MAPS 4
Public Transportation

okc.gov/maps4
Guided by Strategy

Central Oklahoma Transportation & Parking Authority
Fixed Guideway Plan

2005
Carter Burgess

Fixed Guideway Plan (2005)

TRANSLIT SERVICE ANALYSIS
Final Report

July 2013

Transit Service Analysis (2013)

EMBARK
On-Board Transit Survey

Annual Customer Surveys

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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.
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.*

- More frequent service on weekdays: 18%
- More shelters at stops: 15%
- More frequent service on weekends: 21%
- More weeknight buses running until midnight: 19%
- Later weekend service: 14%
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

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Potential Trip Generators:

Northeast
- Innovation District
- Metro Tech
- Zoo

South
- Capitol Hill
- Southwest Medical
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

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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
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 Acquisition
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

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<thead>
<tr>
<th></th>
<th>Advanced Transit</th>
<th>Enhanced Bus</th>
<th>Improved Bus Stop</th>
<th>Planning and Expansion</th>
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## Proposed M4 Transit Plan

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<td><strong>TOTAL</strong></td>
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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