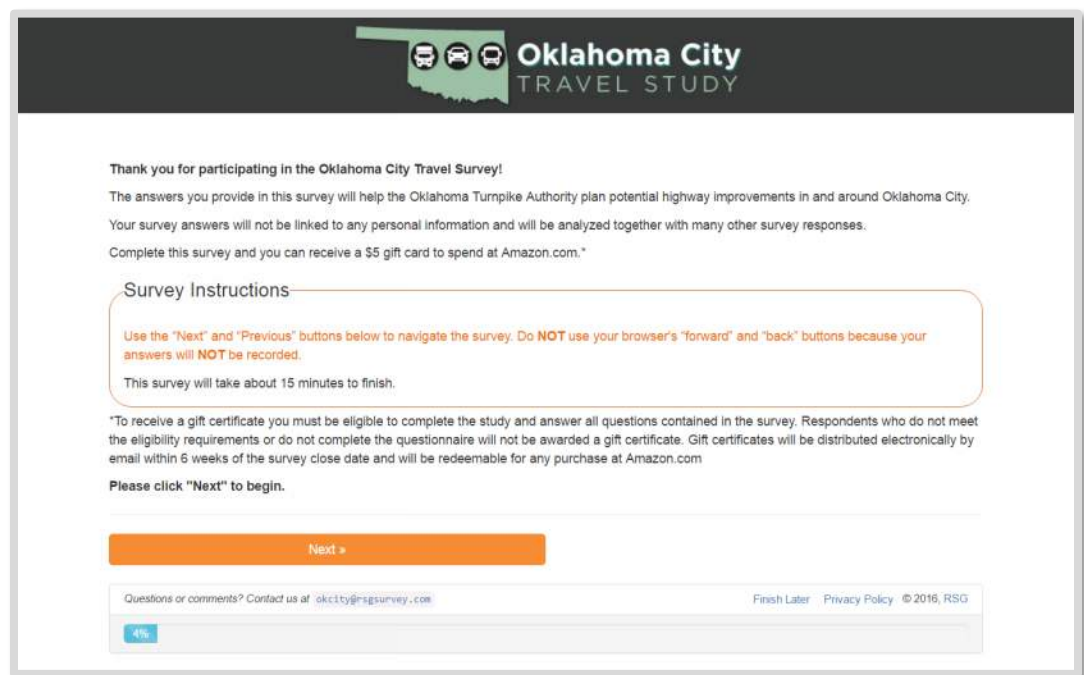
This report documents the development and administration of the survey questionnaire, presents survey results, and summarizes the discrete choice model estimation methodology and findings. The complete questionnaire as it appeared to respondents and response tabulations are presented in the final sections of this report.

## 2.0 QUESTIONNAIRE

RSG worked closely with CDM Smith and the project team to develop a stated preference questionnaire to meet the objectives of the study. The questionnaire collected information necessary to estimate values of time for various traveler market segments who make trips within the proposed corridor or on other highways in the greater Oklahoma City area.

Respondents were presented with an introduction screen at the beginning of the survey that described the purpose of the survey, the time required to complete it, and instructions for navigating the online instrument (Figure 2-1). Respondents were also able to contact a member of the survey team with any technical questions via e-mail using the “Contact Us” option included at the bottom of all survey screens.

**FIGURE 2-1: SAMPLE SURVEY SCREEN – INTRODUCTION AND INSTRUCTIONS**



The survey was designed to collect information about a recent trip that a respondent made within, through, or into the proposed corridor of either the OK Loop or the Kilpatrick Extension. If a respondent did not make such a trip but did use highways within the greater Oklahoma City area, information about that recent trip was collected. Once data about a recent qualifying trip was collected, the survey then explored how drivers might alter their travel behavior given hypothetical future travel routes. Opinion and demographic information was also collected, with the survey instrument ultimately consisting of five main sections:

1. Qualification questions, which determined respondent eligibility

2. Trip detail questions, which collected details about a recent one-way trip into, within, or through one of the two proposed facility corridors or a trip that used other highways in the Oklahoma City area
3. Stated preference questions, which were designed to reveal respondents' sensitivities to travel time savings and toll costs
4. Debrief and opinion questions, which were designed to identify the reasons behind choices made in the SP questions and to understand respondents' attitudes toward tolling and possible transportation improvements in the area
5. Demographic questions, which sought to ensure that a diverse sample of the traveling population had been reached and also to facilitate comparisons between different demographic groups

The complete set of survey questions (as they appeared to respondents on-screen) is included in as figures at the end of this report.

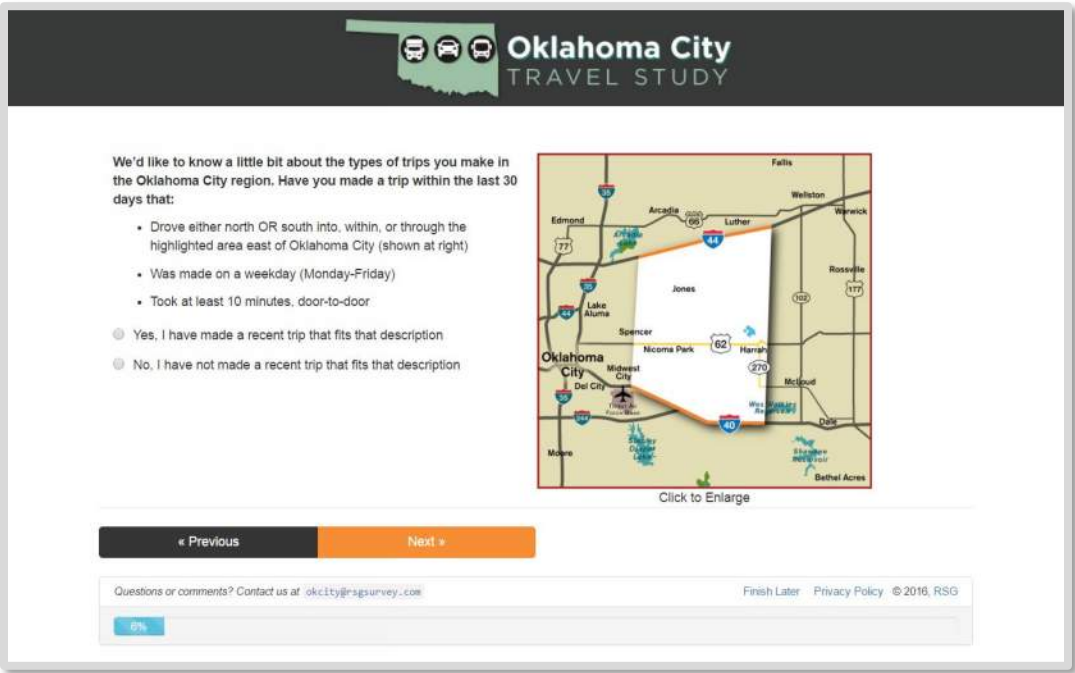
## 2.1 | QUALIFICATION QUESTIONS

Following the survey introduction, respondents were shown either two or three trip qualification questions to determine if they were eligible to participate in the survey. To be eligible, respondents needed to have made a trip that met the following conditions:

- The trip was made in the past month (30 days) – This timeframe was selected to include respondents who make less frequent trips while also ensuring trips were recent enough for respondents to accurately recall specific details.
- The trip took at least ten minutes – A ten-minute minimum helped ensure trips that could reasonably use highways and allowed meaningful travel time variations to be shown in the stated preference choice experiments.
- The trip was made on a weekday (Monday-Friday).
- The trip traveled through certain areas of (or used the highways around) Oklahoma City. The first of the three screener questions assessed whether the respondent's trip could have used the proposed OK Loop (Figure 2-2). The second screener question assessed eligibility for using the proposed Kilpatrick Extension (Figure 2-3). If a respondent traveled in neither of these areas, then they were shown a third screener question (Figure 2-4). This more general screener question confirmed they had made a trip that used a highway in the Oklahoma City area and met the other study criteria.



**FIGURE 2-2: SAMPLE SURVEY SCREEN – TRIP QUALIFICATION (EAST/OK LOOP STUDY AREA)**



**FIGURE 2-3: SAMPLE SURVEY SCREEN – TRIP QUALIFICATION (WEST/KILPATRICK EXTENSION STUDY AREA)**

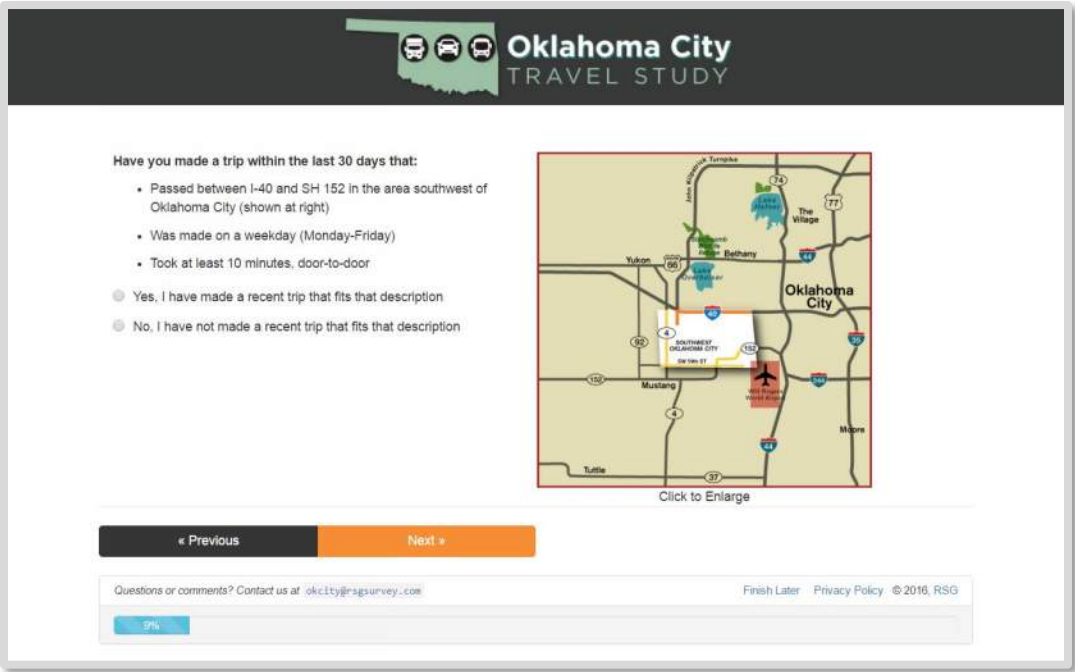
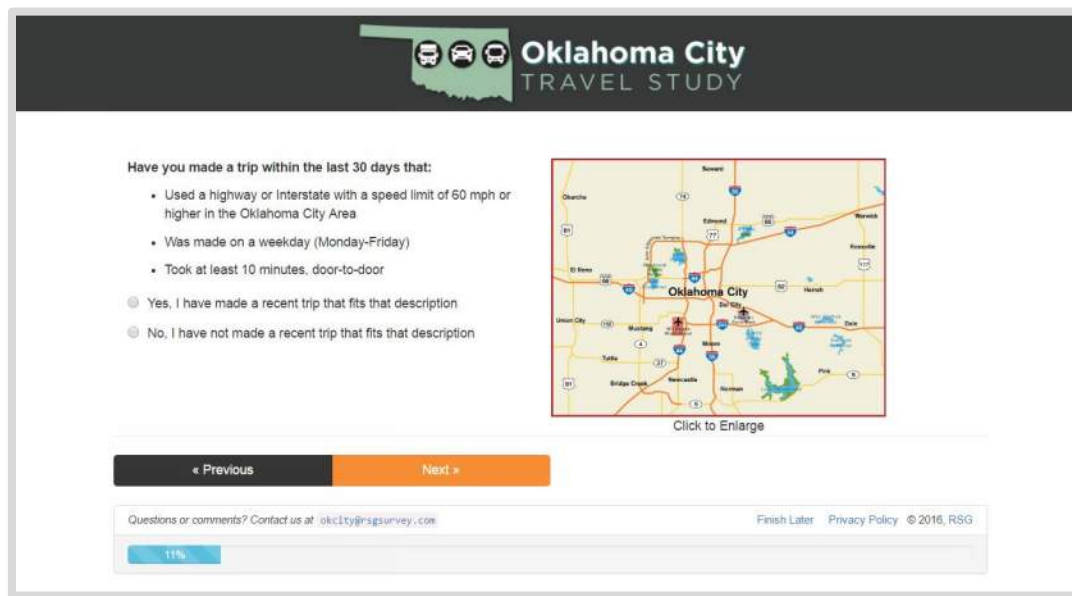


FIGURE 2-4: SAMPLE SURVEY SCREEN – TRIP QUALIFICATION (GENERAL STUDY AREA)



To collect an approximately even number of completed surveys from potential users of both proposed facilities, a balancing algorithm assigned respondents who had recently traveled in both corridors to recall the details of traveling through one area or the other. If a respondent did not make a trip in either of the study corridors, but did make a trip using other highways in the Oklahoma City area, they were assigned to a General Trip segment and asked about their most recent trip that used other highways around the Oklahoma City area.

## 2.2 | TRIP DETAIL QUESTIONS

Qualifying respondents were asked to focus for the duration of the survey on their most recent trip that met the criteria outlined above. The survey specified their most recent trip (and not a typical or average trip that they might make) to obtain a representative sample of trip types made in the region. This most recent trip (referred to as the respondent's "reference trip") formed the basis for the trip detail questions. Focusing on their most recent trip also gave respondents a more concrete frame of reference when considering the stated preference scenarios later in the survey.

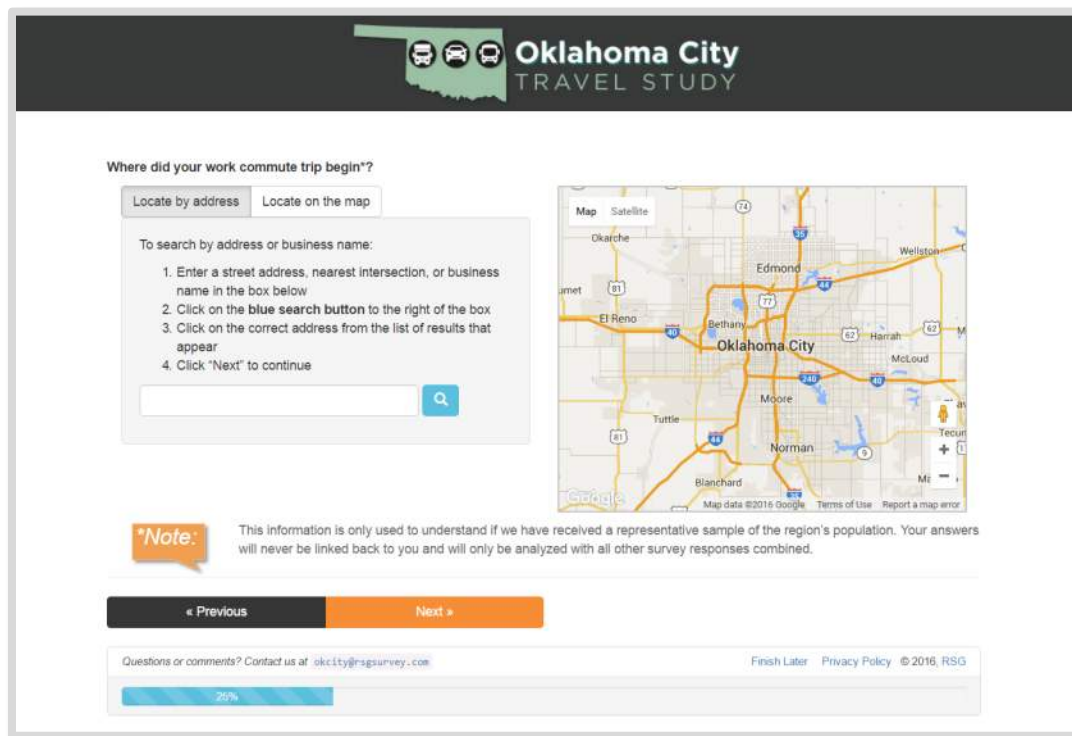
Respondents were instructed to think about a one-way trip (rather than an entire round trip) and were then asked a series of questions regarding the specific details of that reference trip including:

- Day of week traveled
- Trip purpose
- Beginning and ending location types (e.g., home, work, other)
- Trip origin and destination locations

- Trip departure time
- Door-to-door travel time
- Delays encountered (with duration, if any)
- Tolls paid (with amount, if any)
- Vehicle occupancy
- Trip frequency
- Transponder ownership (or reason for not owning)

Respondents used a Google Maps-based geocoder developed by RSG to identify the specific location of their trip's origin and destination. This tool allowed respondents to text-search for a business name, street intersection, or full address, or alternatively, to click on an interactive map (Figure 2-5). Origin and destination locations were geocoded using a Google Maps application-programming interface (API) to record latitude and longitude values for both the trip origin and destination. These coordinates were used to verify that the trip began and ended in two different locations (i.e. was not a round trip), that the trip could have reasonably traveled through one of the relevant study areas, and to measure the potential distance the respondent may have traveled on the proposed facilities. The geocoding application was also used to estimate travel time for comparison to respondents' reported travel times. If the locations of a trip's origin and destination suggested an invalid trip, respondents were reminded to describe a one-way portion of the trip and asked if they needed to change their beginning or ending location.

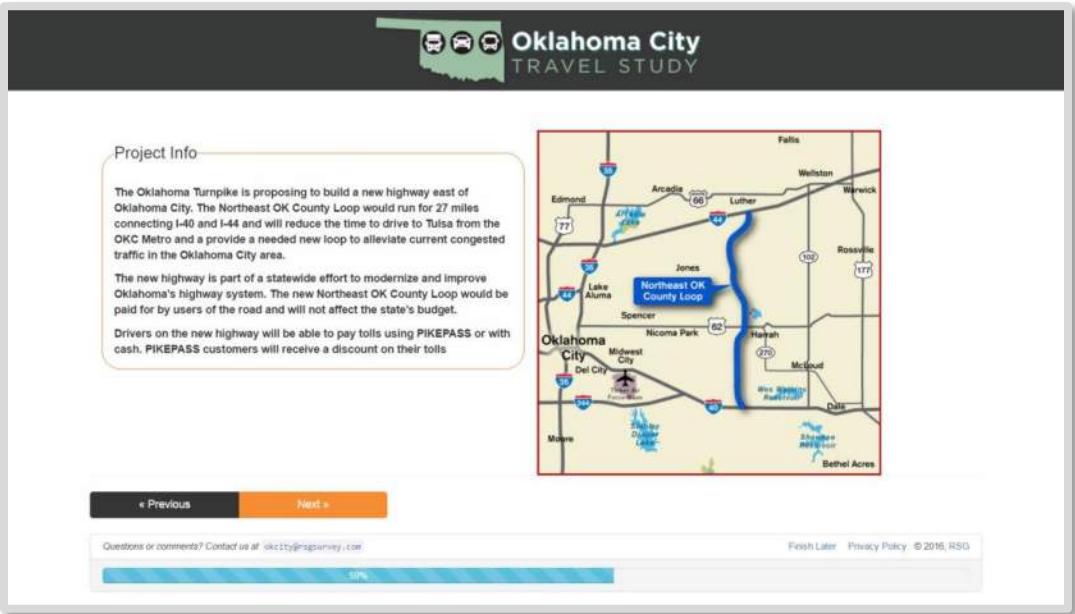
FIGURE 2-5: SAMPLE SURVEY SCREEN – ORIGIN ADDRESS AND MAP INTERFACE



## 2.3 | STATED PREFERENCE QUESTIONS

After respondents provided detailed information about their most recent trip, that information was used to construct stated preference exercises involving hypothetical variations based on that reference trip. Depending on their answers to the screener questions, respondents were provided with an introduction to either the proposed OK Loop (Figure 2-6), the proposed Kilpatrick Extension (Figure 2-7), or (if they indicated they had not traveled through an area for which either of these would be relevant, but had used highways in the area) a general introduction to possible new highways in the area that may be used for future trips (Figure 2-8).

**FIGURE 2-6: SAMPLE SURVEY SCREEN – NORTHEAST OKLAHOMA COUNTY LOOP SP INTRODUCTION**



**FIGURE 2-7: SAMPLE SURVEY SCREEN – SOUTHWEST KILPATRICK EXTENSION SP INTRODUCTION**

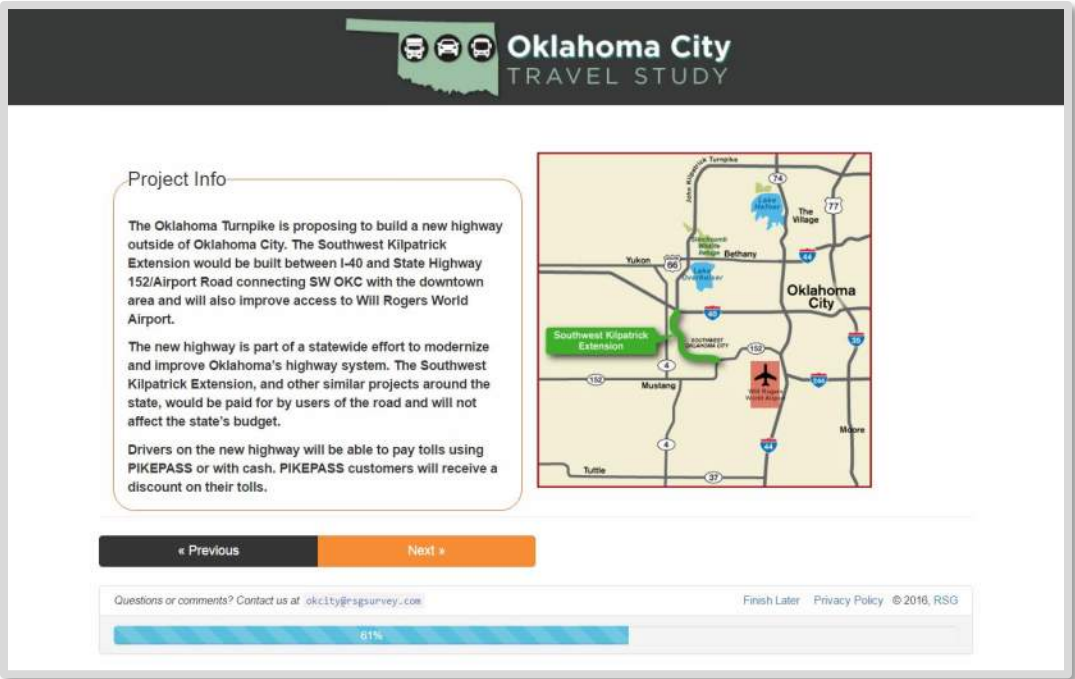
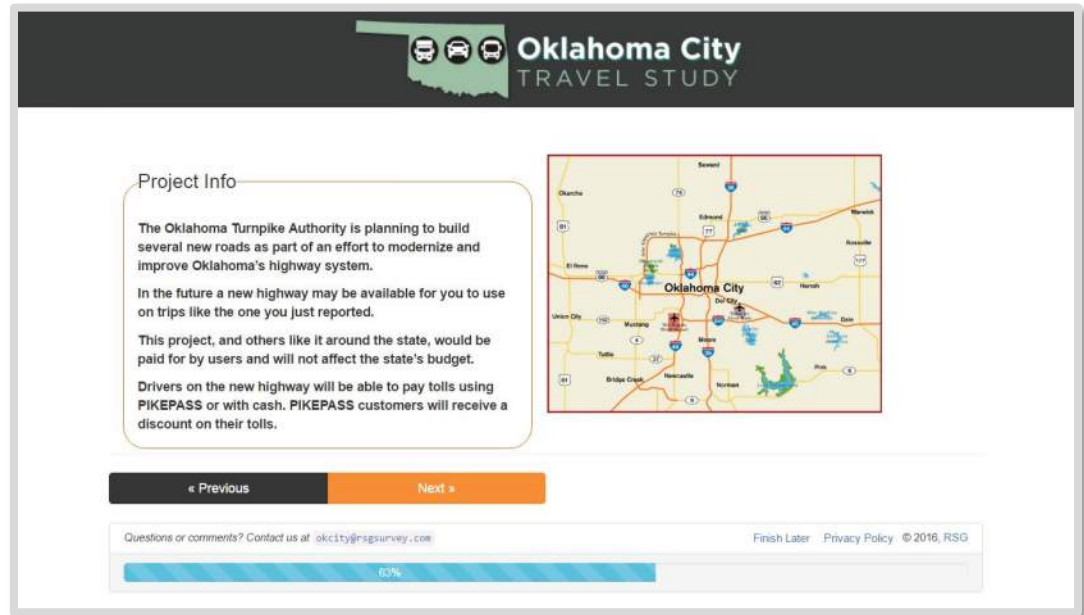
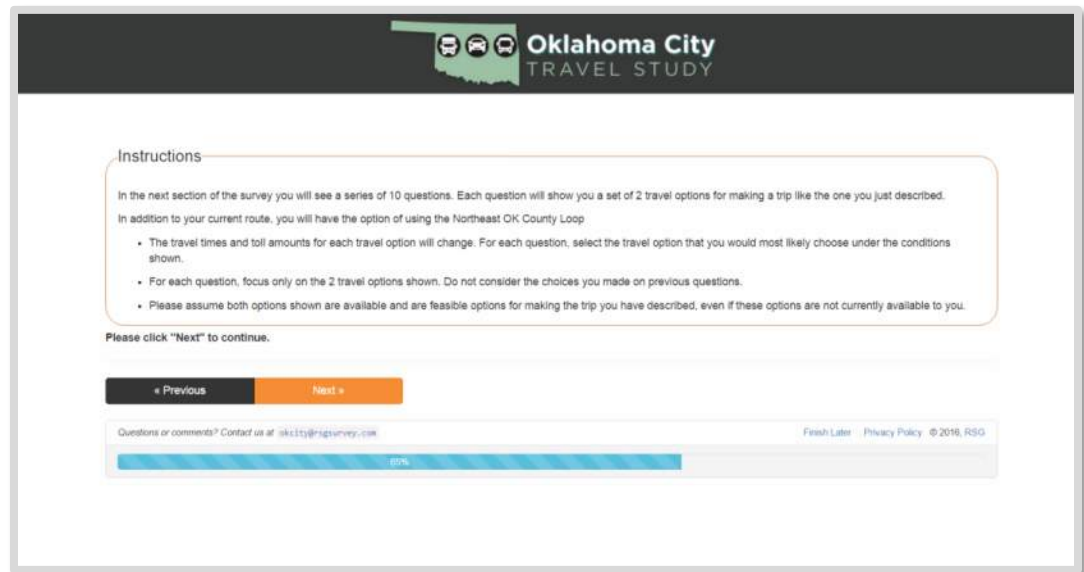


FIGURE 2-8: SAMPLE SURVEY SCREEN – GENERAL SP INTRODUCTION



Respondents were next shown instructions for navigating the stated preference experiments (Figure 2-9), which were followed immediately by the series of SP questions.

FIGURE 2-9: SAMPLE SURVEY SCREEN – SP INSTRUCTIONS



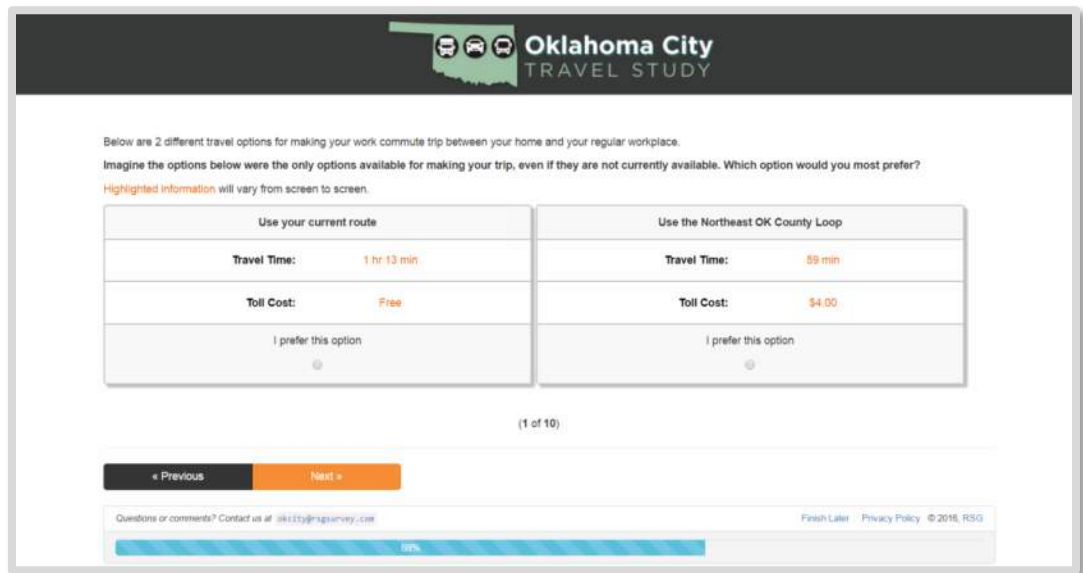
The objective of stated preference questions is to collect quantitative data that can be used to estimate respondents' travel preferences and behavioral responses under hypothetical future conditions. The details of each respondent's reference trip were used to build a set of ten stated preference scenarios, each of which included two travel alternatives for making their trip in the future. Travelers were presented with the following two alternatives:

1. Make the trip using their current route

2. Make the trip using the new Northeast Oklahoma County Loop/using the new Kilpatrick Extension/using a new highway (the version of this alternative for all experiments was dictated by the study area to which a given respondent was assigned)

Each alternative was distinguished by two varying attributes: travel time and toll cost. The values of the attributes varied across the ten questions and respondents were asked to select the alternative they most preferred under the conditions presented. Figure 2-10 shows an example stated preference experiment. In order to avoid potential bias associated with the layout of the alternatives, the order of the two alternatives (current route vs. future tolled alternative) was randomized for each respondent. Additional examples of stated preference exercises (as they appeared to respondents on-screen) are presented as figures in Section 7.0.

**FIGURE 2-10: SAMPLE SURVEY SCREEN – SP EXPERIMENT**



The attribute values presented in each scenario varied around a set of base values. Trip characteristics of each respondent’s reference trip were used to pivot the base time and toll cost values to ensure that the scenarios were realistic. These pivoted base values were varied, according to an experimental design, to give a unique set of attribute values for each stated preference experiment.

The amount of variation for each attribute depended on the potential distance traveled on the assigned proposed facility, or for users who had not made a trip through either corridor, the calculated distance of their trip from start to finish. The distance traveled along the proposed corridor was estimated by calculating the closest projected entrance and exit interchanges to potential users’ trip starting and ending locations. The calculated distance (or overall distance traveled) was used to generate a factor to multiply the specific base value shown in the experiments. Table 2-1 shows how the factors were calculated for each respondent’s assigned corridor or trip type. The distance factors were applied differently depending on the assigned corridor or trip type to account for the different length of the

corridors. Table 2-2 shows the base attribute levels that were multiplied by assigned factors and then used to generate the experiments.

**TABLE 2-1: STATED PREFERENCE ATTRIBUTE FACTORS BY ASSIGNED CORRIDOR**

Distance	OK Loop	Kilpatrick Extension	New Highway
Less than 5 miles		1.5	
5 to 9 miles	1	2.5	1
10 to 19 miles	2	N/A	2
20 or more miles	3	N/A	3

**TABLE 2-2: STATED PREFERENCE BASE ATTRIBUTE LEVELS**

Attribute	Level #	Alternative 1: Current Route		Alternative 2: OK Loop/Kilpatrick Extension/ New Highway	
		Description	Level	Description	Level
Travel Time	1	Reported Travel Time + (Factor * Level)	0	Reported Travel Time - (Factor * Level)	5
	2		2		4
	3		3		3
	4		4		2
	5		5		1
Toll Cost	1			(Factor * Level) + Toll(s) Paid	\$0.25
	2				\$0.50
	3				\$0.75
	4				\$1.00
	5				\$1.25
	6				\$1.50
	7				\$1.75
	8				\$2.00
	9				\$2.25
	10				\$2.50

The specific levels used in each stated preference experiment were determined using an orthogonal experimental design. Orthogonal designs are commonly used for this type of research to ensure that the attribute values vary independently and to minimize correlation between attribute values. The experimental design used to generate the stated preference experiments in the survey included 100 total experiments divided into ten groups of ten. A respondent was randomly assigned to one of the ten blocks and then shown each of the ten experiments from that block in a random order.

By varying the travel time and cost of the new highways in each experiment, respondents were faced with different times savings for different costs, allowing them to demonstrate their travel preferences across a range of values of time.



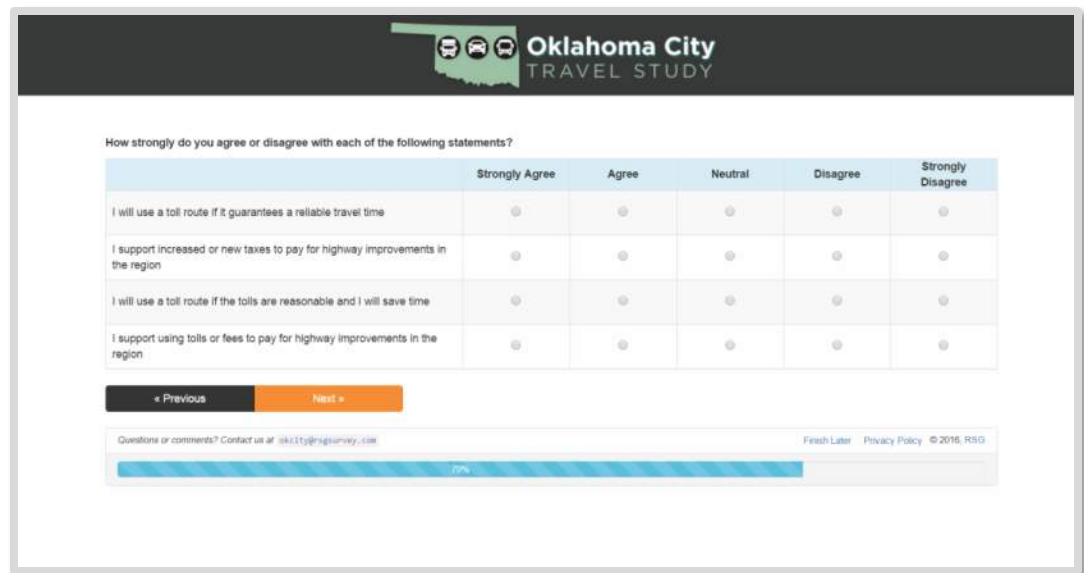
## 2.4 | DEBRIEF AND OPINION QUESTIONS

After completing the ten stated preference experiments, respondents answered a series of questions to assess the rationale underlying their choices and to identify any potential strategic bias in their responses.

Respondents who never selected the toll alternative were asked to select a reason for always choosing their current route. Next, respondents were asked their opinion of the proposed project (or new highways in the Oklahoma City area in general) based on the information presented in the survey. A respondent's opinion of the project is an important indicator of the choices they might be expected to make in the stated preference experiments. Those who indicated they were in favor of or opposed to the project (not neutral) were asked a follow up question to explain their reasoning.

Finally, all respondents were asked to indicate the extent to which they agree or disagree with a set of attitude statements about tolls as shown in Figure 2-11.

**FIGURE 2-11: SAMPLE SURVEY SCREEN – TOLL ATTITUDE STATEMENTS**



The screenshot displays a survey interface for the Oklahoma City Travel Study. At the top, there is a header with the study name and a logo featuring a map of Oklahoma and icons for a car, a bus, and a train. Below the header, the question asks, "How strongly do you agree or disagree with each of the following statements?". The survey uses a Likert scale with five response options: Strongly Agree, Agree, Neutral, Disagree, and Strongly Disagree. There are four statements listed, each with a corresponding radio button for each scale point. At the bottom of the survey area, there are navigation buttons for "Previous" and "Next", a contact email address "okcity@rsurvey.com", and a progress bar showing 70% completion. Footer text includes "Fresh Look Privacy Policy © 2016, RSG".

How strongly do you agree or disagree with each of the following statements?	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I will use a toll route if it guarantees a reliable travel time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I support increased or new taxes to pay for highway improvements in the region	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I will use a toll route if the tolls are reasonable and I will save time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I support using tolls or fees to pay for highway improvements in the region	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## 2.5 | DEMOGRAPHIC QUESTIONS

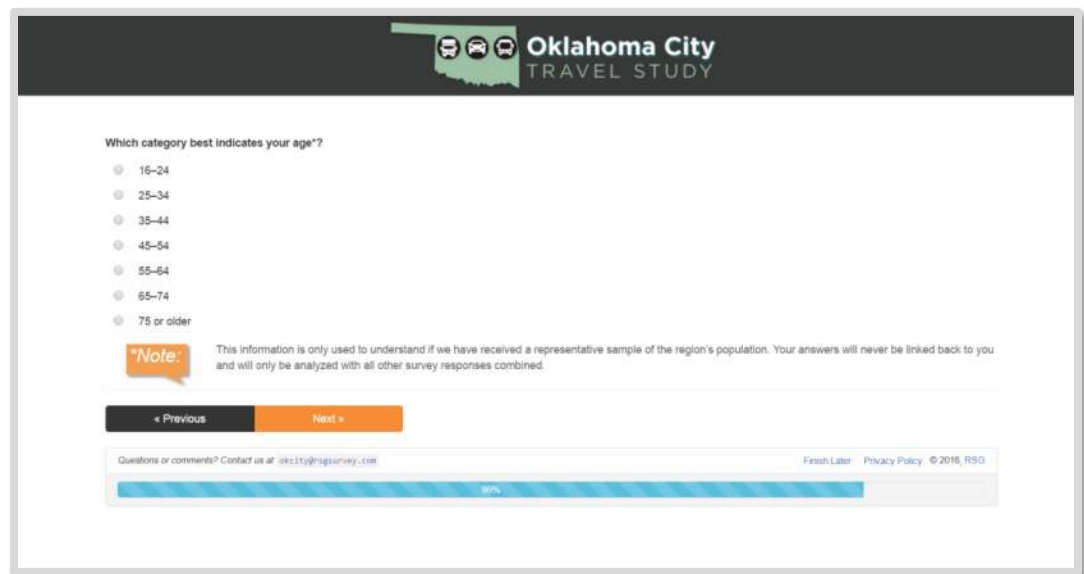
The final section of the survey included a series of demographic questions in which respondents were asked for the following information:

- ZIP Code
- Gender
- Age
- Employment status
- Household size

- Household number of vehicles
- 2015 household income, before taxes

These screens included a note that responses would be analyzed in aggregate, and not linked back to individuals (as shown in Figure 2-12).

**FIGURE 2-12: SAMPLE SURVEY SCREEN – DEMOGRAPHIC QUESTION WITH NOTE ABOUT PERSONAL INFORMATION**



Answers to the demographic questions were used to classify respondents, identify possible behavioral differences across demographics, and to confirm that the sample contained a diverse group of drivers that travel in the study regions.

At the conclusion of the survey, participants recruited through the postcard administration were asked for their e-mail address if they were among the first 1,000 respondents (and thus eligible to receive a \$5 Amazon.com gift card). Finally, all respondents were given the opportunity to leave comments about the project or the survey itself.

### 3.0 SURVEY ADMINISTRATION

RSG worked closely with the project team to design an administration plan to produce a generally representative sample of drivers in the Oklahoma City area. The sampling plan was designed to include a sufficient range of travelers and trip types to support the statistical estimation of coefficients of a discrete choice model. By collecting data from a range of traveler and trip types, it is possible to identify the ways in which different characteristics affect route choice behavior. These differences can then be reflected in the structure and coefficients of the resulting choice model. In general, stated preference survey samples do not need to be strictly population proportional as long as any demographic or other dimensions along which they are non-proportional either do not significantly affect the choice being modeled or are represented as variables in the model and the model equations are applied (in any forecasting or market simulations) to proper population proportions.

The targeted population for the survey sample included potential users of the proposed Northeast OK County Loop (OK Loop), potential users of the Southwest Kilpatrick Extension (Kilpatrick Extension), and other users of highways in the Oklahoma City region. Travelers were recruited to participate in the stated preference survey using two methods:

1. E-mail outreach to a random sample of 20,000 PIKEPASS customers in a targeted selection of ZIP codes in and around the study region
2. Postcard mailing to 20,000 random residential addresses in a targeted selection of ZIP codes in and around the study region

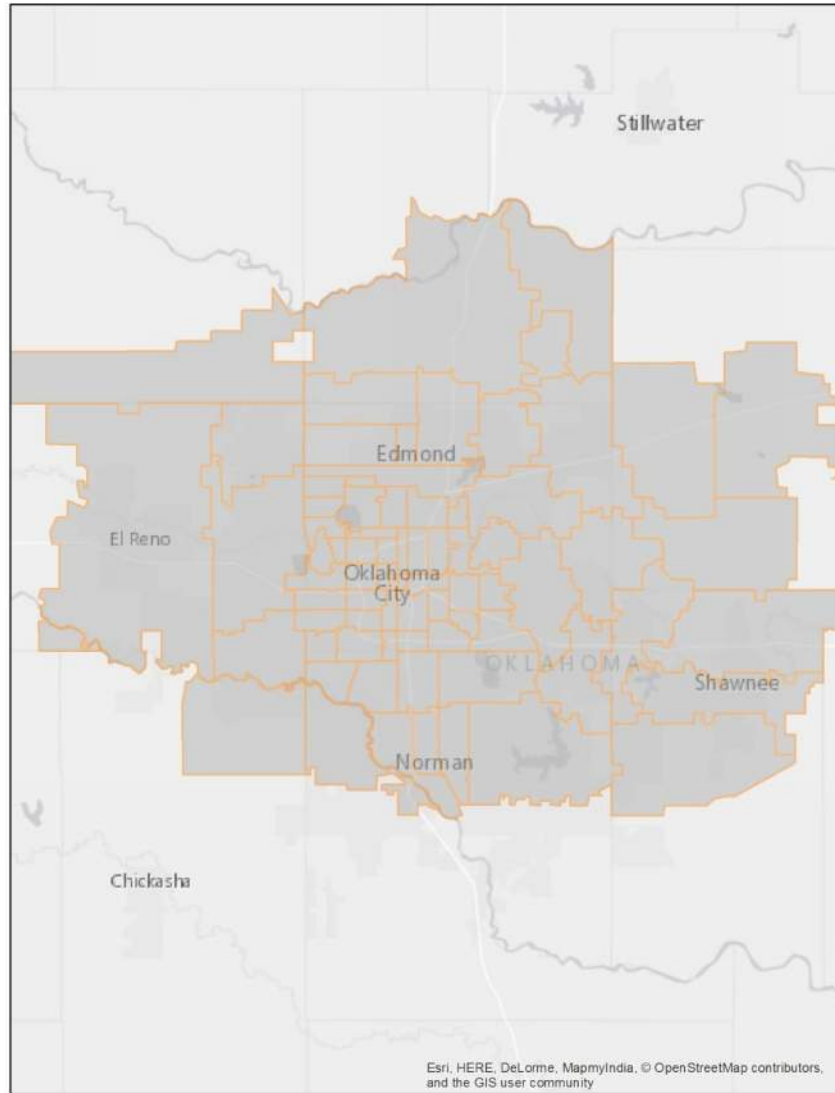
The survey was administered entirely online through a proprietary online survey platform. The survey administration began on May 22, 2015 and concluded on June 27, 2015. The administration methods and number of completed surveys are presented in Table 3-1.

**TABLE 3-1: SURVEY COMPLETION BY ADMINISTRATION METHOD**

Data Source	Number of Completed Surveys	Percent of Total Sample	Completion Rate
PIKEPASS Customer E-mail Outreach	1,004	79%	5.0%
Postcard Mailing	274	21%	1.4%
<b>Total</b>	<b>1,278</b>	<b>100%</b>	<b>--</b>

With assistance from the project team, RSG coordinated an outreach plan to a random sample of residents who reside in specific ZIP codes in the Oklahoma City area. The ZIP codes from which respondents were recruited to participate are shown in Figure 3-1. Both the postcards and PIKEPASS e-mail outreach were administered proportionally to the number of households in each ZIP code.

**FIGURE 3-1: SURVEYED ZIP CODES**



### **3.1 | PIKEPASS CUSTOMER E-MAIL OUTREACH**

The OTA provided the contact information of approximately 300,000 PIKEPASS transponder customers living within the surveyed ZIP codes (Figure 3-1) to recruit for participation in the study. From this list, RSG distributed e-mail invitations to 20,000 random customers, with each ZIP code sampled proportionally to its overall contribution to the study area's population. Each e-mail invitation contained information about the study and an open link to access the survey webpage. One thousand and four (1,004) completed surveys were collected from PIKEPASS customers in the Oklahoma City region, resulting in a completion rate of approximately 5.0%.

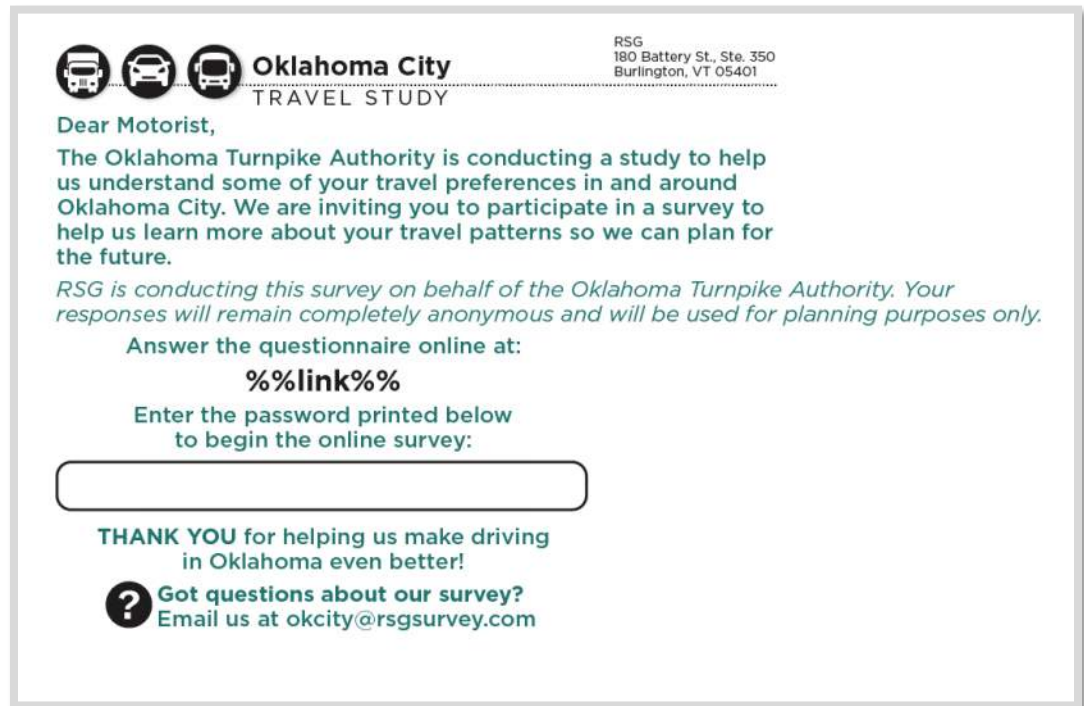
### 3.2 | POSTCARD INVITATION TO HOUSEHOLDS

Customized postcards designed by RSG were mailed to approximately 20,000 home addresses within the sampled ZIP codes (Figure 3-1), distributed proportionally to the total number of households in each ZIP code. The postcard (Figure 3-2 and Figure 3-3) contained information about the study and offered a \$5 electronic gift card incentive that would be sent to the first 1,000 respondents who completed the survey. Each postcard contained a link to access the survey webpage, and a personalized password to control access to the questionnaire and the survey incentive. Two hundred and seventy-four (274) completed surveys were collected from this recruitment method, resulting in a completion rate of approximately 1.4%.

**FIGURE 3-2: POSTCARD INVITATION – FRONT**



FIGURE 3-3: POSTCARD INVITATION – BACK



## 4.0 SURVEY ANALYSIS

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Summary tabulations and statistics are presented in the following sections for select survey questions. A complete set of survey tabulations for each question can be found in Section 8.0. Before finalizing the dataset and beginning choice model estimation, the data were screened for outliers. This screening process is outlined below.

### 4.1 | IDENTIFICATION OF OUTLIERS

The survey data were screened to ensure that all observations included in the data analysis and model estimation represented realistic trips in the study area and reasonable tradeoffs in the stated preference exercises. Variables such as trip origin and destination, travel speed, and choice behavior were reviewed during the screening process.

During the data collection phase of the project, 1,278 respondents completed the stated preference survey. After viewing different variables and their impact on model results, it was determined that respondents who met the following conditions should be excluded from the final analysis. The categories listed below are not mutually exclusive; some respondents were excluded for more than one of the data checks listed:

- Respondents whose origin and destination coordinates implied their trip could not make reasonable use of the assigned corridor for their reference trip (14 respondents)
- Respondents whose implied speed ( $60 * \text{Google-calculated trip distance} / \text{reported travel time}$ ) for their trip was greater than 120 mph or less than 3 mph (10 respondents)
- Respondents whose trip distance was less than 3 miles or more than 400 miles (22 respondents)
- Respondents who completed the survey in less than 6 minutes (11 respondents)
- Respondents who indicated they paid more than \$10 in tolls on their trip (3 respondents)
- Respondents demonstrating inconsistent or irrational choice behavior in the stated preference exercises. For example, respondents who established a certain dollar amount for willingness to pay for time savings and then rejected paying less money for equal or greater time savings (12 respondents)

Based on the analysis described above, 50 distinct records were removed and 1,228 respondents (12,280 choice observations) were included in the final dataset and used to estimate the models presented in this report.



## 4.2 | SURVEY RESULTS

The descriptive analysis of the survey data presented in this section of the report is based on the 1,228 valid responses and is provided in four sections: trip details, stated preference, debrief and opinion, and demographic questions.

Respondents who indicated they had made a recent trip within or through either the proposed Northeast OK County Loop or the Southwest Kilpatrick Extension corridors were asked to recount the details of their the most recent trip through their assigned corridor. Respondents who had not traveled through either corridor were asked if they had made any trips within the Oklahoma City area that used a highway—those who had were assigned to the General Trip segment. Table 4-1 shows the count and percentage of respondents who traveled through the corridors or made a qualifying General Trip in the Oklahoma City area, as well as the count and percentage of respondents who were subsequently assigned to each corridor. Respondents were about equally likely to have made a recent trip though the OK Loop corridor and the Kilpatrick Extension. Forty percent of respondents had not traveled through either corridor, but had made a General Trip using a highway within or through the region.

**TABLE 4-1: CORRIDOR/TRIP TYPE ASSIGNMENT**

Corridor Selection & Survey Assignment	Selected Corridor(s)		Assigned Corridor	
	Count	Percent	Count	Percent of Respondents
OK Loop	467	38%	367	30%
Kilpatrick Extension	485	39%	366	30%
General Trip	495	40%	495	40%
<b>Total</b>	<b>1,447</b>	<b>--</b>	<b>1,228</b>	<b>100%</b>

### TRIP DETAILS

Figure 4-1 shows primary trip purposes for all respondents. The most commonly reported trip purpose was travel to or from work (28% of trips). Trips made for other personal business comprised 25% of all trips while social and recreational trips made up approximately 21% of all reported trip purposes. Respondents who made a General Trip were more likely to report a trip to or from work (41%), while an equal proportion of respondents (19%) who made a trip in the OK Loop corridor or in the Kilpatrick Extension corridor reported a work trip (see Section 8.0). Trips that were made for work-related business or commuting comprised 40% of all reported trip purposes across all respondents.



**FIGURE 4-1: PRIMARY TRIP PURPOSE**

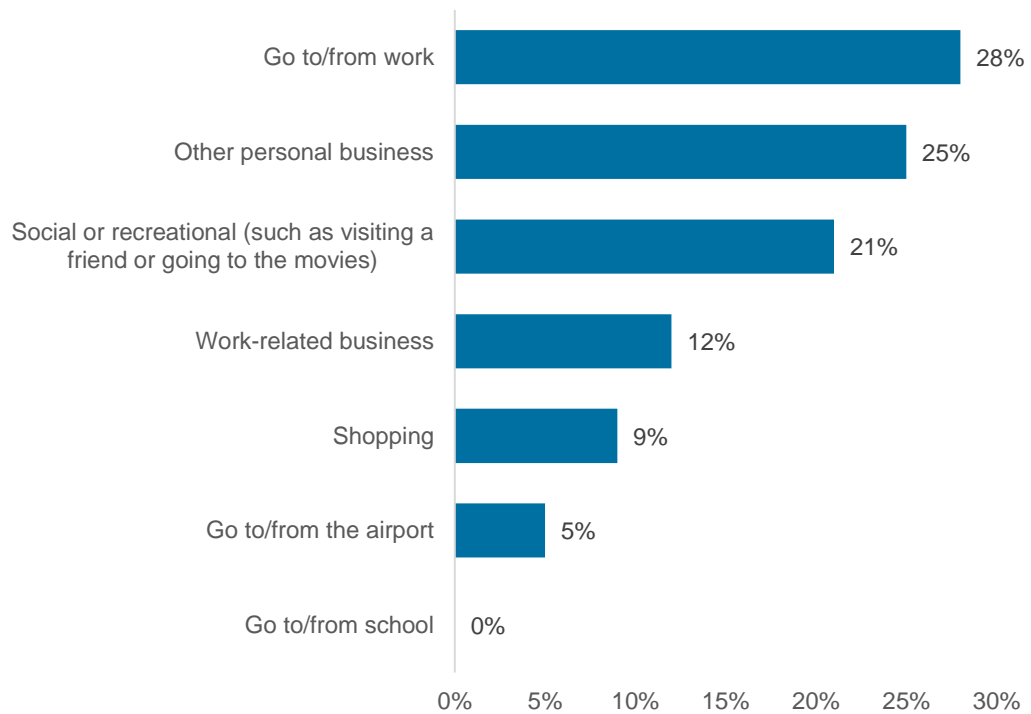


Table 4-2 summarizes the distribution of beginning and ending trip locations for all respondents. Most reported trip origins were people’s homes, while most destinations were somewhere other than home or work. Correspondingly, the single most commonly reported trip combination originated at home and ended at a place other than home or work (55%). Twenty-four percent of trips started at home and ended at a regular workplace.

**TABLE 4-2: TRIP ORIGINS AND DESTINATIONS**

Origin & Destinations		Destination			
		My home	My regular workplace	Another place	Total
Origin	My home	3%	24%	55%	82%
	My regular workplace	4%	1%	7%	11%
	Another place	4%	0%	2%	7%
	<b>Total</b>	<b>11%</b>	<b>25%</b>	<b>64%</b>	<b>100%</b>

Table 4-3 presents trip departure periods by assigned corridor. Reported trip departure times were distributed fairly evenly across daytime hours, with 33% of trips beginning in the morning peak period, 37% beginning in the midday period, and 24% beginning in the afternoon peak period. The morning peak period is defined as weekday mornings between 6:00 and 8:59 AM, and the afternoon peak period is defined as weekday afternoons between 3:00 and 6:59 PM.



**TABLE 4-3: TRIP DEPARTURE TIME PERIOD BY ASSIGNED CORRIDOR**

Time Period	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Morning Peak (6:00-8:59 AM)	99	27%	106	29%	199	40%	<b>404</b>	<b>33%</b>
Midday (9:00 AM-2:59 PM)	154	42%	121	33%	178	36%	<b>453</b>	<b>37%</b>
Afternoon Peak (3:00-6:59 PM)	99	27%	101	28%	90	18%	<b>290</b>	<b>24%</b>
Night (7:00 PM-5:59 AM)	15	4%	38	10%	28	6%	<b>81</b>	<b>7%</b>
<b>Total</b>	<b>367</b>	<b>100%</b>	<b>366</b>	<b>100%</b>	<b>495</b>	<b>100%</b>	<b>1,228</b>	<b>100%</b>

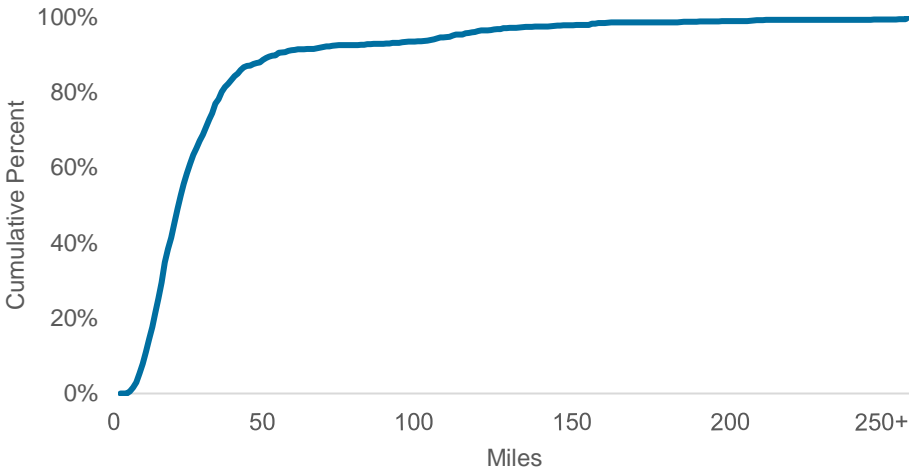
The latitude and longitude coordinates for each trip’s origin-destination pair were used to estimate trip distances using a Google Maps route-planning algorithm. The average calculated distance traveled for all respondents was 30 miles and the median distance was 19 miles. The average reported travel time for all respondents was 43 minutes and the median travel time was 30 minutes. Table 4-4 shows calculated trip distances and reported travel times (mean and median) by assigned corridor, as well as for all respondents together. Drivers who reported a trip in the OK Loop corridor typically took the longest trips by distance and duration, while General Trips tended to be the shortest.

**TABLE 4-4: MEAN AND MEDIAN TRIP DISTANCE AND TRAVEL TIME BY ASSIGNED CORRIDOR**

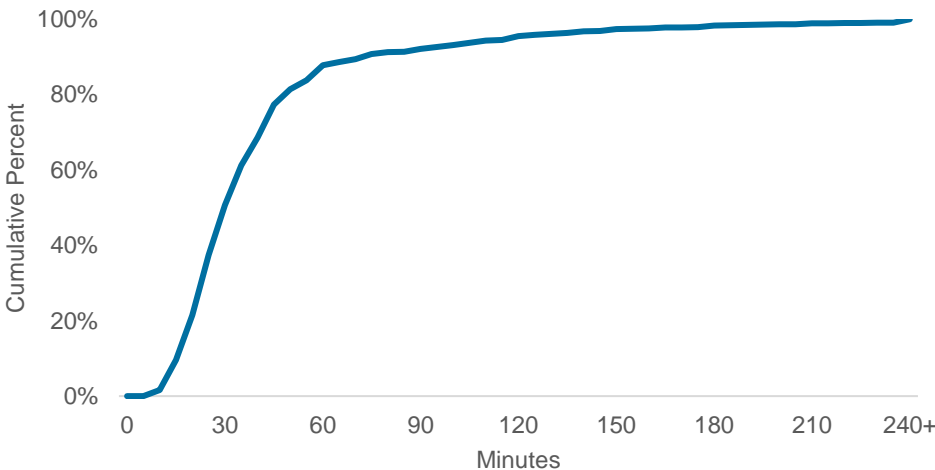
Trip Distance & Times	OK Loop		Kilpatrick Extension		General Trip		Total	
	Mean	Median	Mean	Median	Mean	Median	Mean	Median
Google Distance (miles)	44	26	26	19	23	17	<b>30</b>	<b>19</b>
Reported Time (minutes)	55	40	41	30	35	30	<b>43</b>	<b>30</b>

Figure 4-2 shows the cumulative distribution of Google-calculated trip distances for all respondents and Figure 4-3 shows the cumulative distribution of reported travel times for all respondents.

**FIGURE 4-2: CUMULATIVE TRIP DISTANCES**



**FIGURE 4-3: CUMULATIVE TRAVEL TIMES**



Trip origins and destinations, stratified by assigned corridor, are shown in Figure 4-4 and Figure 4-5.

FIGURE 4-4: TRIP ORIGINS BY ASSIGNED CORRIDOR

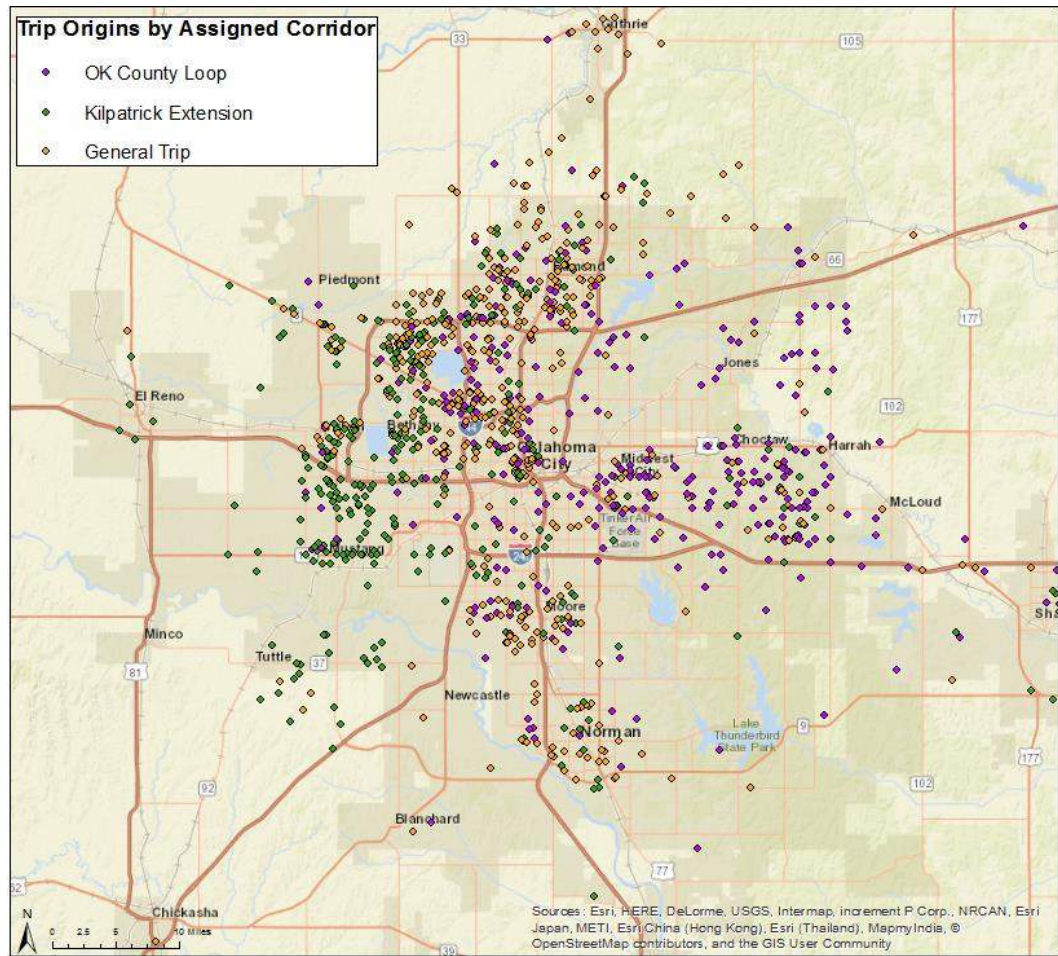


FIGURE 4-5: TRIP DESTINATIONS BY ASSIGNED CORRIDOR

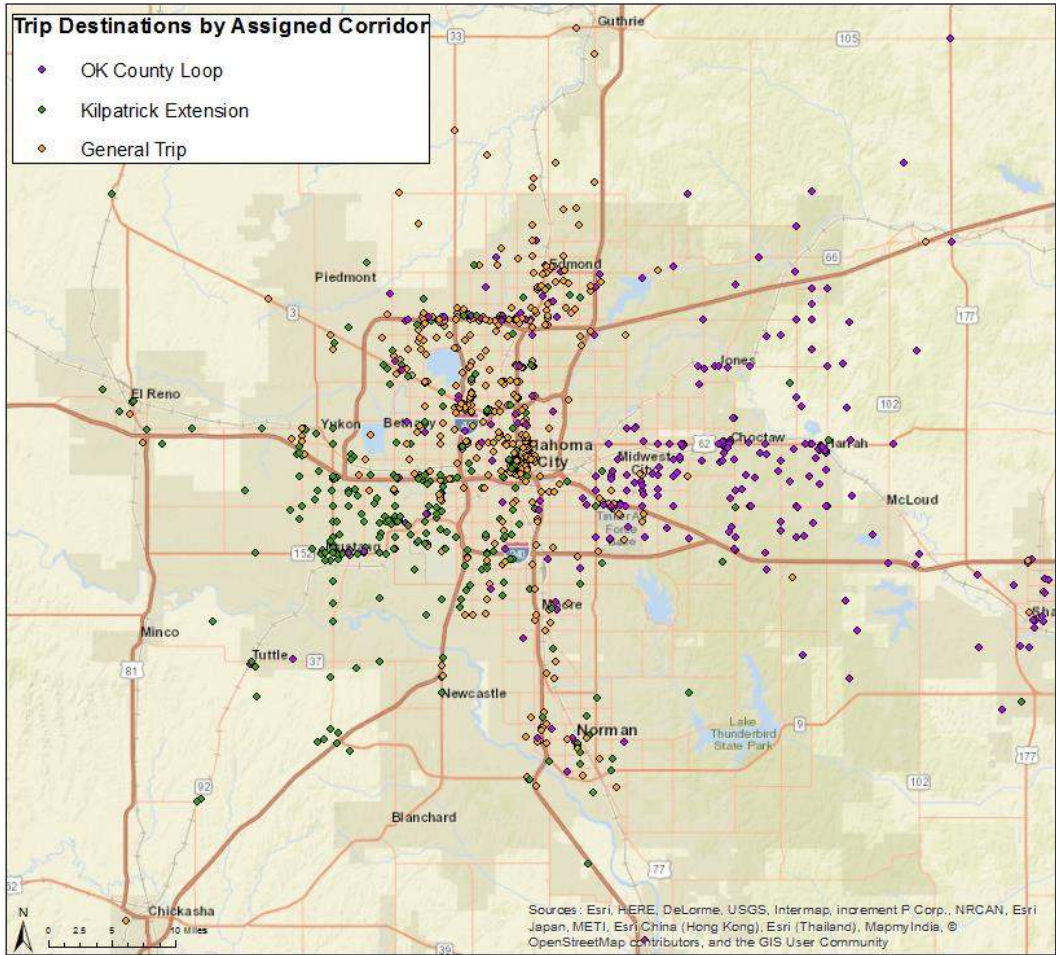
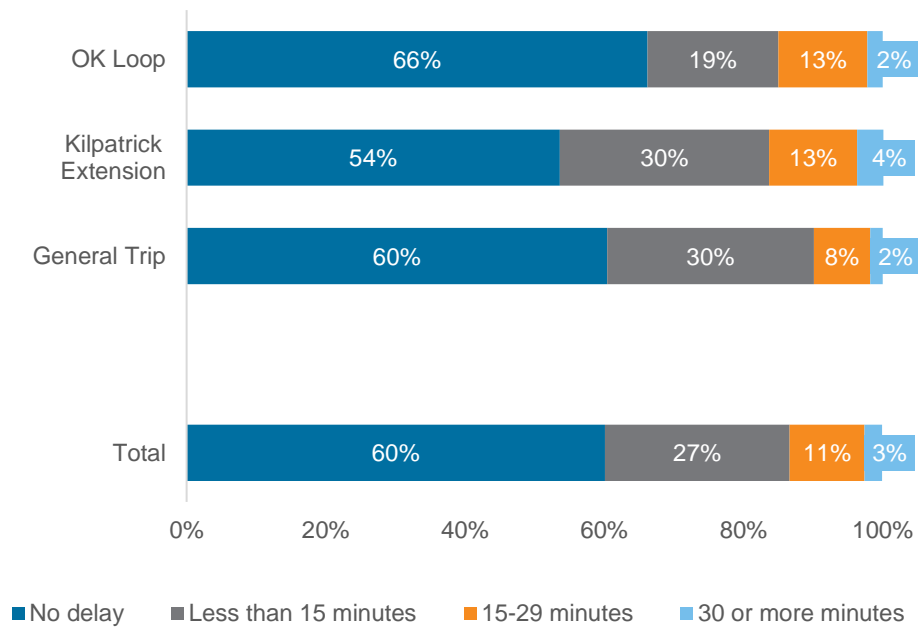


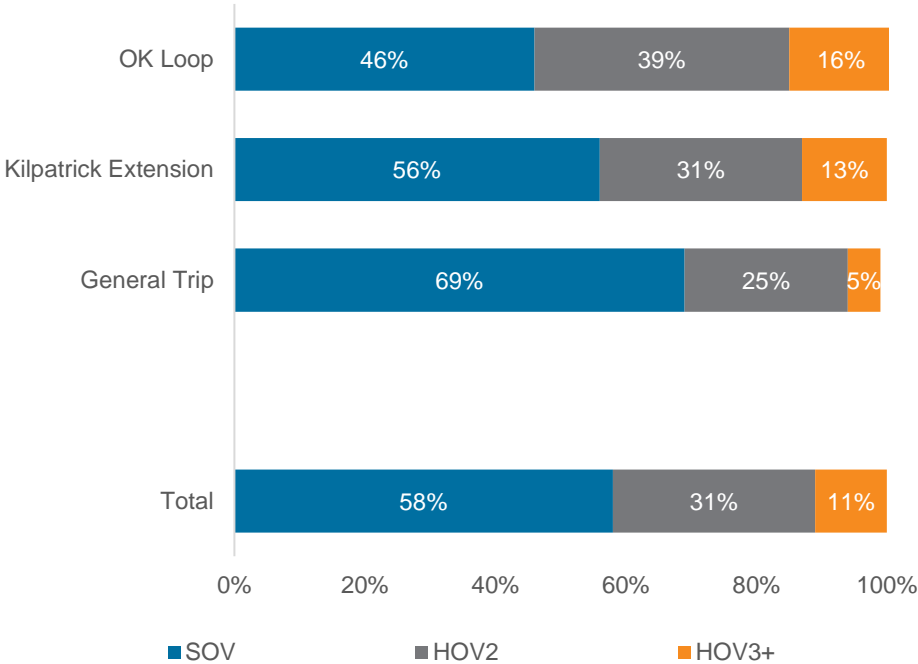
Figure 4-6 shows the categorized amount of delay experienced by respondents in each study corridor, and for all respondents. Approximately 40% of all respondents reported experiencing at least some delay on their trip. Twenty-seven percent of all respondents experienced a delay of less than 15 minutes, with a smaller group experiencing longer delays. Respondents assigned to recount a trip they made in the Kilpatrick Extension corridor were more likely to report experiencing at least some delay on their trip.

**FIGURE 4-6: AMOUNT OF DELAY BY ASSIGNED CORRIDOR**



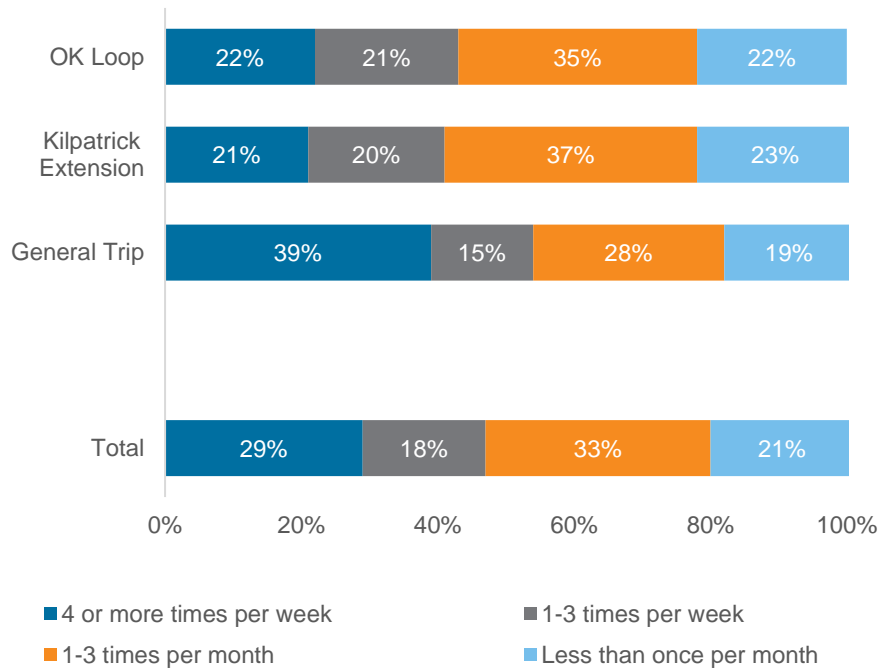
Most respondents (58%) reported making their trip in a single occupant vehicle (SOV). Thirty-one percent of trips were made in a vehicle with two occupants (HOV2), and 11% were made in a vehicle with three or more occupants (HOV3+). Travelers in the OK Loop corridor were most likely to report a trip with more than one occupant. Figure 4-7 shows vehicle occupancy by assigned corridor and for all respondents.

**FIGURE 4-7: VEHICLE OCCUPANCY BY ASSIGNED CORRIDOR**



Twenty-nine percent of all trips were made four or more times per week, closely tracking the number of trips that were made to or from work (28% in Figure 4-1). General Trips tended to show the highest frequency, with 39% of these respondents making their reference trip four or more times per week, while reference trips in the Kilpatrick Extension corridor were made this frequently by only 21% of respondents. Trip frequency by assigned corridor and for all respondents is shown in Figure 4-8.

**FIGURE 4-8: TRIP FREQUENCY BY ASSIGNED CORRIDOR**



Respondents were asked whether they owned a PIKEPASS transponder or other type of transponder for electronic toll collection. A large majority of respondents indicated that they owned a PIKEPASS transponder (86%). Table 4-5 shows transponder ownership by assigned corridor and for all respondents.

**TABLE 4-5: TRANSPONDER OWNERSHIP BY ASSIGNED CORRIDOR (SELECT ALL THAT APPLY)**

Transponder Ownership	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
PIKE PASS	280	76%	334	91%	442	89%	1,056	86%
Other transponder	4	1%	2	1%	10	2%	16	1%
None	85	23%	32	9%	46	9%	163	13%
<b>Total</b>	<b>369</b>	<b>--</b>	<b>368</b>	<b>--</b>	<b>498</b>	<b>--</b>	<b>1,235</b>	<b>--</b>

### STATED PREFERENCE QUESTIONS

After completing the trip details portion of the survey, respondents answered a series of ten stated preference tradeoff exercises tailored to their reference trip. Survey respondents chose their current route in 72% of experiments, and the alternative toll option in 28% of experiments (Table 4-6).

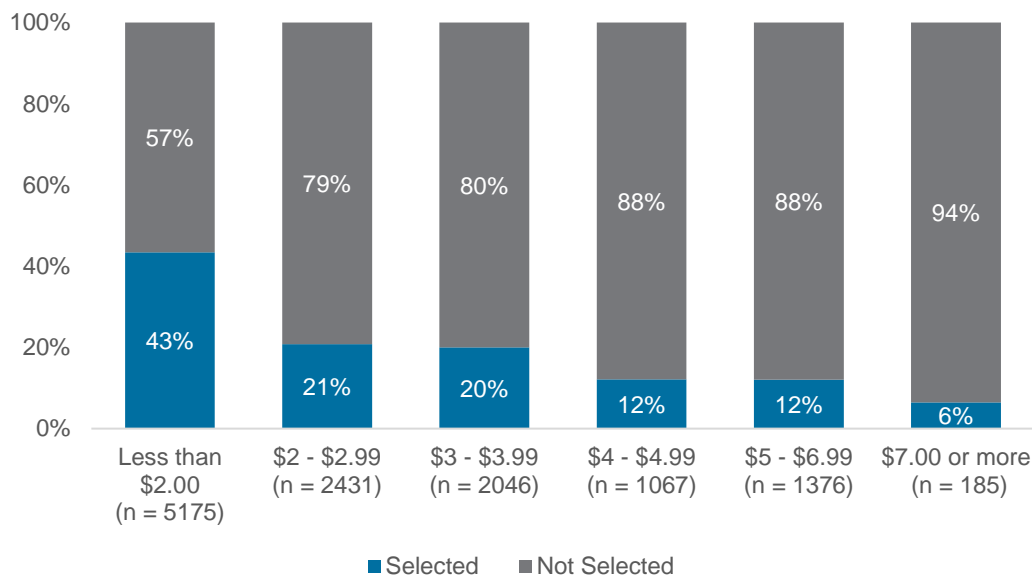


**TABLE 4-6: STATED PREFERENCE CHOICES**

Alternative	Number of Experiments Shown	Number of Times Selected	Percent of All Choices
Use Current Route	12,280	8,812	72%
Use Alternate Tolloed Route	12,280	3,468	28%

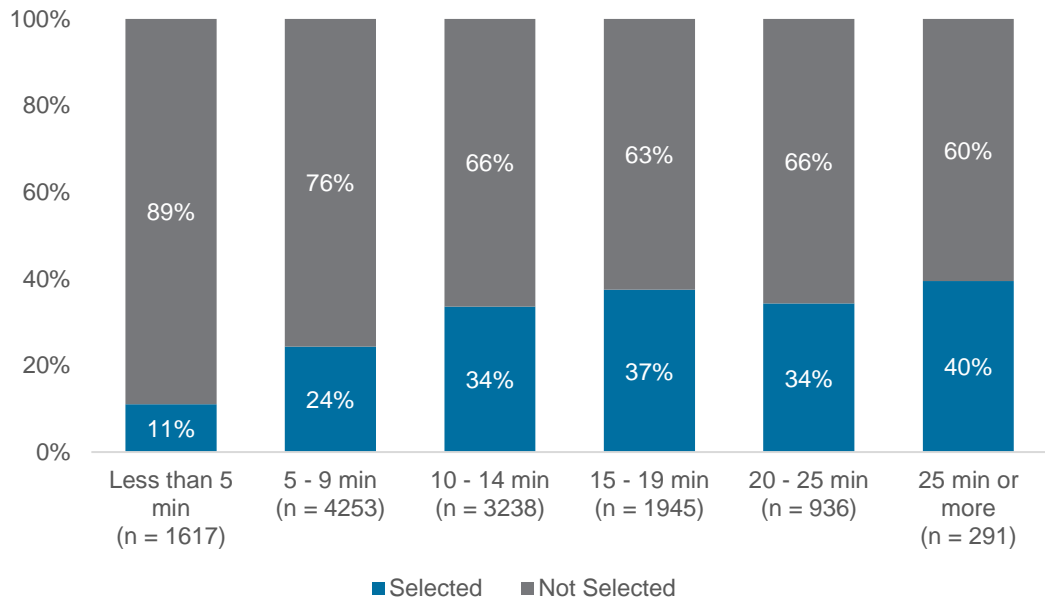
Respondents became less likely to choose the toll alternative tailored to their reference trip as the toll cost increased. Figure 4-9 shows the percentage of time the toll alternative was chosen in the stated preference experiments at different toll costs. The first bar on the left in Figure 4-9 shows that when the presented toll costs were less than \$2.00, the toll option was selected 43% of the time, while the last bar on the right shows that when the presented toll costs were more than \$7.00, the toll option was selected only 6% of the time. In general, Figure 4-9 shows that the likelihood of respondents choosing the toll option decreased considerably as the toll amount increased. Since each respondent was presented with ten questions, the total number of choice observations is 12,280.

**FIGURE 4-9: SP TOLL OPTION SELECTION BY TOLL COST**



Alternatively, respondents were generally more likely to choose the tolled option tailored to their reference trip as the travel time savings increased. Figure 4-10 shows the percentage of time the toll alternative was chosen in the stated preference experiments at different levels of travel time savings. The first bar on the left in Figure 4-10 shows that when the presented travel time savings was less than five minutes, the toll option was selected 11% of the time, while the last bar on the right shows that when the presented travel time savings was 25 minutes or more, the toll option was selected 40% of the time. In general, Figure 4-10 shows that the likelihood of respondents choosing the toll option increased considerably as the travel time savings increased.

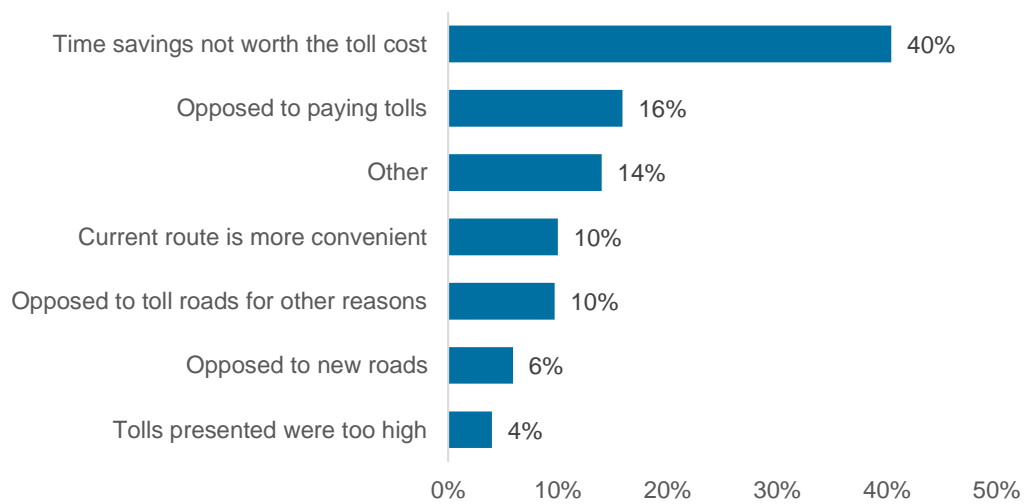
**FIGURE 4-10: SP TOLL OPTION SELECTION BY TRAVEL TIME SAVINGS**



**DEBRIEF AND OPINION QUESTIONS**

If a respondent never chose an option that had tolls during the stated preference section (30% of respondents), they were asked to indicate their primary reason for this. The reason most frequently cited (40% of all respondents who never selected the tolled alternative) was that the time savings presented in the experiments was not high enough to justify the toll cost (Figure 4-11).

**FIGURE 4-11: PRIMARY REASON FOR NEVER SELECTING TOLLED OPTIONS**



Approximately 45% of respondents were in favor of the project (20% strongly in favor and 25% somewhat in favor). Twenty-three percent of respondents were neutral in their project

opinion, while approximately 33% were either strongly (20%) or somewhat (13%) opposed to the project. Table 4-7 shows project opinion by assigned corridor and for all respondents. It should be noted that General Trip respondents were asked for their opinion of toll facilities in the Oklahoma City region in general, not related to a specific corridor.

**TABLE 4-7: PROJECT OPINION BY ASSIGNED CORRIDOR**

Project Opinion	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly opposed	113	31%	53	14%	76	15%	<b>242</b>	<b>20%</b>
Somewhat opposed	40	11%	33	9%	84	17%	<b>157</b>	<b>13%</b>
Neutral	76	21%	78	21%	129	26%	<b>283</b>	<b>23%</b>
Somewhat favor	65	18%	109	30%	133	27%	<b>307</b>	<b>25%</b>
Strongly favor	73	20%	93	25%	73	15%	<b>239</b>	<b>20%</b>
<b>Total</b>	<b>367</b>	<b>100%</b>	<b>366</b>	<b>100%</b>	<b>495</b>	<b>100%</b>	<b>1,228</b>	<b>100%</b>

If a respondent reported a non-neutral opinion about the project, they were asked to indicate the main reason for that opinion. Table 4-8 and Table 4-9 show the main reasons for supporting or opposing the project by assigned corridor. Of the 45% of respondents who supported the project, the most common reason was faster travel times, followed closely by a need for investment in infrastructure. Of the 33% of respondents who opposed the project, the most common reason was opposition to toll roads.



**TABLE 4-8: PRIMARY REASON FOR PROJECT SUPPORT BY ASSIGNED CORRIDOR**

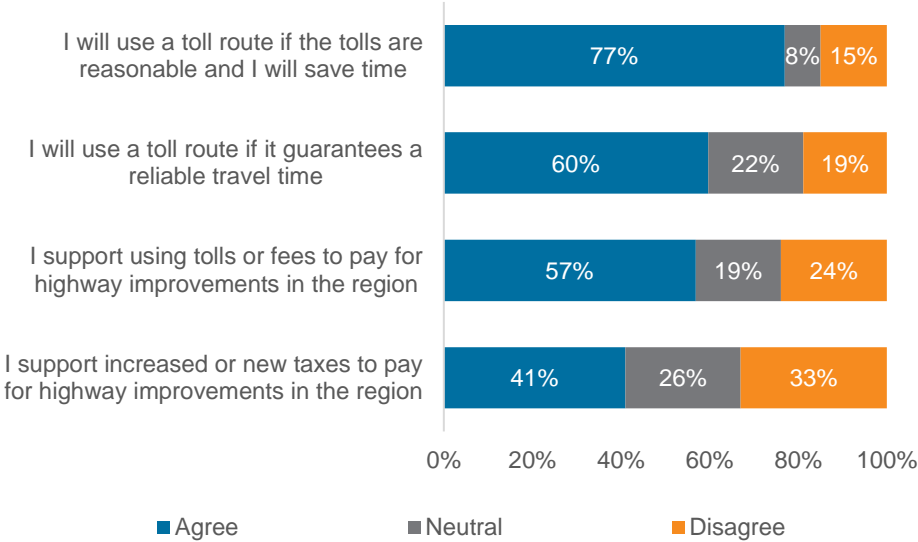
Primary Reason for Supporting	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Shorter travel times once completed	39	28%	111	55%	133	65%	283	52%
Needed investment in infrastructure	37	27%	34	17%	28	14%	99	18%
Safer road conditions	17	12%	16	8%	36	17%	69	13%
More direct travel route	25	18%	31	15%	0	0%	56	10%
Other reason	19	14%	9	4%	9	4%	37	7%
Reduced emissions & improved air quality	1	1%	1	0%	0	0%	2	0%
<b>Total</b>	<b>138</b>	<b>100%</b>	<b>202</b>	<b>100%</b>	<b>206</b>	<b>100%</b>	<b>546</b>	<b>100%</b>

**TABLE 4-9: PRIMARY REASON FOR PROJECT OPPOSITION BY ASSIGNED CORRIDOR**

Primary Reason for Opposing	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Opposed to toll roads	51	33%	25	29%	90	56%	166	42%
Other reason	53	35%	23	27%	37	23%	113	28%
Opposed to where the highway would be built	36	24%	27	31%	0	0%	63	16%
Rather see more investments in alternative transportation	8	5%	10	12%	28	18%	46	12%
Opposed to new highways	4	3%	0	0%	3	2%	7	2%
Opposed to spending money on road construction	1	1%	1	1%	2	1%	4	1%
<b>Total</b>	<b>153</b>	<b>100%</b>	<b>86</b>	<b>100%</b>	<b>160</b>	<b>100%</b>	<b>399</b>	<b>100%</b>

To gauge respondents' opinions about issues related to the proposed new roads, levels of agreement were measured for a series of attitude statements (Figure 4-12). Of the statements presented, respondents were mostly likely to agree with the statement "I will use a toll route if the tolls are reasonable and I will save time" and least likely to agree with the statement "I support increased or new taxes to pay for highway improvements in the region."

**FIGURE 4-12: TOLL ATTITUDE STATEMENTS**



**DEMOGRAPHIC QUESTIONS**

To conclude the survey, respondents were asked a series of demographic questions. Fifty-two percent of respondents identified as male and forty-eight percent identified as female. The median age of the sample fell in the 45-54-year-old category. Almost half (48%) of respondents reported living in a two-person household and 49% of respondents reported living in a household with two vehicles. Approximately two-thirds (62%) of respondents indicated they were employed full-time and 21% reported being retired.

When reporting income, respondents could select a ‘Prefer not to answer’ option, and approximately 16% of all respondents selected this option. The median household income of those respondents who chose to report their income was in the \$75,000-\$99,999 income category (Table 4-10).



**TABLE 4-10: ANNUAL HOUSEHOLD INCOME BY ASSIGNED CORRIDOR**

Income Category	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Less than \$15,000	3	1%	6	2%	3	1%	12	1%
\$15,000-\$24,999	4	1%	8	3%	10	3%	22	2%
\$25,000-\$34,999	11	4%	14	4%	19	5%	44	4%
\$35,000-\$49,999	31	10%	28	9%	43	11%	102	10%
\$50,000-\$74,999	69	23%	60	19%	87	22%	216	21%
\$75,000-\$99,999	69	23%	61	19%	68	17%	198	19%
\$100,000-\$124,999	43	14%	61	19%	61	15%	165	16%
\$125,000-\$149,999	19	6%	36	11%	39	10%	94	9%
\$150,000-\$199,999	37	12%	27	8%	31	8%	95	9%
\$200,000 or more	20	7%	22	7%	38	10%	80	8%
<b>Total</b>	<b>306</b>	<b>100%</b>	<b>323</b>	<b>100%</b>	<b>399</b>	<b>100%</b>	<b>1,028</b>	<b>100%</b>

## 5.0 MODEL ESTIMATION

The primary purpose of the Oklahoma City Travel Study was to estimate the willingness to pay for travel time savings, or VOT, of passenger vehicle travelers who are candidates for using either of the proposed facilities or who make automobile trips on highways in the Oklahoma City area. These VOT estimates will support estimates of future traffic and revenue for the facilities. The ten choice observations for each respondent were compiled into a dataset with 12,280 observations to support the estimations of VOT.

### 5.1 | METHODOLOGY

Statistical analysis and discrete choice model estimation were conducted using the stated preference survey data. The statistical estimation and specification testing were completed using a conventional maximum likelihood procedure that estimated coefficients for a set of MNL models. The MNL models were used to identify systematic differences in preference heterogeneity—for example, the difference in VOT by trip purpose, time of day or income. The model coefficients provide information about the respondents' sensitivities to the attributes that were tested in the tradeoff scenarios and can be used to calculate VOT for travelers in the corridors and the larger Oklahoma City region. The model specification and results are discussed in more detail in the following sections.

### 5.2 | MULTINOMIAL LOGIT (MNL) MODEL SPECIFICATION

In each SP experiment, respondents were presented with two alternatives, with the label of the second alternative contingent on the corridor/trip type to which the respondent was assigned:

1. Make the trip using their current route
2. Make the trip using the new Northeast Oklahoma County Loop/using the new Kilpatrick Extension/using a new toll highway

More information about the stated preference experimental design can be found in Section 2.3. The MNL model estimates a choice probability for each alternative presented in the stated preference tradeoff exercises. The alternatives are represented in the model by observed utility equations of the form described in Equation 1.

#### EQUATION 1: OBSERVED UTILITY EQUATION

$$U_1 = \beta_1 X_1 + \beta_2 X_2 \dots + \beta_n X_n$$

In Equation 1, each X represents a variable specified by the researcher and each  $\beta$  is a coefficient estimated by the model that represents the sensitivity of the respondents in the sample to the corresponding variable.

Several utility equation structures were tested using different variables from the collected data. In addition to the travel times and toll costs presented in the stated preference experiments, tested variables included trip characteristic and demographic variables. These

variables were introduced, one at a time, to test potential interactions with the toll cost and travel time coefficients and to determine whether respondents' trip or personal characteristics significantly influenced their choices in the stated preference scenarios.

Interaction variables include:

- Assigned corridor/trip type
- Time of day
- Trip purpose
- Income
- Transponder ownership
- Trip distance
- Travel time
- Travel delay
- Project opinion

After reviewing the significance of each variable, the final model specification was chosen based on model fit, the intuitiveness and reasonableness of the model coefficients, and the expected application of the model results. The final specification included variables for travel time and travel cost applied to both alternatives. In addition to time and cost, dummy variables, or constants, were included on the toll alternative for those respondents who own a transponder, respondents who experienced delay, and for those respondents who indicated they were strongly opposed to new highways or either of the new facilities. Along with the alternative specific constant, these dummy variables capture the additional utility (or disutility) for the toll alternative that cannot be attributed to time and cost alone. Several different transformations of the cost coefficient by household income were tested in order to capture any systematic relationship between cost sensitivity and income. To capture the relationship between cost sensitivity and household income, the toll cost coefficient was divided by the natural log of household income in the utility equation as described in Equation 2.

**EQUATION 2: TOLL COST INTERACTION WITH INCOME**

$$V_i = \dots + \beta Cost * TC_i * \frac{1}{LN(\frac{income}{100})}$$

**5.3 | MNL MODEL: COEFFICIENT ESTIMATES**

The result of the final model specification is presented below and includes coefficients segmented by corridor and trip purpose. The model segmentation details are shown in Table 5-1.



**TABLE 5-1: MODEL SEGMENTS BY ASSIGNED CORRIDOR/TRIP PURPOSE**

Segment	Count	Percent
OK Loop - Work Trips	121	10%
OK Loop – Non-Work Trips	246	20%
Kilpatrick - Work Trips	123	10%
Kilpatrick – Non-Work Trips	243	20%
General - Work Trips	243	20%
General – Non-Work Trips	252	21%
<b>Total</b>	<b>1,228</b>	<b>100%</b>

Table 5-2 presents the variables included in the final model specification and the alternatives to which each variable applies.

**TABLE 5-2: FINAL MODEL SPECIFICATION**

Coefficient	Units	Alt 1: Current Route	Alt 2: Alternate Toll Route
<b>Travel Time</b>			
OK Loop - Work Trips	Minutes	X	X
OK Loop - Non-Work Trips	Minutes	X	X
Kilpatrick - Work Trips	Minutes	X	X
Kilpatrick - Non-Work Trips	Minutes	X	X
General - Work Trips	Minutes	X	X
General - Non-Work Trips	Minutes	X	X
<b>Travel Cost</b>			
OK Loop - Work Trips	\$	X	X
OK Loop - Non-Work Trips	\$	X	X
Kilpatrick - Work Trips	\$	X	X
Kilpatrick - Non-Work Trips	\$	X	X
General - Work Trips	\$	X	X
General - Non-Work Trips	\$	X	X
<b>Dummy Variables</b>			
Strongly Opposed to Project/New Facility	1,0		X
Experienced Delay	1,0		X
Possess a transponder	1,0		X
<b>Alternative Specific Constant</b>			
Alternative 2 - Toll Route	1,0		X

Table 5-3 contains coefficient values, robust standard errors, robust t-statistics, and general model statistics. The coefficient values are the values estimated by the choice model that represent the relative importance of each of the variables. It should be noted that these values are unit-specific and the units must be accounted for when comparing coefficients.

The sign of the coefficient indicates a positive or negative relationship between utility and the associated variable. For example, a negative travel time coefficient implies that utility for a given travel alternative will decrease as the travel time associated with that alternative increases.

The standard error is a measure of error around the mean coefficient estimate. The t-statistic is the coefficient estimate divided by the standard error, which can be used to evaluate statistical significance. A t-statistic greater/less than  $\pm 1.96$  indicates whether the coefficient is statistically significantly different from 0 (unless otherwise reported) at the 95% level.

The model fit statistics presented below include the number of observations, the number of estimated parameters, the initial log-likelihood, the log-likelihood at convergence, rho-squared, and adjusted rho-squared. The log-likelihood is a model fit measure that indicates how well the model predicts the choices observed in the data. The null log-likelihood is the measure of the model fit with coefficient values of zero. The final log-likelihood is the measure of model fit with the final coefficient values at model convergence. A value closer to zero indicates better model fit. The log-likelihood cannot be evaluated independently, as it is a function of the number of observations, the number of alternatives, and the number of parameters in the choice model. The rho-square model fit measure accounts for this to some degree by evaluating the difference between the null log-likelihood and the final log-likelihood at convergence. The adjusted rho-square value takes into account the number of parameters estimated in the model.

**TABLE 5-3: FINAL MNL MODEL COEFFICIENTS AND STATISTICS**

<b>Coefficient</b>	<b>Units</b>	<b>Value</b>	<b>Rob. Std. Error</b>	<b>Rob. T-stat</b>
<b>Travel Time</b>				
OK Loop - Work Trips	Minutes	-0.163	0.0218	-7.48
OK Loop - Non-Work Trips	Minutes	-0.162	0.0183	-8.86
Kilpatrick - Work Trips	Minutes	-0.16	0.0151	-10.53
Kilpatrick - Non-Work Trips	Minutes	-0.179	0.0123	-14.51
General - Work Trips	Minutes	-0.155	0.0127	-12.19
General - Non-Work Trips	Minutes	-0.147	0.0116	-12.68
<b>Travel Cost*</b>				
OK Loop - Work Trips	\$	-5.21	0.841	-6.2
OK Loop - Non-Work Trips	\$	-5.69	0.64	-8.9
Kilpatrick - Work Trips	\$	-4.58	0.532	-8.62
Kilpatrick - Non-Work Trips	\$	-5.69	0.429	-13.28
General - Work Trips	\$	-6.42	0.507	-12.66
General - Non-Work Trips	\$	-5.27	0.524	-10.06
<b>Dummy Variables</b>				
Strongly Opposed to Project/New Facility	1,0	-3.04	0.212	-14.34
Experienced Delay	1,0	0.577	0.104	5.57
Possess a transponder	1,0	0.751	0.177	4.24
<b>Alternative Specific Constant</b>				
Alternative 2 - Use New Highway	1,0	-1.47	0.193	-7.6
<b>Model Statistics</b>				
Number of parameters				16
Number of observations				12280
Number of individuals				1228
Initial log-likelihood				-8511.847
Final log-likelihood				-5221.167
Rho-square				0.387
Adjusted rho-square				0.385

#### **5.4 | MNL MODEL: WILLINGNESS TO PAY FOR TRAVEL TIME SAVINGS**

One way to evaluate the sensitivities that are estimated in the MNL models is to calculate the marginal rates of substitution for different attributes of interest. In economic theory, the marginal rate of substitution is the amount of one good (e.g., money) that a person would exchange for a second good (e.g., travel time), while maintaining the same level of utility or satisfaction. In this analysis, the marginal rate of substitution of the travel time and toll cost coefficients provides the implied toll value that travelers would be willing to pay for a given



amount of travel time savings offered by using the proposed facilities or a new highway in the Oklahoma City area.

The willingness to pay for travel time savings, or VOT, can be calculated by dividing the travel time coefficient by the toll cost coefficient after accounting for the income transformation that was applied in the model specification. The resulting VOT is in units of dollars per minute; multiplying by 60 will convert this into the more commonly cited units of dollars per hour (Equation 3).

**EQUATION 3: WILLINGNESS TO PAY FOR TRAVEL TIME SAVINGS**

$$VOT = 60 \times \frac{\beta Time}{\left[ \frac{\beta Cost}{LN(income/100)} \right]}$$

In Equation 3,  $\beta Time$  is the value of the travel time coefficient (with units of 1/min),  $\beta Cost$  is the value of the toll cost coefficient (with units of 1/\$), and the log transformation controls for nonlinear income effects.

**TABLE 5-4: VALUE OF TIME BY CORRIDOR/TRIP TYPE AND PURPOSE**

Household Income	OK Loop - Work Trips	OK Loop – Non-Work Trips	Kilpatrick - Work Trips	Kilpatrick – Non-Work Trips	General - Work Trips	General – Non-Work Trips
\$10,000	\$8.64	\$7.87	\$9.65	\$8.69	\$6.67	\$7.71
\$20,000	\$9.95	\$9.05	\$11.11	\$10.00	\$7.68	\$8.87
\$30,000	\$10.71	\$9.74	\$11.96	\$10.77	\$8.26	\$9.55
\$42,500	\$11.36	\$10.34	\$12.69	\$11.42	\$8.77	\$10.13
\$62,500	\$12.08	\$11.00	\$13.49	\$12.15	\$9.33	\$10.77
\$87,500	\$12.72	\$11.57	\$14.20	\$12.79	\$9.81	\$11.34
\$112,500	\$13.19	\$12.00	\$14.73	\$13.26	\$10.18	\$11.76
\$137,500	\$13.56	\$12.34	\$15.15	\$13.64	\$10.47	\$12.09
\$175,000	\$14.02	\$12.76	\$15.65	\$14.09	\$10.82	\$12.50
\$200,000	\$14.27	\$12.98	\$15.93	\$14.35	\$11.01	\$12.72

## 6.0 CONCLUSION

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RSG successfully developed and implemented a stated preference survey that gathered information from 1,278 automobile travelers in the Oklahoma City area. The purpose of the survey was to measure the VOT of travelers who could potentially use the proposed Northeast OK County Loop or Southeast Kilpatrick Extension, as well as drivers who make general highway trips in the region. The questionnaire collected data on current travel behaviors, presented respondents with information about the proposed facilities, and engaged the travelers in a series of stated preference questions to measure their propensity to use tolled routes in the Oklahoma City area.

Multinomial logit choice models were developed to provide estimates of VOT for potential travelers on both of the proposed facilities and for travelers in the general region, both for work-related and non-work-related trips. The magnitude and signs of the sensitivity estimates are reasonable and intuitively correct, and the VOT for work trips and non-work trips at each segment's median income category ranged from \$9.81 to \$14.20 per hour. These values are within the range of other similar studies across the country and in Oklahoma.

These estimates of VOT will serve as inputs into the travel demand model used to forecast traffic and revenue for future highway construction in the Oklahoma City area.



## 7.0 SURVEY SCREEN CAPTURES

### 7.1 | INTRODUCTION AND QUALIFICATION QUESTIONS

FIGURE 7-1: SURVEY INTRODUCTION AND INSTRUCTIONS

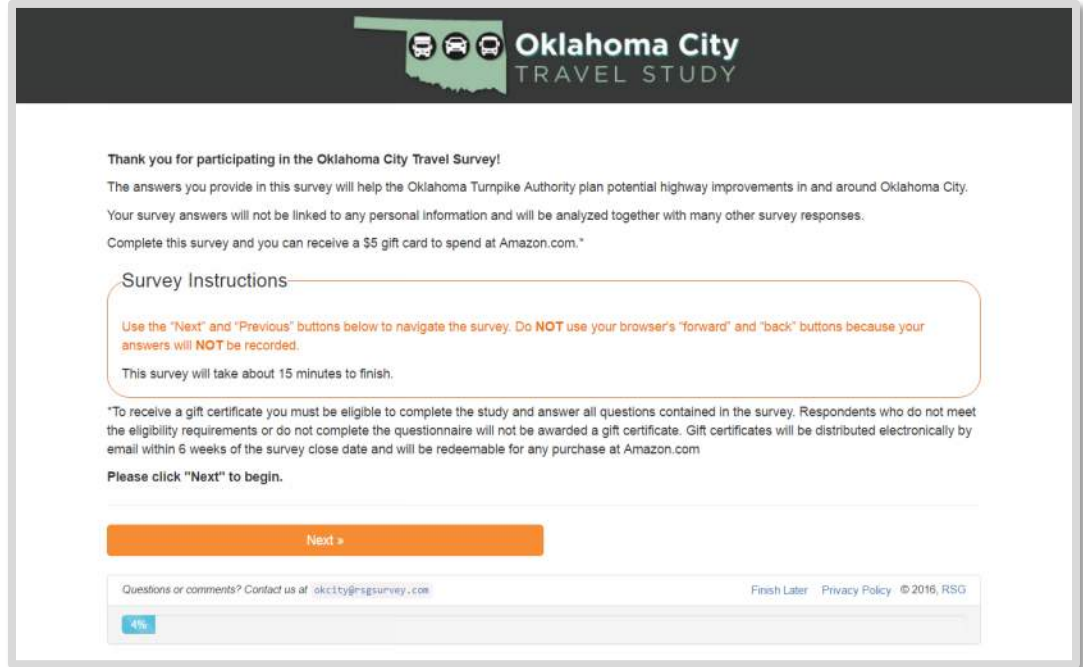


FIGURE 7-2: TRIP QUALIFICATION (EAST STUDY AREA)

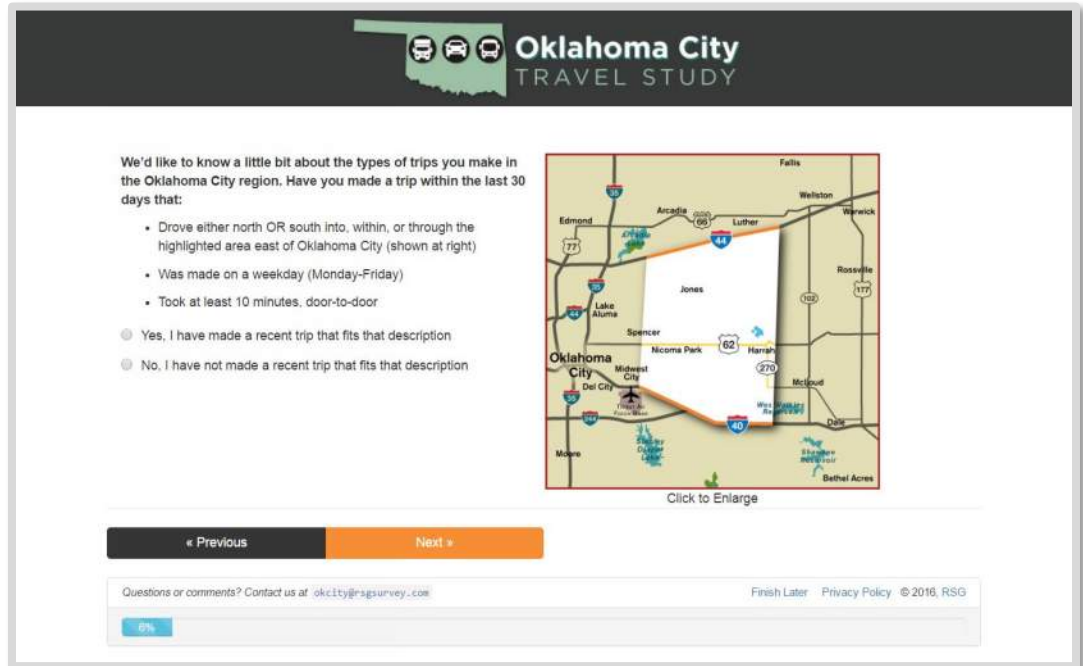


FIGURE 7-3: TRIP QUALIFICATION (WEST STUDY AREA)

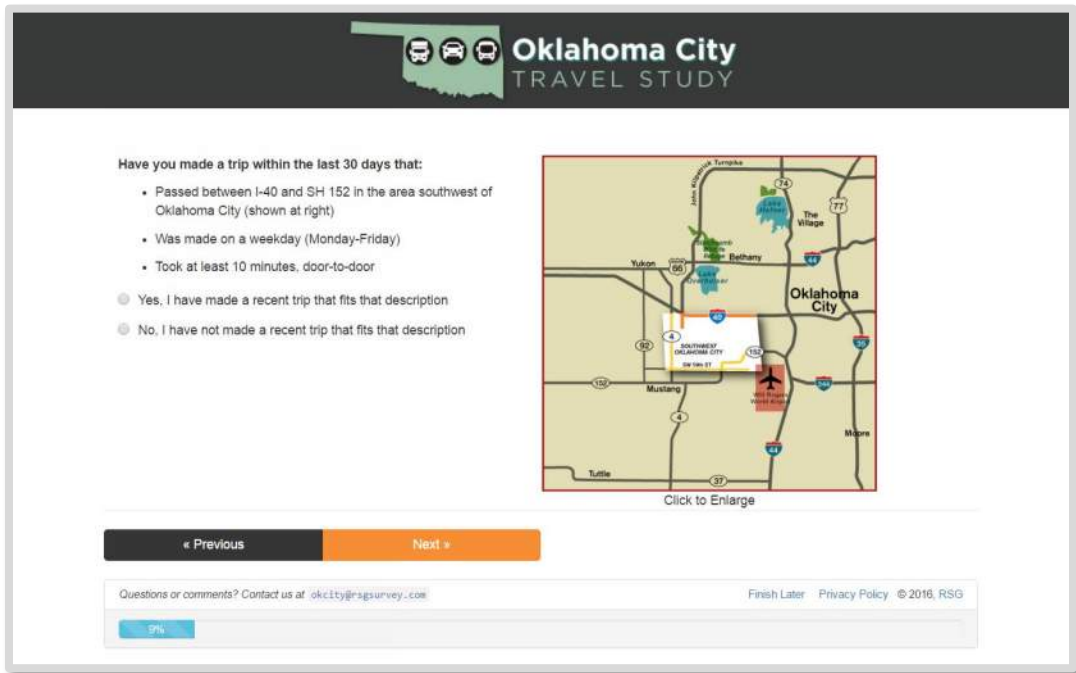
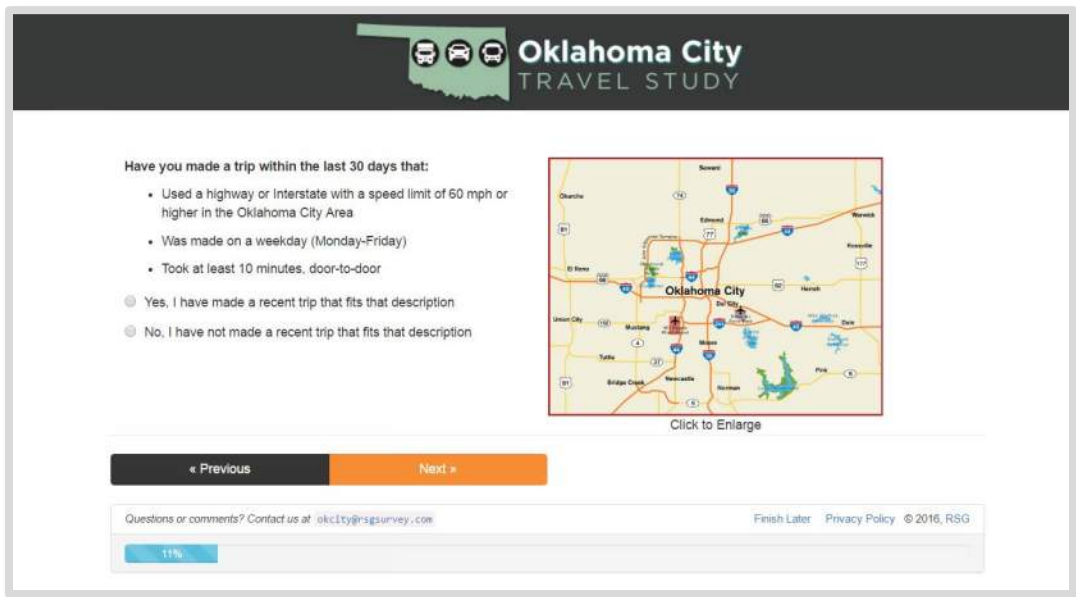


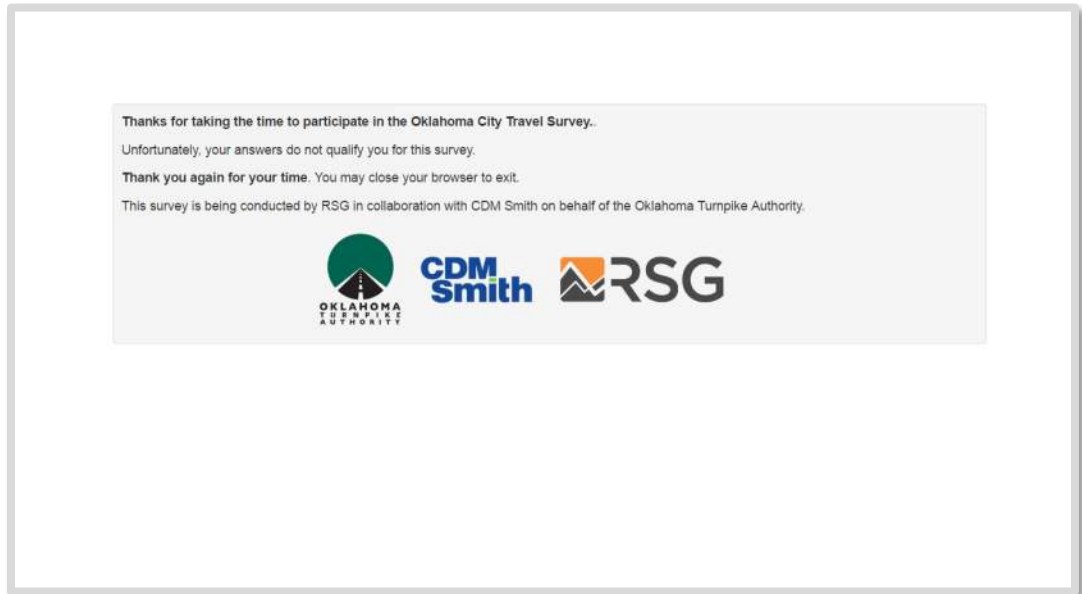
FIGURE 7-4: TRIP QUALIFICATION (GENERAL)

*If respondent has not made a trip through either the east or west study areas*



**FIGURE 7-5: TERMINATION**

*If respondent has not made a qualifying trip*



**7.2 | TRIP DETAIL QUESTIONS**

**FIGURE 7-6: DEFINITION OF QUALIFYING ONE-WAY TRIP**

*Figures 6-8 show east study area version*

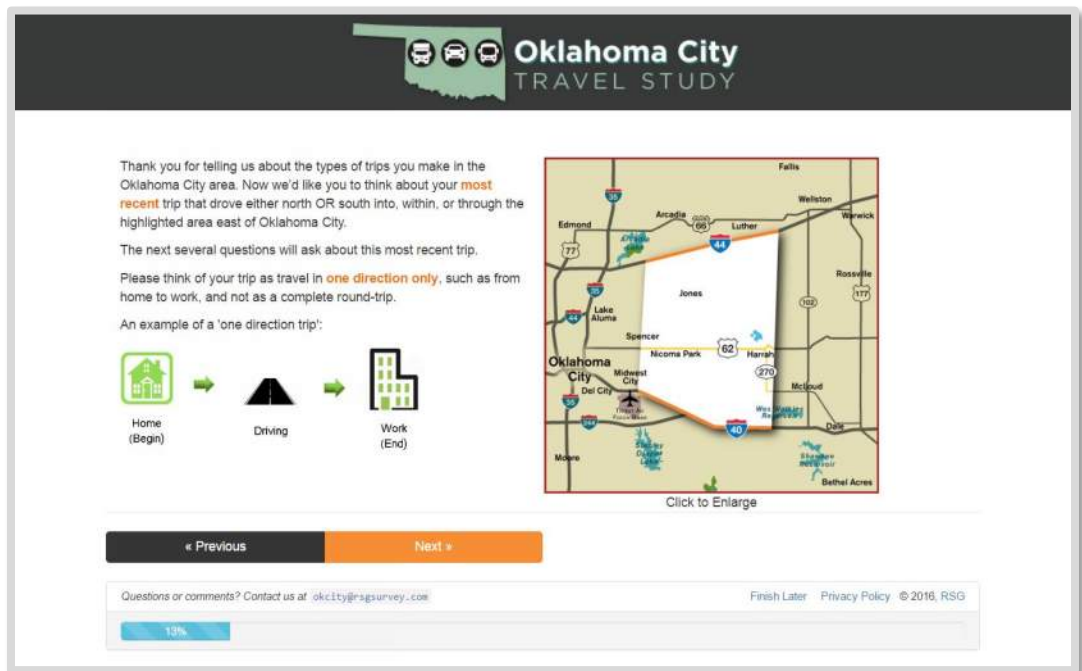




FIGURE 7-7: DAY OF WEEK

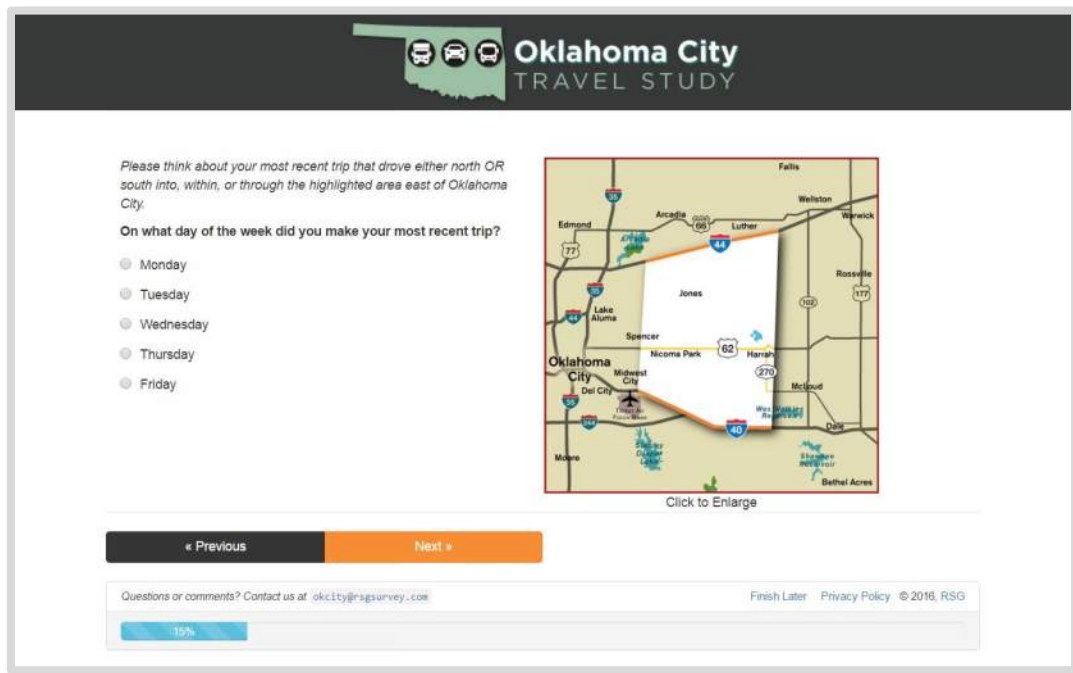
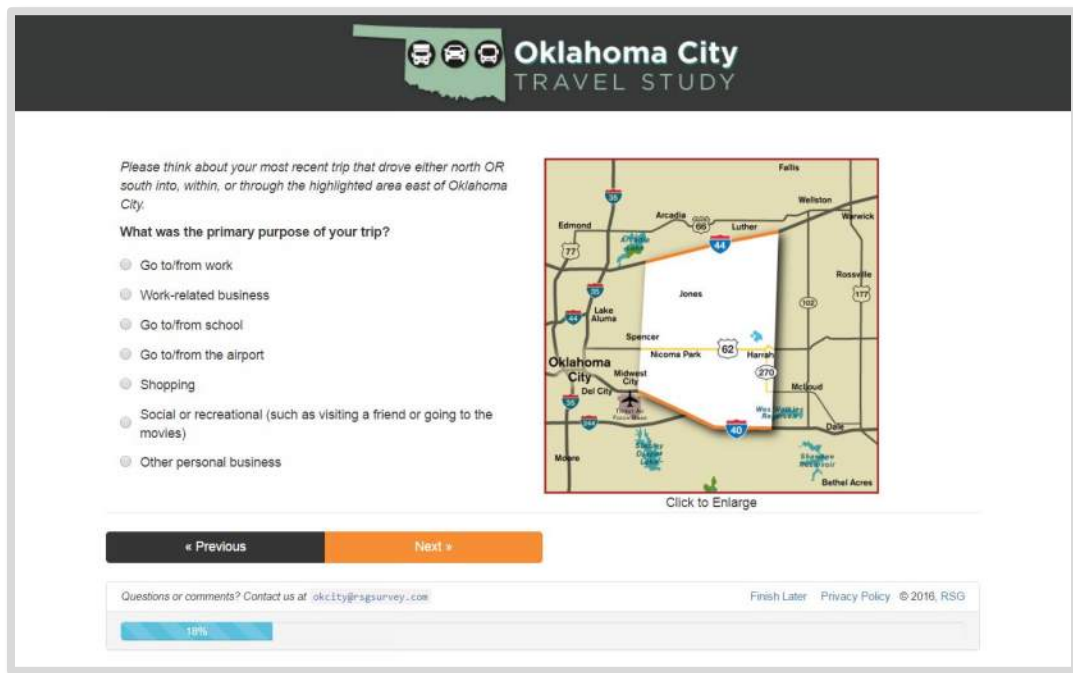


FIGURE 7-8: PURPOSE



**FIGURE 7-9: BEGINNING AND ENDING LOCATIONS**


The screenshot shows a survey question titled "Where did your trip begin and end?". It is divided into two columns: "My trip began at:" and "My trip ended at:". Each column has three radio button options: "My home", "My regular workplace", and "Another place". Below the options are two buttons: "Previous" and "Next". At the bottom, there is a progress bar showing 20% completion, a contact email "okcity@rsgsurvey.com", and links for "Finish Later", "Privacy Policy", and "© 2016, RSG".

**FIGURE 7-10: TRIP CONFIRMATION**

*If respondent's beginning and ending locations are both home or both work*

The screenshot shows a survey question titled "Are the spots where you started and ended your trip in different locations?". It includes a reminder: "Remember, we are asking about your travel in one direction only, not your complete round trip." Below the question are two radio button options: "Yes, these are different locations" and "No, I am reporting a round trip". Below the options are two buttons: "Previous" and "Next". At the bottom, there is a progress bar showing 22% completion, a contact email "okcity@rsgsurvey.com", and links for "Finish Later", "Privacy Policy", and "© 2016, RSG".

FIGURE 7-11: ORIGIN




### Where did your work commute trip begin\*?

Locate by address    Locate on the map

To search by address or business name:

1. Enter a street address, nearest intersection, or business name in the box below
2. Click on the blue search button to the right of the box
3. Click on the correct address from the list of results that appear
4. Click "Next" to continue



Map    Satellite

Map data ©2016 Google    Terms of Use    Report a map error


**\*Note:** This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined.

« Previous    Next »

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20%

FIGURE 7-12: DESTINATION




### Where did your work commute trip end\*?

Locate by address    Locate on the map

To search by address or business name:

1. Enter a street address, nearest intersection, or business name in the box below
2. Click on the blue search button to the right of the box
3. Click on the correct address from the list of results that appear
4. Click "Next" to continue



Map    Satellite

Map data ©2016 Google    Terms of Use    Report a map error

**\*Note:** This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined.

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27%

**FIGURE 7-13: INVALID TRIP**

*If respondent's origin and destination indicate an invalid trip*

The screenshot shows the survey interface for an invalid trip. At the top, there is a header with the Oklahoma City Travel Study logo. Below the header, a message states: "The trip you just described seems to have started and ended in the same place, or two locations very close together. Please describe only the one-direction portion of your trip, not the complete round trip." This is followed by the question: "Do you need to change the beginning or ending location of your trip?" with two radio button options: "Yes" and "No". Below the options are two buttons: "Previous" and "Next". At the bottom, there is a footer with contact information, a "Finish Later" link, a "Privacy Policy" link, and a copyright notice for 2016, RSG. A progress bar at the bottom indicates that 31% of respondents have completed this step.

**FIGURE 7-14: ORIGIN AND DESTINATION CONFIRMATION**

The screenshot shows the survey interface for origin and destination confirmation. At the top, there is a header with the Oklahoma City Travel Study logo. Below the header, a message states: "Your trip from your home (A) to your regular workplace (B) is shown on the map." This is followed by two instructions: "If these locations are not correct, please click 'Previous' to update your location information." and "If these locations are correct, please click 'Next' to continue." Below the instructions is a map of Oklahoma City and surrounding areas, showing two red location markers labeled A and B. Below the map are two buttons: "Previous" and "Next". At the bottom, there is a footer with contact information, a "Finish Later" link, a "Privacy Policy" link, and a copyright notice for 2016, RSG. A progress bar at the bottom indicates that 29% of respondents have completed this step.

FIGURE 7-15: DEPARTURE TIME

**Oklahoma City TRAVEL STUDY**

What time did you **begin** your trip?  
My trip started at: **Please slide the box to select a value.**

12:00 am 6:00 am 12:00 pm 6:00 pm 11:55 pm

« Previous Next »

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34%

FIGURE 7-16: TRAVEL TIME

**Oklahoma City TRAVEL STUDY**

How long did it take you, door-to-door, to travel from **your home to your regular workplace?**  
*Please only include the time you spent traveling and not time you may have spent at stops along the way (e.g. to get gas or coffee).*  
My trip took: **Please slide the box to select a value.**

30 minutes 4 hours or more

(Based on your departure time (8:30 am), we calculate you arrived at: **Please slide the box to select a value.**)

« Previous Next »

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36%

**FIGURE 7-17: TRAVEL TIME CONFIRMATION**

*If stated travel time divided by Google calculated trip time is .75 (shorter) or 2.5 (longer)*

The screenshot shows a survey question titled "TRAVEL TIME CONFIRMATION". The header includes the Oklahoma City Travel Study logo. The main text reads: "Based on the locations you provided earlier, it appears that your time of 2 hour(s) 25 minutes is significantly longer than what we estimate it should take to make your trip. Remember, please tell us how long it took to drive from your your home to your regular workplace in one direction only. Please do not include any time spent at stops along the way." Below this, the question is "Do you need to change your reported time?" with radio button options for "Yes" and "No". Navigation buttons for "Previous" and "Next" are visible. At the bottom, there is a progress bar at 30%, a contact email "okcity@rsgsurvey.com", and links for "Finish Later", "Privacy Policy", and "© 2016, RSG".

**FIGURE 7-18: DELAY**

The screenshot shows a survey question titled "DELAY". The header includes the Oklahoma City Travel Study logo. The main text reads: "Did you experience any delay due to traffic congestion, stop lights, train crossings, etc. on your trip?" Below this, there are radio button options for "Yes" and "No". Navigation buttons for "Previous" and "Next" are visible. At the bottom, there is a progress bar at 40%, a contact email "okcity@rsgsurvey.com", and links for "Finish Later", "Privacy Policy", and "© 2016, RSG".

**FIGURE 7-19: TRAVEL TIME WITHOUT DELAY**

*If respondent experienced delay due to traffic congestion*

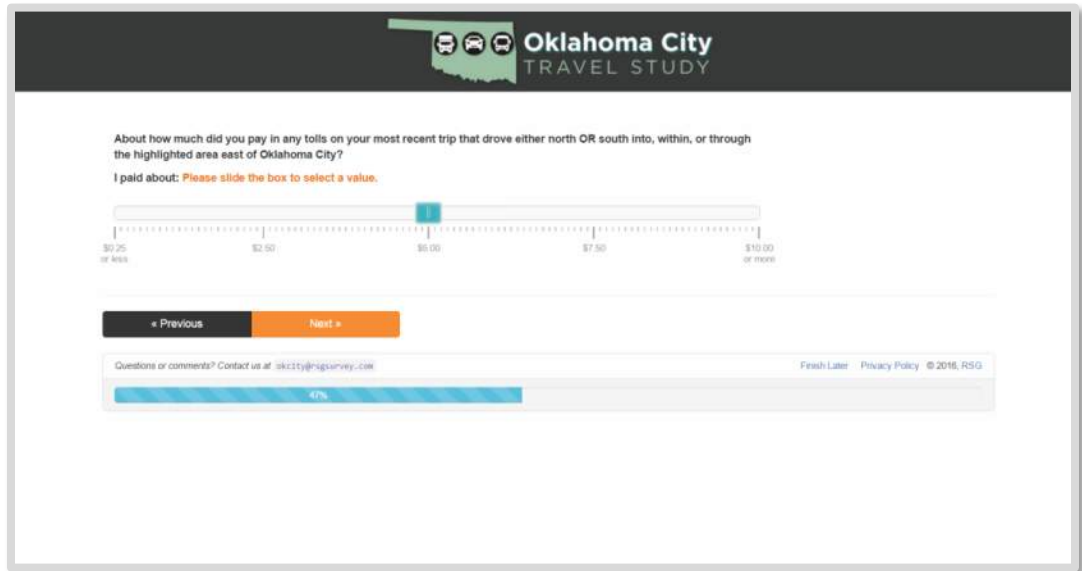
The screenshot shows a survey interface for the "Oklahoma City TRAVEL STUDY". The question asks: "You said your trip took 1 hour(s) 5 minutes with some delay due to traffic congestion. If there were no delay due to traffic congestion, approximately how long would your trip have taken you, door-to-door?" Below the question is a slider control for "My trip would have taken: Please slide the box to select a value." The slider ranges from 0 to 4 hours, with a "0 minutes" label at the start. The slider is currently positioned at approximately 1 hour and 5 minutes. Navigation buttons for "Previous" and "Next" are visible. At the bottom, there is a progress bar showing 47% completion and contact information for "ikcity@rsgsurvey.com".

**FIGURE 7-20: TOLL(S) PAID**

The screenshot shows a survey interface for the "Oklahoma City TRAVEL STUDY". The question asks: "Did you pay any tolls on your most recent trip that drove either north OR south into, within, or through the highlighted area east of Oklahoma City?" There are two radio button options: "Yes, I paid a toll(s)" and "No, I did not pay any tolls". The "No" option is selected. Navigation buttons for "Previous" and "Next" are visible. At the bottom, there is a progress bar showing 47% completion and contact information for "ikcity@rsgsurvey.com".

**FIGURE 7-21: TOLL AMOUNT(S) PAID**

*If respondent paid toll(s)*



**FIGURE 7-22: VEHICLE OCCUPANCY**

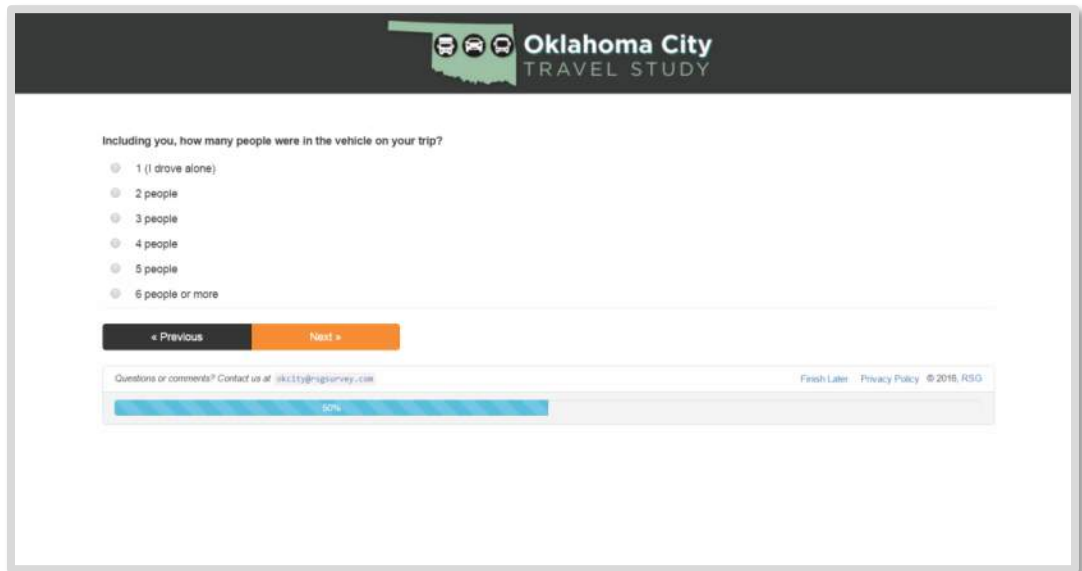




FIGURE 7-23: TRIP FREQUENCY

**Oklahoma City TRAVEL STUDY**

How often have you made this same trip, in this direction, between your home and your regular workplace in the past month (30 days)?

- 6 or more times per week
- 4-5 times per week
- 2-3 times per week
- 1 time per week
- 2-3 times per month
- 1 time per month
- Less than 1 time per month

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12%

FIGURE 7-24: TRANSPONDER OWNERSHIP

**Oklahoma City TRAVEL STUDY**

Do you currently have a PIKEPASS or any other type of transponder\* in your car for electronic toll collection?

Please select all that apply.

- Yes, I have a PIKEPASS transponder
- Yes, I have another type of transponder
- No, I do not have a transponder

**Note:** A transponder is an electronic device that is mounted inside the windshield of your vehicle. When your vehicle passes through a toll plaza, an antenna at the toll plaza reads the account information contained in the transponder. The appropriate toll is then deducted from your prepaid account.

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54%

**FIGURE 7-25: REASON(S) FOR NOT OWNING A TRANSPONDER**

*If respondent has no transponder*


The screenshot shows a survey question titled "Why don't you have a PIKEPASS or other type of transponder in your car for electronic toll collection?". Below the title, it says "Please select all that apply." and lists seven options with checkboxes: "Prefer cash option", "Do not use toll roads often enough", "Do not like the idea of electronic tolling", "Do not want a transponder in my car", "Do not want to set up an account", "Concerned about privacy", and "Too difficult to maintain account". There is also a text input field for "Other reason, please specify:". At the bottom of the question area, there are "Previous" and "Next" buttons. Below the question area, there is a contact email "okcity@rsgsurvey.com", a "Fresh Later" button, a "Privacy Policy" link, and a copyright notice "© 2016, RSG". A progress bar at the bottom indicates 50% completion.

### 7.3 | STATED PREFERENCE QUESTIONS

**FIGURE 7-26: PROJECT INTRODUCTION (NORTHEAST OK COUNTY LOOP VERSION)**

The screenshot shows a survey question titled "Project Info". The text describes the Oklahoma Turnpike's proposal to build a new 27-mile highway east of Oklahoma City, connecting I-40 and I-44, to reduce travel time to Tulsa and alleviate traffic. It also mentions that the highway is part of a statewide effort to modernize the highway system and that PIKEPASS customers will receive a discount on tolls. To the right of the text is a map of the Oklahoma City area showing the proposed "Northeast OK County Loop" in blue. The map includes labels for various cities and highways, such as Edmond, Arcadia, Luther, Wellston, Warwick, Jones, Lake Aluma, Spencer, Nicoma Park, Harlan, Midwest City, Del City, Moore, Oklahoma City, and Bethel Acres. At the bottom of the question area, there are "Previous" and "Next" buttons. Below the question area, there is a contact email "okcity@rsgsurvey.com", a "Fresh Later" button, a "Privacy Policy" link, and a copyright notice "© 2016, RSG". A progress bar at the bottom indicates 50% completion.

FIGURE 7-27: PROJECT INTRODUCTION (SOUTHWEST KILPATRICK EXTENSION VERSION)




### Project Info

The Oklahoma Turnpike is proposing to build a new highway outside of Oklahoma City. The Southwest Kilpatrick Extension would be built between I-40 and State Highway 152/Airport Road connecting SW OKC with the downtown area and will also improve access to Will Rogers World Airport.

The new highway is part of a statewide effort to modernize and improve Oklahoma's highway system. The Southwest Kilpatrick Extension, and other similar projects around the state, would be paid for by users of the road and will not affect the state's budget.

Drivers on the new highway will be able to pay tolls using PIKEPASS or with cash. PIKEPASS customers will receive a discount on their tolls.



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61%

FIGURE 7-28: PROJECT INTRODUCTION (GENERAL VERSION)

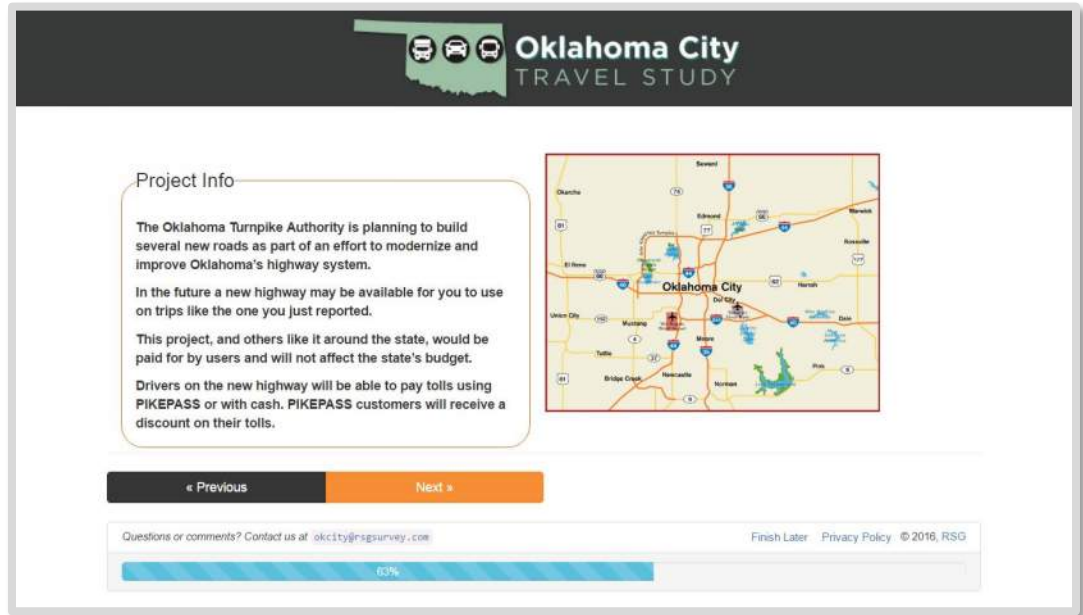


FIGURE 7-29: STATED PREFERENCE (SP) INSTRUCTIONS

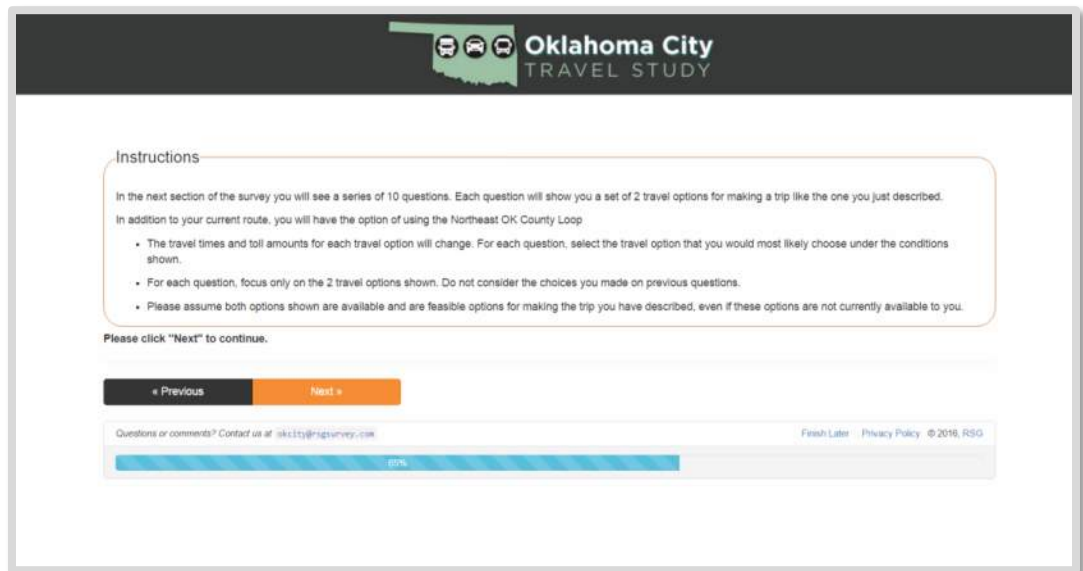


FIGURE 7-30: SP EXPERIMENT EXAMPLE #1 (NORTHEAST OK COUNTY LOOP VERSION)

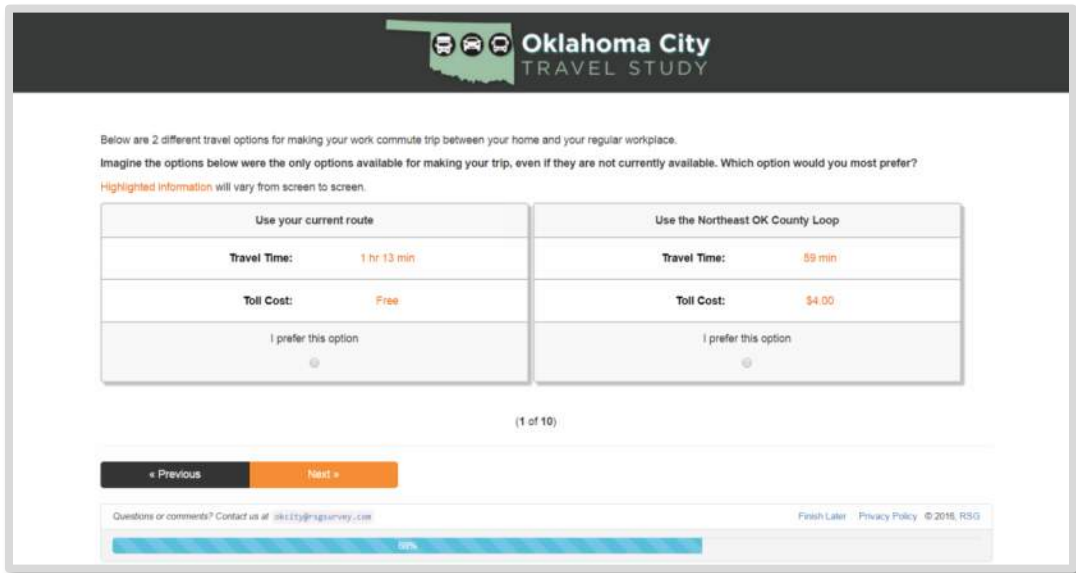
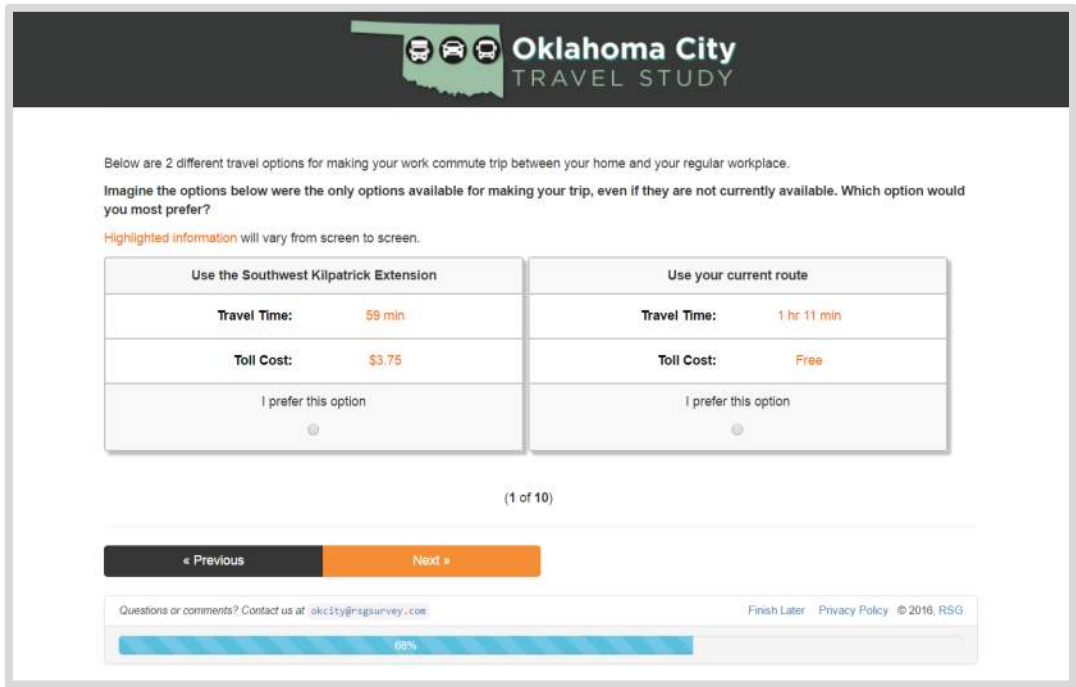


FIGURE 7-31: SP EXPERIMENT EXAMPLE #1 (SOUTHWEST KILPATRICK EXTENSION VERSION)



**FIGURE 7-32: SP EXPERIMENT EXAMPLE #1 (GENERAL VERSION)**

Below are 2 different travel options for making your work commute trip between your home and your regular workplace.  
 Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?  
 Highlighted information will vary from screen to screen.

Use your current route	Use the new highway
Travel Time: 1 hr 5 min	Travel Time: 56 min
Toll Cost: Free	Toll Cost: \$5.25
I prefer this option <input type="radio"/>	I prefer this option <input type="radio"/>

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**FIGURE 7-33: SP EXPERIMENT EXAMPLE #2**

*Examples #2-10 show the general version*

Below are 2 different travel options for making your work commute trip between your home and your regular workplace.  
 Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?  
 Highlighted information may have changed.

Use your current route	Use the new highway
Travel Time: 1 hr 17 min	Travel Time: 59 min
Toll Cost: Free	Toll Cost: \$7.50
I prefer this option <input type="radio"/>	I prefer this option <input type="radio"/>

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FIGURE 7-34: SP EXPERIMENT EXAMPLE #3

**Oklahoma City TRAVEL STUDY**

Below are 2 different travel options for making your work commute trip between your home and your regular workplace.  
Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?  
Highlighted information may have changed.

Use your current route	Use the new highway
<b>Travel Time:</b> 1 hr 17 min	<b>Travel Time:</b> 1 hr 2 min
<b>Toll Cost:</b> Free	<b>Toll Cost:</b> \$3.75
I prefer this option <input type="radio"/>	I prefer this option <input type="radio"/>

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FIGURE 7-35: SP EXPERIMENT EXAMPLE #4

**Oklahoma City TRAVEL STUDY**

Below are 2 different travel options for making your work commute trip between your home and your regular workplace.  
Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?  
Highlighted information may have changed.

Use your current route	Use the new highway
<b>Travel Time:</b> 1 hr 20 min	<b>Travel Time:</b> 50 min
<b>Toll Cost:</b> Free	<b>Toll Cost:</b> \$4.50
I prefer this option <input type="radio"/>	I prefer this option <input type="radio"/>

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FIGURE 7-36: SP EXPERIMENT EXAMPLE #5

Oklahoma City TRAVEL STUDY

Below are 2 different travel options for making your work commute trip between your home and your regular workplace.  
Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?  
Highlighted information may have changed.

Use your current route	Use the new highway
Travel Time: 1 hr 11 min	Travel Time: 56 min
Toll Cost: Free	Toll Cost: \$2.25
I prefer this option <input type="radio"/>	I prefer this option <input type="radio"/>

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FIGURE 7-37: SP EXPERIMENT EXAMPLE #6

Oklahoma City TRAVEL STUDY

Below are 2 different travel options for making your work commute trip between your home and your regular workplace.  
Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?  
Highlighted information may have changed.

Use your current route	Use the new highway
Travel Time: 1 hr 14 min	Travel Time: 1 hr 2 min
Toll Cost: Free	Toll Cost: \$3.00
I prefer this option <input type="radio"/>	I prefer this option <input type="radio"/>

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FIGURE 7-38: SP EXPERIMENT EXAMPLE #7

**Oklahoma City TRAVEL STUDY**

Below are 2 different travel options for making your work commute trip between your home and your regular workplace.  
 Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?  
 Highlighted information may have changed.

Use your current route	Use the new highway
<b>Travel Time:</b> 1 hr 14 min	<b>Travel Time:</b> 53 min
<b>Toll Cost:</b> Free	<b>Toll Cost:</b> \$6.75
I prefer this option <input type="radio"/>	I prefer this option <input type="radio"/>

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FIGURE 7-39: SP EXPERIMENT EXAMPLE #8

**Oklahoma City TRAVEL STUDY**

Below are 2 different travel options for making your work commute trip between your home and your regular workplace.  
 Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?  
 Highlighted information may have changed.

Use your current route	Use the new highway
<b>Travel Time:</b> 1 hr 5 min	<b>Travel Time:</b> 50 min
<b>Toll Cost:</b> Free	<b>Toll Cost:</b> \$1.50
I prefer this option <input type="radio"/>	I prefer this option <input type="radio"/>

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FIGURE 7-40: SP EXPERIMENT EXAMPLE #9

**Oklahoma City TRAVEL STUDY**

Below are 2 different travel options for making your work commute trip between your home and your regular workplace.  
 Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?  
 Highlighted information may have changed.

Use your current route	Use the new highway
<b>Travel Time:</b> 1 hr 11 min	<b>Travel Time:</b> 59 min
<b>Toll Cost:</b> Free	<b>Toll Cost:</b> \$6.00
I prefer this option <input type="radio"/>	I prefer this option <input type="radio"/>

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FIGURE 7-41: SP EXPERIMENT EXAMPLE #10

**Oklahoma City TRAVEL STUDY**

Below are 2 different travel options for making your work commute trip between your home and your regular workplace.  
 Imagine the options below were the only options available for making your trip, even if they are not currently available. Which option would you most prefer?  
 Highlighted information may have changed.

Use your current route	Use the new highway
<b>Travel Time:</b> 1 hr 20 min	<b>Travel Time:</b> 53 min
<b>Toll Cost:</b> Free	<b>Toll Cost:</b> \$0.75
I prefer this option <input type="radio"/>	I prefer this option <input type="radio"/>

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## 7.4 | DEBRIEF AND OPINION QUESTIONS

**FIGURE 7-42: REASON FOR NOT SELECTING TOLLED OPTION**

*If never selected a tolled option in the stated preference section*

**Oklahoma City TRAVEL STUDY**

Which of the following best describes the reason you never chose any of the options with tolls in the previous section?

- Tolls presented were too high
- Time savings not worth the toll cost
- Opposed to paying tolls
- Opposed to toll roads for other reasons
- Opposed to new roads
- Other, please specify:

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70%

**FIGURE 7-43: PROJECT OPINION**

**Oklahoma City TRAVEL STUDY**

Based on what you've learned, what best describes your opinion of the Northeast OK County Loop?

- Strongly favor
- Somewhat favor
- Neutral
- Somewhat opposed
- Strongly opposed

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77%

**FIGURE 7-44: REASON FOR OPPOSING THE PROJECT**

*If somewhat or strongly opposes the project*

**Oklahoma City TRAVEL STUDY**

Why are you opposed to the Northeast OK County Loop?

- Opposed to spending money on road construction projects
- Would rather see more investments in alternative transportation options such as transit
- Opposed to new highways
- Opposed to toll roads
- Opposed to where the highway would be built
- Other, please specify:

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**FIGURE 7-45: REASON FOR SUPPORTING THE PROJECT**

*If somewhat or strongly favors the project*

**Oklahoma City TRAVEL STUDY**

Why are you in favor of the Northeast OK County Loop?

- Shorter travel times once completed
- Needed investment in infrastructure
- More direct travel route
- Safer road conditions
- Reduced emissions and improved air quality
- Other, please specify:

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76%

FIGURE 7-46: TOLL ATTITUDE STATEMENTS

**Oklahoma City TRAVEL STUDY**

How strongly do you agree or disagree with each of the following statements?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I will use a toll route if it guarantees a reliable travel time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I support increased or new taxes to pay for highway improvements in the region	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I will use a toll route if the tolls are reasonable and I will save time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I support using tolls or fees to pay for highway improvements in the region	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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70%

7.5 | DEMOGRAPHIC QUESTIONS

FIGURE 7-47: ZIP CODE

**Oklahoma City TRAVEL STUDY**

You're almost done! Before we conclude the survey, we would like to have some general information about you

What is your home ZIP code\*?

**Note:** This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined.

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81%

FIGURE 7-48: GENDER

**Oklahoma City TRAVEL STUDY**

What is your gender?

Female

Male

**Note:** This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined.

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5%

FIGURE 7-49: AGE

**Oklahoma City TRAVEL STUDY**

Which category best indicates your age\*?

16-24

25-34

35-44

45-54

55-64

65-74

75 or older

**Note:** This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined.

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9%

FIGURE 7-50: EMPLOYMENT STATUS

Oklahoma City TRAVEL STUDY

What is your employment status?\*

- Employed full-time
- Employed part-time
- Self-employed
- Student
- Student and employed
- Homemaker
- Retired
- Disabled
- Unemployed and looking for work
- Unemployed and not looking for work

**Note:** This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined.

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100%

FIGURE 7-51: HOUSEHOLD SIZE

Oklahoma City TRAVEL STUDY

How many people live in your household?\*

- 1 (I live alone)
- 2 people
- 3 people
- 4 people
- 5 or more people

**Note:** This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined.

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100%

FIGURE 7-52: HOUSEHOLD VEHICLES

The screenshot shows a survey question titled "How many vehicles are there currently in your household?". Below the question is a note: "Please include all cars, pickup trucks, minivans, motorcycles, etc. that you own or lease." There are six radio button options: "0 (no vehicles)", "1 vehicle", "2 vehicles", "3 vehicles", "4 vehicles", and "5 or more vehicles". A "Note" box states: "This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined." At the bottom, there are navigation buttons for "Previous" and "Next", a footer with contact information and a progress bar showing 57% completion.

FIGURE 7-53: ANNUAL HOUSEHOLD INCOME

The screenshot shows a survey question titled "What category best indicates your 2015 household annual income before taxes?". There are ten radio button options representing income brackets: "Less than \$15,000", "\$15,000-\$24,999", "\$25,000-\$34,999", "\$35,000-\$49,999", "\$50,000-\$74,999", "\$75,000-\$99,999", "\$100,000-\$124,999", "\$125,000-\$149,999", "\$150,000-\$199,999", "\$200,000 or more", and "Prefer not to answer". A "Note" box states: "This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined." At the bottom, there are navigation buttons for "Previous" and "Next", a footer with contact information, and a progress bar showing 26% completion.



FIGURE 7-54: EMAIL ADDRESS AND SURVEY COMMENTS

The screenshot shows the final step of a survey. At the top, there is a header with the Oklahoma City Travel Study logo, which includes icons of a car, a bus, and a train. Below the header, the text reads: "Thank you again for participating! Congratulations, you are one of the first 1,000 respondents to complete the survey. Please enter an email address where we can send you a \$5 Amazon gift certificate:". There is an "Email:" label followed by a text input field. Below this, it says: "If you have additional comments or suggestions either about the survey or the survey experience itself, please enter them in the box below and click the 'Next' button. Otherwise, please click 'Next' to complete the survey." There is a large text area for comments. At the bottom of the form, there are two buttons: a dark grey button with a left arrow and the text "Previous" and an orange button with a right arrow and the text "Next". Below the buttons, there is a footer with the text: "Questions or comments? Contact us at [okcity@rsgsurvey.com](mailto:okcity@rsgsurvey.com)" on the left, and "Finish Later Privacy Policy © 2016 RSG" on the right. A progress bar at the very bottom shows 100% completion.

FIGURE 7-55: SURVEY END



## 8.0 SURVEY TABULATIONS

### 8.1 | TRIP DETAIL QUESTIONS

**TABLE 8-1: RECRUITMENT METHOD**

	Recruitment Method							
	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Postcard respondent	99	27.0%	56	15.3%	109	22.0%	264	21.5%
PIKEPASS Email respondent	268	73.0%	310	84.7%	386	78.0%	964	78.5%
Total	367	100.0%	366	100.0%	495	100.0%	1228	100.0%

**TABLE 8-2: OK LOOP CORRIDOR**

	Selected OK Loop							
	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Yes, I have made a recent trip that fits that description	367	100.0%	100	27.3%	0	0.0%	467	38.0%
No, I have not made a recent trip that fits that description	0	0.0%	266	72.7%	495	100.0%	761	62.0%
Total	367	100.0%	366	100.0%	495	100.0%	1228	100.0%

**TABLE 8-3: KILPATRICK EXTENSION CORRIDOR**

	Selected Kilpatrick Extension							
	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Yes, I have made a recent trip that fits that description	119	32.4%	366	100.0%	0	0.0%	485	39.5%
No, I have not made a recent trip that fits that description	248	67.6%	0	0.0%	495	100.0%	743	60.5%
<b>Total</b>	<b>367</b>	<b>100.0%</b>	<b>366</b>	<b>100.0%</b>	<b>495</b>	<b>100.0%</b>	<b>1228</b>	<b>100.0%</b>

**TABLE 8-4: GENERAL TRIP**

	Selected General Trip							
	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Yes, I have made a recent trip that fits that description	0	0.0%	0	0.0%	495	100.0%	495	100.0%
No, I have not made a recent trip that fits that description	0	0.0%	0	0.0%	0	0.0%	0	0.0%
<b>Total</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>495</b>	<b>100.0%</b>	<b>495</b>	<b>100.0%</b>

*If did not make a recent OK Loop or Kilpatrick Extension trip*



**TABLE 8-5: DAY OF WEEK**

**On what day of the week did you make your most recent trip?**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Monday	70	19.1%	51	13.9%	94	19.0%	215	17.5%
Tuesday	60	16.3%	59	16.1%	75	15.2%	194	15.8%
Wednesday	52	14.2%	64	17.5%	80	16.2%	196	16.0%
Thursday	80	21.8%	89	24.3%	147	29.7%	316	25.7%
Friday	105	28.6%	103	28.1%	99	20.0%	307	25.0%
Total	367	100.0%	366	100.0%	495	100.0%	1228	100.0%

**TABLE 8-6: TRIP PURPOSE**

**What was the primary purpose of your trip?**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Go to/from work	70	19.1%	71	19.4%	204	41.2%	345	28.1%
Work-related business	51	13.9%	52	14.2%	39	7.9%	142	11.6%
Go to/from school	2	0.5%	3	0.8%	1	0.2%	6	0.5%
Go to/from the airport	5	1.4%	46	12.6%	9	1.8%	60	4.9%
Shopping	41	11.2%	32	8.7%	43	8.7%	116	9.4%
Social or recreational (such as visiting a friend or going to the movies)	94	25.6%	79	21.6%	84	17.0%	257	20.9%
Other personal business	104	28.3%	83	22.7%	115	23.2%	302	24.6%
Total	367	100.0%	366	100.0%	495	100.0%	1228	100.0%

**TABLE 8-7: BEGIN LOCATION**

	<b>Where did your trip begin?</b>							
	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
My home	309	84.2%	287	78.4%	407	82.2%	1003	81.7%
My regular workplace	38	10.4%	42	11.5%	59	11.9%	139	11.3%
Another place	20	5.4%	37	10.1%	29	5.9%	86	7.0%
Total	367	100.0%	366	100.0%	495	100.0%	1228	100.0%

**TABLE 8-8: END LOCATION**

	<b>Where did your trip end?</b>							
	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
My home	38	10.4%	40	10.9%	58	11.7%	136	11.1%
My regular workplace	60	16.3%	71	19.4%	171	34.5%	302	24.6%
Another place	269	73.3%	255	69.7%	266	53.7%	790	64.3%
Total	367	100.0%	366	100.0%	495	100.0%	1228	100.0%

**TABLE 8-9: DEPARTURE TIME**

	What time did you start your trip?							
	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
12AM - 12:59AM	0	0.0%	1	0.3%	0	0.0%	1	0.1%
1AM - 1:59AM	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2AM - 2:59AM	0	0.0%	2	0.5%	0	0.0%	2	0.2%
3AM - 3:59AM	0	0.0%	2	0.5%	1	0.2%	3	0.2%
4AM - 4:59AM	3	0.8%	5	1.4%	1	0.2%	9	0.7%
5AM - 5:59AM	4	1.1%	15	4.1%	10	2.0%	29	2.4%
6AM - 6:59AM	31	8.4%	19	5.2%	52	10.5%	102	8.3%
7AM - 7:59AM	36	9.8%	49	13.4%	90	18.2%	175	14.3%
8AM - 8:59AM	32	8.7%	38	10.4%	57	11.5%	127	10.3%
9AM - 9:59AM	42	11.4%	28	7.7%	45	9.1%	115	9.4%
10AM - 10:59AM	30	8.2%	18	4.9%	27	5.5%	75	6.1%
11AM - 11:59AM	22	6.0%	17	4.6%	41	8.3%	80	6.5%
12PM - 12:59PM	16	4.4%	7	1.9%	20	4.0%	43	3.5%
1PM - 1:59PM	21	5.7%	29	7.9%	27	5.5%	77	6.3%
2PM - 2:59PM	23	6.3%	22	6.0%	18	3.6%	63	5.1%
3PM - 3:59PM	24	6.5%	24	6.6%	18	3.6%	66	5.4%
4PM - 4:59PM	24	6.5%	30	8.2%	28	5.7%	82	6.7%
5PM - 5:59PM	29	7.9%	33	9.0%	28	5.7%	90	7.3%
6PM - 6:59PM	22	6.0%	14	3.8%	16	3.2%	52	4.2%
7PM - 7:59PM	5	1.4%	5	1.4%	8	1.6%	18	1.5%
8PM - 8:59PM	2	0.5%	1	0.3%	7	1.4%	10	0.8%
9PM - 9:59PM	1	0.3%	3	0.8%	0	0.0%	4	0.3%
10PM - 10:59PM	0	0.0%	1	0.3%	1	0.2%	2	0.2%
11PM - 11:59PM	0	0.0%	3	0.8%	0	0.0%	3	0.2%
<b>Total</b>	<b>367</b>	<b>100.0%</b>	<b>366</b>	<b>100.0%</b>	<b>495</b>	<b>100.0%</b>	<b>1228</b>	<b>100.0%</b>

**TABLE 8-10: TRAVEL TIME**

**Approximately how long did it take you, door-to-door, to drive from where your trip started to where it ended?**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
	Less than 30 minutes	99	27.0%	139	38.0%	222	44.8%	460
30 to 44 minutes	96	26.2%	109	29.8%	178	36.0%	383	31.2%
45 to 59 minutes	70	19.1%	61	16.7%	55	11.1%	186	15.1%
60 to 74 minutes	28	7.6%	26	7.1%	15	3.0%	69	5.6%
75 to 89 minutes	13	3.5%	6	1.6%	5	1.0%	24	2.0%
90 to 119 minutes	20	5.4%	10	2.7%	9	1.8%	39	3.2%
Two hours or more	41	11.2%	15	4.1%	11	2.2%	67	5.5%
Total	367	100.0%	366	100.0%	495	100.0%	1228	100.0%

**TABLE 8-11: DELAY**

**Did you experience any delay due to traffic congestion, stop lights, train crossings, etc. on your trip?**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
	Yes	124	33.8%	170	46.4%	196	39.6%	490
No	243	66.2%	196	53.6%	299	60.4%	738	60.1%
Total	367	100.0%	366	100.0%	495	100.0%	1228	100.0%



**TABLE 8-12: AMOUNT OF DELAY**

**Amount of delay experienced due to traffic congestion**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
No delay	243	66.2%	196	53.6%	299	60.4%	738	60.1%
Less than 15 minutes	69	18.8%	110	30.1%	147	29.7%	326	26.5%
15-29 minutes	47	12.8%	46	12.6%	40	8.1%	133	10.8%
30 or more minutes	8	2.2%	14	3.8%	9	1.8%	31	2.5%
Total	367	100.0%	366	100.0%	495	100.0%	1228	100.0%

**TABLE 8-13: TOLL(S) PAID**

**Did you pay any tolls on your most recent trip?**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Yes	85	23.2%	85	23.2%	165	33.3%	335	27.3%
No	282	76.8%	281	76.8%	330	66.7%	893	72.7%
Total	367	100.0%	366	100.0%	495	100.0%	1228	100.0%



**TABLE 8-14: TOLL AMOUNT(S) PAID****Toll Amount Categories**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
\$0.25 - \$1.00	9	10.6%	24	28.2%	79	47.9%	112	33.4%
\$1.01 - \$2.00	16	18.8%	35	41.2%	55	33.3%	106	31.6%
\$2.01 - \$3.00	14	16.5%	16	18.8%	22	13.3%	52	15.5%
\$3.01 - \$4.00	16	18.8%	5	5.9%	4	2.4%	25	7.5%
\$4.01 - \$5.00	16	18.8%	3	3.5%	1	0.6%	20	6.0%
Greater than \$5.00	14	16.5%	2	2.4%	4	2.4%	20	6.0%
Total	85	100.0%	85	100.0%	165	100.0%	335	100.0%

*If respondent paid a toll on most recent trip*

**TABLE 8-15: VEHICLE OCCUPANCY****Including you, how many people were in the vehicle on your trip?**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1 (I drove alone)	167	45.5%	205	56.0%	342	69.1%	714	58.1%
2 people	143	39.0%	114	31.1%	126	25.5%	383	31.2%
3 people	30	8.2%	28	7.7%	18	3.6%	76	6.2%
4 people	17	4.6%	15	4.1%	8	1.6%	40	3.3%
5 people	4	1.1%	1	0.3%	1	0.2%	6	0.5%
6 people or more	6	1.6%	3	0.8%	0	0.0%	9	0.7%
Total	367	100.0%	366	100.0%	495	100.0%	1228	100.0%



**TABLE 8-16: TRIP FREQUENCY**

**How often have you made this same trip, in this direction, in the past month (30 days)?**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
	6 or more times per week	25	6.8%	16	4.4%	29	5.9%	70
4-5 times per week	56	15.3%	61	16.7%	163	32.9%	280	22.8%
2-3 times per week	44	12.0%	47	12.8%	49	9.9%	140	11.4%
1 time per week	32	8.7%	25	6.8%	23	4.6%	80	6.5%
2-3 times per month	79	21.5%	83	22.7%	72	14.5%	234	19.1%
1 time per month	49	13.4%	51	13.9%	66	13.3%	166	13.5%
Less than 1 time per month	82	22.3%	83	22.7%	93	18.8%	258	21.0%
<b>Total</b>	<b>367</b>	<b>100.0%</b>	<b>366</b>	<b>100.0%</b>	<b>495</b>	<b>100.0%</b>	<b>1228</b>	<b>100.0%</b>

**TABLE 8-17: TRANSPONDER OWNERSHIP**

**Do you currently have a transponder?**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
	Yes, I have a PIKEPASS transponder	280	76.3%	334	91.3%	442	89.3%	1056
Yes, I have another type of transponder	4	1.1%	2	0.5%	10	2.0%	16	1.3%
No, I do not have a transponder	85	23.2%	32	8.7%	46	9.3%	163	13.3%
<b>Total</b>	<b>367</b>	<b>100.0%</b>	<b>366</b>	<b>100.0%</b>	<b>495</b>	<b>100.0%</b>	<b>1228</b>	<b>100.0%</b>

**TABLE 8-18: REASON(S) FOR NOT OWNING A TRANSPONDER**

**Why don't you have a transponder?**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
	Prefer cash option	8	9.4%	4	12.5%	2	4.3%	14
Do not use toll roads often enough	53	62.4%	19	59.4%	31	67.4%	103	63.2%
Do not like the idea of electronic tolling	16	18.8%	2	6.3%	1	2.2%	19	11.7%
Do not want a transponder in my car	14	16.5%	1	3.1%	1	2.2%	16	9.8%
Do not want to set up an account	14	16.5%	2	6.3%	3	6.5%	19	11.7%
Concerned about privacy	8	9.4%	2	6.3%	2	4.3%	12	7.4%
Too difficult to maintain account	6	7.1%	2	6.3%	3	6.5%	11	6.7%
Other reason, please specify:	26	30.6%	12	37.5%	13	28.3%	51	31.3%
Total	85	100.0%	32	100.0%	46	100.0%	163	100.0%

*If respondent does not own a transponder*



## 8.2 | DEBRIEF AND OPINION QUESTIONS

**TABLE 8-19: REASON FOR NOT SELECTING TOLLED OPTION**

**Which of the following best describes the reason you never chose any of the options with tolls in the previous section?**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
	Tolls presented were too high	1	0.6%	7	9.1%	7	5.8%	15
Time savings not worth the toll cost	63	36.4%	29	37.7%	58	47.9%	150	40.4%
Opposed to paying tolls	25	14.5%	5	6.5%	29	24.0%	59	15.9%
Opposed to toll roads for other reasons	18	10.4%	7	9.1%	11	9.1%	36	9.7%
Current route is more convenient	23	13.3%	14	18.2%	0	0.0%	37	10.0%
Opposed to new roads	12	6.9%	6	7.8%	4	3.3%	22	5.9%
Other, please specify:	31	17.9%	9	11.7%	12	9.9%	52	14.0%
<b>Total</b>	<b>173</b>	<b>100.0%</b>	<b>77</b>	<b>100.0%</b>	<b>121</b>	<b>100.0%</b>	<b>371</b>	<b>100.0%</b>

*If respondent never selected a toll alternative in stated preference experiments*

**TABLE 8-20: PROJECT OPINION**

**Based on what you've learned, what best describes your opinion of the toll road?**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly opposed	113	30.8%	53	14.5%	76	15.4%	242	19.7%
Somewhat opposed	40	10.9%	33	9.0%	84	17.0%	157	12.8%
Neutral	76	20.7%	78	21.3%	129	26.1%	283	23.0%
Somewhat favor	65	17.7%	109	29.8%	133	26.9%	307	25.0%
Strongly favor	73	19.9%	93	25.4%	73	14.7%	239	19.5%
<b>Total</b>	<b>367</b>	<b>100.0%</b>	<b>366</b>	<b>100.0%</b>	<b>495</b>	<b>100.0%</b>	<b>1228</b>	<b>100.0%</b>

**TABLE 8-21: REASON FOR SUPPORTING THE PROJECT**

**Why are you in favor of the new road?**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
	Shorter travel times once completed	39	28.3%	111	55.0%	133	64.6%	283
Needed investment in infrastructure	37	26.8%	34	16.8%	28	13.6%	99	18.1%
More direct travel route	25	18.1%	31	15.3%	0	0.0%	56	10.3%
Safer road conditions	17	12.3%	16	7.9%	36	17.5%	69	12.6%
Reduced emissions and improved air quality	1	0.7%	1	0.5%	0	0.0%	2	0.4%
Other, please specify:	19	13.8%	9	4.5%	9	4.4%	37	6.8%
<b>Total</b>	<b>138</b>	<b>100.0%</b>	<b>202</b>	<b>100.0%</b>	<b>206</b>	<b>100.0%</b>	<b>546</b>	<b>100.0%</b>

*If respondent "strongly" or "somewhat" favors project*



**TABLE 8-22: REASON FOR OPPOSING THE PROJECT**

**Why are you opposed to the new road?**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
	Opposed to spending money on road construction projects	1	0.7%	1	1.2%	2	1.3%	4
Would rather see more investments in alternative transportation options such as transit	8	5.2%	10	11.6%	28	17.5%	46	11.5%
Opposed to new highways	4	2.6%	0	0.0%	3	1.9%	7	1.8%
Opposed to toll roads	51	33.3%	25	29.1%	90	56.3%	166	41.6%
Opposed to where the highway would be built	36	23.5%	27	31.4%	0	0.0%	63	15.8%
Other, please specify:	53	34.6%	23	26.7%	37	23.1%	113	28.3%
<b>Total</b>	<b>153</b>	<b>100.0%</b>	<b>86</b>	<b>100.0%</b>	<b>160</b>	<b>100.0%</b>	<b>399</b>	<b>100.0%</b>

*If respondent "strongly" or "somewhat" opposes project*

**TABLE 8-23: TOLL ATTITUDE STATEMENT 1****I will use a toll route if the tolls are reasonable and I will save time**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Disagree	59	16.1%	24	6.6%	27	5.5%	110	9.0%
Disagree	32	8.7%	11	3.0%	30	6.1%	73	5.9%
Neutral	32	8.7%	27	7.4%	40	8.1%	99	8.1%
Agree	126	34.3%	123	33.6%	210	42.4%	459	37.4%
Strongly Agree	118	32.2%	181	49.5%	188	38.0%	487	39.7%
Total	367	100.0%	366	100.0%	495	100.0%	1228	100.0%

**TABLE 8-24: TOLL ATTITUDE STATEMENT 2****I will use a toll route if it guarantees a reliable travel time**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Disagree	63	17.2%	25	6.8%	25	5.1%	113	9.2%
Disagree	35	9.5%	24	6.6%	56	11.3%	115	9.4%
Neutral	64	17.4%	74	20.2%	127	25.7%	265	21.6%
Agree	117	31.9%	147	40.2%	191	38.6%	455	37.1%
Strongly Agree	88	24.0%	96	26.2%	96	19.4%	280	22.8%
Total	367	100.0%	366	100.0%	495	100.0%	1228	100.0%



**TABLE 8-25: TOLL ATTITUDE STATEMENT 3**

**I support using tolls or fees to pay for highway improvements in the region**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Disagree	89	24.3%	35	9.6%	40	8.1%	164	13.4%
Disagree	36	9.8%	27	7.4%	68	13.7%	131	10.7%
Neutral	57	15.5%	64	17.5%	116	23.4%	237	19.3%
Agree	115	31.3%	149	40.7%	183	37.0%	447	36.4%
Strongly Agree	70	19.1%	91	24.9%	88	17.8%	249	20.3%
Total	367	100.0%	366	100.0%	495	100.0%	1228	100.0%

**TABLE 8-26: TOLL ATTITUDE STATEMENT 4**

**I support increased or new taxes to pay for highway improvements in the region**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Disagree	85	23.2%	57	15.6%	54	10.9%	196	16.0%
Disagree	51	13.9%	72	19.7%	90	18.2%	213	17.3%
Neutral	81	22.1%	98	26.8%	140	28.3%	319	26.0%
Agree	111	30.2%	96	26.2%	149	30.1%	356	29.0%
Strongly Agree	39	10.6%	43	11.7%	62	12.5%	144	11.7%
Total	367	100.0%	366	100.0%	495	100.0%	1228	100.0%



### 8.3 | DEMOGRAPHIC QUESTIONS

**TABLE 8-27: GENDER**

	What is your gender*?							
	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Female	185	50.4%	167	45.6%	238	48.1%	590	48.0%
Male	182	49.6%	199	54.4%	257	51.9%	638	52.0%
Total	367	100.0%	366	100.0%	495	100.0%	1228	100.0%

**TABLE 8-28: AGE**

	Which category best indicates your age*?							
	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
16–24	7	1.9%	7	1.9%	7	1.4%	21	1.7%
25–34	59	16.1%	48	13.1%	72	14.5%	179	14.6%
35–44	71	19.3%	76	20.8%	70	14.1%	217	17.7%
45–54	76	20.7%	69	18.9%	83	16.8%	228	18.6%
55–64	91	24.8%	99	27.0%	132	26.7%	322	26.2%
65–74	53	14.4%	53	14.5%	108	21.8%	214	17.4%
75 or older	10	2.7%	14	3.8%	23	4.6%	47	3.8%
Total	367	100.0%	366	100.0%	495	100.0%	1228	100.0%



**TABLE 8-29: EMPLOYMENT STATUS**

**What is your employment status\*?**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
	Employed full-time	217	59.1%	234	63.9%	304	61.4%	755
Employed part-time	8	2.2%	12	3.3%	21	4.2%	41	3.3%
Self-employed	34	9.3%	29	7.9%	32	6.5%	95	7.7%
Student	1	0.3%	4	1.1%	0	0.0%	5	0.4%
Student and employed	3	0.8%	3	0.8%	5	1.0%	11	0.9%
Homemaker	20	5.4%	8	2.2%	15	3.0%	43	3.5%
Retired	72	19.6%	71	19.4%	115	23.2%	258	21.0%
Disabled	8	2.2%	1	0.3%	1	0.2%	10	0.8%
Unemployed and looking for work	4	1.1%	4	1.1%	2	0.4%	10	0.8%
Unemployed and not looking for work	0	0.0%	0	0.0%	0	0.0%	0	0.0%
<b>Total</b>	<b>367</b>	<b>100.0%</b>	<b>366</b>	<b>100.0%</b>	<b>495</b>	<b>100.0%</b>	<b>1228</b>	<b>100.0%</b>

**TABLE 8-30: HOUSEHOLD SIZE****How many people live in your household\*?**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
	1 (I live alone)	37	10.1%	51	13.9%	94	19.0%	182
2 people	165	45.0%	177	48.4%	250	50.5%	592	48.2%
3 people	72	19.6%	59	16.1%	75	15.2%	206	16.8%
4 people	58	15.8%	41	11.2%	49	9.9%	148	12.1%
5 or more people	35	9.5%	38	10.4%	27	5.5%	100	8.1%
Total	367	100.0%	366	100.0%	495	100.0%	1228	100.0%

**TABLE 8-31: NUMBER OF VEHICLES****How many vehicles are there currently in your household\*?**

	OK Loop		Kilpatrick Extension		General Trip		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
	0 (no vehicles)	0	0.0%	0	0.0%	0	0.0%	0
1 vehicle	41	11.2%	50	13.7%	98	19.8%	189	15.4%
2 vehicles	169	46.0%	182	49.7%	253	51.1%	604	49.2%
3 vehicles	83	22.6%	79	21.6%	85	17.2%	247	20.1%
4 vehicles	51	13.9%	29	7.9%	40	8.1%	120	9.8%
5 or more vehicles	23	6.3%	26	7.1%	19	3.8%	68	5.5%
Total	367	100.0%	366	100.0%	495	100.0%	1228	100.0%

**TABLE 8-32: ANNUAL HOUSEHOLD INCOME**

	Annual household income before taxes							
	OK Loop		Kilpatrick		General		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Less than \$15,000	3	1.0%	6	1.9%	3	0.8%	12	1.2%
\$15,000-\$24,999	4	1.3%	8	2.5%	10	2.5%	22	2.1%
\$25,000-\$34,999	11	3.6%	14	4.3%	19	4.8%	44	4.3%
\$35,000-\$49,999	31	10.1%	28	8.7%	43	10.8%	102	9.9%
\$50,000-\$74,999	69	22.5%	60	18.6%	87	21.8%	216	21.0%
\$75,000-\$99,999	69	22.5%	61	18.9%	68	17.0%	198	19.3%
\$100,000-\$124,999	43	14.1%	61	18.9%	61	15.3%	165	16.1%
\$125,000-\$149,999	19	6.2%	36	11.1%	39	9.8%	94	9.1%
\$150,000-\$199,999	37	12.1%	27	8.4%	31	7.8%	95	9.2%
\$200,000 or more	20	6.5%	22	6.8%	38	9.5%	80	7.8%
Total	306	100.0%	323	100.0%	399	100.0%	1028	100.0%

## Appendix B

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### Independent Demographic Review: Southwest Kilpatrick Extension

This appendix contains the documentation of the independent demographic review for the Southwest Kilpatrick Extension study area as provided by the subconsultant, Research and Demographic Solutions. This report was provided to CDM Smith in September 2016.

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## Southwest Kilpatrick Extension

# Independent Socioeconomic Analysis

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September 2016

# Southwest Kilpatrick Extension Independent Socioeconomic Analysis

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## **I. Introduction**

Research and Demographic Solutions (**RDS**) was commissioned by CDM Smith to perform an independent socioeconomic analysis concerning households, household population, and employment forecasts for the Southwest Kilpatrick Extension Study Area as defined by CDM Smith. The Southwest Kilpatrick Extension Area of Interest (**AOI**) is composed 824 Traffic Analysis Zones (**TAZ**) within Canadian, Cleveland and Oklahoma Counties. This report provides RDS' independent socioeconomic analysis of the TAZs in light of the demographic datasets provided to CDM Smith from the Association of Central Oklahoma Governments (**ACOG**).

RDS evaluated the latest ACOG socioeconomic forecasts for accuracy and reasonableness, detailed to the level of TAZ zones. The RDS evaluation was completed for the years of 2005, 2015, 2025 and 2035.

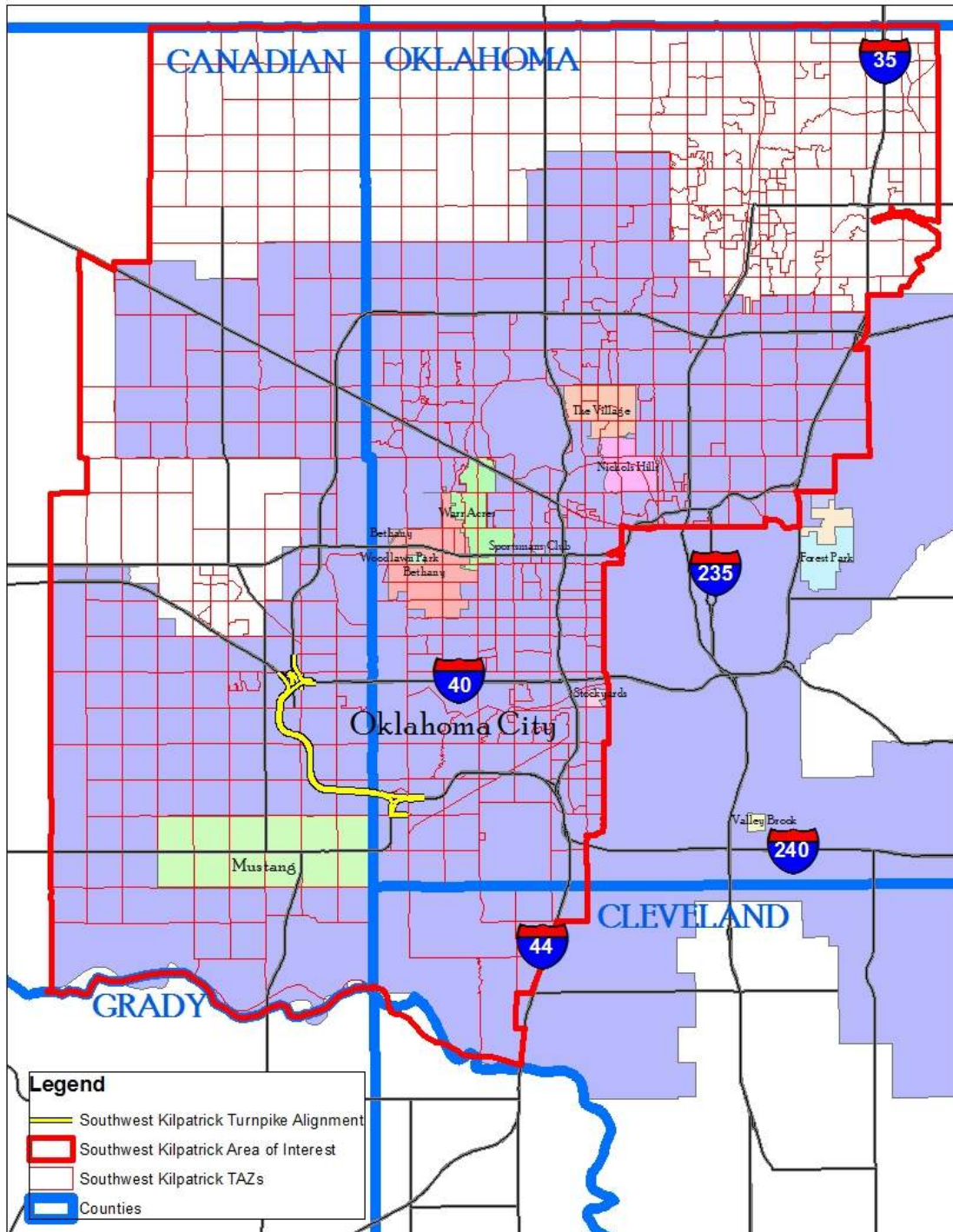
RDS identified major emerging economic trends which directly impact the level and distribution of future socioeconomic growth in the Oklahoma City Metropolitan Area (**OKC Metro**). In addition to Canadian, Cleveland, and Oklahoma Counties, the OKC Metro includes Grady, Lincoln, Logan and McClain Counties as well. Such trends include patterns in land use and major planned developments. RDS evaluated any factors that will likely change economic growth potential or the overall distribution of economic growth. Examples include, but are not limited to, infrastructure expansions, oil and gas employment and airport development.

Full citations are provided for methodologies, sources of development trends and projections, and narratives defining and detailing important issues affecting future socioeconomic growth in proximity to the Southwest Kilpatrick Extension AOI.

**Southwest Kilpatrick Extension Area of Interest Map**

The Area of Interest for this study includes portions of Canadian and Oklahoma Counties, as well as a very small northwestern portion of Cleveland County, as shown in Figure 1. Oklahoma City is the county seat of Oklahoma County and other local municipalities in the AOI include Bethany, Mustang, Nichols Hills, The Village and Warr Acres. Unincorporated land also comprises a sizable portion of the AOI.

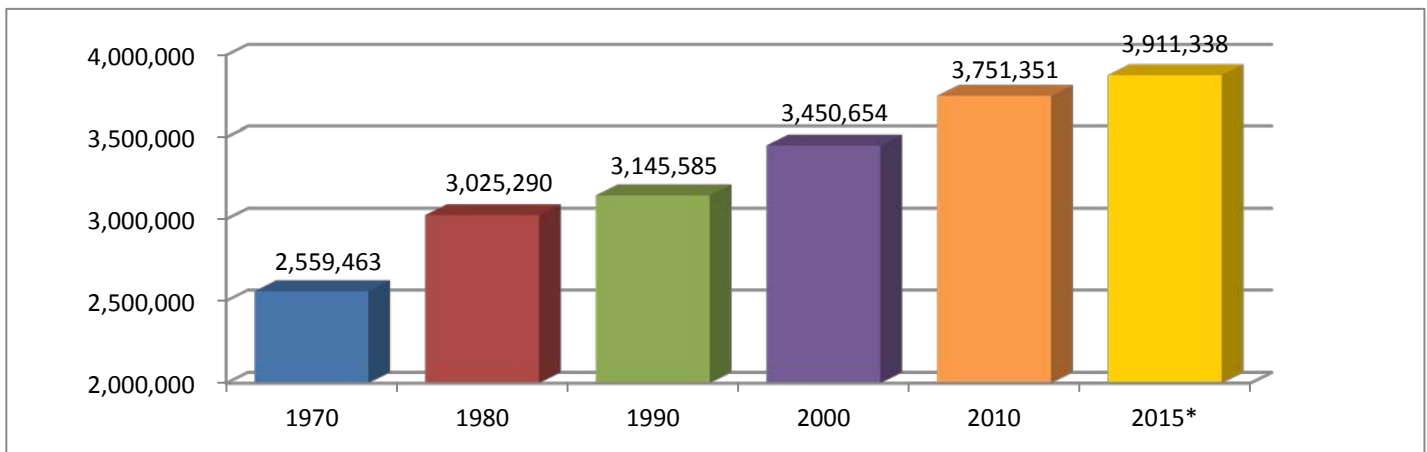
**Figure 1: Area of Interest Map**



## II. State of Oklahoma Population Trends and Projections

Oklahoma has seen steady, modest population growth since 1970. Between 1970 and 2010, state growth has averaged just below 300,000 persons per decade. In line with this average, the Census Bureau reported that Oklahoma added just over 300,000 persons between 2000 and 2010, an 8.7 percent increase in total population. Since 2010, growth has continued on a similar trend line with the state adding 160,000 residents up to July 2015. Figure 2 illustrates the trends in Oklahoma population from 1970 through 2015.

**Figure 2: State of Oklahoma Total Population 1970 - 2015**



Source: US Census Bureau. \*Census yearly population estimates are for a July 1 date while decennial figures are assumed to be for April 1 of that year.

Oklahoma's population growth will continue to remain modest going forward. The state economy's reliance on the oil and gas industry will cause migration uncertainties in the short-term, but likely will sort out over time. Depending on varying rates of migration as well as fertility and mortality rates, the Oklahoma Department of Commerce estimates that approximately 4.4 million people will live in the state by 2035, according to their most recent 2012 data, as shown in Table 1. In both of their 2016 releases, Woods and Poole, a proprietary demographic projections database, estimates 2035 population to be about 150,000 higher than the Department of Commerce figures while the Demographics Research Group estimates are 150,000 persons lower.

**Table 1: State of Oklahoma Population Projections (in Millions)**

Scenarios	2005	2010	2015	2025	2035	2010-2035 Growth	Compound Annual Growth Rate 10-35
Oklahoma Dept. of Commerce	3.53	3.75	3.89	4.16	4.44	18%	0.68%
Woods & Poole 2016	3.55	3.76	3.91	4.25	4.59	22%	0.80%
Demographics Research Group*	N/A	3.75	3.91	4.23	4.52	21%	0.75%

\*2015, 2025 and 2035 are extrapolated from DRG's 2020, 2030 and 2040 totals.

### III. City, County and Oklahoma City Metro Area Population Trends and Projections

According to the most recent 2015 Census Bureau population data, the Oklahoma City has added approximately 263,000 people since 1970. It is important to note that the growth rate has risen to 1.48 percent since 2000. In comparison, Oklahoma County has added 250,000 persons from 1970 to 2015. From 1970 to 2000, the City's CAGR was about 40 percent higher than the County's and has performed similarly since 2000. The Oklahoma City Metro Area, which is comprised of Canadian, Cleveland, Grady, Lincoln, Logan, McClain and Oklahoma Counties, added over 535,000 persons from 1970 to 2015. Overall, the OKC Metro growth rate has been in-line with Oklahoma City's since 2000.

**Table 2: Oklahoma City, Area of Interest Counties and Oklahoma City Metro Area Historical Population**

	April 1, 1970	April 1, 1980	April 1, 1990	April 1, 2000	July 1, 2005	April 1, 2010	July 1, 2015	CAGR 1970-2000	CAGR 2000-2015
Oklahoma City	368,164	404,014	444,719	506,132	531,320	579,999	631,346	1.07%	1.48%
Canadian County	32,245	56,452	74,409	87,697	98,701	115,541	133,378	3.39%	2.83%
Cleveland County	81,839	133,173	174,253	208,016	224,898	255,755	274,458	3.16%	1.87%
Oklahoma County	526,805	568,933	599,611	660,448	684,543	718,633	776,864	0.76%	1.09%
OKC MSA	717,825	860,969	971,042	1,095,421	1,156,812	1,252,987	1,358,242	1.42%	1.44%

Source: US Census Bureau.

Residential growth had slowed down in the City, County and Metro Area of Oklahoma City between 2000 and 2010, but has picked back up in all geographies between 2010 and 2015. All forecasting agencies including the Oklahoma Department of Commerce, ACOG and Woods & Poole, agree that looking forward to 2035, Canadian, Cleveland and Oklahoma Counties will continue to see household and

population growth continuing at paces much like they experienced since 2000, as shown in Table 3. There are myriad of attributes that contribute to the overall county projections. These include recent history of steady growth, affordable and available land with no limiting geographic boundaries such as an ocean or foreign border, the relatively low cost of doing business in the state and region, central geographic location in the U.S., favorable weather and amenities, etc.

**Table 3: Canadian, Cleveland and Oklahoma County Population Projections 2005-2035**

Canadian County	2005	2010	2015	2025	2035	Absolute Growth 2005-2035	CAGR 2005-2035
Oklahoma Department of Commerce	97,147	115,541	124,481	142,454	160,426	63,279	1.69%
Woods & Poole	99,176	116,348	131,788	156,929	185,131	85,955	2.10%
ACOG*	79,145	90,940	95,509	111,873	128,237	49,092	1.62%

\* ACOG forecast only accounts for a portion of Canadian County, 2010 totals are from Census 2010. 2015 and 2025 are interpolated from ACOG's 2005 and 2035 totals.

Cleveland County	2005	2010	2015	2025	2035	Absolute Growth 2005-2035	CAGR 2005-2035
Oklahoma Department of Commerce	225,835	255,755	274,277	315,459	356,641	130,806	1.53%
Woods & Poole	229,743	256,844	273,410	312,834	354,617	124,874	1.46%
ACOG	237,052	255,755	273,147	309,241	345,336	108,284	1.26%

Oklahoma County	2005	2010	2015	2025	2035	Absolute Growth 2005-2035	CAGR 2005-2035
Oklahoma Department of Commerce	685,871	718,633	747,465	796,642	845,818	159,947	0.70%
Woods & Poole	683,299	721,094	772,745	846,064	917,735	234,436	0.99%
ACOG	695,875	718,430	273,147	309,241	888,518	192,643	0.82%

Table 4 compares the projected population of the Oklahoma Metro Area from 2005 to 2035. Overall, the two agencies forecast a similar growth trend with Woods and Poole projecting a slightly higher rate of growth during the 30-year timeframe, ultimately resulting in a prediction of over 100,000 more residents than the Department of Commerce totals.

**Table 4: Oklahoma City MSA Population Projections 2010-2035**

	2005	2010	2015	2025	2035	Absolute Growth 2005-2035	CAGR 2005-2035
Oklahoma Department of Commerce	1,155,093	1,252,957	1,316,656	1,441,476	1,566,293	411,200	1.02%
Woods & Poole	1,161,308	1,257,888	1,351,122	1,512,960	1,680,119	518,811	1.24%

Sources: 2012 Demographic State of the State Report-Oklahoma Dept. of Commerce, 2016 Woods & Poole

#### **IV. State and Regional Employment Trends and Projections**

Table 5 illustrates recent employment growth in Oklahoma, the Oklahoma City Metropolitan Area and Canadian, Cleveland and Oklahoma Counties. With the rebound in the economy beginning after the national recession of 2008-2009, all geographies have seen steady employment gains through 2015. Most importantly, the Oklahoma City Metro Area has accounted for over 70 percent of all of job growth in the state between 2005 to 2015. Growth has been especially strong for the three counties in the Southwest Kilpatrick AOI with Oklahoma and Cleveland Counties gaining over 45,000 and 20,000 jobs respectively, while Canadian County’s total employment jumped up by almost 33 percent in ten years.

In June 2016, Chad Wilkerson of the Kansas City Federal Reserve Bank published an article titled *How is Oklahoma’s economy performing relative to other oil and gas states?* In his article, he asserts that after the oil price downturn, Oklahoma has performed relatively well compared to other oil and gas states, with the latest data on employment, GDP and income showing flat or slightly declining activity throughout the state. He also states that with the recent 2Q2016 increase in price per barrel, firms can operate profitably which will hopefully spur an eventual return to more overall oil and gas activity and provide encouragement for the year ahead.<sup>1</sup>

<sup>1</sup> Chad Wilkerson, “How is Oklahoma’s economy performing relative to other oil and gas states?” The Oklahoma Economist, June 9, 2016.

**Table 5: Oklahoma, OKC Metro Area and Canadian, Cleveland and Oklahoma County Employment Trends**

	2005 Employment	2010 Employment	2015 Employment	Employment Growth 2005-15	Percent Change 2005-15	CAGR 2005-15
State of Oklahoma	1,628,548	1,650,397	1,762,595	134,047	8.2%	0.79%
OKC Metro Area	548,926	586,949	643,491	94,565	17.2%	1.60%
Canadian County	49,353	52,175	65,547	16,194	32.8%	2.88%
Cleveland County	113,903	113,700	134,353	20,450	18.0%	1.66%
Oklahoma County	318,119	304,396	364,026	45,907	14.4%	1.36%

Source: US Bureau of Labor Statistics, Local Area Unemployment Statistics

Looking into the future, the US Bureau of Labor Statistics (**BLS**) is expecting both Oklahoma and the Central Workforce Investment Area (**WIA**) to continue to grow at a rate similar to 2005 to 2015. Below, the BLS is expecting an almost 1 to 1.25 percent per year growth rate for both the state and the WIA. It is RDS' opinion that these projections are reasonable and should be viewed as an adequate scenario for long-term planning purposes.

**Table 6: Projected 2022 Employment for Oklahoma and Central WIA**

State of Oklahoma	
2012 Total Employment	1,749,370
2022 Total Employment	1,924,440
Absolute Difference	175,070
Percentage Change 2012-2022	10.0%
Compound Annual Growth Rate	0.96%

Central WIA	
2012 Total Employment	539,380
2022 Total Employment	610,500
Absolute Difference	71,120
Percentage Change 2012-2022	13.2%
Compound Annual Growth Rate	1.25%

Source: US Bureau of Labor Statistics. Central WIA includes Canadian, Cleveland, Logan and Oklahoma Counties.



## V. RDS Forecast Review Methodology

RDS was retained to review the latest socioeconomic forecasts for the Southwest Kilpatrick Extension Area of Interest for accuracy and reasonableness. For the purpose of this study, CDM Smith provided RDS with household, population, and employment data at the TAZ level from ACOG. This data was originally provided to RDS in two intervals, 2005 and 2035, for 824 TAZs. RDS used this data to begin review on all TAZs for these two iterations. After completing review for 2005 and 2035, RDS was asked to add additional iterations for 2015 and 2025.

### ACOG's 2035 Demographics Introduction

Approved in April 2011, Encompass 2035 is the comprehensive, long-range transportation plan for Central Oklahoma. It guides how the region will manage, operate and invest nearly \$8 billion in its multi-modal transportation system over the next 25 years. The Plan uses a base year of 2005 and a forecast year of 2035 to analyze land use, population, employment and other socioeconomic factors that will influence the region's development and travel in the coming years. Base year population, employment, dwelling unit, school enrollment, household income, and land use data was gathered to establish conditions as they existed in the Oklahoma City Area Regional Transportation Study (**OCARTS**) area in 2005. This data was then used to forecast 2035 socioeconomic and demographic conditions, allowing transportation improvements and maintenance to be targeted to the areas of greatest need.

### ACOG 2035 Projection Methodologies

One of the primary undertakings to develop Encompass 2035 was the calibration and application of the Growth Allocation Model (**GAM**), a regional land use distribution model. The GAM requires substantial data inputs, including base year and forecast year land use, and projections of forecast year population, employment, dwelling units, and school enrollment within the transportation study area. Using historical trends and locally defined growth assumptions, as described later in this chapter, the GAM distributed the regional population and employment growth forecasts to each of the traffic analysis zones within the OCARTS area. The type and amount of future development within each zone was dependent upon the availability of developable land, its planned land use(s), and its attractiveness for new development. These zone-level figures, in combination with feedback from city and county planners, were used by the transportation model to predict the quantity and type of trips that each subarea would generate and

attract in the future.

### Land Use

The MPO worked closely with local planners on the collection of base year land use within each OCARTS area entity. Each local government also provided information on future, planned land uses based on their adopted comprehensive plans, zoning ordinances and other sources reflective of local development trends. Base year land use information was grouped into eight “present” land use categories, and all undeveloped land was assigned a “planned” land use category. These standardized categories provided regional consistency for modeling purposes. Land use information from the previous OCARTS transportation plan and digital aerial photography served as guides for updating the region’s land use, using GIS software.

### Population

Before running the residential portion of the GAM, the MPO established population control totals for 2035. Base year population for the OCARTS area and its counties, cities, and TAZs were developed from the 2000 Census and supplemented with local information on residential building permits and group quarters from 2000 to 2004. Units lost due to fire, demolition, or natural disasters were also considered. The Intermodal Transportation Policy Committee approved a base year population of 1,076,258 for the OCARTS area in June 2008. The Committee also approved base year totals for each TAZ, by entity, at that time. The 2035 population projections for the OCARTS area were developed using three sources—county level projections from Woods & Poole (2005-2040), the Oklahoma Department of Commerce (2000-2060), and 1980-2000 historical population data, along with the 2005 population estimates, extrapolated to 2035. The three different methodologies generated different growth rates for each county. When choosing which methodology to use, staff analyzed both the recent historical population trends and the county and city control totals from the 2030 OCARTS Plan. A method was chosen for each county reflective of its rate of growth based on recent historical trends.

### Population Growth Allocation

Residential growth assumptions describe the type of population growth to be allocated once the GAM has determined the share of population increase for each zone where future developable residential land

exists. Using assumptions about future residential densities, dwelling unit mix, occupancy rates, household size, units lost, and group quarters, the GAM distributes the growth between single and multi-family populations and group quarters populations. The estimated growth in dwelling units is then distributed between single and multi-family units. The residential factors used by the GAM included perceived school district quality, median household income, historical residential trends, and existing residential densities. The influence of these factors on potential growth was determined by calibrating the 2030 OCARTS Plan GAM results to reproduce the actual population growth between 2000 and 2005. Using a series of mathematical equations, each traffic analysis zone was assigned a percent attraction for 2035, which when summed equaled 100 percent of the study area's projected population growth. Based on the shares of population, results of the growth assumptions, and available land, the GAM determined if each zone would have the capacity to accept the population and dwelling units allocated by its relative attractiveness. If the growth capacity would be exceeded, the GAM reallocated the excess population to other zones within the same community, and in the case of Oklahoma City, within the same county.

### Employment

The 2005 employment data was developed from Oklahoma Employment Security Commission (**OESC**) wage and salary employment records (2Q 2005) and Census Transportation Planning Package self-employment counts. This information was supplemented with data from various phone directories, local newspapers and input from member entities to ensure employment was distributed throughout the region accurately. Employment records were sorted by Standard Industrial Classification (SIC) codes and categorized as either retail or non-retail for the modeling process. The CTPP Year 2000 self-employment data was factored up to 2005 at the TAZ level by using a ratio of 10 percent, since the OCARTS area 2000 self-employment was roughly 10 percent of the 2000 wage and salary employment. Employment in the OCARTS area is expected to reach 801,302 in the year 2035, which represents a 38.6 percent increase from the 2005 employment total of 578,306. The Intermodal Transportation Policy Committee approved the employment control totals for Encompass 2035 in October 2009.

### Employment Growth Allocation

Using the approved 2035 regional, county, and city employment control totals, the GAM was run to redistribute the forecasted employment to the TAZs. The 2035 TAZ figures were compared against the

2030 TAZ employment numbers, and the availability of appropriate planned land uses was verified (commercial, office, industrial, and public). Recent and impending employment developments since the 2005 base year were tracked and factored into the TAZ employment figures to ensure that enough forecasted employment was assigned to the appropriate entities and TAZs. Local planners were consulted to identify specific changes in their communities. As with previous models, the preliminary TAZ forecasts were analyzed and adjusted as needed. The employment portion of the GAM used employment density, proximity to population, existing employment centers (2005), transportation corridors, and available land to develop 2035 attractiveness scores for each traffic analysis zone. Future employment density for each zone was developed by multiplying the 2005 base year TAZ density by 1.25, for a 25 percent increase. Base year employment densities were calculated by TAZ for each employment land use type—commercial, office, industrial, and public. The GAM distributed future employment to the TAZs with the highest attractiveness scores, if there was land available. An iterative process was used to distribute employment to the next highest scoring zones until all forecasted employment growth was distributed throughout the region.<sup>2</sup>

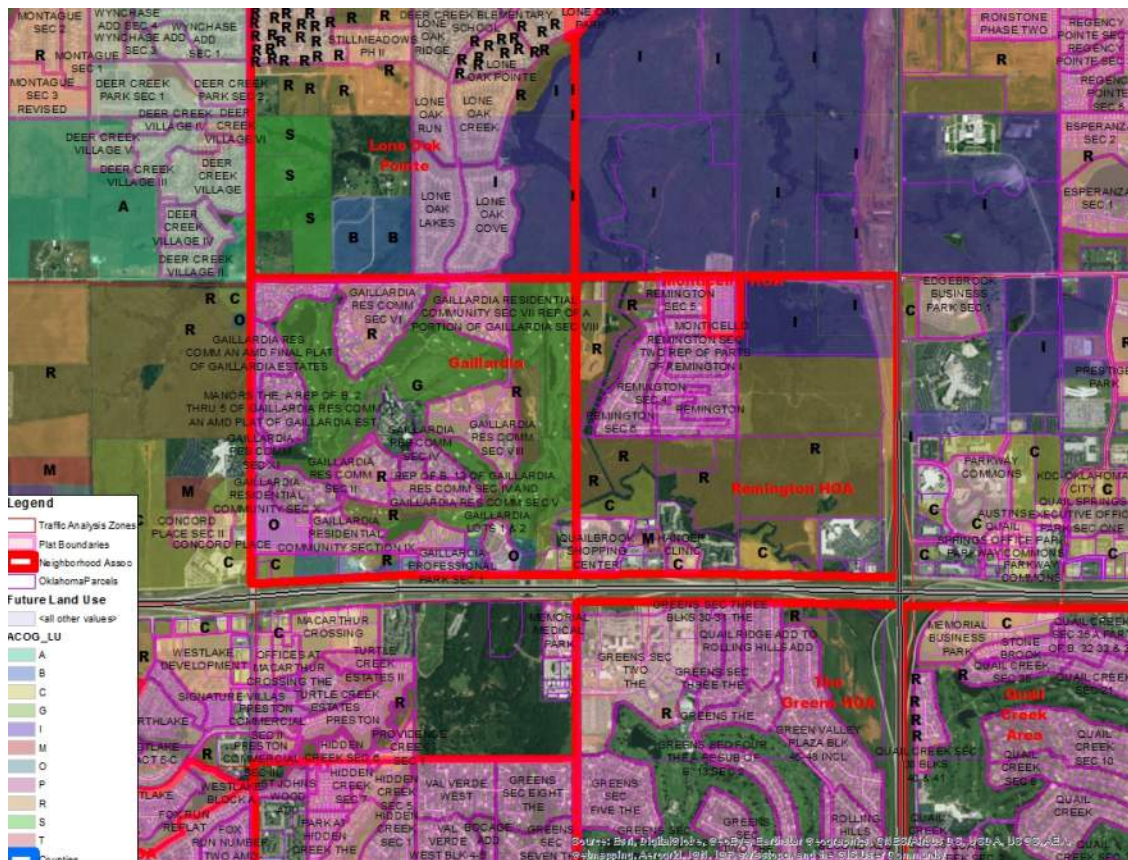
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<sup>2</sup> ACOG, *Encompass 2035 Plan Report*, [http://www.acogok.org/wp-content/uploads/2015/09/2035\\_Plan\\_Report.pdf](http://www.acogok.org/wp-content/uploads/2015/09/2035_Plan_Report.pdf)

**RDS GIS Review:** As ACOG did during their allocation process, RDS took advantage of geographic information system (GIS) technology during the comprehensive review process. RDS gathered multiple years of aerial photography, zoning and future land use maps, parcel boundaries and Census block data summed to the TAZ-level for GIS analysis. (See Figure 3) Using GIS, RDS determined TAZs where new household and employment development would or will likely occur post-2005. Through the use of GIS, multiple datasets were displayed side-by-side. This allowed staff to review both model years of the project simultaneously.

**Households/Population:** After receiving the dataset, RDS reviewed the base year for accuracy. All 824 TAZs were reviewed by RDS. Household population was derived by using the household sizes that were established in the original ACOG data for each TAZ. During this review, specific attention was given to areas that have seen recent significant household growth. RDS staff conducted thorough research through examination of local development announcements including news-related websites. RDS used a bottom-up approach using this local knowledge, development research and professional judgment to attempt to accurately account for new housing within the AOI.

**Figure 3: Sample GIS Review**



**Employment:** As with households, RDS first examined 2005 for accuracy. Specific attention was paid to special generator and major employer TAZs, as well as TAZs that intersected the Southwest Kilpatrick Extension itself. RDS used current and future land use and zoning GIS layers to determine if commercial development was feasible. If a commercial development’s project use was known, consistent employees per square footage ratios were used to estimate a project’s job potential (See Appendix D).

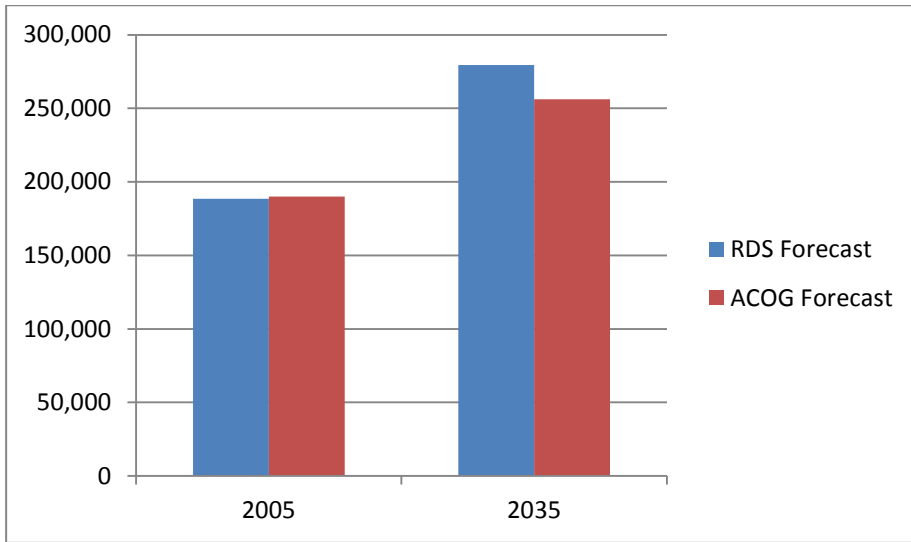
**RDS 2005 Area of Interest Review:** RDS began the review process by examining each TAZs 2005 household and employment totals for accuracy. Based on RDS’ staff review, the resultant 2005 AOI demographics added 1,344 households, 651 population and reduced 2,987 jobs compared to the original ACOG data. Table 7 illustrates these comparisons for the 2005 demographic factors post-RDS review.

**Table 7: 2005 Southwest Kilpatrick Extension Area of Interest Statistics**

	2005		
	ACOG	RDS	Difference from ACOG
Households	189,910	188,566	1,344
Household Population	473,171	472,520	651
Employment	270,749	273,736	-2,987

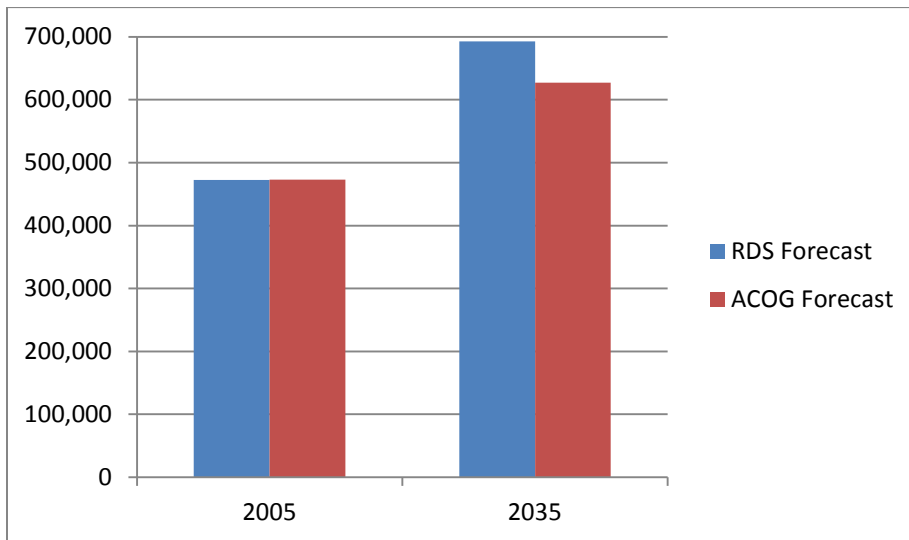
**RDS 2010-2035 Review:** After establishing new RDS 2005 demographics using staff review, new home reports, commercial development datasets and current year Appraisal District data for each individual TAZ, the 2035 future iteration was reviewed for growth and reasonableness. RDS staff established totals for each, noting the reason for each adjustment. Figures 4, 5, and 6 illustrate AOI growth from 2010-2035 and also compare them by the Compound Annual Growth Rate (CAGR) seen in RDS’ and ACOG’s forecasts.

**Figure 4: RDS vs. ACOG AOI Forecast Households**



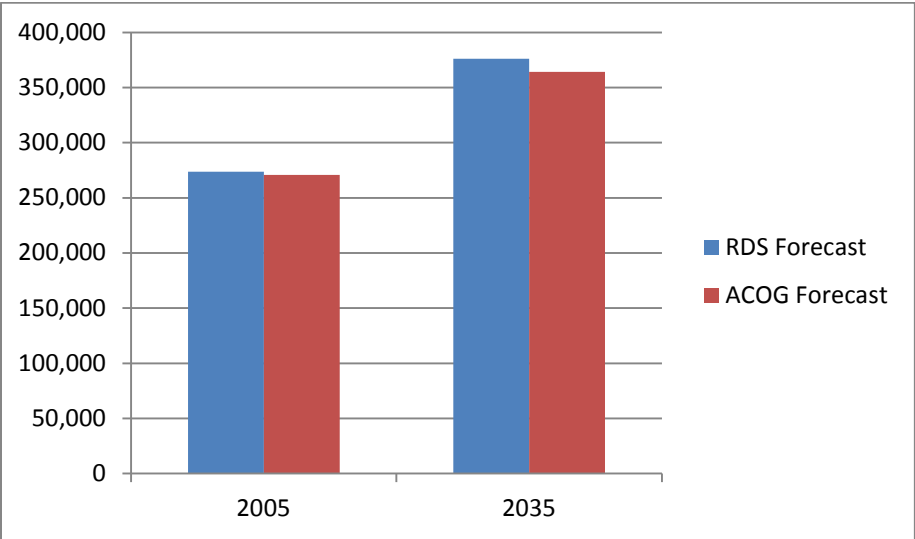
	05-35 GROWTH	05-35 CAGR
<b>RDS</b>	90,883	1.32%
<b>ACOG</b>	66,242	1.00%

**Figure 5: RDS vs. ACOG AOI Forecast Household Population**



	05-35 GROWTH	05-35 CAGR
<b>RDS</b>	220,232	1.28%
<b>ACOG</b>	153,642	0.94%

**Figure 6: RDS vs. ACOG AOI Forecast Employment**



	05-35 GROWTH	05-35 CAGR
<b>RDS</b>	102,426	1.11%
<b>ACOG</b>	93,533	0.83%



Table 8 displays RDS' post-review and ACOG's initial AOI totals for households, population and employment for the years 2005, 2015, 2025 and 2035.

**Table 8: 2005-2035 RDS and ACOG Area of Interest Statistics**

	2005			2015		
	HH	POP	EMP	HH	POP	EMP
Southwest Kilpatrick Turnpike RDS	188,566	472,520	273,736	229,475	576,227	300,276
Southwest Kilpatrick Turnpike ACOG	189,910	473,171	270,749	211,911	524,345	301,927
Absolute Difference (RDS-ACOG)	-1,344	-651	2,987	17,564	51,882	-1,651
Percent Difference	0.5%	0.1%	0.7%	5.2%	6.2%	0.4%

	2025			2035		
	HH	POP	EMP	HH	POP	EMP
Southwest Kilpatrick Turnpike RDS	254,462	634,489	338,219	279,449	692,751	376,162
Southwest Kilpatrick Turnpike ACOG	234,071	575,586	333,104	256,152	626,813	364,282
Absolute Difference (RDS-ACOG)	20,391	58,903	5,115	23,297	65,938	11,880
Percent Difference	5.5%	6.4%	1.0%	5.7%	6.6%	2.1%

VI. Household and Employment Comparison Maps

The following maps have been included to display RDS' future TAZ growth patterns for the entire 2005 to 2035 span of the project.

Figure 7: RDS Household TAZ Growth Map 2005 - 2035

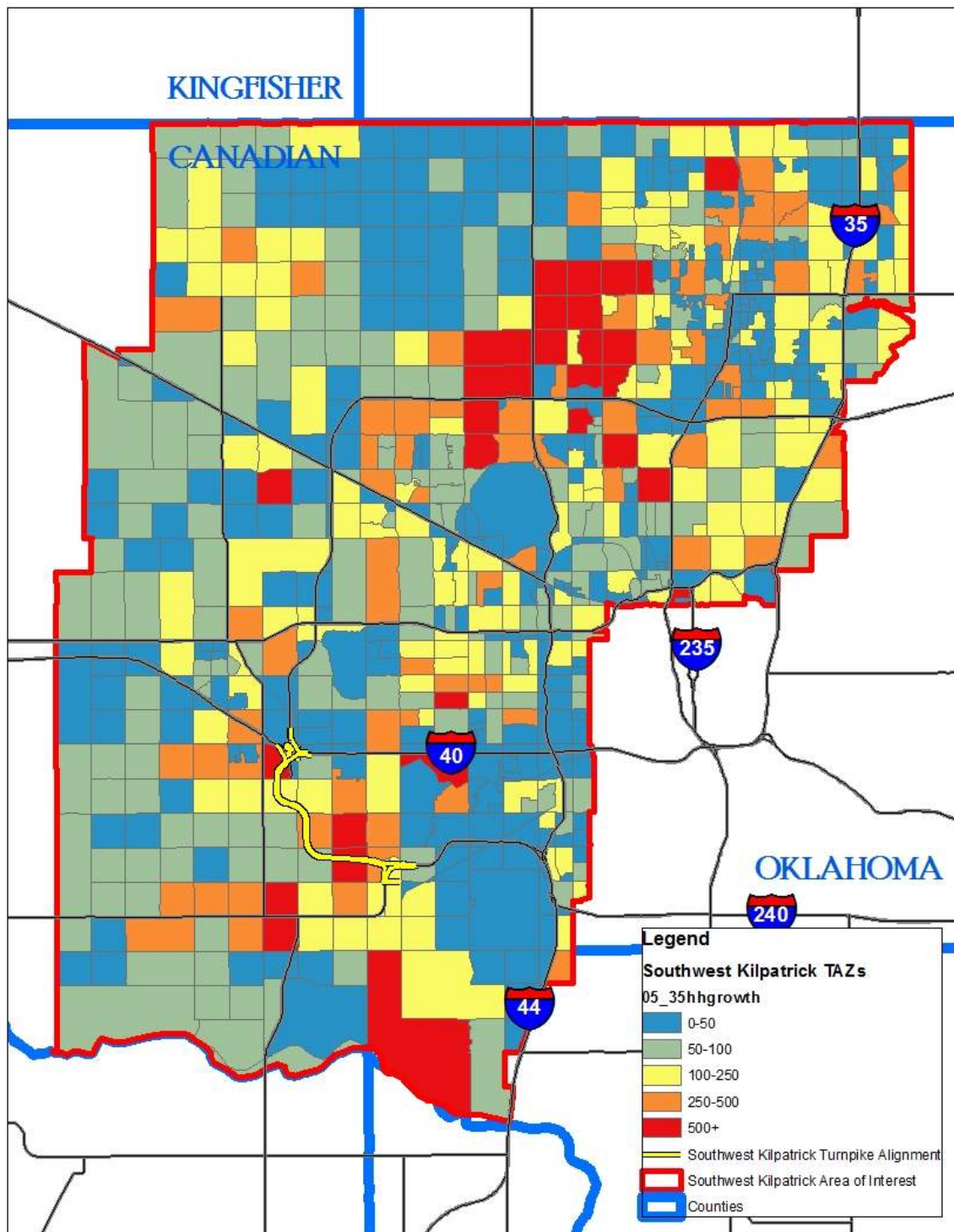
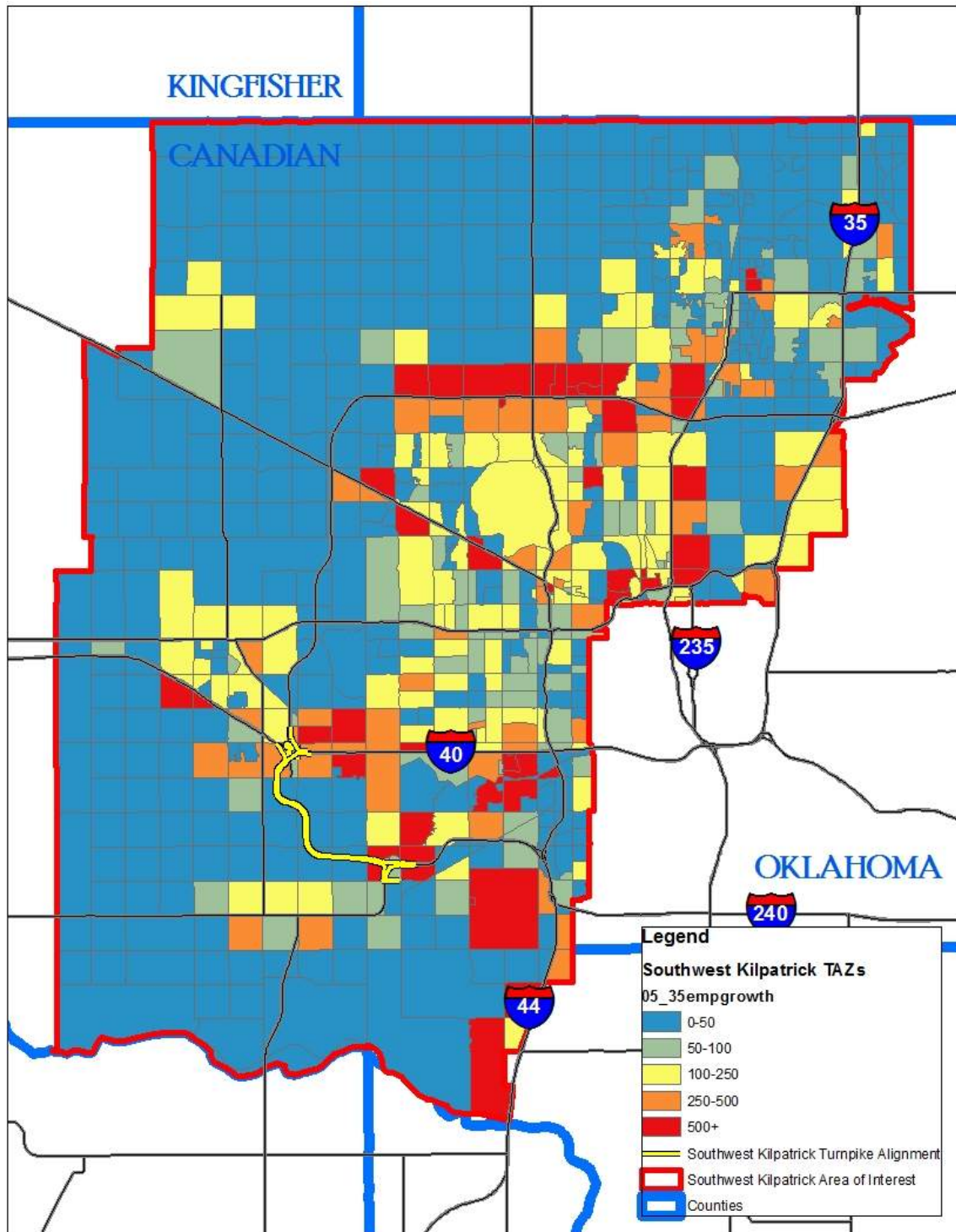
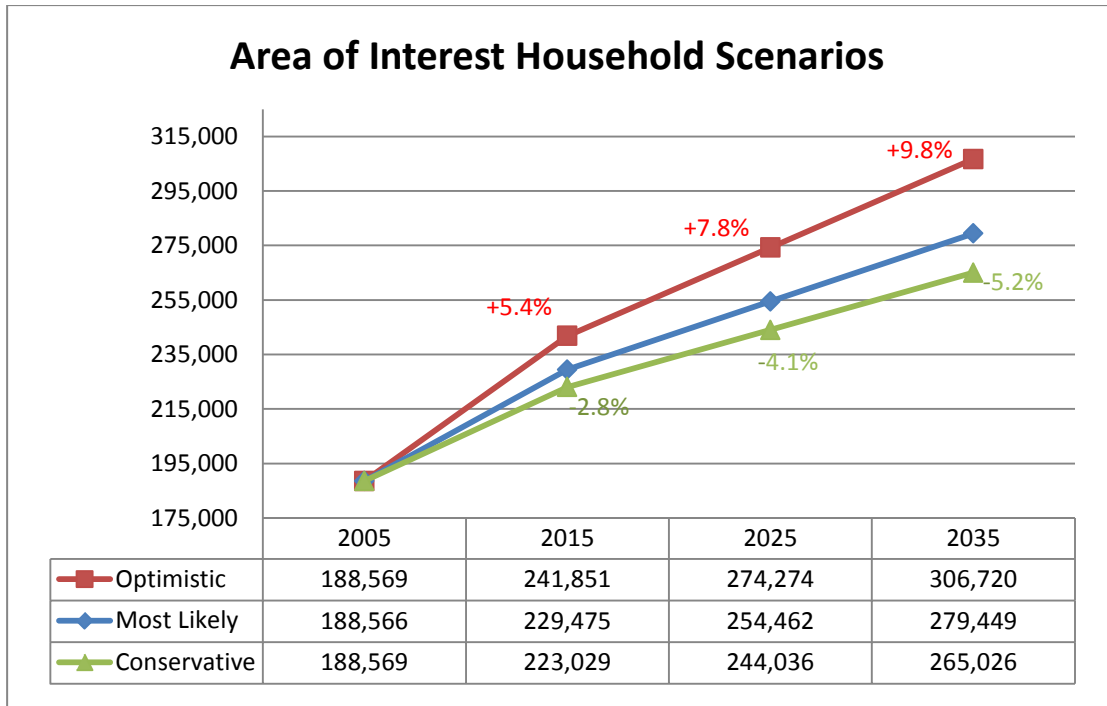


Figure 8: RDS Employment TAZ Growth Map 2005 – 2035

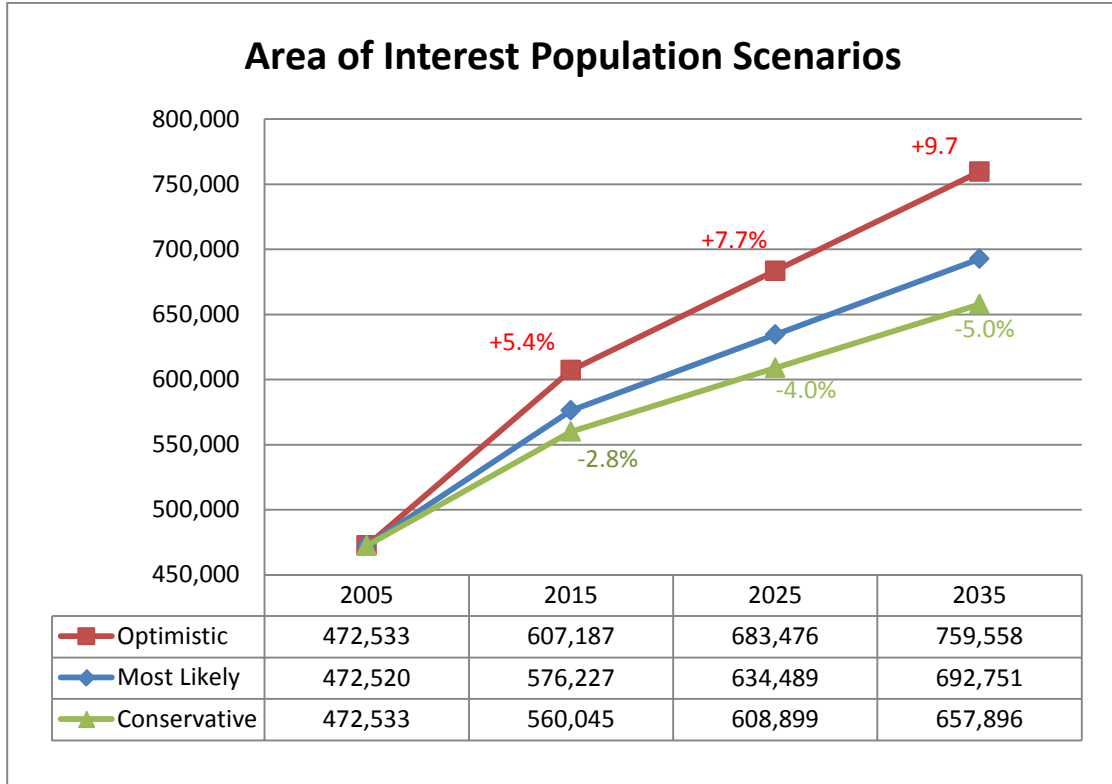




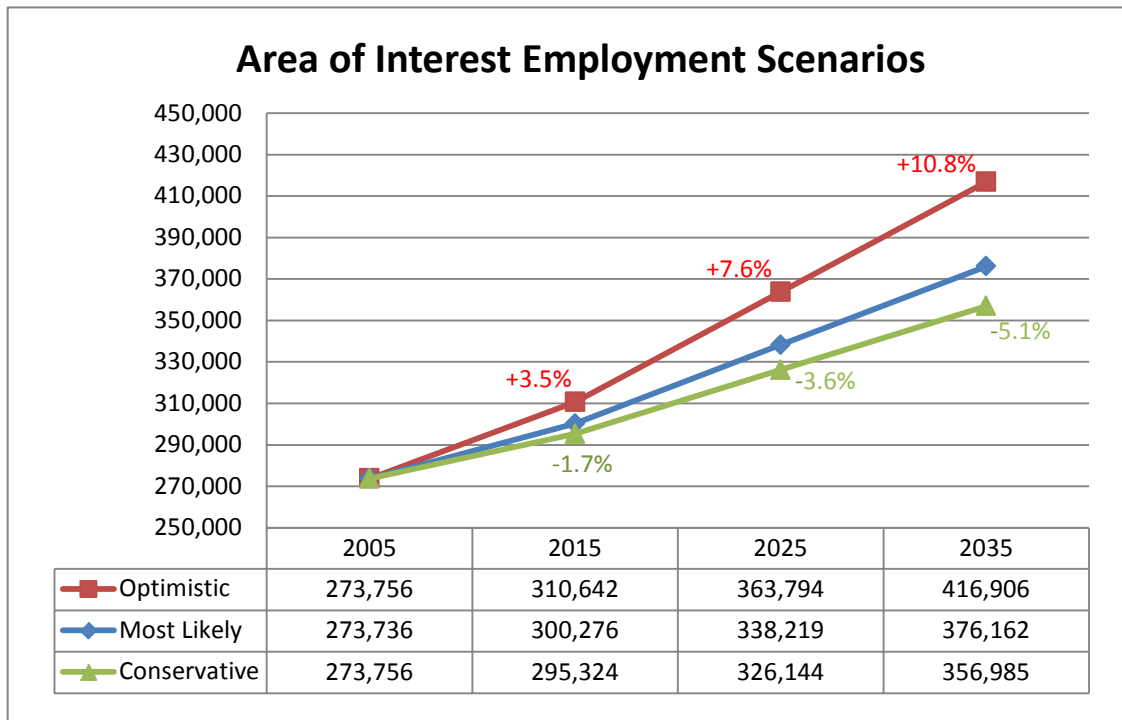
**Figure 10: Southwest Kilpatrick Extension AOI Household Comparison by Scenario**



**Figure 11: Southwest Kilpatrick Extension AOI Household Population Comparison by Scenario**



**Figure 12: Southwest Kilpatrick Extension AOI Employment Comparison by Scenario**





## **Appendix**

- A. RDS Reviewed Household Data - p. A-1 – A-35
- B. RDS Population Data – p. B-1 – B-35
- C. RDS Employment Data – p. C-1 – C-36
- D. Employee per Square Foot Ratios – p. D-1



## A. RDS Household Data

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
65	Canadian County	Canadian County	36	68	97	126	OK. Large rural TAZ.
66	Canadian County	Piedmont	9	25	56	87	OK. Large rural TAZ.
67	Canadian County	Piedmont	16	34	56	77	OK. Large rural TAZ. Half currently agricultural.
68	Canadian County	Canadian County	39	100	125	150	Large parcels could be developed residentially. Parcel records indicate that 24 SF have been built post-2010.
69	Oklahoma County	Oklahoma County	3	9	22	34	OK. Most is currently agricultural.
70	Oklahoma County	Oklahoma County	6	14	23	32	OK. Most is currently agricultural.
71	Oklahoma County	Oklahoma County	30	40	58	75	Large parcels could be developed residentially.
72	Oklahoma County	Oklahoma County	9	19	26	33	OK.
73	Oklahoma County	Oklahoma County	15	23	38	52	OK.
74	Oklahoma County	Oklahoma County	8	16	31	46	OK. Very few parcels.
75	Oklahoma County	Oklahoma County	24	59	90	120	Deer Creek MS, Bridlegate Estates has 20 VDL currently.
76	Oklahoma County	Oklahoma County	37	47	64	80	Silver Oaks Estates, TAZ could easily double current SF development.
77	Oklahoma County	Oklahoma County	3	29	57	84	OK. Little residential development currently.
78	Oklahoma County	Edmond	337	395	482	569	OK. Potential development north of Oak Tree CC.
79	Oklahoma County	Edmond	241	337	407	477	OK. Summit and Highlands at Oak Tree still have VDL and are growing.
80	Oklahoma County	Edmond	4	5	5	5	OK. Unlikely to see further residential growth.
81	Oklahoma County	Edmond	27	60	125	190	OK.
82	Oklahoma County	Edmond	119	181	218	254	OK. Suburban residential per FLUP.
83	Logan County	Guthrie	3	14	29	44	
84	Logan County	Guthrie	59	68	79	90	
85	Logan County	Guthrie	5	9	13	16	
86	Oklahoma County	Oklahoma County	10	10	11	12	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
87	Oklahoma County	Edmond	2	5	9	13	
88	Oklahoma County	Oklahoma County	114	128	145	162	
99	Oklahoma County	Edmond	25	26	27	27	
100	Oklahoma County	Edmond	52	57	62	66	
101	Oklahoma County	Edmond	34	45	49	53	
102	Oklahoma County	Edmond	48	50	51	52	
103	Oklahoma County	Edmond	46	48	49	49	
104	Oklahoma County	Edmond	79	128	143	158	
105	Oklahoma County	Edmond	8	33	70	106	
106	Oklahoma County	Edmond	0	0	0	0	
107	Oklahoma County	Edmond	1	5	9	12	
108	Oklahoma County	Edmond	15	25	44	63	
109	Oklahoma County	Edmond	0	1	1	1	
110	Oklahoma County	Edmond	0	0	0	0	
111	Oklahoma County	Edmond	14	60	97	134	
118	Canadian County	Canadian County	56	87	120	152	
119	Canadian County	Piedmont	66	99	137	175	
120	Canadian County	Piedmont	9	26	45	64	
121	Canadian County	Piedmont	7	10	10	10	
122	Canadian County	Canadian County	0	0	0	0	
123	Canadian County	Canadian County	4	6	9	12	
124	Oklahoma County	Oklahoma County	10	15	22	29	
125	Oklahoma County	Oklahoma County	31	37	46	54	
126	Oklahoma County	Oklahoma County	80	139	143	148	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
127	Oklahoma County	Oklahoma County	47	57	70	82	
128	Oklahoma County	Oklahoma County	27	34	43	52	
129	Oklahoma County	Oklahoma County	2	10	25	40	
130	Oklahoma County	Oklahoma County	15	29	40	50	
131	Oklahoma County	Oklahoma County	150	246	255	263	
132	Oklahoma County	Oklahoma County	40	52	61	70	
133	Oklahoma County	Edmond	133	135	135	135	
134	Oklahoma County	Edmond	45	48	50	51	
135	Oklahoma County	Edmond	214	325	333	340	Growth is too robust, TAZ is almost built-out.
136	Oklahoma County	Edmond	88	360	555	750	Over 275 homes built since 2010, Kelly Lakes Estates is developing.
137	Oklahoma County	Edmond	0	0	0	0	
138	Oklahoma County	Edmond	71	320	360	400	Golden Gate at Twin Bridges. 322 SF currently per parcel file.
139	Oklahoma County	Edmond	178	235	264	293	
140	Oklahoma County	Edmond	0	4	12	20	
141	Oklahoma County	Edmond	104	118	126	134	
142	Oklahoma County	Edmond	31	65	113	161	
143	Oklahoma County	Edmond	4	9	19	29	
144	Oklahoma County	Edmond	0	0	0	0	
145	Oklahoma County	Edmond	0	73	215	356	OK. FLUP indicates almost entire TAZ is suburban residential.
155	Canadian County	Piedmont	59	92	122	151	
156	Canadian County	Piedmont	15	28	31	34	
157	Canadian County	Canadian County	9	12	14	16	
158	Canadian County	Canadian County	19	21	24	27	
159	Oklahoma County	Oklahoma County	34	41	52	63	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
160	Oklahoma County	Oklahoma County	41	49	57	64	
161	Oklahoma County	Oklahoma County	39	44	52	59	
162	Oklahoma County	Oklahoma County	12	20	35	49	
163	Oklahoma County	Oklahoma County	2	16	37	57	
164	Oklahoma County	Oklahoma County	17	25	37	49	
165	Oklahoma County	Oklahoma County	177	441	471	500	
166	Oklahoma County	Edmond	2	43	91	139	
167	Oklahoma County	Oklahoma County	398	607	616	625	
168	Oklahoma County	Edmond	0	0	0	0	
169	Oklahoma County	Edmond	44	98	177	257	Fallbrook subdivision - 150 SF u/c. Vacant residential land available.
170	Oklahoma County	Edmond	2	28	68	107	
171	Oklahoma County	Edmond	22	53	92	130	
172	Oklahoma County	Edmond	129	199	212	225	Most of available land is Mitch Park.
173	Oklahoma County	Edmond	147	152	156	160	
174	Oklahoma County	Edmond	430	674	689	703	OK.
175	Oklahoma County	Edmond	0	0	0	0	
176	Oklahoma County	Edmond	22	23	24	25	
177	Oklahoma County	Edmond	178	247	341	434	OK.
178	Oklahoma County	Edmond	367	800	825	850	798 SF currently per parcel records. TAZ is almost built-out.
179	Oklahoma County	Edmond	220	305	391	478	Inspirada Sub is currently u/c. Other vacant, residential land available.
180	Oklahoma County	Edmond	140	265	308	350	Growth is slightly high. After homes constructed on Fairfax GC, TAZ will be built-out.
181	Oklahoma County	Edmond	0	4	12	20	
182	Oklahoma County	Edmond	0	0	0	0	
183	Oklahoma County	Edmond	1	1	1	1	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
184	Oklahoma County	Edmond	1	1	1	1	
185	Oklahoma County	Edmond	0	0	0	0	
186	Oklahoma County	Edmond	0	0	0	0	
187	Oklahoma County	Edmond	16	124	271	418	Hampden Hollow approx 200 SF u/c. Vacant residential land.
188	Oklahoma County	Edmond	0	3	9	15	
189	Oklahoma County	Edmond	4	59	147	235	OK. FLUP indicates almost entire TAZ is suburban residential.
199	Oklahoma County	Edmond	11	48	70	91	
200	Oklahoma County	Edmond	58	104	176	248	OK. Meritage Park - 70 VDL.
201	Oklahoma County	Edmond	79	117	161	205	
202	Oklahoma County	Edmond	463	568	597	625	TAZ is almost built-out.
203	Oklahoma County	Edmond	50	120	121	123	
204	Oklahoma County	Edmond	154	327	392	457	OK. Large parcel in NWC of TAZ with residential land use.
205	Oklahoma County	Edmond	55	155	160	165	Crown Ridge Apts - 160 du.
206	Oklahoma County	Edmond	496	567	661	754	Birnam Woods is u/c - 100 total units.
207	Oklahoma County	Edmond	268	308	329	349	
208	Oklahoma County	Edmond	37	37	37	37	
212	Canadian County	Piedmont	12	47	85	123	
213	Canadian County	Piedmont	54	83	123	163	
214	Canadian County	Piedmont	1	55	160	266	OK. Suburban residential per FLUP.
215	Canadian County	Piedmont	14	44	84	123	
216	Canadian County	Piedmont	101	138	172	205	
217	Canadian County	Piedmont	8	35	71	107	
218	Oklahoma County	Oklahoma County	57	69	72	74	
219	Oklahoma County	Oklahoma County	11	16	22	27	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
220	Oklahoma County	Oklahoma County	112	126	129	132	
221	Oklahoma County	Oklahoma County	4	15	38	61	
222	Oklahoma County	Oklahoma County	3	8	17	26	
223	Oklahoma County	Oklahoma City	43	100	102	103	
224	Oklahoma County	Oklahoma City	15	48	48	48	
225	Oklahoma County	Oklahoma City	343	431	532	634	OK. Thornhill continues to develop. TAZ built-out after.
226	Oklahoma County	Oklahoma City	37	111	121	132	
227	Oklahoma County	Edmond	201	266	280	294	
228	Oklahoma County	Edmond	340	379	405	431	
229	Oklahoma County	Edmond	26	26	26	26	
230	Oklahoma County	Edmond	418	436	445	454	
231	Oklahoma County	Edmond	0	0	0	0	
232	Oklahoma County	Edmond	444	541	553	565	
233	Oklahoma County	Edmond	246	248	251	253	OK. 2010 Census is low.
234	Oklahoma County	Edmond	499	528	539	549	
235	Oklahoma County	Edmond	141	176	186	196	
236	Oklahoma County	Edmond	62	73	80	87	
237	Oklahoma County	Edmond	289	300	302	303	
238	Oklahoma County	Edmond	163	174	178	181	
239	Oklahoma County	Edmond	215	253	321	390	
240	Oklahoma County	Edmond	25	61	131	201	
241	Oklahoma County	Edmond	19	58	58	58	
242	Oklahoma County	Edmond	13	70	160	249	OK. Hidden Lake - Large lot residential, half of TAZ is undeveloped.
254	Canadian County	Piedmont	0	0	0	0	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
255	Canadian County	Piedmont	90	127	159	191	
256	Canadian County	Piedmont	47	76	116	155	
257	Canadian County	Piedmont	67	96	135	173	
258	Canadian County	Piedmont	65	187	325	464	Circle V Ranch Estates - 159 SF total after construction. 3/4 TAZ is vacant.
259	Canadian County	Piedmont	25	42	72	102	
260	Oklahoma County	Oklahoma County	56	66	76	86	
261	Oklahoma County	Oklahoma County	21	28	38	47	
262	Oklahoma County	Oklahoma City	3	9	19	28	
263	Oklahoma County	Oklahoma City	22	406	1,052	1,698	The Grove - 1,300 unit planned development. <a href="http://newsok.com/article/3280433">http://newsok.com/article/3280433</a>
264	Oklahoma County	Oklahoma City	181	950	1,100	1,250	Valencia Park - over 500 hh's in 2010, 450 built since.
265	Oklahoma County	Oklahoma City	781	1,200	1,275	1,350	1150 du at 2010, 100 built since and Barrington is U/C.
266	Oklahoma County	Oklahoma City	77	206	430	653	Rush Brook - 455 homes planned and currently u/c.
267	Oklahoma County	Edmond	483	509	516	523	
268	Oklahoma County	Edmond	266	301	321	342	
269	Oklahoma County	Edmond	197	208	211	214	
270	Oklahoma County	Edmond	212	220	221	222	
271	Oklahoma County	Edmond	642	874	972	1,070	FLUP indicates vacant land will develop as 203 SF in central portion of TAZ.
272	Oklahoma County	Edmond	672	675	677	678	
273	Oklahoma County	Edmond	227	259	276	293	
274	Oklahoma County	Edmond	19	25	34	43	
275	Oklahoma County	Edmond	405	486	520	553	OK.
276	Oklahoma County	Edmond	57	121	123	125	
277	Oklahoma County	Edmond	239	275	313	350	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
278	Oklahoma County	Edmond	123	133	142	150	
279	Oklahoma County	Edmond	80	85	86	87	
280	Oklahoma County	Edmond	0	0	0	0	University of Central Oklahoma. Census 2010 is incorrect. All GQ, no HH.
281	Oklahoma County	Edmond	0	6	18	29	
282	Oklahoma County	Edmond	100	107	116	125	2035 and 2005 are high. Little residential development.
283	Oklahoma County	Edmond	352	390	391	391	
284	Oklahoma County	Edmond	283	319	341	363	
285	Oklahoma County	Edmond	1,083	1,458	1,467	1,475	Large parcel zoned residential in NE portion of TAZ.
286	Oklahoma County	Edmond	223	284	354	423	OK.
287	Oklahoma County	Edmond	230	274	323	372	TAZ is almost built-out. Currently 268 du's per parcel records.
288	Oklahoma County	Edmond	32	250	300	350	Porches at Arbor Creek and Arbor Creek at the Summit have over 250 units currently.
289	Oklahoma County	Edmond	13	14	15	15	
290	Oklahoma County	Edmond	17	18	19	20	
291	Oklahoma County	Edmond	34	86	132	178	OK.
292	Oklahoma County	Edmond	14	58	142	226	Growth is too robust. Large lot residential in small TAZ.
308	Canadian County	Piedmont	422	561	684	807	Large portion of TAZ is vacant with residential land uses.
309	Canadian County	Piedmont	101	129	147	164	
310	Canadian County	Piedmont	184	235	266	296	
311	Canadian County	Piedmont	62	128	136	143	
312	Canadian County	Piedmont	4	30	51	71	
313	Oklahoma County	Oklahoma County	4	9	18	27	
314	Oklahoma County	Oklahoma County	5	14	32	50	
315	Oklahoma County	Oklahoma County	44	61	69	76	



TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
316	Oklahoma County	Oklahoma County	2	17	48	78	
317	Oklahoma County	Oklahoma City	1	75	122	169	Princeton Parke and Bluff Creek Canyon are currently u/c.
318	Oklahoma County	Oklahoma City	214	575	663	750	OK. Rose Creek CC, over 200 homes built since 2010 and land available.
319	Oklahoma County	Oklahoma City	457	900	1,075	1,250	915 du currently per parcel file. Clifford Farms, Woodvine and Silver Hawk. TAZ will continue to grow.
320	Oklahoma County	Oklahoma City	586	720	723	725	TAZ is built-out.
321	Oklahoma County	Oklahoma City	705	740	783	825	Growth is high, smaller parcels available.
322	Oklahoma County	Edmond	631	680	711	741	
323	Oklahoma County	Edmond	267	282	295	307	
324	Oklahoma County	Edmond	21	23	26	29	
325	Oklahoma County	Edmond	124	139	154	169	
326	Oklahoma County	Edmond	270	280	282	283	
327	Oklahoma County	Edmond	257	321	422	524	OK. Vacant parcels zoned SF and MF.
328	Oklahoma County	Edmond	2	4	4	4	
329	Oklahoma County	Edmond	83	89	92	95	
330	Oklahoma County	Edmond	144	144	144	144	
331	Oklahoma County	Edmond	111	126	134	143	
332	Oklahoma County	Edmond	124	145	154	164	
333	Oklahoma County	Edmond	100	107	112	116	
334	Oklahoma County	Edmond	1,290	1,447	1,474	1,500	Little growth since 2010, parcels confirm. Almost built-out.
335	Oklahoma County	Edmond	233	246	271	295	
336	Oklahoma County	Edmond	11	28	63	97	
347	Oklahoma County	Oklahoma City	673	880	974	1,067	OK. Griffin Park currently U/C.
348	Oklahoma County	Edmond	356	369	372	375	
349	Oklahoma County	Edmond	589	645	648	650	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
350	Oklahoma County	Edmond	273	274	274	274	
351	Oklahoma County	Edmond	0	0	0	0	
352	Oklahoma County	Edmond	0	0	0	0	
353	Oklahoma County	Edmond	517	619	647	675	
354	Oklahoma County	Edmond	130	149	175	200	Portion of Coffee Creek Apt homes.
355	Oklahoma County	Edmond	105	122	130	138	
356	Oklahoma County	Edmond	37	37	38	38	
357	Oklahoma County	Edmond	21	31	50	69	
358	Oklahoma County	Edmond	142	151	155	158	
359	Oklahoma County	Edmond	46	49	49	49	
360	Oklahoma County	Edmond	69	73	74	74	
361	Oklahoma County	Edmond	132	142	148	153	
362	Oklahoma County	Edmond	35	37	38	39	
363	Oklahoma County	Edmond	361	417	494	571	
364	Oklahoma County	Edmond	165	174	175	175	
365	Oklahoma County	Edmond	66	70	75	80	
366	Oklahoma County	Edmond	55	58	59	59	
367	Oklahoma County	Edmond	246	303	327	350	Most vacant land is commercial.
368	Oklahoma County	Edmond	42	47	51	56	
369	Oklahoma County	Edmond	12	42	42	42	
370	Oklahoma County	Edmond	6	38	85	132	
378	Canadian County	Oklahoma City	13	30	59	88	
379	Canadian County	Piedmont	3	38	106	173	
380	Canadian County	Oklahoma City	5	17	40	63	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
381	Canadian County	Oklahoma City	1	13	37	60	
382	Oklahoma County	Oklahoma City	1	20	40	59	
383	Oklahoma County	Oklahoma City	17	51	100	149	
384	Oklahoma County	Oklahoma City	48	350	425	500	Deer Creek Village, Wynchase, Montague etc. all currently u/c.
385	Oklahoma County	Oklahoma City	371	828	940	1,052	OK. Lone Oak Pointe & Still Meadows Ph 2 still developing.
386	Oklahoma County	Oklahoma City	301	800	900	1,000	Currently 800 SF per parcels records and Ironstone still developing.
387	Oklahoma County	Oklahoma City	542	620	636	652	
388	Oklahoma County	Oklahoma City	778	1,300	1,325	1,350	Census 2010 showed 1166 du. TAZ has added approximately 200 SF since. Almost built-out.
389	Oklahoma County	Oklahoma City	523	851	1,013	1,175	Future LU indicates large residential parcels, both SF and MF, available in the SWC of the TAZ.
390	Oklahoma County	Oklahoma City	659	920	983	1,045	OK. Over 130 SF built since 2010.
391	Oklahoma County	Edmond	671	811	831	850	
392	Oklahoma County	Edmond	504	650	725	800	OK. Hidden Prairie at Keller Pt. and Village at Copper Lake U/C.
393	Oklahoma County	Edmond	141	151	156	161	
394	Oklahoma County	Edmond	0	0	0	0	
395	Oklahoma County	Edmond	179	188	189	189	
396	Oklahoma County	Edmond	113	121	126	131	
397	Oklahoma County	Edmond	129	185	194	202	
398	Oklahoma County	Edmond	216	225	228	231	
399	Oklahoma County	Edmond	377	427	456	484	
400	Oklahoma County	Edmond	271	282	287	291	
401	Oklahoma County	Edmond	283	298	307	316	
402	Oklahoma County	Edmond	30	32	33	33	
403	Oklahoma County	Edmond	465	534	581	627	OK. Thornebrook Manor is currently u/c then TAZ is built-out.

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
404	Oklahoma County	Edmond	93	99	101	102	
405	Oklahoma County	Edmond	88	88	89	89	
406	Oklahoma County	Edmond	373	413	448	483	
407	Oklahoma County	Edmond	95	136	165	194	
408	Oklahoma County	Edmond	35	75	113	150	
423	Canadian County	Oklahoma City	2	5	7	9	
424	Canadian County	Oklahoma City	32	47	74	101	
425	Canadian County	Oklahoma City	268	311	315	319	
426	Canadian County	Oklahoma City	33	49	76	103	
427	Canadian County	Oklahoma City	12	40	51	62	
428	Oklahoma County	Oklahoma City	6	40	71	101	
429	Oklahoma County	Oklahoma City	8	18	39	59	
430	Oklahoma County	Oklahoma City	0	25	63	100	
431	Oklahoma County	Oklahoma City	612	900	1,050	1,200	835 du's at 2010. Significant vacant land available with residential future land use.
432	Oklahoma County	Oklahoma City	19	54	54	55	
433	Oklahoma County	Oklahoma City	0	63	185	306	Growth is high for vacant land w/SF residential LU.
434	Oklahoma County	Oklahoma City	851	1,133	1,372	1,610	TAZ just north of Quail Springs Mall. Will see significant residential development.
435	Oklahoma County	Oklahoma City	1,023	1,425	1,701	1,978	Quail Lakes, Residences @ N. Penn, Sycamore Farms - 1058 du plus SF.
436	Oklahoma County	Oklahoma City	344	362	380	398	
437	Oklahoma County	Oklahoma City	0	0	0	0	
438	Oklahoma County	Edmond	0	0	0	0	
439	Oklahoma County	Edmond	0	0	0	0	
440	Oklahoma County	Edmond	382	800	825	850	OK. Villas at Stonebridge - 484 units built in 2007.
441	Oklahoma County	Edmond	53	54	54	54	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
442	Oklahoma County	Edmond	565	579	592	604	
443	Oklahoma County	Edmond	363	376	379	382	
444	Oklahoma County	Edmond	184	194	195	196	
445	Oklahoma County	Edmond	123	124	124	124	
446	Oklahoma County	Edmond	86	113	153	192	
447	Oklahoma County	Edmond	13	14	15	16	
448	Oklahoma County	Edmond	10	28	63	98	
461	Canadian County	Oklahoma City	14	25	42	59	
462	Canadian County	Oklahoma City	35	118	118	118	
463	Canadian County	Oklahoma City	112	206	212	217	
464	Oklahoma County	Oklahoma City	671	795	960	1,125	OK. Residential parcels available for future development.
465	Oklahoma County	Oklahoma City	0	0	0	0	
466	Oklahoma County	Oklahoma City	0	0	0	0	
467	Oklahoma County	Oklahoma City	554	563	580	596	
468	Oklahoma County	Oklahoma City	0	0	0	0	
469	Oklahoma County	Oklahoma City	0	0	0	0	
470	Oklahoma County	Oklahoma City	321	364	413	462	
471	Oklahoma County	Oklahoma City	0	0	0	0	
472	Oklahoma County	Oklahoma City	761	843	911	980	OK.
473	Oklahoma County	Oklahoma City	0	0	0	0	
474	Oklahoma County	Oklahoma City	0	0	0	0	
475	Oklahoma County	Oklahoma City	462	490	500	510	
476	Oklahoma County	Edmond	40	45	49	53	
477	Oklahoma County	Oklahoma City	109	525	538	550	Fountain Lake Apts - 530 du.

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
478	Oklahoma County	Oklahoma City	150	160	165	170	Oklahoma Christian University.
479	Oklahoma County	Oklahoma City	519	627	758	889	Large parcel zoned residential in NE portion of TAZ.
480	Oklahoma County	Oklahoma City	429	522	553	585	
481	Oklahoma County	Oklahoma City	294	405	440	475	OK.
482	Oklahoma County	Oklahoma City	277	332	416	501	OK. Large parcel with residential land use should develop.
483	Oklahoma County	Oklahoma City	401	416	420	424	
484	Oklahoma County	Edmond	91	100	109	118	
485	Oklahoma County	Oklahoma City	68	78	89	100	Growth is too high, TAZ is almost built-out.
491	Canadian County	Canadian County	80	97	127	157	
492	Canadian County	Oklahoma City	5	15	36	57	
493	Canadian County	Oklahoma City	0	0	0	0	
494	Canadian County	Oklahoma City	0	1	1	1	
495	Canadian County	Oklahoma City	9	14	25	36	
496	Canadian County	Oklahoma City	0	0	0	0	
497	Oklahoma County	Oklahoma City	181	303	386	468	OK. The Grand and Ponderosa Estates are currently developing.
498	Oklahoma County	Oklahoma City	698	917	1,020	1,124	OK.
499	Oklahoma County	Oklahoma City	1,535	1,681	1,703	1,725	TAZ is built-out.
500	Oklahoma County	Oklahoma City	1,063	1,570	2,174	2,779	Census 2010 had 1325 SF, 100 added since w/190 VDL. 828 MF currently. Almost built-out.
501	Oklahoma County	Oklahoma City	1,223	1,323	1,412	1,501	OK. TAZ is built-out. Mercy Hospital and Greene CC.
502	Oklahoma County	Oklahoma City	866	927	960	992	
503	Oklahoma County	Oklahoma City	1,577	2,250	2,375	2,500	2258 total DU per 2010 Census, could see another complex per land use plan.
504	Oklahoma County	Oklahoma City	1,106	1,190	1,196	1,202	
505	Oklahoma County	Oklahoma City	825	843	872	900	The Highland Apts make up entirety of TAZ. 900 du.

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
506	Oklahoma County	Oklahoma City	54	178	322	467	New apt development - 287 units. <a href="http://www.theallianceokc.org/blog/2016/03/development-across-metro">http://www.theallianceokc.org/blog/2016/03/development-across-metro</a>
507	Oklahoma County	Oklahoma City	0	0	0	0	
508	Oklahoma County	Oklahoma City	0	0	0	0	
509	Oklahoma County	Oklahoma City	0	0	0	0	
510	Oklahoma County	Oklahoma City	0	0	0	0	
511	Oklahoma County	Oklahoma City	0	0	0	0	
512	Oklahoma County	Oklahoma City	360	420	516	611	OK.
513	Oklahoma County	Oklahoma City	36	54	87	119	
514	Oklahoma County	Oklahoma City	88	131	176	220	
515	Oklahoma County	Oklahoma City	1	27	66	105	
525	Canadian County	Oklahoma City	39	64	98	132	
526	Canadian County	Oklahoma City	3	14	36	58	
527	Canadian County	Oklahoma City	355	391	426	461	
528	Canadian County	Oklahoma City	588	662	741	821	Growth is reasonable.
529	Canadian County	Oklahoma City	7	15	32	48	
530	Canadian County	Oklahoma City	0	0	0	0	
531	Canadian County	Oklahoma City	2	9	22	35	
532	Oklahoma County	Oklahoma City	723	927	997	1,066	OK. Chapel Creek currently U/C.
533	Oklahoma County	Oklahoma City	316	370	375	380	TAZ is built-out.
534	Oklahoma County	Oklahoma City	892	1,102	1,176	1,250	FLUP indicates vacant land available for development.
535	Oklahoma County	Oklahoma City	390	394	397	400	TAZ is built-out.
536	Oklahoma County	Oklahoma City	333	347	354	361	
537	Oklahoma County	Oklahoma City	534	575	588	600	568 at Census 2010, little built since. TAZ is built-out.

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
538	Oklahoma County	Oklahoma City	508	524	555	586	
539	Oklahoma County	Oklahoma City	1,471	1,667	1,830	1,992	OK. Arbors and Glenhurst still developing.
540	Oklahoma County	Oklahoma City	442	529	661	793	OK. SW portion of TAZ is vacant with a residential land use.
541	Oklahoma County	Oklahoma City	677	801	867	932	
542	Oklahoma County	Oklahoma City	706	724	737	750	TAZ is almost built-out.
543	Oklahoma County	Oklahoma City	331	344	348	351	
544	Oklahoma County	Oklahoma City	473	492	499	506	
545	Oklahoma County	Oklahoma City	695	747	751	755	
546	Oklahoma County	Oklahoma City	1,270	1,427	1,651	1,874	OK.
547	Oklahoma County	Oklahoma City	996	1,154	1,198	1,242	OK. Chisholm Village will further develop.
548	Oklahoma County	Oklahoma City	803	986	1,063	1,139	OK. Silverhorn GC, Summit Ridge currently U/C.
549	Oklahoma County	Oklahoma City	45	83	132	181	
550	Oklahoma County	Oklahoma City	44	59	86	112	
551	Oklahoma County	Oklahoma City	151	212	295	377	OK. Residences currently u/c in Stonemill Manor, Oakdale Park and Woodland Hills.
552	Oklahoma County	Oklahoma City	1	86	250	414	OK. Significant land available for residential development per FLUP.
563	Canadian County	Oklahoma City	34	59	84	109	
564	Canadian County	Oklahoma City	34	96	96	97	
565	Oklahoma County	Oklahoma City	680	707	729	750	TAZ is almost built-out.
566	Oklahoma County	Oklahoma City	715	772	779	785	TAZ is built-out.
567	Oklahoma County	Oklahoma City	386	417	437	457	
568	Oklahoma County	Oklahoma City	895	943	955	967	
569	Oklahoma County	Oklahoma City	609	655	685	714	
570	Oklahoma County	The Village	426	442	445	448	
571	Oklahoma County	The Village	603	677	752	826	OK. 2010 is incorrect. Villas at the Vineyard and Hawthorne currently u/c then TAZ is built-out.



TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
572	Oklahoma County	Oklahoma City	678	722	739	756	
576	Canadian County	Canadian County	101	111	121	130	
577	Canadian County	Oklahoma City	35	48	69	90	
578	Canadian County	Oklahoma City	14	24	43	62	
579	Canadian County	Oklahoma City	1	6	16	25	
580	Canadian County	Oklahoma City	290	725	863	1,000	450 SF at Census 2010, over 300 homes constructed btw 2010 and 15. VDL in Summerhill and Sundance Ridge.
581	Canadian County	Oklahoma City	55	70	81	92	
582	Canadian County	Oklahoma City	0	0	0	0	
583	Canadian County	Oklahoma City	177	208	250	291	
584	Oklahoma County	Oklahoma City	0	0	0	0	
585	Oklahoma County	Oklahoma City	888	1,174	1,215	1,255	OK. Lawson Farms is U/C.
586	Oklahoma County	Oklahoma City	796	917	945	973	OK.
587	Oklahoma County	Oklahoma City	317	515	603	690	432 HH at Census 2010. Large parcel designated MF should develop.
588	Oklahoma County	Oklahoma City	566	582	613	644	
589	Oklahoma County	Oklahoma City	649	667	684	700	Growth too robust. 688 du currently per parcel file and built-out.
590	Oklahoma County	Oklahoma City	610	645	656	666	
591	Oklahoma County	The Village	543	614	655	697	
592	Oklahoma County	The Village	483	534	571	609	
593	Oklahoma County	Oklahoma City	641	749	904	1,058	OK.
594	Oklahoma County	Oklahoma City	322	334	336	338	
595	Oklahoma County	Oklahoma City	506	647	890	1,133	OK. Redevelopment and residential future land use.
596	Oklahoma County	Oklahoma City	22	62	136	210	Large vacant portion in NEC of TAZ has residential land use.
597	Oklahoma County	Oklahoma City	9	27	64	100	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
598	Oklahoma County	Oklahoma City	105	145	194	243	
599	Oklahoma County	Oklahoma City	22	32	50	68	
600	Oklahoma County	Oklahoma City	17	56	94	132	
608	Canadian County	Canadian County	21	64	64	65	
609	Canadian County	Oklahoma City	9	19	40	61	
610	Canadian County	Oklahoma City	130	138	152	165	
611	Canadian County	Oklahoma City	9	20	41	62	
612	Canadian County	Oklahoma City	6	14	31	48	
613	Canadian County	Oklahoma City	3	11	26	41	
614	Canadian County	Oklahoma City	3	16	43	69	
615	Canadian County	Oklahoma City	0	0	0	0	
616	Canadian County	Oklahoma City	68	225	239	253	Calm Springs and Crestone Ridge currently u/c.
617	Oklahoma County	Oklahoma City	911	990	1,028	1,066	
618	Oklahoma County	Oklahoma City	562	578	600	622	
619	Oklahoma County	Oklahoma City	476	502	509	515	
620	Oklahoma County	Oklahoma City	489	574	582	589	
621	Oklahoma County	Oklahoma City	1	5	6	6	
622	Oklahoma County	Oklahoma City	741	793	807	820	
623	Oklahoma County	Oklahoma City	808	893	897	900	
624	Oklahoma County	Oklahoma City	336	344	345	346	
625	Oklahoma County	Oklahoma City	581	599	610	621	
626	Oklahoma County	Oklahoma City	0	0	0	0	
627	Oklahoma County	Oklahoma City	774	823	845	866	
628	Oklahoma County	Nichols Hills	831	875	885	895	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
629	Oklahoma County	Nichols Hills	743	809	885	960	
630	Oklahoma County	Oklahoma City	806	816	836	856	
631	Oklahoma County	Oklahoma City	226	257	288	319	
632	Oklahoma County	Oklahoma City	228	254	277	300	
633	Oklahoma County	Oklahoma City	775	821	838	855	
634	Oklahoma County	Oklahoma City	45	126	129	132	
635	Oklahoma County	Oklahoma City	50	84	129	174	
636	Oklahoma County	Oklahoma City	56	90	136	182	
637	Oklahoma County	Oklahoma City	17	54	126	198	
638	Oklahoma County	Oklahoma City	49	66	99	132	
652	Oklahoma County	Oklahoma City	672	747	761	775	Growth is high. TAZ is almost built-out.
653	Oklahoma County	Oklahoma City	179	188	191	194	
654	Oklahoma County	Oklahoma City	725	730	740	750	2010 is incorrect. Lakeside Village Apts. TAZ is built-out.
655	Oklahoma County	Warr Acres	0	0	0	0	
656	Oklahoma County	Oklahoma City	195	208	213	218	
657	Oklahoma County	Oklahoma City	928	991	1,023	1,055	
658	Oklahoma County	Nichols Hills	136	137	138	139	
659	Oklahoma County	Nichols Hills	537	573	591	609	
660	Oklahoma County	Oklahoma City	0	0	0	0	
661	Oklahoma County	Oklahoma City	194	232	268	304	
667	Canadian County	Yukon	18	30	51	72	
668	Canadian County	Yukon	25	34	48	61	
669	Canadian County	Yukon	7	19	38	56	
670	Canadian County	Yukon	7	32	69	105	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
671	Canadian County	Oklahoma City	26	62	104	145	
672	Canadian County	Oklahoma City	0	0	0	0	
673	Oklahoma County	Oklahoma City	26	77	80	82	
674	Oklahoma County	Bethany	860	914	957	1,000	OK. TAZ is almost built-out.
675	Oklahoma County	Oklahoma City	833	868	872	875	2010 is incorrect. Lakeside Village Apts. TAZ is built-out.
676	Oklahoma County	Warr Acres	583	706	749	792	
677	Oklahoma County	Oklahoma City	869	933	970	1,007	
678	Oklahoma County	Oklahoma City	243	284	295	306	
679	Oklahoma County	Oklahoma City	609	695	822	948	Wedgewood Village Apts - 302 du, Garden Gate patio homes.
680	Oklahoma County	Oklahoma City	0	0	0	0	
681	Oklahoma County	Oklahoma City	315	328	332	336	
682	Oklahoma County	Oklahoma City	603	633	639	644	
683	Oklahoma County	Nichols Hills	845	893	909	925	
684	Oklahoma County	Nichols Hills	392	419	434	449	
685	Oklahoma County	Oklahoma City	0	0	0	0	
686	Oklahoma County	Nichols Hills	4	4	5	6	
687	Oklahoma County	Oklahoma City	38	49	67	85	
688	Oklahoma County	Oklahoma City	0	0	0	0	
689	Oklahoma County	Oklahoma City	0	0	0	0	
690	Oklahoma County	Oklahoma City	0	0	0	0	
691	Oklahoma County	Oklahoma City	296	349	450	552	OK.
692	Oklahoma County	Oklahoma City	129	177	252	327	OK. Room for residential development per zoning.
693	Oklahoma County	Oklahoma City	0	0	0	0	
694	Oklahoma County	Oklahoma City	29	97	228	358	OK.

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
695	Oklahoma County	Oklahoma City	20	24	26	29	
696	Oklahoma County	Oklahoma City	11	23	46	68	
709	Canadian County	Yukon	8	19	35	50	
710	Canadian County	Oklahoma City	9	14	23	32	
711	Canadian County	Oklahoma City	0	0	0	0	
712	Canadian County	Oklahoma City	45	132	132	133	
713	Oklahoma County	Bethany	744	932	1,020	1,109	OK.
714	Oklahoma County	Bethany	791	856	901	945	
715	Oklahoma County	Warr Acres	593	646	686	726	
716	Oklahoma County	Warr Acres	425	461	473	485	
717	Oklahoma County	Oklahoma City	1,031	1,230	1,330	1,430	
718	Oklahoma County	Oklahoma City	225	234	242	250	Danforth Senior Center. Rest of TAZ is park.
719	Oklahoma County	Oklahoma City	1,350	1,396	1,464	1,531	OK. TAZ is almost built-out, no residential construction since 2008.
720	Oklahoma County	Oklahoma City	818	855	857	858	
721	Oklahoma County	Oklahoma City	43	46	48	50	
722	Oklahoma County	Oklahoma City	0	0	0	0	
723	Oklahoma County	Oklahoma City	34	39	44	49	
724	Oklahoma County	Oklahoma City	425	461	486	511	
725	Oklahoma County	Oklahoma City	0	0	0	0	
726	Oklahoma County	Oklahoma City	0	3	9	14	
727	Oklahoma County	Oklahoma City	700	746	768	789	
728	Oklahoma County	Oklahoma City	24	45	46	47	
729	Oklahoma County	Oklahoma City	488	700	708	715	
730	Oklahoma County	Oklahoma City	0	0	0	0	Roadway ROW.

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
731	Oklahoma County	Oklahoma City	0	0	0	0	
732	Oklahoma County	Oklahoma City	0	0	0	0	
733	Oklahoma County	Oklahoma City	122	134	147	159	
734	Oklahoma County	Oklahoma City	811	856	869	882	
735	Oklahoma County	Nichols Hills	573	602	607	611	
736	Oklahoma County	Oklahoma City	0	0	0	0	
737	Oklahoma County	Oklahoma City	379	417	459	500	Waterford Condos. 2005 and 2035 are high.
738	Oklahoma County	Oklahoma City	181	208	230	251	
739	Oklahoma County	Oklahoma City	0	0	0	0	
740	Oklahoma County	Oklahoma City	0	0	0	0	
741	Oklahoma County	Oklahoma City	2	13	34	55	
742	Oklahoma County	Oklahoma City	311	337	377	416	
743	Oklahoma County	Oklahoma City	8	27	65	102	
744	Oklahoma County	Oklahoma City	0	0	0	0	
745	Oklahoma County	Oklahoma City	71	800	900	1,000	Lincoln @ Central Park - 708 MF built 2006.
746	Oklahoma County	Oklahoma City	262	273	277	281	
747	Oklahoma County	Oklahoma City	20	59	135	211	OK.
748	Oklahoma County	Oklahoma City	600	650	684	718	
749	Oklahoma County	Oklahoma City	7	40	89	138	
750	Oklahoma County	Oklahoma City	15	44	44	45	
766	Canadian County	Yukon	6	21	52	83	
767	Canadian County	Yukon	12	42	67	91	
768	Canadian County	Canadian County	8	23	52	81	
769	Canadian County	Yukon	11	38	77	115	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
770	Canadian County	Yukon	208	222	243	263	
771	Canadian County	Yukon	1,048	1,204	1,288	1,372	OK.
772	Canadian County	Oklahoma City	724	763	803	842	
773	Canadian County	Oklahoma City	235	381	395	409	
774	Canadian County	Oklahoma City	0	0	0	0	
775	Oklahoma County	Bethany	207	233	259	285	
776	Oklahoma County	Bethany	396	412	417	422	
777	Oklahoma County	Bethany	407	440	463	485	
778	Oklahoma County	Bethany	425	450	460	470	
779	Oklahoma County	Oklahoma City	1,100	1,169	1,199	1,228	
780	Oklahoma County	Oklahoma City	1,001	1,072	1,111	1,150	TAZ is almost built-out.
781	Oklahoma County	Oklahoma City	233	259	283	306	
782	Oklahoma County	Oklahoma City	447	480	500	519	
783	Oklahoma County	Oklahoma City	64	96	100	104	
784	Oklahoma County	Oklahoma City	957	1,009	1,023	1,037	
785	Oklahoma County	Oklahoma City	105	122	145	168	
786	Oklahoma County	Oklahoma City	1,516	1,599	1,612	1,625	OK. TAZ is built-out.
787	Oklahoma County	Oklahoma City	116	133	156	178	
792	Oklahoma County	Oklahoma City	0	0	0	0	
793	Oklahoma County	Oklahoma City	0	0	0	0	
795	Oklahoma County	Oklahoma City	0	0	0	0	
796	Oklahoma County	Oklahoma City	5	6	9	11	
797	Oklahoma County	Oklahoma City	0	0	0	0	
799	Oklahoma County	Oklahoma City	10	11	12	12	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
803	Oklahoma County	Oklahoma City	16	25	27	30	
813	Canadian County	Yukon	121	129	133	136	OK. TAZ is almost built-out.
814	Canadian County	Yukon	72	79	84	89	OK. TAZ is almost built-out.
815	Canadian County	Oklahoma City	269	316	382	447	
816	Canadian County	Oklahoma City	151	192	267	342	OK.
817	Oklahoma County	Bethany	397	412	417	422	OK. TAZ is built-out.
818	Oklahoma County	Bethany	272	291	311	331	OK. TAZ is almost built-out.
819	Oklahoma County	Bethany	314	401	423	446	OK.
820	Oklahoma County	Warr Acres	149	200	206	211	OK. 128 MF at Woodbrier Apts. plus 70 SF.
821	Oklahoma County	Oklahoma City	285	314	319	323	
822	Oklahoma County	Oklahoma City	137	150	163	175	OK. TAZ is almost built-out.
823	Oklahoma County	Oklahoma City	0	0	0	0	
824	Oklahoma County	Oklahoma City	0	0	0	0	
825	Oklahoma County	Oklahoma City	58	64	70	75	
826	Oklahoma County	Oklahoma City	142	157	173	189	
827	Oklahoma County	Oklahoma City	550	612	629	646	
852	Canadian County	Oklahoma City	10	17	19	21	
853	Canadian County	Oklahoma City	7	13	15	16	
854	Canadian County	Oklahoma City	2	6	14	21	
855	Canadian County	Oklahoma City	2	9	24	38	
856	Canadian County	Yukon	259	340	359	377	
857	Canadian County	Yukon	247	263	279	295	
858	Canadian County	Yukon	355	388	405	422	
859	Canadian County	Yukon	230	240	249	258	



TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
860	Canadian County	Yukon	596	640	665	690	
861	Canadian County	Yukon	229	246	263	280	
862	Canadian County	Yukon	436	493	527	560	
863	Canadian County	Yukon	876	927	946	965	
864	Canadian County	Oklahoma City	1,196	1,600	1,611	1,622	OK. 1500 Occupied du per 2010 Census still some residential land to develop in Southern portion of TAZ.
865	Canadian County	Oklahoma City	0	0	0	0	
866	Canadian County	Oklahoma City	1	17	50	82	
867	Canadian County	Oklahoma City	0	0	0	0	
868	Oklahoma County	Bethany	524	554	563	572	
869	Oklahoma County	Bethany	396	412	418	424	
870	Oklahoma County	Bethany	857	959	1,106	1,254	One large vacant parcel designated residential.
871	Oklahoma County	Bethany	642	690	718	746	
872	Oklahoma County	Bethany	838	892	918	943	
873	Oklahoma County	Bethany	916	982	1,019	1,055	
874	Oklahoma County	Oklahoma City	813	887	961	1,035	
875	Oklahoma County	Oklahoma City	1,120	1,182	1,200	1,218	
876	Oklahoma County	Oklahoma City	523	587	666	745	
877	Oklahoma County	Oklahoma City	500	507	515	522	
878	Oklahoma County	Oklahoma City	525	568	596	624	
879	Oklahoma County	Oklahoma City	643	720	787	854	OK.
880	Oklahoma County	Oklahoma City	112	115	115	115	
881	Oklahoma County	Oklahoma City	66	74	83	92	
882	Oklahoma County	Oklahoma City	344	358	361	364	
883	Oklahoma County	Oklahoma City	1,046	1,109	1,133	1,157	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
884	Oklahoma County	Oklahoma City	153	162	163	164	
885	Oklahoma County	Oklahoma City	568	622	666	710	
886	Oklahoma County	Oklahoma City	296	297	299	300	
935	Canadian County	Oklahoma City	3	13	33	52	
936	Canadian County	Oklahoma City	9	19	34	49	
937	Canadian County	Oklahoma City	5	17	41	64	
938	Canadian County	Oklahoma City	1	6	16	25	
939	Canadian County	Yukon	0	0	0	0	
940	Canadian County	Yukon	207	223	241	259	
941	Canadian County	Yukon	191	239	253	267	
942	Canadian County	Yukon	533	562	571	579	
943	Canadian County	Yukon	851	975	991	1,006	OK. 55 homes built since 2010 in Stone Mill.
944	Canadian County	Yukon	0	3	4	4	
945	Canadian County	Oklahoma City	0	4	12	19	
946	Canadian County	Oklahoma City	0	0	0	0	
947	Canadian County	Oklahoma City	0	0	0	0	
948	Canadian County	Oklahoma City	197	223	242	261	
949	Oklahoma County	Oklahoma City	700	731	766	800	Little construction post-2010.
950	Oklahoma County	Bethany	1,098	1,144	1,191	1,237	2010 Census is low.
951	Oklahoma County	Bethany	756	853	1,010	1,168	OK. TAZ is almost built-out.
952	Oklahoma County	Oklahoma City	689	765	853	941	TAZ is almost built-out.
953	Oklahoma County	Oklahoma City	524	629	774	919	OK. Possible MF development in future.
954	Oklahoma County	Oklahoma City	1,204	1,300	1,338	1,375	
955	Oklahoma County	Oklahoma City	143	152	155	158	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
956	Oklahoma County	Oklahoma City	751	758	761	763	
957	Oklahoma County	Oklahoma City	695	737	753	769	
1007	Canadian County	Yukon	0	0	0	0	
1008	Canadian County	Oklahoma City	0	0	0	0	
1009	Canadian County	Yukon	431	447	451	455	
1010	Canadian County	Oklahoma City	192	322	389	456	Large portion of TAZ is vacant with a residential land use.
1011	Canadian County	Oklahoma City	0	1	1	1	
1012	Canadian County	Oklahoma City	0	0	0	0	
1013	Canadian County	Oklahoma City	21	31	44	56	
1014	Canadian County	Oklahoma City	1,025	1,050	1,084	1,117	OK. Large Mobile Home Parks. 2010 is low.
1015	Oklahoma County	Oklahoma City	581	693	881	1,069	OK. West Oaks will see further construction.
1016	Oklahoma County	Oklahoma City	600	629	665	700	TAZ is almost built-out.
1017	Oklahoma County	Oklahoma City	923	982	1,041	1,099	OK. TAZ is almost built-out. Heritage Ridge, Chestnut Hills Apts. 2010 Census is low.
1018	Oklahoma County	Oklahoma City	760	1,084	1,282	1,480	OK. Redevelopment and another MF complex possible.
1019	Oklahoma County	Oklahoma City	3	4	7	10	
1020	Oklahoma County	Oklahoma City	490	553	584	615	Growth is too robust with vacant land available.
1021	Oklahoma County	Oklahoma City	462	523	537	550	Little room for further development.
1022	Oklahoma County	Oklahoma City	1,020	1,075	1,090	1,105	
1023	Oklahoma County	Oklahoma City	596	724	905	1,086	OK. Alfalfa addition could see future residential.
1024	Oklahoma County	Oklahoma City	253	268	281	294	
1025	Oklahoma County	Oklahoma City	727	741	750	759	
1026	Oklahoma County	Oklahoma City	638	676	691	705	
1027	Oklahoma County	Oklahoma City	0	0	0	0	
1175	Canadian County	Oklahoma City	30	42	57	71	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
1176	Canadian County	Oklahoma City	7	19	43	66	
1177	Canadian County	Oklahoma City	41	69	70	71	
1178	Canadian County	Oklahoma City	432	484	550	615	
1179	Canadian County	Oklahoma City	949	1,028	1,124	1,220	OK.
1180	Canadian County	Oklahoma City	0	0	0	0	
1181	Canadian County	Oklahoma City	0	0	0	0	
1182	Canadian County	Oklahoma City	0	0	0	0	
1183	Canadian County	Oklahoma City	0	0	0	0	
1184	Canadian County	Oklahoma City	0	0	0	0	
1185	Canadian County	Oklahoma City	3	8	18	28	
1186	Oklahoma County	Oklahoma City	574	637	735	833	OK.
1187	Oklahoma County	Oklahoma City	2	4	4	5	
1188	Oklahoma County	Oklahoma City	632	660	693	725	Census 2010 reported 644 households at 2010. Little room for growth.
1189	Oklahoma County	Oklahoma City	0	0	0	0	
1190	Oklahoma County	Oklahoma City	0	0	0	0	
1191	Oklahoma County	Oklahoma City	0	0	0	0	
1192	Oklahoma County	Oklahoma City	0	0	0	0	
1193	Oklahoma County	Oklahoma City	125	143	177	210	Little construction post-2010. HU's mainly mobile homes.
1194	Oklahoma County	Oklahoma City	0	0	0	0	
1195	Oklahoma County	Oklahoma City	0	0	0	0	
1196	Oklahoma County	Oklahoma City	0	0	0	0	
1197	Oklahoma County	Oklahoma City	71	79	90	100	
1401	Canadian County	Oklahoma City	5	16	36	56	
1402	Canadian County	Oklahoma City	14	27	52	77	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
1403	Canadian County	Oklahoma City	101	320	410	500	Large vacant parcels that will develop as SF residential, 120 homes built since 2010.
1404	Canadian County	Oklahoma City	791	1,029	1,069	1,109	OK.
1405	Canadian County	Oklahoma City	305	322	336	349	
1406	Canadian County	Oklahoma City	515	543	551	558	
1407	Canadian County	Oklahoma City	362	1,000	1,400	1,800	Over 1000 MF units currently, will see further residential growth.
1408	Canadian County	Oklahoma City	0	0	0	0	
1409	Canadian County	Oklahoma City	0	0	0	0	OK. Portion zoned industrial.
1410	Canadian County	Oklahoma City	0	0	0	0	OK. ROW.
1411	Canadian County	Oklahoma City	1,000	1,047	1,063	1,078	OK. Most remaining land zoned commercial and industrial.
1412	Canadian County	Oklahoma City	0	0	0	0	
1413	Canadian County	Oklahoma City	0	0	0	0	
1414	Canadian County	Oklahoma City	34	41	45	48	
1415	Oklahoma County	Oklahoma City	0	0	0	0	
1416	Oklahoma County	Oklahoma City	50	350	475	600	Anatole on Macarthur North Apts. - 304 du. Possibly more MF complexes in future.
1417	Oklahoma County	Oklahoma City	0	0	0	0	
1418	Oklahoma County	Oklahoma City	1	2	2	2	
1419	Oklahoma County	Oklahoma City	1	1	1	1	
1420	Oklahoma County	Oklahoma City	1	1	1	1	
1421	Oklahoma County	Oklahoma City	0	0	0	0	
1422	Oklahoma County	Oklahoma City	14	16	19	21	
1423	Oklahoma County	Oklahoma City	0	0	0	0	
1424	Oklahoma County	Oklahoma City	0	0	0	0	
1425	Oklahoma County	Oklahoma City	5	7	11	15	
1426	Oklahoma County	Oklahoma City	5	6	9	12	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
1582	Canadian County	Oklahoma City	13	32	48	64	
1583	Canadian County	Oklahoma City	470	875	919	962	OK. Chapel Ridge of Yukon - 200 MF, Sycamore Gardens grew by over 200 SF since 2010.
1584	Oklahoma County	Oklahoma City	24	71	159	248	OK. Main residential portion in SWC of TAZ should develop residentially.
1585	Oklahoma County	Oklahoma City	0	1	1	1	
1586	Oklahoma County	Oklahoma City	1	7	13	19	
1587	Oklahoma County	Oklahoma City	0	0	0	0	
1588	Oklahoma County	Oklahoma City	0	0	0	0	
1589	Oklahoma County	Oklahoma City	0	0	0	0	
1590	Oklahoma County	Oklahoma City	0	0	0	0	
1591	Oklahoma County	Oklahoma City	0	0	0	0	
1592	Oklahoma County	Oklahoma City	95	107	121	135	
1593	Oklahoma County	Oklahoma City	1	2	3	4	
1629	Canadian County	Oklahoma City	7	18	39	59	
1630	Canadian County	Oklahoma City	7	21	47	73	
1631	Canadian County	Oklahoma City	29	40	57	74	
1632	Canadian County	Oklahoma City	176	216	258	299	
1633	Canadian County	Oklahoma City	264	320	343	365	
1634	Canadian County	Oklahoma City	537	573	644	715	232 MF units built in 2003 per Highland Pointe West website. Growth ok.
1635	Canadian County	Oklahoma City	750	886	908	930	OK.
1636	Canadian County	Oklahoma City	805	904	1,096	1,289	Fountaingrass subdivision is still under construction.
1637	Oklahoma County	Oklahoma City	158	259	416	572	Large parcels of vacant land zoned residential.
1638	Oklahoma County	Oklahoma City	155	163	169	175	Mobile Homes. Vacant land designated for commercial uses.
1639	Oklahoma County	Oklahoma City	151	173	185	196	
1640	Oklahoma County	Oklahoma City	100	106	108	109	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
1641	Oklahoma County	Oklahoma City	364	411	439	467	
1642	Oklahoma County	Oklahoma City	380	417	448	478	
1643	Oklahoma County	Oklahoma City	491	528	549	570	
1644	Oklahoma County	Oklahoma City	609	650	692	734	
1645	Oklahoma County	Oklahoma City	282	301	320	339	
1646	Oklahoma County	Oklahoma City	339	365	383	400	
1690	Canadian County	Oklahoma City	0	3	3	4	
1691	Canadian County	Oklahoma City	30	41	59	77	
1692	Canadian County	Oklahoma City	74	116	144	172	
1693	Canadian County	Oklahoma City	55	70	90	109	
1694	Canadian County	Oklahoma City	47	64	95	126	
1695	Canadian County	Oklahoma City	26	84	92	100	
1696	Canadian County	Oklahoma City	64	161	251	342	Large sections of TAZ zoned SF1, should see a few subdivisions in future.
1697	Canadian County	Oklahoma City	197	750	1,000	1,250	Currently 750 SF per parcels records and more vacant land zoned SF1.
1698	Oklahoma County	Oklahoma City	507	647	811	976	Currently, almost 600 total units w/100 VDL. Plenty of vacant land zoned SF.
1699	Oklahoma County	Oklahoma City	0	0	0	0	
1700	Oklahoma County	Oklahoma City	2	2	3	3	
1701	Oklahoma County	Oklahoma City	2	2	3	4	
1702	Oklahoma County	Oklahoma City	34	38	43	48	
1703	Oklahoma County	Oklahoma City	477	486	488	489	
1704	Oklahoma County	Oklahoma City	0	0	0	0	
1705	Oklahoma County	Oklahoma City	569	616	648	680	
1706	Oklahoma County	Oklahoma City	0	0	0	0	
1707	Oklahoma County	Oklahoma City	111	136	158	179	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
1708	Oklahoma County	Oklahoma City	469	479	488	497	
1744	Oklahoma County	Oklahoma City	0	1	2	3	
1745	Oklahoma County	Oklahoma City	0	0	0	0	
1746	Oklahoma County	Oklahoma City	12	16	22	28	
1747	Oklahoma County	Oklahoma City	0	0	0	0	
1748	Oklahoma County	Oklahoma City	0	0	0	0	
1749	Oklahoma County	Oklahoma City	0	0	0	0	
1750	Oklahoma County	Oklahoma City	0	0	0	0	
1751	Oklahoma County	Oklahoma City	236	250	261	272	
1752	Oklahoma County	Oklahoma City	93	104	116	127	
1753	Oklahoma County	Oklahoma City	862	931	955	978	
1754	Oklahoma County	Oklahoma City	291	336	338	339	
1755	Oklahoma County	Oklahoma City	644	677	684	690	
1756	Oklahoma County	Oklahoma City	469	483	490	497	
1786	Canadian County	Oklahoma City	29	54	77	99	
1787	Canadian County	Oklahoma City	19	35	54	72	
1788	Canadian County	Oklahoma City	15	27	51	75	
1789	Canadian County	Oklahoma City	66	95	123	151	
1790	Canadian County	Oklahoma City	61	93	94	95	
1791	Canadian County	Oklahoma City	24	52	77	102	
1792	Canadian County	Oklahoma City	38	53	82	110	
1793	Canadian County	Oklahoma City	13	40	71	101	
1794	Canadian County	Oklahoma City	10	138	373	609	220 parcels are zoned SF per parcel file in Silver Leaf West and Crystal Hill Estates.
1795	Oklahoma County	Oklahoma City	50	475	488	500	485 Parcels are currently SF or MF. Brighton Pointe, Fieldstone, St. James Pointe Subs.



TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
1796	Oklahoma County	Oklahoma City	0	50	148	245	Clearwater subdivision will have over 150 SF.
1797	Oklahoma County	Oklahoma City	4	20	52	84	
1798	Oklahoma County	Oklahoma City	3	3	4	4	
1799	Oklahoma County	Oklahoma City	44	49	55	61	
1800	Oklahoma County	Oklahoma City	0	0	0	0	
1801	Oklahoma County	Oklahoma City	496	565	603	641	
1802	Oklahoma County	Oklahoma City	356	368	378	388	
1803	Oklahoma County	Oklahoma City	598	632	642	652	
1833	Canadian County	Oklahoma City	41	55	82	109	
1834	Canadian County	Oklahoma City	79	93	114	134	
1835	Canadian County	Mustang	95	197	282	367	Hunter's Hill subdivision currently u/c.
1836	Canadian County	Mustang	1,013	1,223	1,297	1,371	OK.
1837	Canadian County	Mustang	890	1,117	1,246	1,376	OK.
1838	Canadian County	Mustang	707	978	1,135	1,291	OK. Savannah Lakes and Sara Homestead Ph III still developing.
1839	Canadian County	Mustang	206	253	327	401	
1840	Canadian County	Canadian County	406	506	697	888	Half of TAZ is vacant and zoned suburban residential. 2035 is low.
1841	Oklahoma County	Oklahoma City	14	65	94	122	
1842	Oklahoma County	Oklahoma City	7	35	76	117	
1843	Oklahoma County	Oklahoma City	0	1	2	3	
1844	Oklahoma County	Oklahoma City	87	122	165	208	
1845	Oklahoma County	Oklahoma City	0	0	0	0	
1846	Oklahoma County	Oklahoma City	0	0	0	0	
1847	Oklahoma County	Oklahoma City	0	0	0	0	
1848	Oklahoma County	Oklahoma City	868	878	899	920	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
1849	Oklahoma County	Oklahoma City	760	828	864	900	
1881	Oklahoma County	Oklahoma City	0	0	0	0	
1882	Oklahoma County	Oklahoma City	245	256	262	267	
1894	Canadian County	Oklahoma City	15	27	50	72	
1895	Canadian County	Oklahoma City	26	35	52	68	
1896	Canadian County	Mustang	390	472	580	688	OK. Spitler Lake Estates is currently u/c. Future growth likely.
1897	Canadian County	Mustang	214	240	270	300	Growth is too robust, TAZ is almost built-out.
1898	Canadian County	Mustang	984	1,041	1,153	1,265	Large, vacant parcels designated residential in southern section of TAZ.
1899	Canadian County	Mustang	723	985	1,112	1,238	OK. Large vacant parcels with residential land use designation in southern portion of TAZ.
1900	Canadian County	Mustang	128	174	245	316	
1901	Canadian County	Mustang	212	248	283	318	
1902	Oklahoma County	Oklahoma City	425	490	569	647	
1903	Oklahoma County	Oklahoma City	32	66	113	160	
1904	Oklahoma County	Oklahoma City	0	0	0	0	
1905	Oklahoma County	Oklahoma City	0	0	0	0	
1906	Oklahoma County	Oklahoma City	1,117	1,188	1,219	1,250	Oklahoma City Comm College, TAZ is built-out.
1928	Canadian County	Oklahoma City	9	19	39	58	
1929	Canadian County	Oklahoma City	9	19	36	52	
1930	Canadian County	Oklahoma City	52	63	84	105	
1931	Canadian County	Oklahoma City	33	58	79	100	
1932	Canadian County	Oklahoma City	101	115	133	150	
1933	Canadian County	Oklahoma City	0	8	24	39	
1934	Canadian County	Oklahoma City	0	2	5	8	
1935	Canadian County	Oklahoma City	26	36	47	57	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
1936	Canadian County	Oklahoma City	72	85	104	123	
1937	Cleveland County	Oklahoma City	0	0	0	0	
1938	Cleveland County	Oklahoma City	0	0	0	0	
1939	Cleveland County	Cleveland County	0	0	0	0	
1940	Cleveland County	Oklahoma City	1,157	1,303	1,418	1,534	
1967	Canadian County	Oklahoma City	59	70	90	110	
1968	Canadian County	Oklahoma City	68	79	101	122	
1969	Cleveland County	Oklahoma City	157	285	324	363	OK. Large, mostly vacant rural TAZ.
1970	Cleveland County	Oklahoma City	3	4	6	8	
1986	Canadian County	Oklahoma City	52	71	90	108	
1987	Canadian County	Oklahoma City	7	20	22	24	
1998	Canadian County	Oklahoma City	65	99	127	155	
1999	Canadian County	Oklahoma City	22	34	56	77	
2000	Cleveland County	Oklahoma City	187	415	583	750	Currently, 415 du per parcel records. Room to grow.
2001	Cleveland County	Oklahoma City	0	0	0	0	
2027	Cleveland County	Oklahoma City	75	166	169	171	

## B. RDS Population Data

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
65	Canadian County	Canadian County	126	238	337	435	OK. Large rural TAZ.
66	Canadian County	Piedmont	17	47	105	162	OK. Large rural TAZ.
67	Canadian County	Piedmont	53	113	184	254	OK. Large rural TAZ. Half currently agricultural.
68	Canadian County	Canadian County	91	233	288	343	Large parcels could be developed residentially. Parcel records indicate that 24 SF have been built post-2010.
69	Oklahoma County	Oklahoma County	6	18	43	67	OK. Most is currently agricultural.
70	Oklahoma County	Oklahoma County	15	35	58	81	OK. Most is currently agricultural.
71	Oklahoma County	Oklahoma County	82	109	157	206	Large parcels could be developed residentially.
72	Oklahoma County	Oklahoma County	38	80	110	139	OK.
73	Oklahoma County	Oklahoma County	35	53	86	119	OK.
74	Oklahoma County	Oklahoma County	16	32	62	92	OK. Very few parcels.
75	Oklahoma County	Oklahoma County	67	164	246	329	Deer Creek MS, Bridlegate Estates has 20 VDL currently.
76	Oklahoma County	Oklahoma County	147	187	252	316	Silver Oaks Estates, TAZ could easily double current SF development.
77	Oklahoma County	Oklahoma County	4	39	75	112	OK. Little residential development currently.
78	Oklahoma County	Edmond	911	1068	1303	1538	OK. Potential development north of Oak Tree CC.
79	Oklahoma County	Edmond	650	909	1098	1288	OK. Summit and Highlands at Oak Tree still have VDL and are growing.
80	Oklahoma County	Edmond	8	10	10	10	OK. Unlikely to see further residential growth.
81	Oklahoma County	Edmond	69	153	321	488	OK.
82	Oklahoma County	Edmond	386	587	714	842	OK. Suburban residential per FLUP.
83	Logan County	Guthrie	6	28	58	87	
84	Logan County	Guthrie	135	155	181	206	
85	Logan County	Guthrie	18	32	44	55	
86	Oklahoma County	Oklahoma County	17	18	19	21	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
87	Oklahoma County	Edmond	10	25	45	64	
88	Oklahoma County	Oklahoma County	330	370	419	468	
99	Oklahoma County	Edmond	75	79	80	82	
100	Oklahoma County	Edmond	148	161	174	187	
101	Oklahoma County	Edmond	97	129	141	154	
102	Oklahoma County	Edmond	148	156	159	162	
103	Oklahoma County	Edmond	149	157	158	160	
104	Oklahoma County	Edmond	230	374	417	461	
105	Oklahoma County	Edmond	23	99	209	318	
106	Oklahoma County	Edmond	0	0	0	0	
107	Oklahoma County	Edmond	4	20	34	48	
108	Oklahoma County	Edmond	44	72	127	181	
109	Oklahoma County	Edmond	0	3	3	3	
110	Oklahoma County	Edmond	0	0	0	0	
111	Oklahoma County	Edmond	38	160	259	358	
118	Canadian County	Canadian County	174	270	372	473	
119	Canadian County	Piedmont	178	267	370	472	
120	Canadian County	Piedmont	34	98	172	246	
121	Canadian County	Piedmont	19	27	27	27	
122	Canadian County	Canadian County	0	0	0	0	
123	Canadian County	Canadian County	10	16	24	32	
124	Oklahoma County	Oklahoma County	32	48	71	93	
125	Oklahoma County	Oklahoma County	105	124	153	182	
126	Oklahoma County	Oklahoma County	287	501	531	562	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
127	Oklahoma County	Oklahoma County	128	155	190	225	
128	Oklahoma County	Oklahoma County	96	121	152	183	
129	Oklahoma County	Oklahoma County	4	20	50	80	
130	Oklahoma County	Oklahoma County	37	73	99	126	
131	Oklahoma County	Oklahoma County	468	770	797	824	
132	Oklahoma County	Oklahoma County	148	192	225	257	
133	Oklahoma County	Edmond	390	396	396	396	
134	Oklahoma County	Edmond	133	143	148	152	
135	Oklahoma County	Edmond	714	1083	1106	1128	Growth is too robust, TAZ is almost built-out.
136	Oklahoma County	Edmond	88	360	555	750	Over 275 homes built since 2010, Kelly Lakes Estates is developing.
137	Oklahoma County	Edmond	0	0	0	0	
138	Oklahoma County	Edmond	230	1030	1166	1303	Golden Gate at Twin Bridges. 322 SF currently per parcel file.
139	Oklahoma County	Edmond	516	680	764	847	
140	Oklahoma County	Edmond	0	10	25	50	
141	Oklahoma County	Edmond	293	332	356	380	
142	Oklahoma County	Edmond	86	178	310	443	
143	Oklahoma County	Edmond	13	29	62	94	
144	Oklahoma County	Edmond	0	0	0	0	
145	Oklahoma County	Edmond	0	73	215	356	OK. FLUP indicates almost entire TAZ is suburban residential.
155	Canadian County	Piedmont	178	279	369	459	
156	Canadian County	Piedmont	40	77	79	82	
157	Canadian County	Canadian County	23	31	36	42	
158	Canadian County	Canadian County	45	50	57	64	
159	Oklahoma County	Oklahoma County	87	104	132	160	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
160	Oklahoma County	Oklahoma County	114	136	157	178	
161	Oklahoma County	Oklahoma County	119	134	157	180	
162	Oklahoma County	Oklahoma County	29	46	80	113	
163	Oklahoma County	Oklahoma County	3	24	55	85	
164	Oklahoma County	Oklahoma County	41	60	90	119	
165	Oklahoma County	Oklahoma County	526	1311	1424	1538	
166	Oklahoma County	Edmond	7	151	319	487	
167	Oklahoma County	Oklahoma County	1228	1873	1896	1919	
168	Oklahoma County	Edmond	0	0	0	0	
169	Oklahoma County	Edmond	120	271	489	707	Fallbrook subdivision - 150 SF u/c. Vacant residential land available.
170	Oklahoma County	Edmond	6	84	202	320	
171	Oklahoma County	Edmond	84	202	354	505	
172	Oklahoma County	Edmond	396	612	650	688	Most of available land is Mitch Park.
173	Oklahoma County	Edmond	442	457	470	482	
174	Oklahoma County	Edmond	1110	1740	1777	1814	OK.
175	Oklahoma County	Edmond	0	0	0	0	
176	Oklahoma County	Edmond	65	68	71	74	
177	Oklahoma County	Edmond	485	671	924	1176	OK.
178	Oklahoma County	Edmond	1062	2313	2376	2440	798 SF currently per parcel records. TAZ is almost built-out.
179	Oklahoma County	Edmond	731	1011	1297	1583	Inspirada Sub is currently u/c. Other vacant, residential land available.
180	Oklahoma County	Edmond	419	792	908	1023	Growth is slightly high. After homes constructed on Fairfax GC, TAZ will be built-out.
181	Oklahoma County	Edmond	0	10	25	50	
182	Oklahoma County	Edmond	0	0	0	0	
183	Oklahoma County	Edmond	2	2	2	2	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
184	Oklahoma County	Edmond	2	2	2	2	
185	Oklahoma County	Edmond	0	0	0	0	
186	Oklahoma County	Edmond	0	0	0	0	
187	Oklahoma County	Edmond	32	248	474	700	Hampden Hollow approx 200 SF u/c. Vacant residential land.
188	Oklahoma County	Edmond	0	8	23	39	
189	Oklahoma County	Edmond	8	118	294	469	OK. FLUP indicates almost entire TAZ is suburban residential.
199	Oklahoma County	Edmond	39	168	244	319	
200	Oklahoma County	Edmond	179	321	544	767	OK. Meritage Park - 70 VDL.
201	Oklahoma County	Edmond	230	341	463	586	
202	Oklahoma County	Edmond	1345	1651	1732	1813	TAZ is almost built-out.
203	Oklahoma County	Edmond	140	335	339	343	
204	Oklahoma County	Edmond	545	1155	1385	1615	OK. Large parcel in NWC of TAZ with residential land use.
205	Oklahoma County	Edmond	192	543	560	578	Crown Ridge Apts - 160 du.
206	Oklahoma County	Edmond	1475	1686	1957	2228	Birnam Woods is u/c - 100 total units.
207	Oklahoma County	Edmond	838	963	1027	1092	
208	Oklahoma County	Edmond	104	104	104	104	
212	Canadian County	Piedmont	36	141	255	368	
213	Canadian County	Piedmont	159	244	362	479	
214	Canadian County	Piedmont	1	55	160	266	OK. Suburban residential per FLUP.
215	Canadian County	Piedmont	42	132	250	368	
216	Canadian County	Piedmont	319	436	542	649	
217	Canadian County	Piedmont	16	70	142	213	
218	Oklahoma County	Oklahoma County	200	245	264	282	
219	Oklahoma County	Oklahoma County	45	65	88	111	



TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
220	Oklahoma County	Oklahoma County	396	445	460	475	
221	Oklahoma County	Oklahoma County	8	33	63	92	
222	Oklahoma County	Oklahoma County	11	30	65	100	
223	Oklahoma County	Oklahoma City	128	300	304	308	
224	Oklahoma County	Oklahoma City	37	120	120	120	
225	Oklahoma County	Oklahoma City	1189	1495	1841	2187	OK. Thornhill continues to develop. TAZ built-out after.
226	Oklahoma County	Oklahoma City	92	276	302	329	
227	Oklahoma County	Edmond	767	1014	1068	1122	
228	Oklahoma County	Edmond	1003	1116	1191	1266	
229	Oklahoma County	Edmond	60	60	60	60	
230	Oklahoma County	Edmond	1213	1265	1291	1316	
231	Oklahoma County	Edmond	0	0	0	0	
232	Oklahoma County	Edmond	866	1033	1041	1048	
233	Oklahoma County	Edmond	475	479	479	479	OK. 2010 Census is low.
234	Oklahoma County	Edmond	1486	1572	1602	1632	
235	Oklahoma County	Edmond	387	470	495	520	
236	Oklahoma County	Edmond	182	216	237	258	
237	Oklahoma County	Edmond	842	873	878	882	
238	Oklahoma County	Edmond	568	605	617	629	
239	Oklahoma County	Edmond	641	754	956	1158	
240	Oklahoma County	Edmond	71	173	373	572	
241	Oklahoma County	Edmond	38	116	116	117	
242	Oklahoma County	Edmond	29	156	363	571	OK. Hidden Lake - Large lot residential, half of TAZ is undeveloped.
254	Canadian County	Piedmont	0	0	0	0	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
255	Canadian County	Piedmont	285	401	502	604	
256	Canadian County	Piedmont	139	225	342	459	
257	Canadian County	Piedmont	209	299	420	541	
258	Canadian County	Piedmont	208	594	1032	1470	Circle V Ranch Estates - 159 SF total after construction. 3/4 TAZ is vacant.
259	Canadian County	Piedmont	75	126	217	307	
260	Oklahoma County	Oklahoma County	184	217	248	280	
261	Oklahoma County	Oklahoma County	55	73	98	123	
262	Oklahoma County	Oklahoma City	10	30	62	94	
263	Oklahoma County	Oklahoma City	66	1218	3162	5106	The Grove - 1,300 unit planned development. <a href="http://newsok.com/article/3280433">http://newsok.com/article/3280433</a>
264	Oklahoma County	Oklahoma City	544	2850	3301	3753	Valencia Park - over 500 hh's in 2010, 450 built since.
265	Oklahoma County	Oklahoma City	2411	3704	3925	4145	1150 du at 2010, 100 built since and Barrington is U/C.
266	Oklahoma County	Oklahoma City	253	676	1413	2151	Rush Brook - 455 homes planned and currently u/c.
267	Oklahoma County	Edmond	1552	1636	1657	1678	
268	Oklahoma County	Edmond	739	836	893	949	
269	Oklahoma County	Edmond	539	571	580	589	
270	Oklahoma County	Edmond	585	607	610	613	
271	Oklahoma County	Edmond	1672	2277	2520	2763	FLUP indicates vacant land will develop as 203 SF in central portion of TAZ.
272	Oklahoma County	Edmond	1663	1670	1670	1670	
273	Oklahoma County	Edmond	523	597	637	677	
274	Oklahoma County	Edmond	36	48	65	82	
275	Oklahoma County	Edmond	847	1016	1073	1130	OK.
276	Oklahoma County	Edmond	117	250	250	250	
277	Oklahoma County	Edmond	621	712	802	891	
278	Oklahoma County	Edmond	256	276	290	304	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
279	Oklahoma County	Edmond	199	211	212	213	
280	Oklahoma County	Edmond	356	395	434	473	University of Central Oklahoma. Census 2010 is incorrect. All GQ, no HH.
281	Oklahoma County	Edmond	685	740	801	861	
282	Oklahoma County	Edmond	215	230	247	264	2035 and 2005 are high. Little residential development.
283	Oklahoma County	Edmond	987	1095	1096	1097	
284	Oklahoma County	Edmond	585	652	692	731	
285	Oklahoma County	Edmond	2419	3255	3274	3293	Large parcel zoned residential in NE portion of TAZ.
286	Oklahoma County	Edmond	655	836	1042	1249	OK.
287	Oklahoma County	Edmond	653	778	922	1065	TAZ is almost built-out. Currently 268 du's per parcel records.
288	Oklahoma County	Edmond	75	586	700	815	Porches at Arbor Creek and Arbor Creek at the Summit have over 250 units currently.
289	Oklahoma County	Edmond	33	35	36	37	
290	Oklahoma County	Edmond	32	34	36	38	
291	Oklahoma County	Edmond	97	248	381	514	OK.
292	Oklahoma County	Edmond	37	149	361	572	Growth is too robust. Large lot residential in small TAZ.
308	Canadian County	Piedmont	1236	1641	2002	2363	Large portion of TAZ is vacant with residential land uses.
309	Canadian County	Piedmont	263	338	384	430	
310	Canadian County	Piedmont	523	669	759	849	
311	Canadian County	Piedmont	207	430	460	491	
312	Canadian County	Piedmont	8	60	101	141	
313	Oklahoma County	Oklahoma County	13	29	59	89	
314	Oklahoma County	Oklahoma County	9	25	58	90	
315	Oklahoma County	Oklahoma County	121	168	188	208	
316	Oklahoma County	Oklahoma County	2	17	48	78	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
317	Oklahoma County	Oklahoma City	2	188	328	469	Princeton Parke and Bluff Creek Canyon are currently u/c.
318	Oklahoma County	Oklahoma City	525	1410	1624	1839	OK. Rose Creek CC, over 200 homes built since 2010 and land available.
319	Oklahoma County	Oklahoma City	616	1213	2483	3752	915 du currently per parcel file. Clifford Farms, Woodvine and Silver Hawk. TAZ will continue to grow.
320	Oklahoma County	Oklahoma City	1631	2004	2054	2103	TAZ is built-out.
321	Oklahoma County	Oklahoma City	2051	2153	2276	2400	Growth is high, smaller parcels available.
322	Oklahoma County	Edmond	1678	1809	1891	1973	
323	Oklahoma County	Edmond	693	732	765	799	
324	Oklahoma County	Edmond	68	75	84	94	
325	Oklahoma County	Edmond	349	390	432	474	
326	Oklahoma County	Edmond	816	847	851	856	
327	Oklahoma County	Edmond	622	776	996	1216	OK. Vacant parcels zoned SF and MF.
328	Oklahoma County	Edmond	7	14	14	14	
329	Oklahoma County	Edmond	154	166	171	177	
330	Oklahoma County	Edmond	334	334	334	334	
331	Oklahoma County	Edmond	230	261	279	296	
332	Oklahoma County	Edmond	316	370	394	418	
333	Oklahoma County	Edmond	198	212	215	218	
334	Oklahoma County	Edmond	2912	3267	3327	3387	Little growth since 2010, parcels confirm. Almost built-out.
335	Oklahoma County	Edmond	534	564	621	679	
336	Oklahoma County	Edmond	29	74	167	260	
347	Oklahoma County	Oklahoma City	2051	2682	2996	3309	OK. Griffin Park currently U/C.
348	Oklahoma County	Edmond	1061	1099	1108	1117	
349	Oklahoma County	Edmond	1642	1799	1806	1813	
350	Oklahoma County	Edmond	833	836	836	836	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
351	Oklahoma County	Edmond	0	0	0	0	
352	Oklahoma County	Edmond	0	0	0	0	
353	Oklahoma County	Edmond	1194	1430	1476	1521	
354	Oklahoma County	Edmond	317	363	426	488	Portion of Coffee Creek Apt homes.
355	Oklahoma County	Edmond	247	285	311	338	
356	Oklahoma County	Edmond	120	120	120	120	
357	Oklahoma County	Edmond	47	69	112	154	
358	Oklahoma County	Edmond	302	322	330	338	
359	Oklahoma County	Edmond	69	74	74	74	
360	Oklahoma County	Edmond	143	151	152	153	
361	Oklahoma County	Edmond	243	261	265	270	
362	Oklahoma County	Edmond	92	97	99	102	
363	Oklahoma County	Edmond	919	1059	1212	1365	
364	Oklahoma County	Edmond	431	453	455	456	
365	Oklahoma County	Edmond	216	229	243	258	
366	Oklahoma County	Edmond	151	159	161	162	
367	Oklahoma County	Edmond	824	1013	1093	1173	Most vacant land is commercial.
368	Oklahoma County	Edmond	126	141	154	168	
369	Oklahoma County	Edmond	30	105	105	105	
370	Oklahoma County	Edmond	16	107	239	372	
378	Canadian County	Oklahoma City	34	78	152	226	
379	Canadian County	Piedmont	6	76	211	345	
380	Canadian County	Oklahoma City	10	36	87	137	
381	Canadian County	Oklahoma City	1	13	37	60	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
382	Oklahoma County	Oklahoma City	5	100	197	294	
383	Oklahoma County	Oklahoma City	51	153	301	448	
384	Oklahoma County	Oklahoma City	127	919	1115	1312	Deer Creek Village, Wynchase, Montague etc. all currently u/c.
385	Oklahoma County	Oklahoma City	1022	2279	2586	2893	OK. Lone Oak Pointe & Still Meadows Ph 2 still developing.
386	Oklahoma County	Oklahoma City	544	1447	1547	1647	Currently 800 SF per parcels records and Ironstone still developing.
387	Oklahoma County	Oklahoma City	1475	1688	1747	1807	
388	Oklahoma County	Oklahoma City	2062	3454	3604	3755	Census 2010 showed 1166 du. TAZ has added approximately 200 SF since. Almost built-out.
389	Oklahoma County	Oklahoma City	1263	2055	2472	2889	Future LU indicates large residential parcels, both SF and MF, available in the SWC of the TAZ.
390	Oklahoma County	Oklahoma City	1855	2588	2783	2977	OK. Over 130 SF built since 2010.
391	Oklahoma County	Edmond	1885	2279	2338	2397	
392	Oklahoma County	Edmond	1247	1601	1775	1950	OK. Hidden Prairie at Keller Pt. and Village at Copper Lake U/C.
393	Oklahoma County	Edmond	274	294	297	300	
394	Oklahoma County	Edmond	0	0	0	0	
395	Oklahoma County	Edmond	441	465	466	467	
396	Oklahoma County	Edmond	332	352	363	373	
397	Oklahoma County	Edmond	367	525	550	575	
398	Oklahoma County	Edmond	529	551	559	566	
399	Oklahoma County	Edmond	940	1063	1157	1250	
400	Oklahoma County	Edmond	808	836	849	862	
401	Oklahoma County	Edmond	811	853	878	903	
402	Oklahoma County	Edmond	80	84	86	87	
403	Oklahoma County	Edmond	1389	1594	1734	1874	OK. Thornebrook Manor is currently u/c then TAZ is built-out.
404	Oklahoma County	Edmond	257	274	278	282	
405	Oklahoma County	Edmond	235	235	237	238	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
406	Oklahoma County	Edmond	1097	1214	1317	1420	
407	Oklahoma County	Edmond	285	406	507	608	
408	Oklahoma County	Edmond	92	197	294	391	
423	Canadian County	Oklahoma City	4	10	14	18	
424	Canadian County	Oklahoma City	106	156	244	333	
425	Canadian County	Oklahoma City	867	1006	1010	1014	
426	Canadian County	Oklahoma City	89	132	206	279	
427	Canadian County	Oklahoma City	22	70	87	104	
428	Oklahoma County	Oklahoma City	17	113	208	303	
429	Oklahoma County	Oklahoma City	25	56	122	188	
430	Oklahoma County	Oklahoma City	0	0	125	250	
431	Oklahoma County	Oklahoma City	1542	2269	2429	2590	835 du's at 2010. Significant vacant land available with residential future land use.
432	Oklahoma County	Oklahoma City	53	130	158	185	
433	Oklahoma County	Oklahoma City	0	63	185	306	Growth is high for vacant land w/SF residential LU.
434	Oklahoma County	Oklahoma City	1746	2339	2751	3164	TAZ just north of Quail Springs Mall. Will see significant residential development.
435	Oklahoma County	Oklahoma City	1977	2754	3083	3412	Quail Lakes, Residences @ N. Penn, Sycamore Farms - 1058 du plus SF.
436	Oklahoma County	Oklahoma City	1063	1119	1176	1233	
437	Oklahoma County	Oklahoma City	0	0	0	0	
438	Oklahoma County	Edmond	0	0	0	0	
439	Oklahoma County	Edmond	0	0	0	0	
440	Oklahoma County	Edmond	1042	2180	2248	2316	OK. Villas at Stonebridge - 484 units built in 2007.
441	Oklahoma County	Edmond	127	129	129	129	
442	Oklahoma County	Edmond	1412	1447	1478	1509	
443	Oklahoma County	Edmond	1059	1097	1106	1115	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
444	Oklahoma County	Edmond	589	620	623	626	
445	Oklahoma County	Edmond	392	395	395	395	
446	Oklahoma County	Edmond	274	360	487	613	
447	Oklahoma County	Edmond	30	32	34	36	
448	Oklahoma County	Edmond	61	167	319	472	
461	Canadian County	Oklahoma City	44	79	131	183	
462	Canadian County	Oklahoma City	82	275	275	275	
463	Canadian County	Oklahoma City	337	618	635	652	
464	Oklahoma County	Oklahoma City	1658	1963	2298	2634	OK. Residential parcels available for future development.
465	Oklahoma County	Oklahoma City	19	50	80	111	
466	Oklahoma County	Oklahoma City	0	0	0	0	
467	Oklahoma County	Oklahoma City	966	982	1010	1039	
468	Oklahoma County	Oklahoma City	0	0	0	0	
469	Oklahoma County	Oklahoma City	0	0	0	0	
470	Oklahoma County	Oklahoma City	846	959	1111	1262	
471	Oklahoma County	Oklahoma City	0	0	0	0	
472	Oklahoma County	Oklahoma City	1938	2147	2291	2435	OK.
473	Oklahoma County	Oklahoma City	0	0	0	0	
474	Oklahoma County	Oklahoma City	0	0	0	0	
475	Oklahoma County	Oklahoma City	1172	1241	1242	1243	
476	Oklahoma County	Edmond	108	122	135	148	
477	Oklahoma County	Oklahoma City	271	1307	1338	1370	Fountain Lake Apts - 530 du.
478	Oklahoma County	Oklahoma City	854	930	1054	1178	Oklahoma Christian University.
479	Oklahoma County	Oklahoma City	1418	1711	2070	2429	Large parcel zoned residential in NE portion of TAZ.



TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
480	Oklahoma County	Oklahoma City	1382	1621	1698	1774	
481	Oklahoma County	Oklahoma City	928	1279	1388	1497	OK.
482	Oklahoma County	Oklahoma City	767	920	1154	1388	OK. Large parcel with residential land use should develop.
483	Oklahoma County	Oklahoma City	1148	1192	1201	1209	
484	Oklahoma County	Edmond	256	281	307	332	
485	Oklahoma County	Oklahoma City	171	196	224	251	Growth is too high, TAZ is almost built-out.
491	Canadian County	Canadian County	251	304	404	504	
492	Canadian County	Oklahoma City	16	50	116	181	
493	Canadian County	Oklahoma City	0	0	0	0	
494	Canadian County	Oklahoma City	0	0	2	3	
495	Canadian County	Oklahoma City	27	44	79	113	
496	Canadian County	Oklahoma City	0	0	0	0	
497	Oklahoma County	Oklahoma City	557	931	1166	1400	OK. The Grand and Ponderosa Estates are currently developing.
498	Oklahoma County	Oklahoma City	1800	2364	2528	2691	OK.
499	Oklahoma County	Oklahoma City	3155	3455	3460	3465	TAZ is built-out.
500	Oklahoma County	Oklahoma City	2078	3068	3778	4489	Census 2010 had 1325 SF, 100 added since w/190 VDL. 828 MF currently. Almost built-out.
501	Oklahoma County	Oklahoma City	2389	2585	2666	2747	OK. TAZ is built-out. Mercy Hospital and Greene CC.
502	Oklahoma County	Oklahoma City	1814	1942	1987	2032	
503	Oklahoma County	Oklahoma City	3049	4309	4377	4445	2258 total DU per 2010 Census, could see another complex per land use plan.
504	Oklahoma County	Oklahoma City	1685	1810	1819	1828	
505	Oklahoma County	Oklahoma City	1436	1468	1517	1567	The Highland Apts make up entirety of TAZ. 900 du.
506	Oklahoma County	Oklahoma City	345	610	905	1200	New apt development - 287 units. <a href="http://www.theallianceokc.org/blog/2016/03/development-across-metro">http://www.theallianceokc.org/blog/2016/03/development-across-metro</a>
507	Oklahoma County	Oklahoma City	0	0	0	0	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
508	Oklahoma County	Oklahoma City	0	0	0	0	
509	Oklahoma County	Oklahoma City	0	0	0	0	
510	Oklahoma County	Oklahoma City	0	0	0	0	
511	Oklahoma County	Oklahoma City	0	0	0	0	
512	Oklahoma County	Oklahoma City	919	1072	1316	1560	OK.
513	Oklahoma County	Oklahoma City	85	126	202	278	
514	Oklahoma County	Oklahoma City	263	392	527	663	
515	Oklahoma County	Oklahoma City	2	54	132	210	
525	Canadian County	Oklahoma City	93	153	238	323	
526	Canadian County	Oklahoma City	6	28	72	116	
527	Canadian County	Oklahoma City	940	1034	1138	1242	
528	Canadian County	Oklahoma City	1585	1785	2001	2217	Growth is reasonable.
529	Canadian County	Oklahoma City	25	54	111	168	
530	Canadian County	Oklahoma City	0	0	0	0	
531	Canadian County	Oklahoma City	4	18	44	69	
532	Oklahoma County	Oklahoma City	2110	2706	2941	3177	OK. Chapel Creek currently U/C.
533	Oklahoma County	Oklahoma City	920	1078	1092	1107	TAZ is built-out.
534	Oklahoma County	Oklahoma City	1850	2284	2355	2426	FLUP indicates vacant land available for development.
535	Oklahoma County	Oklahoma City	1244	1257	1266	1275	TAZ is built-out.
536	Oklahoma County	Oklahoma City	990	1032	1055	1077	
537	Oklahoma County	Oklahoma City	1671	1801	1842	1884	568 at Census 2010, little built since. TAZ is built-out.
538	Oklahoma County	Oklahoma City	1451	1497	1578	1659	
539	Oklahoma County	Oklahoma City	2985	3384	3659	3933	OK. Arbors and Glenhurst still developing.
540	Oklahoma County	Oklahoma City	873	1044	1307	1570	OK. SW portion of TAZ is vacant with a residential land use.

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
541	Oklahoma County	Oklahoma City	1376	1628	1720	1812	
542	Oklahoma County	Oklahoma City	1660	1701	1715	1729	TAZ is almost built-out.
543	Oklahoma County	Oklahoma City	775	806	814	822	
544	Oklahoma County	Oklahoma City	1179	1226	1244	1261	
545	Oklahoma County	Oklahoma City	1419	1525	1533	1542	
546	Oklahoma County	Oklahoma City	2490	2797	2987	3177	OK.
547	Oklahoma County	Oklahoma City	2841	3291	3398	3505	OK. Chisholm Village will further develop.
548	Oklahoma County	Oklahoma City	1631	2002	2158	2314	OK. Silverhorn GC, Summit Ridge currently U/C.
549	Oklahoma County	Oklahoma City	97	179	284	390	
550	Oklahoma County	Oklahoma City	112	152	222	293	
551	Oklahoma County	Oklahoma City	352	495	677	860	OK. Residences currently u/c in Stonemill Manor, Oakdale Park and Woodland Hills.
552	Oklahoma County	Oklahoma City	1	86	250	414	OK. Significant land available for residential development per FLUP.
563	Canadian County	Oklahoma City	100	174	247	320	
564	Canadian County	Oklahoma City	66	183	185	186	
565	Oklahoma County	Oklahoma City	2064	2145	2209	2273	TAZ is almost built-out.
566	Oklahoma County	Oklahoma City	1749	1888	2090	2292	TAZ is built-out.
567	Oklahoma County	Oklahoma City	1031	1114	1165	1217	
568	Oklahoma County	Oklahoma City	2348	2474	2499	2525	
569	Oklahoma County	Oklahoma City	1171	1260	1317	1374	
570	Oklahoma County	The Village	890	924	931	937	
571	Oklahoma County	The Village	1354	1520	1666	1812	OK. 2010 is incorrect. Villas at the Vineyard and Hawthorne currently u/c then TAZ is built-out.
572	Oklahoma County	Oklahoma City	2002	2131	2181	2232	
576	Canadian County	Canadian County	264	291	316	341	
577	Canadian County	Oklahoma City	118	162	232	302	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
578	Canadian County	Oklahoma City	36	61	107	154	
579	Canadian County	Oklahoma City	3	16	42	68	
580	Canadian County	Oklahoma City	634	1588	1794	2000	450 SF at Census 2010, over 300 homes constructed btw 2010 and 15. VDL in Summerhill and Sundance Ridge.
581	Canadian County	Oklahoma City	157	200	232	264	
582	Canadian County	Oklahoma City	0	0	0	0	
583	Canadian County	Oklahoma City	461	542	649	756	
584	Oklahoma County	Oklahoma City	0	0	0	0	
585	Oklahoma County	Oklahoma City	2098	2773	2791	2808	OK. Lawson Farms is U/C.
586	Oklahoma County	Oklahoma City	1581	1814	1854	1895	OK.
587	Oklahoma County	Oklahoma City	832	1351	1578	1805	432 HH at Census 2010. Large parcel designated MF should develop.
588	Oklahoma County	Oklahoma City	1444	1485	1563	1642	
589	Oklahoma County	Oklahoma City	1387	1429	1440	1452	Growth too robust. 688 du currently per parcel file and built-out.
590	Oklahoma County	Oklahoma City	1295	1368	1389	1411	
591	Oklahoma County	The Village	1075	1217	1337	1457	
592	Oklahoma County	The Village	1022	1130	1210	1290	
593	Oklahoma County	Oklahoma City	1479	1727	2082	2437	OK.
594	Oklahoma County	Oklahoma City	830	860	865	869	
595	Oklahoma County	Oklahoma City	1236	1579	1863	2147	OK. Redevelopment and residential future land use.
596	Oklahoma County	Oklahoma City	49	139	302	466	Large vacant portion in NEC of TAZ has residential land use.
597	Oklahoma County	Oklahoma City	23	71	168	264	
598	Oklahoma County	Oklahoma City	225	309	415	520	
599	Oklahoma County	Oklahoma City	206	317	449	581	
600	Oklahoma County	Oklahoma City	42	143	231	320	
608	Canadian County	Canadian County	64	192	196	200	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
609	Canadian County	Oklahoma City	20	44	92	140	
610	Canadian County	Oklahoma City	368	391	429	467	
611	Canadian County	Oklahoma City	18	40	82	123	
612	Canadian County	Oklahoma City	20	47	101	155	
613	Canadian County	Oklahoma City	6	24	59	93	
614	Canadian County	Oklahoma City	8	45	119	194	
615	Canadian County	Oklahoma City	0	0	0	0	
616	Canadian County	Oklahoma City	102	338	359	380	Calm Springs and Crestone Ridge currently u/c.
617	Oklahoma County	Oklahoma City	2570	2793	2894	2995	
618	Oklahoma County	Oklahoma City	1465	1507	1540	1574	
619	Oklahoma County	Oklahoma City	966	1018	1031	1045	
620	Oklahoma County	Oklahoma City	1030	1210	1249	1288	
621	Oklahoma County	Oklahoma City	14	40	59	77	
622	Oklahoma County	Oklahoma City	1976	2114	2150	2186	
623	Oklahoma County	Oklahoma City	1871	2067	2075	2083	
624	Oklahoma County	Oklahoma City	716	733	735	737	
625	Oklahoma County	Oklahoma City	1509	1555	1584	1612	
626	Oklahoma County	Oklahoma City	0	0	0	0	
627	Oklahoma County	Oklahoma City	1580	1680	1716	1751	
628	Oklahoma County	Nichols Hills	1828	1925	1949	1973	
629	Oklahoma County	Nichols Hills	1635	1780	1948	2116	
630	Oklahoma County	Oklahoma City	2053	2078	2114	2149	
631	Oklahoma County	Oklahoma City	454	516	565	614	
632	Oklahoma County	Oklahoma City	584	650	707	765	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
633	Oklahoma County	Oklahoma City	2449	2595	2649	2703	
634	Oklahoma County	Oklahoma City	91	252	258	263	
635	Oklahoma County	Oklahoma City	113	189	289	388	
636	Oklahoma County	Oklahoma City	123	198	300	401	
637	Oklahoma County	Oklahoma City	34	108	252	397	
638	Oklahoma County	Oklahoma City	139	187	284	380	
652	Oklahoma County	Oklahoma City	1859	2067	2107	2147	Growth is high. TAZ is almost built-out.
653	Oklahoma County	Oklahoma City	286	301	306	310	
654	Oklahoma County	Oklahoma City	1934	1947	1974	2001	2010 is incorrect. Lakeside Village Apts. TAZ is built-out.
655	Oklahoma County	Warr Acres	0	0	0	0	
656	Oklahoma County	Oklahoma City	423	451	462	473	
657	Oklahoma County	Oklahoma City	1634	1746	1765	1784	
658	Oklahoma County	Nichols Hills	300	302	306	309	
659	Oklahoma County	Nichols Hills	1143	1220	1240	1260	
660	Oklahoma County	Oklahoma City	0	0	0	0	
661	Oklahoma County	Oklahoma City	639	759	881	1002	
667	Canadian County	Yukon	48	80	136	192	
668	Canadian County	Yukon	75	102	142	181	
669	Canadian County	Yukon	15	41	80	120	
670	Canadian County	Yukon	13	64	137	209	
671	Canadian County	Oklahoma City	75	179	287	396	
672	Canadian County	Oklahoma City	0	0	0	0	
673	Oklahoma County	Oklahoma City	91	270	278	286	
674	Oklahoma County	Bethany	2176	2312	2333	2354	OK. TAZ is almost built-out.

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
675	Oklahoma County	Oklahoma City	1671	1741	1748	1755	2010 is incorrect. Lakeside Village Apts. TAZ is built-out.
676	Oklahoma County	Warr Acres	1432	1716	1724	1731	
677	Oklahoma County	Oklahoma City	2051	2203	2293	2383	
678	Oklahoma County	Oklahoma City	402	470	488	506	
679	Oklahoma County	Oklahoma City	1232	1407	1634	1862	Wedgewood Village Apts - 302 du, Garden Gate patio homes.
680	Oklahoma County	Oklahoma City	13	33	53	73	
681	Oklahoma County	Oklahoma City	907	938	947	957	
682	Oklahoma County	Oklahoma City	1172	1231	1235	1239	
683	Oklahoma County	Nichols Hills	1736	1835	1862	1889	
684	Oklahoma County	Nichols Hills	1000	1069	1107	1145	
685	Oklahoma County	Oklahoma City	0	0	0	0	
686	Oklahoma County	Nichols Hills	6	7	8	10	
687	Oklahoma County	Oklahoma City	91	117	158	199	
688	Oklahoma County	Oklahoma City	0	0	0	0	
689	Oklahoma County	Oklahoma City	0	0	0	0	
690	Oklahoma County	Oklahoma City	0	0	0	0	
691	Oklahoma County	Oklahoma City	714	842	1072	1302	OK.
692	Oklahoma County	Oklahoma City	292	400	570	739	OK. Room for residential development per zoning.
693	Oklahoma County	Oklahoma City	0	0	0	0	
694	Oklahoma County	Oklahoma City	50	171	401	631	OK.
695	Oklahoma County	Oklahoma City	37	44	49	53	
696	Oklahoma County	Oklahoma City	58	117	202	286	
709	Canadian County	Yukon	17	40	73	106	
710	Canadian County	Oklahoma City	19	31	51	72	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
711	Canadian County	Oklahoma City	0	0	0	0	
712	Canadian County	Oklahoma City	150	444	446	447	
713	Oklahoma County	Bethany	1756	2201	2487	2773	OK.
714	Oklahoma County	Bethany	1953	2112	2220	2328	
715	Oklahoma County	Warr Acres	1560	1699	1783	1867	
716	Oklahoma County	Warr Acres	1047	1135	1164	1194	
717	Oklahoma County	Oklahoma City	2250	2685	2871	3057	
718	Oklahoma County	Oklahoma City	374	389	403	416	Danforth Senior Center. Rest of TAZ is park.
719	Oklahoma County	Oklahoma City	2792	2887	3001	3115	OK. TAZ is almost built-out, no residential construction since 2008.
720	Oklahoma County	Oklahoma City	1850	1934	1936	1938	
721	Oklahoma County	Oklahoma City	105	112	117	122	
722	Oklahoma County	Oklahoma City	0	0	0	0	
723	Oklahoma County	Oklahoma City	119	133	148	162	
724	Oklahoma County	Oklahoma City	703	763	770	777	
725	Oklahoma County	Oklahoma City	0	0	0	0	
726	Oklahoma County	Oklahoma City	0	4	11	18	
727	Oklahoma County	Oklahoma City	1242	1322	1334	1345	
728	Oklahoma County	Oklahoma City	53	98	100	103	
729	Oklahoma County	Oklahoma City	906	1254	1267	1280	
730	Oklahoma County	Oklahoma City	0	0	0	0	Roadway ROW.
731	Oklahoma County	Oklahoma City	0	0	0	0	
732	Oklahoma County	Oklahoma City	0	0	0	0	
733	Oklahoma County	Oklahoma City	199	219	229	240	
734	Oklahoma County	Oklahoma City	1388	1462	1483	1504	



TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
735	Oklahoma County	Nichols Hills	1056	1110	1113	1116	
736	Oklahoma County	Oklahoma City	0	0	0	0	
737	Oklahoma County	Oklahoma City	681	746	784	823	Waterford Condos. 2005 and 2035 are high.
738	Oklahoma County	Oklahoma City	351	402	432	461	
739	Oklahoma County	Oklahoma City	0	0	0	0	
740	Oklahoma County	Oklahoma City	123	143	163	183	
741	Oklahoma County	Oklahoma City	6	39	102	165	
742	Oklahoma County	Oklahoma City	516	559	619	678	
743	Oklahoma County	Oklahoma City	172	242	345	449	
744	Oklahoma County	Oklahoma City	95	115	135	155	
745	Oklahoma County	Oklahoma City	177	1992	2241	2490	Lincoln @ Central Park - 708 MF built 2006.
746	Oklahoma County	Oklahoma City	594	619	628	637	
747	Oklahoma County	Oklahoma City	39	115	263	411	OK.
748	Oklahoma County	Oklahoma City	1541	1667	1752	1837	
749	Oklahoma County	Oklahoma City	9	56	122	187	
750	Oklahoma County	Oklahoma City	67	133	148	163	
766	Canadian County	Yukon	18	65	165	265	
767	Canadian County	Yukon	40	140	222	304	
768	Canadian County	Canadian County	24	69	156	243	
769	Canadian County	Yukon	28	92	187	282	
770	Canadian County	Yukon	436	465	505	545	
771	Canadian County	Yukon	2864	3291	3505	3719	OK.
772	Canadian County	Oklahoma City	1862	1962	2059	2155	
773	Canadian County	Oklahoma City	635	1031	1070	1108	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
774	Canadian County	Oklahoma City	0	0	0	0	
775	Oklahoma County	Bethany	453	510	565	620	
776	Oklahoma County	Bethany	962	1000	1012	1024	
777	Oklahoma County	Bethany	1718	1815	1869	1923	
778	Oklahoma County	Bethany	1015	1075	1082	1089	
779	Oklahoma County	Oklahoma City	2606	2769	2818	2866	
780	Oklahoma County	Oklahoma City	1778	1903	1919	1935	TAZ is almost built-out.
781	Oklahoma County	Oklahoma City	519	576	621	665	
782	Oklahoma County	Oklahoma City	890	951	988	1025	
783	Oklahoma County	Oklahoma City	73	110	133	155	
784	Oklahoma County	Oklahoma City	1979	2086	2100	2113	
785	Oklahoma County	Oklahoma City	228	263	312	360	
786	Oklahoma County	Oklahoma City	2875	3032	3057	3082	OK. TAZ is built-out.
787	Oklahoma County	Oklahoma City	224	257	300	344	
792	Oklahoma County	Oklahoma City	0	0	0	0	
793	Oklahoma County	Oklahoma City	0	0	0	0	
795	Oklahoma County	Oklahoma City	0	0	0	0	
796	Oklahoma County	Oklahoma City	9	11	15	20	
797	Oklahoma County	Oklahoma City	0	0	0	0	
799	Oklahoma County	Oklahoma City	10	11	12	12	
803	Oklahoma County	Oklahoma City	23	36	39	43	
813	Canadian County	Yukon	278	297	303	309	OK. TAZ is almost built-out.
814	Canadian County	Yukon	161	176	188	199	OK. TAZ is almost built-out.
815	Canadian County	Oklahoma City	771	906	1096	1287	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
816	Canadian County	Oklahoma City	341	434	589	744	OK.
817	Oklahoma County	Bethany	929	964	977	989	OK. TAZ is built-out.
818	Oklahoma County	Bethany	696	737	762	786	OK. TAZ is almost built-out.
819	Oklahoma County	Bethany	803	973	980	987	OK.
820	Oklahoma County	Warr Acres	267	358	367	377	OK. 128 MF at Woodbrier Apts. plus 70 SF.
821	Oklahoma County	Oklahoma City	576	634	643	653	
822	Oklahoma County	Oklahoma City	260	285	301	318	OK. TAZ is almost built-out.
823	Oklahoma County	Oklahoma City	0	0	0	0	
824	Oklahoma County	Oklahoma City	0	0	0	0	
825	Oklahoma County	Oklahoma City	194	212	228	244	
826	Oklahoma County	Oklahoma City	441	476	500	525	
827	Oklahoma County	Oklahoma City	1191	1319	1355	1391	
852	Canadian County	Oklahoma City	21	36	41	46	
853	Canadian County	Oklahoma City	23	43	47	52	
854	Canadian County	Oklahoma City	4	12	27	42	
855	Canadian County	Oklahoma City	4	18	47	75	
856	Canadian County	Yukon	752	989	1045	1100	
857	Canadian County	Yukon	596	636	668	700	
858	Canadian County	Yukon	785	857	894	932	
859	Canadian County	Yukon	642	670	696	721	
860	Canadian County	Yukon	1539	1651	1683	1715	
861	Canadian County	Yukon	575	617	660	703	
862	Canadian County	Yukon	1163	1315	1405	1495	
863	Canadian County	Yukon	2527	2675	2731	2786	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
864	Canadian County	Oklahoma City	3742	5040	5126	5213	OK. 1500 Occupied du per 2010 Census still some residential land to develop in Southern portion of TAZ.
865	Canadian County	Oklahoma City	0	0	0	0	
866	Canadian County	Oklahoma City	3	47	136	226	
867	Canadian County	Oklahoma City	0	0	0	0	
868	Oklahoma County	Bethany	1296	1369	1391	1412	
869	Oklahoma County	Bethany	990	1031	1046	1061	
870	Oklahoma County	Bethany	1914	2141	2388	2635	One large vacant parcel designated residential.
871	Oklahoma County	Bethany	1456	1564	1593	1621	
872	Oklahoma County	Bethany	2226	2363	2416	2469	
873	Oklahoma County	Bethany	2179	2336	2414	2492	
874	Oklahoma County	Oklahoma City	1960	2136	2264	2392	
875	Oklahoma County	Oklahoma City	2555	2690	2704	2718	
876	Oklahoma County	Oklahoma City	1112	1247	1369	1492	
877	Oklahoma County	Oklahoma City	1056	1071	1087	1102	
878	Oklahoma County	Oklahoma City	1231	1330	1386	1442	
879	Oklahoma County	Oklahoma City	1445	1620	1766	1912	OK.
880	Oklahoma County	Oklahoma City	241	247	248	248	
881	Oklahoma County	Oklahoma City	146	165	184	203	
882	Oklahoma County	Oklahoma City	765	795	802	808	
883	Oklahoma County	Oklahoma City	2439	2586	2609	2632	
884	Oklahoma County	Oklahoma City	334	354	356	358	
885	Oklahoma County	Oklahoma City	1196	1310	1412	1514	
886	Oklahoma County	Oklahoma City	682	684	686	688	
935	Canadian County	Oklahoma City	7	30	76	122	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
936	Canadian County	Oklahoma City	23	49	87	125	
937	Canadian County	Oklahoma City	9	31	71	112	
938	Canadian County	Oklahoma City	3	18	47	76	
939	Canadian County	Yukon	0	0	0	0	
940	Canadian County	Yukon	557	599	647	695	
941	Canadian County	Yukon	498	623	660	696	
942	Canadian County	Yukon	1363	1437	1460	1483	
943	Canadian County	Yukon	2043	2341	2355	2369	OK. 55 homes built since 2010 in Stone Mill.
944	Canadian County	Yukon	0	0	5	9	
945	Canadian County	Oklahoma City	54	162	281	399	
946	Canadian County	Oklahoma City	0	0	0	0	
947	Canadian County	Oklahoma City	0	0	0	0	
948	Canadian County	Oklahoma City	548	620	673	725	
949	Oklahoma County	Oklahoma City	1672	1746	1828	1909	Little construction post-2010.
950	Oklahoma County	Bethany	2531	2637	2673	2709	2010 Cenus is low.
951	Oklahoma County	Bethany	1891	2127	2319	2511	OK. TAZ is almost built-out.
952	Oklahoma County	Oklahoma City	1780	1977	2028	2078	TAZ is almost built-out.
953	Oklahoma County	Oklahoma City	1203	1444	1637	1830	OK. Possible MF development in future.
954	Oklahoma County	Oklahoma City	2565	2760	2818	2875	
955	Oklahoma County	Oklahoma City	319	341	347	354	
956	Oklahoma County	Oklahoma City	1664	1680	1685	1691	
957	Oklahoma County	Oklahoma City	1428	1515	1528	1541	
1007	Canadian County	Yukon	0	0	0	0	
1008	Canadian County	Oklahoma City	0	0	0	0	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
1009	Canadian County	Yukon	1329	1380	1390	1401	
1010	Canadian County	Oklahoma City	611	1025	1223	1421	Large portion of TAZ is vacant with a residential land use.
1011	Canadian County	Oklahoma City	0	2	2	3	
1012	Canadian County	Oklahoma City	0	0	0	0	
1013	Canadian County	Oklahoma City	53	78	109	140	
1014	Canadian County	Oklahoma City	3028	3102	3192	3283	OK. Large Mobile Home Parks. 2010 is low.
1015	Oklahoma County	Oklahoma City	1495	1781	2135	2488	OK. West Oaks will see further construction.
1016	Oklahoma County	Oklahoma City	1477	1549	1585	1621	TAZ is almost built-out.
1017	Oklahoma County	Oklahoma City	2376	2528	2555	2583	OK. TAZ is almost built-out. Heritage Ridge, Chestnut Hills Apts. 2010 Census is low.
1018	Oklahoma County	Oklahoma City	1787	2542	3004	3465	OK. Redevelopment and another MF complex possible.
1019	Oklahoma County	Oklahoma City	7	10	18	25	
1020	Oklahoma County	Oklahoma City	1379	1558	1646	1733	Growth is too robust with vacant land available.
1021	Oklahoma County	Oklahoma City	1100	1245	1277	1310	Little room for further development.
1022	Oklahoma County	Oklahoma City	2309	2434	2465	2497	
1023	Oklahoma County	Oklahoma City	1236	1501	1648	1794	OK. Alfalfa addition could see future residential.
1024	Oklahoma County	Oklahoma City	603	638	666	695	
1025	Oklahoma County	Oklahoma City	1838	1871	1892	1914	
1026	Oklahoma County	Oklahoma City	1427	1513	1527	1541	
1027	Oklahoma County	Oklahoma City	0	0	0	0	
1175	Canadian County	Oklahoma City	93	130	183	235	
1176	Canadian County	Oklahoma City	16	43	97	150	
1177	Canadian County	Oklahoma City	106	177	180	182	
1178	Canadian County	Oklahoma City	1184	1329	1510	1692	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
1179	Canadian County	Oklahoma City	2449	2653	2838	3023	OK.
1180	Canadian County	Oklahoma City	0	0	0	0	
1181	Canadian County	Oklahoma City	0	0	0	0	
1182	Canadian County	Oklahoma City	0	0	0	0	
1183	Canadian County	Oklahoma City	0	0	0	0	
1184	Canadian County	Oklahoma City	0	0	0	0	
1185	Canadian County	Oklahoma City	8	23	57	91	
1186	Oklahoma County	Oklahoma City	1302	1444	1583	1723	OK.
1187	Oklahoma County	Oklahoma City	5	10	11	12	
1188	Oklahoma County	Oklahoma City	1464	1529	1605	1680	Census 2010 reported 644 households at 2010. Little room for growth.
1189	Oklahoma County	Oklahoma City	0	0	0	0	
1190	Oklahoma County	Oklahoma City	0	0	0	0	
1191	Oklahoma County	Oklahoma City	0	0	0	0	
1192	Oklahoma County	Oklahoma City	0	0	0	0	
1193	Oklahoma County	Oklahoma City	492	583	717	850	Little construction post-2010. HU's mainly mobile homes.
1194	Oklahoma County	Oklahoma City	0	0	0	0	
1195	Oklahoma County	Oklahoma City	0	0	0	0	
1196	Oklahoma County	Oklahoma City	0	0	0	0	
1197	Oklahoma County	Oklahoma City	207	230	261	291	
1401	Canadian County	Oklahoma City	12	38	86	134	
1402	Canadian County	Oklahoma City	34	66	127	189	
1403	Canadian County	Oklahoma City	272	858	1053	1248	Large vacant parcels that will develop as SF residential, 120 homes built since 2010.
1404	Canadian County	Oklahoma City	2138	2779	2882	2984	OK.
1405	Canadian County	Oklahoma City	966	1021	1062	1102	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
1406	Canadian County	Oklahoma City	1646	1737	1761	1786	
1407	Canadian County	Oklahoma City	873	2411	2847	3284	Over 1000 MF units currently, will see further residential growth.
1408	Canadian County	Oklahoma City	0	0	0	0	
1409	Canadian County	Oklahoma City	0	0	0	0	OK. Portion zoned industrial.
1410	Canadian County	Oklahoma City	0	0	0	0	OK. ROW.
1411	Canadian County	Oklahoma City	2993	3135	3185	3235	OK. Most remaining land zoned commercial and industrial.
1412	Canadian County	Oklahoma City	0	0	0	0	
1413	Canadian County	Oklahoma City	0	0	0	0	
1414	Canadian County	Oklahoma City	99	119	130	141	
1415	Oklahoma County	Oklahoma City	0	0	0	0	
1416	Oklahoma County	Oklahoma City	80	555	752	948	Anatole on Macarthur North Apts. - 304 du. Possibly more MF complexes in future.
1417	Oklahoma County	Oklahoma City	0	0	0	0	
1418	Oklahoma County	Oklahoma City	2	4	4	4	
1419	Oklahoma County	Oklahoma City	2	2	2	2	
1420	Oklahoma County	Oklahoma City	2	2	2	2	
1421	Oklahoma County	Oklahoma City	0	0	0	0	
1422	Oklahoma County	Oklahoma City	38	42	49	55	
1423	Oklahoma County	Oklahoma City	0	0	0	0	
1424	Oklahoma County	Oklahoma City	0	0	0	0	
1425	Oklahoma County	Oklahoma City	179	233	290	348	
1426	Oklahoma County	Oklahoma City	7	9	12	16	
1582	Canadian County	Oklahoma City	28	69	98	128	
1583	Canadian County	Oklahoma City	1575	2932	3077	3223	OK. Chapel Ridge of Yukon - 200 MF, Sycamore Gardens grew by over 200 SF since 2010.
1584	Oklahoma County	Oklahoma City	46	138	309	480	OK. Main residential portion in SWC of TAZ should develop residentially.



TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
1585	Oklahoma County	Oklahoma City	0	2	2	3	
1586	Oklahoma County	Oklahoma City	4	28	51	75	
1587	Oklahoma County	Oklahoma City	0	0	0	0	
1588	Oklahoma County	Oklahoma City	0	0	0	0	
1589	Oklahoma County	Oklahoma City	0	0	0	0	
1590	Oklahoma County	Oklahoma City	0	0	0	0	
1591	Oklahoma County	Oklahoma City	0	0	0	0	
1592	Oklahoma County	Oklahoma City	234	263	298	332	
1593	Oklahoma County	Oklahoma City	3	6	9	12	
1629	Canadian County	Oklahoma City	23	59	127	194	
1630	Canadian County	Oklahoma City	18	54	122	189	
1631	Canadian County	Oklahoma City	80	108	155	201	
1632	Canadian County	Oklahoma City	505	620	741	861	
1633	Canadian County	Oklahoma City	739	897	959	1021	
1634	Canadian County	Oklahoma City	1530	1632	1816	1999	232 MF units built in 2003 per Highland Pointe West website. Growth ok.
1635	Canadian County	Oklahoma City	2123	2508	2565	2623	OK.
1636	Canadian County	Oklahoma City	2480	2785	3345	3904	Fountaingrass subdivision is still under construction.
1637	Oklahoma County	Oklahoma City	354	578	995	1411	Large parcels of vacant land zoned residential.
1638	Oklahoma County	Oklahoma City	296	312	323	334	Mobile Homes. Vacant land designated for commercial uses.
1639	Oklahoma County	Oklahoma City	326	374	399	424	
1640	Oklahoma County	Oklahoma City	266	283	287	291	
1641	Oklahoma County	Oklahoma City	640	723	827	931	
1642	Oklahoma County	Oklahoma City	1118	1226	1316	1407	
1643	Oklahoma County	Oklahoma City	1588	1706	1773	1840	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
1644	Oklahoma County	Oklahoma City	1893	2020	2126	2232	
1645	Oklahoma County	Oklahoma City	815	871	923	975	
1646	Oklahoma County	Oklahoma City	1000	1077	1119	1161	
1690	Canadian County	Oklahoma City	0	8	9	10	
1691	Canadian County	Oklahoma City	95	128	182	237	
1692	Canadian County	Oklahoma City	251	391	479	568	
1693	Canadian County	Oklahoma City	147	187	241	294	
1694	Canadian County	Oklahoma City	129	178	263	349	
1695	Canadian County	Oklahoma City	62	202	220	239	
1696	Canadian County	Oklahoma City	161	403	629	855	Large sections of TAZ zoned SF1, should see a few subdivisions in future.
1697	Canadian County	Oklahoma City	630	2397	3205	4013	Currently 750 SF per parcels records and more vacant land zoned SF1.
1698	Oklahoma County	Oklahoma City	1366	1742	2164	2586	Currently, almost 600 total units w/100 VDL. Plenty of vacant land zoned SF.
1699	Oklahoma County	Oklahoma City	0	0	0	0	
1700	Oklahoma County	Oklahoma City	3	3	3	4	
1701	Oklahoma County	Oklahoma City	4	5	7	9	
1702	Oklahoma County	Oklahoma City	83	93	104	115	
1703	Oklahoma County	Oklahoma City	1308	1333	1337	1341	
1704	Oklahoma County	Oklahoma City	0	0	0	0	
1705	Oklahoma County	Oklahoma City	1720	1862	1865	1867	
1706	Oklahoma County	Oklahoma City	0	0	0	0	
1707	Oklahoma County	Oklahoma City	280	342	395	449	
1708	Oklahoma County	Oklahoma City	1361	1390	1407	1423	
1744	Oklahoma County	Oklahoma City	0	2	5	7	
1745	Oklahoma County	Oklahoma City	0	0	0	0	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
1746	Oklahoma County	Oklahoma City	35	45	63	80	
1747	Oklahoma County	Oklahoma City	0	0	0	0	
1748	Oklahoma County	Oklahoma City	0	0	0	0	
1749	Oklahoma County	Oklahoma City	0	0	0	0	
1750	Oklahoma County	Oklahoma City	0	0	0	0	
1751	Oklahoma County	Oklahoma City	709	751	778	805	
1752	Oklahoma County	Oklahoma City	255	285	318	351	
1753	Oklahoma County	Oklahoma City	2337	2523	2587	2650	
1754	Oklahoma County	Oklahoma City	750	865	868	871	
1755	Oklahoma County	Oklahoma City	1548	1626	1642	1657	
1756	Oklahoma County	Oklahoma City	1230	1267	1285	1303	
1786	Canadian County	Oklahoma City	84	156	224	293	
1787	Canadian County	Oklahoma City	54	99	153	206	
1788	Canadian County	Oklahoma City	38	68	128	187	
1789	Canadian County	Oklahoma City	216	311	401	491	
1790	Canadian County	Oklahoma City	205	310	313	316	
1791	Canadian County	Oklahoma City	63	140	208	276	
1792	Canadian County	Oklahoma City	120	167	256	344	
1793	Canadian County	Oklahoma City	35	108	189	271	
1794	Canadian County	Oklahoma City	24	331	908	1484	220 parcels are zoned SF per parcel file in Silver Leaf West and Crystal Hill Estates.
1795	Oklahoma County	Oklahoma City	130	1235	1259	1284	485 Parcels are currently SF or MF. Brighton Pointe, Fieldstone, St. James Pointe Subs.
1796	Oklahoma County	Oklahoma City	0	150	444	737	Clearwater subdivision will have over 150 SF.
1797	Oklahoma County	Oklahoma City	15	77	182	287	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
1798	Oklahoma County	Oklahoma City	5	5	6	7	
1799	Oklahoma County	Oklahoma City	98	110	123	137	
1800	Oklahoma County	Oklahoma City	0	0	0	0	
1801	Oklahoma County	Oklahoma City	1202	1370	1418	1466	
1802	Oklahoma County	Oklahoma City	754	779	801	822	
1803	Oklahoma County	Oklahoma City	1748	1834	1853	1871	
1833	Canadian County	Oklahoma City	127	170	253	335	
1834	Canadian County	Oklahoma City	244	287	350	413	
1835	Canadian County	Mustang	253	523	747	972	Hunter's Hill subdivision currently u/c.
1836	Canadian County	Mustang	3106	3720	3892	4065	OK.
1837	Canadian County	Mustang	2348	2946	3186	3426	OK.
1838	Canadian County	Mustang	1750	2429	2665	2901	OK. Savannah Lakes and Sara Homestead Ph III still developing.
1839	Canadian County	Mustang	582	715	924	1132	
1840	Canadian County	Canadian County	1118	1393	1923	2453	Half of TAZ is vacant and zoned suburban residential. 2035 is low.
1841	Oklahoma County	Oklahoma City	42	195	280	365	
1842	Oklahoma County	Oklahoma City	21	109	237	365	
1843	Oklahoma County	Oklahoma City	0	2	5	7	
1844	Oklahoma County	Oklahoma City	215	301	406	511	
1845	Oklahoma County	Oklahoma City	0	0	0	0	
1846	Oklahoma County	Oklahoma City	0	0	0	0	
1847	Oklahoma County	Oklahoma City	0	0	0	0	
1848	Oklahoma County	Oklahoma City	2311	2338	2349	2361	
1849	Oklahoma County	Oklahoma City	1812	1975	2032	2090	
1881	Oklahoma County	Oklahoma City	1753	1773	1793	1813	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
1882	Oklahoma County	Oklahoma City	644	674	679	685	
1894	Canadian County	Oklahoma City	40	72	131	189	
1895	Canadian County	Oklahoma City	72	97	143	190	
1896	Canadian County	Mustang	1044	1264	1567	1870	OK. Spittler Lake Estates is currently u/c. Future growth likely.
1897	Canadian County	Mustang	624	700	788	877	Growth is too robust, TAZ is almost built-out.
1898	Canadian County	Mustang	2877	3044	3374	3705	Large, vacant parcels designated residential in southern section of TAZ.
1899	Canadian County	Mustang	2008	2736	3070	3405	OK. Large vacant parcels with residential land use designation in southern portion of TAZ.
1900	Canadian County	Mustang	354	480	679	878	
1901	Canadian County	Mustang	572	669	762	855	
1902	Oklahoma County	Oklahoma City	1179	1360	1648	1936	
1903	Oklahoma County	Oklahoma City	76	156	265	375	
1904	Oklahoma County	Oklahoma City	0	0	0	0	
1905	Oklahoma County	Oklahoma City	0	0	0	0	
1906	Oklahoma County	Oklahoma City	2618	2784	2856	2929	Oklahoma City Comm College, TAZ is built-out.
1928	Canadian County	Oklahoma City	27	59	119	179	
1929	Canadian County	Oklahoma City	27	57	106	155	
1930	Canadian County	Oklahoma City	165	200	265	331	
1931	Canadian County	Oklahoma City	89	156	213	270	
1932	Canadian County	Oklahoma City	295	336	386	437	
1933	Canadian County	Oklahoma City	0	25	74	122	
1934	Canadian County	Oklahoma City	0	0	10	19	
1935	Canadian County	Oklahoma City	78	108	140	171	
1936	Canadian County	Oklahoma City	215	253	310	367	
1937	Cleveland County	Oklahoma City	0	0	0	0	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
1938	Cleveland County	Oklahoma City	0	0	0	0	
1939	Cleveland County	Cleveland County	0	0	0	0	
1940	Cleveland County	Oklahoma City	2898	3261	3521	3780	
1967	Canadian County	Oklahoma City	176	209	268	327	
1968	Canadian County	Oklahoma City	197	229	291	354	
1969	Cleveland County	Oklahoma City	419	759	868	977	OK. Large, mostly vacant rural TAZ.
1970	Cleveland County	Oklahoma City	4	6	9	12	
1986	Canadian County	Oklahoma City	133	181	229	277	
1987	Canadian County	Oklahoma City	18	54	59	64	
1998	Canadian County	Oklahoma City	164	250	321	392	
1999	Canadian County	Oklahoma City	62	96	157	217	
2000	Cleveland County	Oklahoma City	513	1141	1618	2096	Currently, 415 du per parcel records. Room to grow.
2001	Cleveland County	Oklahoma City	0	0	0	0	
2027	Cleveland County	Oklahoma City	154	340	345	350	

### C. RDS Employment Data

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
65	Canadian County	Canadian County	93	95	99	103	
66	Canadian County	Piedmont	3	3	3	4	
67	Canadian County	Piedmont	2	2	2	2	
68	Canadian County	Canadian County	0	0	0	0	
69	Oklahoma County	Oklahoma County	0	0	0	0	LEHD is incorrect.
70	Oklahoma County	Oklahoma County	0	0	0	0	
71	Oklahoma County	Oklahoma County	3	3	3	3	
72	Oklahoma County	Oklahoma County	2	2	2	2	
73	Oklahoma County	Oklahoma County	0	0	0	0	
74	Oklahoma County	Oklahoma County	8	8	8	8	
75	Oklahoma County	Oklahoma County	1	1	1	1	
76	Oklahoma County	Oklahoma County	29	29	29	30	
77	Oklahoma County	Oklahoma County	8	8	8	9	
78	Oklahoma County	Edmond	163	168	178	188	
79	Oklahoma County	Edmond	271	277	291	305	
80	Oklahoma County	Edmond	25	30	42	54	
81	Oklahoma County	Edmond	3	9	21	33	
82	Oklahoma County	Edmond	7	7	7	7	
83	Logan County	Guthrie	60	60	60	60	
84	Logan County	Guthrie	13	13	13	13	
85	Logan County	Guthrie	110	112	116	120	
86	Oklahoma County	Oklahoma County	61	80	124	169	LEHD is high.
87	Oklahoma County	Edmond	0	0	0	0	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
88	Oklahoma County	Oklahoma County	36	36	36	37	
99	Oklahoma County	Edmond	22	22	22	23	
100	Oklahoma County	Edmond	1	1	1	1	
101	Oklahoma County	Edmond	29	29	30	31	
102	Oklahoma County	Edmond	0	0	0	0	
103	Oklahoma County	Edmond	10	10	10	10	
104	Oklahoma County	Edmond	26	26	26	26	
105	Oklahoma County	Edmond	0	2	5	9	
106	Oklahoma County	Edmond	94	97	104	111	
107	Oklahoma County	Edmond	406	410	420	429	
108	Oklahoma County	Edmond	4	4	4	4	
109	Oklahoma County	Edmond	0	0	0	0	
110	Oklahoma County	Edmond	0	0	0	0	
111	Oklahoma County	Edmond	0	0	0	0	
118	Canadian County	Canadian County	3	3	3	3	
119	Canadian County	Piedmont	9	9	9	9	
120	Canadian County	Piedmont	3	3	3	3	
121	Canadian County	Piedmont	4	4	4	4	
122	Canadian County	Canadian County	0	0	0	0	
123	Canadian County	Canadian County	0	0	0	0	
124	Oklahoma County	Oklahoma County	21	21	21	21	
125	Oklahoma County	Oklahoma County	7	7	7	7	
126	Oklahoma County	Oklahoma County	1	1	1	1	
127	Oklahoma County	Oklahoma County	3	3	3	3	



TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
128	Oklahoma County	Oklahoma County	2	2	2	2	
129	Oklahoma County	Oklahoma County	0	0	0	0	
130	Oklahoma County	Oklahoma County	0	0	0	0	
131	Oklahoma County	Oklahoma County	114	115	115	115	
132	Oklahoma County	Oklahoma County	18	18	18	19	
133	Oklahoma County	Edmond	118	121	125	130	
134	Oklahoma County	Edmond	10	10	10	11	
135	Oklahoma County	Edmond	8	9	12	14	
136	Oklahoma County	Edmond	139	152	182	212	
137	Oklahoma County	Edmond	0	0	1	2	
138	Oklahoma County	Edmond	3	5	11	17	
139	Oklahoma County	Edmond	11	13	17	22	
140	Oklahoma County	Edmond	0	4	21	38	
141	Oklahoma County	Edmond	1	8	36	63	
142	Oklahoma County	Edmond	0	3	13	22	
143	Oklahoma County	Edmond	0	0	0	0	
144	Oklahoma County	Edmond	0	0	0	0	
145	Oklahoma County	Edmond	0	0	0	0	
155	Canadian County	Piedmont	3	3	3	3	
156	Canadian County	Piedmont	0	0	0	0	
157	Canadian County	Canadian County	13	15	20	25	
158	Canadian County	Canadian County	0	0	0	0	
159	Oklahoma County	Oklahoma County	24	24	24	24	
160	Oklahoma County	Oklahoma County	9	9	9	9	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
161	Oklahoma County	Oklahoma County	180	181	183	186	LEHD is high. Deer Creek HS.
162	Oklahoma County	Oklahoma County	96	96	97	98	
163	Oklahoma County	Oklahoma County	0	0	0	0	
164	Oklahoma County	Oklahoma County	2	2	2	2	
165	Oklahoma County	Oklahoma County	16	16	16	17	
166	Oklahoma County	Edmond	0	0	0	0	
167	Oklahoma County	Oklahoma County	40	40	40	40	
168	Oklahoma County	Edmond	30	31	33	35	
169	Oklahoma County	Edmond	18	18	20	21	
170	Oklahoma County	Edmond	1	1	1	1	
171	Oklahoma County	Edmond	5	5	5	6	
172	Oklahoma County	Edmond	150	168	208	249	Cheyenne MS, Mitch Park YMCA, Edmond Parks and Rec.
173	Oklahoma County	Edmond	108	111	117	124	
174	Oklahoma County	Edmond	39	43	54	64	
175	Oklahoma County	Edmond	160	169	189	208	
176	Oklahoma County	Edmond	0	2	8	15	
177	Oklahoma County	Edmond	18	29	39	50	
178	Oklahoma County	Edmond	53	54	56	58	
179	Oklahoma County	Edmond	43	45	51	57	
180	Oklahoma County	Edmond	8	8	8	9	
181	Oklahoma County	Edmond	0	0	0	0	
182	Oklahoma County	Edmond	0	12	60	108	OK. Commercial land use.
183	Oklahoma County	Edmond	0	8	43	78	OK.
184	Oklahoma County	Edmond	0	2	8	14	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
185	Oklahoma County	Edmond	0	4	21	37	
186	Oklahoma County	Edmond	0	0	0	0	
187	Oklahoma County	Edmond	0	0	0	0	
188	Oklahoma County	Edmond	0	0	0	0	
189	Oklahoma County	Edmond	2	2	2	2	
199	Oklahoma County	Edmond	0	3	9	16	
200	Oklahoma County	Edmond	4	6	9	13	
201	Oklahoma County	Edmond	0	0	0	1	
202	Oklahoma County	Edmond	260	313	435	557	Big Box retail in NEC and SWC of TAZ. LEHD is very high.
203	Oklahoma County	Edmond	62	169	255	340	OK. Touchmark @ Coffee Creek Retirement, Village Center Office/Retail.
204	Oklahoma County	Edmond	119	125	137	149	
205	Oklahoma County	Edmond	31	42	67	93	
206	Oklahoma County	Edmond	51	55	66	76	
207	Oklahoma County	Edmond	37	38	43	48	
208	Oklahoma County	Edmond	5	29	84	139	OK. Land in northern portion of TAZ is zoned commercial.
212	Canadian County	Piedmont	4	4	4	4	
213	Canadian County	Piedmont	7	8	9	11	LEHD is high.
214	Canadian County	Piedmont	3	4	7	9	
215	Canadian County	Piedmont	0	0	0	0	
216	Canadian County	Piedmont	37	38	40	42	
217	Canadian County	Piedmont	1	2	4	6	
218	Oklahoma County	Oklahoma County	3	3	3	3	
219	Oklahoma County	Oklahoma County	0	0	0	0	
220	Oklahoma County	Oklahoma County	33	33	33	33	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
221	Oklahoma County	Oklahoma County	0	0	0	0	
222	Oklahoma County	Oklahoma County	18	18	18	19	
223	Oklahoma County	Oklahoma City	0	1	5	8	
224	Oklahoma County	Oklahoma City	0	3	11	19	
225	Oklahoma County	Oklahoma City	17	17	19	20	
226	Oklahoma County	Oklahoma City	0	0	0	0	
227	Oklahoma County	Edmond	127	174	202	230	
228	Oklahoma County	Edmond	64	86	136	187	OK. Kohl's, Dollar Tree, LA Fitness, restaurants. LEHD is high.
229	Oklahoma County	Edmond	0	0	0	0	
230	Oklahoma County	Edmond	110	113	117	122	
231	Oklahoma County	Edmond	6	11	24	36	
232	Oklahoma County	Edmond	205	207	212	216	
233	Oklahoma County	Edmond	27	29	31	32	
234	Oklahoma County	Edmond	495	502	517	531	
235	Oklahoma County	Edmond	31	33	37	41	
236	Oklahoma County	Edmond	463	477	508	539	
237	Oklahoma County	Edmond	189	193	202	211	
238	Oklahoma County	Edmond	25	26	29	31	
239	Oklahoma County	Edmond	71	73	79	84	
240	Oklahoma County	Edmond	2	11	33	55	
241	Oklahoma County	Edmond	0	40	200	359	Majority of future land use in TAZ is office. Nothing currently.
242	Oklahoma County	Edmond	0	0	0	0	
254	Canadian County	Piedmont	3	3	3	3	
255	Canadian County	Piedmont	139	164	222	280	Piedmont Primary and HS, commercial available in SEC of TAZ.

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
256	Canadian County	Piedmont	14	14	15	16	
257	Canadian County	Piedmont	23	23	23	23	
258	Canadian County	Piedmont	3	3	3	3	
259	Canadian County	Piedmont	21	21	23	24	
260	Oklahoma County	Oklahoma County	8	8	8	8	
261	Oklahoma County	Oklahoma County	0	0	0	0	
262	Oklahoma County	Oklahoma City	30	32	35	39	
263	Oklahoma County	Oklahoma City	0	11	25	40	
264	Oklahoma County	Oklahoma City	0	7	23	39	LEHD is high.
265	Oklahoma County	Oklahoma City	142	222	270	317	
266	Oklahoma County	Oklahoma City	7	7	7	7	
267	Oklahoma County	Edmond	144	148	156	163	
268	Oklahoma County	Edmond	16	17	18	19	
269	Oklahoma County	Edmond	50	52	53	55	
270	Oklahoma County	Edmond	21	21	21	21	
271	Oklahoma County	Edmond	751	812	852	893	Walmart Supercenter/Homestead Plaza, Aldi and other neighborhood retail.
272	Oklahoma County	Edmond	321	340	383	425	Hobby Lobby store, Bricktown Brewery, neighborhood retail.
273	Oklahoma County	Edmond	368	379	403	426	
274	Oklahoma County	Edmond	85	88	97	106	
275	Oklahoma County	Edmond	52	53	54	56	
276	Oklahoma County	Edmond	1355	1376	1419	1462	Sprouts, many restaurants and small retail. Seton Catholic School.
277	Oklahoma County	Edmond	117	124	131	138	
278	Oklahoma County	Edmond	11	11	12	13	
279	Oklahoma County	Edmond	181	184	190	197	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
280	Oklahoma County	Edmond	1492	1721	1917	2112	University of Central Oklahoma. 2005 and 2035 are low.
281	Oklahoma County	Edmond	2487	2589	2815	3041	University of Central OK. Currently 2900 emp per OKC Chamber.
282	Oklahoma County	Edmond	9	9	9	10	
283	Oklahoma County	Edmond	290	296	310	324	
284	Oklahoma County	Edmond	953	1008	1131	1255	OU Medical Center - Edmond. <a href="http://www.oumedicine.com/Edmond/about-ou-medical-center-edmond">http://www.oumedicine.com/Edmond/about-ou-medical-center-edmond</a>
285	Oklahoma County	Edmond	343	376	407	437	Kickingbird GC, Medical Clinic.
286	Oklahoma County	Edmond	41	47	56	66	
287	Oklahoma County	Edmond	164	172	190	208	
288	Oklahoma County	Edmond	103	115	141	167	
289	Oklahoma County	Edmond	0	0	0	0	
290	Oklahoma County	Edmond	23	23	23	24	
291	Oklahoma County	Edmond	0	19	70	120	Northern portion is vacant with commercial land use.
292	Oklahoma County	Edmond	11	11	11	12	
308	Canadian County	Piedmont	371	441	491	542	Piedmont Elem, Middle & Intmdte. City offices.
309	Canadian County	Piedmont	162	199	283	367	OK.
310	Canadian County	Piedmont	63	69	83	96	
311	Canadian County	Piedmont	0	0	0	0	
312	Canadian County	Piedmont	51	53	59	65	
313	Oklahoma County	Oklahoma County	0	0	0	0	
314	Oklahoma County	Oklahoma County	72	72	73	74	
315	Oklahoma County	Oklahoma County	54	54	54	54	
316	Oklahoma County	Oklahoma County	0	0	0	0	
317	Oklahoma County	Oklahoma City	12	12	12	12	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
318	Oklahoma County	Oklahoma City	235	263	315	366	Rose Creek GC. Vacant commercial on periphery of TAZ.
319	Oklahoma County	Oklahoma City	32	33	35	37	
320	Oklahoma County	Oklahoma City	54	56	60	65	
321	Oklahoma County	Oklahoma City	209	234	290	347	The Goddard School, neighborhood retail.
322	Oklahoma County	Edmond	231	242	251	261	
323	Oklahoma County	Edmond	202	203	206	209	
324	Oklahoma County	Edmond	0	0	0	0	
325	Oklahoma County	Edmond	158	160	165	169	
326	Oklahoma County	Edmond	77	78	80	82	
327	Oklahoma County	Edmond	486	497	520	542	
328	Oklahoma County	Edmond	144	152	170	188	
329	Oklahoma County	Edmond	862	876	905	934	
330	Oklahoma County	Edmond	44	44	44	44	
331	Oklahoma County	Edmond	141	143	145	147	
332	Oklahoma County	Edmond	13	13	13	13	
333	Oklahoma County	Edmond	1503	1556	1673	1790	University Plaza Retail - Target, Lowe's. State Bureau of Investigation.
334	Oklahoma County	Edmond	1548	1584	1661	1738	Bryant Square SC, neighborhood retail and small office.
335	Oklahoma County	Edmond	353	401	426	451	OK. Five hotels, small retail.
336	Oklahoma County	Edmond	133	137	145	153	
347	Oklahoma County	Oklahoma City	161	205	246	287	OK. NEC of TAZ zoned retail.
348	Oklahoma County	Edmond	140	141	143	146	
349	Oklahoma County	Edmond	396	408	434	460	
350	Oklahoma County	Edmond	443	448	457	466	
351	Oklahoma County	Edmond	167	168	169	170	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
352	Oklahoma County	Edmond	555	572	608	644	Mainly small offices, retail and St. Anthony's community hospital.
353	Oklahoma County	Edmond	586	599	629	658	
354	Oklahoma County	Edmond	30	32	38	44	
355	Oklahoma County	Edmond	76	123	151	180	
356	Oklahoma County	Edmond	245	254	273	292	
357	Oklahoma County	Edmond	70	218	300	382	
358	Oklahoma County	Edmond	723	736	763	790	
359	Oklahoma County	Edmond	60	60	60	61	
360	Oklahoma County	Edmond	45	45	45	45	
361	Oklahoma County	Edmond	103	105	107	109	
362	Oklahoma County	Edmond	287	291	301	310	
363	Oklahoma County	Edmond	190	191	193	196	
364	Oklahoma County	Edmond	316	320	329	337	
365	Oklahoma County	Edmond	198	200	204	208	LEHD is high.
366	Oklahoma County	Edmond	40	41	44	48	12K SF Retail. LEHD is high.
367	Oklahoma County	Edmond	25	83	117	151	Sam's Club.
368	Oklahoma County	Edmond	48	225	334	443	OK. Walmart Supercenter, Braums, Circle K.
369	Oklahoma County	Edmond	0	6	21	36	
370	Oklahoma County	Edmond	0	0	0	1	
378	Canadian County	Oklahoma City	1	1	1	1	
379	Canadian County	Piedmont	0	0	0	0	
380	Canadian County	Oklahoma City	1	1	1	1	
381	Canadian County	Oklahoma City	0	0	0	0	
382	Oklahoma County	Oklahoma City	1	9	43	77	OK.



TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
383	Oklahoma County	Oklahoma City	271	298	345	391	OK.
384	Oklahoma County	Oklahoma City	1	1	1	1	
385	Oklahoma County	Oklahoma City	55	57	61	66	
386	Oklahoma County	Oklahoma City	143	339	491	643	Tronox Labs, neighborhood retail. Room to grow, SWC is vacant.
387	Oklahoma County	Oklahoma City	478	487	507	527	
388	Oklahoma County	Oklahoma City	109	145	176	208	OK.
389	Oklahoma County	Oklahoma City	263	276	317	357	Summit MS, Haskell Elem. Few parcels in SWC with commercial land uses.
390	Oklahoma County	Oklahoma City	181	202	243	284	Stripcenters, Holy Trinity Catholic School.
391	Oklahoma County	Edmond	290	299	321	343	LEHD is high.
392	Oklahoma County	Edmond	689	781	906	1031	Large vacant parcels with office land use.
393	Oklahoma County	Edmond	1323	1539	1672	1806	OK.
394	Oklahoma County	Edmond	1194	1238	1335	1432	450K SF Retail, TAZ almost built out, adjusted 2005 and 2035
395	Oklahoma County	Edmond	448	456	472	488	TAZ is built-out commercially. Bowling lanes, car care, restaurants. 2005 is low, little built since.
396	Oklahoma County	Edmond	526	534	550	566	
397	Oklahoma County	Edmond	26	27	29	31	
398	Oklahoma County	Edmond	238	242	251	260	
399	Oklahoma County	Edmond	100	103	104	106	
400	Oklahoma County	Edmond	210	212	217	222	
401	Oklahoma County	Edmond	158	162	170	178	
402	Oklahoma County	Edmond	65	67	73	78	
403	Oklahoma County	Edmond	612	630	670	711	OK.
404	Oklahoma County	Edmond	10	10	10	10	
405	Oklahoma County	Edmond	20	20	20	20	
406	Oklahoma County	Edmond	155	167	195	223	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
407	Oklahoma County	Edmond	8	20	54	88	OK, large parcel in NWC with commercial land use.
408	Oklahoma County	Edmond	4	4	4	4	
423	Canadian County	Oklahoma City	0	0	0	0	
424	Canadian County	Oklahoma City	41	47	61	74	
425	Canadian County	Oklahoma City	74	84	109	133	
426	Canadian County	Oklahoma City	5	5	5	5	
427	Canadian County	Oklahoma City	0	0	0	0	
428	Oklahoma County	Oklahoma City	5	5	5	6	
429	Oklahoma County	Oklahoma City	0	550	1086	1622	Paycom Corporate HQ, fast growing business. <a href="http://newsok.com/paycom-projects-growth-at-oklahoma-city-headquarters/article/4875349">http://newsok.com/paycom-projects-growth-at-oklahoma-city-headquarters/article/4875349</a>
430	Oklahoma County	Oklahoma City	26	221	417	612	Integrus Baptist Medical Center West. Currently 6000 emp regionwide per OKC Chamber. Considerable more land available fronting JKT. LEHD is low.
431	Oklahoma County	Oklahoma City	1181	1403	1624	1844	Growth is high. Most vacant land designated residential.
432	Oklahoma County	Oklahoma City	1973	2874	3475	4076	Parkway Commons Office, Crossings Christian school, retail in southern sector.
433	Oklahoma County	Oklahoma City	1849	2283	2548	2813	2035 is low. Prestige Park Office - AAA Insurance, Orange Leaf FroYo, Serva. Significant retail, restaurants and small office complexes. LEHD has 2820 emp at 2010.
434	Oklahoma County	Oklahoma City	309	542	1081	1620	Village at Quail Lakes Mixed-use development.
435	Oklahoma County	Oklahoma City	675	775	1043	1311	SuperTarget, Dick's Sporting Goods and other Quail Springs retail. Large vacant parcel zoned office.
436	Oklahoma County	Oklahoma City	27	30	36	42	LEHD is high. Almost entirely residential.
437	Oklahoma County	Oklahoma City	1010	1615	2127	2639	Ben E Keith, Pepsi, Nestle Purina, NAPA and other warehouse/distribution centers. 2035 is low.
438	Oklahoma County	Edmond	348	357	373	389	2005 and 2035 are low.
439	Oklahoma County	Edmond	600	619	660	702	Discount Tire, Tractor Supply, 82K SF Stripmall.
440	Oklahoma County	Edmond	1119	1289	1404	1519	OK. Edmond Crossing - 160K SF retail.
441	Oklahoma County	Edmond	208	291	350	409	
442	Oklahoma County	Edmond	131	134	140	147	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
443	Oklahoma County	Edmond	140	144	151	159	
444	Oklahoma County	Edmond	25	25	25	25	
445	Oklahoma County	Edmond	34	35	36	38	
446	Oklahoma County	Edmond	48	59	84	110	
447	Oklahoma County	Edmond	1	3	6	8	
448	Oklahoma County	Edmond	4	7	15	23	
461	Canadian County	Oklahoma City	16	16	16	16	
462	Canadian County	Oklahoma City	9	9	10	11	
463	Canadian County	Oklahoma City	36	36	36	37	
464	Oklahoma County	Oklahoma City	443	524	709	895	Mainly small retail and restaurants but will see some larger scale commercial development facing the JK Turnpike.
465	Oklahoma County	Oklahoma City	2985	3094	3337	3579	Mercy Hospital and Health Center. Currently, 3500 emp per OKC Chamber. LEHD is high.
466	Oklahoma County	Oklahoma City	995	1184	1486	1787	2005 is high. Vacant commercial parcels available.
467	Oklahoma County	Oklahoma City	344	359	391	422	
468	Oklahoma County	Oklahoma City	2985	3094	3337	3579	2005 and 2035 are low. Quail Springs Mall 1.1M SF and Village at Quail Spring retail to the east.
469	Oklahoma County	Oklahoma City	686	844	994	1144	Quail Springs Marketplace Retail. Large vacant commercial available in southern sector.
470	Oklahoma County	Oklahoma City	666	699	773	848	Main Event recently constructed with vacant parcel next door.
471	Oklahoma County	Oklahoma City	1194	1259	1404	1548	Three car dealerships, Santa Fe and Memorial Business Parks. Considerable vacant land with industrial flu. 1231 emp per LEHD.
472	Oklahoma County	Oklahoma City	957	1035	1213	1390	OK.
473	Oklahoma County	Oklahoma City	943	1039	1320	1602	Kia and Camper dealerships, Acme Brick, Jasco.
474	Oklahoma County	Oklahoma City	20	20	20	20	
475	Oklahoma County	Oklahoma City	124	135	159	183	Carmax, VW dealership, Hertz. 2005, 2035 and LEHD are high.
476	Oklahoma County	Edmond	0	0	0	0	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
477	Oklahoma County	Oklahoma City	37	38	40	42	
478	Oklahoma County	Oklahoma City	791	838	943	1048	Oklahoma Christian University.
479	Oklahoma County	Oklahoma City	88	90	96	101	
480	Oklahoma County	Oklahoma City	1194	1334	1432	1531	Oklahoma Christian University. 2005 and 2035 are low.
481	Oklahoma County	Oklahoma City	107	114	130	145	LEHD is high.
482	Oklahoma County	Oklahoma City	67	75	89	102	
483	Oklahoma County	Oklahoma City	26	26	26	26	
484	Oklahoma County	Edmond	136	137	139	142	
485	Oklahoma County	Oklahoma City	10	10	10	10	
491	Canadian County	Canadian County	65	73	90	108	
492	Canadian County	Oklahoma City	4	4	4	4	
493	Canadian County	Oklahoma City	0	0	0	0	
494	Canadian County	Oklahoma City	13	13	13	13	
495	Canadian County	Oklahoma City	9	9	9	9	
496	Canadian County	Oklahoma City	0	0	0	0	
497	Oklahoma County	Oklahoma City	129	136	150	164	
498	Oklahoma County	Oklahoma City	639	713	807	902	Francis Tuttle Technology Center.
499	Oklahoma County	Oklahoma City	328	338	358	378	
500	Oklahoma County	Oklahoma City	535	686	774	863	OK.
501	Oklahoma County	Oklahoma City	1904	1995	2199	2402	Mercy Health Center, Greene CC, small business park. TAZ is almost built-out.
502	Oklahoma County	Oklahoma City	795	865	1026	1187	Quail Creek CC. Commercial property that fronts JKT could produce significant EMP.
503	Oklahoma County	Oklahoma City	449	482	558	634	OK.
504	Oklahoma County	Oklahoma City	191	197	212	226	
505	Oklahoma County	Oklahoma City	30	30	30	31	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
506	Oklahoma County	Oklahoma City	901	1260	2088	2916	Chisholm Creek - Walmart, Sam's Club, Cabela's, Top Golf, St. Anthony Hospital.
507	Oklahoma County	Oklahoma City	1	1	1	1	
508	Oklahoma County	Oklahoma City	1313	1375	1514	1652	Globe Monitoring, Baker Hughes, Equipm Techn, Propak, other industrial/manufacturing.
509	Oklahoma County	Oklahoma City	134	179	205	232	
510	Oklahoma County	Oklahoma City	19	23	34	44	
511	Oklahoma County	Oklahoma City	451	643	775	907	
512	Oklahoma County	Oklahoma City	130	135	145	156	
513	Oklahoma County	Oklahoma City	9	9	9	9	
514	Oklahoma County	Oklahoma City	11	11	11	11	
515	Oklahoma County	Oklahoma City	160	176	193	210	
525	Canadian County	Oklahoma City	10	10	10	10	
526	Canadian County	Oklahoma City	3	3	3	3	
527	Canadian County	Oklahoma City	67	70	79	87	
528	Canadian County	Oklahoma City	209	216	231	245	
529	Canadian County	Oklahoma City	17	18	20	22	
530	Canadian County	Oklahoma City	9	9	9	9	
531	Canadian County	Oklahoma City	0	0	0	0	
532	Oklahoma County	Oklahoma City	41	43	47	52	
533	Oklahoma County	Oklahoma City	31	33	39	45	
534	Oklahoma County	Oklahoma City	62	124	179	233	OK. Parcels zoned office available in western portion of TAZ.
535	Oklahoma County	Oklahoma City	173	177	185	192	
536	Oklahoma County	Oklahoma City	224	246	293	341	2005 is high, LEHD is 250. Walmart, Mid-First Bank OC.
537	Oklahoma County	Oklahoma City	817	850	924	997	Putnam City North HS, Dennis Elem, Warwick Crossing SC. Soon will be built-out.

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
538	Oklahoma County	Oklahoma City	271	282	308	333	LEHD is high.
539	Oklahoma County	Oklahoma City	146	171	227	283	OK. Sprouts announced - <a href="http://www.koco.com/news/report-new-sprouts-store-to-open-in-northwest-oklahoma-city/33418964">http://www.koco.com/news/report-new-sprouts-store-to-open-in-northwest-oklahoma-city/33418964</a> , Heritage Point Senior Living.
540	Oklahoma County	Oklahoma City	466	507	600	694	John Marshall HS, WWTP.
541	Oklahoma County	Oklahoma City	1194	1228	1304	1380	2005 is low, growth ok. Hefner Pointe - 222K SF Office
542	Oklahoma County	Oklahoma City	472	490	530	570	Quail Creek Elem, neighborhood retail.
543	Oklahoma County	Oklahoma City	438	450	478	505	
544	Oklahoma County	Oklahoma City	107	112	121	130	
545	Oklahoma County	Oklahoma City	298	309	334	358	2005 and 2035 and LEHD are high. Hoshall SC, Buy For Less.
546	Oklahoma County	Oklahoma City	798	885	974	1063	Heritage Hall School, Fountains Assisted Living, considerable vacant land zoned retail.
547	Oklahoma County	Oklahoma City	537	574	659	743	OK.
548	Oklahoma County	Oklahoma City	12	31	98	165	Silverhorn GC, developable commercial property.
549	Oklahoma County	Oklahoma City	91	97	111	125	
550	Oklahoma County	Oklahoma City	28	28	28	28	
551	Oklahoma County	Oklahoma City	684	714	779	845	Frontier City, four hotels.
552	Oklahoma County	Oklahoma City	969	1017	1124	1231	OK, close to 1M SF warehouse/distribution.
563	Canadian County	Oklahoma City	3	3	3	3	
564	Canadian County	Oklahoma City	49	64	73	83	
565	Oklahoma County	Oklahoma City	57	58	60	62	
566	Oklahoma County	Oklahoma City	94	98	107	116	
567	Oklahoma County	Oklahoma City	83	139	171	203	
568	Oklahoma County	Oklahoma City	329	336	351	366	
569	Oklahoma County	Oklahoma City	1118	1145	1203	1261	Quail Plaza SC - 120K SF, Greystone Elem. TAZ is built-out.
570	Oklahoma County	The Village	107	118	141	164	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
571	Oklahoma County	The Village	1798	1986	2371	2756	OK. The Vineyard.
572	Oklahoma County	Oklahoma City	11	12	13	15	
576	Canadian County	Canadian County	20	20	20	20	
577	Canadian County	Oklahoma City	10	10	10	10	
578	Canadian County	Oklahoma City	0	0	0	0	
579	Canadian County	Oklahoma City	0	0	0	0	
580	Canadian County	Oklahoma City	74	80	93	107	
581	Canadian County	Oklahoma City	19	19	21	22	
582	Canadian County	Oklahoma City	0	0	0	0	
583	Canadian County	Oklahoma City	199	247	358	469	2005 is high. Little commercial curently.
584	Oklahoma County	Oklahoma City	438	542	637	733	LEHD is 662. Some hwy frontage available. Express Employment HQ, three car dealers, Family Leisure store
585	Oklahoma County	Oklahoma City	357	833	1264	1696	Council Crossing SC, Toyota dealer, Harvest Hills Elem.
586	Oklahoma County	Oklahoma City	151	158	173	188	
587	Oklahoma County	Oklahoma City	168	196	211	226	
588	Oklahoma County	Oklahoma City	111	115	122	128	
589	Oklahoma County	Oklahoma City	216	222	236	250	
590	Oklahoma County	Oklahoma City	669	704	784	864	OK.
591	Oklahoma County	The Village	497	520	568	616	2005 and 2035 are high. Only 12K SF office has been built post-2005. TAZ is built-out.
592	Oklahoma County	The Village	102	108	121	133	
593	Oklahoma County	Oklahoma City	488	516	573	629	Casady School, Hupfield Academy. TAZ is almost built- out.
594	Oklahoma County	Oklahoma City	136	141	152	163	
595	Oklahoma County	Oklahoma City	715	752	834	917	OK.
596	Oklahoma County	Oklahoma City	1228	1383	1796	2208	Significant vacant commercial land available for TAZ to double.
597	Oklahoma County	Oklahoma City	103	111	119	127	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
598	Oklahoma County	Oklahoma City	50	55	66	76	
599	Oklahoma County	Oklahoma City	622	655	782	910	US Foods distribution center, Corrections Center, gas station. LEHD showed 626 emp in 2010.
600	Oklahoma County	Oklahoma City	58	85	165	244	TJ Campbell Construction. TAZ will see future commercial growth along IH35.
608	Canadian County	Canadian County	0	0	0	0	
609	Canadian County	Oklahoma City	0	0	0	0	
610	Canadian County	Oklahoma City	93	100	116	132	
611	Canadian County	Oklahoma City	11	11	11	11	
612	Canadian County	Oklahoma City	0	0	0	0	
613	Canadian County	Oklahoma City	2	2	2	2	
614	Canadian County	Oklahoma City	0	0	0	0	
615	Canadian County	Oklahoma City	0	4	21	38	
616	Canadian County	Oklahoma City	0	5	22	38	
617	Oklahoma County	Oklahoma City	132	135	142	148	
618	Oklahoma County	Oklahoma City	134	139	150	160	
619	Oklahoma County	Oklahoma City	43	44	47	51	
620	Oklahoma County	Oklahoma City	4269	4546	5173	5799	OK. Siver Springs Crossing retail, Rockwell and Glade Industrial Parks. Vacant land zoned office, industrial and commercial.
621	Oklahoma County	Oklahoma City	676	703	764	825	OK. Archdiocese of OKC, retail in the eastern section of TAZ. TAZ is almost built-out.
622	Oklahoma County	Oklahoma City	622	644	692	741	OK, Wiley Post School and retail in southern portion of TAZ.
623	Oklahoma County	Oklahoma City	341	349	366	382	
624	Oklahoma County	Oklahoma City	808	845	927	1010	5909 NWE Office - 96K SF and other small office and retail.
625	Oklahoma County	Oklahoma City	185	192	208	225	
626	Oklahoma County	Oklahoma City	398	421	487	553	Lake Hefner, GC and marina. Little room for growth.
627	Oklahoma County	Oklahoma City	794	859	1007	1155	Only commercial since 2005 is 50K SF Office. TAZ almost built-out.



TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
628	Oklahoma County	Nichols Hills	448	456	472	488	TAZ is built-out. Two elementaries and 103K SF retail.
629	Oklahoma County	Nichols Hills	327	338	363	388	
630	Oklahoma County	Oklahoma City	296	308	335	361	
631	Oklahoma County	Oklahoma City	534	554	599	644	OK.
632	Oklahoma County	Oklahoma City	228	238	261	284	
633	Oklahoma County	Oklahoma City	694	716	764	811	Neighborhood retail, N. Highland Elem, few commercial parcels remain.
634	Oklahoma County	Oklahoma City	1402	1473	1632	1792	American Fidelity Insurance bought former OK Publishing HQ, will have 1,100 emp on site.
635	Oklahoma County	Oklahoma City	230	243	273	302	
636	Oklahoma County	Oklahoma City	62	62	63	64	
637	Oklahoma County	Oklahoma City	25	28	34	40	
638	Oklahoma County	Oklahoma City	30	80	174	267	OK. Commercial beginning to develop along IH35. Printing Company and Bobcat dealership.
652	Oklahoma County	Oklahoma City	34	36	42	48	
653	Oklahoma County	Oklahoma City	1065	1098	1173	1247	OK. Retail and hotel development along Northwest Expwy.
654	Oklahoma County	Oklahoma City	22	22	23	24	
655	Oklahoma County	Warr Acres	2350	2462	2714	2966	OK. Hertz Technology offices.
656	Oklahoma County	Oklahoma City	323	338	352	365	2005 and 2010 are high. One section of stripmall is only commercial. Very small TAZ. LEHD is 349 emp.
657	Oklahoma County	Oklahoma City	612	696	757	818	OK.
658	Oklahoma County	Nichols Hills	237	241	250	260	
659	Oklahoma County	Nichols Hills	885	912	972	1031	Nichols Hills City Offices, Fire, PD. Small office and retail.
660	Oklahoma County	Oklahoma City	1094	1135	1225	1315	OK. Small retail and office.
661	Oklahoma County	Oklahoma City	46	46	46	46	
667	Canadian County	Yukon	6	10	18	26	
668	Canadian County	Yukon	36	37	40	43	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
669	Canadian County	Yukon	0	0	0	0	
670	Canadian County	Yukon	49	51	57	62	
671	Canadian County	Oklahoma City	46	48	52	57	
672	Canadian County	Oklahoma City	6	6	6	6	
673	Oklahoma County	Oklahoma City	274	299	355	411	2005 is high, growth ok. Wiley Post Airport and ancillary businesses.
674	Oklahoma County	Bethany	113	122	143	164	
675	Oklahoma County	Oklahoma City	77	83	87	92	
676	Oklahoma County	Warr Acres	598	627	693	759	Walmart and neighborhood retail. Almost built-out.
677	Oklahoma County	Oklahoma City	1339	1432	1642	1852	Growth is high, little vacant land available.
678	Oklahoma County	Oklahoma City	1294	1330	1408	1486	TAZ is almost built-out. Lakeshore SC, 100K SF Office, other small retail and office.
679	Oklahoma County	Oklahoma City	1554	1621	1769	1917	OK.
680	Oklahoma County	Oklahoma City	769	788	828	868	Chase Bldg - 56K SF Office, Prudential Bldg - 50K SF.
681	Oklahoma County	Oklahoma City	1149	1192	1287	1381	OK. Office in southern portion abt 222K SF.
682	Oklahoma County	Oklahoma City	1907	1962	2082	2202	Blue Cross/Blue Shield, retail along entire eastern portion of TAZ.
683	Oklahoma County	Nichols Hills	848	871	922	973	OKC Golf & CC, Sprouts, AutoZone, neighborhood retail. TAZ is built-out.
684	Oklahoma County	Nichols Hills	95	99	110	121	LEHD is high.
685	Oklahoma County	Oklahoma City	634	665	770	876	New Whole Foods Market, high-end retail. Reserve National Insurance bldg demolished.
686	Oklahoma County	Nichols Hills	1324	1363	1463	1563	Small office and retail.
687	Oklahoma County	Oklahoma City	1408	1442	1518	1593	OK. Northern portion of TAZ is vacant with industrial land use.
688	Oklahoma County	Oklahoma City	517	529	554	579	
689	Oklahoma County	Oklahoma City	519	537	574	612	OK State Bureau of Invest, High Caliper Growing. TAZ is built-out.
690	Oklahoma County	Oklahoma City	817	843	901	959	Mainly Broadway ROW, few parcels in the southern section. 140K SF office, little room for growth.
691	Oklahoma County	Oklahoma City	1772	1867	2081	2295	OK. TV and Radio Station. Considerable commercial along Broadway.

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
692	Oklahoma County	Oklahoma City	90	96	110	124	
693	Oklahoma County	Oklahoma City	156	166	183	201	
694	Oklahoma County	Oklahoma City	932	990	1053	1115	OK. Millwood Arts, Elem & HS.
695	Oklahoma County	Oklahoma City	2	2	2	2	
696	Oklahoma County	Oklahoma City	121	186	228	270	
709	Canadian County	Yukon	0	0	0	0	
710	Canadian County	Oklahoma City	12	12	12	12	
711	Canadian County	Oklahoma City	12	12	12	12	
712	Canadian County	Oklahoma City	4	4	4	5	
713	Oklahoma County	Bethany	183	197	228	260	
714	Oklahoma County	Bethany	224	254	327	399	2005 and 2015 are high. Little commercial in TAZ. LEHD is 255 emp.
715	Oklahoma County	Warr Acres	244	256	283	310	LEHD is high.
716	Oklahoma County	Warr Acres	148	160	188	216	
717	Oklahoma County	Oklahoma City	190	197	213	230	
718	Oklahoma County	Oklahoma City	38	39	42	44	
719	Oklahoma County	Oklahoma City	326	338	364	391	
720	Oklahoma County	Oklahoma City	278	284	299	314	LEHD is high.
721	Oklahoma County	Oklahoma City	1541	1582	1671	1760	Deaconess Hospital and medical offices.
722	Oklahoma County	Oklahoma City	2398	2456	2583	2710	Landmark Towers Office - 303K SF, Messiah Lutheran School, restaurants.
723	Oklahoma County	Oklahoma City	166	245	289	334	
724	Oklahoma County	Oklahoma City	1741	1789	1894	1998	2005 is low, NW Center Office.
725	Oklahoma County	Oklahoma City	4966	5290	5645	6000	Integris Baptist Medical Center. Currently 6000 emp per OKC Chamber. LEHD is high.
726	Oklahoma County	Oklahoma City	61	63	68	73	
727	Oklahoma County	Oklahoma City	622	651	706	761	2005 and 2035 are overstated. Little commercial and LEHD shows 655.

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
728	Oklahoma County	Oklahoma City	306	457	547	637	
729	Oklahoma County	Oklahoma City	1133	1179	1281	1383	May Crossing Retail, Pearson Professional Center and other office.
730	Oklahoma County	Oklahoma City	13	13	13	13	Highway ROW. LEHD is incorrect.
731	Oklahoma County	Oklahoma City	1136	1184	1263	1342	Centennial Plaza Retail-238K SF Retail, Comfort Inn.
732	Oklahoma County	Oklahoma City	601	619	659	699	Crowne Plaza Hotel, 104K SF Office, Bank.
733	Oklahoma County	Oklahoma City	1094	1138	1235	1332	350K SF Office incl The Oil Center, two hotels.
734	Oklahoma County	Oklahoma City	1717	1756	1840	1925	French Market, Office and retail on western and southern portions.
735	Oklahoma County	Nichols Hills	209	218	234	250	
736	Oklahoma County	Oklahoma City	3600	3728	4010	4292	OK. Penn Square Mall - 1.1M sqft plus Walmart Supercenter next door.
737	Oklahoma County	Oklahoma City	1495	1746	1895	2045	OK. Offices at Deep Fork Creek, Waterford. Little room for future growth, vacant land is Rose Hill Cemetery.
738	Oklahoma County	Oklahoma City	299	364	436	509	OK. Classen Curve Retail.
739	Oklahoma County	Oklahoma City	165	169	173	178	
740	Oklahoma County	Oklahoma City	271	2221	3341	4461	Chesapeake Energy Corporate. <a href="http://kfor.com/2015/09/29/chesapeake-announces-layoffs/">http://kfor.com/2015/09/29/chesapeake-announces-layoffs/</a>
741	Oklahoma County	Oklahoma City	2921	3046	3325	3604	Chesapeake Land Development -416K SF, Cox Communications - 106K SF, Midfirst Bank - 200K SF.
742	Oklahoma County	Oklahoma City	213	224	250	276	
743	Oklahoma County	Oklahoma City	1422	1450	1541	1632	OK.
744	Oklahoma County	Oklahoma City	448	466	505	545	2005 is high. Paragon Bldg - 111K SF Office.
745	Oklahoma County	Oklahoma City	995	1025	1090	1155	Central Park on Lincoln - 260K SF Office. 2005 is low.
746	Oklahoma County	Oklahoma City	597	657	891	1126	2005 is high. Considerable vacant land has commercial and office landuses. Growth is ok.
747	Oklahoma County	Oklahoma City	3	3	3	3	
748	Oklahoma County	Oklahoma City	131	136	145	154	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
749	Oklahoma County	Oklahoma City	98	155	190	225	
750	Oklahoma County	Oklahoma City	401	504	696	888	Remington Park, Softball HOF. Commercial vacant land available in northern & eastern portions of the TAZ.
766	Canadian County	Yukon	15	17	21	26	
767	Canadian County	Yukon	25	26	28	30	
768	Canadian County	Canadian County	16	17	19	21	
769	Canadian County	Yukon	16	44	109	174	OK.
770	Canadian County	Yukon	532	566	642	718	OK. Yukon TAZ along Route 66. Small-scale future development.
771	Canadian County	Yukon	419	462	560	658	OK.
772	Canadian County	Oklahoma City	190	222	287	351	OK. TAZ along Rte66 with commercial frontage available.
773	Canadian County	Oklahoma City	8	11	14	17	
774	Canadian County	Oklahoma City	0	0	0	0	
775	Oklahoma County	Bethany	164	174	195	217	
776	Oklahoma County	Bethany	770	790	832	875	Bethany MS, HS, Harris Elem.
777	Oklahoma County	Bethany	696	727	775	822	2005 is low, growth ok. Southern Nazarene University, Bethany MS & HS, Harris Elem.
778	Oklahoma County	Bethany	261	274	306	338	
779	Oklahoma County	Oklahoma City	1772	1806	1878	1949	Elementary, MS and Putnam HS. Small retail. Growth and LEHD are high.
780	Oklahoma County	Oklahoma City	1162	1208	1307	1406	OK. New Arbor Grove Elem.
781	Oklahoma County	Oklahoma City	394	400	412	424	
782	Oklahoma County	Oklahoma City	271	282	308	333	
783	Oklahoma County	Oklahoma City	431	536	596	657	96K SF Office.
784	Oklahoma County	Oklahoma City	355	365	385	406	
785	Oklahoma County	Oklahoma City	497	517	559	602	Target, Office Depot, neighborhood retail. LEHD is high.
786	Oklahoma County	Oklahoma City	1070	1268	1391	1514	OK.

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
787	Oklahoma County	Oklahoma City	213	221	239	256	
792	Oklahoma County	Oklahoma City	1561	1595	1669	1743	OK. Valliance Bank Tower - 325K SF Office, two hotels, three restaurants.
793	Oklahoma County	Oklahoma City	60	62	67	72	
795	Oklahoma County	Oklahoma City	70	71	76	80	
796	Oklahoma County	Oklahoma City	133	138	149	160	
797	Oklahoma County	Oklahoma City	5	5	5	5	
799	Oklahoma County	Oklahoma City	210	215	227	240	
803	Oklahoma County	Oklahoma City	544	619	668	716	St. Medical Board and Assoc, County Commissioners Office, small offices.
813	Canadian County	Yukon	319	368	395	421	OK.
814	Canadian County	Yukon	239	250	269	287	LEHD indicates 256 EMP at 2010. Growth is high.
815	Canadian County	Oklahoma City	48	50	57	63	
816	Canadian County	Oklahoma City	15	15	15	15	
817	Oklahoma County	Bethany	112	121	141	160	
818	Oklahoma County	Bethany	180	193	221	250	
819	Oklahoma County	Bethany	1164	1258	1381	1503	Children's Center Research Hospital. LEHD in 2010 has 1326 emp.
820	Oklahoma County	Warr Acres	466	478	505	531	TAZ is built-out. 2035 reduced.
821	Oklahoma County	Oklahoma City	221	232	255	279	
822	Oklahoma County	Oklahoma City	199	208	229	250	LEHD is high.
823	Oklahoma County	Oklahoma City	1140	1150	1169	1188	
824	Oklahoma County	Oklahoma City	456	470	502	534	
825	Oklahoma County	Oklahoma City	292	299	314	330	
826	Oklahoma County	Oklahoma City	371	385	416	446	
827	Oklahoma County	Oklahoma City	260	294	321	349	OK.
852	Canadian	Oklahoma	8	8	8	8	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
	County	City					
853	Canadian County	Oklahoma City	80	93	119	144	
854	Canadian County	Oklahoma City	0	0	0	0	
855	Canadian County	Oklahoma City	0	0	0	0	
856	Canadian County	Yukon	550	648	720	792	OK.
857	Canadian County	Yukon	197	204	220	236	LEHD is high.
858	Canadian County	Yukon	458	479	527	575	Yukon MS & HS, Vacant commerical land in SWC of TAZ.
859	Canadian County	Yukon	108	112	119	126	
860	Canadian County	Yukon	201	208	222	237	
861	Canadian County	Yukon	337	350	380	409	
862	Canadian County	Yukon	304	327	377	427	OK. Yukon PD, vacant commercial parcels available.
863	Canadian County	Yukon	802	856	980	1104	OK.
864	Canadian County	Oklahoma City	444	465	511	558	OK.
865	Canadian County	Oklahoma City	0	0	0	0	
866	Canadian County	Oklahoma City	6	6	6	7	
867	Canadian County	Oklahoma City	0	0	0	0	
868	Oklahoma County	Bethany	124	133	153	172	
869	Oklahoma County	Bethany	130	136	149	162	
870	Oklahoma County	Bethany	415	481	520	559	OK. Deville SC, Neighborhood retail.
871	Oklahoma County	Bethany	97	101	108	115	
872	Oklahoma County	Bethany	824	854	920	986	OK. Bethany City Hall and Police Dept. Neighborhood retail.
873	Oklahoma County	Bethany	398	411	441	471	
874	Oklahoma County	Oklahoma City	378	402	430	457	
875	Oklahoma County	Oklahoma City	658	723	761	798	Windsor Hills SC & Theater. TAZ is almost built-out.

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
876	Oklahoma County	Oklahoma City	151	155	165	174	
877	Oklahoma County	Oklahoma City	68	70	74	79	
878	Oklahoma County	Oklahoma City	518	528	549	570	
879	Oklahoma County	Oklahoma City	353	385	409	433	
880	Oklahoma County	Oklahoma City	388	395	411	426	
881	Oklahoma County	Oklahoma City	393	409	444	479	Will Rogers Park and Facilities, small retail.
882	Oklahoma County	Oklahoma City	201	208	224	241	
883	Oklahoma County	Oklahoma City	194	241	270	299	
884	Oklahoma County	Oklahoma City	169	176	190	204	
885	Oklahoma County	Oklahoma City	289	295	309	322	
886	Oklahoma County	Oklahoma City	299	309	330	350	
935	Canadian County	Oklahoma City	110	113	119	126	
936	Canadian County	Oklahoma City	17	18	22	25	
937	Canadian County	Oklahoma City	0	0	0	0	
938	Canadian County	Oklahoma City	302	527	1072	1616	Canadian Valley Hospital, Yukon Village retail - Target, Hobby Lobby, restaurants, etc.
939	Canadian County	Yukon	694	721	780	839	Walmart, neighborhood retail, more vacant commercial parcels available along IH40.
940	Canadian County	Yukon	537	628	677	726	Chisholm SC, Hampton Inn. TAZ is built-out.
941	Canadian County	Yukon	68	71	77	83	
942	Canadian County	Yukon	490	520	587	655	Homeland store, other retail and small commercial parcels available.
943	Canadian County	Yukon	705	747	840	934	Yukon HS, Independence Elem. Little room for future commercial development.
944	Canadian County	Yukon	0	0	1	2	
945	Canadian County	Oklahoma City	49	58	68	79	
946	Canadian County	Oklahoma City	0	0	0	0	
947	Canadian County	Oklahoma City	0	0	0	0	



TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
948	Canadian County	Oklahoma City	35	39	48	57	
949	Oklahoma County	Oklahoma City	377	401	454	507	Putnam West HS, small retail. TAZ is SEC of Lake Overholser.
950	Oklahoma County	Bethany	857	904	1012	1119	OK.
951	Oklahoma County	Bethany	655	674	717	761	OK. Large vacant 82K SF retail.
952	Oklahoma County	Oklahoma City	242	249	264	280	
953	Oklahoma County	Oklahoma City	348	367	408	450	2005 is high. Hilldale Elem, neighborhood retail.
954	Oklahoma County	Oklahoma City	304	317	344	372	
955	Oklahoma County	Oklahoma City	156	161	173	184	
956	Oklahoma County	Oklahoma City	396	408	429	449	
957	Oklahoma County	Oklahoma City	99	103	111	119	
1007	Canadian County	Yukon	431	525	741	958	OK. Holiday Inn Express, Movie Theater, Gold's Gym, other retail. Significant commercial land available.
1008	Canadian County	Oklahoma City	0	0	0	0	
1009	Canadian County	Yukon	114	115	115	115	
1010	Canadian County	Oklahoma City	128	180	298	417	2035 is high. Most vacant land is zoned residential.
1011	Canadian County	Oklahoma City	164	234	295	356	OK. All vacant land has been designated industrial.
1012	Canadian County	Oklahoma City	20	21	22	24	
1013	Canadian County	Oklahoma City	525	638	782	926	Industrial/small warehouse. Trailer Business, petroleum storage.
1014	Canadian County	Oklahoma City	150	157	171	185	
1015	Oklahoma County	Oklahoma City	200	207	223	238	
1016	Oklahoma County	Oklahoma City	464	483	525	568	Westoaks Village SC, OK Health Offices, neighborhood retail and restaurants.
1017	Oklahoma County	Oklahoma City	17	17	19	20	
1018	Oklahoma County	Oklahoma City	188	197	213	230	
1019	Oklahoma County	Oklahoma City	460	473	501	529	
1020	Oklahoma County	Oklahoma City	225	233	252	270	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
1021	Oklahoma County	Oklahoma City	260	269	291	313	
1022	Oklahoma County	Oklahoma City	368	382	414	446	
1023	Oklahoma County	Oklahoma City	857	882	936	991	OK.
1024	Oklahoma County	Oklahoma City	22	23	25	27	LEHD is high.
1025	Oklahoma County	Oklahoma City	224	231	247	264	
1026	Oklahoma County	Oklahoma City	151	154	161	167	
1027	Oklahoma County	Oklahoma City	117	122	131	141	LEHD is high.
1175	Canadian County	Oklahoma City	92	94	100	107	
1176	Canadian County	Oklahoma City	0	0	0	0	
1177	Canadian County	Oklahoma City	32	36	46	56	
1178	Canadian County	Oklahoma City	53	55	61	67	
1179	Canadian County	Oklahoma City	250	265	300	335	OK.
1180	Canadian County	Oklahoma City	91	110	153	197	OK. Three FF restaurants, dance studio, small retail. LEHD is high.
1181	Canadian County	Oklahoma City	489	527	612	698	Xerox, Archrock.
1182	Canadian County	Oklahoma City	0	8	42	76	OK. Entire TAZ zoned industrial.
1183	Canadian County	Oklahoma City	0	41	211	380	Trinity and Sara Rd Industrial Parks
1184	Canadian County	Oklahoma City	1209	1457	2027	2598	Seagate Technology, Bunzl Distribution. Westhall Commerce Center. Western portion of TAZ is almost completely vacant and will develop.
1185	Canadian County	Oklahoma City	1689	1900	2383	2865	Rice, Cooley, 10th and Morgan Industrial Parks. Swift Transportation.
1186	Oklahoma County	Oklahoma City	1611	1649	1763	1878	Vacant retail and industrial land available.
1187	Oklahoma County	Oklahoma City	1429	1456	1551	1646	OKC Works - Former 1.2M SF Lucent Plant, Francis Tuttle Technology Center.
1188	Oklahoma County	Oklahoma City	1384	1428	1524	1621	Large parcels with Industrial land use per FLUP.
1189	Oklahoma County	Oklahoma City	1203	1242	1327	1412	O'Reilly Auto Parts Warehouse, 190K SF warehouse, 66K SF Office, restaurants.
1190	Oklahoma County	Oklahoma City	619	633	665	696	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
1191	Oklahoma County	Oklahoma City	172	330	420	511	
1192	Oklahoma County	Oklahoma City	653	682	749	815	OK. One industrial parcel available.
1193	Oklahoma County	Oklahoma City	1164	1225	1303	1382	OK.
1194	Oklahoma County	Oklahoma City	2236	2318	2448	2578	USPS, Coke Bottling Plant, Retail and other warehouse/industrial.
1195	Oklahoma County	Oklahoma City	674	698	753	808	Oklahoma State Univ OKC
1196	Oklahoma County	Oklahoma City	232	242	263	285	Oklahoma State Fairgrounds. LEHD is high.
1197	Oklahoma County	Oklahoma City	1791	1856	2002	2147	Great Plains Coca Cola Bottling Plant - 1,500 emp currently per Chamber. EGR Construction, Forest Bldg Materials, National Portable Bldgs.
1401	Canadian County	Oklahoma City	4	4	4	4	
1402	Canadian County	Oklahoma City	0	0	0	0	
1403	Canadian County	Oklahoma City	4	4	4	4	
1404	Canadian County	Oklahoma City	72	131	291	451	Little commercial currently, has a few large commercial parcels vacant.
1405	Canadian County	Oklahoma City	94	97	106	115	
1406	Canadian County	Oklahoma City	44	44	46	47	
1407	Canadian County	Oklahoma City	448	525	703	881	Little commercial development currently. Mustang North MS and Mustang Creek Elementary.
1408	Canadian County	Oklahoma City	0	0	0	0	
1409	Canadian County	Oklahoma City	4	4	4	4	
1410	Canadian County	Oklahoma City	0	8	42	76	OK.
1411	Canadian County	Oklahoma City	298	368	528	687	2005 is high, LEHD has 223 emp at 2010. Many vacant commercial parcels available.
1412	Canadian County	Oklahoma City	753	832	1013	1194	OK. Industrial/warehouse TAZ with some large parcels remaining.
1413	Canadian County	Oklahoma City	181	308	416	524	LEHD data indicates 461 emp. Room to develop commercially per FLUP.
1414	Canadian County	Oklahoma City	1776	1898	2176	2453	OK. Terex and CRST. Vacant land is mainly Industrial per FLUP.
1415	Oklahoma County	Oklahoma City	159	715	1190	1665	Outlet Shops of OKC - 400K SF, opened in 2011. Metro Bldg Supply - 100K Retail.
1416	Oklahoma County	Oklahoma City	104	132	147	162	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
1417	Oklahoma County	Oklahoma City	1990	2329	2762	3195	2005 and 2015 are low. Westgate Marketplace.
1418	Oklahoma County	Oklahoma City	1392	1457	1538	1620	OK. Stamping plant, five hotels.
1419	Oklahoma County	Oklahoma City	3761	3868	4101	4335	Metropolitan Industrial Park and Westpark Center, nothing built since 1998 per parcel file.
1420	Oklahoma County	Oklahoma City	1458	1583	1660	1737	White Water Bay, Hudiburg & Plaza Bay Industrial Parks.
1421	Oklahoma County	Oklahoma City	440	451	475	500	
1422	Oklahoma County	Oklahoma City	522	525	529	533	
1423	Oklahoma County	Oklahoma City	910	929	968	1007	OK.
1424	Oklahoma County	Oklahoma City	2	2	2	2	
1425	Oklahoma County	Oklahoma City	527	548	595	641	OK. Industrial/warehouse type development.
1426	Oklahoma County	Oklahoma City	87	92	104	116	
1582	Canadian County	Oklahoma City	2	2	2	2	
1583	Canadian County	Oklahoma City	270	323	446	569	OK.
1584	Oklahoma County	Oklahoma City	1591	1758	1885	2011	1929 EMP per LEHD.
1585	Oklahoma County	Oklahoma City	1841	1846	1850	1855	
1586	Oklahoma County	Oklahoma City	3175	3238	3372	3506	LKQ Auto Parts, warehouse/industrial.
1587	Oklahoma County	Oklahoma City	480	487	503	519	
1588	Oklahoma County	Oklahoma City	748	763	796	829	OK.
1589	Oklahoma County	Oklahoma City	9	10	12	14	
1590	Oklahoma County	Oklahoma City	4872	5018	5339	5659	OK. UPS, Hodges Trucking, Galleria Furniture.
1591	Oklahoma County	Oklahoma City	612	790	1200	1611	Dell OKC Campus - currently 1700 per OKC Chamber.
1592	Oklahoma County	Oklahoma City	2	4	8	13	
1593	Oklahoma County	Oklahoma City	1108	1120	1143	1167	
1629	Canadian County	Oklahoma City	2	2	2	2	
1630	Canadian County	Oklahoma City	0	0	0	0	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
1631	Canadian County	Oklahoma City	4	4	4	4	
1632	Canadian County	Oklahoma City	97	98	100	102	
1633	Canadian County	Oklahoma City	32	40	69	97	
1634	Canadian County	Oklahoma City	2	2	3	4	
1635	Canadian County	Oklahoma City	141	150	168	187	OK. Westbury CC is closed. LEHD is high.
1636	Canadian County	Oklahoma City	9	16	32	48	LEHD is high.
1637	Oklahoma County	Oklahoma City	33	35	41	46	Heritage Place. LEHD is very high.
1638	Oklahoma County	Oklahoma City	0	7	23	39	
1639	Oklahoma County	Oklahoma City	1225	1442	1611	1781	Four hotels, small warehouse/flex.
1640	Oklahoma County	Oklahoma City	62	63	64	66	
1641	Oklahoma County	Oklahoma City	951	1238	1446	1654	OK.
1642	Oklahoma County	Oklahoma City	319	328	345	363	
1643	Oklahoma County	Oklahoma City	67	68	72	76	
1644	Oklahoma County	Oklahoma City	153	160	175	190	
1645	Oklahoma County	Oklahoma City	322	328	340	352	
1646	Oklahoma County	Oklahoma City	1515	1543	1603	1663	OK. FedEx warehouse, Turner Bros. Trucking, Retail in SWC, Jackson MS.
1690	Canadian County	Oklahoma City	0	0	0	0	
1691	Canadian County	Oklahoma City	4	4	4	4	
1692	Canadian County	Oklahoma City	4	4	4	4	
1693	Canadian County	Oklahoma City	12	12	12	12	
1694	Canadian County	Oklahoma City	28	30	36	42	
1695	Canadian County	Oklahoma City	7	8	9	11	
1696	Canadian County	Oklahoma City	96	103	120	138	
1697	Canadian County	Oklahoma City	9	19	34	49	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
1698	Oklahoma County	Oklahoma City	797	891	968	1045	2035 is low. Alliance Steel, Western Heights HS, Winds West Elem and ISD offices
1699	Oklahoma County	Oklahoma City	2613	3493	4050	4607	Hobby Lobby Corporate - other warehouse/distribution.
1700	Oklahoma County	Oklahoma City	576	628	662	696	
1701	Oklahoma County	Oklahoma City	3040	3101	3229	3358	OK. Lakeside Business Park.
1702	Oklahoma County	Oklahoma City	408	421	450	479	
1703	Oklahoma County	Oklahoma City	259	270	296	323	
1704	Oklahoma County	Oklahoma City	36	36	36	37	
1705	Oklahoma County	Oklahoma City	87	89	95	100	
1706	Oklahoma County	Oklahoma City	37	38	39	41	
1707	Oklahoma County	Oklahoma City	10	11	12	13	
1708	Oklahoma County	Oklahoma City	200	206	220	234	
1744	Oklahoma County	Oklahoma City	502	511	530	549	
1745	Oklahoma County	Oklahoma City	0	0	0	0	
1746	Oklahoma County	Oklahoma City	25	27	32	37	LEHD is incorrect.
1747	Oklahoma County	Oklahoma City	45	48	55	62	
1748	Oklahoma County	Oklahoma City	6	6	6	6	
1749	Oklahoma County	Oklahoma City	0	0	0	0	
1750	Oklahoma County	Oklahoma City	821	837	870	904	OK, 672 per 2010 LEHD.
1751	Oklahoma County	Oklahoma City	145	151	165	179	
1752	Oklahoma County	Oklahoma City	4	4	4	5	
1753	Oklahoma County	Oklahoma City	108	113	122	131	
1754	Oklahoma County	Oklahoma City	154	160	174	188	
1755	Oklahoma County	Oklahoma City	206	211	223	235	
1756	Oklahoma County	Oklahoma City	103	110	118	126	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
1786	Canadian County	Oklahoma City	4	4	4	4	
1787	Canadian County	Oklahoma City	0	0	0	0	
1788	Canadian County	Oklahoma City	0	0	0	0	
1789	Canadian County	Oklahoma City	15	15	15	15	
1790	Canadian County	Oklahoma City	20	20	20	20	
1791	Canadian County	Oklahoma City	2	2	2	2	
1792	Canadian County	Oklahoma City	38	39	40	42	
1793	Canadian County	Oklahoma City	2	2	2	2	
1794	Canadian County	Oklahoma City	3	4	7	10	
1795	Oklahoma County	Oklahoma City	80	159	378	596	Council Heights Industrial Park - 500K SF. Two 50K SF bldg built in 2002.
1796	Oklahoma County	Oklahoma City	0	8	42	76	OK.
1797	Oklahoma County	Oklahoma City	995	1174	1572	1970	Over 2M SF of mainly industrial/warehouse currently. LEHD reported 1223 emp at 2010, Large grocery distributor, Paccar Parts, Hobby Lobby warehouse and corporate bldg. More land zoned industrial.development.
1798	Oklahoma County	Oklahoma City	2	2	2	2	
1799	Oklahoma County	Oklahoma City	39	94	133	172	
1800	Oklahoma County	Oklahoma City	13	13	14	15	
1801	Oklahoma County	Oklahoma City	14	19	30	42	
1802	Oklahoma County	Oklahoma City	583	594	616	639	
1803	Oklahoma County	Oklahoma City	591	610	651	692	OK.
1833	Canadian County	Oklahoma City	12	12	12	12	
1834	Canadian County	Oklahoma City	61	66	79	92	
1835	Canadian County	Mustang	38	41	50	58	
1836	Canadian County	Mustang	274	294	315	335	2005 is high. Neighborhood retail along TAZ periphery.
1837	Canadian County	Mustang	849	890	982	1075	OK.

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
1838	Canadian County	Mustang	744	788	886	985	OK, mainly residential with ancillary retail/office.
1839	Canadian County	Mustang	807	835	896	958	Walmart, few restaurants and other small retail in SWC. Commercial frontage along Hwy 152 available.
1840	Canadian County	Canadian County	105	114	135	156	
1841	Oklahoma County	Oklahoma City	0	11	44	77	OK.
1842	Oklahoma County	Oklahoma City	66	66	68	69	
1843	Oklahoma County	Oklahoma City	116	120	126	133	
1844	Oklahoma County	Oklahoma City	87	91	101	110	
1845	Oklahoma County	Oklahoma City	153	167	198	230	
1846	Oklahoma County	Oklahoma City	3638	4303	4709	5114	OK. FAA, Transportation Safety Institute.
1847	Oklahoma County	Oklahoma City	99	146	254	362	OKC Dept of Airports office, vacant other than that but zoned industrial.
1848	Oklahoma County	Oklahoma City	336	351	383	416	Glenn School, Almonte SC, Neighborhood restaurants and retail.
1849	Oklahoma County	Oklahoma City	147	152	162	172	
1881	Oklahoma County	Oklahoma City	2445	2554	2796	3038	Will Rogers Airport, FedEx, Hotels and other ancillary businesses.
1882	Oklahoma County	Oklahoma City	171	173	176	180	
1894	Canadian County	Oklahoma City	0	0	0	0	
1895	Canadian County	Oklahoma City	3	3	3	3	
1896	Canadian County	Mustang	93	94	96	99	
1897	Canadian County	Mustang	268	275	292	309	
1898	Canadian County	Mustang	798	850	968	1087	Mustang schools. LEHD is high.
1899	Canadian County	Mustang	451	462	485	508	Mustang PD, small retail, churches. Almost all vacant land is designated residential per FLUP.
1900	Canadian County	Mustang	113	163	325	486	National Guard, Lowe's, few restaurants. Will develop commercially in northern portion of TAZ.
1901	Canadian County	Mustang	48	49	52	55	
1902	Oklahoma County	Oklahoma City	321	331	353	375	
1903	Oklahoma County	Oklahoma City	6	7	8	9	



TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
1904	Oklahoma County	Oklahoma City	0	0	0	0	
1905	Oklahoma County	Oklahoma City	0	0	0	0	
1906	Oklahoma County	Oklahoma City	1186	1238	1353	1469	OKC Community College.
1928	Canadian County	Oklahoma City	0	0	0	0	
1929	Canadian County	Oklahoma City	15	16	17	19	
1930	Canadian County	Oklahoma City	2	2	2	2	
1931	Canadian County	Oklahoma City	87	95	113	131	
1932	Canadian County	Oklahoma City	68	69	71	73	
1933	Canadian County	Oklahoma City	4	4	4	4	
1934	Canadian County	Oklahoma City	0	0	0	0	
1935	Canadian County	Oklahoma City	4	4	4	5	
1936	Canadian County	Oklahoma City	21	23	29	34	
1937	Cleveland County	Oklahoma City	0	0	0	0	
1938	Cleveland County	Oklahoma City	0	0	0	0	
1939	Cleveland County	Cleveland County	0	0	0	0	
1940	Cleveland County	Oklahoma City	175	348	449	551	Large commercial and industrial tracts along S Hwy 44.
1967	Canadian County	Oklahoma City	7	7	7	7	
1968	Canadian County	Oklahoma City	7	7	7	7	
1969	Cleveland County	Oklahoma City	19	20	24	27	
1970	Cleveland County	Oklahoma City	348	438	646	854	2005 and 2035 are low. Compass and HP Manufacturing, World Water Works, Trailer dealership, other industrial.
1986	Canadian County	Oklahoma City	4	4	4	4	
1987	Canadian County	Oklahoma City	13	13	13	14	
1998	Canadian County	Oklahoma City	4	4	4	4	
1999	Canadian County	Oklahoma City	0	0	0	0	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
2000	Cleveland County	Oklahoma City	28	30	35	40	
2001	Cleveland County	Oklahoma City	0	48	105	161	OK. Mortuary and credit union. Commercial frontage along IH44.
2027	Cleveland County	Oklahoma City	161	225	448	672	OK. Sidewinder Drilling other industrial uses.

**D. Square Feet per Employee Estimations**

The following chart represents employee coefficients that were used as a guide when reviewing and estimating commercial development employment.

Land Use Category	Estimated Square Feet per Employee
Office	275
Retail	300
Hotel/Motel	.75 Emp per Room
Institutional	800
Industrial	1250

Source: Urban Land Institute, North Central Texas Council of Governments

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## Appendix C

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### Independent Demographic Review: Eastern Oklahoma County Turnpike

This appendix contains the documentation of the independent demographic review for the Eastern Oklahoma County Turnpike study area as provided by the subconsultant, Research and Demographic Solutions. This report was provided to CDM Smith in September 2016.

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# Northeast Oklahoma County Loop

## Independent Socioeconomic Analysis

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September 2016

# **Northeast Oklahoma County Loop Independent Socioeconomic Analysis**

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## **I. Introduction**

Research and Demographic Solutions (**RDS**) was commissioned by CDM Smith to perform an independent socioeconomic analysis concerning households, household population, and employment forecasts for the Northeast Oklahoma County Loop Study Area as defined by CDM Smith. The Northeast Oklahoma County Loop Area of Interest (**AOI**) is composed 732 Traffic Analysis Zones (**TAZ**) within Cleveland and Oklahoma Counties. This report provides RDS' independent socioeconomic analysis of the TAZs in light of the demographic datasets provided to CDM Smith from the Association of Central Oklahoma Governments (**ACOG**).

RDS evaluated the latest ACOG socioeconomic forecasts for accuracy and reasonableness, detailed to the level of TAZ zones. The RDS evaluation was completed for the years of 2005, 2015, 2025 and 2035.

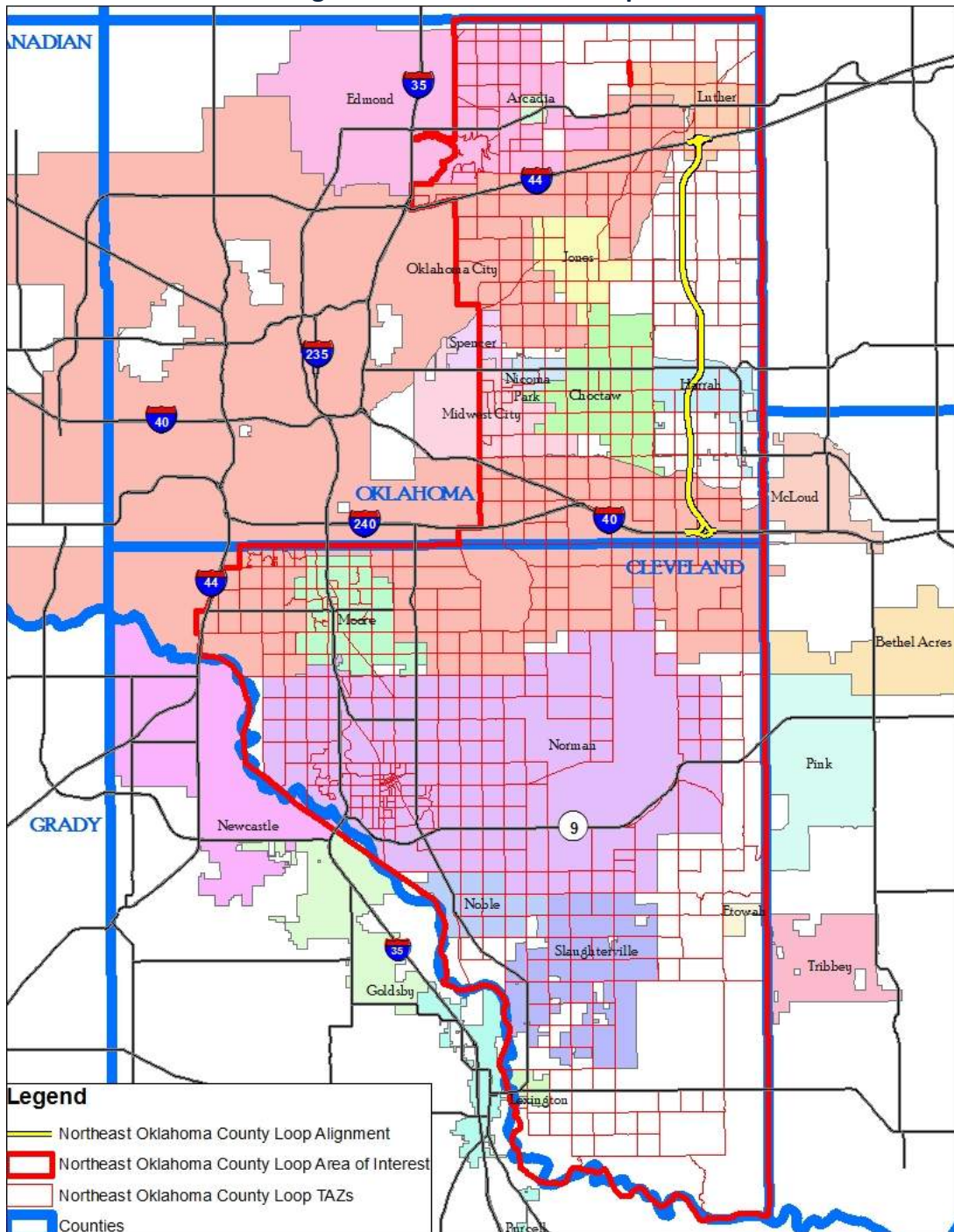
RDS identified major emerging economic trends which directly impact the level and distribution of future socioeconomic growth in the Oklahoma City Metropolitan Area (**OKC Metro**). In addition to Cleveland and Oklahoma Counties, the OKC Metro includes Canadian, Grady, Lincoln, Logan and McClain Counties as well. Such trends include patterns in land use and major planned developments. RDS evaluated any factors that will likely change economic growth potential or the overall distribution of economic growth. Examples include, but are not limited to, infrastructure expansions, oil and gas employment and airport development.

Full citations are provided for methodologies, sources of development trends and projections, and narratives defining and detailing important issues affecting future socioeconomic growth in proximity to the Northeast Oklahoma County Loop AOI.

## Northeast Oklahoma County Loop Area of Interest Map

The Area of Interest for this study includes portions of Cleveland and Oklahoma Counties, as shown in Figure 1. Oklahoma City is the county seat of Oklahoma County and other local municipalities in the AOI include Arcadia, Choctaw, Etowah, Harrah, Jones, Lexington, Luther, Moore, Nicoma Park, Noble, Norman and Slaughterville. Unincorporated land also comprises a sizable portion of the AOI.

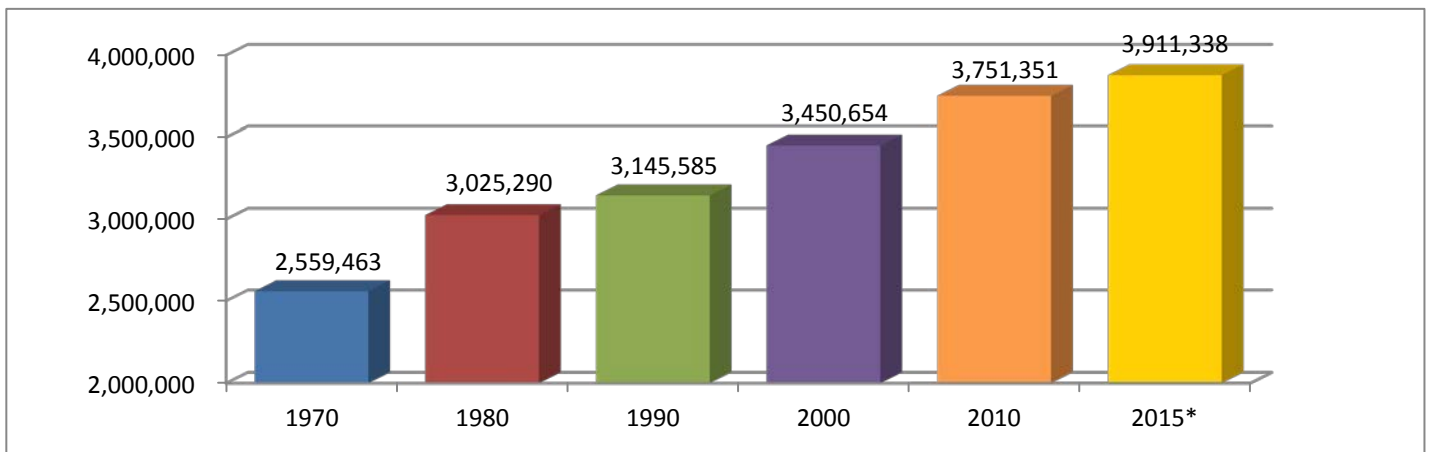
**Figure 1: Area of Interest Map**



## II. State of Oklahoma Population Trends and Projections

Oklahoma has seen steady, modest population growth since 1970. Between 1970 and 2010, state growth has averaged just below 300,000 persons per decade. In line with this average, the Census Bureau reported that Oklahoma added just over 300,000 persons between 2000 and 2010, an 8.7 percent increase in total population. Since 2010, growth has continued on a similar trend line with the state adding 160,000 residents up to July 2015. Figure 2 illustrates the trends in Oklahoma population from 1970 through 2015.

**Figure 2: State of Oklahoma Total Population 1970 - 2015**



Source: US Census Bureau. \*Census yearly population estimates are for a July 1 date while decennial figures are assumed to be for April 1 of that year.

Oklahoma's population growth will continue to remain modest going forward. The state economy's reliance on the oil and gas industry will cause migration uncertainties in the short-term, but likely will sort out over time. Depending on varying rates of migration as well as fertility and mortality rates, the Oklahoma Department of Commerce estimates that approximately 4.4 million people will live in the state by 2035, according to their most recent 2012 data, as shown in Table 1. In both of their 2016 releases, Woods and Poole, a proprietary demographic projections database, estimates 2035 population to be about 150,000 higher than the Department of Commerce figures while the Demographics Research Group estimates are 150,000 persons lower.

**Table 1: State of Oklahoma Population Projections (in Millions)**

Scenarios	2005	2010	2015	2025	2035	2010-2035 Growth	Compound Annual Growth Rate 10-35
Oklahoma Dept. of Commerce	3.53	3.75	3.89	4.16	4.44	18%	0.68%
Woods & Poole 2016	3.55	3.76	3.91	4.25	4.59	22%	0.80%
Demographics Research Group*	N/A	3.75	3.91	4.23	4.52	21%	0.75%

\*2015, 2025 and 2035 are extrapolated from DRG's 2020, 2030 and 2040 totals.

### III. City, County and Oklahoma City Metro Area Population Trends and Projections

According to the most recent 2015 Census Bureau population data, the Oklahoma City has added approximately 263,000 people since 1970. It is important to note that the growth rate has risen to 1.48 percent since 2000. In comparison, Oklahoma County has added 250,000 persons from 1970 to 2015. From 1970 to 2000, the City's CAGR was about 40 percent higher than the County's and has performed similarly since 2000. The Oklahoma City Metro Area, which is comprised of Canadian, Cleveland, Grady, Lincoln, Logan, McClain and Oklahoma Counties, added over 535,000 persons from 1970 to 2015. Overall, the OKC Metro growth rate has been in-line with Oklahoma City's since 2000.

**Table 2: Oklahoma City, Area of Interest Counties and Oklahoma City Metro Area Historical Population**

	April 1, 1970	April 1, 1980	April 1, 1990	April 1, 2000	July 1, 2005	April 1, 2010	July 1, 2015	CAGR 1970-2000	CAGR 2000-2015
Oklahoma City	368,164	404,014	444,719	506,132	531,320	579,999	631,346	1.07%	1.48%
Cleveland County	81,839	133,173	174,253	208,016	224,898	255,755	274,458	3.16%	1.87%
Oklahoma County	526,805	568,933	599,611	660,448	684,543	718,633	776,864	0.76%	1.09%
OKC MSA	717,825	860,969	971,042	1,095,421	1,156,812	1,252,987	1,358,242	1.42%	1.44%

Source: US Census Bureau.

Residential growth had slowed down in the City, County and Metro Area of Oklahoma City between 2000 and 2010, but has picked back up in all geographies between 2010 and 2015. All forecasting agencies including the Oklahoma Department of Commerce, ACOG and Woods & Poole, agree that looking forward to 2035, Cleveland and Oklahoma Counties will continue to see household and population

growth continuing at paces much like they experienced since 2000, as shown in Table 3. There are myriad of attributes that contribute to the overall county projections. These include recent history of steady growth, affordable and available land with no limiting geographic boundaries such as an ocean or foreign border, the relatively low cost of doing business in the state and region, central geographic location in the U.S., favorable weather and amenities, etc.

**Table 3: Cleveland and Oklahoma County Population Projections 2005-2035**

Cleveland County	2005	2010	2015	2025	2035	Absolute Growth 2005-2035	CAGR 2005-2035
Oklahoma Department of Commerce	225,835	255,755	274,277	315,459	356,641	130,806	1.53%
Woods & Poole	229,743	256,844	273,410	312,834	354,617	124,874	1.46%
ACOG	237,052	255,755	273,147	309,241	345,336	108,284	1.26%

Oklahoma County	2005	2010	2015	2025	2035	Absolute Growth 2005-2035	CAGR 2005-2035
Oklahoma Department of Commerce	685,871	718,633	747,465	796,642	845,818	159,947	0.70%
Woods & Poole	683,299	721,094	772,745	846,064	917,735	234,436	0.99%
ACOG	695,875	718,430	273,147	309,241	888,518	192,643	0.82%

Table 4 compares the projected population of the Oklahoma Metro Area from 2005 to 2035. Overall, the two agencies forecast a similar growth trend with Woods and Poole projecting a slightly higher rate of growth during the 30-year timeframe, ultimately resulting in a prediction of over 100,000 more residents than the Department of Commerce totals.

**Table 4: Oklahoma City MSA Population Projections 2010-2035**

	2005	2010	2015	2025	2035	Absolute Growth 2005-2035	CAGR 2005-2035
Oklahoma Department of Commerce	1,155,093	1,252,957	1,316,656	1,441,476	1,566,293	411,200	1.02%
Woods & Poole	1,161,308	1,257,888	1,351,122	1,512,960	1,680,119	518,811	1.24%

Sources: 2012 Demographic State of the State Report-Oklahoma Dept. of Commerce, 2016 Woods & Poole

**IV. State and Regional Employment Trends and Projections**

Table 5 illustrates recent employment growth in Oklahoma, the Oklahoma City Metropolitan Area and Cleveland and Oklahoma Counties. With the rebound in the economy beginning after the national recession of 2008-2009, all geographies have seen steady employment gains through 2015. Most importantly, the Oklahoma City Metro Area has accounted for over 70 percent of all of job growth in the state between 2005 to 2015. Growth has been especially strong for the three counties in the Southwest Kilpatrick AOI with Oklahoma and Cleveland Counties gaining over 45,000 and 20,000 jobs respectively.

In June 2016, Chad Wilkerson of the Kansas City Federal Reserve Bank published an article titled *How is Oklahoma’s economy performing relative to other oil and gas states?* In his article, he asserts that after the oil price downturn, Oklahoma has performed relatively well compared to other oil and gas states, with the latest data on employment, GDP and income showing flat or slightly declining activity throughout the state. He also states that with the recent 2Q2016 increase in price per barrel, firms can operate profitably which will hopefully spur an eventual return to more overall oil and gas activity and provide encouragement for the year ahead.<sup>1</sup>

<sup>1</sup> Chad Wilkerson, “How is Oklahoma’s economy performing relative to other oil and gas states?” The Oklahoma Economist, June 9, 2016.

**Table 5: Oklahoma, OKC Metro Area and Canadian, Cleveland and Oklahoma County Employment Trends**

	2005 Employment	2010 Employment	2015 Employment	Employment Growth 2005-15	Percent Change 2005-15	CAGR 2005-15
State of Oklahoma	1,628,548	1,650,397	1,762,595	134,047	8.2%	0.79%
OKC Metro Area	548,926	586,949	643,491	94,565	17.2%	1.60%
Cleveland County	113,903	113,700	134,353	20,450	18.0%	1.66%
Oklahoma County	318,119	304,396	364,026	45,907	14.4%	1.36%

Source: US Bureau of Labor Statistics, Local Area Unemployment Statistics

Looking into the future, the US Bureau of Labor Statistics (**BLS**) is expecting both Oklahoma and the Central Workforce Investment Area (**WIA**) to continue to grow at a rate similar to 2005 to 2015. Below, the BLS is expecting an almost 1 to 1.25 percent per year growth rate for both the state and the WIA. It is RDS' opinion that these projections are reasonable and should be viewed as an adequate scenario for long-term planning purposes.

**Table 6: Projected 2022 Employment for Oklahoma and Central WIA**

State of Oklahoma	
2012 Total Employment	1,749,370
2022 Total Employment	1,924,440
Absolute Difference	175,070
Percentage Change 2012-2022	10.0%
Compound Annual Growth Rate	0.96%

Central WIA	
2012 Total Employment	539,380
2022 Total Employment	610,500
Absolute Difference	71,120
Percentage Change 2012-2022	13.2%
Compound Annual Growth Rate	1.25%

Source: US Bureau of Labor Statistics. Central WIA includes Canadian, Cleveland, Logan and Oklahoma Counties.



## V. RDS Forecast Review Methodology

RDS was retained to review the latest socioeconomic forecasts for the Northeast Oklahoma County Loop Area of Interest for accuracy and reasonableness. For the purpose of this study, CDM Smith provided RDS with household, population, and employment data at the TAZ level from ACOG. This data was originally provided to RDS in two intervals, 2005 and 2035, for 732 TAZs. RDS used this data to begin review on all TAZs for these two iterations. After completing review for 2005 and 2035, RDS was asked to add additional iterations for 2015 and 2025.

### ACOG's 2035 Demographics Introduction

Approved in April 2011, Encompass 2035 is the comprehensive, long-range transportation plan for Central Oklahoma. It guides how the region will manage, operate and invest nearly \$8 billion in its multi-modal transportation system over the next 25 years. The Plan uses a base year of 2005 and a forecast year of 2035 to analyze land use, population, employment and other socioeconomic factors that will influence the region's development and travel in the coming years. Base year population, employment, dwelling unit, school enrollment, household income, and land use data was gathered to establish conditions as they existed in the Oklahoma City Area Regional Transportation Study (**OCARTS**) area in 2005. This data was then used to forecast 2035 socioeconomic and demographic conditions, allowing transportation improvements and maintenance to be targeted to the areas of greatest need.

### ACOG 2035 Projection Methodologies

One of the primary undertakings to develop Encompass 2035 was the calibration and application of the Growth Allocation Model (**GAM**), a regional land use distribution model. The GAM requires substantial data inputs, including base year and forecast year land use, and projections of forecast year population, employment, dwelling units, and school enrollment within the transportation study area. Using historical trends and locally defined growth assumptions, as described later in this chapter, the GAM distributed the regional population and employment growth forecasts to each of the traffic analysis zones within the OCARTS area. The type and amount of future development within each zone was dependent upon the availability of developable land, its planned land use(s), and its attractiveness for new development. These zone-level figures, in combination with feedback from city and county planners, were used by the transportation model to predict the quantity and type of trips that each subarea would generate and

attract in the future.

### Land Use

The MPO worked closely with local planners on the collection of base year land use within each OCARTS area entity. Each local government also provided information on future, planned land uses based on their adopted comprehensive plans, zoning ordinances and other sources reflective of local development trends. Base year land use information was grouped into eight “present” land use categories, and all undeveloped land was assigned a “planned” land use category. These standardized categories provided regional consistency for modeling purposes. Land use information from the previous OCARTS transportation plan and digital aerial photography served as guides for updating the region’s land use, using GIS software.

### Population

Before running the residential portion of the GAM, the MPO established population control totals for 2035. Base year population for the OCARTS area and its counties, cities, and TAZs were developed from the 2000 Census and supplemented with local information on residential building permits and group quarters from 2000 to 2004. Units lost due to fire, demolition, or natural disasters were also considered. The Intermodal Transportation Policy Committee approved a base year population of 1,076,258 for the OCARTS area in June 2008. The Committee also approved base year totals for each TAZ, by entity, at that time. The 2035 population projections for the OCARTS area were developed using three sources—county level projections from Woods & Poole (2005-2040), the Oklahoma Department of Commerce (2000-2060), and 1980-2000 historical population data, along with the 2005 population estimates, extrapolated to 2035. The three different methodologies generated different growth rates for each county. When choosing which methodology to use, staff analyzed both the recent historical population trends and the county and city control totals from the 2030 OCARTS Plan. A method was chosen for each county reflective of its rate of growth based on recent historical trends.

### Population Growth Allocation

Residential growth assumptions describe the type of population growth to be allocated once the GAM has determined the share of population increase for each zone where future developable residential land

exists. Using assumptions about future residential densities, dwelling unit mix, occupancy rates, household size, units lost, and group quarters, the GAM distributes the growth between single and multi-family populations and group quarters populations. The estimated growth in dwelling units is then distributed between single and multi-family units. The residential factors used by the GAM included perceived school district quality, median household income, historical residential trends, and existing residential densities. The influence of these factors on potential growth was determined by calibrating the 2030 OCARTS Plan GAM results to reproduce the actual population growth between 2000 and 2005. Using a series of mathematical equations, each traffic analysis zone was assigned a percent attraction for 2035, which when summed equaled 100 percent of the study area's projected population growth. Based on the shares of population, results of the growth assumptions, and available land, the GAM determined if each zone would have the capacity to accept the population and dwelling units allocated by its relative attractiveness. If the growth capacity would be exceeded, the GAM reallocated the excess population to other zones within the same community, and in the case of Oklahoma City, within the same county.

### Employment

The 2005 employment data was developed from Oklahoma Employment Security Commission (**OESC**) wage and salary employment records (2Q 2005) and Census Transportation Planning Package self-employment counts. This information was supplemented with data from various phone directories, local newspapers and input from member entities to ensure employment was distributed throughout the region accurately. Employment records were sorted by Standard Industrial Classification (SIC) codes and categorized as either retail or non-retail for the modeling process. The CTPP Year 2000 self-employment data was factored up to 2005 at the TAZ level by using a ratio of 10 percent, since the OCARTS area 2000 self-employment was roughly 10 percent of the 2000 wage and salary employment. Employment in the OCARTS area is expected to reach 801,302 in the year 2035, which represents a 38.6 percent increase from the 2005 employment total of 578,306. The Intermodal Transportation Policy Committee approved the employment control totals for Encompass 2035 in October 2009.

### Employment Growth Allocation

Using the approved 2035 regional, county, and city employment control totals, the GAM was run to redistribute the forecasted employment to the TAZs. The 2035 TAZ figures were compared against the

2030 TAZ employment numbers, and the availability of appropriate planned land uses was verified (commercial, office, industrial, and public). Recent and impending employment developments since the 2005 base year were tracked and factored into the TAZ employment figures to ensure that enough forecasted employment was assigned to the appropriate entities and TAZs. Local planners were consulted to identify specific changes in their communities. As with previous models, the preliminary TAZ forecasts were analyzed and adjusted as needed. The employment portion of the GAM used employment density, proximity to population, existing employment centers (2005), transportation corridors, and available land to develop 2035 attractiveness scores for each traffic analysis zone. Future employment density for each zone was developed by multiplying the 2005 base year TAZ density by 1.25, for a 25 percent increase. Base year employment densities were calculated by TAZ for each employment land use type—commercial, office, industrial, and public. The GAM distributed future employment to the TAZs with the highest attractiveness scores, if there was land available. An iterative process was used to distribute employment to the next highest scoring zones until all forecasted employment growth was distributed throughout the region.<sup>2</sup>

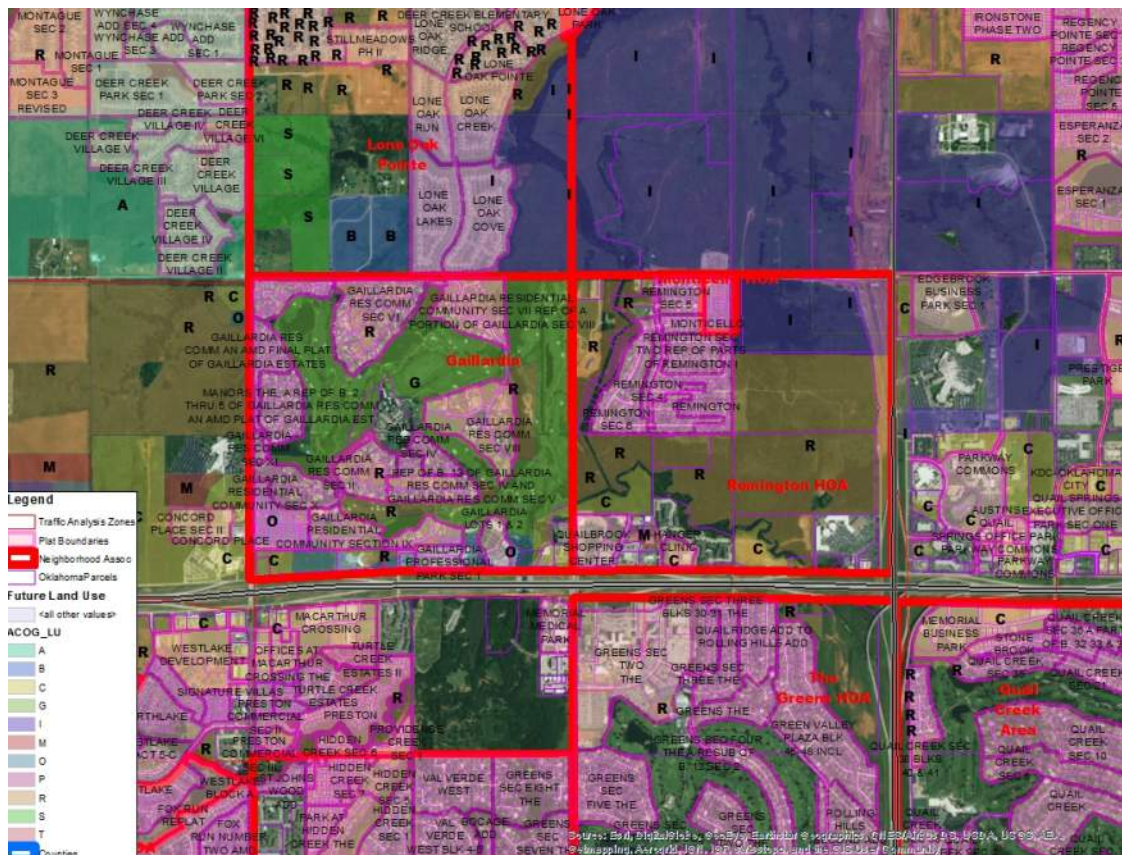
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<sup>2</sup> ACOG, *Encompass 2035 Plan Report*, [http://www.acogok.org/wp-content/uploads/2015/09/2035\\_Plan\\_Report.pdf](http://www.acogok.org/wp-content/uploads/2015/09/2035_Plan_Report.pdf)

**RDS GIS Review:** As ACOG did during their allocation process, RDS took advantage of geographic information system (GIS) technology during the comprehensive review process. RDS gathered multiple years of aerial photography, zoning and future land use maps, parcel boundaries and Census block data summed to the TAZ-level for GIS analysis. (See Figure 3) Using GIS, RDS determined TAZs where new household and employment development would or will likely occur post-2005. Through the use of GIS, multiple datasets were displayed side-by-side. This allowed staff to review both model years of the project simultaneously.

**Households/Population:** After receiving the dataset, RDS reviewed the base year for accuracy. All 824 TAZs were reviewed by RDS. Household population was derived by using the household sizes that were established in the original ACOG data for each TAZ. During this review, specific attention was given to areas that have seen recent significant household growth. RDS staff conducted thorough research through examination of local development announcements including news-related websites. RDS used a bottom-up approach using this local knowledge, development research and professional judgment to attempt to accurately account for new housing within the AOI.

**Figure 3: Sample GIS Review**



**Employment:** As with households, RDS first examined 2005 for accuracy. Specific attention was paid to special generator and major employer TAZs, as well as TAZs that intersected the Northeast Oklahoma County Loop itself. RDS used current and future land use and zoning GIS layers to determine if commercial development was feasible. If a commercial development’s project use was known, consistent employees per square footage ratios were used to estimate a project’s job potential (See Appendix D).

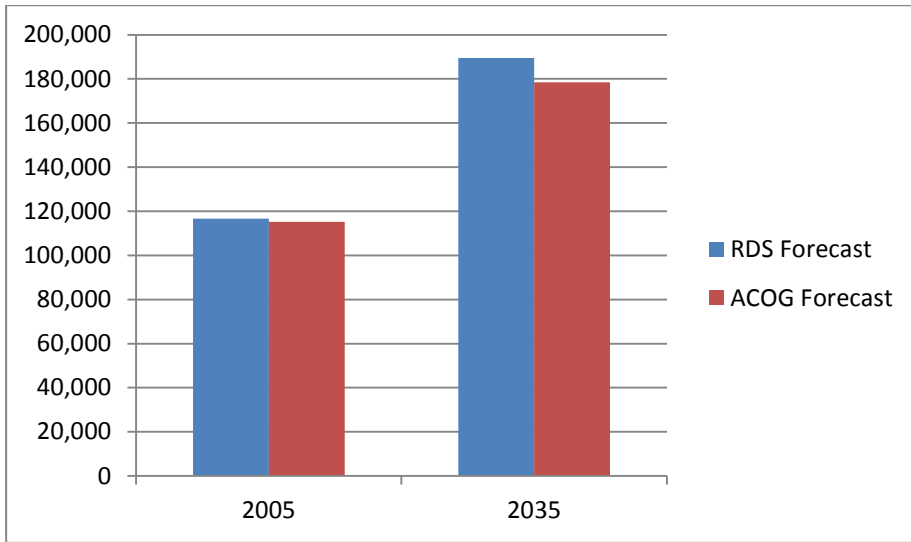
**RDS 2005 Area of Interest Review:** RDS began the review process by examining each TAZs 2005 household and employment totals for accuracy. Based on RDS’ staff review, the resultant 2005 AOI demographics added 1,705 households, 5,158 population and reduced 1,114 jobs compared to the original ACOG data. Table 7 illustrates these comparisons for the 2005 demographic factors post-RDS review.

**Table 7: 2005 Northeast Oklahoma County Loop Area of Interest Statistics**

	2005		
	ACOG	RDS	Difference from ACOG
Households	114,890	116,595	1,705
Household Population	304,912	310,070	5,158
Employment	94,606	93,492	-1,114

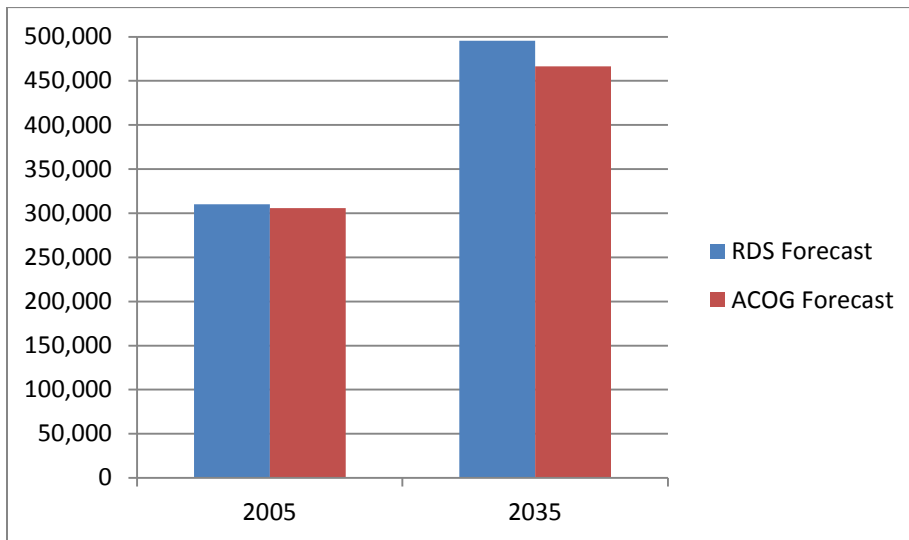
**RDS 2010-2035 Review:** After establishing new RDS 2005 demographics using staff review, new home reports, commercial development datasets and current year Appraisal District data for each individual TAZ, the 2035 future iteration was reviewed for growth and reasonableness. RDS staff established totals for each, noting the reason for each adjustment. Figures 4, 5, and 6 illustrate AOI growth from 2010-2035 and also compare them by the Compound Annual Growth Rate (CAGR) seen in RDS’ and ACOG’s forecasts.

**Figure 4: RDS vs. ACOG AOI Forecast Households**



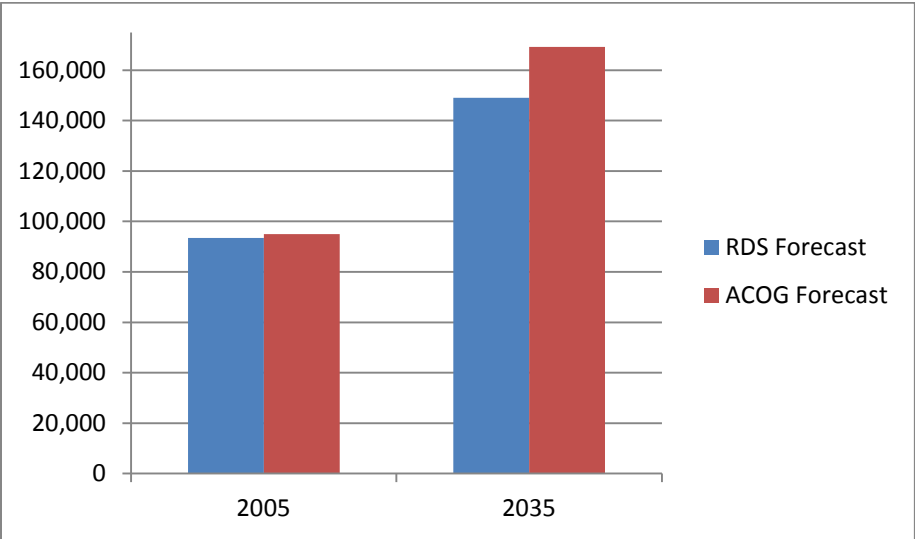
	05-35 GROWTH	05-35 CAGR
<b>RDS</b>	72,866	1.63%
<b>ACOG</b>	63,220	1.47%

**Figure 5: RDS vs. ACOG AOI Forecast Household Population**



	05-35 GROWTH	05-35 CAGR
<b>RDS</b>	185,507	1.58%
<b>ACOG</b>	160,618	1.42%

**Figure 6: RDS vs. ACOG AOI Forecast Employment**



	05-35 GROWTH	05-35 CAGR
<b>RDS</b>	55,591	1.57%
<b>ACOG</b>	74,339	1.95%



Table 8 displays RDS' post-review and ACOG's initial AOI totals for households, population and employment for the years 2005, 2015, 2025 and 2035.

**Table 8: 2005-2035 RDS and ACOG Area of Interest Statistics**

	2005			2015		
	HH	POP	EMP	HH	POP	EMP
Northeast OK County Loop - RDS	116,595	310,070	93,492	143,247	380,274	105,169
Northeast OK County Loop- ACOG	115,264	305,853	94,948	140,033	371,742	119,728
Absolute Difference (RDS-ACOG)	1,331	4,217	-1,456	3,214	8,532	-14,559
Percentage Difference	0.8%	0.9%	1.0%	1.5%	1.5%	8.8%

	2025			2035		
	HH	POP	EMP	HH	POP	EMP
Northeast OK County Loop - RDS	166,354	439,113	127,126	189,461	497,952	149,083
Northeast OK County Loop - ACOG	157,411	412,932	144,507	178,484	466,471	169,287
Absolute Difference (RDS-ACOG)	8,943	26,181	-17,381	10,977	31,481	-20,204
Percentage Difference	3.6%	4.1%	8.7%	3.9%	4.3%	8.6%

**VI. Household and Employment Comparison Maps**

The following maps have been included to display RDS' future TAZ growth patterns for the entire 2005 to 2035 span of the project.

**Figure 7: RDS Household TAZ Growth Map 2005 - 2035**

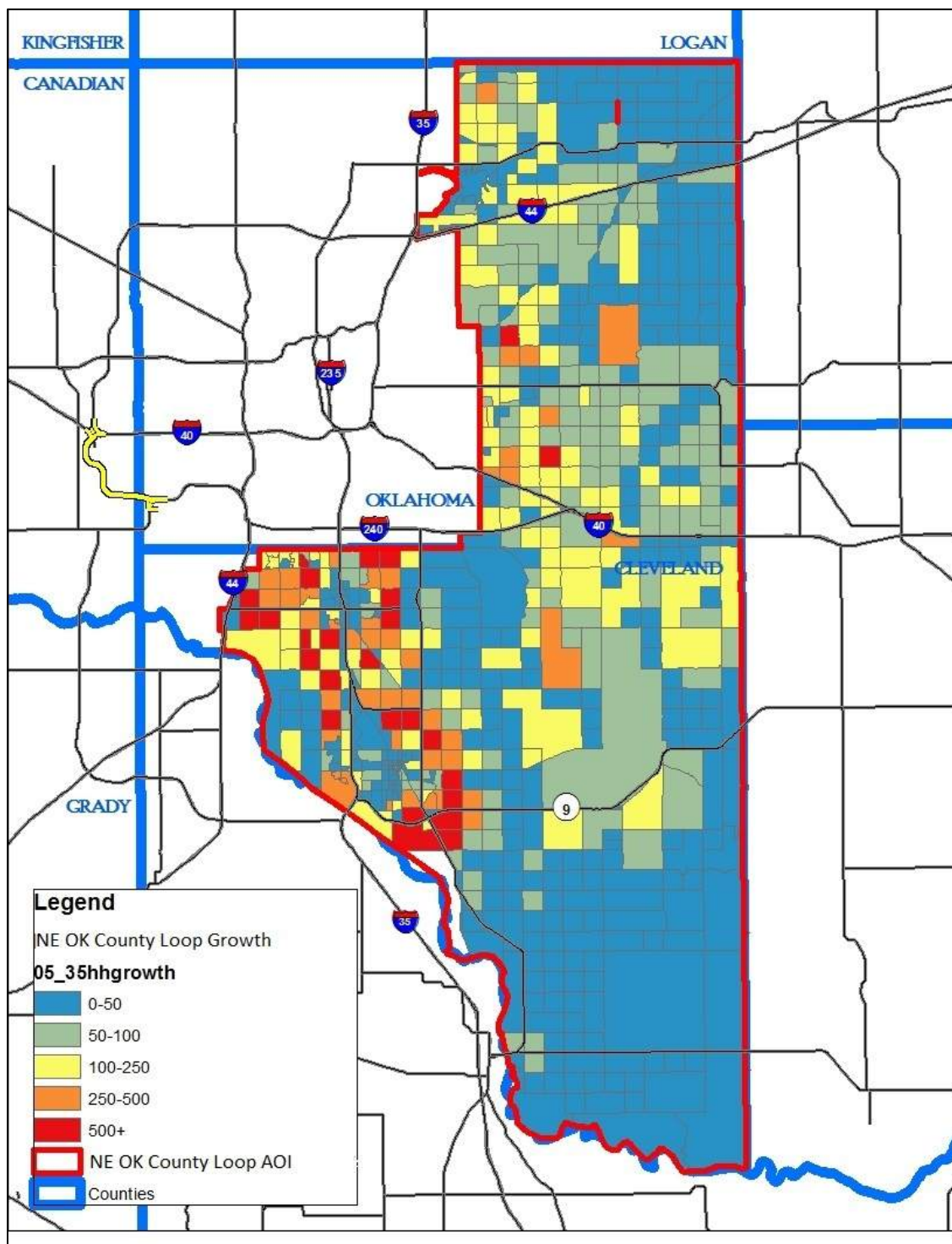
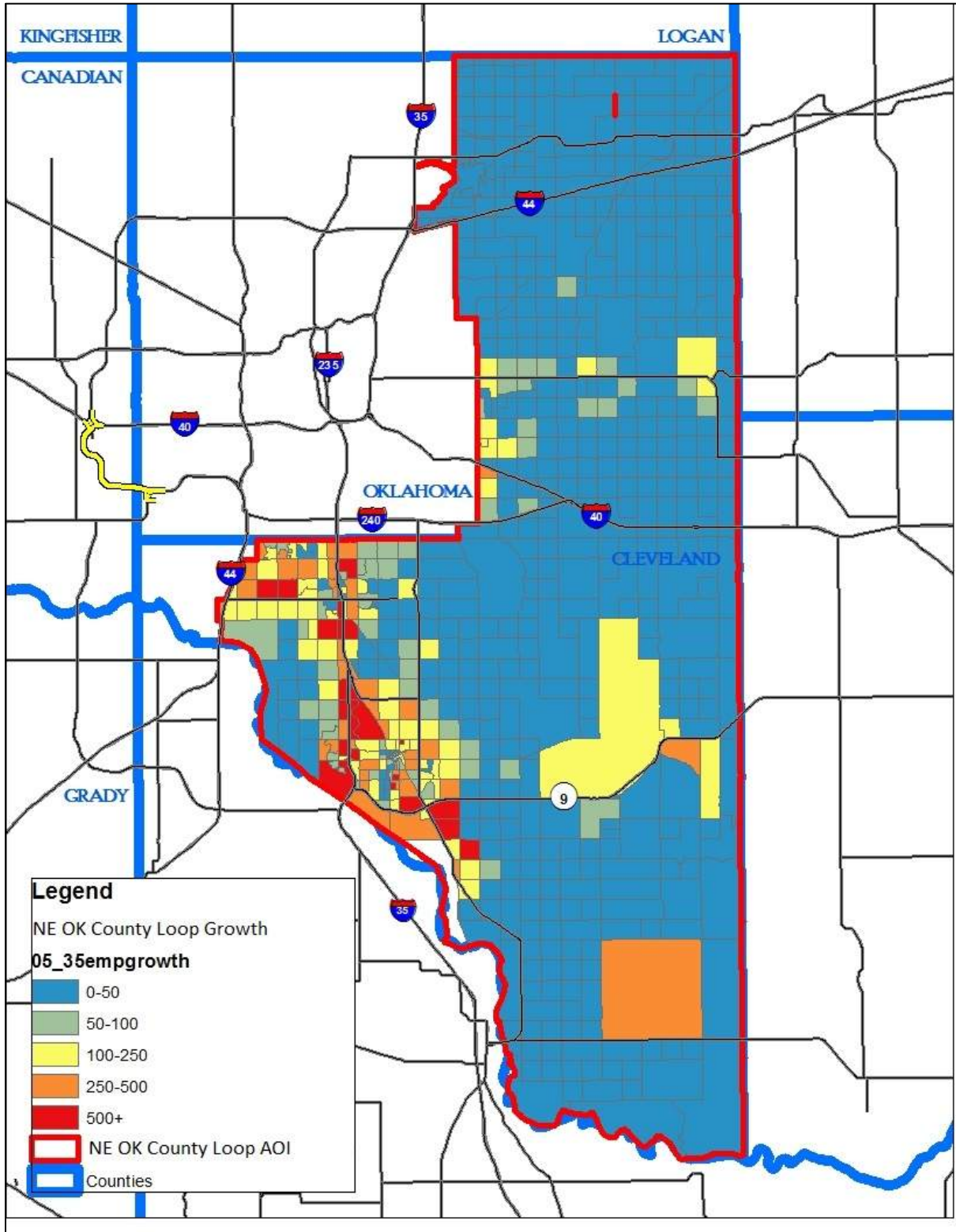


Figure 8: RDS Employment TAZ Growth Map 2005 – 2035

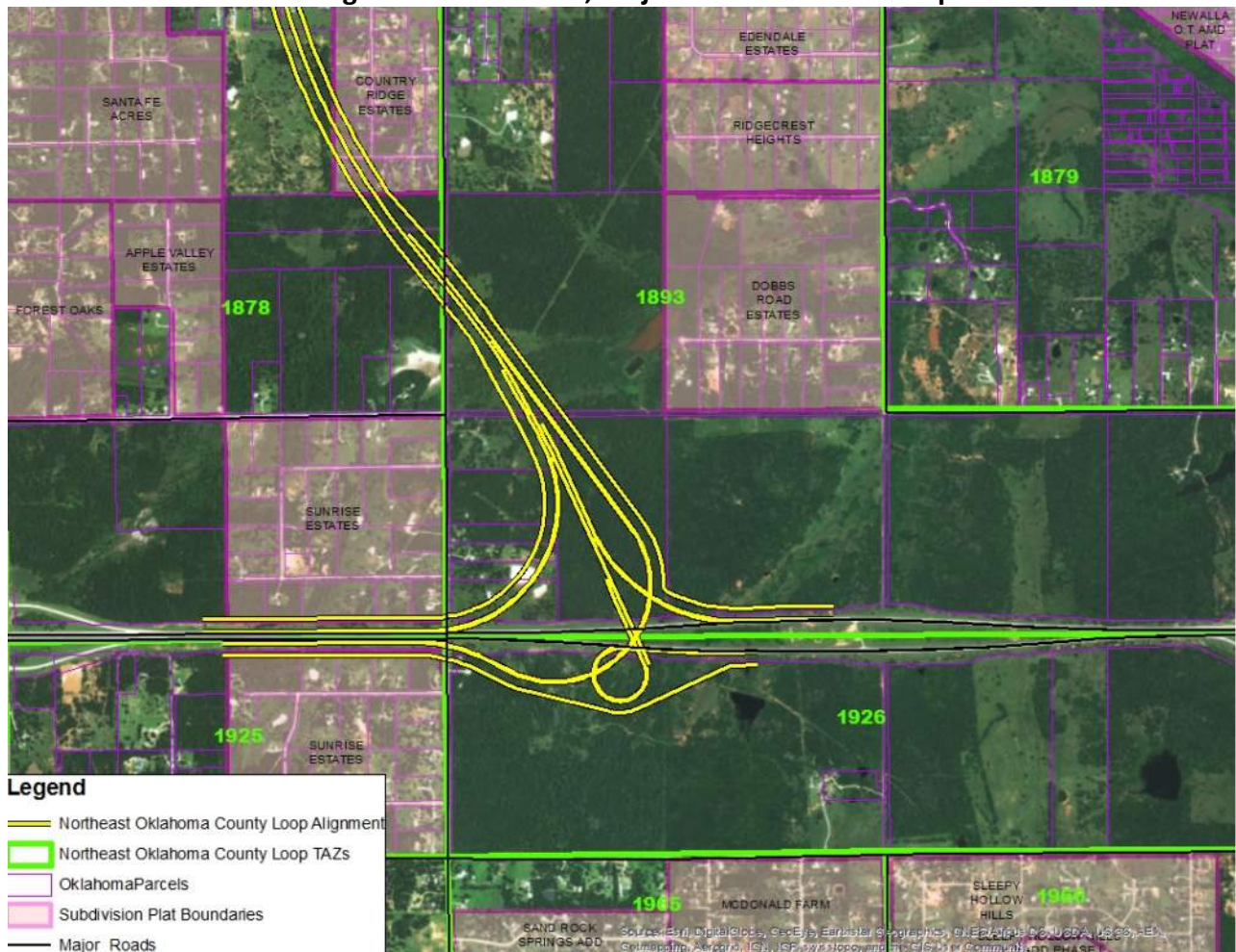


## VII. Regional Economic Cycles – Alternative Scenarios

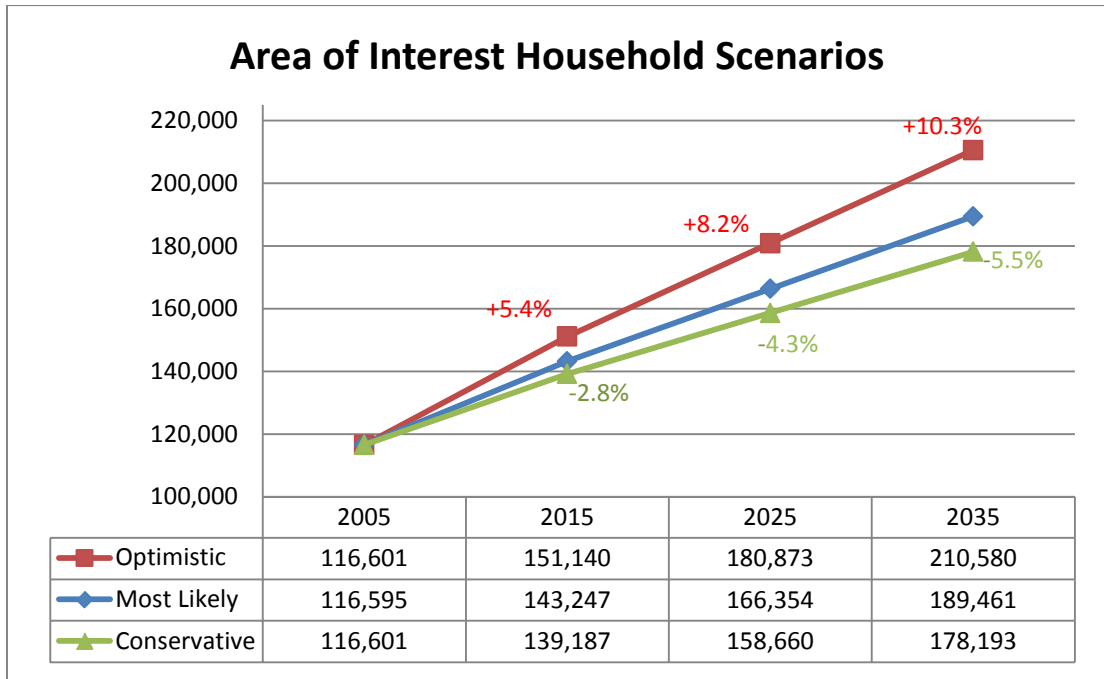
The conservative and optimistic scenarios were created by varying rates and magnitudes of growth due to positive or negative factors to residential or commercial development. Initial reviews of county population and employment data were performed utilizing several national and state agencies that specialize in the field. RDS used these reviews as a guide during its review, as examination of each was a valuable tool in establishing the alternative scenarios.

RDS estimated the household and employment growth impacts due to proximity to existing land uses and potential plans for new construction and redevelopment opportunity. Examples include major roads and highways, special zoning districts, and the Northeast Oklahoma County Loop Corridor itself. Using GIS as a tool, (see Figure 9 below) the conservative and optimistic scenarios (see Figures 10, 11 and 12) were created to reflect the potential success or lack thereof within each TAZ.

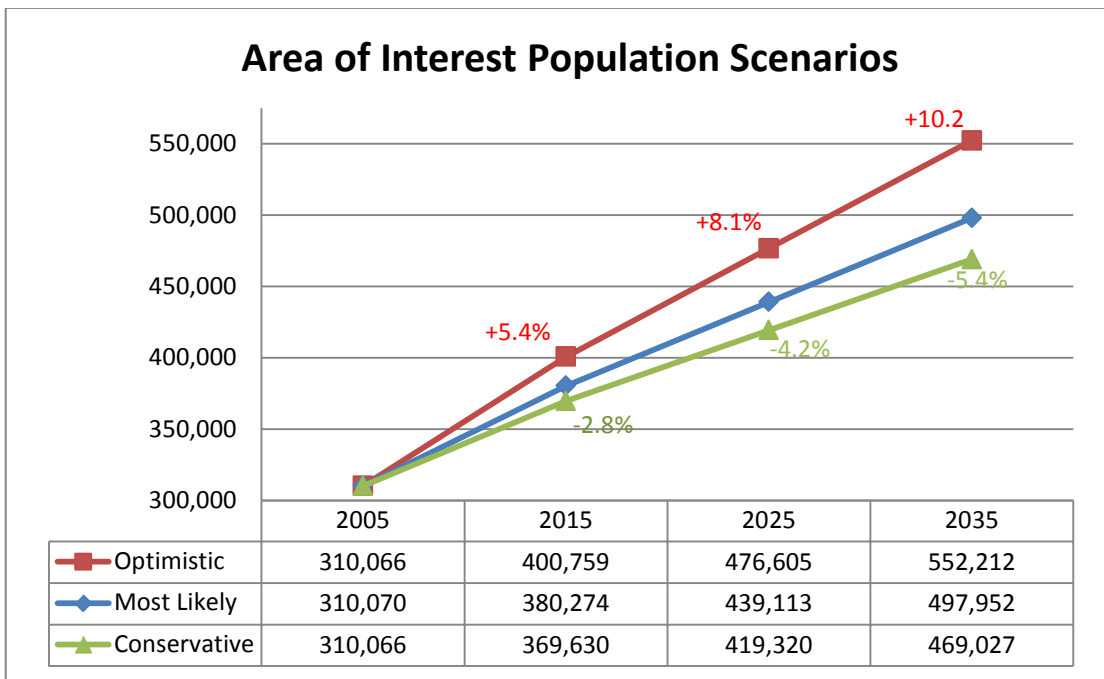
**Figure 9: Subdivision, Major Road and Parcel Map**



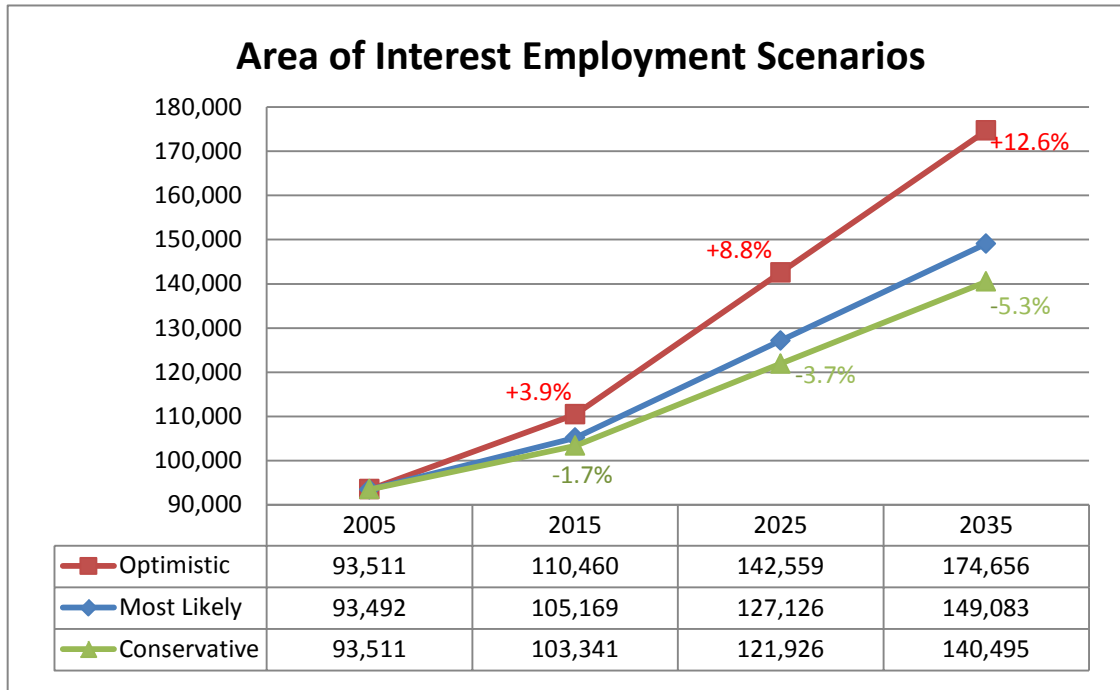
**Figure 10: Northeast Oklahoma County Loop AOI Household Comparison by Scenario**



**Figure 11: Northeast Oklahoma County Loop AOI Household Population Comparison by Scenario**



**Figure 12: Northeast Oklahoma County Loop AOI Employment Comparison by Scenario**



## **Appendix**

- A. RDS Reviewed Household Data - p. A-1 – A-31
- B. RDS Population Data – p. B-1 – B-31
- C. RDS Employment Data – p. C-1 – C-31
- D. Employee per Square Foot Ratios – p. D-1

## A. RDS Household Data

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
89	Oklahoma County	Edmond	3	3	3	3	
90	Oklahoma County	Oklahoma County	58	106	120	134	
91	Oklahoma County	Oklahoma County	21	32	48	63	
92	Oklahoma County	Oklahoma County	0	2	2	2	
93	Oklahoma County	Oklahoma County	17	25	41	57	
94	Oklahoma County	Oklahoma County	0	0	0	0	
95	Oklahoma County	Oklahoma County	5	10	20	30	
96	Oklahoma County	Oklahoma County	5	17	26	34	
97	Oklahoma County	Oklahoma County	11	15	22	29	
98	Oklahoma County	Oklahoma County	2	12	21	30	
112	Oklahoma County	Edmond	4	33	71	109	
113	Oklahoma County	Edmond	1	12	31	50	Growth is possible but unlikely, little development in vicinity.
114	Oklahoma County	Edmond	1	17	46	75	Little development in rural area, growth adjusted.
115	Oklahoma County	Edmond	4	38	74	110	
116	Oklahoma County	Oklahoma County	26	35	44	53	
117	Oklahoma County	Oklahoma County	10	16	25	34	
146	Oklahoma County	Edmond	37	70	85	100	No development lately. 2035 changed.
147	Oklahoma County	Edmond	1	69	245	421	OK. TAZ is almost entirely vacant, but FLUP indicates suburban residential.
148	Oklahoma County	Edmond	9	43	72	101	
149	Oklahoma County	Edmond	13	48	96	144	
150	Oklahoma County	Oklahoma County	22	29	37	45	
151	Oklahoma County	Oklahoma County	8	14	24	34	



TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
152	Oklahoma County	Oklahoma County	5	10	18	25	
153	Oklahoma County	Oklahoma County	33	38	49	60	
154	Oklahoma County	Oklahoma County	1	4	10	15	
190	Oklahoma County	Edmond	47	93	139	184	
191	Oklahoma County	Edmond	1	29	72	114	
192	Oklahoma County	Edmond	21	52	76	100	Growth is high. Rural TAZ zoned residential.
193	Oklahoma County	Edmond	7	35	69	103	
194	Oklahoma County	Luther	12	13	16	18	
195	Oklahoma County	Luther	11	12	15	18	
196	Oklahoma County	Luther	25	32	43	54	
197	Oklahoma County	Luther	1	1	1	1	
198	Oklahoma County	Oklahoma County	5	10	19	28	
209	Oklahoma County	Edmond	92	200	236	272	OK. Thunder Canyon is currently u/c.
210	Oklahoma County	Arcadia	6	39	88	137	
211	Oklahoma County	Oklahoma County	94	113	120	126	
243	Oklahoma County	Edmond	0	0	0	0	
244	Oklahoma County	Edmond	29	66	139	212	
245	Oklahoma County	Edmond	0	0	0	0	
246	Oklahoma County	Edmond	17	66	113	159	
247	Oklahoma County	Arcadia	32	35	40	45	
248	Oklahoma County	Oklahoma City	15	25	46	67	
249	Oklahoma County	Luther	11	15	24	33	
250	Oklahoma County	Luther	51	56	67	77	
251	Oklahoma County	Luther	5	10	11	11	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
252	Oklahoma County	Luther	31	32	34	35	
253	Oklahoma County	Luther	35	40	42	43	
293	Oklahoma County	Edmond	23	71	148	226	OK.
294	Oklahoma County	Edmond	12	30	65	100	Very low density country residential.
295	Oklahoma County	Edmond	2	31	75	118	
296	Oklahoma County	Arcadia	60	63	69	75	
297	Oklahoma County	Arcadia	0	1	2	3	
298	Oklahoma County	Arcadia	2	38	104	169	
299	Oklahoma County	Oklahoma County	9	12	17	22	
300	Oklahoma County	Edmond	4	14	21	28	
301	Oklahoma County	Oklahoma City	3	7	12	17	
302	Oklahoma County	Oklahoma City	7	8	10	11	
303	Oklahoma County	Luther	28	38	59	79	
304	Oklahoma County	Luther	19	20	21	22	
305	Oklahoma County	Luther	162	169	180	190	
306	Oklahoma County	Luther	23	25	30	35	
307	Oklahoma County	Luther	14	19	29	38	
337	Oklahoma County	Edmond	0	1	1	1	
338	Oklahoma County	Edmond	0	0	0	0	
339	Oklahoma County	Edmond	20	25	31	36	
340	Oklahoma County	Edmond	1	37	107	176	
341	Oklahoma County	Oklahoma County	94	104	121	138	
342	Oklahoma County	Edmond	8	42	75	108	
343	Oklahoma County	Oklahoma City	15	33	67	101	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
344	Oklahoma County	Luther	14	19	28	37	
345	Oklahoma County	Luther	34	41	56	71	
346	Oklahoma County	Luther	0	4	11	18	
371	Oklahoma County	Edmond	0	0	0	0	
372	Oklahoma County	Edmond	0	0	0	0	
373	Oklahoma County	Edmond	7	44	116	188	
374	Oklahoma County	Edmond	2	2	2	2	
375	Oklahoma County	Oklahoma City	5	17	39	60	
376	Oklahoma County	Luther	6	8	13	17	
377	Oklahoma County	Luther	5	16	38	60	
409	Oklahoma County	Edmond	0	0	0	0	
410	Oklahoma County	Edmond	0	0	0	0	
411	Oklahoma County	Edmond	7	36	80	124	
412	Oklahoma County	Edmond	8	34	42	50	
413	Oklahoma County	Edmond	23	57	100	143	
414	Oklahoma County	Edmond	9	49	115	182	
415	Oklahoma County	Oklahoma City	45	80	115	149	
416	Oklahoma County	Oklahoma City	20	39	76	112	OK.
417	Oklahoma County	Oklahoma City	3	7	16	24	
418	Oklahoma County	Oklahoma City	5	24	62	100	Large agricultural parcels could develop with Kilpatrick development.
419	Oklahoma County	Oklahoma City	9	27	64	100	Large agricultural parcels could develop with Kilpatrick development.
420	Oklahoma County	Luther	24	31	39	47	
421	Oklahoma County	Luther	21	27	39	51	
422	Oklahoma County	Oklahoma County	70	81	92	103	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
449	Oklahoma County	Edmond	38	74	104	133	
450	Oklahoma County	Oklahoma City	4	11	26	41	
451	Oklahoma County	Oklahoma City	31	59	87	114	
452	Oklahoma County	Oklahoma City	30	56	95	134	
453	Oklahoma County	Oklahoma City	12	24	49	74	
454	Oklahoma County	Oklahoma City	23	41	77	112	Growth overstated, very large rural lots.
455	Oklahoma County	Oklahoma City	3	19	40	61	OK.
456	Oklahoma County	Oklahoma City	12	24	44	63	
457	Oklahoma County	Oklahoma County	44	49	60	71	
458	Oklahoma County	Oklahoma County	8	13	23	32	
459	Oklahoma County	Oklahoma County	29	36	43	50	
460	Oklahoma County	Oklahoma County	38	44	51	58	
486	Oklahoma County	Oklahoma City	32	43	45	47	
487	Oklahoma County	Oklahoma City	88	115	156	196	
488	Oklahoma County	Oklahoma City	1	3	3	3	
489	Oklahoma County	Oklahoma City	114	145	192	239	
490	Oklahoma County	Oklahoma City	6	11	20	28	OK. Small TAZ.
517	Oklahoma County	Oklahoma City	53	69	102	134	
518	Oklahoma County	Oklahoma City	59	94	128	161	
519	Oklahoma County	Jones	34	63	99	134	
520	Oklahoma County	Oklahoma City	58	75	109	143	
521	Oklahoma County	Oklahoma City	0	0	0	0	OK. Small TAZ.
522	Oklahoma County	Oklahoma City	15	25	30	35	
523	Oklahoma County	Oklahoma County	22	28	39	50	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
524	Oklahoma County	Oklahoma County	36	42	55	68	
555	Oklahoma County	Oklahoma City	36	63	103	142	
556	Oklahoma County	Oklahoma City	11	37	72	106	
557	Oklahoma County	Jones	11	24	50	76	
558	Oklahoma County	Jones	132	149	172	194	
559	Oklahoma County	Oklahoma City	14	29	59	88	Large agricultural parcels could subdivide.
560	Oklahoma County	Oklahoma City	93	137	183	228	
561	Oklahoma County	Harrah	95	104	119	134	
562	Oklahoma County	Harrah	54	69	75	81	
573	Oklahoma County	Harrah	27	33	45	57	
574	Oklahoma County	Harrah	35	44	54	63	
575	Oklahoma County	Harrah	36	46	57	68	
603	Oklahoma County	Oklahoma City	10	39	81	122	
604	Oklahoma County	Oklahoma City	45	62	95	128	
605	Oklahoma County	Jones	44	68	105	141	
606	Oklahoma County	Jones	31	33	35	37	
607	Oklahoma County	Jones	38	46	63	80	OK.
641	Oklahoma County	Oklahoma City	82	115	164	212	
642	Oklahoma County	Jones	24	29	39	49	
643	Oklahoma County	Jones	99	150	249	349	OK.
644	Oklahoma County	Jones	150	178	220	261	
645	Oklahoma County	Jones	363	396	400	404	
646	Oklahoma County	Jones	12	14	17	20	
647	Oklahoma County	Jones	4	5	8	10	OK. Little residential.

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
648	Oklahoma County	Oklahoma County	22	27	37	46	OK.
649	Oklahoma County	Harrah	32	37	45	53	
650	Oklahoma County	Harrah	19	24	34	44	
651	Oklahoma County	Harrah	10	15	25	34	
662	Oklahoma County	Oklahoma City	39	57	93	129	
663	Oklahoma County	Oklahoma City	21	29	46	62	
664	Oklahoma County	Oklahoma City	3	4	6	7	
665	Oklahoma County	Harrah	85	94	103	112	
666	Oklahoma County	Harrah	129	136	151	166	
700	Oklahoma County	Oklahoma City	4	4	5	6	
701	Oklahoma County	Oklahoma City	17	36	68	100	
702	Oklahoma County	Oklahoma City	18	28	49	70	
703	Oklahoma County	Oklahoma City	27	53	91	129	
704	Oklahoma County	Jones	66	80	102	124	
705	Oklahoma County	Jones	25	58	59	60	
706	Oklahoma County	Jones	125	128	133	138	
707	Oklahoma County	Harrah	133	140	149	158	
708	Oklahoma County	Oklahoma County	75	81	88	95	
754	Oklahoma County	Oklahoma City	68	75	83	91	
755	Oklahoma County	Oklahoma City	143	300	525	750	Williamsville, Green Pastures, Morning View Heights and Freedom City have almost 600 platted lots.
756	Oklahoma County	Oklahoma City	76	107	153	198	
757	Oklahoma County	Oklahoma City	99	103	105	106	
758	Oklahoma County	Choctaw	68	79	98	116	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
759	Oklahoma County	Choctaw	81	88	103	118	
760	Oklahoma County	Choctaw	125	225	363	500	Fox Creek Ridge Sub and others like it could show significant future residential growth.
761	Oklahoma County	Harrah	17	22	29	36	
762	Oklahoma County	Oklahoma County	21	28	36	44	
763	Oklahoma County	Oklahoma County	82	89	104	118	
764	Oklahoma County	Oklahoma County	73	78	89	100	
765	Oklahoma County	Harrah	49	58	65	72	
843	Oklahoma County	Spencer	399	413	440	467	
844	Oklahoma County	Oklahoma City	128	184	292	400	OK. Most vacant land is suburban residential per FLUP.
845	Oklahoma County	Oklahoma City	94	150	259	367	OK.
846	Oklahoma County	Oklahoma City	173	242	319	397	OK. Agricultural residential in FLUP, large TAZ.
847	Oklahoma County	Oklahoma City	57	73	94	115	Growth is high, most parcels will not subdivide.
848	Oklahoma County	Choctaw	56	65	82	99	
849	Oklahoma County	Choctaw	123	136	161	186	
850	Oklahoma County	Harrah	132	160	186	211	
851	Oklahoma County	Harrah	11	15	23	31	
926	Oklahoma County	Midwest City	290	318	359	400	
927	Oklahoma County	Nicoma Park	189	218	241	263	
928	Oklahoma County	Nicoma Park	174	181	195	209	
929	Oklahoma County	Nicoma Park	106	117	122	127	
930	Oklahoma County	Choctaw	94	113	136	159	
931	Oklahoma County	Choctaw	523	554	586	617	
932	Oklahoma County	Choctaw	78	108	123	137	OK.

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
933	Oklahoma County	Choctaw	29	34	35	36	OK. Little residential development currently and in the future.
934	Oklahoma County	Harrah	6	10	17	24	
994	Oklahoma County	Midwest City	363	392	435	477	
995	Oklahoma County	Midwest City	419	445	484	522	
996	Oklahoma County	Nicoma Park	178	182	187	192	
997	Oklahoma County	Nicoma Park	46	52	62	71	
998	Oklahoma County	Choctaw	164	193	225	256	
999	Oklahoma County	Choctaw	51	76	101	126	
1000	Oklahoma County	Choctaw	87	154	180	206	
1001	Oklahoma County	Choctaw	301	361	375	389	
1002	Oklahoma County	Choctaw	33	47	75	102	OK. Large parcels could subdivide.
1003	Oklahoma County	Choctaw	134	164	185	206	OK. TAZ is mainly large lot SF with room to grow.
1004	Oklahoma County	Harrah	197	208	230	252	
1005	Oklahoma County	Harrah	113	130	143	156	
1006	Oklahoma County	Harrah	299	339	341	343	
1171	Oklahoma County	Midwest City	601	619	656	693	
1172	Oklahoma County	Midwest City	97	111	139	166	
1173	Oklahoma County	Nicoma Park	134	135	138	141	
1174	Oklahoma County	Harrah	62	72	93	113	
1386	Oklahoma County	Midwest City	242	270	312	353	
1387	Oklahoma County	Midwest City	323	355	394	432	
1388	Oklahoma County	Midwest City	591	596	604	612	
1389	Oklahoma County	Midwest City	112	119	134	148	
1390	Oklahoma County	Midwest City	226	288	302	315	



TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
1391	Oklahoma County	Choctaw	243	320	386	453	OK.
1392	Oklahoma County	Choctaw	331	419	511	603	OK.
1393	Oklahoma County	Choctaw	118	135	169	202	
1394	Oklahoma County	Choctaw	327	357	387	416	
1395	Oklahoma County	Choctaw	118	142	161	179	OK, SEC of TAZ could subdivide.
1396	Oklahoma County	Choctaw	131	203	239	275	Silver Chase Subdivision still growing.
1397	Oklahoma County	Choctaw	205	231	251	270	
1398	Oklahoma County	Harrah	116	128	140	152	
1399	Oklahoma County	Harrah	65	77	91	104	
1400	Oklahoma County	Harrah	553	588	610	632	
1569	Oklahoma County	Midwest City	706	791	821	850	Growth is high, TAZ is almost built-out.
1570	Oklahoma County	Midwest City	900	936	958	979	
1571	Oklahoma County	Choctaw	189	225	297	369	OK. Redwood Manors is u/c.
1572	Oklahoma County	Choctaw	85	122	145	167	
1573	Oklahoma County	Choctaw	214	232	269	305	
1574	Oklahoma County	Choctaw	196	234	255	275	Growth is high, considerable land is floodplain.
1575	Oklahoma County	Choctaw	139	153	181	209	OK. Larger parcels could subdivide.
1576	Oklahoma County	Choctaw	133	225	288	350	OK, Stonegate Crossing. Fox Hollow will develop further
1577	Oklahoma County	Harrah	121	130	139	148	
1578	Oklahoma County	Harrah	85	92	106	120	
1579	Oklahoma County	Harrah	44	60	92	123	
1580	Oklahoma County	Harrah	54	79	98	116	
1581	Oklahoma County	Harrah	19	25	37	48	
1628	Oklahoma County	Midwest City	367	372	382	391	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
1677	Oklahoma County	Midwest City	954	1,059	1,129	1,198	OK. Carl Albert MS and HS.
1678	Oklahoma County	Midwest City	634	745	911	1,077	Turtlewood currently u/c, further room to grow residentially.
1679	Oklahoma County	Midwest City	624	703	768	833	OK. Large vacant parcel in SEC of TAZ is residential.
1680	Oklahoma County	Midwest City	168	600	750	900	Many new subdivisions including Sundance, Avalon Lakes and Mill Creek Pond Estates. Growth understated.
1681	Oklahoma County	Midwest City	217	313	333	353	OK. Timberridge Pt. is u/c.
1682	Oklahoma County	Choctaw	250	260	281	302	
1683	Oklahoma County	Choctaw	161	175	204	232	OK.
1684	Oklahoma County	Choctaw	185	198	224	250	Growth is overstated. Larger lot SF.
1685	Oklahoma County	Harrah	178	185	199	213	
1686	Oklahoma County	Harrah	172	186	214	241	
1687	Oklahoma County	Harrah	205	245	255	265	
1688	Oklahoma County	Harrah	108	133	151	168	
1689	Oklahoma County	Harrah	104	117	144	171	
1730	Oklahoma County	Oklahoma City	86	92	105	118	
1731	Oklahoma County	Midwest City	80	186	340	494	OK. Most vacant land is residential per FLUP. Mobile Home park.
1732	Oklahoma County	Midwest City	85	150	260	370	2005 is high. Significant vacant residential land.
1733	Oklahoma County	Oklahoma City	115	157	238	318	OK. Large parcel in NWC of TAZ with residential land use.
1734	Oklahoma County	Oklahoma City	110	143	193	242	
1735	Oklahoma County	Oklahoma City	101	126	164	202	
1736	Oklahoma County	Oklahoma City	63	89	125	161	
1737	Oklahoma County	Choctaw	108	141	171	200	Growth is overstated, large parcel residential.
1738	Oklahoma County	Choctaw	187	195	210	225	OK, larger parcels could be subdivided to reach 2035 levels.
1739	Oklahoma County	Choctaw	80	106	145	183	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
1740	Oklahoma County	Harrah	30	39	57	75	
1741	Oklahoma County	Harrah	140	149	167	185	
1742	Oklahoma County	Harrah	158	189	204	218	
1743	Oklahoma County	Harrah	71	152	155	157	
1783	Oklahoma County	Oklahoma City	9	16	31	45	
1784	Oklahoma County	Oklahoma City	16	33	60	87	
1785	Oklahoma County	Oklahoma City	114	142	185	227	
1820	Oklahoma County	Oklahoma City	92	98	110	122	
1821	Oklahoma County	Oklahoma City	254	293	314	334	
1822	Oklahoma County	Oklahoma City	67	95	137	179	
1823	Oklahoma County	Oklahoma City	18	46	88	129	
1824	Oklahoma County	Oklahoma City	36	72	103	133	
1825	Oklahoma County	Oklahoma City	43	93	124	155	
1826	Oklahoma County	Oklahoma City	39	74	120	165	OK. Asheville Subdivision will expand further.
1827	Oklahoma County	Oklahoma City	92	99	112	125	Growth is overstated, large parcel residential that is built-out.
1828	Oklahoma County	Oklahoma City	87	114	136	157	
1829	Oklahoma County	Oklahoma City	40	74	113	151	
1830	Oklahoma County	Oklahoma City	113	138	176	214	
1831	Oklahoma County	Oklahoma City	76	118	131	144	
1832	Oklahoma County	Oklahoma County	70	77	91	105	
1868	Oklahoma County	Oklahoma City	5	40	109	178	
1869	Oklahoma County	Oklahoma City	152	187	229	271	
1870	Oklahoma County	Oklahoma City	83	88	98	107	
1871	Oklahoma County	Oklahoma City	27	67	133	200	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
1872	Oklahoma County	Oklahoma City	117	141	170	198	
1873	Oklahoma County	Oklahoma City	5	5	6	7	
1874	Oklahoma County	Oklahoma City	0	0	0	0	
1875	Oklahoma County	Oklahoma City	32	60	91	122	
1876	Oklahoma County	Oklahoma City	61	69	85	100	OK. Large southern portion of TAZ could develop residentially.
1877	Oklahoma County	Oklahoma City	42	61	84	106	
1878	Oklahoma County	Oklahoma City	114	129	159	189	
1879	Oklahoma County	Oklahoma City	73	86	112	137	
1880	Oklahoma County	Oklahoma City	17	28	49	70	
1890	Oklahoma County	Oklahoma City	44	61	92	123	
1891	Oklahoma County	Oklahoma City	341	402	417	432	
1892	Oklahoma County	Oklahoma City	123	168	255	341	OK. Large, rural TAZ along E. IH40.
1893	Oklahoma County	Oklahoma City	70	98	128	158	
1920	Oklahoma County	Oklahoma City	0	0	0	0	
1921	Oklahoma County	Oklahoma City	68	93	131	169	
1922	Oklahoma County	Oklahoma City	93	124	171	217	
1923	Oklahoma County	Oklahoma City	8	82	224	365	Bella Ranch is u/c, entire western portion of TAZ is vacant zoned residential.
1924	Oklahoma County	Oklahoma City	13	18	28	37	
1925	Oklahoma County	Oklahoma City	34	38	46	54	
1926	Oklahoma County	Oklahoma City	1	1	1	1	
1927	Oklahoma County	Oklahoma City	1	7	19	30	
1941	Cleveland County	Oklahoma City	504	576	657	738	Southlake is u/c, when finished TAZ will be almost built-out.
1942	Cleveland County	Oklahoma City	485	522	556	589	
1943	Cleveland County	Oklahoma City	709	758	796	833	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
1944	Cleveland County	Oklahoma City	224	226	229	232	
1945	Cleveland County	Oklahoma City	553	582	618	654	
1946	Cleveland County	Oklahoma City	831	913	957	1,000	OK. TAZ is almost built-out.
1947	Cleveland County	Oklahoma City	943	1,450	1,600	1,750	2010 Census incorrect. Brookwood Village - 1144 MF. Country Creek - 320 MF. 317 sf per parcel records.
1948	Cleveland County	Oklahoma City	827	856	887	917	
1949	Cleveland County	Oklahoma City	439	477	515	552	
1950	Cleveland County	Oklahoma City	341	341	342	342	
1951	Cleveland County	Moore	247	290	371	453	OK. Large parcel in NWC of TAZ with residential land use.
1952	Cleveland County	Moore	902	1,149	1,171	1,193	OK. TAZ is built-out currently.
1953	Cleveland County	Moore	0	12	37	61	
1954	Cleveland County	Moore	510	900	1,031	1,161	Winfield II Subdivisions - 105 SF built since 2010.
1955	Cleveland County	Oklahoma City	360	536	753	970	Bryant Place currently u/c 215 du, other large plots zoned residential.
1956	Cleveland County	Oklahoma City	145	216	263	310	OK.
1957	Cleveland County	Oklahoma City	73	76	82	88	
1958	Cleveland County	Oklahoma City	95	100	110	119	
1959	Cleveland County	Oklahoma City	93	123	168	212	
1960	Cleveland County	Oklahoma City	75	120	168	216	
1961	Cleveland County	Oklahoma City	37	73	144	215	
1962	Cleveland County	Oklahoma City	65	72	76	79	
1963	Cleveland County	Oklahoma City	88	90	95	99	
1964	Cleveland County	Oklahoma City	84	90	103	116	
1965	Cleveland County	Oklahoma City	131	136	140	144	
1966	Cleveland County	Oklahoma City	183	193	214	234	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
1971	Cleveland County	Oklahoma City	234	289	295	300	Earlywine GC.
1972	Cleveland County	Oklahoma City	1,193	1,308	1,435	1,563	OK. TAZ is built-out.
1973	Cleveland County	Oklahoma City	1,358	1,675	1,713	1,750	OK. 160 homes in Meadowlake Farms u/c. 62 du built since 2005.
1974	Cleveland County	Moore	241	431	592	752	OK. Significant vacant residential land in southern portion of TAZ with residential FLU.
1975	Cleveland County	Moore	1,269	1,428	1,452	1,475	TAZ is built-out.
1976	Cleveland County	Moore	491	508	515	521	
1977	Cleveland County	Moore	1,035	1,104	1,115	1,125	
1978	Cleveland County	Moore	684	700	725	749	OK. 2010 Census is low.
1979	Cleveland County	Moore	505	900	950	1,000	Siena Ridge is u/c - 110 homes. 923 units currently per parcel file.
1980	Cleveland County	Moore	169	287	425	564	Vacant land does not support all of growth. Sonoma Lakes u/c.
1981	Cleveland County	Oklahoma City	77	84	98	111	
1982	Cleveland County	Oklahoma City	70	77	91	104	
1983	Cleveland County	Oklahoma City	29	55	88	121	
1984	Cleveland County	Oklahoma City	72	101	144	186	
1985	Cleveland County	Oklahoma City	24	32	42	51	
1988	Cleveland County	Oklahoma City	0	0	0	0	
1989	Cleveland County	Moore	362	365	372	379	
1990	Cleveland County	Moore	37	39	42	45	
1991	Cleveland County	Moore	154	154	155	155	
1992	Cleveland County	Moore	215	217	220	223	
1993	Cleveland County	Oklahoma City	1	1	2	3	
1994	Cleveland County	Oklahoma City	282	320	393	466	
1995	Cleveland County	Oklahoma City	107	123	156	188	
1996	Cleveland County	Oklahoma City	266	300	366	433	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
1997	Cleveland County	Oklahoma City	164	206	249	291	
2002	Cleveland County	Oklahoma City	2	2	2	2	
2003	Cleveland County	Oklahoma City	811	1,025	1,204	1,382	Rockport Subd is currently u/c. Hickory Creek, Vinehaven. Currently, 1002 du per parcel file. Adjusted 2035
2004	Cleveland County	Oklahoma City	808	971	1,070	1,169	OK. Rivendell Subdivision. Currently 926 du per parcel file.
2005	Cleveland County	Oklahoma City	1,192	1,440	1,545	1,649	OK. Greenbriar neighborhoods.
2006	Cleveland County	Moore	1,033	1,300	1,330	1,360	OK.
2007	Cleveland County	Moore	894	962	1,045	1,128	OK. Briarwood Creek u/c, Eastlake Patio Homes.
2008	Cleveland County	Moore	972	991	1,000	1,008	
2009	Cleveland County	Moore	862	866	874	882	
2010	Cleveland County	Moore	210	211	213	214	
2011	Cleveland County	Moore	14	14	15	15	
2012	Cleveland County	Moore	74	75	77	78	
2013	Cleveland County	Moore	35	35	36	36	
2014	Cleveland County	Moore	23	23	24	25	
2015	Cleveland County	Moore	825	852	852	852	
2016	Cleveland County	Moore	437	441	449	456	
2017	Cleveland County	Moore	479	505	539	572	
2018	Cleveland County	Moore	722	783	808	832	
2019	Cleveland County	Moore	423	594	794	994	Cleveland Heights - 651 lots undeveloped since 1960's. <a href="http://www.normantranscript.com/news/broke-n-dreams-in-moore-hold-future-promise/article_e6a996e8-49ac-11e4-8910-1301cfdb7cff.html">http://www.normantranscript.com/news/broke-n-dreams-in-moore-hold-future-promise/article_e6a996e8-49ac-11e4-8910-1301cfdb7cff.html</a>
2020	Cleveland County	Oklahoma City	27	34	48	62	
2021	Cleveland County	Oklahoma City	2	14	39	64	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
2022	Cleveland County	Oklahoma City	4	4	5	6	
2023	Cleveland County	Oklahoma City	39	67	108	149	
2024	Cleveland County	Oklahoma City	29	43	72	100	No growth since 2005, growth adjusted.
2025	Cleveland County	Norman	173	209	249	288	
2026	Cleveland County	Oklahoma City	57	64	75	86	
2028	Cleveland County	Oklahoma City	5	5	6	7	
2029	Cleveland County	Oklahoma City	0	0	0	0	
2030	Cleveland County	Oklahoma City	93	425	613	800	Legacy - 400 SF subdivision is currently u/c, plenty of vacant residential land to grow.
2031	Cleveland County	Oklahoma City	408	925	1,013	1,100	2005 is low. Brandywine Subdivision. 882 du currently per parcel file, room to grow.
2032	Cleveland County	Oklahoma City	180	257	334	410	OK.
2033	Cleveland County	Moore	786	895	1,047	1,198	Westmoor sub. 824 du currently with vacant land zoned residential.
2034	Cleveland County	Moore	570	570	571	572	
2035	Cleveland County	Moore	346	389	464	540	OK. Tornado affected TAZ.
2036	Cleveland County	Moore	0	0	0	0	TAZ entirely commercial.
2037	Cleveland County	Moore	276	285	290	295	TAZ SF almost completely rebuilt post-tornado.
2038	Cleveland County	Moore	576	590	603	616	OK. Few vacant lots available post-tornado.
2039	Cleveland County	Moore	623	662	669	675	OK. TAZ is built-out.
2040	Cleveland County	Moore	186	192	204	215	OK.
2041	Cleveland County	Moore	309	866	957	1,048	OK.
2042	Cleveland County	Oklahoma City	79	92	105	118	
2043	Cleveland County	Oklahoma City	8	23	53	83	
2044	Cleveland County	Oklahoma City	2	3	4	5	
2045	Cleveland County	Oklahoma City	22	47	81	114	



TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
2046	Cleveland County	Oklahoma City	155	174	212	250	Unlikely that current parcels will subdivide considerably.
2047	Cleveland County	Norman	33	44	53	61	
2048	Cleveland County	Cleveland County	34	44	61	77	
2049	Cleveland County	Oklahoma City	94	111	144	177	
2051	Cleveland County	Moore	788	587	871	1,154	Tornado damaged TAZ, 35 West Apts - 314 du built in 2015. Will see more residential development.
2052	Cleveland County	Moore	5	6	7	7	
2053	Cleveland County	Moore	586	792	927	1,062	TAZ has sufficient land to add more houses based on Meadow Run's design.
2056	Cleveland County	Oklahoma City	103	138	206	273	
2057	Cleveland County	Oklahoma City	184	281	291	300	
2058	Cleveland County	Oklahoma City	824	1,184	1,258	1,332	OK. Stone Meadows Estates and SM South. Parcel zoned MF could develop in future.
2059	Cleveland County	Moore	972	1,122	1,149	1,175	OK. Southmoore HS, almost built-out.
2060	Cleveland County	Moore	523	1,100	1,225	1,350	Greens and Fairways @ Moore - 700 MF. Blue Stem Ridge approx 240 homes.
2061	Cleveland County	Moore	0	1	2	3	
2062	Cleveland County	Moore	200	640	658	675	Mission Pointe Apts. - 355 units built in 2015. Most vacant land has commercial land use.
2063	Cleveland County	Moore	106	144	152	160	
2064	Cleveland County	Moore	384	481	669	857	OK. NEC of TAZ is vacant with residential landuse. Broadmoore GC.
2065	Cleveland County	Moore	33	148	292	437	OK. Significant vacant land zoned agricultural residential.
2066	Cleveland County	Moore	120	236	254	272	OK. Turtle Lakes Subs.
2067	Cleveland County	Moore	159	272	274	275	2035 is high. TAZ is built-out.
2068	Cleveland County	Oklahoma City	53	59	71	83	
2069	Cleveland County	Oklahoma City	0	9	27	45	
2070	Cleveland County	Oklahoma City	32	39	54	68	
2071	Cleveland County	Oklahoma City	71	77	88	99	
2072	Cleveland County	Cleveland County	82	114	162	209	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
2073	Cleveland County	Norman	10	20	41	61	
2074	Cleveland County	Cleveland County	4	12	17	22	
2077	Cleveland County	Oklahoma City	12	47	113	178	
2078	Cleveland County	Cleveland County	106	500	750	1,000	Talavera/Rio Toscano will have almost 700 homes. SWC of TAZ is vacant.
2079	Cleveland County	Moore	116	177	271	364	OK. Sendera Lakes subdivision is u/c, 65 SF.
2080	Cleveland County	Moore	21	25	34	43	
2081	Cleveland County	Moore	307	488	492	495	OK. TAZ is built-out.
2082	Cleveland County	Moore	305	632	887	1,143	Apple Gardens Village and Apple Landing developments.
2083	Cleveland County	Moore	273	277	286	294	
2084	Cleveland County	Cleveland County	74	133	206	280	Seiter Farms is currently u/c.
2085	Cleveland County	Cleveland County	86	222	370	518	Belmar North - 175 du u/c. Stelens Ct. Condos U/C. Belmar GC.
2086	Cleveland County	Cleveland County	76	83	97	111	
2087	Cleveland County	Oklahoma City	20	25	30	35	
2088	Cleveland County	Oklahoma City	39	45	58	70	
2089	Cleveland County	Oklahoma City	41	69	110	151	
2090	Cleveland County	Norman	75	80	85	89	
2091	Cleveland County	Cleveland County	355	422	544	665	OK.
2092	Cleveland County	Norman	95	113	148	182	
2093	Cleveland County	Norman	10	19	38	56	
2094	Cleveland County	Cleveland County	500	564	586	608	
2095	Cleveland County	Cleveland County	131	144	171	198	
2096	Cleveland County	Norman	2	16	45	73	
2097	Cleveland County	Cleveland County	1	1	2	3	
2098	Cleveland County	Norman	14	48	115	182	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
2105	Cleveland County	Norman	3	36	86	135	
2106	Cleveland County	Norman	73	180	388	596	Glenridge currently u/c with 110 SF. Large PUD in NWC.
2107	Cleveland County	Norman	15	68	164	259	OK. Most vacant land is zoned residential, both SF and MF.
2108	Cleveland County	Norman	0	1	3	5	
2109	Cleveland County	Norman	79	121	202	284	OK.
2110	Cleveland County	Norman	39	54	77	100	Current parcels unlikely to subdivide, most have homes.
2111	Cleveland County	Norman	4	14	33	52	
2112	Cleveland County	Norman	2	11	29	46	
2113	Cleveland County	Norman	7	14	27	40	
2114	Cleveland County	Norman	12	16	24	31	
2115	Cleveland County	Norman	2	8	21	34	
2116	Cleveland County	Norman	17	22	31	40	
2117	Cleveland County	Norman	23	33	53	72	
2118	Cleveland County	Norman	24	33	49	65	
2119	Cleveland County	Cleveland County	104	115	137	158	
2125	Cleveland County	Norman	6	6	7	8	
2126	Cleveland County	Norman	25	27	30	33	
2127	Cleveland County	Norman	524	732	864	996	OK, Carrington Place is still u/c, TAZ almost built-out after that.
2128	Cleveland County	Norman	0	0	0	0	
2129	Cleveland County	Norman	1	1	2	2	
2130	Cleveland County	Norman	27	89	209	328	OK.
2131	Cleveland County	Norman	24	85	203	322	OK. Moore Norman Technology Center.
2132	Cleveland County	Norman	92	327	439	552	Red Canyon Ranch is u/c w/ approx 200 SF. More vacant land to grow.
2133	Cleveland County	Norman	16	33	66	98	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
2134	Cleveland County	Norman	16	45	82	118	
2135	Cleveland County	Norman	53	66	93	119	
2136	Cleveland County	Norman	60	70	89	108	
2137	Cleveland County	Norman	149	158	177	196	
2138	Cleveland County	Norman	26	32	43	54	
2139	Cleveland County	Norman	21	29	44	59	
2140	Cleveland County	Norman	21	30	49	68	
2141	Cleveland County	Cleveland County	97	106	109	112	
2142	Cleveland County	Cleveland County	82	86	93	99	
2146	Cleveland County	Cleveland County	85	90	93	96	
2147	Cleveland County	Norman	0	0	0	0	
2150	Cleveland County	Norman	9	9	10	10	
2151	Cleveland County	Norman	7	8	9	10	
2152	Cleveland County	Norman	758	1,150	1,325	1,500	Las Colinas neighborhood u/c. Cascade Estates is built-out. Currently 1209 residential parcels per county. 2035 adjusted.
2153	Cleveland County	Norman	33	60	93	125	
2154	Cleveland County	Norman	0	0	0	0	TAZ is zoned commercial, industrial and office.
2155	Cleveland County	Norman	588	996	1,486	1,976	Parcel records indicate 580 hh at 2005. 1330 currently, adjusted 2035.
2156	Cleveland County	Norman	1,025	1,216	1,579	1,943	OK. Vacant portion in northern part of TAZ zoned residential and multifamily.
2157	Cleveland County	Norman	369	549	704	859	Deerfield is built-out. Large parcels with residential land uses per Norman2020 plan.
2158	Cleveland County	Norman	16	34	67	100	Growth possibly overstated, most of vacant land in TAZ is zoned very low density residential.
2159	Cleveland County	Norman	23	63	133	202	
2160	Cleveland County	Norman	8	17	30	43	
2161	Cleveland County	Norman	126	136	153	170	
2162	Cleveland County	Norman	254	287	325	363	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
2163	Cleveland County	Norman	95	99	107	115	
2164	Cleveland County	Norman	87	95	111	127	
2165	Cleveland County	Norman	46	52	61	70	
2166	Cleveland County	Cleveland County	36	46	49	52	
2171	Cleveland County	Norman	1	2	3	4	
2172	Cleveland County	Norman	570	750	871	992	Growth is high. Falls at Brookhaven - 164 apts built in 2013. TAZ is almost built-out.
2173	Cleveland County	Norman	637	642	653	663	
2174	Cleveland County	Norman	1,080	1,122	1,201	1,281	
2175	Cleveland County	Norman	0	0	0	0	Westheimer Airport land zoned commercial, industrial.
2176	Cleveland County	Norman	280	315	320	325	
2177	Cleveland County	Norman	629	688	803	918	Vacant land zoned MF.
2178	Cleveland County	Norman	263	307	338	368	
2179	Cleveland County	Norman	1,031	1,339	1,719	2,098	OK. Hallbrooke and Park Place neighborhoods have been u/c.
2180	Cleveland County	Norman	73	149	297	445	OK. Rural, mainly vacant TAZ. Frost Creek PUD
2181	Cleveland County	Norman	69	77	93	108	
2182	Cleveland County	Norman	22	30	43	55	
2183	Cleveland County	Norman	77	81	87	93	
2184	Cleveland County	Norman	549	587	608	629	
2185	Cleveland County	Norman	13	20	34	47	
2186	Cleveland County	Cleveland County	62	73	90	107	
2187	Cleveland County	Cleveland County	1	4	11	17	
2191	Cleveland County	Norman	85	250	250	250	
2192	Cleveland County	Norman	776	858	864	870	
2193	Cleveland County	Norman	556	578	589	600	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
2194	Cleveland County	Norman	715	747	794	840	
2195	Cleveland County	Norman	4	8	9	10	
2196	Cleveland County	Norman	996	1,011	1,041	1,071	
2197	Cleveland County	Norman	289	289	290	291	
2198	Cleveland County	Norman	399	401	406	411	
2199	Cleveland County	Norman	130	135	143	150	
2200	Cleveland County	Norman	24	25	25	25	
2201	Cleveland County	Norman	0	0	0	0	
2202	Cleveland County	Norman	357	361	368	375	
2203	Cleveland County	Norman	27	39	40	40	
2204	Cleveland County	Norman	1,125	1,195	1,294	1,392	OK. TAZ is almost built-out.
2205	Cleveland County	Norman	371	550	655	759	OK. Currently has approximately 500 du's. Residential land available.
2206	Cleveland County	Norman	49	74	112	150	Growth possibly overstated, most of vacant land in TAZ is zoned very low density residential.
2207	Cleveland County	Norman	29	54	87	120	
2208	Cleveland County	Norman	18	27	44	60	
2209	Cleveland County	Norman	2	42	89	136	
2216	Cleveland County	Norman	329	350	363	375	2005 is high. Most of remaining vacant land in TAZ is floodplain.
2217	Cleveland County	Norman	636	646	664	682	
2218	Cleveland County	Norman	0	0	0	0	
2219	Cleveland County	Norman	0	10	11	12	
2220	Cleveland County	Norman	754	757	762	767	
2221	Cleveland County	Norman	38	45	48	50	
2222	Cleveland County	Norman	201	207	209	210	
2223	Cleveland County	Norman	94	97	99	100	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
2224	Cleveland County	Norman	19	19	20	21	
2225	Cleveland County	Norman	0	0	0	0	
2226	Cleveland County	Norman	165	170	177	184	
2227	Cleveland County	Norman	65	69	75	81	
2228	Cleveland County	Norman	0	0	0	0	
2229	Cleveland County	Norman	68	68	69	70	
2230	Cleveland County	Norman	9	10	11	12	
2231	Cleveland County	Norman	19	49	95	140	
2232	Cleveland County	Norman	0	0	0	0	
2233	Cleveland County	Norman	2	7	9	10	
2234	Cleveland County	Norman	18	28	49	70	
2235	Cleveland County	Norman	33	35	40	44	
2236	Cleveland County	Norman	2	2	3	4	
2237	Cleveland County	Norman	20	20	21	22	
2238	Cleveland County	Norman	7	8	8	8	
2239	Cleveland County	Norman	0	0	0	0	CDBG TAZ - All commercial.
2240	Cleveland County	Norman	0	0	0	0	
2241	Cleveland County	Norman	100	106	115	123	
2242	Cleveland County	Norman	61	61	61	61	
2243	Cleveland County	Norman	390	440	536	631	CDBG TAZ. Redevelopment likely.
2244	Cleveland County	Norman	3	5	8	11	
2245	Cleveland County	Norman	25	40	62	84	
2248	Cleveland County	Norman	540	750	775	800	
2249	Cleveland County	Norman	430	458	496	533	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
2250	Cleveland County	Norman	703	772	782	792	
2251	Cleveland County	Norman	925	938	959	980	
2252	Cleveland County	Norman	490	493	498	503	
2253	Cleveland County	Norman	340	342	347	351	
2254	Cleveland County	Norman	289	291	295	299	
2255	Cleveland County	Norman	115	117	121	125	
2256	Cleveland County	Norman	87	95	110	125	
2257	Cleveland County	Norman	422	429	442	455	
2258	Cleveland County	Norman	59	65	77	88	
2259	Cleveland County	Norman	121	127	134	141	
2260	Cleveland County	Norman	0	0	0	0	
2261	Cleveland County	Norman	0	0	0	0	
2262	Cleveland County	Norman	209	226	259	291	
2263	Cleveland County	Norman	248	273	310	347	
2264	Cleveland County	Norman	436	461	499	536	
2265	Cleveland County	Norman	486	500	518	535	
2266	Cleveland County	Norman	860	879	917	954	
2267	Cleveland County	Norman	609	651	656	660	
2268	Cleveland County	Norman	940	954	982	1,009	
2269	Cleveland County	Norman	689	698	699	700	
2270	Cleveland County	Norman	489	556	568	579	
2271	Cleveland County	Norman	512	764	1,006	1,249	Summit Lakes. Cleveland County parcel indicates 460 du in 2005. Growth OK.
2272	Cleveland County	Norman	62	76	87	98	
2273	Cleveland County	Norman	62	70	85	99	



TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
2274	Cleveland County	Norman	98	101	108	115	
2276	Cleveland County	Norman	631	737	917	1,097	2005 is high.
2277	Cleveland County	Norman	28	40	45	50	
2278	Cleveland County	Norman	522	532	544	556	
2279	Cleveland County	Norman	857	866	884	901	
2280	Cleveland County	Norman	242	246	254	261	
2281	Cleveland County	Norman	196	199	204	209	
2282	Cleveland County	Norman	9	10	12	13	
2283	Cleveland County	Norman	45	50	60	70	
2284	Cleveland County	Norman	775	859	1,023	1,187	Portion of OU South Campus, OU GC.
2285	Cleveland County	Norman	581	640	657	673	
2286	Cleveland County	Norman	733	781	821	861	
2287	Cleveland County	Norman	635	686	786	886	OK.
2288	Cleveland County	Norman	400	644	973	1,302	Eastern portion of TAZ is low-density residential per Norman 2020 plan. Growth OK.
2289	Cleveland County	Norman	123	420	435	450	OK. 120 SF development of E. Imhoff is U/C.
2290	Cleveland County	Norman	75	102	126	150	Growth is high, very low density residential throughout most of TAZ.
2291	Cleveland County	Norman	83	94	102	110	
2292	Cleveland County	Norman	145	148	155	162	
2293	Cleveland County	Cleveland County	232	242	243	243	
2294	Cleveland County	Cleveland County	52	61	64	67	
2296	Cleveland County	Norman	805	836	883	930	
2297	Cleveland County	Norman	289	364	510	657	OU Traditions Square West built in 2006. TAZ is almost built-out.
2298	Cleveland County	Norman	340	390	468	546	University of Oklahoma.
2299	Cleveland County	Norman	0	0	0	0	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
2300	Cleveland County	Norman	959	1,094	1,357	1,621	OK. Mainly MF - University Gardens, Hampton Woods, Forest Pointe, Emerald Greens, Commons on Oak Tree - 902 du.
2301	Cleveland County	Norman	890	1,200	1,250	1,300	Cottages of Norman - 174 MF. Crimson Park - 268 MF, Aspen Heights.
2302	Cleveland County	Norman	1	1	1	1	
2303	Cleveland County	Norman	0	1	3	5	
2304	Cleveland County	Cleveland County	208	238	283	327	
2305	Cleveland County	Cleveland County	82	100	137	173	
2307	Cleveland County	Norman	980	1,040	1,125	1,210	OK. TAZ is almost built-out.
2308	Cleveland County	Norman	14	51	123	194	
2309	Cleveland County	Norman	558	742	904	1,066	OK.
2310	Cleveland County	Norman	44	111	205	299	OK. Large, rural TAZ.
2311	Cleveland County	Norman	12	31	69	107	
2312	Cleveland County	Norman	32	37	46	55	
2313	Cleveland County	Norman	99	125	145	164	
2315	Cleveland County	Norman	753	985	1,157	1,328	OK. Cobblestone Creek GC. Significant construction since 2010 - 140 units.
2316	Cleveland County	Norman	1	1,000	1,322	1,644	OK. The Links and the Greens at Norman - 926 MF.
2317	Cleveland County	Norman	19	33	54	75	Little development in rural area, growth adjusted.
2318	Cleveland County	Norman	13	25	50	75	Growth is overstated, little development currently and in near future.
2319	Cleveland County	Norman	36	43	58	73	
2320	Cleveland County	Norman	136	147	166	185	
2321	Cleveland County	Norman	97	128	174	219	
2322	Cleveland County	Norman	22	24	29	33	
2323	Cleveland County	Cleveland County	0	0	0	0	
2324	Cleveland County	Cleveland County	10	15	23	31	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
2326	Cleveland County	Norman	18	23	28	33	
2327	Cleveland County	Cleveland County	186	216	242	267	
2328	Cleveland County	Cleveland County	49	59	60	60	
2329	Cleveland County	Cleveland County	52	55	61	66	
2331	Cleveland County	Noble	551	599	621	642	
2332	Cleveland County	Noble	152	170	173	175	
2333	Cleveland County	Noble	34	42	58	73	
2334	Cleveland County	Norman	28	38	53	68	
2335	Cleveland County	Norman	5	16	37	58	
2336	Cleveland County	Norman	16	27	41	54	
2337	Cleveland County	Norman	21	32	47	62	
2338	Cleveland County	Norman	18	24	37	49	
2339	Cleveland County	Norman	25	32	43	54	
2342	Cleveland County	Noble	418	431	434	437	
2343	Cleveland County	Noble	457	503	506	509	
2344	Cleveland County	Noble	64	74	91	107	
2345	Cleveland County	Noble	39	55	68	81	
2346	Cleveland County	Noble	66	74	75	75	
2347	Cleveland County	Slaughterville	78	85	86	87	
2348	Cleveland County	Slaughterville	53	56	63	69	
2349	Cleveland County	Slaughterville	66	72	84	96	
2350	Cleveland County	Cleveland County	201	211	230	249	
2351	Cleveland County	Cleveland County	65	76	78	80	
2352	Cleveland County	Cleveland County	11	16	20	24	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
2356	Cleveland County	Cleveland County	374	393	418	442	
2359	Cleveland County	Noble	17	46	51	56	
2360	Cleveland County	Noble	88	99	120	141	
2361	Cleveland County	Noble	5	20	35	50	
2362	Cleveland County	Noble	28	37	52	67	
2363	Cleveland County	Cleveland County	70	88	107	126	
2364	Cleveland County	Slaughterville	54	57	64	71	
2365	Cleveland County	Slaughterville	92	96	103	110	
2366	Cleveland County	Cleveland County	115	129	141	153	
2367	Cleveland County	Cleveland County	74	82	83	84	
2368	Cleveland County	Cleveland County	122	143	147	150	
2370	Cleveland County	Cleveland County	97	110	113	115	
2371	Cleveland County	Cleveland County	33	38	39	40	
2372	Cleveland County	Cleveland County	39	42	49	56	
2373	Cleveland County	Cleveland County	65	83	87	91	
2374	Cleveland County	Slaughterville	29	33	40	47	
2375	Cleveland County	Slaughterville	22	26	33	40	
2376	Cleveland County	Cleveland County	24	29	39	49	
2377	Cleveland County	Cleveland County	130	144	147	150	
2378	Cleveland County	Cleveland County	0	0	0	0	
2379	Cleveland County	Cleveland County	155	163	180	196	
2381	Cleveland County	Cleveland County	82	88	93	98	
2382	Cleveland County	Slaughterville	44	57	59	60	
2383	Cleveland County	Slaughterville	63	70	77	84	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
2384	Cleveland County	Cleveland County	33	38	48	57	
2385	Cleveland County	Slaughterville	22	31	36	41	
2386	Cleveland County	Slaughterville	50	53	60	66	
2387	Cleveland County	Cleveland County	22	28	33	37	
2388	Cleveland County	Cleveland County	13	22	24	25	
2391	Cleveland County	Slaughterville	44	47	54	61	
2392	Cleveland County	Cleveland County	47	57	65	73	
2393	Cleveland County	Cleveland County	16	18	23	28	
2394	Cleveland County	Cleveland County	26	32	43	54	
2396	Cleveland County	Cleveland County	83	93	98	102	
2397	Cleveland County	Cleveland County	12	19	33	46	
2398	Cleveland County	Cleveland County	15	21	32	42	
2399	Cleveland County	Cleveland County	34	44	57	69	
2402	Cleveland County	Cleveland County	101	110	127	144	
2403	Cleveland County	Cleveland County	24	31	45	58	
2404	Cleveland County	Cleveland County	15	21	31	41	
2405	Cleveland County	Slaughterville	6	10	18	26	
2406	Cleveland County	Cleveland County	133	172	174	175	
2407	Cleveland County	Cleveland County	121	132	134	135	
2413	Cleveland County	Cleveland County	11	19	32	44	
2414	Cleveland County	Cleveland County	34	41	52	62	
2415	Cleveland County	Slaughterville	17	21	26	30	
2416	Cleveland County	Cleveland County	135	152	187	222	
2417	Cleveland County	Cleveland County	271	288	321	354	

TAZ	COUNTY	CITY	RDS 2005 HH	RDS 2015 HH	RDS 2025 HH	RDS 2035 HH	Notes
2418	Cleveland County	Cleveland County	10	21	25	28	
2419	Cleveland County	Cleveland County	13	22	23	24	
2420	Cleveland County	Cleveland County	8	13	19	24	
2422	Cleveland County	Cleveland County	96	102	111	120	
2423	Cleveland County	Cleveland County	289	317	335	353	
2424	Cleveland County	Cleveland County	17	21	28	34	
2425	Cleveland County	Cleveland County	19	23	28	33	
2426	Cleveland County	Cleveland County	33	44	44	44	
2427	Cleveland County	Cleveland County	6	10	17	24	
2428	Cleveland County	Cleveland County	14	18	26	34	
2429	Cleveland County	Cleveland County	9	17	19	21	
2435	Cleveland County	Cleveland County	7	13	19	24	
2436	Cleveland County	Cleveland County	23	27	36	45	
2437	Cleveland County	Cleveland County	14	19	25	30	
2438	Cleveland County	Cleveland County	19	24	30	35	
2439	Cleveland County	Cleveland County	5	9	16	23	
2440	Cleveland County	Cleveland County	1	6	14	21	
2441	Cleveland County	Cleveland County	61	71	73	75	
2443	Cleveland County	Cleveland County	6	11	21	31	
2444	Cleveland County	Cleveland County	5	8	14	19	
2445	Cleveland County	Cleveland County	15	19	25	31	
2448	Cleveland County	Cleveland County	7	12	16	20	
2449	Cleveland County	Cleveland County	116	121	126	130	
2450	Cleveland County	Cleveland County	40	43	50	57	

**B. RDS Population Data**

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
89	Oklahoma County	Edmond	7	7	7	7	
90	Oklahoma County	Oklahoma County	153	279	307	335	
91	Oklahoma County	Oklahoma County	46	70	105	139	
92	Oklahoma County	Oklahoma County	0	5	5	5	
93	Oklahoma County	Oklahoma County	41	60	98	136	
94	Oklahoma County	Oklahoma County	0	0	0	0	
95	Oklahoma County	Oklahoma County	14	27	52	77	
96	Oklahoma County	Oklahoma County	12	41	60	79	
97	Oklahoma County	Oklahoma County	34	46	68	90	
98	Oklahoma County	Oklahoma County	4	24	42	60	
112	Oklahoma County	Edmond	13	107	231	355	
113	Oklahoma County	Edmond	2	24	62	100	Growth is possible but unlikely, little development in vicinity.
114	Oklahoma County	Edmond	2	34	92	150	Little development in rural area, growth adjusted.
115	Oklahoma County	Edmond	13	124	241	358	
116	Oklahoma County	Oklahoma County	65	88	111	134	
117	Oklahoma County	Oklahoma County	26	42	63	84	
146	Oklahoma County	Edmond	98	185	225	265	No development lately. 2035 changed.
147	Oklahoma County	Edmond	1	69	245	421	OK. TAZ is almost entirely vacant, but FLUP indicates suburban residential.
148	Oklahoma County	Edmond	36	172	288	403	
149	Oklahoma County	Edmond	34	126	252	379	
150	Oklahoma County	Oklahoma County	62	82	104	126	
151	Oklahoma County	Oklahoma County	18	32	53	74	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
152	Oklahoma County	Oklahoma County	15	30	52	74	
153	Oklahoma County	Oklahoma County	103	118	152	186	
154	Oklahoma County	Oklahoma County	4	16	38	60	
190	Oklahoma County	Edmond	140	274	408	542	
191	Oklahoma County	Edmond	3	87	215	342	
192	Oklahoma County	Edmond	49	121	177	233	Growth is high. Rural TAZ zoned residential.
193	Oklahoma County	Edmond	18	90	178	265	
194	Oklahoma County	Luther	31	34	40	47	
195	Oklahoma County	Luther	25	27	34	40	
196	Oklahoma County	Luther	62	79	107	134	
197	Oklahoma County	Luther	3	3	3	3	
198	Oklahoma County	Oklahoma County	13	26	49	72	
209	Oklahoma County	Edmond	184	400	472	543	OK. Thunder Canyon is currently u/c.
210	Oklahoma County	Arcadia	9	56	130	205	
211	Oklahoma County	Oklahoma County	272	326	346	366	
243	Oklahoma County	Edmond	0	0	0	0	
244	Oklahoma County	Edmond	75	172	362	553	
245	Oklahoma County	Edmond	0	0	0	0	
246	Oklahoma County	Edmond	48	185	313	442	
247	Oklahoma County	Arcadia	76	83	95	107	
248	Oklahoma County	Oklahoma City	37	61	110	160	
249	Oklahoma County	Luther	21	29	42	55	
250	Oklahoma County	Luther	148	163	194	226	
251	Oklahoma County	Luther	12	24	24	24	



TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
252	Oklahoma County	Luther	91	94	99	104	
253	Oklahoma County	Luther	101	115	120	124	
293	Oklahoma County	Edmond	54	167	346	525	OK.
294	Oklahoma County	Edmond	29	73	156	240	Very low density country residential.
295	Oklahoma County	Edmond	7	103	249	394	
296	Oklahoma County	Arcadia	167	175	190	205	
297	Oklahoma County	Arcadia	0	2	3	5	
298	Oklahoma County	Arcadia	5	95	217	340	
299	Oklahoma County	Oklahoma County	18	24	29	33	
300	Oklahoma County	Edmond	9	32	48	64	
301	Oklahoma County	Oklahoma City	8	19	30	42	
302	Oklahoma County	Oklahoma City	177	207	238	269	
303	Oklahoma County	Luther	57	77	116	154	
304	Oklahoma County	Luther	55	58	61	64	
305	Oklahoma County	Luther	440	459	487	516	
306	Oklahoma County	Luther	69	75	90	105	
307	Oklahoma County	Luther	43	58	92	126	
337	Oklahoma County	Edmond	0	2	2	3	
338	Oklahoma County	Edmond	0	0	0	0	
339	Oklahoma County	Edmond	60	75	91	107	
340	Oklahoma County	Edmond	2	81	240	398	
341	Oklahoma County	Oklahoma County	205	226	263	300	
342	Oklahoma County	Edmond	19	100	178	256	
343	Oklahoma County	Oklahoma City	37	81	164	247	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
344	Oklahoma County	Luther	41	56	80	104	
345	Oklahoma County	Luther	111	134	177	221	
346	Oklahoma County	Luther	0	8	13	18	
371	Oklahoma County	Edmond	0	0	0	0	
372	Oklahoma County	Edmond	0	0	0	0	
373	Oklahoma County	Edmond	15	94	248	402	
374	Oklahoma County	Edmond	4	4	4	4	
375	Oklahoma County	Oklahoma City	13	43	99	154	
376	Oklahoma County	Luther	12	16	26	36	
377	Oklahoma County	Luther	13	43	58	73	
409	Oklahoma County	Edmond	0	0	0	0	
410	Oklahoma County	Edmond	0	0	0	0	
411	Oklahoma County	Edmond	16	82	183	284	
412	Oklahoma County	Edmond	20	85	104	123	
413	Oklahoma County	Edmond	61	151	265	378	
414	Oklahoma County	Edmond	22	120	272	424	
415	Oklahoma County	Oklahoma City	109	194	295	395	
416	Oklahoma County	Oklahoma City	62	121	238	355	OK.
417	Oklahoma County	Oklahoma City	7	16	34	53	
418	Oklahoma County	Oklahoma City	23	110	277	443	Large agricultural parcels could develop with Kilpatrick development.
419	Oklahoma County	Oklahoma City	27	81	192	303	Large agricultural parcels could develop with Kilpatrick development.
420	Oklahoma County	Luther	72	93	117	140	
421	Oklahoma County	Luther	54	70	100	130	
422	Oklahoma County	Oklahoma County	185	214	246	277	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
449	Oklahoma County	Edmond	146	282	387	492	
450	Oklahoma County	Oklahoma City	10	27	64	101	
451	Oklahoma County	Oklahoma City	67	128	188	248	
452	Oklahoma County	Oklahoma City	77	145	245	345	
453	Oklahoma County	Oklahoma City	29	58	118	178	
454	Oklahoma County	Oklahoma City	52	93	172	252	Growth overstated, very large rural lots.
455	Oklahoma County	Oklahoma City	3	19	40	61	OK.
456	Oklahoma County	Oklahoma City	26	52	95	137	
457	Oklahoma County	Oklahoma County	124	139	170	202	
458	Oklahoma County	Oklahoma County	23	38	66	93	
459	Oklahoma County	Oklahoma County	74	92	110	128	
460	Oklahoma County	Oklahoma County	109	126	147	167	
486	Oklahoma County	Oklahoma City	61	81	94	106	
487	Oklahoma County	Oklahoma City	254	332	452	572	
488	Oklahoma County	Oklahoma City	3	9	12	15	
489	Oklahoma County	Oklahoma City	343	436	578	720	
490	Oklahoma County	Oklahoma City	20	37	65	94	OK. Small TAZ.
517	Oklahoma County	Oklahoma City	132	172	253	334	
518	Oklahoma County	Oklahoma City	171	272	369	466	
519	Oklahoma County	Jones	83	154	242	330	
520	Oklahoma County	Oklahoma City	196	254	367	480	
521	Oklahoma County	Oklahoma City	0	0	0	0	OK. Small TAZ.
522	Oklahoma County	Oklahoma City	51	85	102	118	
523	Oklahoma County	Oklahoma County	49	62	85	109	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
524	Oklahoma County	Oklahoma County	92	108	140	173	
555	Oklahoma County	Oklahoma City	88	155	252	350	
556	Oklahoma County	Oklahoma City	29	98	194	291	
557	Oklahoma County	Jones	25	55	105	154	
558	Oklahoma County	Jones	300	339	398	457	
559	Oklahoma County	Oklahoma City	45	93	188	283	Large agricultural parcels could subdivide.
560	Oklahoma County	Oklahoma City	250	368	488	607	
561	Oklahoma County	Harrah	278	304	346	388	
562	Oklahoma County	Harrah	156	201	221	240	
573	Oklahoma County	Harrah	58	71	97	123	
574	Oklahoma County	Harrah	85	107	130	154	
575	Oklahoma County	Harrah	98	125	154	183	
603	Oklahoma County	Oklahoma City	21	82	169	256	
604	Oklahoma County	Oklahoma City	131	180	275	370	
605	Oklahoma County	Jones	119	185	282	380	
606	Oklahoma County	Jones	76	81	86	91	
607	Oklahoma County	Jones	85	103	142	181	OK.
641	Oklahoma County	Oklahoma City	181	254	364	473	
642	Oklahoma County	Jones	61	74	92	110	
643	Oklahoma County	Jones	274	415	697	979	OK.
644	Oklahoma County	Jones	443	526	640	755	
645	Oklahoma County	Jones	1034	1124	1137	1150	
646	Oklahoma County	Jones	30	35	43	51	
647	Oklahoma County	Jones	8	10	15	20	OK. Little residential.

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
648	Oklahoma County	Oklahoma County	61	75	102	128	OK.
649	Oklahoma County	Harrah	90	104	129	153	
650	Oklahoma County	Harrah	48	60	83	105	
651	Oklahoma County	Harrah	31	46	75	104	
662	Oklahoma County	Oklahoma City	103	151	246	342	
663	Oklahoma County	Oklahoma City	39	55	85	116	
664	Oklahoma County	Oklahoma City	5	7	9	12	
665	Oklahoma County	Harrah	260	288	316	344	
666	Oklahoma County	Harrah	393	415	460	506	
700	Oklahoma County	Oklahoma City	10	10	12	14	
701	Oklahoma County	Oklahoma City	44	93	176	258	
702	Oklahoma County	Oklahoma City	32	50	87	125	
703	Oklahoma County	Oklahoma City	72	142	243	345	
704	Oklahoma County	Jones	197	239	298	357	
705	Oklahoma County	Jones	63	145	148	152	
706	Oklahoma County	Jones	355	364	378	391	
707	Oklahoma County	Harrah	343	364	387	410	
708	Oklahoma County	Oklahoma County	233	252	273	294	
754	Oklahoma County	Oklahoma City	182	201	221	241	
755	Oklahoma County	Oklahoma City	372	780	1357	1934	Williamsville, Green Pastures, Morning View Heights and Freedom City have almost 600 platted lots.
756	Oklahoma County	Oklahoma City	185	261	372	484	
757	Oklahoma County	Oklahoma City	260	271	275	280	
758	Oklahoma County	Choctaw	182	211	262	312	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
759	Oklahoma County	Choctaw	230	250	293	336	
760	Oklahoma County	Choctaw	331	598	980	1362	Fox Creek Ridge Sub and others like it could show significant future residential growth.
761	Oklahoma County	Harrah	51	66	87	107	
762	Oklahoma County	Oklahoma County	59	79	101	123	
763	Oklahoma County	Oklahoma County	216	234	271	308	
764	Oklahoma County	Oklahoma County	192	205	234	264	
765	Oklahoma County	Harrah	147	174	196	217	
843	Oklahoma County	Spencer	1025	1061	1131	1200	
844	Oklahoma County	Oklahoma City	311	446	711	975	OK. Most vacant land is suburban residential per FLUP.
845	Oklahoma County	Oklahoma City	268	427	742	1056	OK.
846	Oklahoma County	Oklahoma City	418	585	714	843	OK. Agricultural residential in FLUP, large TAZ.
847	Oklahoma County	Oklahoma City	162	207	254	302	Growth is high, most parcels will not subdivide.
848	Oklahoma County	Choctaw	143	166	210	255	
849	Oklahoma County	Choctaw	335	371	438	505	
850	Oklahoma County	Harrah	319	389	455	521	
851	Oklahoma County	Harrah	34	46	71	96	
926	Oklahoma County	Midwest City	689	756	845	935	
927	Oklahoma County	Nicoma Park	556	641	701	760	
928	Oklahoma County	Nicoma Park	458	476	511	546	
929	Oklahoma County	Nicoma Park	280	310	326	341	
930	Oklahoma County	Choctaw	238	286	345	403	
931	Oklahoma County	Choctaw	1454	1541	1634	1727	
932	Oklahoma County	Choctaw	212	292	335	378	OK.

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
933	Oklahoma County	Choctaw	63	74	75	76	OK. Little residential development currently and in the future.
934	Oklahoma County	Harrah	19	32	53	75	
994	Oklahoma County	Midwest City	901	973	1078	1183	
995	Oklahoma County	Midwest City	1165	1237	1351	1465	
996	Oklahoma County	Nicoma Park	438	448	460	472	
997	Oklahoma County	Nicoma Park	97	110	129	149	
998	Oklahoma County	Choctaw	390	459	534	609	
999	Oklahoma County	Choctaw	136	203	269	336	
1000	Oklahoma County	Choctaw	218	386	451	516	
1001	Oklahoma County	Choctaw	825	990	1030	1069	
1002	Oklahoma County	Choctaw	84	120	191	262	OK. Large parcels could subdivide.
1003	Oklahoma County	Choctaw	372	455	506	557	OK. TAZ is mainly large lot SF with room to grow.
1004	Oklahoma County	Harrah	507	535	592	648	
1005	Oklahoma County	Harrah	288	333	366	400	
1006	Oklahoma County	Harrah	726	822	826	830	
1171	Oklahoma County	Midwest City	1525	1571	1646	1722	
1172	Oklahoma County	Midwest City	230	264	324	384	
1173	Oklahoma County	Nicoma Park	366	368	377	386	
1174	Oklahoma County	Harrah	149	173	220	266	
1386	Oklahoma County	Midwest City	580	647	745	843	
1387	Oklahoma County	Midwest City	865	951	1054	1157	
1388	Oklahoma County	Midwest City	1764	1779	1798	1817	
1389	Oklahoma County	Midwest City	258	274	308	342	
1390	Oklahoma County	Midwest City	518	659	690	722	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
1391	Oklahoma County	Choctaw	613	807	968	1130	OK.
1392	Oklahoma County	Choctaw	944	1193	1450	1707	OK.
1393	Oklahoma County	Choctaw	329	376	470	564	
1394	Oklahoma County	Choctaw	895	979	1059	1139	
1395	Oklahoma County	Choctaw	313	377	425	474	OK, SEC of TAZ could subdivide.
1396	Oklahoma County	Choctaw	338	525	622	719	Silver Chase Subdivision still growing.
1397	Oklahoma County	Choctaw	626	705	766	827	
1398	Oklahoma County	Harrah	328	362	396	430	
1399	Oklahoma County	Harrah	178	211	248	286	
1400	Oklahoma County	Harrah	1654	1759	1795	1832	
1569	Oklahoma County	Midwest City	1855	2077	2156	2234	Growth is high, TAZ is almost built-out.
1570	Oklahoma County	Midwest City	2505	2604	2662	2719	
1571	Oklahoma County	Choctaw	471	561	737	913	OK. Redwood Manors is u/c.
1572	Oklahoma County	Choctaw	235	339	401	463	
1573	Oklahoma County	Choctaw	549	595	688	782	
1574	Oklahoma County	Choctaw	520	621	677	732	Growth is high, considerable land is floodplain.
1575	Oklahoma County	Choctaw	410	452	534	616	OK. Larger parcels could subdivide.
1576	Oklahoma County	Choctaw	387	652	834	1016	OK, Stonegate Crossing. Fox Hollow will develop further
1577	Oklahoma County	Harrah	357	384	409	434	
1578	Oklahoma County	Harrah	231	250	288	326	
1579	Oklahoma County	Harrah	112	153	228	302	
1580	Oklahoma County	Harrah	154	226	278	331	
1581	Oklahoma County	Harrah	50	66	96	126	
1628	Oklahoma County	Midwest City	873	885	904	922	



TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
1677	Oklahoma County	Midwest City	2489	2763	2902	3040	OK. Carl Albert MS and HS.
1678	Oklahoma County	Midwest City	1687	1984	2425	2865	Turtlewood currently u/c, further room to grow residentially.
1679	Oklahoma County	Midwest City	1814	2045	2234	2423	OK. Large vacant parcel in SEC of TAZ is residential.
1680	Oklahoma County	Midwest City	461	1653	2091	2530	Many new subdivisions including Sundance, Avalon Lakes and Mill Creek Pond Estates. Growth understated.
1681	Oklahoma County	Midwest City	618	893	949	1005	OK. Timberridge Pt. is u/c.
1682	Oklahoma County	Choctaw	703	731	790	849	
1683	Oklahoma County	Choctaw	430	467	542	616	OK.
1684	Oklahoma County	Choctaw	507	543	614	685	Growth is overstated. Larger lot SF.
1685	Oklahoma County	Harrah	510	530	571	612	
1686	Oklahoma County	Harrah	482	522	596	671	
1687	Oklahoma County	Harrah	609	729	759	790	
1688	Oklahoma County	Harrah	308	379	427	475	
1689	Oklahoma County	Harrah	278	313	388	463	
1730	Oklahoma County	Oklahoma City	203	217	248	279	
1731	Oklahoma County	Midwest City	176	409	744	1079	OK. Most vacant land is residential per FLUP. Mobile Home park.
1732	Oklahoma County	Midwest City	221	390	677	963	2005 is high. Significant vacant residential land.
1733	Oklahoma County	Oklahoma City	291	398	601	804	OK. Large parcel in NWC of TAZ with residential land use.
1734	Oklahoma County	Oklahoma City	338	439	592	744	
1735	Oklahoma County	Oklahoma City	272	340	442	544	
1736	Oklahoma County	Oklahoma City	171	242	339	436	
1737	Oklahoma County	Choctaw	266	347	421	495	Growth is overstated, large parcel residential.
1738	Oklahoma County	Choctaw	542	565	608	651	OK, larger parcels could be subdivided to reach 2035 levels.
1739	Oklahoma County	Choctaw	221	292	398	503	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
1740	Oklahoma County	Harrah	99	128	186	243	
1741	Oklahoma County	Harrah	370	394	440	486	
1742	Oklahoma County	Harrah	500	599	620	642	
1743	Oklahoma County	Harrah	197	421	425	430	
1783	Oklahoma County	Oklahoma City	20	36	70	103	
1784	Oklahoma County	Oklahoma City	40	83	150	217	
1785	Oklahoma County	Oklahoma City	254	316	410	504	
1820	Oklahoma County	Oklahoma City	227	242	272	302	
1821	Oklahoma County	Oklahoma City	748	865	925	985	
1822	Oklahoma County	Oklahoma City	193	274	395	516	
1823	Oklahoma County	Oklahoma City	45	116	219	323	
1824	Oklahoma County	Oklahoma City	95	191	274	356	
1825	Oklahoma County	Oklahoma City	111	240	320	399	
1826	Oklahoma County	Oklahoma City	109	207	333	460	OK. Asheville Subdivision will expand further.
1827	Oklahoma County	Oklahoma City	280	301	340	379	Growth is overstated, large parcel residential that is built-out.
1828	Oklahoma County	Oklahoma City	261	342	408	474	
1829	Oklahoma County	Oklahoma City	102	189	288	387	
1830	Oklahoma County	Oklahoma City	325	397	495	593	
1831	Oklahoma County	Oklahoma City	210	327	348	369	
1832	Oklahoma County	Oklahoma County	178	196	231	266	
1868	Oklahoma County	Oklahoma City	5	40	109	178	
1869	Oklahoma County	Oklahoma City	441	543	665	787	
1870	Oklahoma County	Oklahoma City	211	224	248	272	
1871	Oklahoma County	Oklahoma City	56	139	276	413	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
1872	Oklahoma County	Oklahoma City	330	398	477	557	
1873	Oklahoma County	Oklahoma City	11	11	14	16	
1874	Oklahoma County	Oklahoma City	0	0	0	0	
1875	Oklahoma County	Oklahoma City	94	176	266	356	
1876	Oklahoma County	Oklahoma City	175	197	241	284	OK. Large southern portion of TAZ could develop residentially.
1877	Oklahoma County	Oklahoma City	113	164	225	285	
1878	Oklahoma County	Oklahoma City	313	354	437	520	
1879	Oklahoma County	Oklahoma City	169	200	259	319	
1880	Oklahoma County	Oklahoma City	48	80	139	199	
1890	Oklahoma County	Oklahoma City	138	191	286	380	
1891	Oklahoma County	Oklahoma City	1049	1236	1268	1300	
1892	Oklahoma County	Oklahoma City	327	446	679	912	OK. Large, rural TAZ along E. IH40.
1893	Oklahoma County	Oklahoma City	213	298	390	482	
1920	Oklahoma County	Oklahoma City	0	0	0	0	
1921	Oklahoma County	Oklahoma City	188	257	364	470	
1922	Oklahoma County	Oklahoma City	250	333	460	587	
1923	Oklahoma County	Oklahoma City	14	144	377	610	Bella Ranch is u/c, entire western portion of TAZ is vacant zoned residential.
1924	Oklahoma County	Oklahoma City	32	44	67	91	
1925	Oklahoma County	Oklahoma City	91	102	124	145	
1926	Oklahoma County	Oklahoma City	3	3	3	3	
1927	Oklahoma County	Oklahoma City	2	14	37	60	
1941	Cleveland County	Oklahoma City	1400	1599	1826	2053	Southlake is u/c, when finished TAZ will be almost built-out.
1942	Cleveland County	Oklahoma City	1219	1313	1381	1449	
1943	Cleveland County	Oklahoma City	1948	2081	2215	2349	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
1944	Cleveland County	Oklahoma City	665	671	680	689	
1945	Cleveland County	Oklahoma City	1434	1509	1602	1695	
1946	Cleveland County	Oklahoma City	2222	2442	2556	2669	OK. TAZ is almost built-out.
1947	Cleveland County	Oklahoma City	1892	2909	3098	3287	2010 Census incorrect. Brookwood Village - 1144 MF. Country Creek - 320 MF. 317 sf per parcel records.
1948	Cleveland County	Oklahoma City	1582	1637	1648	1659	
1949	Cleveland County	Oklahoma City	979	1063	1129	1196	
1950	Cleveland County	Oklahoma City	828	828	829	830	
1951	Cleveland County	Moore	679	797	1022	1246	OK. Large parcel in NWC of TAZ with residential land use.
1952	Cleveland County	Moore	1644	2093	2134	2174	OK. TAZ is built-out currently.
1953	Cleveland County	Moore	0	12	37	61	
1954	Cleveland County	Moore	1569	2771	3163	3556	Winfield II Subdivisions - 105 SF built since 2010.
1955	Cleveland County	Oklahoma City	960	1429	2053	2676	Bryant Place currently u/c 215 du, other large plots zoned residential.
1956	Cleveland County	Oklahoma City	376	559	681	802	OK.
1957	Cleveland County	Oklahoma City	199	207	222	238	
1958	Cleveland County	Oklahoma City	259	273	299	325	
1959	Cleveland County	Oklahoma City	254	336	458	579	
1960	Cleveland County	Oklahoma City	205	327	458	588	
1961	Cleveland County	Oklahoma City	105	207	406	606	
1962	Cleveland County	Oklahoma City	184	204	213	223	
1963	Cleveland County	Oklahoma City	242	247	260	272	
1964	Cleveland County	Oklahoma City	230	246	282	317	
1965	Cleveland County	Oklahoma City	385	400	410	421	
1966	Cleveland County	Oklahoma City	524	553	611	669	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
1971	Cleveland County	Oklahoma City	644	796	817	837	Earlywine GC.
1972	Cleveland County	Oklahoma City	3442	3773	4122	4470	OK. TAZ is built-out.
1973	Cleveland County	Oklahoma City	3358	4141	4324	4506	OK. 160 homes in Meadowlake Farms u/c. 62 du built since 2005.
1974	Cleveland County	Moore	601	1076	1478	1879	OK. Significant vacant residential land in southern portion of TAZ with residential FLU.
1975	Cleveland County	Moore	3555	4000	4066	4132	TAZ is built-out.
1976	Cleveland County	Moore	1409	1459	1474	1489	
1977	Cleveland County	Moore	2766	2948	2962	2976	
1978	Cleveland County	Moore	1903	1948	2011	2075	OK. 2010 Census is low.
1979	Cleveland County	Moore	1419	2529	2642	2755	Siena Ridge is u/c - 110 homes. 923 units currently per parcel file.
1980	Cleveland County	Moore	493	838	1183	1529	Vacant land does not support all of growth. Sonoma Lakes u/c.
1981	Cleveland County	Oklahoma City	224	245	283	322	
1982	Cleveland County	Oklahoma City	171	188	220	252	
1983	Cleveland County	Oklahoma City	99	188	299	411	
1984	Cleveland County	Oklahoma City	219	308	438	568	
1985	Cleveland County	Oklahoma City	48	64	83	102	
1988	Cleveland County	Oklahoma City	0	0	0	0	
1989	Cleveland County	Moore	969	977	988	1000	
1990	Cleveland County	Moore	52	55	57	59	
1991	Cleveland County	Moore	371	371	372	373	
1992	Cleveland County	Moore	552	557	563	568	
1993	Cleveland County	Oklahoma City	2	2	4	6	
1994	Cleveland County	Oklahoma City	823	934	1143	1352	
1995	Cleveland County	Oklahoma City	312	359	454	548	
1996	Cleveland County	Oklahoma City	767	865	1056	1247	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
1997	Cleveland County	Oklahoma City	450	565	684	804	
2002	Cleveland County	Oklahoma City	4	4	4	4	
2003	Cleveland County	Oklahoma City	2670	3382	3996	4609	Rockport Subd is currently u/c. Hickory Creek, Vinehaven. Currently, 1002 du per parcel file. Adjusted 2035
2004	Cleveland County	Oklahoma City	2310	2778	3065	3353	OK. Rivendell Subdivision. Currently 926 du per parcel file.
2005	Cleveland County	Oklahoma City	3444	4161	4387	4612	OK. Greenbriar neighborhoods.
2006	Cleveland County	Moore	2679	3370	3447	3525	OK.
2007	Cleveland County	Moore	2453	2641	2945	3249	OK. Briarwood Creek u/c, Eastlake Patio Homes.
2008	Cleveland County	Moore	2657	2709	2732	2755	
2009	Cleveland County	Moore	2391	2402	2423	2444	
2010	Cleveland County	Moore	581	584	588	592	
2011	Cleveland County	Moore	51	51	53	55	
2012	Cleveland County	Moore	153	155	158	161	
2013	Cleveland County	Moore	92	92	94	95	
2014	Cleveland County	Moore	43	43	46	49	
2015	Cleveland County	Moore	1993	2057	2116	2174	
2016	Cleveland County	Moore	1364	1377	1400	1423	
2017	Cleveland County	Moore	1462	1541	1607	1673	
2018	Cleveland County	Moore	2239	2428	2461	2495	
2019	Cleveland County	Moore	1226	1723	2368	3013	Cleveland Heights - 651 lots undeveloped since 1960's. <a href="http://www.normantranscript.com/news/broken-dreams-in-moore-hold-future-promise/article_e6a996e8-49ac-11e4-8910-1301cfdb7cff.html">http://www.normantranscript.com/news/broken-dreams-in-moore-hold-future-promise/article_e6a996e8-49ac-11e4-8910-1301cfdb7cff.html</a>
2020	Cleveland County	Oklahoma City	125	174	240	306	
2021	Cleveland County	Oklahoma City	5	33	90	148	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
2022	Cleveland County	Oklahoma City	12	12	15	18	
2023	Cleveland County	Oklahoma City	113	194	312	430	
2024	Cleveland County	Oklahoma City	68	101	167	233	No growth since 2005, growth adjusted.
2025	Cleveland County	Norman	496	600	719	839	
2026	Cleveland County	Oklahoma City	162	182	213	245	
2028	Cleveland County	Oklahoma City	10	10	12	14	
2029	Cleveland County	Oklahoma City	0	0	0	0	
2030	Cleveland County	Oklahoma City	278	1275	1836	2397	Legacy - 400 SF subdivision is currently u/c, plenty of vacant residential land to grow.
2031	Cleveland County	Oklahoma City	1245	2822	3062	3302	2005 is low. Brandywine Subdivision. 882 du currently per parcel file, room to grow.
2032	Cleveland County	Oklahoma City	488	696	900	1104	OK.
2033	Cleveland County	Moore	2165	2466	2891	3316	Westmoor sub. 824 du currently with vacant land zoned residential.
2034	Cleveland County	Moore	1563	1563	1571	1579	
2035	Cleveland County	Moore	948	1066	1272	1479	OK. Tornado affected TAZ.
2036	Cleveland County	Moore	0	0	0	0	TAZ entirely commercial.
2037	Cleveland County	Moore	733	757	770	784	TAZ SF almost completely rebuilt post-tornado.
2038	Cleveland County	Moore	1634	1674	1709	1744	OK. Few vacant lots available post-tornado.
2039	Cleveland County	Moore	1911	2029	2051	2072	OK. TAZ is built-out.
2040	Cleveland County	Moore	570	589	624	659	OK.
2041	Cleveland County	Moore	705	1976	2225	2474	OK.
2042	Cleveland County	Oklahoma City	209	243	279	315	
2043	Cleveland County	Oklahoma City	18	53	122	191	
2044	Cleveland County	Oklahoma City	8	11	15	19	
2045	Cleveland County	Oklahoma City	75	160	274	388	
2046	Cleveland County	Oklahoma City	449	504	615	726	Unlikely that current parcels will subdivide considerably.

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
2047	Cleveland County	Norman	90	120	144	167	
2048	Cleveland County	Cleveland County	97	126	173	221	
2049	Cleveland County	Oklahoma City	250	296	383	471	
2051	Cleveland County	Moore	2087	1555	1946	2337	Tornado damaged TAZ, 35 West Apts - 314 du built in 2015. Will see more residential development.
2052	Cleveland County	Moore	16	19	21	22	
2053	Cleveland County	Moore	1660	2242	2624	3006	TAZ has sufficient land to add more houses based on Meadow Run's design.
2056	Cleveland County	Oklahoma City	273	366	544	723	
2057	Cleveland County	Oklahoma City	611	1019	1291	1563	
2058	Cleveland County	Oklahoma City	2583	3712	3915	4117	OK. Stone Meadows Estates and SM South. Parcel zoned MF could develop in future.
2059	Cleveland County	Moore	2490	2876	2883	2890	OK. Southmoore HS, almost built-out.
2060	Cleveland County	Moore	1062	2232	2485	2739	Greens and Fairways @ Moore - 700 MF. Blue Stem Ridge approx 240 homes.
2061	Cleveland County	Moore	0	2	4	6	
2062	Cleveland County	Moore	581	1861	1913	1965	Mission Pointe Apts. - 355 units built in 2015. Most vacant land has commercial land use.
2063	Cleveland County	Moore	322	437	462	488	
2064	Cleveland County	Moore	1068	1338	1857	2376	OK. NEC of TAZ is vacant with residential landuse. Broadmoore GC.
2065	Cleveland County	Moore	78	352	651	951	OK. Significant vacant land zoned agricultural residential.
2066	Cleveland County	Moore	303	596	644	691	OK. Turtle Lakes Subs.
2067	Cleveland County	Moore	499	857	862	866	2035 is high. TAZ is built-out.
2068	Cleveland County	Oklahoma City	152	170	202	234	
2069	Cleveland County	Oklahoma City	0	9	27	45	
2070	Cleveland County	Oklahoma City	82	100	137	174	
2071	Cleveland County	Oklahoma City	201	218	248	279	
2072	Cleveland County	Cleveland County	226	315	447	580	
2073	Cleveland County	Norman	28	56	113	170	



TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
2074	Cleveland County	Cleveland County	10	30	43	55	
2077	Cleveland County	Oklahoma City	30	118	282	446	
2078	Cleveland County	Cleveland County	274	1286	1926	2567	Talavera/Rio Toscano will have almost 700 homes. SWC of TAZ is vacant.
2079	Cleveland County	Moore	398	610	937	1265	OK. Sendera Lakes subdivision is u/c, 65 SF.
2080	Cleveland County	Moore	120	151	195	238	
2081	Cleveland County	Moore	617	981	1196	1411	OK. TAZ is built-out.
2082	Cleveland County	Moore	784	1625	2281	2937	Apple Gardens Village and Apple Landing developments.
2083	Cleveland County	Moore	851	864	890	916	
2084	Cleveland County	Cleveland County	215	385	625	866	Seiter Farms is currently u/c.
2085	Cleveland County	Cleveland County	252	655	1023	1390	Belmar North - 175 du u/c. Stelens Ct. Condos U/C. Belmar GC.
2086	Cleveland County	Cleveland County	212	232	264	296	
2087	Cleveland County	Oklahoma City	66	83	98	114	
2088	Cleveland County	Oklahoma City	107	124	157	191	
2089	Cleveland County	Oklahoma City	129	217	341	465	
2090	Cleveland County	Norman	206	220	232	245	
2091	Cleveland County	Cleveland County	1038	1234	1588	1941	OK.
2092	Cleveland County	Norman	248	295	384	474	
2093	Cleveland County	Norman	28	54	106	159	
2094	Cleveland County	Cleveland County	1460	1647	1708	1768	
2095	Cleveland County	Cleveland County	378	415	497	579	
2096	Cleveland County	Norman	4	32	89	145	
2097	Cleveland County	Cleveland County	3	3	7	10	
2098	Cleveland County	Norman	42	144	345	545	
2105	Cleveland County	Norman	9	108	257	405	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
2106	Cleveland County	Norman	181	446	963	1479	Glenridge currently u/c with 110 SF. Large PUD in NWC.
2107	Cleveland County	Norman	41	186	449	712	OK. Most vacant land is zoned residential, both SF and MF.
2108	Cleveland County	Norman	26	65	105	146	
2109	Cleveland County	Norman	212	325	542	760	OK.
2110	Cleveland County	Norman	96	133	190	247	Current parcels unlikely to subdivide, most have homes.
2111	Cleveland County	Norman	13	44	93	141	
2112	Cleveland County	Norman	8	41	105	169	
2113	Cleveland County	Norman	15	30	59	87	
2114	Cleveland County	Norman	44	58	85	112	
2115	Cleveland County	Norman	5	18	47	76	
2116	Cleveland County	Norman	45	58	81	104	
2117	Cleveland County	Norman	59	85	135	186	
2118	Cleveland County	Norman	61	84	124	164	
2119	Cleveland County	Cleveland County	305	338	399	460	
2125	Cleveland County	Norman	14	14	16	18	
2126	Cleveland County	Norman	66	71	79	86	
2127	Cleveland County	Norman	1683	2353	2775	3198	OK, Carrington Place is still u/c, TAZ almost built-out after that.
2128	Cleveland County	Norman	0	0	0	0	
2129	Cleveland County	Norman	2	2	2	3	
2130	Cleveland County	Norman	78	256	599	942	OK.
2131	Cleveland County	Norman	58	206	492	777	OK. Moore Norman Technology Center.
2132	Cleveland County	Norman	255	903	1195	1486	Red Canyon Ranch is u/c w/ approx 200 SF. More vacant land to grow.
2133	Cleveland County	Norman	45	93	184	275	
2134	Cleveland County	Norman	35	98	179	260	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
2135	Cleveland County	Norman	140	174	244	313	
2136	Cleveland County	Norman	174	203	256	310	
2137	Cleveland County	Norman	412	437	490	543	
2138	Cleveland County	Norman	70	86	115	144	
2139	Cleveland County	Norman	50	69	105	141	
2140	Cleveland County	Norman	60	86	141	195	
2141	Cleveland County	Cleveland County	280	306	315	325	
2142	Cleveland County	Cleveland County	219	230	247	264	
2146	Cleveland County	Cleveland County	230	244	252	260	
2147	Cleveland County	Norman	33	119	206	292	
2150	Cleveland County	Norman	23	23	25	26	
2151	Cleveland County	Norman	19	22	24	27	
2152	Cleveland County	Norman	2100	3188	3705	4223	Las Colinas neighborhood u/c. Cascade Estates is built-out. Currently 1209 residential parcels per county. 2035 adjusted.
2153	Cleveland County	Norman	75	136	211	286	
2154	Cleveland County	Norman	0	0	0	0	TAZ is zoned commercial, industrial and office.
2155	Cleveland County	Norman	1685	2853	4350	5846	Parcel records indicate 580 hh at 2005. 1330 currently, adjusted 2035.
2156	Cleveland County	Norman	2652	3146	4059	4973	OK. Vacant portion in northern part of TAZ zoned residential and multifamily.
2157	Cleveland County	Norman	1070	1593	2059	2525	Deerfield is built-out. Large parcels with residential land uses per Norman2020 plan.
2158	Cleveland County	Norman	40	85	169	252	Growth possibly overstated, most of vacant land in TAZ is zoned very low density residential.
2159	Cleveland County	Norman	56	153	323	492	
2160	Cleveland County	Norman	23	49	86	124	
2161	Cleveland County	Norman	367	396	445	494	
2162	Cleveland County	Norman	667	754	852	950	
2163	Cleveland County	Norman	257	268	291	313	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
2164	Cleveland County	Norman	214	234	273	312	
2165	Cleveland County	Norman	132	149	176	202	
2166	Cleveland County	Cleveland County	101	129	138	146	
2171	Cleveland County	Norman	2	5	7	9	
2172	Cleveland County	Norman	1557	2049	2352	2656	Growth is high. Falls at Brookhaven - 164 apts built in 2013. TAZ is almost built-out.
2173	Cleveland County	Norman	1767	1781	1805	1829	
2174	Cleveland County	Norman	2542	2641	2774	2906	
2175	Cleveland County	Norman	0	0	0	0	Westheimer Airport land zoned commercial, industrial.
2176	Cleveland County	Norman	746	840	846	852	
2177	Cleveland County	Norman	1545	1690	1959	2228	Vacant land zoned MF.
2178	Cleveland County	Norman	860	1030	1159	1288	
2179	Cleveland County	Norman	2792	3627	4611	5595	OK. Hallbrooke and Park Place neighborhoods have been u/c.
2180	Cleveland County	Norman	207	423	845	1266	OK. Rural, mainly vacant TAZ. Frost Creek PUD
2181	Cleveland County	Norman	197	220	264	308	
2182	Cleveland County	Norman	51	70	99	129	
2183	Cleveland County	Norman	218	229	246	263	
2184	Cleveland County	Norman	1539	1647	1710	1774	
2185	Cleveland County	Norman	42	64	109	154	
2186	Cleveland County	Cleveland County	176	207	257	306	
2187	Cleveland County	Cleveland County	4	14	37	59	
2191	Cleveland County	Norman	248	725	726	726	
2192	Cleveland County	Norman	1852	2043	2060	2077	
2193	Cleveland County	Norman	1458	1515	1549	1584	
2194	Cleveland County	Norman	1492	1559	1624	1690	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
2195	Cleveland County	Norman	20	40	45	50	
2196	Cleveland County	Norman	2321	2354	2384	2414	
2197	Cleveland County	Norman	665	665	668	672	
2198	Cleveland County	Norman	889	893	917	941	
2199	Cleveland County	Norman	302	314	330	347	
2200	Cleveland County	Norman	52	54	54	54	
2201	Cleveland County	Norman	0	0	0	0	
2202	Cleveland County	Norman	833	842	859	876	
2203	Cleveland County	Norman	207	293	373	453	
2204	Cleveland County	Norman	3195	3413	3670	3927	OK. TAZ is almost built-out.
2205	Cleveland County	Norman	1101	1631	1924	2216	OK. Currently has approximately 500 du's. Residential land available.
2206	Cleveland County	Norman	132	200	300	400	Growth possibly overstated, most of vacant land in TAZ is zoned very low density residential.
2207	Cleveland County	Norman	77	143	231	319	
2208	Cleveland County	Norman	48	72	117	161	
2209	Cleveland County	Norman	4	84	178	272	
2216	Cleveland County	Norman	919	978	1012	1046	2005 is high. Most of remaining vacant land in TAZ is floodplain.
2217	Cleveland County	Norman	1315	1335	1364	1392	
2218	Cleveland County	Norman	0	0	0	0	
2219	Cleveland County	Norman	0	25	27	30	
2220	Cleveland County	Norman	1667	1673	1684	1695	
2221	Cleveland County	Norman	78	92	98	103	
2222	Cleveland County	Norman	447	460	464	467	
2223	Cleveland County	Norman	197	203	206	210	
2224	Cleveland County	Norman	35	35	37	39	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
2225	Cleveland County	Norman	0	0	0	0	
2226	Cleveland County	Norman	323	332	341	350	
2227	Cleveland County	Norman	154	163	177	190	
2228	Cleveland County	Norman	0	0	0	0	
2229	Cleveland County	Norman	122	122	132	143	
2230	Cleveland County	Norman	15	17	20	23	
2231	Cleveland County	Norman	29	75	139	203	
2232	Cleveland County	Norman	0	0	0	0	
2233	Cleveland County	Norman	22	56	81	106	
2234	Cleveland County	Norman	18	28	49	70	
2235	Cleveland County	Norman	61	65	70	76	
2236	Cleveland County	Norman	146	200	257	314	
2237	Cleveland County	Norman	41	41	43	45	
2238	Cleveland County	Norman	10	11	11	11	
2239	Cleveland County	Norman	0	0	0	0	CDBG TAZ - All commercial.
2240	Cleveland County	Norman	0	0	0	0	
2241	Cleveland County	Norman	184	195	210	225	
2242	Cleveland County	Norman	133	133	141	149	
2243	Cleveland County	Norman	852	961	1163	1364	CDBG TAZ. Redevelopment likely.
2244	Cleveland County	Norman	7	11	18	24	
2245	Cleveland County	Norman	67	107	166	224	
2248	Cleveland County	Norman	1315	1825	1864	1902	
2249	Cleveland County	Norman	1045	1108	1156	1204	
2250	Cleveland County	Norman	1424	1565	1585	1605	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
2251	Cleveland County	Norman	1985	2013	2037	2060	
2252	Cleveland County	Norman	1030	1036	1043	1049	
2253	Cleveland County	Norman	665	669	677	685	
2254	Cleveland County	Norman	590	594	604	614	
2255	Cleveland County	Norman	219	223	238	252	
2256	Cleveland County	Norman	365	400	451	502	
2257	Cleveland County	Norman	747	759	765	770	
2258	Cleveland County	Norman	375	416	481	547	
2259	Cleveland County	Norman	195	205	206	207	
2260	Cleveland County	Norman	0	0	0	0	
2261	Cleveland County	Norman	0	0	0	0	
2262	Cleveland County	Norman	344	371	398	424	
2263	Cleveland County	Norman	447	492	545	597	
2264	Cleveland County	Norman	900	944	994	1045	
2265	Cleveland County	Norman	1089	1120	1150	1179	
2266	Cleveland County	Norman	1718	1756	1811	1866	
2267	Cleveland County	Norman	1285	1373	1382	1392	
2268	Cleveland County	Norman	1894	1922	1948	1974	
2269	Cleveland County	Norman	1633	1655	1698	1741	
2270	Cleveland County	Norman	1121	1275	1301	1327	
2271	Cleveland County	Norman	1352	2018	2592	3166	Summit Lakes. Cleveland County parcel indicates 460 du in 2005. Growth OK.
2272	Cleveland County	Norman	168	208	234	259	
2273	Cleveland County	Norman	158	178	215	252	
2274	Cleveland County	Norman	275	284	303	323	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
2276	Cleveland County	Norman	1483	1720	2121	2522	2005 is high.
2277	Cleveland County	Norman	73	105	119	132	
2278	Cleveland County	Norman	1144	1166	1181	1197	
2279	Cleveland County	Norman	2000	2021	2054	2086	
2280	Cleveland County	Norman	627	637	656	675	
2281	Cleveland County	Norman	500	508	517	525	
2282	Cleveland County	Norman	2865	2942	3016	3089	
2283	Cleveland County	Norman	1176	1240	1311	1383	
2284	Cleveland County	Norman	1598	1771	2102	2433	Portion of OU South Campus, OU GC.
2285	Cleveland County	Norman	1117	1231	1239	1247	
2286	Cleveland County	Norman	1493	1591	1673	1754	
2287	Cleveland County	Norman	1560	1686	1903	2120	OK.
2288	Cleveland County	Norman	1130	1819	2758	3698	Eastern portion of TAZ is low-density residential per Norman 2020 plan. Growth OK.
2289	Cleveland County	Norman	345	1176	1219	1262	OK. 120 SF development of E. Imhoff is U/C.
2290	Cleveland County	Norman	225	307	377	446	Growth is high, very low density residential throughout most of TAZ.
2291	Cleveland County	Norman	214	243	265	288	
2292	Cleveland County	Norman	397	406	425	444	
2293	Cleveland County	Cleveland County	637	666	667	667	
2294	Cleveland County	Cleveland County	153	179	189	198	
2296	Cleveland County	Norman	1506	1564	1633	1702	
2297	Cleveland County	Norman	658	828	1107	1385	OU Traditions Square West built in 2006. TAZ is almost built-out.
2298	Cleveland County	Norman	733	841	1008	1175	University of Oklahoma.
2299	Cleveland County	Norman	0	0	0	0	
2300	Cleveland County	Norman	2069	2344	2680	3017	OK. Mainly MF - University Gardens, Hampton Woods, Forest Pointe, Emerald Greens, Commons on Oak Tree - 902 du.



TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
2301	Cleveland County	Norman	2203	2970	3007	3044	Cottages of Norman - 174 MF. Crimson Park - 268 MF, Aspen Heights.
2302	Cleveland County	Norman	2	2	2	2	
2303	Cleveland County	Norman	0	2	4	7	
2304	Cleveland County	Cleveland County	582	665	790	914	
2305	Cleveland County	Cleveland County	250	305	415	525	
2307	Cleveland County	Norman	2243	2377	2489	2601	OK. TAZ is almost built-out.
2308	Cleveland County	Norman	47	171	415	658	
2309	Cleveland County	Norman	1335	1775	2041	2308	OK.
2310	Cleveland County	Norman	131	333	560	786	OK. Large, rural TAZ.
2311	Cleveland County	Norman	30	76	170	264	
2312	Cleveland County	Norman	95	110	136	162	
2313	Cleveland County	Norman	267	337	391	444	
2315	Cleveland County	Norman	2121	2775	2929	3083	OK. Cobblestone Creek GC. Significant construction since 2010 - 140 units.
2316	Cleveland County	Norman	2	1667	2206	2745	OK. The Links and the Greens at Norman - 926 MF.
2317	Cleveland County	Norman	50	87	142	198	Little development in rural area, growth adjusted.
2318	Cleveland County	Norman	29	56	112	169	Growth is overstated, little development currently and in near future.
2319	Cleveland County	Norman	106	127	170	214	
2320	Cleveland County	Norman	362	391	441	490	
2321	Cleveland County	Norman	282	373	504	635	
2322	Cleveland County	Norman	64	70	83	96	
2323	Cleveland County	Cleveland County	0	0	0	0	
2324	Cleveland County	Cleveland County	19	29	44	59	
2326	Cleveland County	Norman	46	59	72	85	
2327	Cleveland County	Cleveland County	528	612	677	742	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
2328	Cleveland County	Cleveland County	121	145	146	148	
2329	Cleveland County	Cleveland County	162	171	188	205	
2331	Cleveland County	Noble	1561	1698	1751	1805	
2332	Cleveland County	Noble	491	560	587	614	
2333	Cleveland County	Noble	90	112	152	193	
2334	Cleveland County	Norman	87	118	165	211	
2335	Cleveland County	Norman	11	35	83	130	
2336	Cleveland County	Norman	50	84	127	170	
2337	Cleveland County	Norman	70	107	157	207	
2338	Cleveland County	Norman	45	59	91	122	
2339	Cleveland County	Norman	77	99	133	167	
2342	Cleveland County	Noble	988	1019	1026	1034	
2343	Cleveland County	Noble	1299	1430	1438	1447	
2344	Cleveland County	Noble	180	208	255	301	
2345	Cleveland County	Noble	106	149	185	220	
2346	Cleveland County	Noble	176	197	198	199	
2347	Cleveland County	Slaughterville	264	289	294	300	
2348	Cleveland County	Slaughterville	147	156	174	193	
2349	Cleveland County	Slaughterville	177	193	224	256	
2350	Cleveland County	Cleveland County	622	653	709	765	
2351	Cleveland County	Cleveland County	178	208	213	218	
2352	Cleveland County	Cleveland County	33	48	61	73	
2356	Cleveland County	Cleveland County	941	989	1048	1108	
2359	Cleveland County	Noble	41	115	128	141	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
2360	Cleveland County	Noble	221	249	301	353	
2361	Cleveland County	Noble	11	44	77	109	
2362	Cleveland County	Noble	71	94	131	169	
2363	Cleveland County	Cleveland County	212	267	311	355	
2364	Cleveland County	Slaughterville	166	175	197	219	
2365	Cleveland County	Slaughterville	260	271	290	310	
2366	Cleveland County	Cleveland County	330	370	403	437	
2367	Cleveland County	Cleveland County	205	226	230	233	
2368	Cleveland County	Cleveland County	365	429	439	449	
2370	Cleveland County	Cleveland County	268	303	311	318	
2371	Cleveland County	Cleveland County	83	96	98	101	
2372	Cleveland County	Cleveland County	91	98	115	131	
2373	Cleveland County	Cleveland County	164	208	218	227	
2374	Cleveland County	Slaughterville	79	90	110	129	
2375	Cleveland County	Slaughterville	55	65	84	102	
2376	Cleveland County	Cleveland County	60	72	99	125	
2377	Cleveland County	Cleveland County	395	438	442	446	
2378	Cleveland County	Cleveland County	0	0	0	0	
2379	Cleveland County	Cleveland County	423	445	492	539	
2381	Cleveland County	Cleveland County	209	224	237	249	
2382	Cleveland County	Slaughterville	113	148	152	155	
2383	Cleveland County	Slaughterville	190	211	231	251	
2384	Cleveland County	Cleveland County	85	98	122	146	
2385	Cleveland County	Slaughterville	59	83	96	109	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
2386	Cleveland County	Slaughterville	132	140	157	174	
2387	Cleveland County	Cleveland County	60	76	88	100	
2388	Cleveland County	Cleveland County	42	71	77	82	
2391	Cleveland County	Slaughterville	110	118	136	154	
2392	Cleveland County	Cleveland County	135	164	187	211	
2393	Cleveland County	Cleveland County	42	48	61	75	
2394	Cleveland County	Cleveland County	73	90	122	155	
2396	Cleveland County	Cleveland County	219	245	261	276	
2397	Cleveland County	Cleveland County	29	46	79	112	
2398	Cleveland County	Cleveland County	42	59	88	117	
2399	Cleveland County	Cleveland County	89	115	141	167	
2402	Cleveland County	Cleveland County	299	326	374	422	
2403	Cleveland County	Cleveland County	54	70	99	129	
2404	Cleveland County	Cleveland County	42	59	88	117	
2405	Cleveland County	Slaughterville	11	18	32	46	
2406	Cleveland County	Cleveland County	2824	2936	2949	2962	
2407	Cleveland County	Cleveland County	338	370	374	379	
2413	Cleveland County	Cleveland County	27	47	76	105	
2414	Cleveland County	Cleveland County	86	104	132	161	
2415	Cleveland County	Slaughterville	49	61	73	85	
2416	Cleveland County	Cleveland County	365	413	496	578	
2417	Cleveland County	Cleveland County	770	818	908	997	
2418	Cleveland County	Cleveland County	20	42	49	55	
2419	Cleveland County	Cleveland County	36	63	66	68	

TAZ	COUNTY	CITY	RDS POP 2005	RDS POP 2015	RDS POP 2025	RDS POP 2035	Notes
2420	Cleveland County	Cleveland County	22	36	51	67	
2422	Cleveland County	Cleveland County	233	247	267	287	
2423	Cleveland County	Cleveland County	800	875	925	975	
2424	Cleveland County	Cleveland County	45	56	73	90	
2425	Cleveland County	Cleveland County	59	71	88	104	
2426	Cleveland County	Cleveland County	82	110	110	110	
2427	Cleveland County	Cleveland County	13	22	37	53	
2428	Cleveland County	Cleveland County	36	46	66	86	
2429	Cleveland County	Cleveland County	30	57	63	70	
2435	Cleveland County	Cleveland County	16	30	43	56	
2436	Cleveland County	Cleveland County	62	72	96	120	
2437	Cleveland County	Cleveland County	39	53	68	84	
2438	Cleveland County	Cleveland County	55	69	85	100	
2439	Cleveland County	Cleveland County	14	25	43	62	
2440	Cleveland County	Cleveland County	2	12	27	42	
2441	Cleveland County	Cleveland County	177	206	212	217	
2443	Cleveland County	Cleveland County	11	20	38	56	
2444	Cleveland County	Cleveland County	17	27	46	64	
2445	Cleveland County	Cleveland County	38	48	63	78	
2448	Cleveland County	Cleveland County	25	43	56	70	
2449	Cleveland County	Cleveland County	320	334	347	360	
2450	Cleveland County	Cleveland County	102	110	128	145	

**C. RDS Employment Data**

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
89	Oklahoma County	Edmond	20	20	22	24	
90	Oklahoma County	Oklahoma County	7	7	7	7	
91	Oklahoma County	Oklahoma County	6	6	6	6	
92	Oklahoma County	Oklahoma County	0	0	0	0	
93	Oklahoma County	Oklahoma County	3	3	3	3	
94	Oklahoma County	Oklahoma County	0	0	0	0	
95	Oklahoma County	Oklahoma County	0	0	0	0	
96	Oklahoma County	Oklahoma County	0	0	0	0	
97	Oklahoma County	Oklahoma County	4	4	4	4	
98	Oklahoma County	Oklahoma County	0	0	0	0	
112	Oklahoma County	Edmond	22	23	24	26	
113	Oklahoma County	Edmond	0	0	0	0	
114	Oklahoma County	Edmond	0	0	0	0	
115	Oklahoma County	Edmond	1	1	1	1	
116	Oklahoma County	Oklahoma County	1	1	1	1	
117	Oklahoma County	Oklahoma County	0	0	0	0	
146	Oklahoma County	Edmond	2	2	2	2	
147	Oklahoma County	Edmond	0	0	0	0	
148	Oklahoma County	Edmond	0	0	0	0	
149	Oklahoma County	Edmond	0	0	0	0	
150	Oklahoma County	Oklahoma County	16	16	16	16	
151	Oklahoma County	Oklahoma County	7	7	7	7	
152	Oklahoma County	Oklahoma County	0	0	0	0	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
153	Oklahoma County	Oklahoma County	80	80	80	80	
154	Oklahoma County	Oklahoma County	0	0	0	0	
190	Oklahoma County	Edmond	2	2	2	2	
191	Oklahoma County	Edmond	0	0	0	0	
192	Oklahoma County	Edmond	1	1	1	1	
193	Oklahoma County	Edmond	0	0	0	0	
194	Oklahoma County	Luther	0	0	0	0	
195	Oklahoma County	Luther	0	3	9	16	
196	Oklahoma County	Luther	15	15	15	15	
197	Oklahoma County	Luther	0	0	0	0	
198	Oklahoma County	Oklahoma County	0	0	0	0	
209	Oklahoma County	Edmond	1	1	1	1	
210	Oklahoma County	Arcadia	0	0	1	2	
211	Oklahoma County	Oklahoma County	66	66	66	67	
243	Oklahoma County	Edmond	0	2	8	14	
244	Oklahoma County	Edmond	34	34	35	36	
245	Oklahoma County	Edmond	0	0	0	0	
246	Oklahoma County	Edmond	0	0	0	0	
247	Oklahoma County	Arcadia	1	1	1	2	
248	Oklahoma County	Oklahoma City	0	0	0	0	
249	Oklahoma County	Luther	1	1	1	1	
250	Oklahoma County	Luther	0	0	0	0	
251	Oklahoma County	Luther	0	0	0	0	
252	Oklahoma County	Luther	0	0	0	0	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
253	Oklahoma County	Luther	11	11	11	11	
293	Oklahoma County	Edmond	0	5	12	18	
294	Oklahoma County	Edmond	0	0	0	0	
295	Oklahoma County	Edmond	0	0	0	0	
296	Oklahoma County	Arcadia	47	48	52	55	LEHD is high.
297	Oklahoma County	Arcadia	10	15	26	38	
298	Oklahoma County	Arcadia	0	0	0	0	
299	Oklahoma County	Oklahoma County	0	0	0	0	
300	Oklahoma County	Edmond	0	0	0	0	
301	Oklahoma County	Oklahoma City	0	0	0	0	
302	Oklahoma County	Oklahoma City	7	7	7	7	
303	Oklahoma County	Luther	37	37	37	37	
304	Oklahoma County	Luther	25	25	25	25	
305	Oklahoma County	Luther	134	142	149	156	
306	Oklahoma County	Luther	0	0	0	0	
307	Oklahoma County	Luther	0	0	0	0	
337	Oklahoma County	Edmond	0	0	0	0	
338	Oklahoma County	Edmond	0	0	0	1	
339	Oklahoma County	Edmond	2	2	2	2	
340	Oklahoma County	Edmond	0	1	4	6	
341	Oklahoma County	Oklahoma County	11	11	11	11	
342	Oklahoma County	Edmond	0	0	0	0	
343	Oklahoma County	Oklahoma City	1	1	1	1	
344	Oklahoma County	Luther	0	0	0	0	



TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
345	Oklahoma County	Luther	3	3	3	3	
346	Oklahoma County	Luther	0	0	0	0	
371	Oklahoma County	Edmond	0	0	0	0	
372	Oklahoma County	Edmond	0	1	3	6	
373	Oklahoma County	Edmond	0	0	0	0	
374	Oklahoma County	Edmond	0	0	0	0	
375	Oklahoma County	Oklahoma City	1	1	1	1	
376	Oklahoma County	Luther	1	1	1	1	
377	Oklahoma County	Luther	0	0	0	0	
409	Oklahoma County	Edmond	0	0	0	0	
410	Oklahoma County	Edmond	0	0	0	0	
411	Oklahoma County	Edmond	0	0	0	0	
412	Oklahoma County	Edmond	0	0	0	0	
413	Oklahoma County	Edmond	0	0	0	0	
414	Oklahoma County	Edmond	0	0	0	0	
415	Oklahoma County	Oklahoma City	1	1	1	1	
416	Oklahoma County	Oklahoma City	2	2	2	2	
417	Oklahoma County	Oklahoma City	0	0	0	0	
418	Oklahoma County	Oklahoma City	0	0	0	0	
419	Oklahoma County	Oklahoma City	0	0	0	0	
420	Oklahoma County	Luther	0	0	0	0	
421	Oklahoma County	Luther	0	0	0	0	
422	Oklahoma County	Oklahoma County	0	0	0	0	
449	Oklahoma County	Edmond	4	4	4	4	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
450	Oklahoma County	Oklahoma City	28	29	31	33	
451	Oklahoma County	Oklahoma City	0	0	0	0	
452	Oklahoma County	Oklahoma City	0	0	0	0	
453	Oklahoma County	Oklahoma City	2	2	2	2	
454	Oklahoma County	Oklahoma City	3	3	3	3	
455	Oklahoma County	Oklahoma City	0	0	0	0	
456	Oklahoma County	Oklahoma City	0	0	0	0	
457	Oklahoma County	Oklahoma County	0	0	0	0	
458	Oklahoma County	Oklahoma County	0	0	0	0	
459	Oklahoma County	Oklahoma County	0	0	0	0	
460	Oklahoma County	Oklahoma County	0	0	0	0	
486	Oklahoma County	Oklahoma City	5	5	5	5	
487	Oklahoma County	Oklahoma City	22	22	22	22	
488	Oklahoma County	Oklahoma City	0	0	0	0	
489	Oklahoma County	Oklahoma City	1	1	1	1	
490	Oklahoma County	Oklahoma City	0	0	0	0	
517	Oklahoma County	Oklahoma City	4	4	4	4	
518	Oklahoma County	Oklahoma City	18	18	18	18	
519	Oklahoma County	Jones	50	51	54	57	
520	Oklahoma County	Oklahoma City	0	0	0	0	
521	Oklahoma County	Oklahoma City	0	0	0	0	
522	Oklahoma County	Oklahoma City	8	8	8	8	
523	Oklahoma County	Oklahoma County	0	0	0	0	
524	Oklahoma County	Oklahoma County	0	0	0	0	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
555	Oklahoma County	Oklahoma City	16	16	16	16	
556	Oklahoma County	Oklahoma City	41	42	46	49	
557	Oklahoma County	Jones	0	0	0	1	
558	Oklahoma County	Jones	49	53	63	73	
559	Oklahoma County	Oklahoma City	6	6	6	6	
560	Oklahoma County	Oklahoma City	5	5	5	5	
561	Oklahoma County	Harrah	27	28	29	31	
562	Oklahoma County	Harrah	0	0	0	0	
573	Oklahoma County	Harrah	0	0	0	0	
574	Oklahoma County	Harrah	5	5	5	5	
575	Oklahoma County	Harrah	0	0	0	0	
603	Oklahoma County	Oklahoma City	5	5	5	6	
604	Oklahoma County	Oklahoma City	2	2	2	2	
605	Oklahoma County	Jones	2	2	3	4	
606	Oklahoma County	Jones	29	31	36	41	
607	Oklahoma County	Jones	46	46	47	48	
641	Oklahoma County	Oklahoma City	0	0	0	0	
642	Oklahoma County	Jones	2	2	2	2	
643	Oklahoma County	Jones	0	0	0	1	
644	Oklahoma County	Jones	61	64	71	78	
645	Oklahoma County	Jones	400	416	451	486	Residential growth likely; Employment growth may be limited
646	Oklahoma County	Jones	3	4	5	6	
647	Oklahoma County	Jones	0	1	3	6	
648	Oklahoma County	Oklahoma County	29	29	29	29	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
649	Oklahoma County	Harrah	0	0	0	0	
650	Oklahoma County	Harrah	0	0	0	0	
651	Oklahoma County	Harrah	0	0	0	0	
662	Oklahoma County	Oklahoma City	55	58	66	74	
663	Oklahoma County	Oklahoma City	11	11	11	11	
664	Oklahoma County	Oklahoma City	0	0	0	0	
665	Oklahoma County	Harrah	0	0	0	0	
666	Oklahoma County	Harrah	0	0	0	0	
700	Oklahoma County	Oklahoma City	0	0	0	0	
701	Oklahoma County	Oklahoma City	1	1	1	1	
702	Oklahoma County	Oklahoma City	0	0	0	0	
703	Oklahoma County	Oklahoma City	19	19	20	21	
704	Oklahoma County	Jones	0	0	0	0	
705	Oklahoma County	Jones	0	0	0	0	
706	Oklahoma County	Jones	3	3	3	3	
707	Oklahoma County	Harrah	0	0	0	0	
708	Oklahoma County	Oklahoma County	8	8	8	8	
754	Oklahoma County	Oklahoma City	4	5	6	8	
755	Oklahoma County	Oklahoma City	0	0	0	0	
756	Oklahoma County	Oklahoma City	6	6	6	7	
757	Oklahoma County	Oklahoma City	3	3	4	5	
758	Oklahoma County	Choctaw	2	2	2	2	
759	Oklahoma County	Choctaw	0	0	0	0	
760	Oklahoma County	Choctaw	16	17	21	24	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
761	Oklahoma County	Harrah	0	0	0	0	
762	Oklahoma County	Oklahoma County	33	33	33	33	
763	Oklahoma County	Oklahoma County	1	1	1	1	
764	Oklahoma County	Oklahoma County	3	3	3	3	
765	Oklahoma County	Harrah	0	0	0	0	
843	Oklahoma County	Spencer	45	47	54	60	
844	Oklahoma County	Oklahoma City	23	24	25	27	
845	Oklahoma County	Oklahoma City	0	0	0	0	
846	Oklahoma County	Oklahoma City	38	39	42	46	
847	Oklahoma County	Oklahoma City	4	4	4	4	
848	Oklahoma County	Choctaw	125	130	147	164	
849	Oklahoma County	Choctaw	50	56	70	83	
850	Oklahoma County	Harrah	319	338	381	424	industrial Future Land Use, Vacant land could see Commercial Development
851	Oklahoma County	Harrah	5	5	5	5	
926	Oklahoma County	Midwest City	119	144	201	259	OK. Limited employment growth. LEHD is high.
927	Oklahoma County	Nicoma Park	166	184	225	265	OK. Commercial Future Land Use
928	Oklahoma County	Nicoma Park	101	117	152	187	Limited employment growth possible
929	Oklahoma County	Nicoma Park	161	168	196	224	
930	Oklahoma County	Choctaw	32	36	42	48	
931	Oklahoma County	Choctaw	563	587	640	693	Ok. Future Commercial Land Use
932	Oklahoma County	Choctaw	103	116	144	173	
933	Oklahoma County	Choctaw	103	109	123	136	
934	Oklahoma County	Harrah	15	15	15	15	
994	Oklahoma County	Midwest City	301	320	362	404	Ok. Neighborhood retail

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
995	Oklahoma County	Midwest City	192	202	225	249	
996	Oklahoma County	Nicoma Park	126	143	182	221	OK. Commercial Land Use
997	Oklahoma County	Nicoma Park	38	42	52	62	
998	Oklahoma County	Choctaw	17	21	33	45	
999	Oklahoma County	Choctaw	117	124	139	154	
1000	Oklahoma County	Choctaw	5	5	5	6	
1001	Oklahoma County	Choctaw	23	28	41	54	
1002	Oklahoma County	Choctaw	0	4	22	40	
1003	Oklahoma County	Choctaw	113	125	151	177	
1004	Oklahoma County	Harrah	92	96	106	116	
1005	Oklahoma County	Harrah	52	61	82	102	
1006	Oklahoma County	Harrah	345	398	427	455	Neighborhood retail
1171	Oklahoma County	Midwest City	43	46	55	63	
1172	Oklahoma County	Midwest City	8	9	10	12	
1173	Oklahoma County	Nicoma Park	45	49	58	67	
1174	Oklahoma County	Harrah	88	94	99	103	
1386	Oklahoma County	Midwest City	73	99	122	145	
1387	Oklahoma County	Midwest City	28	29	32	34	
1388	Oklahoma County	Midwest City	16	19	22	24	
1389	Oklahoma County	Midwest City	23	24	26	28	
1390	Oklahoma County	Midwest City	17	19	23	28	
1391	Oklahoma County	Choctaw	14	15	18	20	
1392	Oklahoma County	Choctaw	114	120	133	146	One school. LEHD is high.
1393	Oklahoma County	Choctaw	31	31	32	33	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
1394	Oklahoma County	Choctaw	135	146	170	195	
1395	Oklahoma County	Choctaw	0	7	34	62	
1396	Oklahoma County	Choctaw	1	1	1	2	
1397	Oklahoma County	Choctaw	4	4	4	4	
1398	Oklahoma County	Harrah	7	7	7	7	
1399	Oklahoma County	Harrah	0	0	0	0	
1400	Oklahoma County	Harrah	87	100	130	160	
1569	Oklahoma County	Midwest City	510	554	655	755	High volume of residential development; Soldier Creek Elementary
1570	Oklahoma County	Midwest City	191	198	214	229	LEHD is high.
1571	Oklahoma County	Choctaw	44	55	81	107	
1572	Oklahoma County	Choctaw	5	5	6	7	
1573	Oklahoma County	Choctaw	9	9	10	11	
1574	Oklahoma County	Choctaw	9	10	14	17	
1575	Oklahoma County	Choctaw	19	20	24	28	
1576	Oklahoma County	Choctaw	0	0	0	0	
1577	Oklahoma County	Harrah	14	14	14	14	
1578	Oklahoma County	Harrah	2	2	2	2	
1579	Oklahoma County	Harrah	0	1	3	5	
1580	Oklahoma County	Harrah	2	2	2	2	
1581	Oklahoma County	Harrah	0	1	3	5	
1628	Oklahoma County	Midwest City	159	191	262	333	OK. Commercial & Office Future Land Use
1677	Oklahoma County	Midwest City	533	576	673	770	Commercial Future Land Use; Carl Albert Middle School
1678	Oklahoma County	Midwest City	250	274	329	384	Employment growth limited due to high residential density
1679	Oklahoma County	Midwest City	16	27	55	84	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
1680	Oklahoma County	Midwest City	44	46	53	59	
1681	Oklahoma County	Midwest City	6	6	6	6	
1682	Oklahoma County	Choctaw	54	58	69	79	
1683	Oklahoma County	Choctaw	188	196	214	231	
1684	Oklahoma County	Choctaw	13	14	15	16	
1685	Oklahoma County	Harrah	53	55	60	65	
1686	Oklahoma County	Harrah	3	3	3	3	
1687	Oklahoma County	Harrah	7	7	7	7	
1688	Oklahoma County	Harrah	192	195	202	208	
1689	Oklahoma County	Harrah	15	15	16	17	
1730	Oklahoma County	Oklahoma City	41	81	199	318	OK. St. Anthony Healthplex East
1731	Oklahoma County	Midwest City	235	241	254	268	
1732	Oklahoma County	Midwest City	42	42	43	44	
1733	Oklahoma County	Oklahoma City	6	6	6	6	
1734	Oklahoma County	Oklahoma City	21	22	23	25	
1735	Oklahoma County	Oklahoma City	0	0	0	0	
1736	Oklahoma County	Oklahoma City	45	45	45	46	
1737	Oklahoma County	Choctaw	73	77	86	95	
1738	Oklahoma County	Choctaw	2	2	2	3	
1739	Oklahoma County	Choctaw	9	9	9	9	
1740	Oklahoma County	Harrah	9	9	9	9	
1741	Oklahoma County	Harrah	11	11	11	11	
1742	Oklahoma County	Harrah	25	29	38	47	LEHD is high. Almost entirely residential.
1743	Oklahoma County	Harrah	66	73	90	106	



TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
1783	Oklahoma County	Oklahoma City	0	0	0	0	
1784	Oklahoma County	Oklahoma City	2	2	2	2	
1785	Oklahoma County	Oklahoma City	17	18	19	21	
1820	Oklahoma County	Oklahoma City	56	139	192	245	Vacant Land available; U.S. Naval Reserve Recruiting
1821	Oklahoma County	Oklahoma City	120	125	135	145	
1822	Oklahoma County	Oklahoma City	1	1	1	1	
1823	Oklahoma County	Oklahoma City	1	1	1	1	
1824	Oklahoma County	Oklahoma City	0	0	0	0	
1825	Oklahoma County	Oklahoma City	0	0	0	0	
1826	Oklahoma County	Oklahoma City	0	0	0	0	
1827	Oklahoma County	Oklahoma City	5	5	5	5	
1828	Oklahoma County	Oklahoma City	3	3	3	3	
1829	Oklahoma County	Oklahoma City	0	0	0	0	
1830	Oklahoma County	Oklahoma City	0	0	0	0	
1831	Oklahoma County	Oklahoma City	7	7	7	8	
1832	Oklahoma County	Oklahoma County	72	72	72	72	
1868	Oklahoma County	Oklahoma City	0	8	42	76	OK. Employment growth limited, Industrial Land Use
1869	Oklahoma County	Oklahoma City	0	0	0	0	
1870	Oklahoma County	Oklahoma City	58	67	88	110	
1871	Oklahoma County	Oklahoma City	1	1	1	1	
1872	Oklahoma County	Oklahoma City	1	1	1	2	
1873	Oklahoma County	Oklahoma City	0	0	0	0	
1874	Oklahoma County	Oklahoma City	0	0	0	0	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
1875	Oklahoma County	Oklahoma City	26	28	31	35	
1876	Oklahoma County	Oklahoma City	0	0	0	0	
1877	Oklahoma County	Oklahoma City	11	11	11	11	
1878	Oklahoma County	Oklahoma City	9	9	10	11	
1879	Oklahoma County	Oklahoma City	23	23	23	23	
1880	Oklahoma County	Oklahoma City	4	4	4	4	
1890	Oklahoma County	Oklahoma City	74	75	78	81	
1891	Oklahoma County	Oklahoma City	159	162	169	176	
1892	Oklahoma County	Oklahoma City	29	30	32	34	
1893	Oklahoma County	Oklahoma City	0	0	0	0	
1920	Oklahoma County	Oklahoma City	0	0	0	0	
1921	Oklahoma County	Oklahoma City	4	4	4	4	
1922	Oklahoma County	Oklahoma City	1	1	1	1	
1923	Oklahoma County	Oklahoma City	120	122	124	127	
1924	Oklahoma County	Oklahoma City	9	9	9	9	
1925	Oklahoma County	Oklahoma City	4	4	4	4	
1926	Oklahoma County	Oklahoma City	0	0	0	0	
1927	Oklahoma County	Oklahoma City	0	0	0	0	
1941	Cleveland County	Oklahoma City	101	187	384	581	Limited Economic Growth possible due to the high volume of Residential Land Use
1942	Cleveland County	Oklahoma City	273	289	327	364	Vacant Land could have employment growth
1943	Cleveland County	Oklahoma City	316	340	392	445	Ok. Neighborhood retail. LEHD is high.
1944	Cleveland County	Oklahoma City	650	705	831	957	OK. Office Future Land Use
1945	Cleveland County	Oklahoma City	591	607	641	676	Vacant land to be used for Residential purposes

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
1946	Cleveland County	Oklahoma City	377	462	513	564	OK. Future Commercial Land Use; Wal-Mart Supercenter
1947	Cleveland County	Oklahoma City	47	49	55	61	
1948	Cleveland County	Oklahoma City	313	343	410	477	OK. Brookwood Shopping Center
1949	Cleveland County	Oklahoma City	101	110	131	151	LEHD is high.
1950	Cleveland County	Oklahoma City	33	35	39	44	
1951	Cleveland County	Moore	307	332	388	444	OK. Crossroads Sports Complex. LEHD is high.
1952	Cleveland County	Moore	444	534	635	736	Limited vacant land, Low Employment Growth in vacant land
1953	Cleveland County	Moore	274	337	433	528	OK. Possible Commercial & Industrial Future Land Use
1954	Cleveland County	Moore	148	166	207	247	Commercial Future Land Use
1955	Cleveland County	Oklahoma City	192	208	244	280	Limited growth in vacant land
1956	Cleveland County	Oklahoma City	233	247	279	311	LEHD is high.
1957	Cleveland County	Oklahoma City	57	65	82	100	
1958	Cleveland County	Oklahoma City	3	3	3	4	
1959	Cleveland County	Oklahoma City	52	53	57	61	
1960	Cleveland County	Oklahoma City	16	16	16	16	
1961	Cleveland County	Oklahoma City	2	2	2	2	
1962	Cleveland County	Oklahoma City	0	0	0	0	
1963	Cleveland County	Oklahoma City	22	22	23	24	
1964	Cleveland County	Oklahoma City	0	0	0	0	
1965	Cleveland County	Oklahoma City	2	2	2	2	
1966	Cleveland County	Oklahoma City	8	9	10	11	
1971	Cleveland County	Oklahoma City	3	220	342	464	Employment growth possible; Crest Foods. Earlywine GC.
1972	Cleveland County	Oklahoma City	272	307	341	375	Residential growth likely; Employment growth may be limited
1973	Cleveland County	Oklahoma City	1308	1404	1514	1623	2035 is high. Commercial & Office Land Use; Westminster Events Center

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
1974	Cleveland County	Moore	569	639	799	958	OK. Growth may be limited, Commercial & Residential Future Land Use; Rest haven Gardens Cemetery
1975	Cleveland County	Moore	171	221	250	279	Neighborhood retail
1976	Cleveland County	Moore	992	1051	1183	1316	OK. Industrial Future Land Use
1977	Cleveland County	Moore	854	914	1135	1356	OK. Industrial & Commercial Future Land Use
1978	Cleveland County	Moore	131	145	176	206	
1979	Cleveland County	Moore	142	158	195	232	Commercial Future Land Use; Additional employment growth possible in vacant land
1980	Cleveland County	Moore	110	118	139	161	
1981	Cleveland County	Oklahoma City	32	32	32	32	
1982	Cleveland County	Oklahoma City	2	2	2	2	
1983	Cleveland County	Oklahoma City	0	0	0	0	
1984	Cleveland County	Oklahoma City	2	2	2	2	
1985	Cleveland County	Oklahoma City	0	0	0	0	
1988	Cleveland County	Oklahoma City	170	185	217	250	OK. Commercial & Industrial Use
1989	Cleveland County	Moore	686	740	862	984	OK. Nelson Park Shopping Center
1990	Cleveland County	Moore	118	123	133	144	
1991	Cleveland County	Moore	99	108	128	147	
1992	Cleveland County	Moore	248	260	287	315	
1993	Cleveland County	Oklahoma City	44	45	48	52	
1994	Cleveland County	Oklahoma City	37	39	44	49	
1995	Cleveland County	Oklahoma City	0	0	0	0	
1996	Cleveland County	Oklahoma City	38	40	47	53	
1997	Cleveland County	Oklahoma City	7	7	7	7	
2002	Cleveland County	Oklahoma City	2	29	93	157	Employment growth possible in vacant land

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
2003	Cleveland County	Oklahoma City	245	368	523	677	Vacant land most likely to be used for residential purposes; Mid-American Christian University
2004	Cleveland County	Oklahoma City	156	296	721	1145	Commercial & Office Land Use, growth possible; Moore Norman Technology Center - South Penn Campus Conference Center
2005	Cleveland County	Oklahoma City	492	642	986	1330	OK. Commercial & Office Land Use; Westmoore High School
2006	Cleveland County	Moore	529	566	648	730	OK. Future Commercial Land Use; GFF Foods
2007	Cleveland County	Moore	217	245	310	375	OK. Vacant Land could have employment growth
2008	Cleveland County	Moore	34	37	44	51	
2009	Cleveland County	Moore	193	206	237	267	LEHD is high. Elementary school and small neighborhood retail.
2010	Cleveland County	Moore	61	108	217	325	Additional Employment growth may be limited
2011	Cleveland County	Moore	109	115	128	141	
2012	Cleveland County	Moore	4	4	5	6	
2013	Cleveland County	Moore	318	369	406	444	OK. Central Junior High School, City of Moore City Hall
2014	Cleveland County	Moore	86	89	98	106	
2015	Cleveland County	Moore	1426	1484	1615	1746	OK. Industrial Future Land Use
2016	Cleveland County	Moore	462	490	554	619	Employment growth limited; Moore High School. LEHD is high.
2017	Cleveland County	Moore	128	137	163	190	
2018	Cleveland County	Moore	32	33	37	41	Almost entirely residential.
2019	Cleveland County	Moore	89	94	107	120	
2020	Cleveland County	Oklahoma City	165	184	226	269	Industrial Future Land Use
2021	Cleveland County	Oklahoma City	0	0	0	0	
2022	Cleveland County	Oklahoma City	0	0	0	0	
2023	Cleveland County	Oklahoma City	0	0	0	0	
2024	Cleveland County	Oklahoma City	4	4	4	4	
2025	Cleveland County	Norman	1	1	1	1	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
2026	Cleveland County	Oklahoma City	0	0	0	0	
2028	Cleveland County	Oklahoma City	387	432	535	638	OK. Industrial Land Use
2029	Cleveland County	Oklahoma City	4	111	181	251	Jr's Bar & Grill; Vacant land could have employment growth, zoned industrial.
2030	Cleveland County	Oklahoma City	86	117	188	260	OK. Vacant Land could have employment growth
2031	Cleveland County	Oklahoma City	172	201	266	332	Vacant land most likely to be used for residential purposes
2032	Cleveland County	Oklahoma City	51	90	180	270	OK. Future Commercial Land Use
2033	Cleveland County	Moore	339	370	441	511	Possible employment growth in Vacant Land
2034	Cleveland County	Moore	51	60	81	101	LEHD is high.
2035	Cleveland County	Moore	58	64	77	91	
2036	Cleveland County	Moore	1109	1279	1668	2057	OK. Wal-Mart Supercenter, Lowe's Home Improvement
2037	Cleveland County	Moore	1305	1348	1441	1534	Soon to be Built Out, Residential Development; Sam's Club
2038	Cleveland County	Moore	759	815	985	1155	OK. Industrial & Commercial Future Land Use; Wal-Mart Neighborhood Market
2039	Cleveland County	Moore	244	261	299	337	Highland East Junior High School. Mainly residential. LEHD is very high.
2040	Cleveland County	Moore	0	0	0	0	
2041	Cleveland County	Moore	32	36	44	53	
2042	Cleveland County	Oklahoma City	123	126	131	136	
2043	Cleveland County	Oklahoma City	2	2	2	2	
2044	Cleveland County	Oklahoma City	0	0	0	0	
2045	Cleveland County	Oklahoma City	3	3	3	4	
2046	Cleveland County	Oklahoma City	6	6	6	6	
2047	Cleveland County	Norman	0	0	0	0	
2048	Cleveland County	Cleveland County	0	0	0	0	
2049	Cleveland County	Oklahoma City	5	5	5	5	
2051	Cleveland County	Moore	109	125	171	218	Commercial Land Use; Goodwill, ALDI

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
2052	Cleveland County	Moore	110	121	146	171	
2053	Cleveland County	Moore	155	216	250	283	Commercial Land Use; Heritage Trail Elementary School
2056	Cleveland County	Oklahoma City	7	32	60	88	OK. Industrial Future Land Use
2057	Cleveland County	Oklahoma City	26	28	33	38	
2058	Cleveland County	Oklahoma City	10	31	66	101	Commercial Future Land Use
2059	Cleveland County	Moore	24	64	110	156	Ok. Future Commercial Land Use; Southmoore High School
2060	Cleveland County	Moore	153	453	726	999	OK. Future Commercial Land Use; Target, The Home Depot, Moore Golf & Athletic Club
2061	Cleveland County	Moore	448	597	941	1285	OK. Commercial Land Use
2062	Cleveland County	Moore	644	757	1045	1333	OK. Future Commercial Land Use; Shops at Moore
2063	Cleveland County	Moore	69	74	85	97	
2064	Cleveland County	Moore	78	121	147	172	
2065	Cleveland County	Moore	0	1	4	6	
2066	Cleveland County	Moore	24	26	29	33	
2067	Cleveland County	Moore	0	1	4	6	
2068	Cleveland County	Oklahoma City	5	5	5	5	
2069	Cleveland County	Oklahoma City	0	0	0	0	
2070	Cleveland County	Oklahoma City	15	15	16	17	
2071	Cleveland County	Oklahoma City	36	37	40	43	
2072	Cleveland County	Cleveland County	17	18	20	22	
2073	Cleveland County	Norman	0	0	0	0	
2074	Cleveland County	Cleveland County	0	0	0	1	
2077	Cleveland County	Oklahoma City	0	0	0	0	
2078	Cleveland County	Cleveland County	87	128	171	213	Limited Commercial Future Land Use

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
2079	Cleveland County	Moore	6	24	90	156	Future Commercial Land Use
2080	Cleveland County	Moore	137	219	346	473	OK. Commercial Future Land Use; Andy Alligator's Fun Park
2081	Cleveland County	Moore	31	79	105	131	
2082	Cleveland County	Moore	3	10	23	37	
2083	Cleveland County	Moore	30	30	30	31	
2084	Cleveland County	Cleveland County	78	83	94	105	
2085	Cleveland County	Cleveland County	57	69	97	125	
2086	Cleveland County	Cleveland County	142	164	213	262	Neighborhood retail
2087	Cleveland County	Oklahoma City	0	0	0	0	
2088	Cleveland County	Oklahoma City	2	2	2	2	
2089	Cleveland County	Oklahoma City	8	8	8	8	
2090	Cleveland County	Norman	17	17	18	19	
2091	Cleveland County	Cleveland County	39	43	47	52	
2092	Cleveland County	Norman	5	6	8	10	
2093	Cleveland County	Norman	14	14	14	15	
2094	Cleveland County	Cleveland County	11	14	20	26	
2095	Cleveland County	Cleveland County	19	19	19	19	
2096	Cleveland County	Norman	0	0	1	2	
2097	Cleveland County	Cleveland County	0	0	0	0	
2098	Cleveland County	Norman	0	2	6	10	
2105	Cleveland County	Norman	0	3	17	30	
2106	Cleveland County	Norman	6	20	53	86	Employment growth possible in vacant land
2107	Cleveland County	Norman	0	29	143	256	Future Commercial Land Use
2108	Cleveland County	Norman	1277	1352	1519	1686	Ok. Commercial land use; Johnson Controls



TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
2109	Cleveland County	Norman	0	1	3	5	
2110	Cleveland County	Norman	6	6	7	8	
2111	Cleveland County	Norman	0	6	28	51	
2112	Cleveland County	Norman	0	0	0	0	
2113	Cleveland County	Norman	0	0	2	3	
2114	Cleveland County	Norman	0	0	0	1	
2115	Cleveland County	Norman	41	43	46	50	
2116	Cleveland County	Norman	0	0	0	0	
2117	Cleveland County	Norman	0	0	1	2	
2118	Cleveland County	Norman	0	0	0	0	
2119	Cleveland County	Cleveland County	0	0	0	0	
2125	Cleveland County	Norman	2	3	5	7	
2126	Cleveland County	Norman	4	6	15	25	
2127	Cleveland County	Norman	95	118	167	216	Limited Commercial Future Land Use
2128	Cleveland County	Norman	59	334	601	868	OK. Future Office Land Use; Fowler Toyota, Bob Moore Nissan
2129	Cleveland County	Norman	347	487	809	1132	OK. Future Commercial Land Use; Armed Forces Reserve Center Norman
2130	Cleveland County	Norman	57	120	267	414	OK. Cleveland County Jail
2131	Cleveland County	Norman	401	422	468	515	Moore Norman Technology Center
2132	Cleveland County	Norman	13	24	50	77	
2133	Cleveland County	Norman	0	1	3	6	
2134	Cleveland County	Norman	6	8	12	17	
2135	Cleveland County	Norman	0	0	0	0	
2136	Cleveland County	Norman	15	18	24	30	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
2137	Cleveland County	Norman	21	28	44	60	
2138	Cleveland County	Norman	6	8	12	16	
2139	Cleveland County	Norman	1	1	1	2	
2140	Cleveland County	Norman	0	0	1	2	
2141	Cleveland County	Cleveland County	3	3	3	3	
2142	Cleveland County	Cleveland County	2	5	13	20	
2146	Cleveland County	Cleveland County	2	7	17	28	
2147	Cleveland County	Norman	984	1064	1245	1426	OK. Industrial Land Use; Sysco Oklahoma
2150	Cleveland County	Norman	3	6	13	20	
2151	Cleveland County	Norman	29	40	65	89	
2152	Cleveland County	Norman	119	130	155	180	
2153	Cleveland County	Norman	1281	1499	1998	2498	OK. Office and Industrial land use; Norman Regional Hospital
2154	Cleveland County	Norman	37	640	1652	2664	OK. Target, Academy Sports + Outdoors, T.J.Maxx; Future Commercial land use. LEHD is low.
2155	Cleveland County	Norman	110	153	196	239	Residential growth likely
2156	Cleveland County	Norman	60	113	237	360	OK. SecurCare Self Storage
2157	Cleveland County	Norman	59	84	117	150	Commercial Future Land Use
2158	Cleveland County	Norman	4	6	10	14	
2159	Cleveland County	Norman	3	3	3	3	
2160	Cleveland County	Norman	0	2	6	9	
2161	Cleveland County	Norman	6	6	6	6	
2162	Cleveland County	Norman	84	87	96	104	
2163	Cleveland County	Norman	29	33	42	51	
2164	Cleveland County	Norman	13	16	23	30	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
2165	Cleveland County	Norman	0	5	27	49	
2166	Cleveland County	Cleveland County	0	0	0	0	
2171	Cleveland County	Norman	25	27	31	35	
2172	Cleveland County	Norman	142	158	185	212	
2173	Cleveland County	Norman	192	215	240	265	
2174	Cleveland County	Norman	1218	1298	1479	1660	OK. Robinson Crossing Shopping Center; Future Commercial Land Use
2175	Cleveland County	Norman	552	789	1029	1270	OK. University of Oklahoma Westheimer Airport
2176	Cleveland County	Norman	735	788	906	1025	OK. Industrial Future Land Use
2177	Cleveland County	Norman	467	509	607	704	OK. Commercial Future Land Use
2178	Cleveland County	Norman	492	526	625	725	Growth may be limited; IOOF Cemetery, George M. Sutton Wilderness Park
2179	Cleveland County	Norman	219	259	350	442	OK. Future Commercial Land Use
2180	Cleveland County	Norman	9	26	67	107	Commercial Future Land Use; Lakeside Golf Course
2181	Cleveland County	Norman	33	35	38	42	
2182	Cleveland County	Norman	91	93	98	103	
2183	Cleveland County	Norman	6	6	6	7	
2184	Cleveland County	Norman	98	204	261	319	Vacant land available for Employment growth
2185	Cleveland County	Norman	270	294	349	405	Possible employment growth in Vacant Land
2186	Cleveland County	Cleveland County	6	7	8	10	
2187	Cleveland County	Cleveland County	0	1	2	2	
2191	Cleveland County	Norman	8	15	25	36	
2192	Cleveland County	Norman	272	323	443	562	OK. Truman Elementary, Truman Primary
2193	Cleveland County	Norman	449	523	692	862	High volume of residential development; Brookhaven Village
2194	Cleveland County	Norman	1581	1964	2186	2408	Limited Economic Growth possible in vacant land; Regional Cinemas Spotlight 14, Big Red Sports/Imports

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
2195	Cleveland County	Norman	1008	1193	1327	1460	OK. Limited vacant land, growth possible; Fowler Honda, Reynolds Ford
2196	Cleveland County	Norman	696	730	805	879	Employment Growth Limited; Residential Use
2197	Cleveland County	Norman	310	328	369	409	Neighborhood retail
2198	Cleveland County	Norman	431	465	543	620	OK. Employment growth possible
2199	Cleveland County	Norman	490	527	610	693	OK. Built Out, additional employment growth not possible
2200	Cleveland County	Norman	14	14	14	15	
2201	Cleveland County	Norman	2654	2812	3055	3299	OK. Norman Regional Hospital
2202	Cleveland County	Norman	442	464	514	565	Employment growth limited; High residential density
2203	Cleveland County	Norman	776	814	899	984	OK. Griffin Memorial Hospital
2204	Cleveland County	Norman	1579	1642	1857	2072	OK. Wal-Mart Supercenter, Norman Veterans Center
2205	Cleveland County	Norman	66	103	188	274	Norman Water Treatment Plant; Vacant land could see Commercial Use
2206	Cleveland County	Norman	4	12	42	73	
2207	Cleveland County	Norman	1	1	1	1	
2208	Cleveland County	Norman	9	14	25	35	
2209	Cleveland County	Norman	0	9	24	39	
2216	Cleveland County	Norman	274	279	291	303	
2217	Cleveland County	Norman	286	300	331	363	
2218	Cleveland County	Norman	1365	1400	1475	1550	OK. Sooner Mall
2219	Cleveland County	Norman	1857	2024	2345	2667	OK. Wal-Mart Supercenter, Lowe's Home Improvement, Hobby Lobby
2220	Cleveland County	Norman	748	789	882	975	OK. Merkle Creek Shopping Center
2221	Cleveland County	Norman	373	391	431	472	Norman HS. LEHD is high.
2222	Cleveland County	Norman	8	8	9	10	
2223	Cleveland County	Norman	32	33	34	36	
2224	Cleveland County	Norman	100	106	119	131	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
2225	Cleveland County	Norman	348	368	386	403	
2226	Cleveland County	Norman	442	457	492	527	CDBG Neighborhood
2227	Cleveland County	Norman	30	39	59	79	LEHD is high. Elementary school.
2228	Cleveland County	Norman	127	133	146	158	
2229	Cleveland County	Norman	18	18	19	20	
2230	Cleveland County	Norman	47	50	56	63	
2231	Cleveland County	Norman	2	3	5	7	
2232	Cleveland County	Norman	1326	1339	1363	1388	
2233	Cleveland County	Norman	218	233	269	304	Future Commercial Land Use
2234	Cleveland County	Norman	360	377	416	455	OK.
2235	Cleveland County	Norman	29	30	32	34	
2236	Cleveland County	Norman	569	610	658	705	OK. CDBG Neighborhoods
2237	Cleveland County	Norman	115	121	134	147	
2238	Cleveland County	Norman	67	72	83	94	
2239	Cleveland County	Norman	426	443	481	520	OK. CDBG Neighborhoods
2240	Cleveland County	Norman	517	556	594	631	CDBG Neighborhood
2241	Cleveland County	Norman	308	329	388	447	OK. CDBG Neighborhoods
2242	Cleveland County	Norman	41	43	49	54	
2243	Cleveland County	Norman	606	709	817	924	Office of Juvenile Affairs.
2244	Cleveland County	Norman	20	22	27	32	
2245	Cleveland County	Norman	379	447	604	761	Vacant land could be used for Economic Growth; Thunderbird Casino
2248	Cleveland County	Norman	376	393	430	467	Residential growth likely; Employment growth may be limited
2249	Cleveland County	Norman	570	597	659	720	OK. Future Commercial Land Use. LEHD is high.
2250	Cleveland County	Norman	596	641	744	847	Possible employment growth in Vacant Land

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
2251	Cleveland County	Norman	995	1042	1147	1253	OK. Normandy Creek Shopping Center
2252	Cleveland County	Norman	595	610	643	677	Employment growth limited
2253	Cleveland County	Norman	348	372	427	482	OK. Commercial Future Land Use
2254	Cleveland County	Norman	131	137	148	160	
2255	Cleveland County	Norman	0	0	0	0	
2256	Cleveland County	Norman	96	103	120	138	
2257	Cleveland County	Norman	48	55	72	89	
2258	Cleveland County	Norman	20	35	74	112	Residential Development; The University of Oklahoma
2259	Cleveland County	Norman	490	646	740	834	OK. Campus Corner
2260	Cleveland County	Norman	53	122	406	690	OK. Gaylord Family-Oklahoma Memorial Stadium
2261	Cleveland County	Norman	8954	9042	9211	9381	University of Oklahoma
2262	Cleveland County	Norman	450	468	509	549	Neighborhood retail
2263	Cleveland County	Norman	141	158	196	234	OK. CDBG Neighborhoods
2264	Cleveland County	Norman	367	427	563	700	OK. The University of Oklahoma, Everest training Center
2265	Cleveland County	Norman	441	487	592	697	OK. Anatole Shopping Center
2266	Cleveland County	Norman	71	88	128	169	Residential growth likely; Employment growth may be limited
2267	Cleveland County	Norman	374	413	502	590	Vacant land can support employment growth; Harbor Freight Tools
2268	Cleveland County	Norman	103	149	193	237	Ok. Colonial Estates Shopping Center
2269	Cleveland County	Norman	207	216	235	255	
2270	Cleveland County	Norman	57	93	176	259	OK. Employment growth possible
2271	Cleveland County	Norman	46	70	126	182	Residential growth likely; Employment growth may be limited
2272	Cleveland County	Norman	64	73	94	116	
2273	Cleveland County	Norman	14	14	14	15	
2274	Cleveland County	Norman	40	50	72	95	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
2276	Cleveland County	Norman	2323	2465	2787	3108	OK. Limited Economic Growth possible; Parkway Plaza Shopping Center
2277	Cleveland County	Norman	112	124	159	194	OK. Commercial & Industrial Use
2278	Cleveland County	Norman	596	642	747	852	OK. Possible Employment growth in Limited Vacant Land
2279	Cleveland County	Norman	621	651	720	788	OK. Monroe Elementary
2280	Cleveland County	Norman	88	92	101	110	
2281	Cleveland County	Norman	24	25	27	29	
2282	Cleveland County	Norman	159	240	537	834	OK. University of Oklahoma; Stubbeman Village
2283	Cleveland County	Norman	156	205	311	417	OK. Huston Huffman Fitness Center, Center for Independent and Distance Learning
2284	Cleveland County	Norman	632	696	843	990	Limited vacant land, Low commercial Growth
2285	Cleveland County	Norman	44	75	104	133	CDBG Neighborhood
2286	Cleveland County	Norman	257	275	317	359	Neighborhood retail
2287	Cleveland County	Norman	10	50	144	237	Limited employment growth in vacant land
2288	Cleveland County	Norman	708	767	900	1032	OK. Limited growth possible in Vacant Land; NCED Conference Center and Hotel
2289	Cleveland County	Norman	0	4	14	24	
2290	Cleveland County	Norman	3	5	7	9	
2291	Cleveland County	Norman	23	25	28	32	
2292	Cleveland County	Norman	20	20	21	22	
2293	Cleveland County	Cleveland County	142	171	239	306	Possible employment growth in Vacant Land
2294	Cleveland County	Cleveland County	6	7	10	13	
2296	Cleveland County	Norman	119	135	170	206	Residential growth likely; Employment growth may be limited
2297	Cleveland County	Norman	10	10	10	10	
2298	Cleveland County	Norman	172	215	312	410	Possible employment growth , The University of Oklahoma
2299	Cleveland County	Norman	0	13	59	105	The University Oklahoma
2300	Cleveland County	Norman	1033	1263	1795	2327	The University of Oklahoma, Jimmie Austin OU Golf Club

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
2301	Cleveland County	Norman	36	73	98	123	Vacant land most likely to have Residential Growth
2302	Cleveland County	Norman	580	615	696	776	OK. Hitachi Computer Products America
2303	Cleveland County	Norman	0	0	0	0	
2304	Cleveland County	Cleveland County	18	20	26	32	LEHD is high.
2305	Cleveland County	Cleveland County	1	6	20	35	
2307	Cleveland County	Norman	669	801	936	1072	Possible Economic Growth in vacant land; The Trails Golf Club of Norman
2308	Cleveland County	Norman	159	193	271	348	OK. Vacant Land could have employment growth
2309	Cleveland County	Norman	768	925	1547	2169	Employment growth possible, large portion of residential; Saxon Park
2310	Cleveland County	Norman	0	0	0	0	
2311	Cleveland County	Norman	4	6	8	11	
2312	Cleveland County	Norman	8	10	13	17	
2313	Cleveland County	Norman	11	28	67	106	Vacant land available for Employment growth
2315	Cleveland County	Norman	631	698	853	1007	OK. Economic growth possible along major roadways; Astellas Pharma Technologies
2316	Cleveland County	Norman	287	383	607	830	Vacant land available for Residential growth; The Links at Norman
2317	Cleveland County	Norman	2	2	2	2	
2318	Cleveland County	Norman	13	14	17	19	
2319	Cleveland County	Norman	0	2	9	16	
2320	Cleveland County	Norman	20	21	25	28	
2321	Cleveland County	Norman	14	17	23	29	
2322	Cleveland County	Norman	0	3	11	19	
2323	Cleveland County	Cleveland County	0	0	0	0	
2324	Cleveland County	Cleveland County	0	0	0	0	
2326	Cleveland County	Norman	0	0	0	0	
2327	Cleveland County	Cleveland County	12	15	21	27	



TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
2328	Cleveland County	Cleveland County	2	2	3	4	
2329	Cleveland County	Cleveland County	0	0	0	0	
2331	Cleveland County	Noble	128	146	212	278	Additional Employment possible; Super C Mart
2332	Cleveland County	Noble	235	336	570	804	Possible economic growth in vacant land; Noble Health Care Center, Noble High School
2333	Cleveland County	Noble	0	0	0	0	
2334	Cleveland County	Norman	0	0	0	0	
2335	Cleveland County	Norman	0	0	0	0	
2336	Cleveland County	Norman	0	0	0	0	
2337	Cleveland County	Norman	3	3	4	5	
2338	Cleveland County	Norman	0	0	0	0	
2339	Cleveland County	Norman	0	0	0	0	
2342	Cleveland County	Noble	317	383	536	689	OK. Possible economic growth in vacant land; Noble Pharmacy, Katherine I. Daily Elementary School, Pioneer Intermediate Elementary School
2343	Cleveland County	Noble	107	131	185	240	Additional residential developments along with Employment growth
2344	Cleveland County	Noble	34	51	75	98	
2345	Cleveland County	Noble	16	17	19	21	LEHD is incorrect.
2346	Cleveland County	Noble	5	18	26	33	
2347	Cleveland County	Slaughterville	22	22	23	24	
2348	Cleveland County	Slaughterville	9	9	9	9	
2349	Cleveland County	Slaughterville	6	6	6	6	
2350	Cleveland County	Cleveland County	10	10	10	10	
2351	Cleveland County	Cleveland County	4	4	4	4	
2352	Cleveland County	Cleveland County	0	0	2	4	
2356	Cleveland County	Cleveland County	340	477	793	1109	OK. Possible economic growth in vacant land;

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
2359	Cleveland County	Noble	10	33	103	174	Employment growth possible in vacant land
2360	Cleveland County	Noble	67	88	139	189	Vacant land could be used for Economic Growth
2361	Cleveland County	Noble	4	9	20	30	
2362	Cleveland County	Noble	6	7	9	11	
2363	Cleveland County	Cleveland County	3	7	17	27	
2364	Cleveland County	Slaughterville	21	21	22	23	
2365	Cleveland County	Slaughterville	3	3	3	3	
2366	Cleveland County	Cleveland County	3	3	3	4	
2367	Cleveland County	Cleveland County	15	15	15	16	
2368	Cleveland County	Cleveland County	0	0	0	1	
2370	Cleveland County	Cleveland County	139	143	146	148	
2371	Cleveland County	Cleveland County	8	9	12	14	
2372	Cleveland County	Cleveland County	1	1	1	2	
2373	Cleveland County	Cleveland County	6	6	6	6	
2374	Cleveland County	Slaughterville	2	2	2	2	
2375	Cleveland County	Slaughterville	5	5	5	5	
2376	Cleveland County	Cleveland County	0	0	0	0	
2377	Cleveland County	Cleveland County	4	5	6	7	
2378	Cleveland County	Cleveland County	5	5	5	5	
2379	Cleveland County	Cleveland County	11	11	12	13	
2381	Cleveland County	Cleveland County	59	62	71	79	
2382	Cleveland County	Slaughterville	30	30	31	32	
2383	Cleveland County	Slaughterville	0	0	0	0	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
2384	Cleveland County	Cleveland County	259	265	278	292	
2385	Cleveland County	Slaughterville	14	14	14	14	
2386	Cleveland County	Slaughterville	0	0	0	0	
2387	Cleveland County	Cleveland County	0	0	0	0	
2388	Cleveland County	Cleveland County	0	0	2	3	
2391	Cleveland County	Slaughterville	1	1	1	1	
2392	Cleveland County	Cleveland County	0	0	0	0	
2393	Cleveland County	Cleveland County	0	0	0	0	
2394	Cleveland County	Cleveland County	0	0	0	0	
2396	Cleveland County	Cleveland County	1	1	1	1	
2397	Cleveland County	Cleveland County	56	58	64	69	
2398	Cleveland County	Cleveland County	7	7	7	7	
2399	Cleveland County	Cleveland County	0	0	0	0	
2402	Cleveland County	Cleveland County	0	1	3	4	
2403	Cleveland County	Cleveland County	6	6	6	6	
2404	Cleveland County	Cleveland County	1	1	1	1	
2405	Cleveland County	Slaughterville	0	0	0	0	
2406	Cleveland County	Cleveland County	851	907	1036	1164	OK. Muldrow Heliport, Lexington Assessment And Reception Center
2407	Cleveland County	Cleveland County	0	0	0	1	
2413	Cleveland County	Cleveland County	0	0	0	1	
2414	Cleveland County	Cleveland County	0	0	0	0	
2415	Cleveland County	Slaughterville	0	0	0	0	
2416	Cleveland County	Cleveland County	43	43	43	44	LEHD is very high. Very little commercial.
2417	Cleveland County	Cleveland County	499	501	504	507	

TAZ	COUNTY	CITY	RDS 2005 EMP	RDS 2015 EMP	RDS 2025 EMP	RDS 2035 EMP	Notes
2418	Cleveland County	Cleveland County	0	0	0	0	
2419	Cleveland County	Cleveland County	0	0	0	0	
2420	Cleveland County	Cleveland County	0	0	0	0	
2422	Cleveland County	Cleveland County	21	21	21	22	
2423	Cleveland County	Cleveland County	184	185	187	189	
2424	Cleveland County	Cleveland County	7	11	20	29	
2425	Cleveland County	Cleveland County	4	5	7	9	
2426	Cleveland County	Cleveland County	6	8	14	19	
2427	Cleveland County	Cleveland County	0	0	0	0	
2428	Cleveland County	Cleveland County	4	4	4	4	
2429	Cleveland County	Cleveland County	1	1	1	1	
2435	Cleveland County	Cleveland County	0	0	0	1	
2436	Cleveland County	Cleveland County	0	0	0	0	
2437	Cleveland County	Cleveland County	0	0	0	0	
2438	Cleveland County	Cleveland County	0	0	0	1	
2439	Cleveland County	Cleveland County	0	0	0	0	
2440	Cleveland County	Cleveland County	0	0	0	0	
2441	Cleveland County	Cleveland County	0	0	1	2	
2443	Cleveland County	Cleveland County	0	0	0	0	
2444	Cleveland County	Cleveland County	6	6	6	6	
2445	Cleveland County	Cleveland County	0	2	7	13	
2448	Cleveland County	Cleveland County	0	0	0	1	
2449	Cleveland County	Cleveland County	4	7	10	12	
2450	Cleveland County	Cleveland County	0	1	3	5	

**D. Square Feet per Employee Estimations**

The following chart represents employee coefficients that were used as a guide when reviewing and estimating commercial development employment.

Land Use Category	Estimated Square Feet per Employee
Office	275
Retail	300
Hotel/Motel	.75 Emp per Room
Institutional	800
Industrial	1250

Source: Urban Land Institute, North Central Texas Council of Governments

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