

MAPS 4

Public Transportation

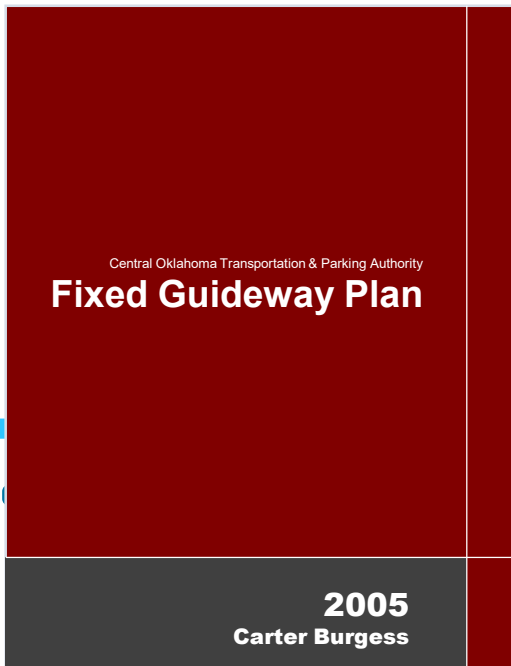
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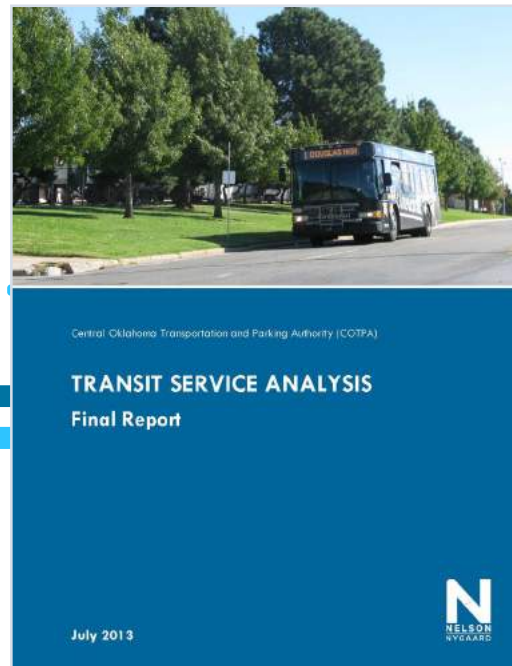
ΣYMBARK

MAPS 4 CONCEPT TRANSIT PLAN

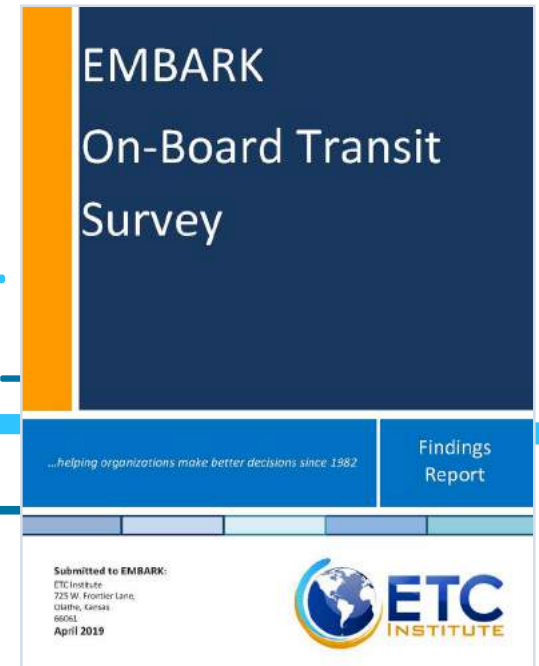
Guided by Strategy



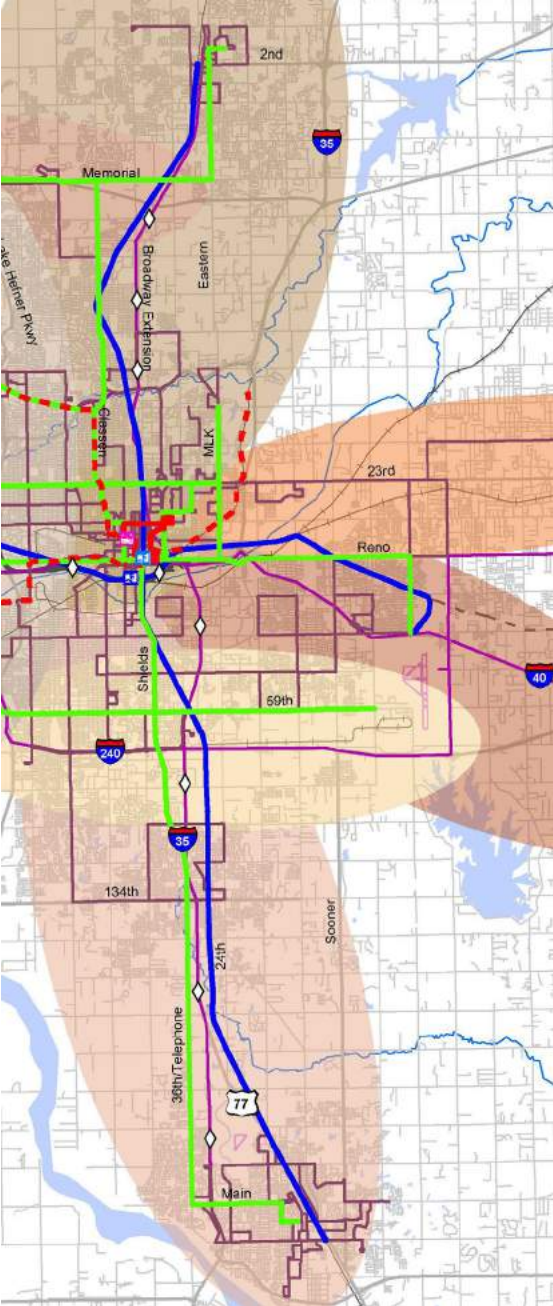
**Fixed Guideway
Plan (2005)**



**Transit Service
Analysis (2013)**



**Annual
Customer Surveys**

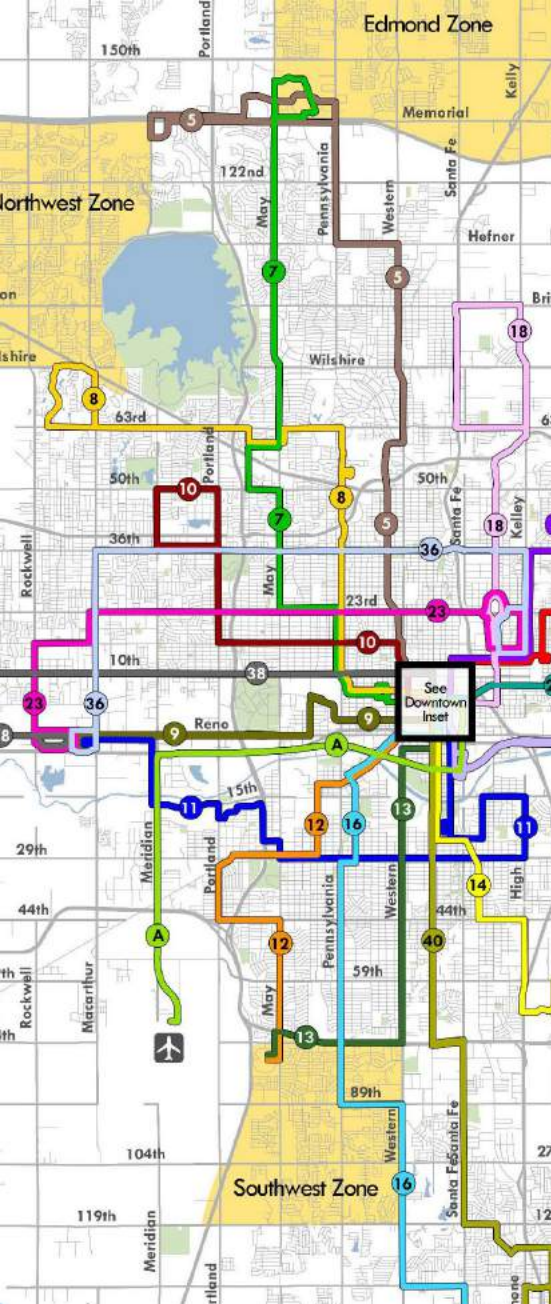


Fixed Guideway Plan

The COTPA Board of Trustees adopted the Fixed Guideway Plan in 2005. The plan serves to improve connections throughout the community, enhance economic development, improve mobility, and improve air quality.

In addition to the recently launched OKC Streetcar, the Fixed Guideway Plan identified several bus rapid transit corridors and enhanced bus transportation.

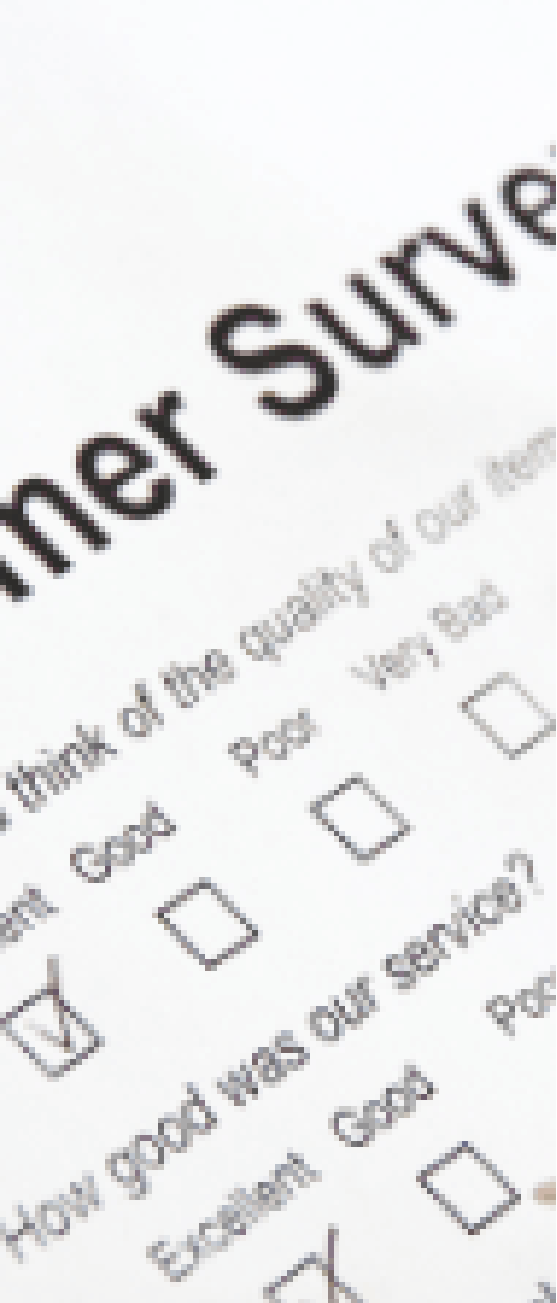
Oklahoma City's first Northwest BRT route is beginning design and engineering. EMBARK and the City of Oklahoma City have incrementally improved local fixed-route service with improved frequency, weeknight service, holiday service, and Sunday service. Growing the bus rapid transit network and further implementation of enhanced bus will greatly improve Oklahoma City's mobility options.



Transit Service Analysis

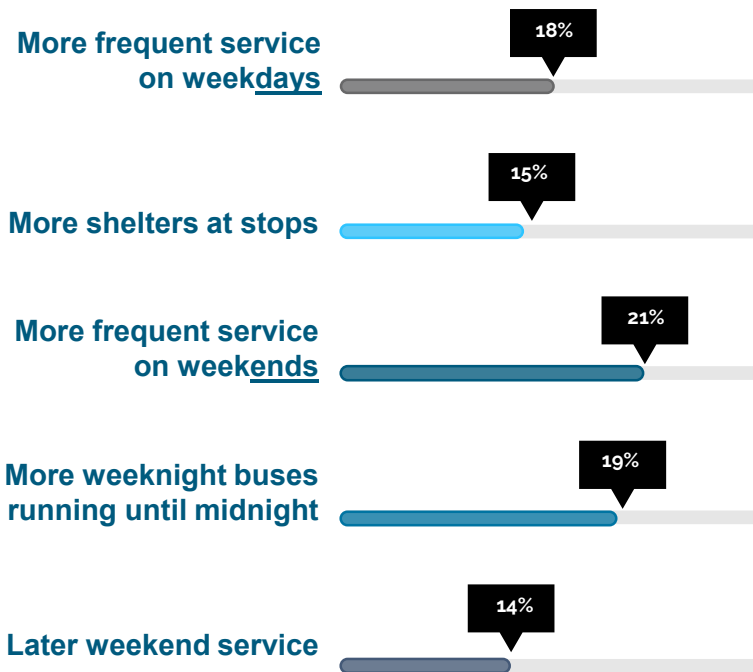
In January 2013, the Central Oklahoma Transportation and Parking Authority (COTPA) initiated a Transit Service Analysis process. The goals of the Transit Service Analysis were to evaluate the existing bus system, improve the route network to improve ridership and productivity within the existing budget, and identify priority future service improvements if additional resources become available.

As a result of the analysis, short-term and long-term recommendations have been implemented and have already improved frequency and added weeknight and Sunday service. Frequency improvement and new and expanded routes will significantly complete the recommendations outlined within the final report.



Customer Surveys

Customer on-board surveys provide meaningful input on transit service expectations, as well as feedback on what service enhancements are desired most. Following are results from the most recent customer survey conducted in Spring 2019. Customers were asked, *what improvement (s) would you like to see in transit service.*





M4 Transit Plan

Advanced Transit –

Enhanced Bus –

Improved Bus Stops –

Planned Growth –



Advanced Transit

New Modes > Facilities > On Demand

Bus Rapid Transit Service

BRT has been identified in EMBARK's transportation plans as a necessary mode for improving frequency and mobility in Oklahoma City.

Park and Rides

In the 2013 Transit System Analysis stakeholder interviews, outlying park and ride facilities was the capital facility need most often noted.

Micro Transit

As the public transit industry focuses more on mobility management, on demand, technology based transportation services are expanding system coverage and solving first mile/last mile connectivity challenges.



\$60 million capital investment



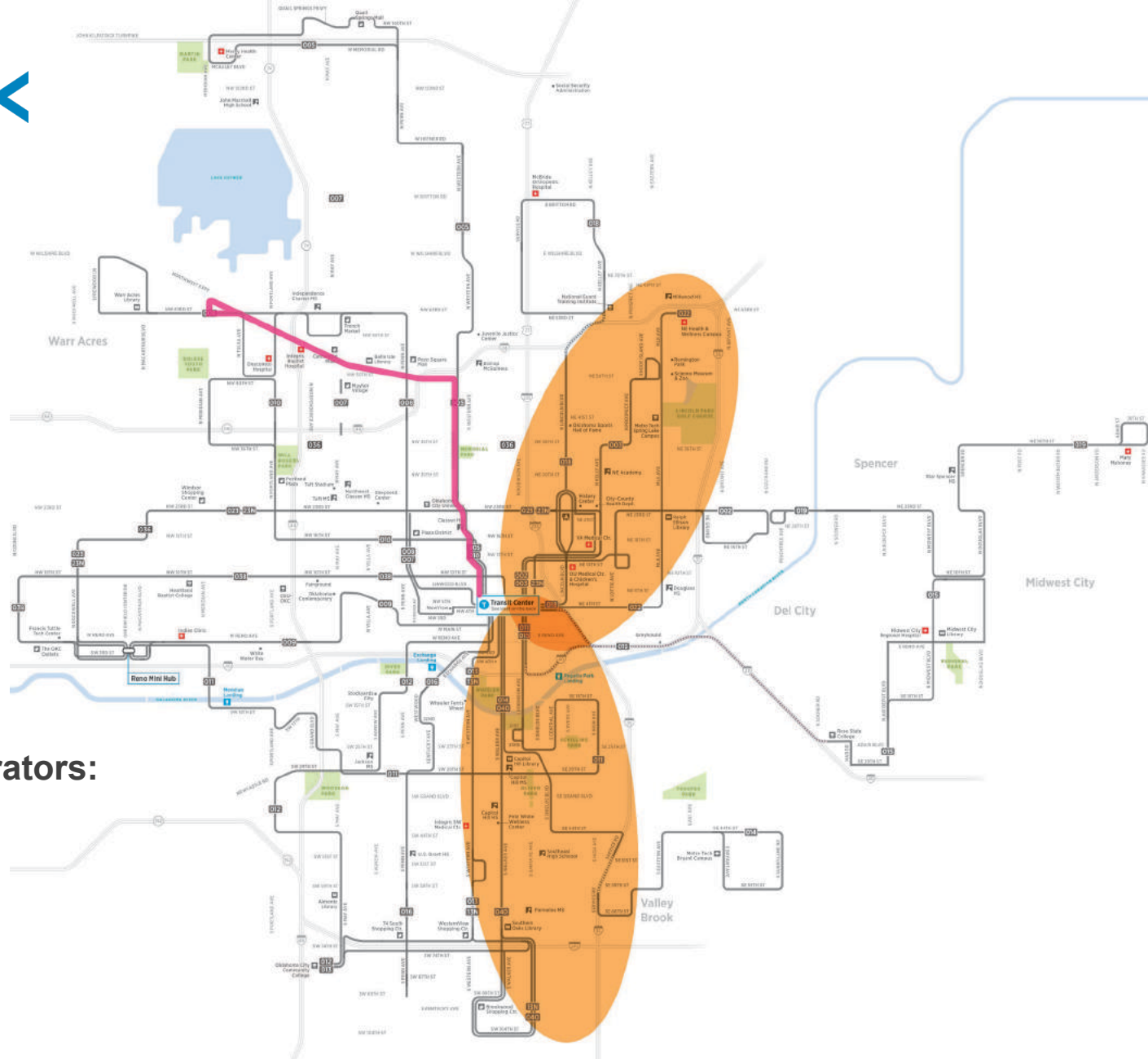
5-6 year implementation
upon collection of funds







BRT Growth



Potential Trip Generators:

Northeast

- Innovation District
- Metro Tech
- Zoo




South

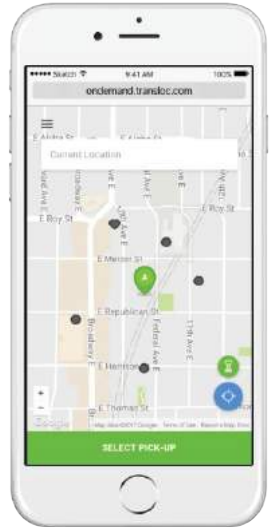
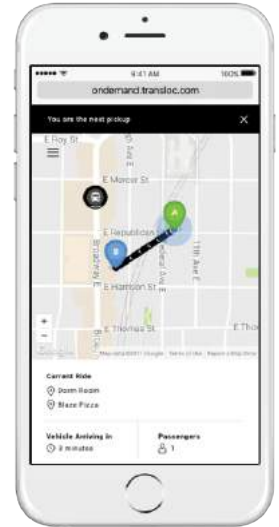
- Capitol Hill
- Southwest Medical



N. 192nd St
 N. 178th St
 N. 164th St
 N. 150th St
 Memorial Rd
 N. 122nd St
 Hefner Rd
 Britton Rd
 Wilshire Blvd
 N. 63rd St
 N. 50th St
 N. 36th St
 N. 23rd St
 N. 10th St
 Reno Ave
 S. 15th St
 S. 29th St
 S. 44th St
 S. 59th St
 S. 74th St
 S. 89th St
 S. 104th St
 S. 119th St
 S. 134th St
 S. 149th St
 S. 164th St
 S. 179th St

Gregory Rd
 Cinnamon Rd
 Richland Rd
 Frisco Rd
 Cemetery Rd
 Creech Hill Rd
 Piedmont Rd
 Mustang Rd
 Sars Rd
 Morgan Rd
 County Line Rd
 Council Rd
 Rockwell Ave
 MacArthur Blvd
 Meridian Ave
 Portland Ave
 May Ave
 Pennsylvania Ave
 Western Ave
 Santa Fe Ave
 High Ave/
 Kelley Ave
 Eastern Ave/
 M. L. King Ave
 Bryant Ave
 Swan Lake Rd/
 Cochran Rd
 Sooner Rd
 Air Depot Blvd
 Midwest Blvd
 Douglas Blvd
 Post Rd
 Westminster Rd
 Anderson Rd
 Husabee Rd
 Henry Rd
 Choctaw Rd
 Indian Meridian
 Triple X Rd
 Peabody Rd
 Luther Rd
 Debbis Rd
 Harrah Rd
 Pottawatomie Rd
 Fishmarket Rd

-  EMBARK Bus Routes
-  Proposed Microtransit Zones
-  City Boundaries





Enhanced Bus

Frequency > Technology

Additional Buses

The proposed plan would fund new, additional buses. Weekday service frequency would be 30 minutes or less on all Oklahoma City routes.

Traffic Signal Priority

Significant traffic signal priority, up to half the signalized intersections in the existing bus network, will improve system reliability, safety, and make public transit a more appealing alternative to the automobile.



\$12.6 million capital investment

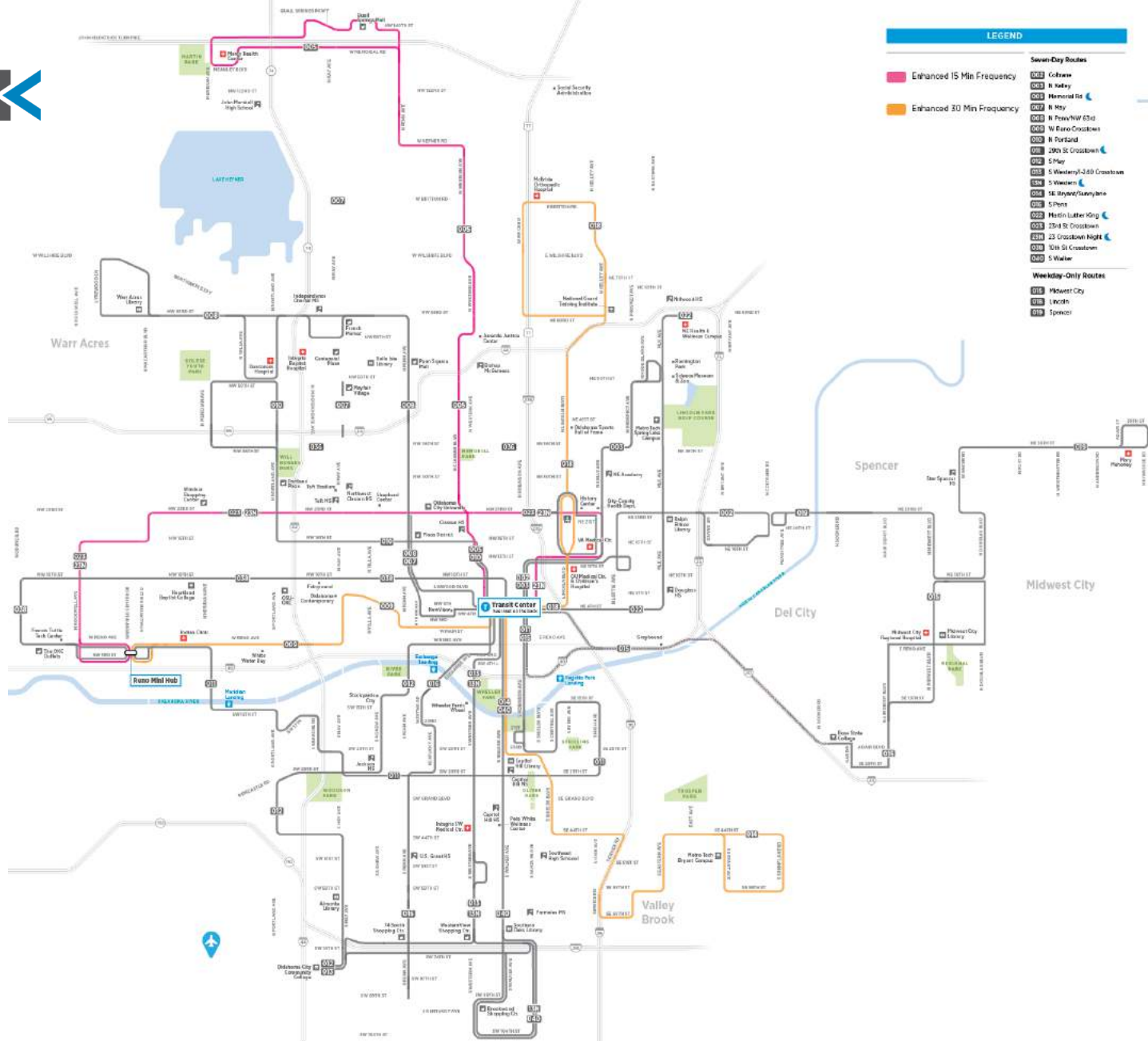


24-36 month implementation upon collection of funds



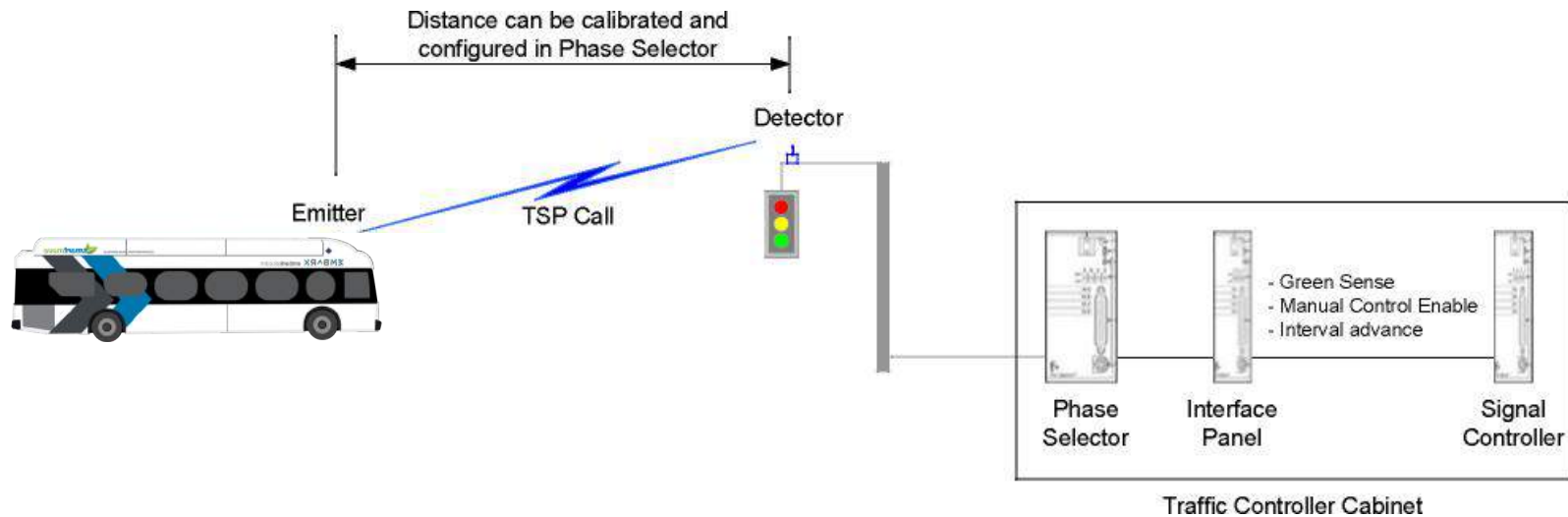
MBARK

Transit Map





Frequency Improvements On Multiple Routes



Improved Bus Stops

Shelter > Accessibility > Safety

Bus Shelters

MAPS 4 funding would allow for approximately 500 new shelters, creating a bus network with covered shelters at half the stops.

Transit that Works for All

In keeping with EMBARK's policy, all new covered shelters will be ADA accessible and connected to the nearest sidewalk or ADA accessible intersection. Bike racks would be added to most sheltered stops.

Lighting

All 1,400 bus stops would have lighting.

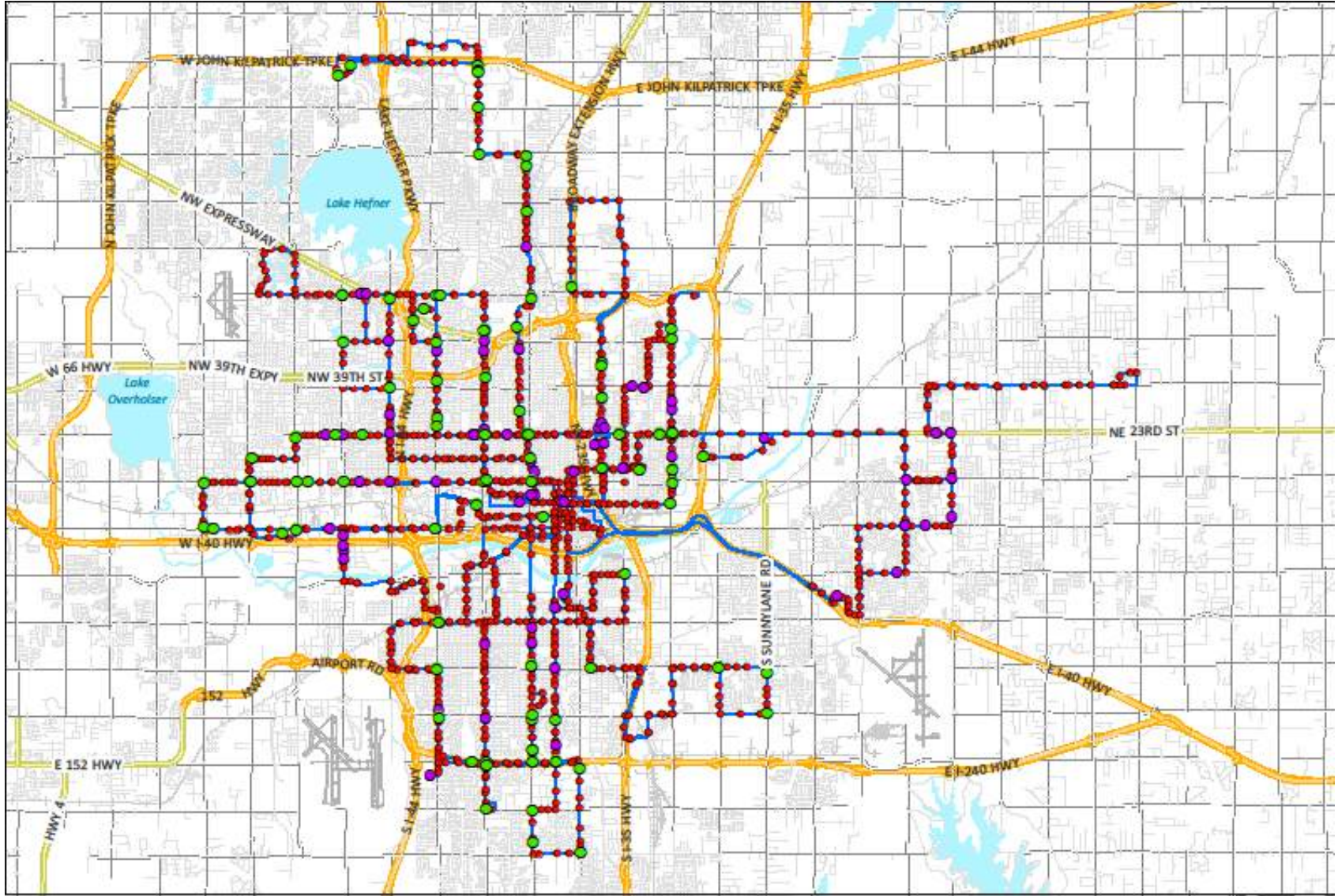


\$9.6 million capital investment

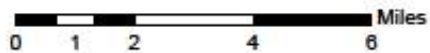


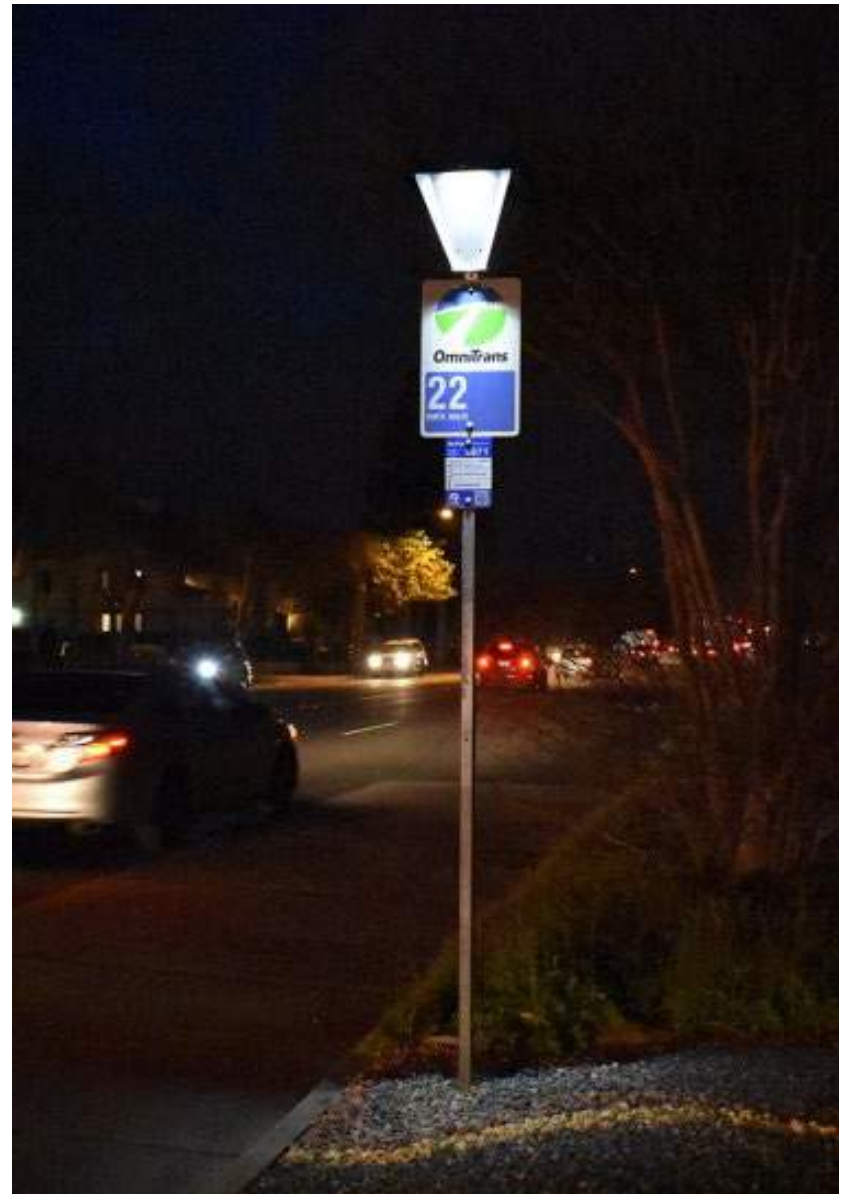
24-36 month implementation
upon collection of funds





- Brasco Bus Shelters
- Old Style Shelters
- Non-Sheltered Stops
- Bus Route





Planned Growth

Planning > Growth

Transit Plan Updates

Transit plans should be updated to ensure the community and policy makers are adequately informed on the latest transportation needs for the city. New transit plans will inform decision makers and guide staff in determining BRT route alignments, new fixed guideway corridors and other connectivity enhancements.

Land Aquisition

Additionally, EMBARK's operations and maintenance facilities are at capacity. Staff recommends purchasing adjacent property for future service expansion.



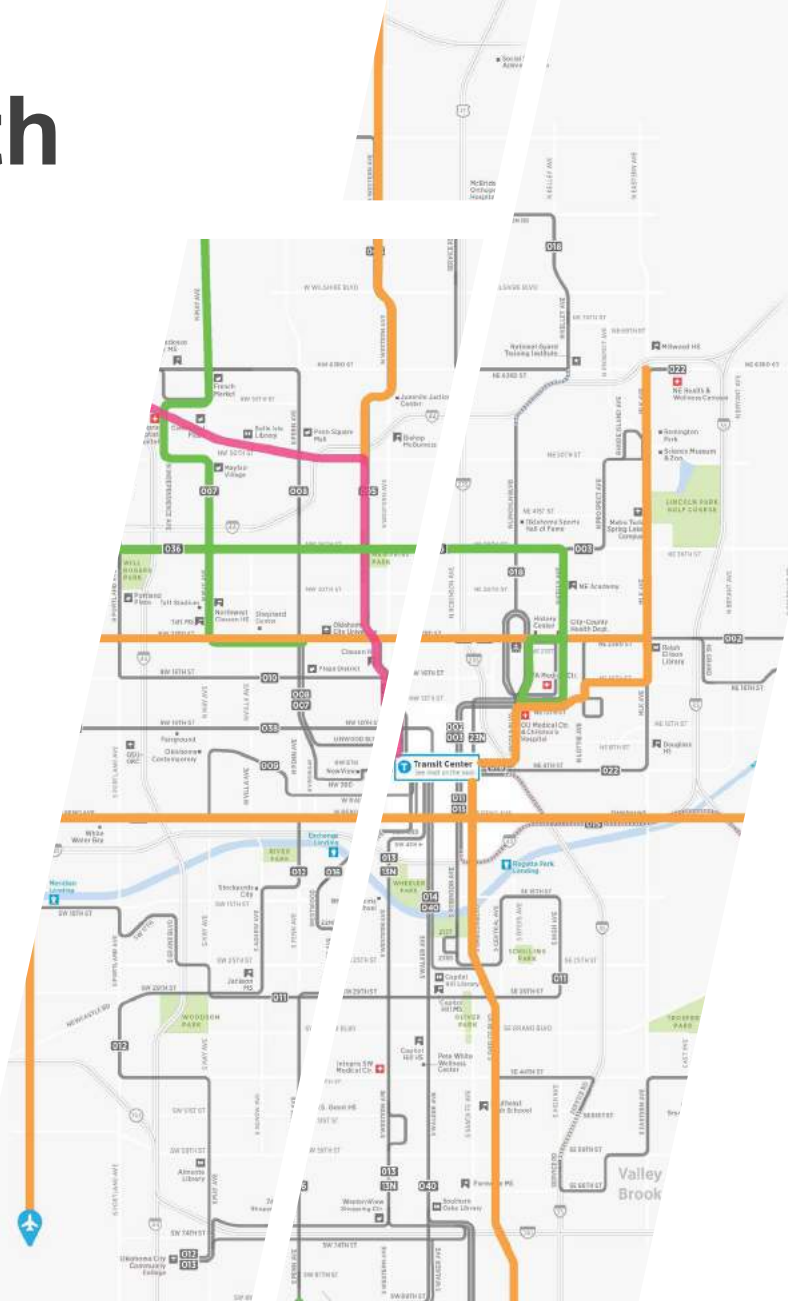
Planning Updates

\$3 million capital investment upon collection of funds



Land Acquisition

\$2 million capital investment upon collection of funds





Proposed M4 Transit Plan Review

	<i>Advanced Transit</i>	<i>Enhanced Bus</i>	<i>Improved Bus Stop</i>	<i>Planning and Expansion</i>
Fixed Guideway Plan	✓	✓	✓	✓
Transit Service Analysis	✓	✓	✓	✓
planOKC	✓	✓		✓
Economic Development	✓			
Accessibility (Physical & Financial)	✓	✓	✓	✓
Capital Funding	\$60,000,000	\$12,600,000	\$9,600,000	\$5,000,000



Proposed M4 Transit Plan

Advanced Transit	\$60,000,000
Enhanced Bus	\$12,600,000
Improved Bus Stops	\$9,600,000
Planning and Expansion	\$5,000,000
TOTAL	\$87,200,000



Summary

12-14 miles of high frequency (12-15 minute) **Bus Rapid Transit** connecting to larger system

Weekday bus service frequency of **30 minutes or better** for all OKC bus routes

500 new ADA accessible **covered bus shelters**

Security and safety **lighting at every bus stop**

Multiple safe and secure **park and ride** facilities

Technology based transportation and connectivity solutions

Traffic Signal Priority (TSP) at half the signalized intersections on bus routes

Integrate **micro transit** mobility options into EMBARK family of services

