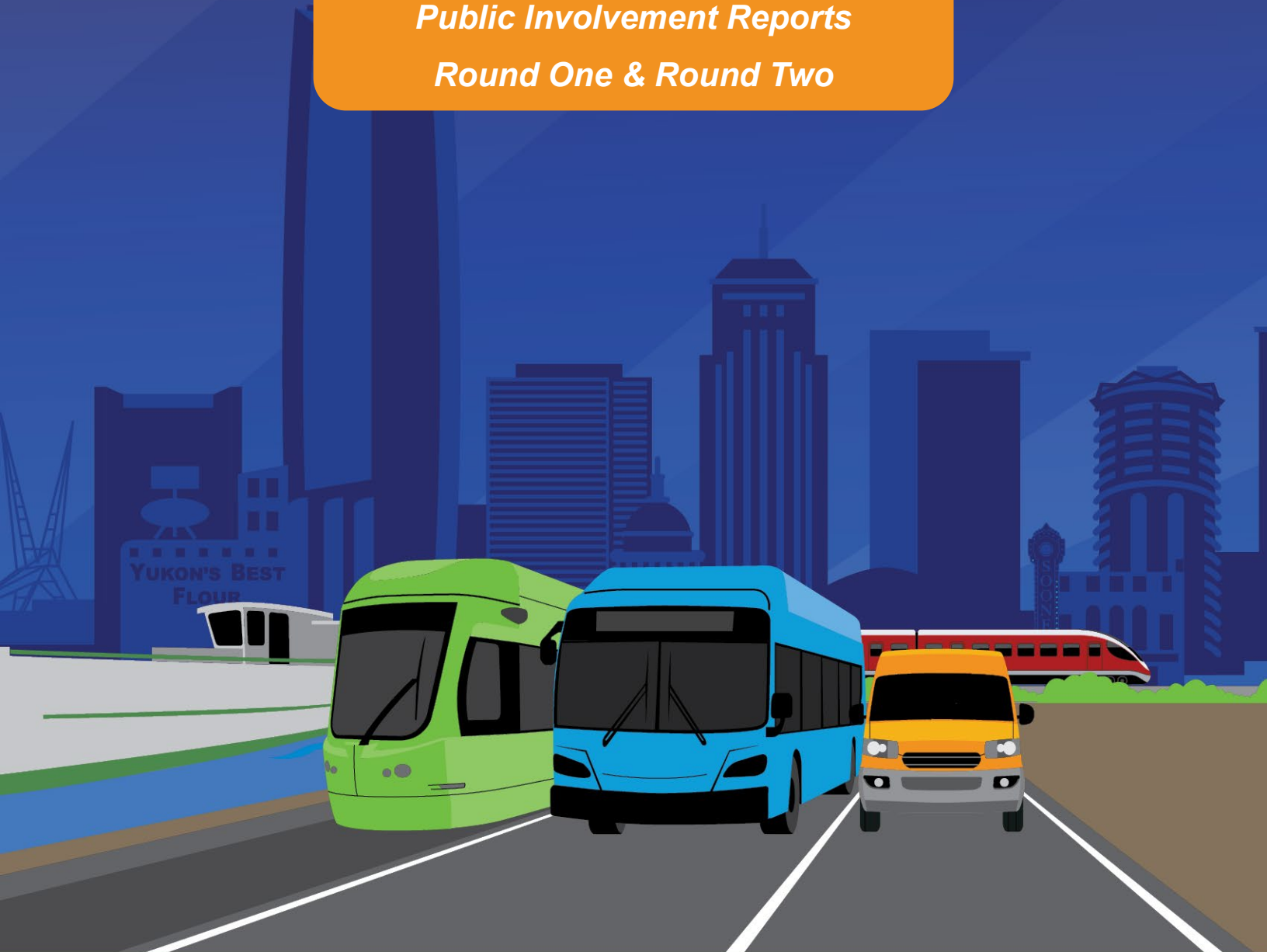


CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

Appendix B
Public Involvement Reports
Round One & Round Two

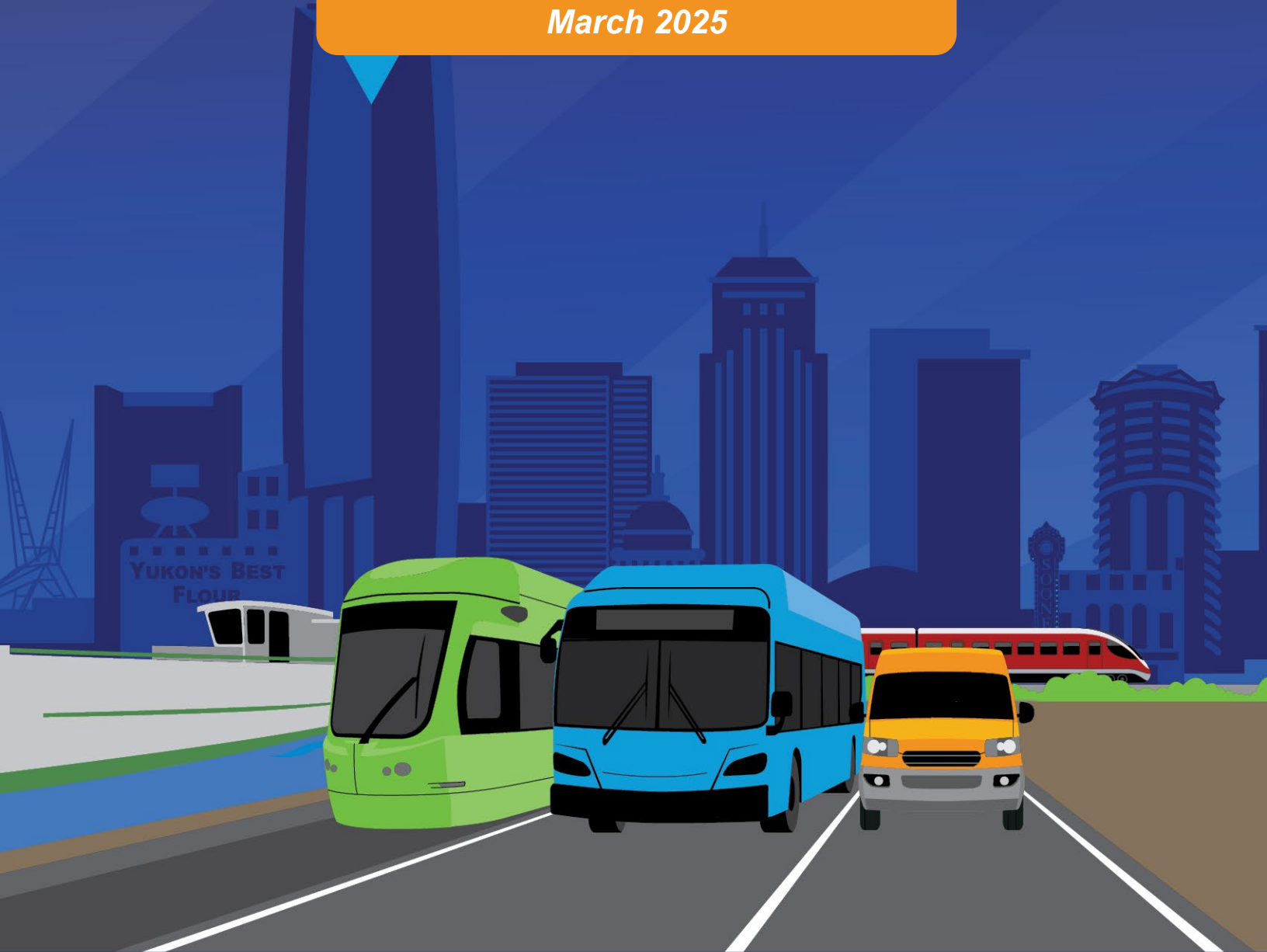


CENTRAL OKLAHOMA

LONG RANGE TRANSIT PLAN

Round One Public Involvement Report

March 2025





Contents

Introduction.....	2
Stakeholder Outreach.....	3
Interviews.....	3
Agency Workshop.....	5
Board and Committee Meetings.....	7
Public Involvement.....	8
Virtual Town Hall.....	8
Summary of Responses from Icebreaker Session.....	8
Town Hall Takeaways.....	9
Online Engagement.....	9
Project Website.....	9
Project Overview Factsheet.....	9
Public Comment Form.....	10
Public Feedback Takeaways.....	10
Social Media Posts.....	10
Recommendations for Upcoming Outreach and Engagement.....	11
Attachments.....	12
Attachment 1- Engagement Materials.....	12
Attachment 2- Digital Outreach.....	16
Attachment 3- Online Engagement Feedback.....	17
Attachment 4- Graphics in PDF Format.....	18

Tables and Figures

Table 1 - Stakeholder Interviews Details.....	4
Table 2 - Agency Workshop Details.....	6
Table 3 - Board Committee Meetings.....	7
Figure 1 - Icebreaker Session Responses.....	9

Introduction

The Association of Central Oklahoma Governments (ACOG), in partnership with MAPS 4 and EMBARK, is developing a Long Range Transit Plan (LRTP) to define recommendations to achieve an integrated regional transit vision for the next 30 years. As the region continues to grow, several agencies have undertaken significant steps to plan for high-capacity transit connectivity in Central Oklahoma. The LRTP will consolidate these high-capacity investments to continue to improve how people move across communities, have a profound impact on the quality of life of residents, and catalyze economic development to the benefit of all community members.

The project team recognized the need to solicit public and stakeholder feedback related to the LRTP and has integrated two rounds of outreach into the plan's development. The following report recounts the activities and results from the first round of public engagement, which was focused on assessing Central Oklahoma's transit needs.

The first round of engagement occurred during October of 2024 through January of 2025 and included the following components:



Stakeholder
Meetings



Outreach
Collateral



Virtual Town
Hall



Online
Engagement

Stakeholder Outreach

The project team identified key agencies within the study area, that are connected to transit relations in Central Oklahoma, as stakeholders that will help inform the LRTP. The various stakeholder engagement methods included:

- *Interviews*
- *Agency Workshop*
- *Board/Committee Meetings*

Interviews

The first round of stakeholder interviews focused on understanding agency goals, challenges, and priorities for the future of transit in the region. General themes that were interpreted from the interview responses included:

- *Identifying priorities for transit investment*
- *Operations and maintenance challenges or other considerations*
- *Facility plans updates*
- *Feedback received from riders and the community*

Four groups of stakeholders were provided questions to direct the conversations towards addressing the focus of the first round of interviews, see **Table 1**. The project team will incorporate the goals, challenges, and priorities assessed in these interviews into the development of the Conditions Assessment during Network Development, and in guiding key topics to explore in the Implementation Plan.

Table 1 - Stakeholder Interviews Details

Stakeholder Group	Stakeholder Agency	Date	Notes/Takeaways
Group A	• EMBARK • MAPS 4	October 24, 2024	• Desire for increased regional coordination across transit providers • Interest in offering more crosstown services to try and complement the high-capacity network • Hope that the LRTP will provide approaches for navigating priorities stated in previous plans and studies
Group B	• City of Edmond (Citylink) • City of Norman (EMBARK Norman) • First Capital Trolley	October 21, 2024	• Opportunity for coordination with First Capital Trolley on-demand service, which goes to the border of Logan and Oklahoma Counties • Coordination with other communities would be beneficial to providing better service for passengers
Group C	• RTA	October 23, 2024	• Topics of discussion involved the group's top priorities, plans for connectivity to the local fixed route transit network, and how the agency evaluates transit planning decisions.
Group D	• ACOG • ODOT	October 23, 2024	• Topics of discussion involved performance/evaluation metrics to consider, transit-related capital improvements, and regional collaboration.

Agency Workshop



The workshop included breakout sessions, facilitated discussions, and project next steps.

The project team conducted an agency workshop in December 2024 with the focus of summarizing the Conditions Assessment and identifying the high-capacity investments to include in the transit vision for Central Oklahoma. The workshop also looked for methods to enhance regional connections.

The project team discussed transit markets and opportunities, coordinated a three-part breakout session with attendees, and facilitated a discussion regarding the regional transit approach, see **Table 2**. Workshop attendees were split into three groups based on geographic locations: North, South, and Central. ACOG and ODOT staff were distributed between the North and South groups to facilitate discussion regarding a regional approach.

The project team will incorporate the workshop comments and takeaways into the next phase of the planning process. Corridors and services identified in the workshop will form the basis of the regional transit vision.

Table 2 - Agency Workshop Details

Geographic Area	Stakeholder Agency	Notes/ Takeaways
North	- Edmond Citylink - ODOT	- Interest to move away from hub and spoke model and promote more crosstown connections. - Connections to high-capacity services will be important transfer points and mobility hubs. - Sidewalks and active transportation facilities will be critical to serving high-capacity services and other local routes.
South	- EMBARK Norman - ACOG	- There will be demand for transit service to connect growing areas. - Opportunities for greater connections to CARTS and services at OU. - Looking to connect fixed-route and on-demand services to the RTA North/ South corridor.
Central	- EMBARK OKC - OKC	- Cities are growing outward on all sides, the hub-and-spoke model still works for these development patterns. - Growing areas in the northern portion of Central Oklahoma may support microtransit designed to take passengers to Downtown Edmond and RTA North/South corridor stations.

Board and Committee Meetings

Various board and committee meetings were attended and presented at during this first round, to introduce the project overview, vision and goals, and discuss the project schedule, see **Table 3**. The project team prepared meeting materials and presentations and facilitated the meetings attended.

Table 3 - Board Committee Meetings

Board/ Body	Date
MAPS 4 Connectivity Subcommittee	January 8, 2025
MAPS 4 Citizens Advisory Board	January 10, 2025
City of Norman City Council	January 14, 2025
City of Edmond Mobility Commission	January 16, 2025
ACOG Transportation Committees	January 16, 2025
City of OKC COTPA Board	January 22, 2025
ACOG Board of Directors	January 23, 2025
City of Edmond City Council	January 27, 2025
RTA Board of Directors	February 26, 2025

Public Involvement

Welcome and Introductions

Project Leads

- ACOG
- MAPS4
- EMBARK

Operating Partners

- RTA
- citylink
- EMBARK NORMAN

Government Partners

- City of Edmond
- City of Norman

Participants (43)

- Daniels (G)
- Attendees (42)
- AJ Kirkpatrick (Guest)
- Bill Tunell (Guest)
- Blake VanJacobs@kimsley-horn.com
- Crilly Boyd (Guest)
- Devon Westbrook, COO (Guest)
- Emily Richey (Guest)
- Ethan Mazza (Guest)
- Grayson Wheeler (Guest)
- Greg Singleton (Guest)
- Heather Supine (Guest)
- heather.wilson (Guest)
- Howard Baer's iPhone (Guest)
- Jennifer Nakayama, DOKC (Guest)
- Jennifer Sebesta (Guest)
- John Doe (Guest)
- Jose Rojas (Guest)
- Judith Nium (Guest)
- Julie Shannon (Guest)
- Katie Emory - Nelson/Nygaard (Guest)

The virtual town hall was attended by 43 participants

Virtual Town Hall

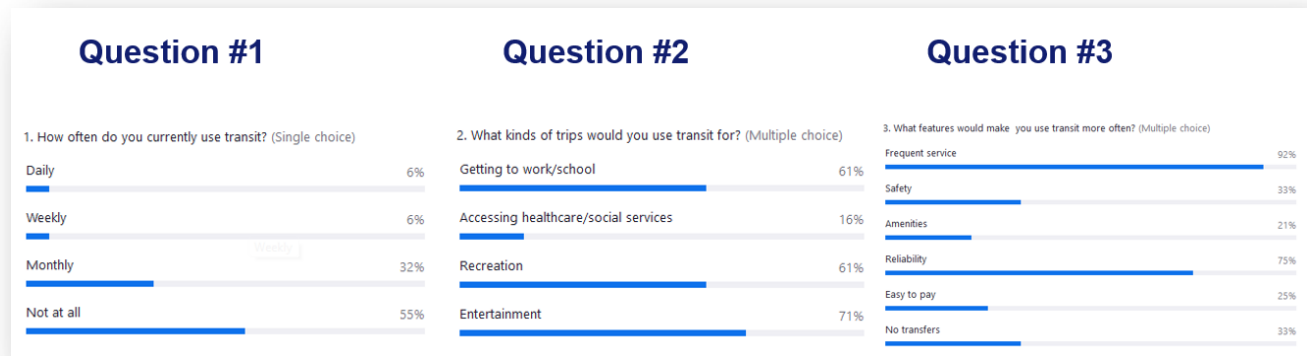
The virtual town hall was hosted on January 30, 2025, through Zoom from 11:30 AM to 12:30 PM (CST) with 43 attendees. The town hall outlined the project background, featured an icebreaker session, provided a conditions assessment overview, discussed project next steps, and a Q&A session was facilitated by the project team at the end.

The virtual town hall was advertised through ACOG's social media platforms (Instagram and Facebook) and through the project website. Stakeholder agencies were also encouraged to re-share and re-post ACOG's social media. A press release was distributed by ACOG to various community groups and stakeholders to encourage attendance.

Summary of Responses from Icebreaker Session

To understand the audience of the virtual town hall, three questions were posed to attendees using the polling functions on Zoom. Most of the attendees indicated that they currently do not use transit, but they would be interested in using transit to get to work or school or accessing recreation and entertainment opportunities. Finally, more frequent service and more reliable service would incentivize attendees to use transit more often. A summary of the responses to the icebreaker questions are shown in **Figure 1**.

Figure 1 - Icebreaker Session Responses



Town Hall Takeaways

About 20 questions were asked during the Q&A session with various themes of funding, opportunities for connection, and next steps for the LRTP. The project team will focus ongoing efforts on engagement opportunities and highlighting the benefits to the rider experience through the development of the LRTP to address these themes. Further project development and connection analyses will be shared throughout the second round of engagement.

Online Engagement

To support public engagement and promote attendance at the virtual town hall, the project team created a website, a factsheet, a public comment form, and social media posts. Visual representations of these items are included in **Attachment 1** and **Attachment 2**.

Project Website

The project website serves as resource, providing visitors with information regarding the LRTP vision, goals, schedule, and upcoming events. The various tabs provide visitors with background information regarding the project, engagement information, and resources regarding the project. The project website also includes a FAQ section to address general project questions. The link to the website is: [Connect Central OK](#).

Project Overview Factsheet

The factsheet summarizes the project overview, goals, and the study area. It highlights how the rider experience will be enhanced through the implementation of the LRTP. It also encourages the public to visit the project website and engage with social media channels for project updates.

Public Comment Form

Public feedback was collected by way of an online public comment form found on the project website. Feedback will be collected throughout the development of the LRTP. See **Attachment 1** and **Attachment 4** for copies of all the online engagement materials.

Public Feedback Takeaways

The project team analyzed the comments received throughout Round One of public engagement to identify themes and takeaways, see **Attachment 3**. The comments showed that participants:

- Are interested in express service between communities
- Desire more frequent connections
- Have a sense of general excitement for transit connectivity

For future rounds of engagement, the project team will focus on continuing to garner public feedback that can be used to guide the implementation plan and encourage public attendance in the upcoming townhall.

Social Media Posts

Social media content for the public outreach event was posted before the event. The event was publicized directly on the project website and ACOG's Facebook and Instagram accounts. Other project stakeholders, including EMBARK, shared the posts on their own accounts. These posts were the primary mode for communicating event dates, locations, and times with the public.

Recommendations for Upcoming Outreach and Engagement

Based on the experiences in Round One, the project team prepared the following list of things to consider for Round Two:

- Encourage local groups to publicize future events in their meetings and/or newsletters.
- Advertise social media platforms on the project website.
- Advertise the project website on social media platforms.
- Advertise the public comment form through social media platforms.
- Include a calendar of LRTP updates to boards and committees.

CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

Round One Public Involvement Report
March 2025

Attachments

Attachment 1- Engagement Materials

Project Factsheet (English and Spanish)

CENTRAL OKLAHOMA

LONG RANGE TRANSIT PLAN

PROJECT OVERVIEW



Project Overview

ACOG, EMBARK, and MAPS 4, in close coordination with other key stakeholders, are developing a Long Range Transit Plan (L RTP) to define recommendations to achieve an integrated regional transit vision for the next 30 years.

As the region has continued to grow, there has been a series of planning efforts to identify transformative investments to support the communities of Central Oklahoma. The L RTP will amplify the benefits of these new investments through changes to local services and investments in the transit network.

Project Goals

- Provide communities with meaningful access to transit
- Create a compelling, reliable rider experience
- Offer competitive service options
- Utilize resources effectively

Schedule

The project will be conducted in three key phases. Throughout the project, residents and stakeholders are invited to provide feedback and input through virtual events and the project website.

2024	2025
Assess	Evaluate
Implement	
Stakeholder Engagement	
Public Engagement	

Virtual Town Hall

Vision Statement

Develop an intentional plan for a cohesive network of transit services that supports growth, promotes equity, enhances quality of life, and facilitates opportunities across Central Oklahoma.

Project Partners

acog

EMBARK
MAPS 4
EMBARK NORMAN
citylink
Edmond

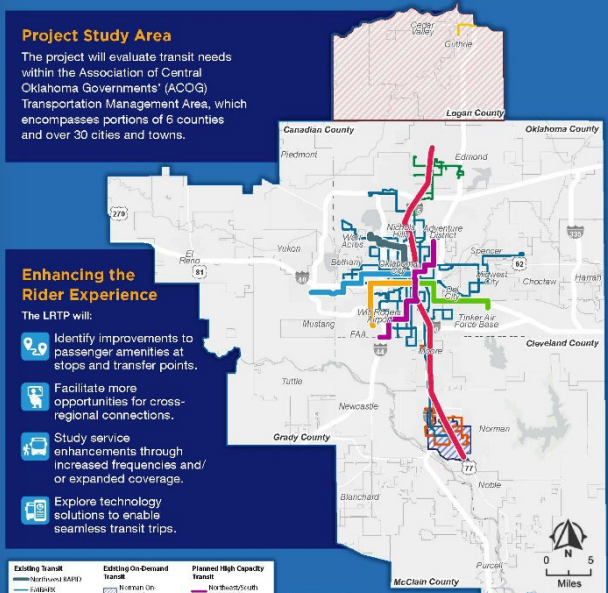
CENTRAL OKLAHOMA

LONG RANGE TRANSIT PLAN



Project Study Area

The project will evaluate transit needs within the Association of Central Oklahoma Governments' (ACOG) Transportation Management Area, which encompasses portions of 6 counties and over 30 cities and towns.



Enhancing the Rider Experience

The L RTP will:

- Identify improvements to passenger amenities at stops and transfer points.
- Facilitate more opportunities for cross-regional connections.
- Study service enhancements through increased frequencies and/or expanded coverage.
- Explore technology solutions to enable seamless transit trips.

Legend

Existing Transit	Existing On-Demand Transit	Planned High Capacity Transit
- EMBARK - EMBARK Norman - City of Norman - Edmond CityLink - West Capital Link - Longhorn Shuttle	- Norman On Demand - First Capital Link - On Demand	- Northwest/South - MAPS 4 BRT - ED North/South Corridor - East-West Corridor - ED Airport Corridor - ED East Corridor

Want To Learn More?

Scan the QR Code or visit website at: www.ConnectCentralOK.com

www.facebook.com/ACOGOK
www.instagram.com/ACOGOK



OKLAHOMA CENTRAL

PLAN DE TRÁNSITO A LARGO PLAZO

Área de Estudio del Proyecto

El área de estudio del proyecto abarca el Área de Gestión/Coordinación de Transporte de la Asociación de Gobiernos de Oklahoma Central (ACOG, por sus siglas en inglés), que comprende partes de 6 condados y más de 30 ciudades y poblados.

Mejorando la Experiencia del Usuario

El LRTD:

-  Identificará mejoras para los servicios de pasajeros en paradas y puntos de transbordo.
-  Facilitará más oportunidades para conexiones regionales.
-  Estudiará mejoras a los servicios mediante el aumento de frecuencias y/o ampliación de la cobertura.
-  Explorará soluciones de tecnología para lograr viajes de tránsito sin complicaciones.

Tránsito Estudiante - Demandas (De Demand)

- Caddick
- Loveland (Norman)
- Oklahoma City
- Oklahoma City
- Jiro Capital (Tulsa)
- Servicio de Transporte en Lengua

Tránsito Estudiante - Bajo Demandas (De Demand)

- Norman
- Demandas (De Demand)
- Jiro Capital (Tulsa)
- Bajo Demandas (De Demand)

Tránsito Planificado de Alta Capacidad

- Jiro Capital (Tulsa)
- Oklahoma City
- Oklahoma City
- Oklahoma City
- Oklahoma City

¿Desea Más Información?

Escanee el código QR o visite la página web:

www.ConnectCentralOK.com

 www.facebook.com/ACOGOK
 www.instagram.com/ACOGOK

Public Comment Form

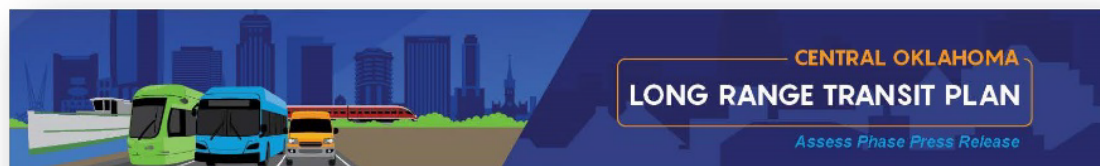
13

A graphic at the top of the page features a stylized city skyline in shades of blue and green. In the foreground, there are illustrations of a green light rail train, a blue bus, and an orange school bus. To the right, a white box with an orange border contains the text 'CENTRAL OKLAHOMA' in orange and 'LONG RANGE TRANSIT PLAN' in white. Below this box, the text 'Round One Public Involvement Report' and 'March 2025' is written in a smaller, light blue font.

CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

Round One Public Involvement Report
March 2025

Press Release



Contact:

Armando Reyes

Email: Armando.reyes@okc.gov

Phone: (405) 297-3236

FOR IMMEDIATE RELEASE

January 23, 2025

Central Oklahoma Transit Project Partners to host virtual town hall exploring the future of regional transit

The community is invited to a virtual town hall hosted by Central Oklahoma Transit Partners to learn about the development of the Long Range Transit Plan (LRTP). The LRTP will evaluate transit needs within the Association of Central Oklahoma Governments (ACOG) Transportation Management Area and identify transit improvements for better regional mobility over the next 30 years.

The town hall will be held on [Zoom](#) from 11:30 a.m. to 1 p.m. on Thursday, Jan. 30. The link can be accessed by visiting www.ConnectCentralOK.com.

ACOG will coordinate the plan in collaboration with project partners including EMBARK, MAPS 4, the RTA of Central Oklahoma, EMBARK Norman and Edmond Citylink. The LRTP will deliver an intentional plan for a cohesive network of transit services that supports growth, promotes equity, enhances quality of life and facilitates opportunity across Central Oklahoma.

The plan will consider modifications to local transit services as well as additional investments to facilities, transfer points and transit infrastructure in response to planned high-capacity regional transit investments. These investments include the MAPS 4 EMBARK Northeast-South BRT corridor and the North-South RTA Commuter Rail Corridor.

Learn more about the LRTP's planning process and project resources, or provide your input through our public comment tool, on the [project website](#).



CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

Round One Public Involvement Report
March 2025

Virtual Town Hall Q&A Session



CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

Virtual Town Hall Q&A Session
January 30, 2025

1. There have been talks of a sales tax to fund the project for the RTA projects. There has been rumors that it will be around half a penny, is that the case? Additionally, when do you estimate the timeline will be for the sales tax vote? Thank you for the work you do for our region!
2. Why does the RTA not show an RTA route going through to the northwest of the OKC (like out to and past lake Hefner or past Council/NW Epwy), since the BRT route already going is big success but will only carry a small fraction of people compared to what rail can carry to/from Edmond and Norman?
3. How does the City of Moore leaving the RTA impact the planning and are there efforts find ways to get back into the RTA?
4. Could this plan provide a recommendation that the RTA, OKC, Norman, and Edmond should combine transit operations to provide regional transit service from one agency?
5. Has any thought been given to utilizing the SW corner of the Core-to-Shore condemnation (Shields and I-40) as a RTA transit hub? It happens to be along the N-S and E-W rail corridors, and is available land.
6. What about either enhanced bus service or a BRT line from Edmond to Norman? Could be a test for the future of commuter rail.
7. These are financially and politically ambitious projects. Where do you see the majority of funding coming from? Federal grants, local, taxes, etc.
8. Do you anticipate any funding shortfalls given the change in administration that could effect this plans implementation?
9. Will this plan help to secure more federal funding in the future for transit.
10. Would that downtown hub connect to the new Arena?
11. Will park-and-rides be included as part of the plan?
12. Looking at the map, it seems all these lines lead to one central location. What is the plan for this central travel hub?
13. Will this plan help aid in the effort proposed by ODOT and KDOT to extend daily AMTRAK service north from Oklahoma City?
14. How do those who use daily transit, but do not have internet access, submit feedback? I see these individuals on a daily basis.
15. Are current daily riders engaged, directly? Outside of events such as these
16. How do we go about making suggestions for changes to service or routes?
17. What is the timeline for the MAPRS 4 Northeast/ South BRT?
18. How does the 2028 Olympics play into the timeline and prioritized lines?
19. One of the reasons I don't often use transit here is that there's not very much pedestrian infrastructure near my home- it's hard to walk to a stop! Does this vision include building more sidewalks and bike trails as well?
20. Are you doing anything to combat transit stigma? seems to be a big issue in OK. It would be a shame to have this plan but not target new potential users
21. What is the plan to encourage ridership? In Oklahoma the use of cars seem to be attitudinal and behavioral. From the pull, it's evident that people do not really use transit. Do you see this changing in the future?
22. How do you guys plan on creating a transit culture here in the region?

CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

Round One Public Involvement Report
March 2025

Attachment 2- Digital Outreach Project Website

CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

[Project Home](#)
[Overview](#)
[Engagement](#)
[Resources](#)

About the LRTP

The Association of Central Oklahoma Governments (ACOG), along with additional regional stakeholders, are conducting a Long Range Transit Plan (LRTP) for Central Oklahoma. The plan will consider modifications to local transit services (operated by EMBARK, EMBARK Norman (City of Norman), and Edmond Citylink) in response to planned high-capacity regional transit investments.

The LRTP will also consider additional investments to facilities, transfer points, and transit infrastructure to improve regional mobility and consolidate previous planning efforts. The outcome of the LRTP will be an implementation plan for transit in the region that will seek to achieve the following vision statement:

Upcoming Meetings

January Virtual Town Hall

Jan 30, 2025 11:30 AM - Jan 30, 2025 1:00 PM

Social Media

The Long Range Transit Plan (LRTP) starts with input from you, the community. Please share any suggestions or insights on how you think transit can be improved throughout Central Oklahoma!

COMMENT

Public Comment Form

Social Media Posts

CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

JOIN US

to Help Shape the Future of Transit in the Region

VIRTUAL TOWNHALL MEETING

Thursday, January 30th
11:30 AM - 1:00 PM

For more information, visit: ConnectCentralOK.com

CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

Existing Transit

- Northwest RAPID
- EMBARK
- EMBARK Norman (City of Norman)
- Edmond Citylink
- First Capital Trolley
- Langston Shuttle

Existing On-Demand Transit

- Norman On-Demand
- First Capital Trolley On-Demand

Planned High-Capacity Transit

- Northeast/South MAPS 4 BRT
- RTA North/South Corridor
- RTA West Corridor
- RTA Airport Corridor
- RTA East Corridor

For more information, visit: ConnectCentralOK.com



Attachment 3- Online Engagement Feedback

CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

Round One- Online Engagement Feedback

OK LRTP Public Comments (Website)		
#	Date	Comment
Assess Phase		
1	1/16/2025	I'm really excited for this project! I think we've wanted this option for a really long time and I believe it will elevate the quality of life in the OKC metro. I'm most excited to be able to travel from Norman to OKC and the airport in a safer, more comfortable, and more affordable way. I've been enjoying the recent improvements in the cycling infrastructure in OKC, and adding a commuter rail will make all of this much more accessible and put us on par with other great cities in the world. Can't happen soon enough!
2	1/16/2025	I am living car-free in downtown OKC and recently began working out near Quail Springs. While I can eventually get to work via RAPID NW and EMBARK Route 3, it's an hour+ long commute for what could be a 20 minute drive. I'd like to see an express connection between the RAPID and the NW OKC Memorial sector along Lake Hefner Parkway, connecting to the former at Independence and the latter at Penn or May. This could later be extended east to connect to the RTA N/S commuter rail and/or the RAPID NE.
3	1/17/2025	I would love to see a train between Norman and OKC. That being said, if it is too expensive, few will use it. It has to be not just easier but economical. Gas is cheap enough in Oklahoma. People will also have to get from the station to their final stop in OKC. That may require a car service of some kind. So please keep that in mind when putting this plan in place. But I do look forward to avoiding I35 traffic if possible! Mass transit, if affordable, is critical to a growing community.
4	1/17/2025	I commuted from Norman to OKC and back for over 30 years. Many is the time I wished for public transportation. I wanted to use buses, but they just didn't go when and where I needed. I hope our future will be brighter. My parents and grandparents used the interurban so much and loved it. This could even be better!
5	1/19/2025	It's there something convenient, like a social media page, that I could follow and share for when you have updates?
6	1/20/2025	I do not see an outer loop. It appears that the current map of planned routes all terminate at one central location. Not every user/rider wants to travel downtown to transition to other destinations. It makes sense to incorporate an outer loop. For example . . . riders from Edmond may want a more compatible travel route to Tinker/MidWest City or travel to Northwest Oklahoma City area. The current map has the potential to create a massive bottleneck at the central transition point.
7	1/29/2025	I have just found a way that you guys could extend or expand Route#022 to go out to Frontier City after going to the Oklahoma City-County Health Department which around NE 63RD & Miramar. Here is the map I drew up https://www.google.com/maps/d/u/0/edit?mid=1TQsRr5_Pj4YpJopAr3D8TUx_8LJ-9mg&usp=sharing MY PROPOSED EMBARK BUS ROUTES https://www.google.com/maps/d/u/0/edit?mid=1dGHZ4Kor1fUy_VE04UTla17NEBosQOA&usp=sharing https://www.google.com/maps/d/u/0/edit?mid=1yLq3dFFQ0ynNLeaofPKN9s22-MOTzf0&usp=sharing https://www.google.com/maps/d/u/0/edit?mid=1beAg5VKjqdVGaENSFgH4QZYEnCqGuU0&usp=sharing



Attachment 4- Graphics in PDF Format

January 30, 2025

Virtual Town Hall

Central Oklahoma Long Range Transit Plan Update



The Town Hall will begin at 11:30am CST.



Please use the Q&A function at the bottom of the screen to submit questions for the live Q&A portion of the event. Chat is disabled.



A recording of the event will be posted on [ConnectCentralOK.com](https://connectcentralok.com)



Closed captioning will be turned on for the duration of the Town Hall.





Welcome and Introductions

Project Leads



Operating Partners



Government Partners





Introductory Notes



Presentation Recording

A recording and a PDF of the presentation will be made available on ConnectCentralOK.com



Live Q&A

You can provide written questions or comments using the Q&A button at the bottom of your screen for our panel to answer today



Timing

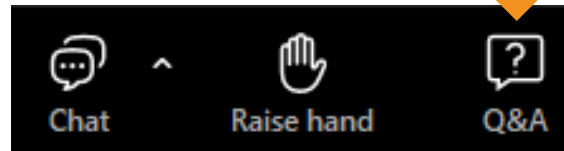
- **11:30 am – 12:30 pm CST** | Introductions & Presentation
- **12:30 pm – 1 pm CST** | Question & Answer



Zoom Functions for Q&A

1. Use the Q&A for any comments or questions
2. The Chat and Raise Hand Functions are turned off and will not be used
3. All questions may not be answered live due to time constraints but will be included in the FAQ on ConnectCentralOK.com

Step 1:
Click the Q&A icon



Step 2:
Enter your question in the new window



Agenda

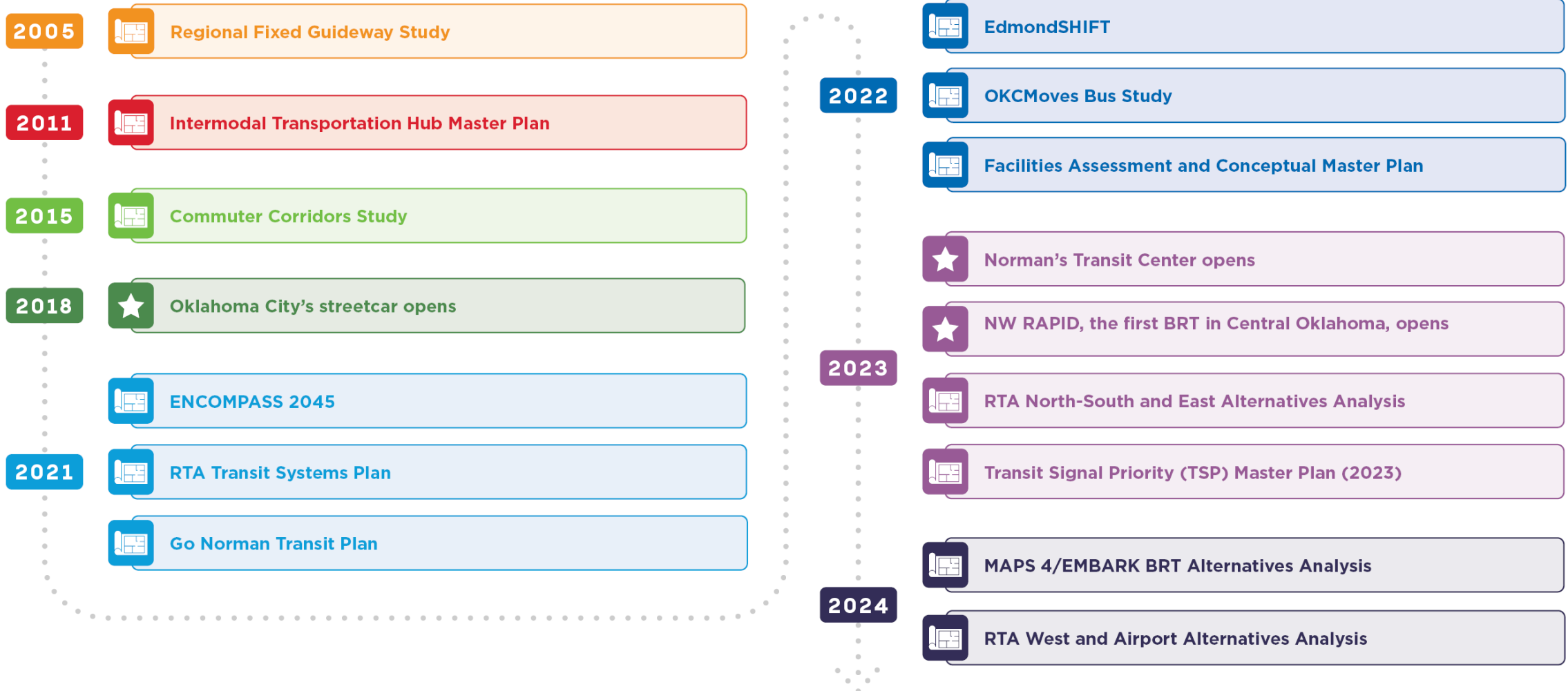
- 1 Welcome and Introductions
- 2 Project Background
- 3 Icebreaker Session
- 4 Conditions Assessment Overview
- 5 Project Next Steps
- 6 Q&A Session

Project Background



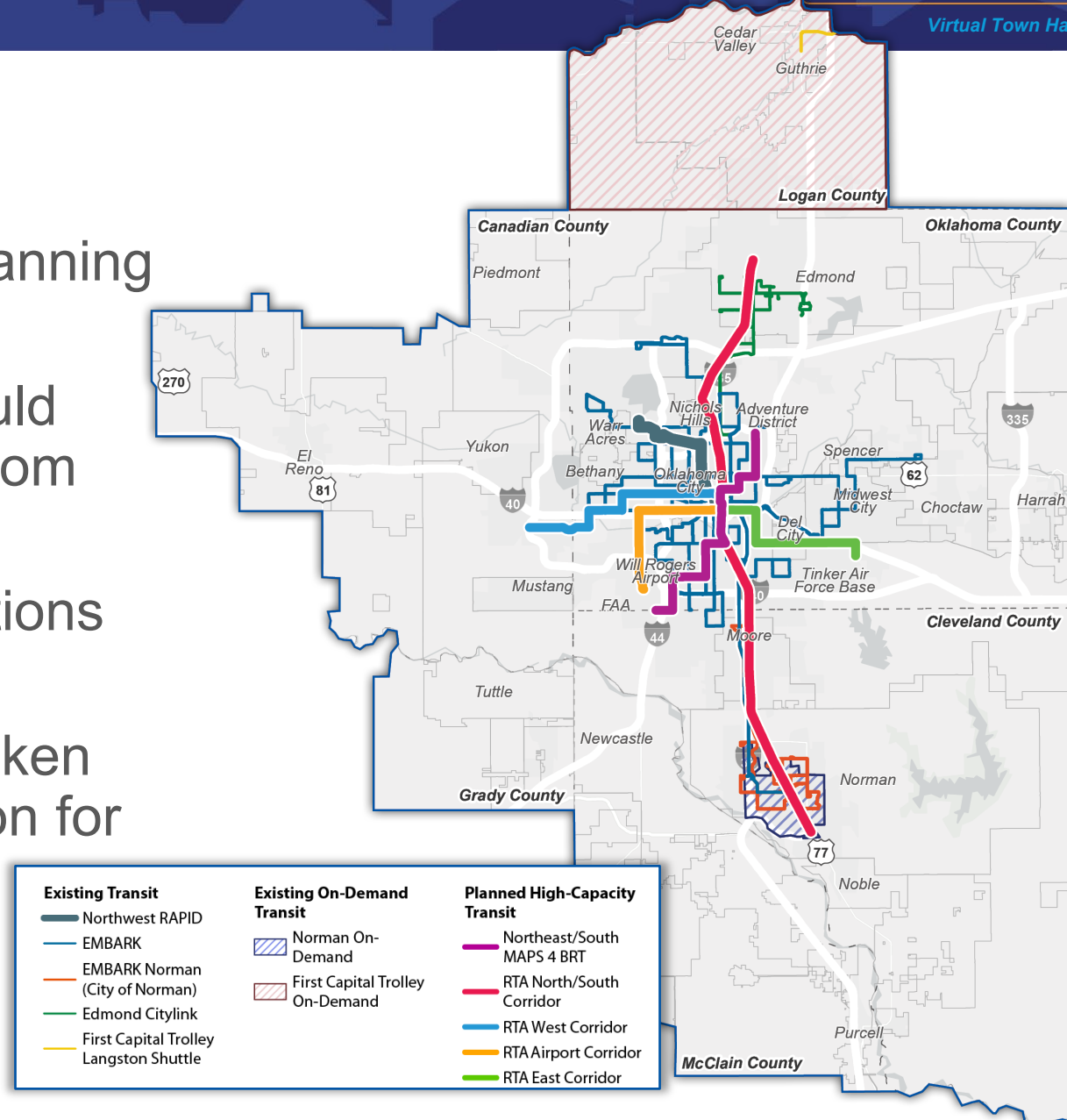


Why the LRTP?



The LRTP will

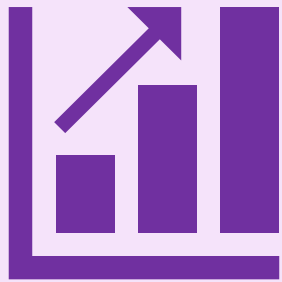
- **Consolidate** all prior transit planning efforts in one place
- **Inform** ways local services could change to maximize benefits from high-capacity investments
- **Specify** local service modifications and supportive investments
- **Identify** discrete steps to be taken by local operators in preparation for new services



Vision and Goals



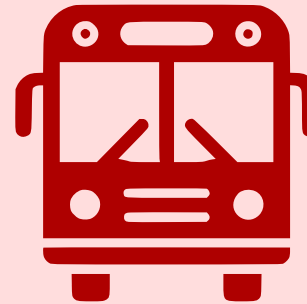
Develop an intentional plan for a cohesive network of transit services that supports growth, promotes equity, enhances quality of life, and facilitates opportunity across Central Oklahoma.



Provide communities with meaningful access to transit



Create a compelling, reliable rider experience



Offer competitive service options



Utilize resources effectively



What will the LRTP do for you?



Identify
Improvements and
rider amenities at
passenger facilities



Facilitate
opportunities for
cross-regional
connections



Study service
enhancements
through increased
frequencies and
expanded coverage



Explore technology
solutions to
enable seamless
transit trips



Planning Process

WE ARE
HERE

ASSESS

- Previous plan review
- Baseline conditions
- Needs assessment



EVALUATE

- Network development
- Evaluation framework
- Scenario evaluation



RECOMMEND

- Facilities
- Fleet and staffing
- Cost and funding
- Operator integrated network case studies
- Risk assessment
- Phasing
- Future updates



Icebreaker Session





Zoom Functions for Icebreaker

For single choice questions: Click the button next to your answer

zm Polls/quizzes

Favorite Foods Poll

1. What is your favorite fruit? (Single choice)

- ☒ Apples
- ☐ Bananas
- ☐ Oranges

2. What is your favorite type of vegetable (select all that apply) (Multiple choice)

- ☒ Carrots
- ☒ Broccoli
- ☐ Brussels Sprouts
- ☐ Corn
- ☒ Cucumber

2 of 2 answered

Submit

Who can see your responses?

For multiple choice questions: Click the button next to your answer

Once complete: click submit



Question #1

How often do you currently use transit?

- Daily
- Weekly
- Monthly
- Not at all

zm Polls/quizzes

Favorite Foods Poll

1. What is your favorite fruit? (Single choice)

☒ Apples

☐ Bananas

☐ Oranges

Click the button next to your answer



Question #2

What kinds of trips would you use transit for?

(select all that apply)

- Getting to work/school
- Accessing healthcare/social services
- Recreation
- Entertainment

2. What is your favorite type of vegetable (select all that apply) (Multiple choice)

- ☒ Carrots
- ☒ Broccoli
- ☐ Brussels Sprouts
- ☐ Corn
- ☒ Cucumber

**Click the button
next to each of
your answers**



Question #3

What features would make you use transit more?

(select all that apply)

- Frequent service (i.e. the bus arrives every 15 mins.)
- Safety (i.e. the stops are well lit, there are cameras, etc.)
- Amenities (i.e. shelter, bench, real-time information, etc.)
- Reliability (i.e. the bus arrives on time, and I get to my destination when I need to)
- Easy to pay (i.e. cashless payments, tap to pay, etc.)
- No transfers (i.e. I can take the bus from a stop near me directly to my destination)

2. What is your favorite type of vegetable (select all that apply) (Multiple choice)

- ☒ Carrots
- ☒ Broccoli
- ☐ Brussels Sprouts
- ☐ Corn
- ☒ Cucumber

Click the button next to each of your answers

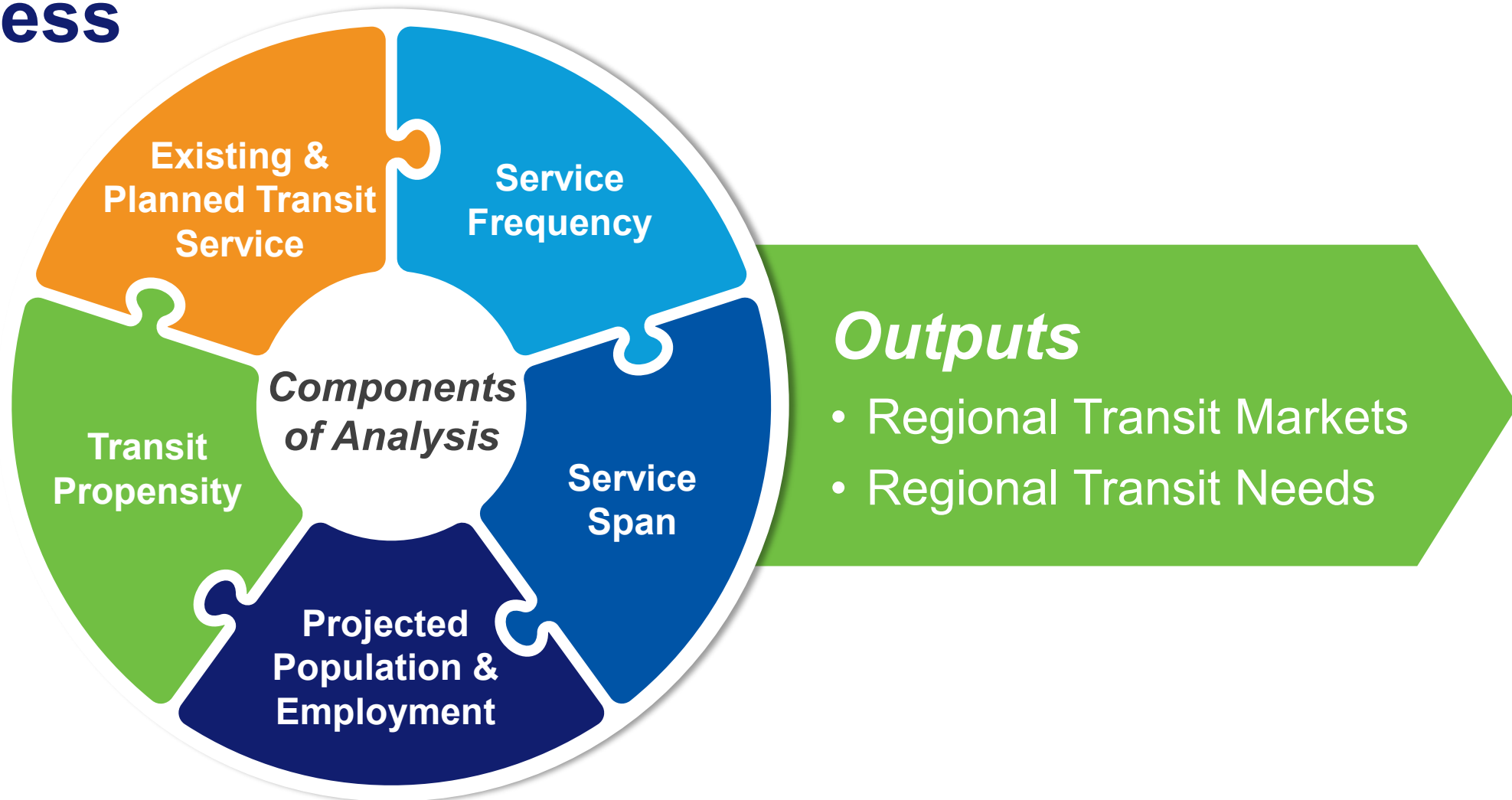


Icebreaker Session Responses

Conditions Assessment Overview



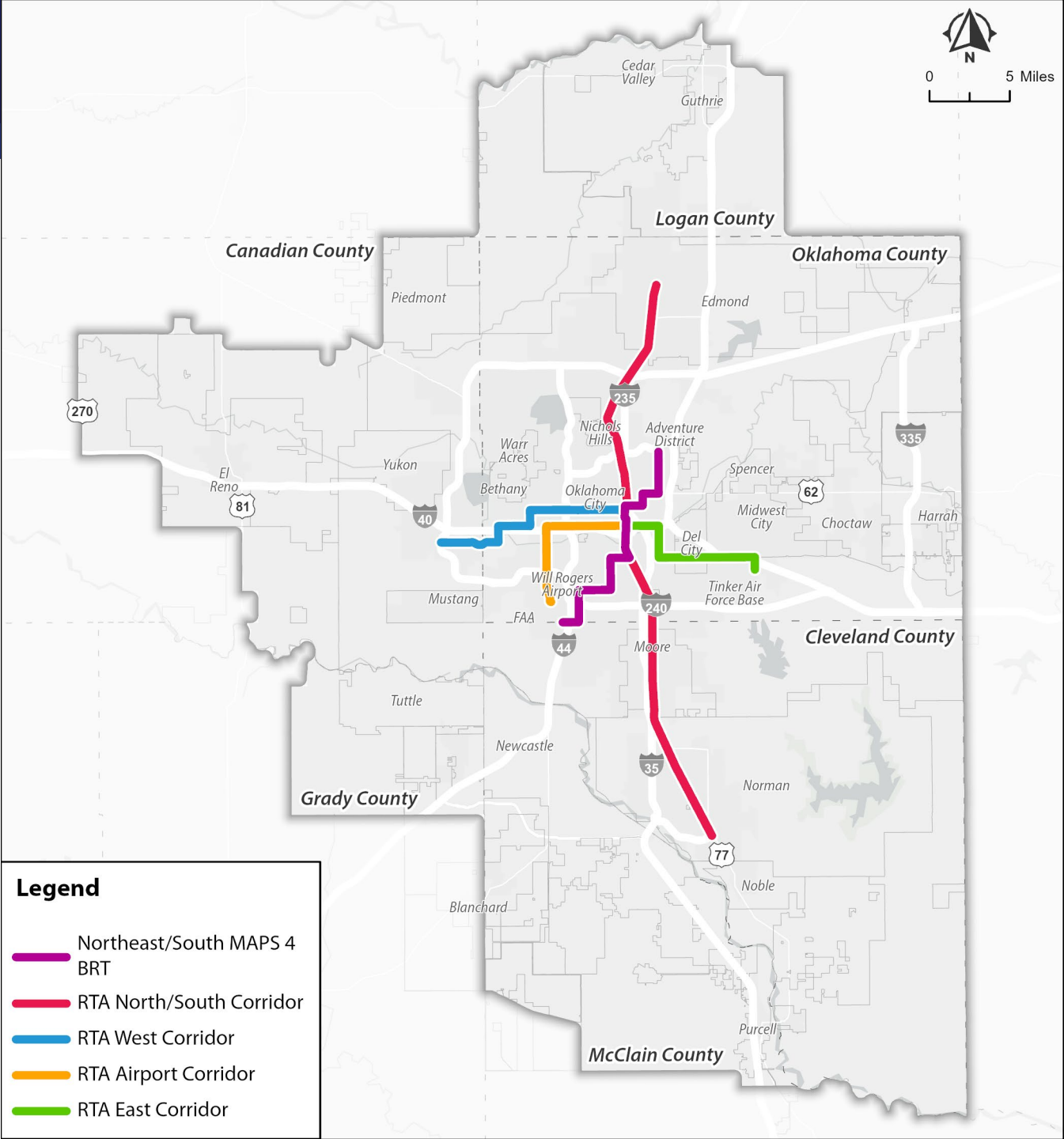
Process





Planned Transit Services

Corridor	Mode
MAPS 4 Northeast/ South	Bus Rapid Transit
RTA North/South	Commuter Rail
RTA West	Bus Rapid Transit
RTA Airport	Light Rail
RTA East	Bus Rapid Transit

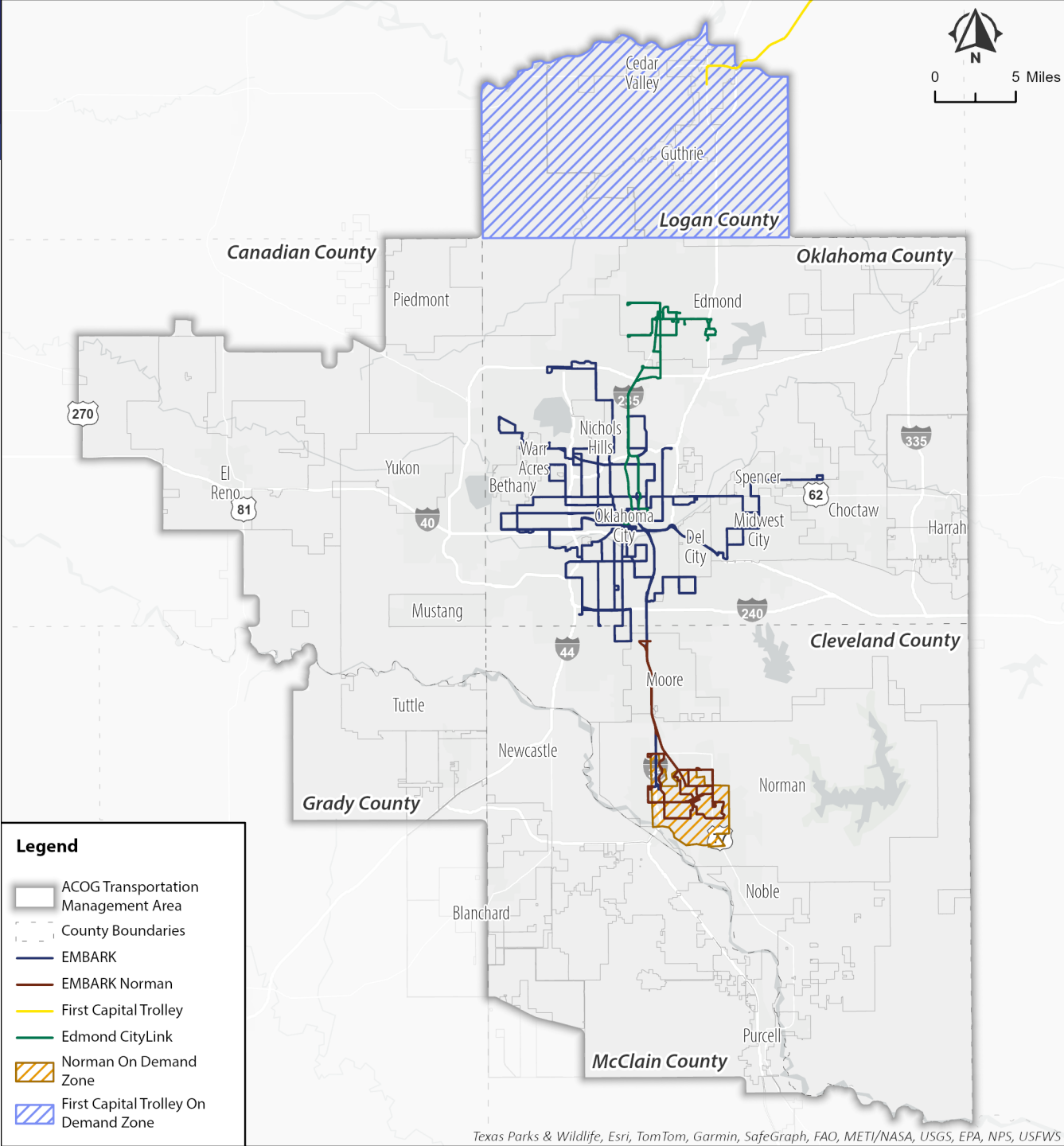




Existing Transit Services

- EMBARK
- EMBARK Norman (City of Norman)
- Edmond Citylink
- First Capital Trolley

First Capital Trolley On-Demand Zone also serves Payne and Lincoln Counties, outside the study area

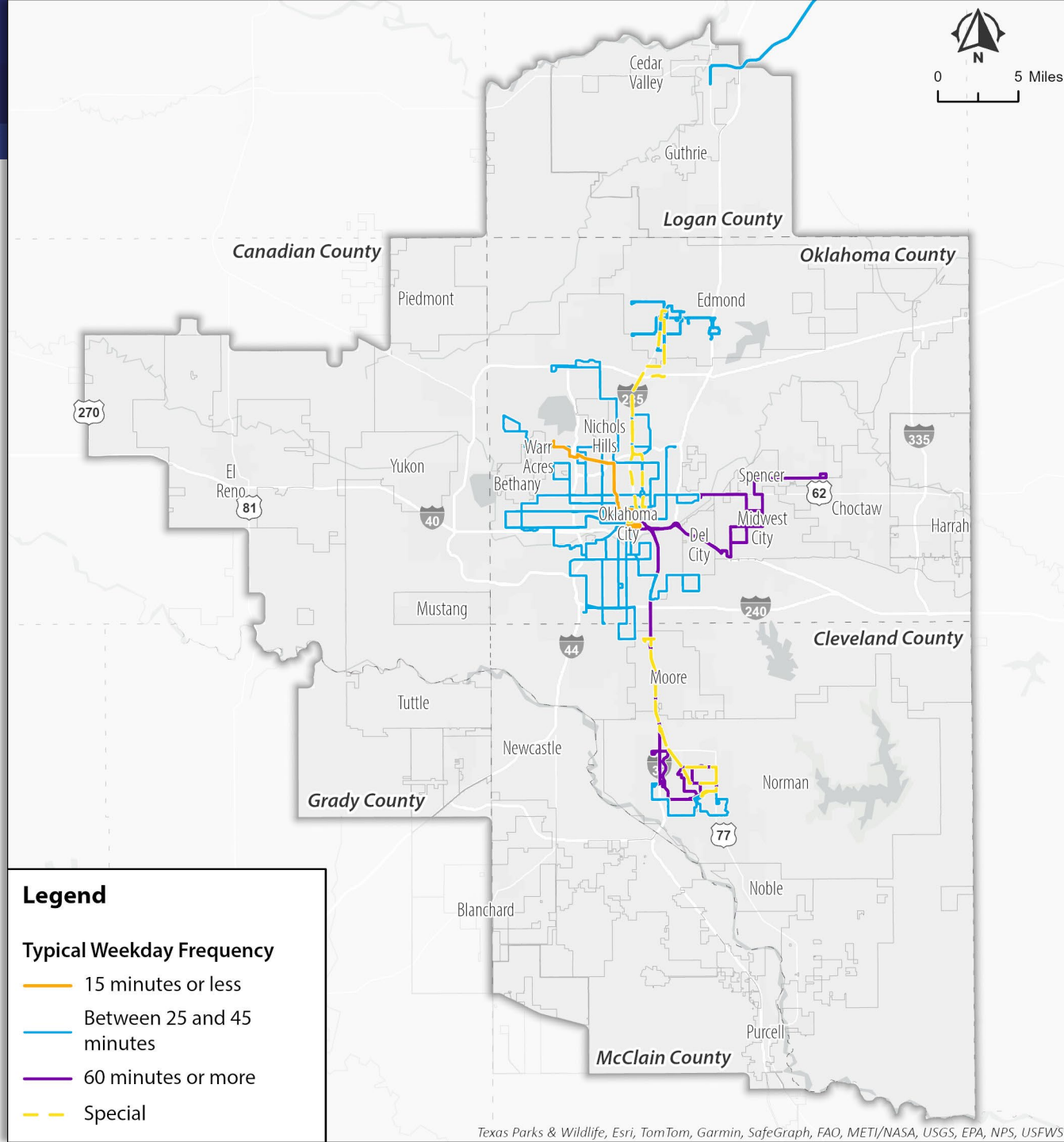




Existing Service Frequencies

- NW RAPID and Oklahoma City Streetcar are the only existing high frequency services
- Weekend service is less frequent and less available than weekdays

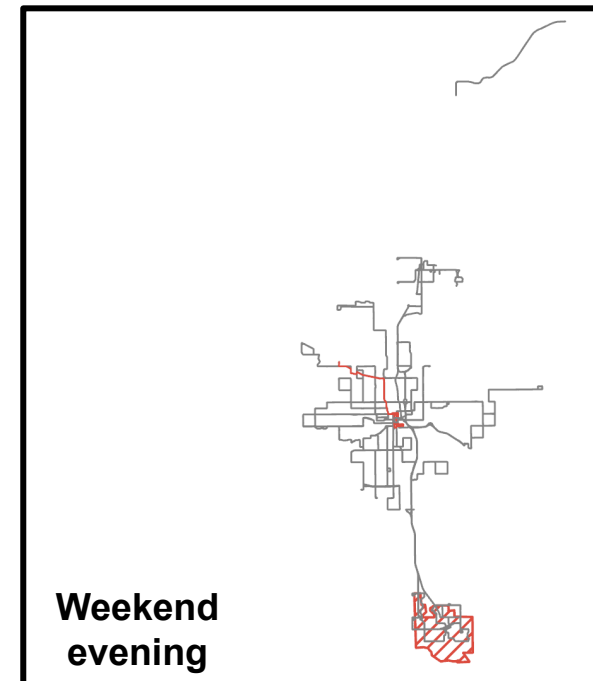
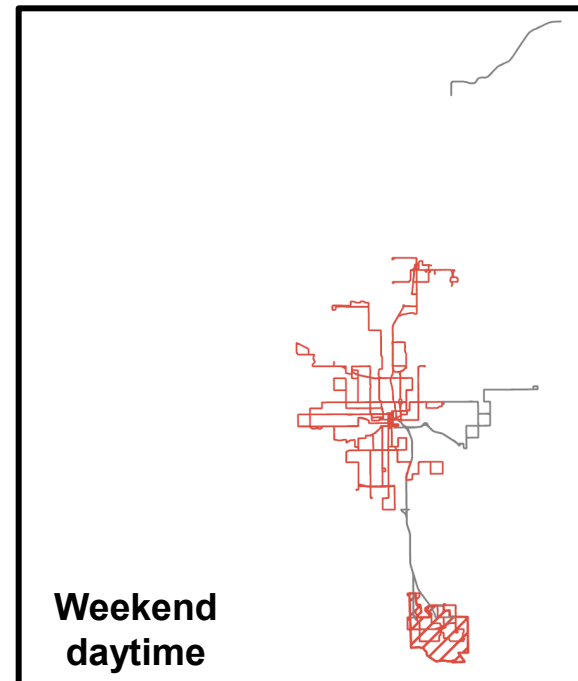
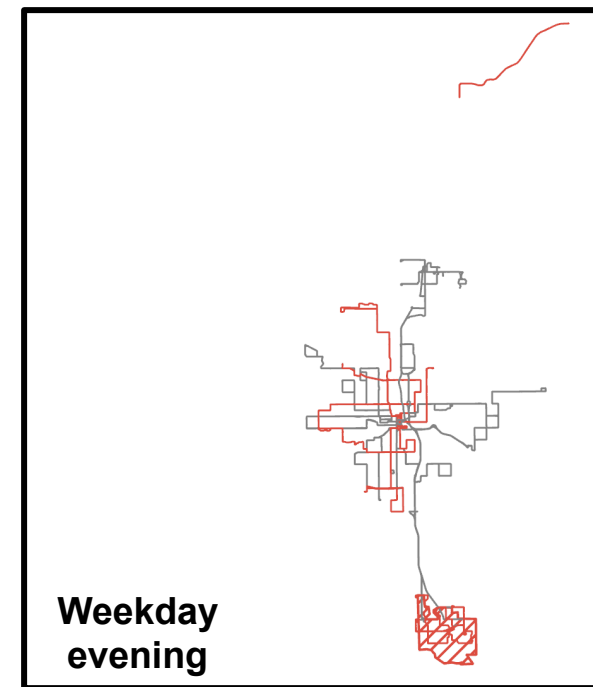
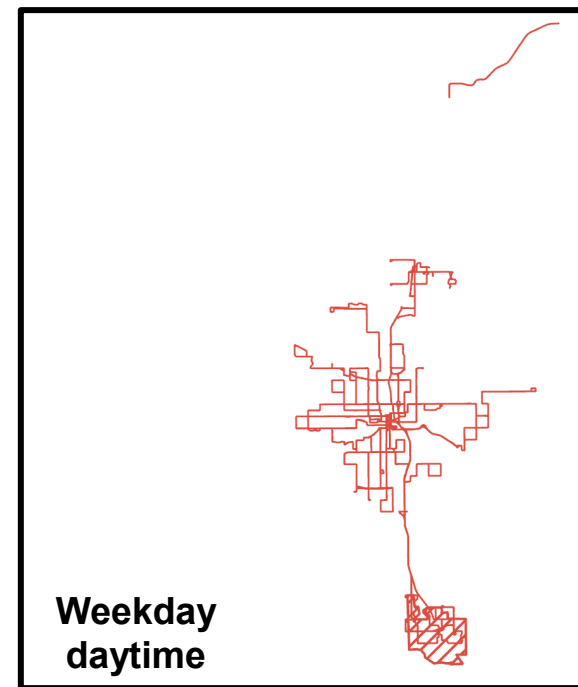
“Other” frequencies include midday express services and evening-only service

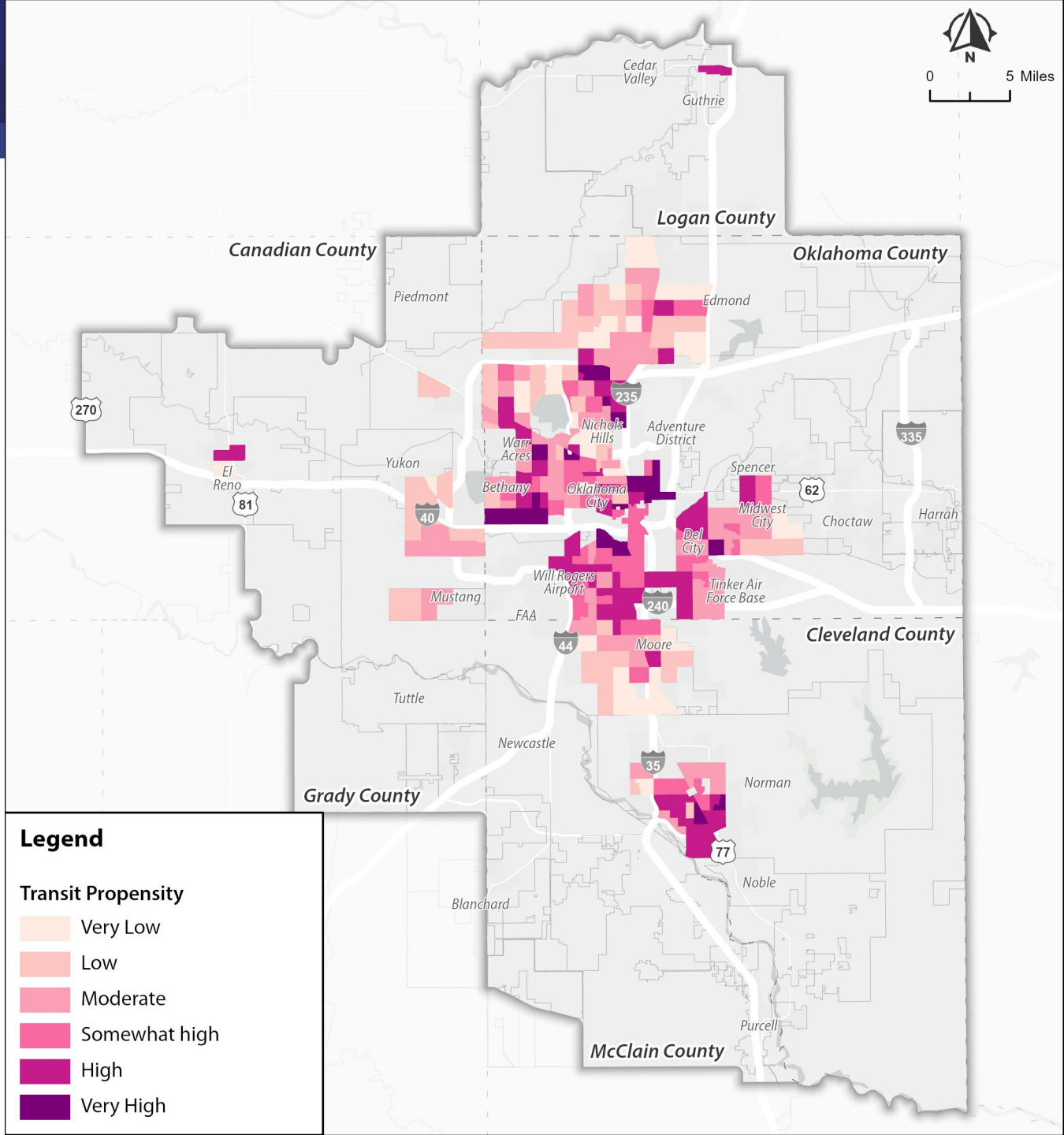




Existing Service Span

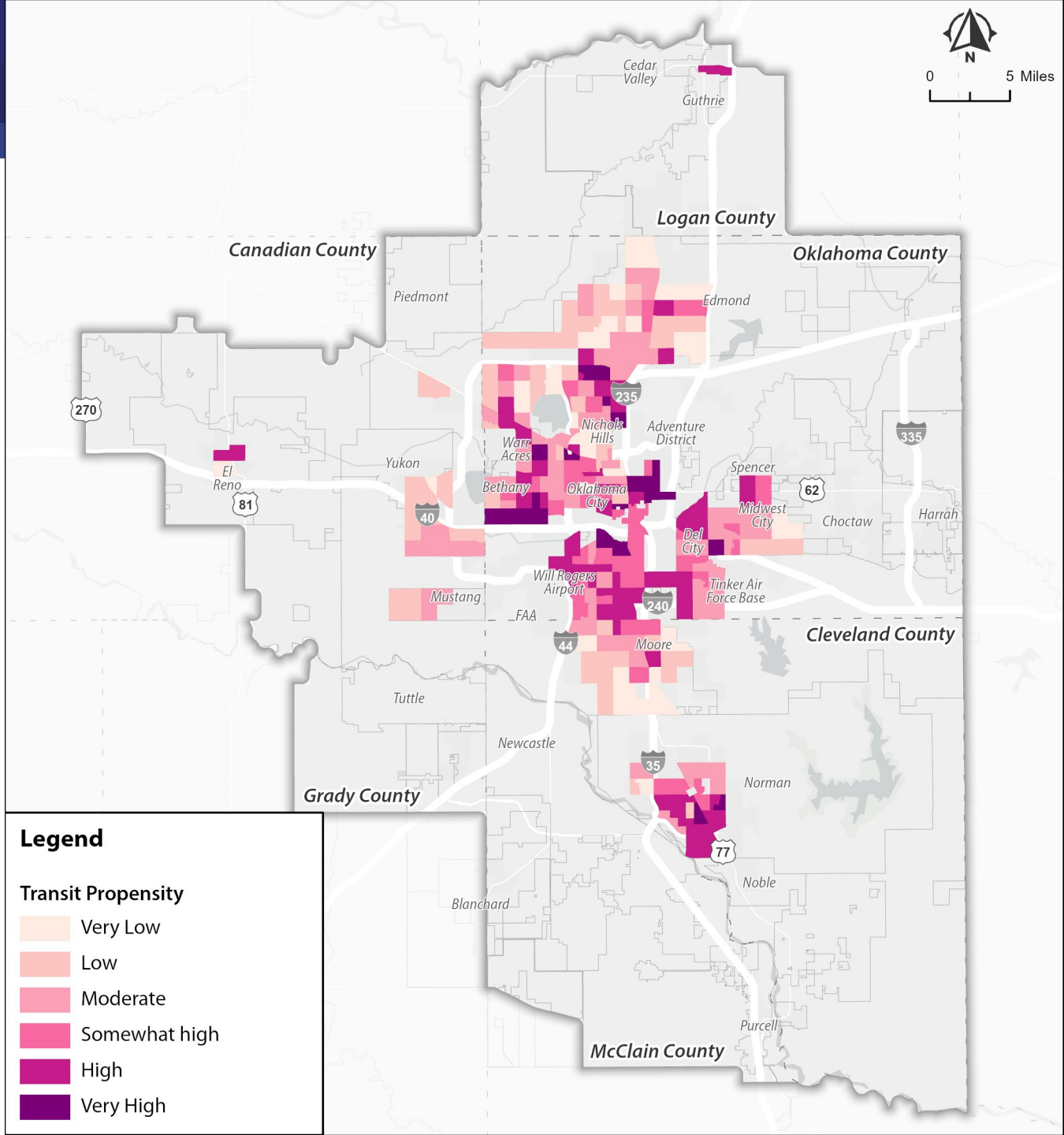
- Limited weekday evening and weekend service
- Only weekend evening service:
 - NW RAPID
 - Oklahoma City Streetcar
 - Norman On-Demand





- Indicates transit needs
- Areas where residents are most likely to use transit include Downtown Oklahoma City, Capitol Hill, and Norman

- Indicates transit needs
- Areas where residents are most likely to use transit include Downtown Oklahoma City, Capitol Hill, and Norman

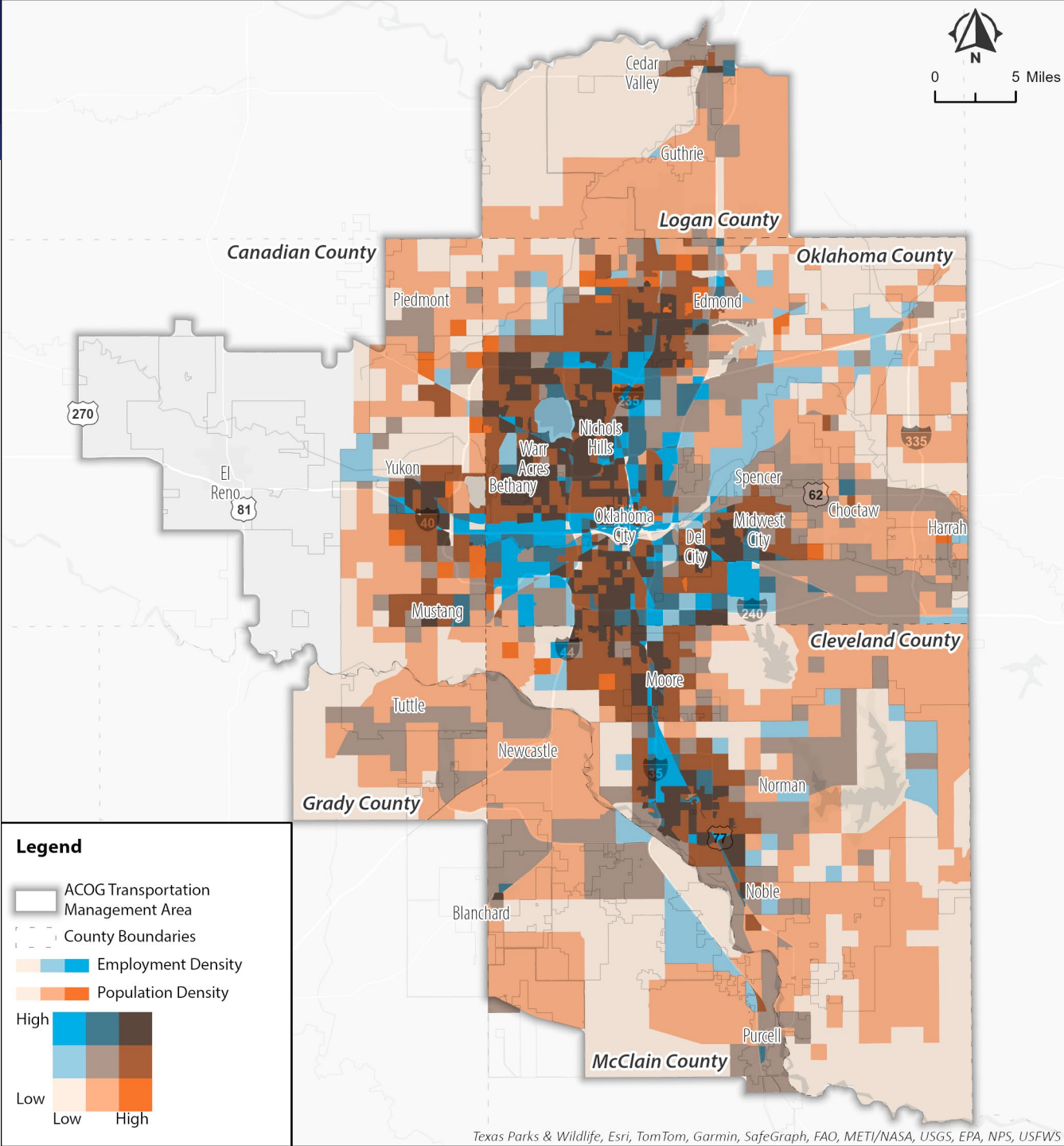
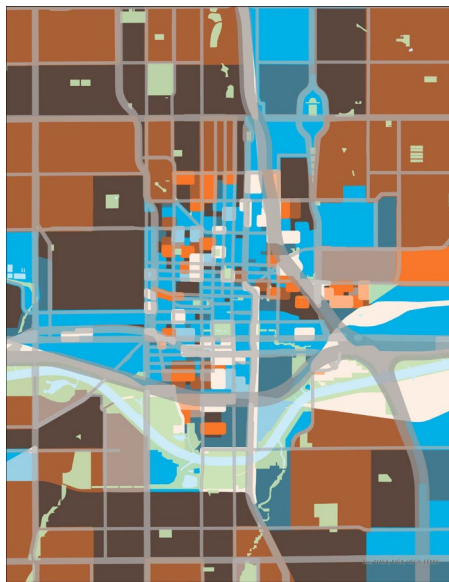




Projected Populations and Employment

- Edmond-Oklahoma City-Moore-Norman corridor
- Highest populations remain in urban areas

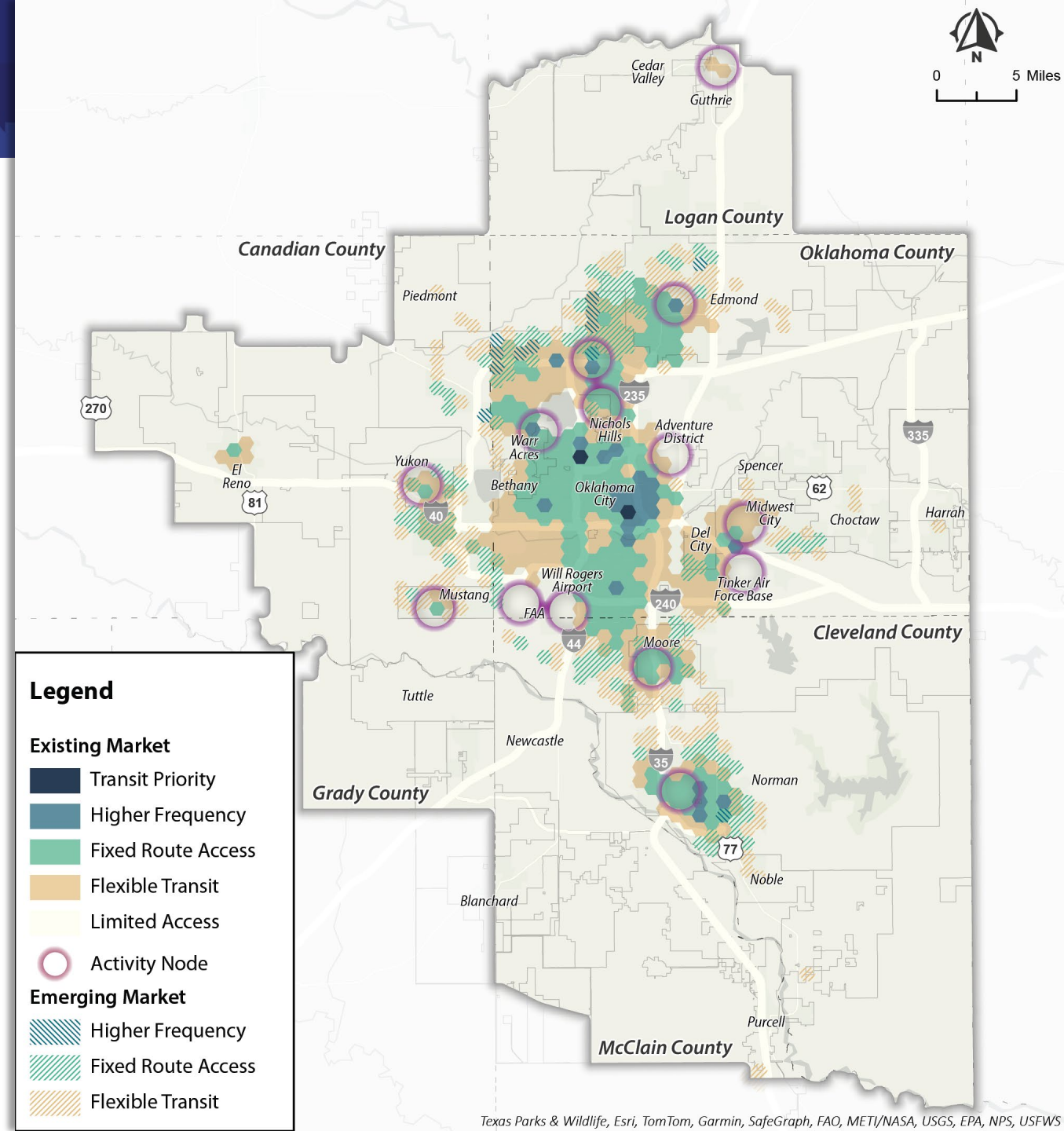
Inset: Downtown OKC





Regional Transit Markets

- Indicates areas where various types of transit may be successful





Approaches to Improve Transit Mobility

Improve Network Connections



Create connections that do not require a trip to downtown OKC, Norman, or Edmond

Increase Frequencies



Increase service frequency on existing services

Expand Evening and Weekend Service



Expand service on weekday evenings and weekends

Complement High-Capacity Transit Investments



Leverage high-capacity investments by integrating the local bus network



Transit Vision Components

Planned High-Capacity Services

Local Bus

- Frequent stops
- Neighborhood-level service

Limited Stop Bus

- Fewer stops at major intersections
- Faster service

Express Bus

- Fewest stops
- Often commuter-oriented

On-Demand

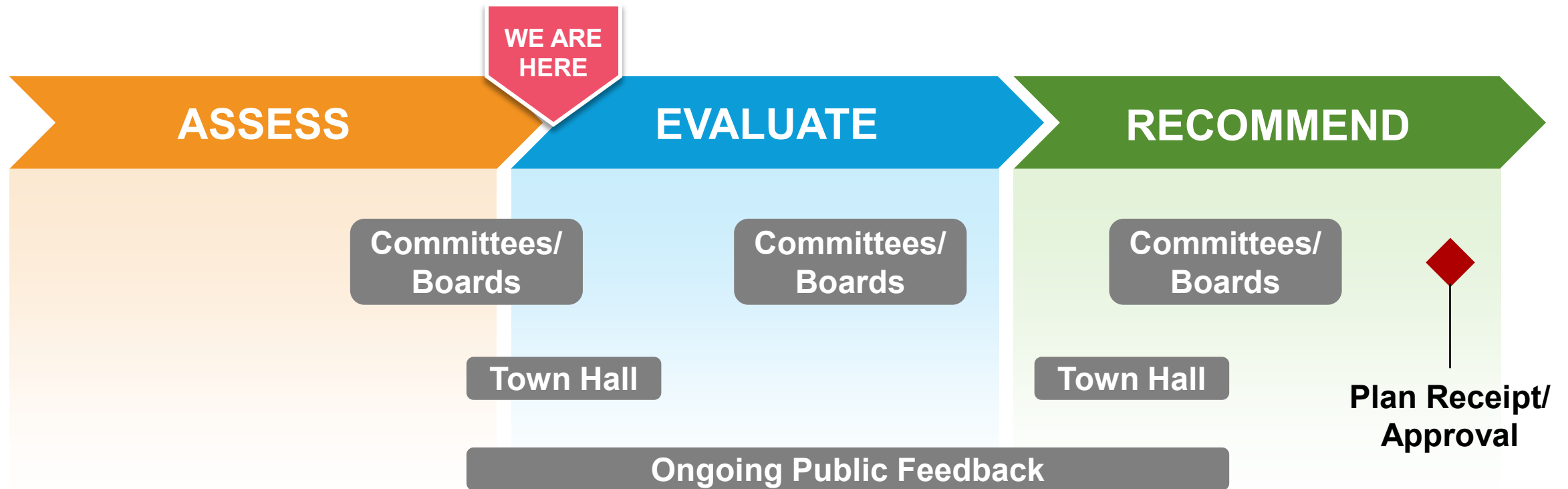
- Vehicles dispatched by rider request
- Operates within a specified zone
- Also called “microtransit”

Project Next Steps





Project Schedule



Q & A

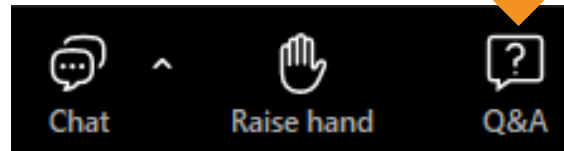




Zoom Functions for Q&A

1. Use the Q&A for any comments or questions
2. The Chat and Raise Hand Functions are turned off and will not be used
3. All questions may not be answered live due to time constraints but will be included in the Q&A section on ConnectCentralOK.com

Step 1:
Click the Q&A icon



Step 2:
Enter your question in the new window

Question and answer

Welcome to Q&A

Questions you ask will show up here. Only host and panelists will be able to see all questions.

Type your question here...

☐ Send anonymously

Who can see your questions?



Get Involved!

Follow us for project updates

Facebook:

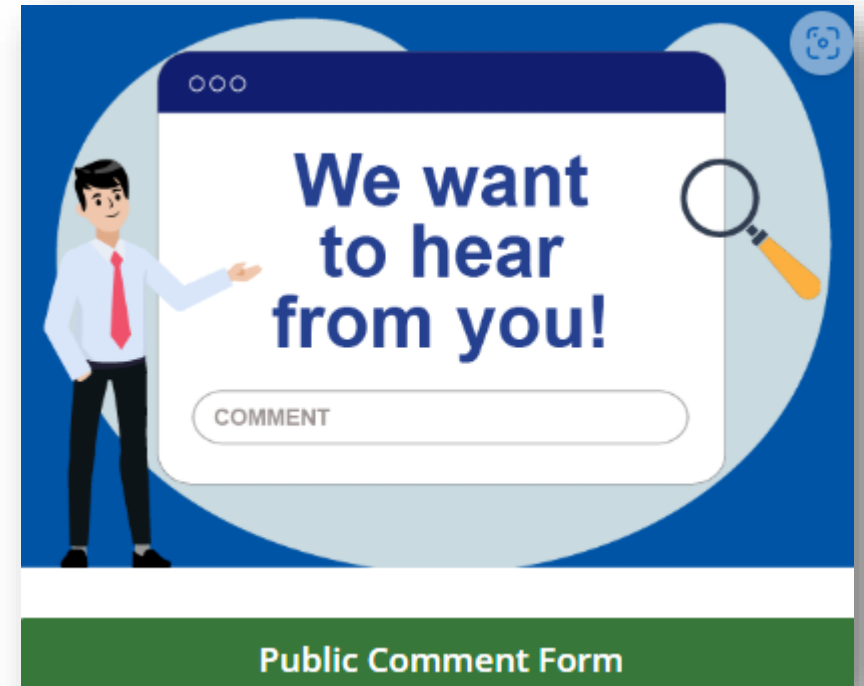
<https://facebook.com/ACOGOK>

Instagram:

[@acogok](https://www.instagram.com/acogok)

We want to hear from you! Please fill out the Public Comment Form on the project website.

Visit www.ConnectCentralOK.com





CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

Assess Phase Press Release

Contact:

Armando Reyes

Email: Armando.reyes@okc.gov

Phone: (405) 297-3236

FOR IMMEDIATE RELEASE

January 23, 2025

Central Oklahoma Transit Project Partners to host virtual town hall exploring the future of regional transit

The community is invited to a virtual town hall hosted by Central Oklahoma Transit Partners to learn about the development of the Long Range Transit Plan (LRTP). The LRTP will evaluate transit needs within the Association of Central Oklahoma Governments (ACOG) Transportation Management Area and identify transit improvements for better regional mobility over the next 30 years.

The town hall will be held on [Zoom](#) from **11:30 a.m. to 1 p.m. on Thursday, Jan. 30**. The link can be accessed by visiting www.ConnectCentralOK.com.

ACOG will coordinate the plan in collaboration with project partners including EMBARK, MAPS 4, the RTA of Central Oklahoma, EMBARK Norman and Edmond Citylink. The LRTP will deliver an intentional plan for a cohesive network of transit services that supports growth, promotes equity, enhances quality of life and facilitates opportunity across Central Oklahoma.

The plan will consider modifications to local transit services as well as additional investments to facilities, transfer points and transit infrastructure in response to planned high-capacity regional transit investments. These investments include the MAPS 4 EMBARK Northeast-South BRT corridor and the North-South RTA Commuter Rail Corridor.

Learn more about the LRTP's planning process and project resources, or provide your input through our public comment tool, on the [project website](#).

LONG RANGE TRANSIT PLAN

PROJECT OVERVIEW

Project Overview

ACOG, EMBARK, and MAPS 4, in close coordination with other key stakeholders, are developing a Long Range Transit Plan (LRTP) to define recommendations to achieve an integrated regional transit vision for the next 30 years.

As the region has continued to grow, there has been a series of planning efforts to identify transformative investments to support the communities of Central Oklahoma. The LRTP will amplify the benefits of these new investments through changes to local services and investments in the transit network.

PROJECT GOALS

-  Provide communities with meaningful access to transit
-  Create a compelling, reliable rider experience
-  Offer competitive service options
-  Utilize resources effectively

Schedule

The project will be conducted in three key phases. Throughout the project, residents and stakeholders are invited to provide feedback and input through virtual events and the project website.

2024	2025
Assess	Evaluate
	Implement
	Stakeholder Engagement
	Public Engagement

 Virtual Town Hall



Vision Statement

Develop an intentional plan for a cohesive network of transit services that supports growth, promotes equity, enhances quality of life, and facilitates opportunities across Central Oklahoma.

Project Partners

acog

EMBARK

MAPS4

EMBARK
NORMAN

citylink
EDMOND

Edmond
A GREAT PLACE TO GROW





CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

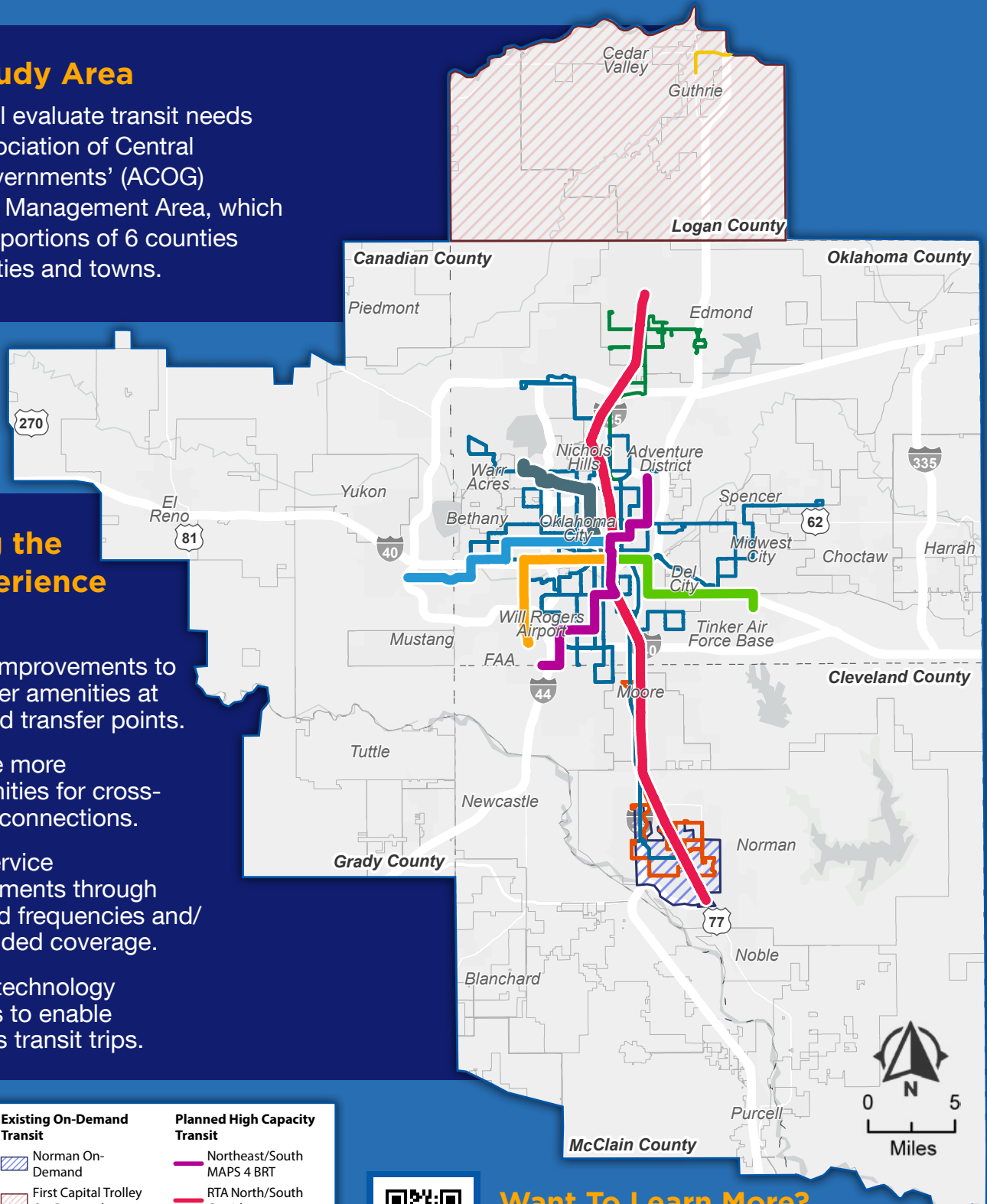
Project Study Area

The project will evaluate transit needs within the Association of Central Oklahoma Governments' (ACOG) Transportation Management Area, which encompasses portions of 6 counties and over 30 cities and towns.

Enhancing the Rider Experience

The LRTP will:

-  Identify improvements to passenger amenities at stops and transfer points.
-  Facilitate more opportunities for cross-regional connections.
-  Study service enhancements through increased frequencies and/or expanded coverage.
-  Explore technology solutions to enable seamless transit trips.



Existing Transit

- Northwest RAPID
- EMBARK
- EMBARK Norman (City of Norman)
- Edmond Citylink
- First Capital Trolley Langston Shuttle

Existing On-Demand Transit

- Norman On-Demand
- First Capital Trolley On-Demand

Planned High Capacity Transit

- Northeast/South MAPS 4 BRT
- RTA North/South Corridor
- RTA West Corridor
- RTA Airport Corridor
- RTA East Corridor



Want To Learn More?

Scan the QR Code or visit website at:
www.ConnectCentralOK.com

PLAN DE TRÁNSITO A LARGO PLAZO

DESCRIPCIÓN GENERAL DEL PROYECTO



Descripción General

ACOG, EMBARK, y MAPS, en estrecha coordinación con otros importantes grupos de interés (stakeholders), se encuentran desarrollando un Plan de Tránsito a Largo Plazo (LRTP, por sus siglas en inglés) con el propósito de definir recomendaciones que permitan alcanzar una visión integrada del tránsito regional para los próximos 30 años.

A medida que la región continúa creciendo, se han llevado a cabo una serie de esfuerzos de planificación para identificar inversiones transformativas que apoyen a las comunidades en la región de Oklahoma Central. El LRTP ampliará los beneficios de estas nuevas inversiones a través de cambios en los servicios locales e inversiones en la red de tránsito.

OBJETIVOS DEL PROYECTO

-  Brindar a las comunidades un acceso significativo al transporte público
-  Crear una experiencia de viaje atractiva y confiable
-  Ofrecer opciones de servicio competitivas
-  Utilizar recursos de manera eficaz

Calendario

El proyecto se desarrollará en tres fases clave. A lo largo de todo el proyecto, se invitará a los residentes y a grupos de interés (stakeholders) a compartir sus opiniones y aportaciones a través de eventos virtuales y en la página web del proyecto.

2024	2025
Analizar	Evaluar
	Recomendar
	Participación de Grupos de Interés
	Participación Pública

 Junta Comunitaria Virtual



Visión

Desarrollar un plan estratégico para la creación de una red unificada de servicios de transporte que apoye el crecimiento, promueva la equidad, mejore la calidad de vida y facilite las oportunidades a través de la región de Oklahoma Central.

Socios del Proyecto

acog

EMBARK

MAPS4

EMBARK
NORMAN

citylink
EDMOND

Edmond
A GREAT PLACE TO GROW



Área de Estudio del Proyecto

El área de estudio del proyecto abarca el Área de Gestión/Coordinación de Transporte de la Asociación de Gobiernos de Oklahoma Central (ACOG, por sus siglas en inglés), que comprende partes de 6 condados y más de 30 ciudades y poblados.

Mejorando la Experiencia del Usuario

EL LRTP:



Identificará mejoras para los servicios de pasajeros en paradas y puntos de transbordo.



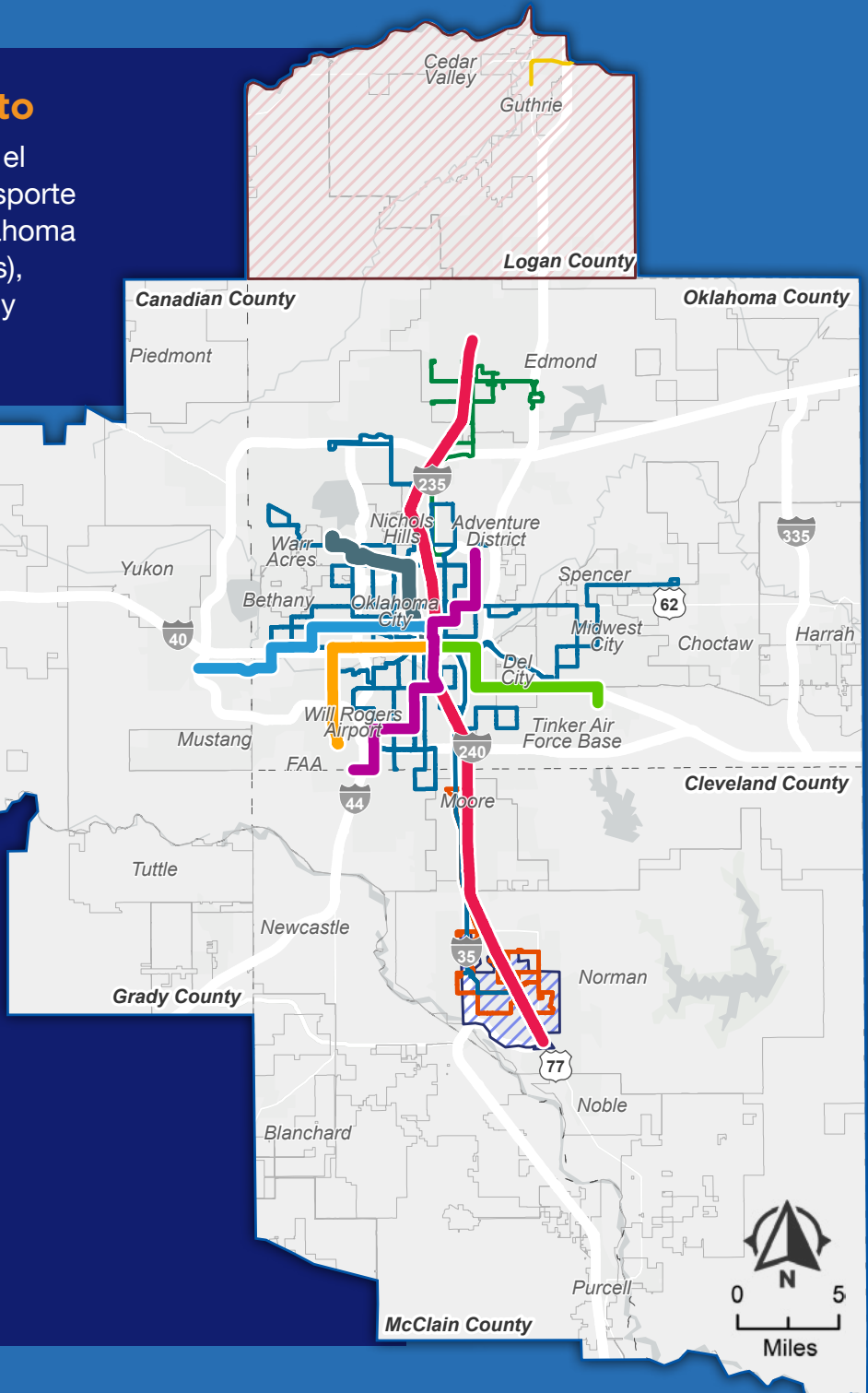
Facilitará más oportunidades para conexiones regionales.



Estudiará mejoras a los servicios mediante el aumento de frecuencias y/o ampliación de la cobertura.



Explorará soluciones de tecnología para lograr viajes de tránsito sin complicaciones.



Tránsito Existente

— RAPID Noroeste
— EMBARK
— EMBARK Norman (Ciudad de Norman)
— CityLink de Edmond
— First Capital Trolley - Servicio de Shuttle en Langston

Tránsito Existente - Bajo Demanda (On-Demand)

▨ Norman - Bajo Demanda (On-Demand)
▨ First Capital Trolley - Bajo Demanda (On-Demand)

Tránsito Planificado de Alta Capacidad

— MAPS 4 BRT Noreste/Sur
— RTA Corredor Norte/Sur
— RTA Corredor Oeste
— RTA Corredor del Aeropuerto
— RTA Corredor Este



¿Desea Más Información?

Escanee el código QR o visite la página web:
www.ConnectCentralOK.com

f www.facebook.com/ACOGOK
i www.instagram.com/ACOGOK

CENTRAL OKLAHOMA
LONG RANGE TRANSIT PLAN

JOIN US
**to Help Shape the Future
of Transit in the Region**

VIRTUAL TOWNHALL MEETING

Thursday, January 30th
11:30 AM – 1:00 PM



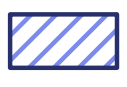
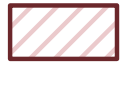
For more information, visit: ConnectCentralOK.com

CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

Existing Transit

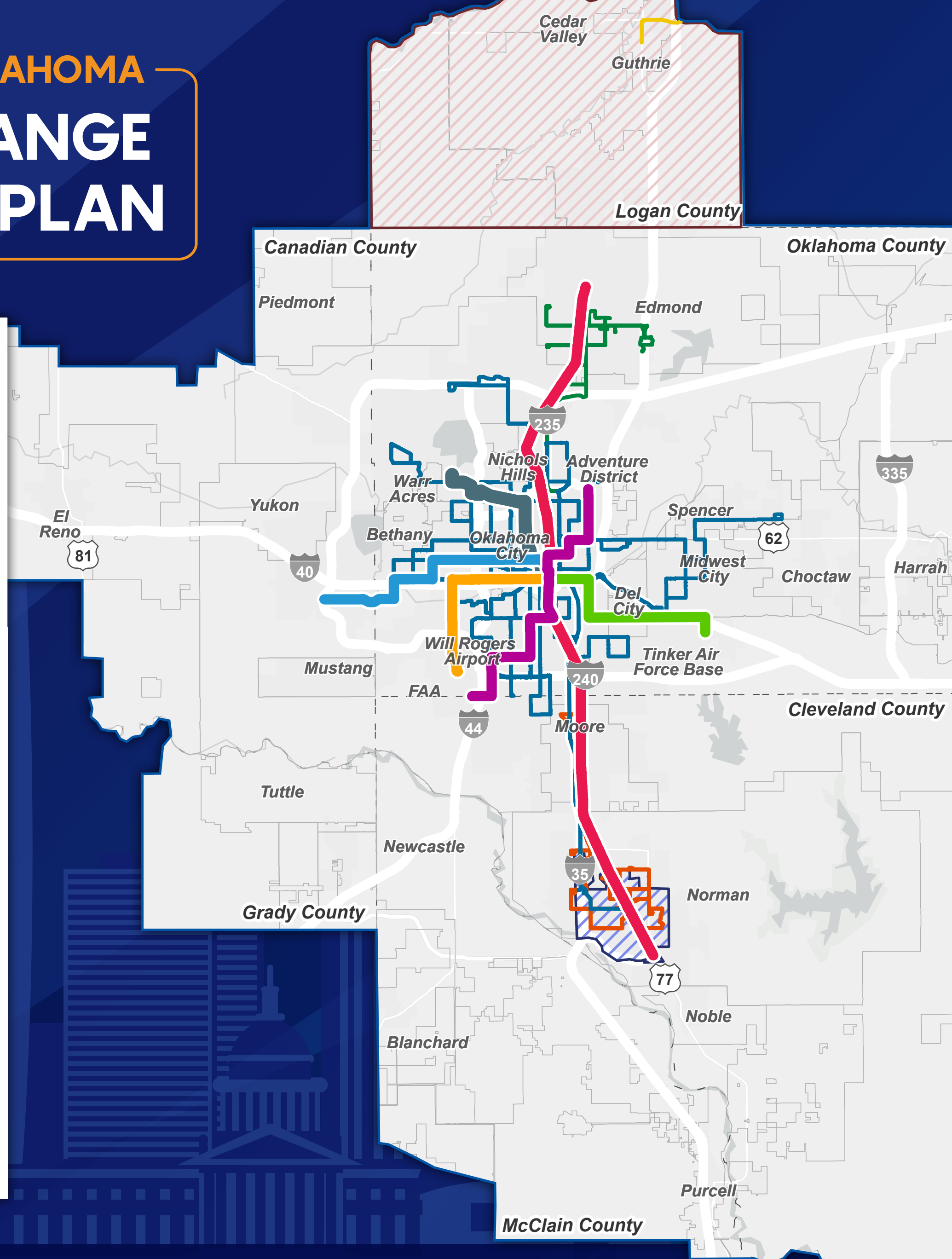
-  Northwest RAPID
-  EMBARK
-  EMBARK Norman
(City of Norman)
-  Edmond Citylink
-  First Capital Trolley
Langston Shuttle

Existing On-Demand Transit

-  Norman On-Demand
-  First Capital Trolley
On-Demand

Planned High-Capacity Transit

-  Northeast/South
MAPS 4 BRT
-  RTA North/South
Corridor
-  RTA West Corridor
-  RTA Airport Corridor
-  RTA East Corridor



For more information, visit: ConnectCentralOK.com

Question Submitted by Attendees via Zoom Feature

- There have been talks of a sales tax to fund the project for the RTA projects. There has been rumors that it will be around half a penny, is that the case? Additionally, when do you estimate the timeline will be for the sales tax vote? Thank you for the work you do for our region!
- Why does the RTA not show an RTA route going through to the northwest of the OKC (like out to and past lake Hefner or past Council/NW Epwy), since the BRT route already going is big success but will only carry a small fraction of people compared to what rail can carry to/from Edmond and Norman?
- How does the City of Moore leaving the RTA impact the planning and are there efforts find ways to get back into the RTA?
- Could this plan provide a recommendation that the RTA, OKC, Norman, and Edmond should combine transit operations to provide regional transit service from one agency?
- Has any thought been given to utilizing the SW corner of the Core-to-Shore condemnation (Shields and I-40) as a RTA transit hub? It happens to be along the N-S and E-W rail corridors, and is available land.
- What about either enhanced bus service or a BRT line from Edmond to Norman? Could be a test for the future of commuter rail.
- These are financially and politically ambitious projects. Where do you see the majority of funding coming from? Federal grants, local, taxes, etc.
- Do you anticipate any funding shortfalls given the change in administration that could effect this plans implementation?
- Will this plan help to secure more federal funding in the future for transit.
- Would that downtown hub connect to the new Arena?
- Will park-and-rides be included as part of the plan?
- Looking at the map, it seems all these lines lead to one central location. What is the plan for this central travel hub?
- Will this plan help aid in the effort proposed by ODOT and KDOT to extend daily AMTRAK service north from Oklahoma City?
- How do those who use daily transit, but do not have internet access, submit feedback? I see these individuals on a daily basis.
- Are current daily riders engaged, directly? Outside of events such as these
- How do we go about making suggestions for changes to service or routes?
- What is the timeline for the MAPRS 4 Northeast/ South BRT?
- How does the 2028 Olympics play into the timeline and prioritized lines?
- One of the reasons I don't often use transit here is that there's not very much pedestrian infrastructure near my home- it's hard to walk to a stop! Does this vision include building more sidewalks and bike trails as well?
- Are you doing anything to combat transit stigma? seems to be a big issue in OK. It would be a shame to have this plan but not target new potential users
- What is the plan to encourage ridership? In Oklahoma the use of cars seem to be attitudinal and behavioral. From the pull, it's evident that people do not really use transit. Do you see this changing in the future?

- How do you guys plan on creating a transit culture here in the region?

RTA-Related Questions and Answers

The following questions pertain to the Regional Transportation Authority of Central Oklahoma. The following responses were provided through close coordination between the project team and the RTA. For more information about the agency, please visit <https://www.rta.org>.

- There have been talks of a sales tax to fund the project for the RTA projects. There has been rumors that it will be around half a penny, is that the case? Additionally, when do you estimate the timeline will be for the sales tax vote? Thank you for the work you do for our region!
 - *Currently, the RTA is working with its member cities to identify an election date in 2026 that works best for all cities. The member cities will collaborate to determine the best sales rate for the ballot measure.*
- Why does the RTA not show an RTA route going through to the northwest of the OKC (like out to and past lake Hefner or past Council/NW Epwy), since the BRT route already going is big success but will only carry a small fraction of people compared to what rail can carry to/from Edmond and Norman?
 - *NW RAPID, which launched in December 2024, was initially planned to extend further northwest, with the line terminating at a park-and-ride connector near the John Kilpatrick Turnpike. This extension is still under consideration and sometimes indicated by a dotted line on certain system maps.*
- How does the City of Moore leaving the RTA impact the planning and are there efforts find ways to get back into the RTA?
 - *The RTA Trust has established a process for cities to be part of an annexation later, allowing for additional regional transit solutions.*
- Could this plan provide a recommendation that the RTA, OKC, Norman, and Edmond should combine transit operations to provide regional transit service from one agency?
 - *Various organizational structures are possible. Large metro areas have a wide variety of service delivery models. A component of the LRTP will include a peer to peer exchange although a specific recommendation for the preferred organizational structure will not be part of this study. It's something the RTA and member cities will explore in more detail at a later stage.*
- Has any thought been given to utilizing the SW corner of the Core-to-Shore condemnation (Shields and I-40) as a RTA transit hub? It happens to be along the N-S and E-W rail corridors and is available land.
 - *The RTA has not considered that location for a transit hub mainly due to its proximity to the Santa Fe Depot, which is intended to serve as the intermodal transit hub. Additionally, station spacing is an important factor when it comes to commuter rail. Stations that are too close together prevent trains from reaching their normal operating speeds.*
- What about either enhanced bus service or a BRT line from Edmond to Norman? Could be a test for the future of commuter rail.



CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

Virtual Town Hall Q&A Session
January 30, 2025

- *Without a dedicated lane for the BRT, travel times will likely be affected by the traffic congestion we aim to reduce for commuters using rail services. As a result, the RTA and other transit operators may be reluctant to trial a bus service to generate support for rail service, especially without a dedicated right-of-way for the bus.*

CENTRAL OKLAHOMA

LONG RANGE TRANSIT PLAN

Round Two Public Involvement Report

July 2025





Table of Contents

Introduction..... 3

Stakeholder Outreach..... 4

 Interviews..... 4

 Agency Workshop..... 6

 Board/Committee Meetings..... 8

Public Involvement..... 9

 Virtual Town Hall..... 9

 Summary of Responses from Icebreaker Session..... 10

 Town Hall Takeaways..... 10

Online Engagement..... 11

 Project Website..... 11

 Transit Vision Factsheet..... 11

 Public Comment Form..... 11

 Social Media Posts..... 11

 Story Map..... 11

Attachments..... 13

 Attachment 1 – Engagement Materials..... 13

 Attachment 2 – Digital Outreach..... 19

 Attachment 3 – Online Engagement Feedback..... 20

 Attachment 4 - Graphics in PDF Format..... 24

Tables and Figures

Table 1 - Stakeholder Interviews Details..... 5

Table 2 - Agency Workshop Details..... 7

Table 3 - Agency Workshop Details..... 8

Figure 1 - Icebreaker Sessions Responses..... 10

Introduction

ACOG, in partnership with MAPS 4 and EMBARK, developed a Long-Range Transit Plan (LRTP) to define recommendations to achieve an integrated regional transit vision for the next 30 years. As the region continues to grow, several agencies have undertaken significant steps to plan for high-capacity transit connectivity in Central Oklahoma. The LRTP will consolidate these high-capacity investments to continue to improve how people move across communities, have a profound impact on the quality of life of residents, and catalyze economic development to the benefit of all community members.

The project team recognized the need to solicit public and stakeholder feedback related to the LRTP and integrated two rounds of outreach into the plan's development. The following report recounts the activities and results from the second round of public engagement, which was focused on presenting the draft regional transit vision.

The second round of engagement occurred from February of 2025 through July of 2025. The second round of engagement occurred from February of 2025 through July of 2025. The total activities for the first and second rounds of public engagement for this project are summarized as:



**29 Board/
Committee
Meetings**



**2 Virtual Town Halls
77 Attendees**



**3,333
Website Views**



**82
Public Comments**



**Factsheets, Social Media,
Website**

Stakeholder Outreach

The project team identified key agencies within the study area, that are connected to transit relations in Central Oklahoma, as stakeholders that will help inform the LRTP. The various stakeholder engagement methods included:

- Interviews
- Agency Workshop
- Board/Committee Meetings

Interviews

Online interviews were conducted with multiple stakeholders to better understand organizational constraints and opportunities. Below in **Table 1**, these meetings are detailed with attending agencies, date, and key takeaways.

Table 1 - Stakeholder Interviews Details

Stakeholder Group	Stakeholder Agency	Date	Notes/Takeaways
Group A	• EMBARK • ACOG • Gooden Group • ADG Blatt	February 28, 2025	• Evaluate consistency and coverage of service • Prioritize increased service frequency • Consider the addition of transfer points
Group B	• ACOG • City of Norman	February 27, 2025	• Adjusting certain bus frequencies and routes to capture more passengers • Discuss connections for the University of Oklahoma and new developments in the region • Consider facility improvements for O&M
Group C	• ACOG • City of Edmond • First Capital Trolley	February 25, 2025	• Consider funding constraints • Evaluate overlapping services with other agencies
Group D	• RTA • EMBARK	March 18, 2025	• Discuss route alignments in preparation for 2028 Olympics • Consider summarizing micro transit costs/benefits
Group E	• ACOG • ODOT	March 7, 2025	• Continuing to explore Intelligent Transportation System (ITS) solutions • Explore paratransit integration with On-Demand services • Encourage engagement with the counties and smaller cities or jurisdictions

Agency Workshop



The project team conducted an in-person agency workshop on June 16, 2025, to collaborate on various transit scenarios and to re-imagine the future of transit in the region. Participating stakeholder groups included ACOG, RTA, City of Oklahoma City, City of Edmond, City of Norman, Citylink, ADG Blatt, Gooden Group, and the Alliance for Public Transit.

The project team discussed transit markets and opportunities, coordinated a four-part breakout session with participating stakeholders, and facilitated a discussion regarding the challenges of providing transit service as identified in the break-out groups. See **Table 2** for key themes and takeaways from the workshop.

Table 2 - Agency Workshop Details

Breakout Group Topic	Notes/Takeaways
Cost & Funding	- Consider increased transportation cost buy-in a car- centric culture - Support the LRTP's regional approach that can give the Central Oklahoma region a stronger voice - Continue to pursue federal funds for capital improvements and other funding partnerships
Paratransit	- Upgrades to existing fleets may be required as some are unable to provide some accessibility options - Explore paratransit as a gateway to transit service in smaller communities - Coordinate with ACOG member cities to discuss or share successes of mobility programs
Technology	- Explore new and improved training options to deliver more technology solutions - New types of services could facilitate mindset changes in the region towards transit - Determine best practices from other transit operators to guide the development of improvements to leverage technology
Facilities	- Consider the standardization of system details such as stop numbers and route names for easier navigation - All agencies and jurisdictions support creating a safe customer experience - Develop documentation to standardize stop design for transit
Fleet & Maintenance	- Consider fleet scaling to meet anticipated growth - Training improvements could be consolidated across the region through partnerships to develop workforce classes and programs - Develop regional standards for fleet and emerging technologies

Board/Committee Meetings

The project team attended meetings of various regional boards and committees to discuss the transit vision and provide updates on stakeholder and public engagement. The meetings are summarized in **Table 3**. The project team prepared meeting materials and presentations facilitated the meetings, and documented meeting summaries and action items.

Table 3 - Agency Workshop Details

Board/Body	Date Attended
City of OKC COTPA Transportation Committee	May 8, 2025
MAPS 4 Connectivity Subcommittee	July 9, 2025
MAPS 4 Citizens Advisory Board	July 14, 2025
City of Norman City Council	May 13, 2025
City of Edmond Mobility Commission	May 15, 2025
ACOG Transportation Committees	May 15, 2025
ACOG Board of Directors	May 29, 2025
City of Edmond City Council	May 27, 2025
RTA Board of Directors	June 18, 2025

Public Involvement

Virtual Town Hall

The virtual town hall was hosted on July 9, 2025, through Zoom from 11:30 AM to 12:30 PM (CST) with 34 attendees. The town hall outlined the following topics:

- Project background
- Two icebreaker sessions
- Recap of Round One public engagement
- Regional Transit Vision
- Project next steps
- Q&A session - facilitated by the project team

The virtual town hall was advertised through ACOG's social media accounts via Facebook and through the project website. Stakeholder agencies were also encouraged to re-share and re-post ACOG's social media. Additionally paid advertising on Facebook and Instagram was utilized to boost town hall awareness and general promotion of the LRTP project.

The screenshot shows a Zoom meeting interface. On the left, a presentation slide titled "Project Goals" is displayed. The slide features four colored boxes, each with an icon and text:

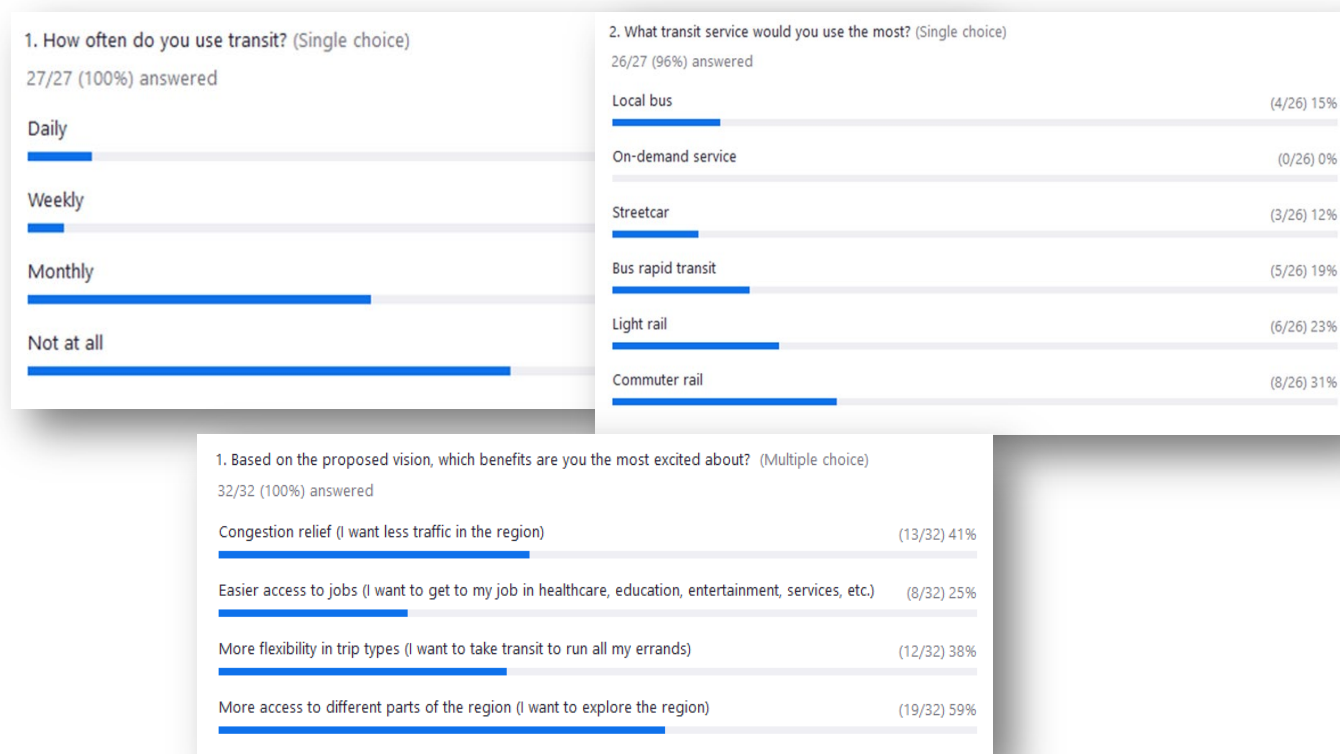
- Provide communities with meaningful access to transit** (Purple box with a bar chart icon)
- Create a compelling, reliable rider experience** (Green box with a person sitting icon)
- Offer competitive service options** (Red box with a bus icon)
- Utilize resources effectively** (Orange box with a checkmark icon)

On the right side of the screen, there is a vertical grid of video feeds for participants. The feeds are labeled with names: Matt Proctor, JAR O'Brien, Larkin Sherry, and Chip Holden. The top of the screen shows the "CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN" header and the date "Virtual Town Hall | July 9, 2025".

Summary of Responses from Icebreaker Session

The project team conducted two icebreaker sessions throughout the town hall to better understand the positions of audience attending. Most of the attendees indicated they currently do not use transit, but they would be interested in using a commuter rail service. Based on the proposed vision, attendees are most excited to access different parts of the region. A summary of the responses to the icebreaker questions are shown in **Figure 1**.

Figure 1 - Icebreaker Sessions Responses



Town Hall Takeaways

Twenty questions were asked during the Q&A session with various themes of funding, opportunities for connection, and next steps for the LRTP. A summary of the Q&A session is attached to this report, see **Attachment 5**. The project team will address these themes by focusing ongoing efforts on engagement opportunities and highlighting the benefits to the rider experience through the development of the LRTP. Further project development and analysis were shared throughout the second round of engagement. The project team also posted a summarized version of the questions asked during the event, along with answers, on the project website.

Online Engagement

To support public engagement and to promote attendance at the virtual town hall, the project team updated the project website, created a factsheet, advertised the public comment form, and boosted social media posts.

Project Website

The project website serves as a resource, providing visitors with information regarding the LRTP vision, goals, schedule, and upcoming events. The various tabs provide visitors with background information regarding the project, engagement information, and resources regarding the project. The project website also includes a FAQ section to address general project questions. There were 3,333 cumulative website views at the end of Round Two. The link to the website is: [Connect Central OK](#).

Transit Vision Factsheet

The factsheet summarizes the project overview, a timeline for the next 30 years of transit, and the proposed services that focus on connecting capital facilities throughout the Central Oklahoma region. It also highlights how the rider experience will be enhanced through the recommendations of the LRTP. There are two QR codes on the factsheet which direct visitors to visit the project's website and the story map. See **Attachment 1** and **Attachment 4** for copies of all the online engagement materials.

Public Comment Form

Public feedback was collected by way of an online public comment form found on the project website. There were 16 public comments provided throughout Round Two. Public comment feedback was used in the development of the LRTP report to be adopted by ACOG. See **Attachment 1** and **Attachment 4** for copies of all the online engagement materials.

Social Media Posts

Social media content for the public outreach event was posted before the event. The event was publicized directly on the project website and ACOG's Facebook account. Other stakeholders, including EMBARK, shared the posts on their own accounts. These posts were the primary mode for communicating event dates, locations, and times with the public. See **Attachment 2** for copies of Digital Outreach Material.

Story Map

A Story Map was made available for public review as well. It was posted on March 26, 2025. The Central Oklahoma Long Range Transit Plan Story Map is broken down into five sections.

- The Introduction
- Planned High-Capacity
- Filling the Gaps
- Draft Regional Transit Vision
- Transit for You, by You



CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

*Round Two Public Involvement Report
July 2025*

Each section goes into greater depth of the project's focus on identifying long-range transit investments for the Central Oklahoma Region. Multiple links to agency websites as well as an interactive map were included. Near the end of the project, the story map will be updated to communicate the recommended transit vision for the region.

The link to the Story Map is: [Central Oklahoma Long Range Transit Plan \(LRTP\)](#).

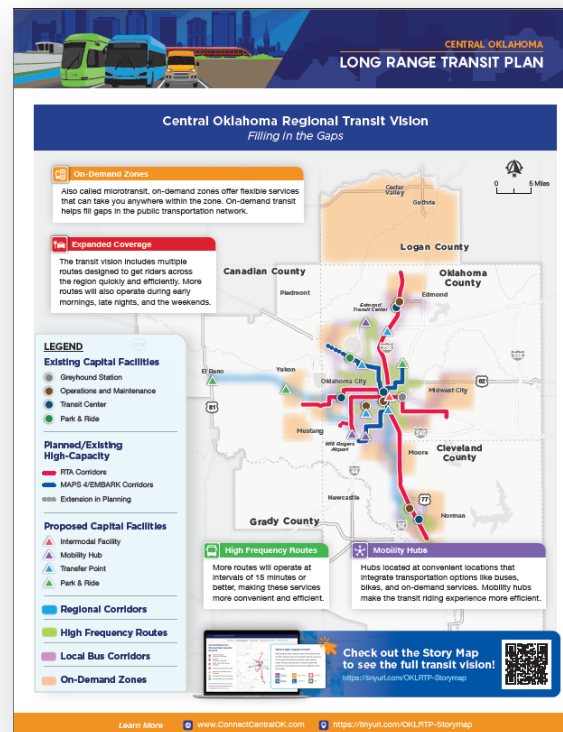
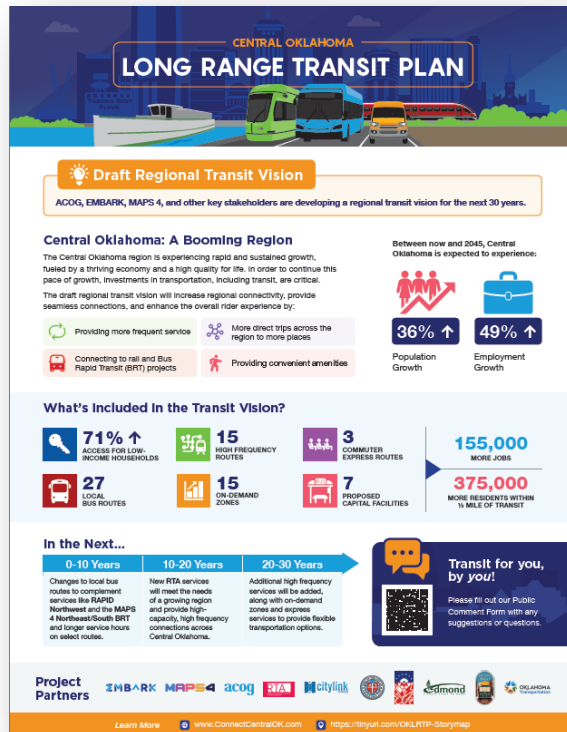
CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

Round Two Public Involvement Report
July 2025

Attachments

Attachment 1 – Engagement Materials

Project Factsheet (English and Spanish)



CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

Round Two Public Involvement Report
July 2025

DEL CENTRO DE OKLAHOMA PLAN DE TRÁNSITO A LARGO PLAZO

Visión Preliminar de Tránsito Regional

ACOG, EMBARK, MAPS 4, junto con otros grupos de interés (stakeholders), se encuentran desarrollando una visión de tránsito regional para los próximos 30 años.

Centro de Oklahoma: Una Región en Ascenso

La región del Centro de Oklahoma está atravesando un crecimiento rápido y constante, impulsado por una economía próspera y una alta calidad de vida. Para continuar con este ritmo de crecimiento, las inversiones en el sistema de tránsito, incluyendo el transporte público, son fundamentales.

La visión preliminar de tránsito regional aumentará la conectividad regional, brindará conexiones sin interrupciones y mejorará la experiencia general del usuario mediante:

- Un servicio más frecuente
- Conexión con proyectos ferroviarios y de Autobuses de Tránsito Rápido (BRT por sus siglas en inglés)
- Más trayectos directos a través de la región para llegar a más lugares
- Servicios más convenientes para el usuario

Entre ahora y 2045, se espera que el centro de Oklahoma experimente:

- 36% ↑** Crecimiento de la población
- 49% ↑** Crecimiento del empleo

¿Qué Incluye la Visión de Tránsito?

- 71% ↑** DE ACCESO PARA HOGARES DE BAJOS INGRESOS
- 15** RUTAS DE ALTA FRECUENCIA
- 3** RUTAS EXPRES PARA COMUTERES
- 27** RUTAS LOCALES DE AUTOBÚS
- 15** ZONAS BAJO-DEMANDA (ON-DEMAND)
- 7** INSTALACIONES DE INFRAESTRUCTURA PROPUESTAS

155,000 NUEVOS EMPLEOS

375,000 RESIDENTES MÁS VIVIENDO A MENOS DE MEDIA MILLA DEL TRANSPORTE PÚBLICO

En los Próximos...

0-10 Años	10-20 Años	20-30 Años
Cambio en las rutas de autobuses locales para complementar servicios como MAPS 4/Embark y el BRT HorizonteSur de MAPS4, así como horarios de servicio más amplios en determinadas rutas.	Los servicios nuevos de la RTA cubrirán las necesidades de una región en crecimiento y fortalecerán conexiones de alta capacidad y frecuencia a través de la región del Centro de Oklahoma.	Se incorporarán servicios adicionales de alta frecuencia, así como zonas bajo-demanda y servicios expres para ofrecer opciones de tránsito flexibles.

¡Tránsito para usted, creado por usted!

Por favor, complete nuestro Formulario para Comentarios de Público con cualquier pregunta o sugerencia.

Socios del Proyecto

Conozca Más www.ConnectCentralOK.com <https://tinyurl.com/OKLRTP-Storymap>

DEL CENTRO DE OKLAHOMA PLAN DE TRÁNSITO A LARGO PLAZO

Visión Regional de Tránsito del Centro de Oklahoma Cubriendo Necesidades

Zonas Bajo-Demanda

También llamadas de microtránsito, las zonas bajo-demanda ofrecen servicios flexibles que pueden transportar a cualquier lugar dentro de la zona. El tránsito bajo-demanda ayuda a cubrir necesidades dentro de la red de transporte público.

Mayor Cobertura

La visión de tránsito incluye múltiples rutas diseñadas para transportar a los usuarios a través de la región de manera rápida y eficiente. También operarán más rutas durante las primeras horas de la mañana, por la noche y durante los fines de semana.

LEYENDA

Instalaciones de Infraestructura Existentes

- Estación Greyhound
- Operaciones y Mantenimiento
- Centro de Tránsito
- Área de Estacionamiento

Alta Capacidad Planeada/Existente

- Corredores de la RTA
- Corredor MAPS 4/EMBARK
- Extensión en la Planificación

Instalaciones de Infraestructura Propuestas

- Rutas de Alta Frecuencia
- Centros de Movilidad
- Corredores Regionales
- Rutas de Alta Frecuencia
- Corredores de Autobuses Locales
- Zonas Bajo-Demanda

Más rutas operarán a intervalos de 15 minutos o menos, haciendo que estos servicios sean más cómodos y eficientes.

Centros ubicados en zonas estratégicas que integran opciones de transporte como autobuses, bicicletas y servicios bajo-demanda. Los centros de movilidad contribuyen a que la experiencia de viajar en transporte público sea más eficiente.

¡Visite el Mapa Interactivo para ver la visión de tránsito completa!

<https://tinyurl.com/OKLRTP-Storymap>

Conozca Más www.ConnectCentralOK.com <https://tinyurl.com/OKLRTP-Storymap>



Public Comment Form

Public Comment Form

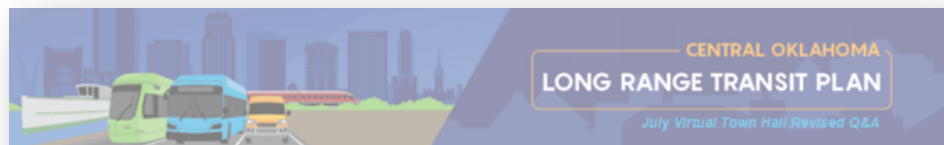
Name Required

Email Required

Comment Required

Submit

Virtual Town Hall Q&A Session



CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

July Virtual Town Hall Revised Q&A

Revised Questions and Responses from Virtual Town Hall

The below questions were submitted during the July Virtual Town Hall; they have been edited for length and clarity.

- How will the transit vision address the unique travel patterns of different communities across the region?
 - The LRTP seeks to reflect the distinct characteristics and evolving needs of Central Oklahoma by identifying appropriate levels of transit service for each community within the region. The transit vision accounts for anticipated job and population growth, ensuring that the transit system evolves alongside the region's development and alleviates congestion.
- How will projects and investments identified in the LRTP be funded?
 - Responsible investments will be identified to support a successful long-term vision. The LRTP will identify potential approaches to secure funding for components of the transit vision that do not have funding identified.
- How does the 30-year transit vision meet both the near-term and long-term needs for the Central Oklahoma Region?
 - The Long-Range Transit Plan (LRTP) addresses regional needs through a phased approach, with service changes planned across three timeframes: Short Term (0–10 years), Medium Term (10–20 years), and Transit Vision (20–30 years). Each phase is designed to respond to projected demand and includes recommendations and action steps, ensuring that transit investments are made strategically and responsibly over time.
- What improvements will be made to the passenger experience in the transit vision?
 - The transit vision aims to create a compelling and reliable experience for riders by enhancing passenger infrastructure at key locations throughout the region. Planned enhancements may include improved pedestrian and bicycle access to passenger facilities, the addition of amenities such as shelters and clear signage, and upgraded accessibility features to better serve riders with disabilities.
- How are the planned RTA projects incorporated into the transit vision?
 - Planned RTA investments, including the North/South commuter rail corridor, the Airport light rail corridor, and the East and West bus rapid transit (BRT) corridors, have been included in the medium-term planning scenario for the LRTP. These investments may be implemented sooner as additional funding becomes available. More information about the RTA and its projects can be found at www.rtaok.org/.
- (Three quick questions)- first, a similar question to the first one: the regional rail NS corridor won't be in operation for at least ten years? That is what the chart says.
 - The exact timing of the Commuter Rail is subject to funding availability and may be implemented sooner or later than the mid-term planning horizon.
- Also, how much if this plan is dependent on the vote to increase sales tax?
 - Funding for the mid-term and long-term investments will need to be secured. Dedicated local sales tax is imperative for funding these improvements.

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CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

Round Two Public Involvement Report
July 2025

CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

July Virtual Town Hall Revised Q&A

- And finally, for these of us who are already "on board," how can we support and help amplify this vision and plan for more public buy in?
 - Participate in the upcoming Metropolitan Transportation Plan (Encompass 2050). Follow ACOG for more updates on the Plan's progress. If you are a member of a community group that supports high-capacity transit, feel free to reach out to the RTA to speak to your group
- Why isn't the commuter rail system like the MARTA in Atlanta or DART in Dallas not a priority in OKC?
 - Regional transit partners have conducted several planning studies over the last 5 years that have identified five new high-capacity corridors. These include the North-South commuter rail corridor connecting Edmond and Norman to Downtown OKC and a light-rail connection to the Airport. MARTA and DART both have dedicated, voter approved funding sources for public transit, our region does not but the RTA is planning to ask the voters for dedicated funding
- Why doesn't the MPO long range transit plan recommend rail transit from downtown OKC to/from the northwest part of the metro such as beyond Lake Hefner and out toward Surrey Hills/Piedmont? The proposed 30-year plan only recommends BRT out northwest, and a few BRT buses in mixed traffic seems a poor substitute for "high capacity" rail (buses have low passenger capacity), considering that there are probably more people living out northwest as there are in either of Norman or Edmond. Yet, rail transit is recommended by the plan to reach Norman and Edmond. This also seems to be a weakness of the RTA's system long range plan.
 - The RTA Transit System Plan and Central Oklahoma LRTP considered many variables for new high-capacity services. These included anticipated ridership, right-of-way availability, and cost. The LRTP recommends extending NW RAPID and implementing technological enhancements to help the bus travel faster. A rail connection between Edmond, Oklahoma City and Norman can use existing railroad right of way shared with BNSF. The suggested rail to Piedmont and Surrey Hills does not have existing railroad right of way, making the project more complicated and likely more expensive.

Attendee questions to add to Evaluate Phase section on website:

- A similar question to the first one: the regional rail NS corridor won't be in operation for at least ten years? That is what the chart says.
 - The exact timing of the Commuter Rail is subject to funding availability and may be implemented sooner or later than the mid-term planning horizon.
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CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

Round Two Public Involvement Report
July 2025



CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

July Virtual Town Hall Revised Q&A

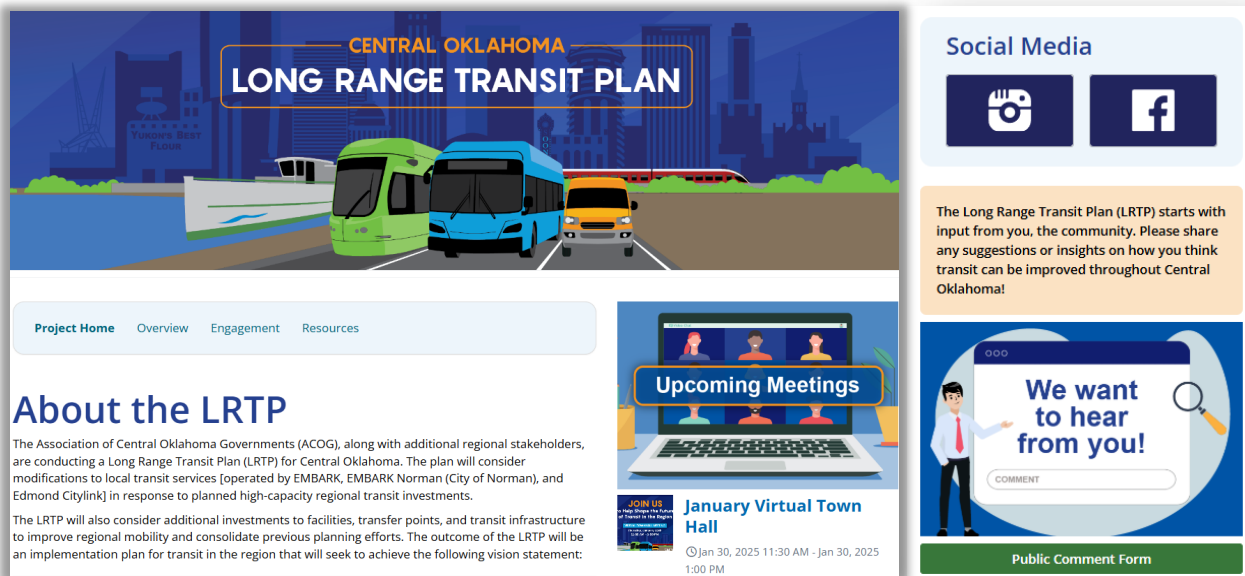
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 - The RTA Transit System Plan and Central Oklahoma LRTP considered many variables for new high-capacity services. These included anticipated ridership, right-of-way availability, and cost. The LRTP recommends extending NW RAPID and implementing technological enhancements to help the bus travel faster. A rail connection between Edmond, Oklahoma City and Norman can use existing railroad right of way shared with BNSF. The suggested rail to Piedmont and Surrey Hills does not have existing railroad right of way, making the project more complicated and likely more expensive.
- What funding scenarios does the 30-year plan have for contracts between public transportation entities (EMBARC, CityLink, City of Norman, etc.) and the nonprofit "transit" entities that provide so many of the door-to-door and other passenger trips that public transportation does not provide?
 - Responsible investments will be identified to support a successful long-term vision. The LRTP will identify potential approaches to secure funding for components of the transit vision that do not have funding set aside.
- Will new stops along these many routes and transit types include shelters that provide relief from the heat, a water fountain and shade (either sufficient room to plant trees to ensure survival and/or shading structures)?
 - The LRTP will determine amenities at each stop based on factors like ridership and the number of routes served. Amenities will include benches, shelters, additional wayfinding signage, and safety and security elements like additional lighting.
- What are some of the top benefits proposed in the plan for transportation of people with disabilities who can't drive or can't drive very far?
 - In the transit vision planning scenario, all passenger facilities will be accessible to riders with physical or cognitive disabilities. Accessibility features will include ramps and elevators for wheelchair users (where appropriate), tactile paving, audio announcements, and clear signage.

CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

Round Two Public Involvement Report
July 2025

Attachment 2 – Digital Outreach

Project Website



The screenshot shows the project website for the Central Oklahoma Long Range Transit Plan. The header features the project title and a navigation bar with links: Project Home, Overview, Engagement, and Resources. The main content area includes a section titled "About the LRTP" with a detailed description of the plan's purpose and goals. To the right, there is a "Social Media" section with icons for Instagram and Facebook, and a "Public Comment Form" section with a text input field and a "We want to hear from you!" prompt. Below the main content, there is a section for "Upcoming Meetings" featuring a "January Virtual Town Hall" event scheduled for January 30, 2025, from 11:30 AM to 1:00 PM.

Social Media Posts



Join us at our
Virtual Town Hall
to share your vision for
transit in Central Oklahoma!

July 9 via Zoom
11:30am to 12:30pm
www.ConnectCentralOK.com

CENTRAL OKLAHOMA
LONG RANGE TRANSIT PLAN



CENTRAL OKLAHOMA
LONG RANGE TRANSIT PLAN

Join us at our
upcoming meeting
to learn more about the LRTP and
transit vision for Central Oklahoma

Visit our website for meeting dates and times

www.ConnectCentralOK.com



Attachment 3 – Online Engagement Feedback

CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

Round Two Public Involvement Report
July 2025

OK LRTP Public Comments (Website)		
	Date	Comment
1	2/19/25	Please keep me informed on all issues relating to this manner! I'm excited for the future!!
2	2/19/25	I am very excited to see the high-capacity transit plans put forward. Transit between our city centers and especially the concentrated employment area at Tinker would significantly increase the chances that my family and I continue to live and work in the OKC metro area.
3	2/19	Has a study been done to ascertain how many people who live in Edmond and Norman commute to OKC for work? If so, has a survey been done to ascertain how many of them would be interested in parking their private vehicles somewhere in their respective home towns in order to take a light rail into the City? Has a study been done to ascertain how many people from Edmond, Norman, and Oklahoma City would choose to take a light rail to and/or from the airport? Have the Edmond and Norman city planners selected where in their respective communities they would locate the stations and provide ample parking for those accessing the light rail? Will paying for that land come out of the taxes collected for light rail or by some other means? Have any surveys been done to determine whether taxpayers are generally supportive of the proposed light rail system? Do their answers hold when notified that each affected community will be saddled with an additional sales tax to pay for this? If each of those questions has not been answered, when might we expect due diligence to determine them?
4	2/19	Any plan that tries to include "light rail" as part of the solution needs to realize the amount of disruption and excessive taxes and subsidies required to keep ticket prices low enough for anyone to want to use the rail lines. Let the current bus lines serve commuters on express routes and potentially expand the current park-and-ride from the City outskirts.
5	2/19	I would like to express my support for the plan [handle] to have a light rail system from Norman to Edmond with a stop in OKC. As a Norman resident and a father of two young girls, a transportation system would really open up opportunities in Oklahoma City to our family. We would use it to go to Scissor Tail Park, the Myriad Gardens and the OKC art museum. We lived outside Denver, CO for a little while and taking the light rail into the city to go to Rockies games was a highlight. I could see Sooner fans from OKC coming down for football games and alleviating traffic. A major concern that I would have is that there be adequate capacity during sporting events. I could see people really wanted to take advantage of it for

CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

Round Two Public Involvement Report
July 2025

OK LRTP Public Comments (Website)		
Date	Comment	
		Thunder games and Sooner games. I would also want to know if/where the new Norman arena will be built as I could see it being a boon for basketball and gymnastics events. All in all I would support the idea, especially if it connected OKC residents to Sooner events and Norman residents to Thunder games and the downtown.
6	2/19/25	I support light rail in OKC metro.
7	2/19/25	Light rail running from I-35 & Waterloo to Downtown OKC would be a godsend to many of us commuting 5 days a week. Thunder games, & University of Oklahoma sporting events would be amazing if we could hop on a train instead of fighting I-35 traffic.
8	2/19/25	I would love to have a dependable longer time range option for transit from Edmond to Norman as well as weekend options to get from Edmond to downtown regularly for more events. I drive regularly to OKC and to Norman daily and would gladly utilize a transit option if it didn't require 15 transfers and half a day off travel to commitment.
9	2/22/25	I strongly support a light rail system in the OKC region. I've lived in Edmond since 2007, and commute to OKC for work. As my children get older and graduate from public school, the only thing that will keep me in Edmond is a light rail system. Otherwise, I plan on moving to the city. I've lived in other places (NYC, DC, Philly) and in my mind, the one thing separating proper urban areas into which young, talented professionals want to relocate, is public transit. If Oklahoma wants to position itself as a destination, it'll need to think about what congestion looks like in 20 years. Please, do it!
10	3/12/25	I am all for the light rail. My sister lives in Charlotte, NC and she uses the light rail all the time to get downtown. Once while visiting we did a light rail brew tour where we'd stop along the rail to explore breweries and local businesses, before ending up downtown. It makes attending professional sports or concerts a lot easier and more approachable, and the airport commute would be so helpful. Any time I've flown into Denver I've used their light rail. I can't wait to have these options in OKC.
11	3/12/25	Rail system from Edmond to Norman. Stops in Moore south OKC north OKC and downtown. Easier for folks to get to concerts, football games, downtown restaurants, parks, and family activities. It would decrease traffic on interstate, grow tax revenue in all cities connected, and provide a cleaner source of transportation.
12	6/2/25	How is autonomous built into the plan and strategy? Where is the discussion of the costs of each of the options?
13	6/17/25	We MUST create more environmental and more easily accessible transit options for the OKC Metro and surrounding communities. My home is currently in the path of the proposed ACCESS Oklahoma turnpike build. This monstrosity will forever kill



CENTRAL OKLAHOMA
LONG RANGE TRANSIT PLAN

Round Two Public Involvement Report
July 2025

OK LRTP Public Comments (Website)		
Date		Comment
		our green space, demolish over 600 homes and properties, decimate wildlife and rural habitat, and increase light, water, and air pollution. There is absolutely NOTHING "imaginative" about another toll road. A commuter rail system IS imaginative and could lead Oklahoma into a forward-thinking arena for the future of transportation. Thank you for all that you are doing to promote a healthier alternative to highway traffic.
14	6/26/25	Residents in South OKC need a public transportation option to the airport without having to go downtown first.
15	7/4/2025	What action can be taken to reverse the decision to stop the Heartland Flyer?
16	7/9/25	Excited about the plans! Investing in both Commuter and Light rail train lines will have a positive effect on bus ridership. I also think increasing the frequency of buses (15min) will round out the rider experience and make it convenient, affordable, and enjoyable. Looking forward to more updates as the plans start moving along.



Attachment 4 - Graphics in PDF Format

July 9, 2025

Virtual Town Hall

Central Oklahoma Long Range Transit Plan Update



The Town Hall will begin at 11:30am CST.



Please use the Q&A function at the bottom of the screen to submit questions for the live Q&A portion of the event. Chat is disabled.



A recording of the event will be posted on [ConnectCentralOK.com](https://connectcentralok.com)



Closed captioning will be turned on for the duration of the Town Hall.





Introductory Notes



Presentation Recording

A recording and a PDF of the presentation will be made available on ConnectCentralOK.com



Live Q&A

You can provide written questions or comments using the Q&A button at the bottom of your screen for our panel to answer today



Timing

- **11:30 am – 12:05 pm CST** | Introductions & Presentation
- **12:05 pm – 12:25 pm CST** | Question & Answer Session
- **12:25 pm – 12:30 pm CST** | Closing Remarks



Agenda

- 1 Welcome and Introductions
- 2 Project Background
- 3 Round 1 Engagement Recap
- 4 Draft Regional Transit Vision
- 5 Project Next Steps
- 6 Q&A Session

Project Background





Welcome and Introductions

Project Leads



Operating Partners

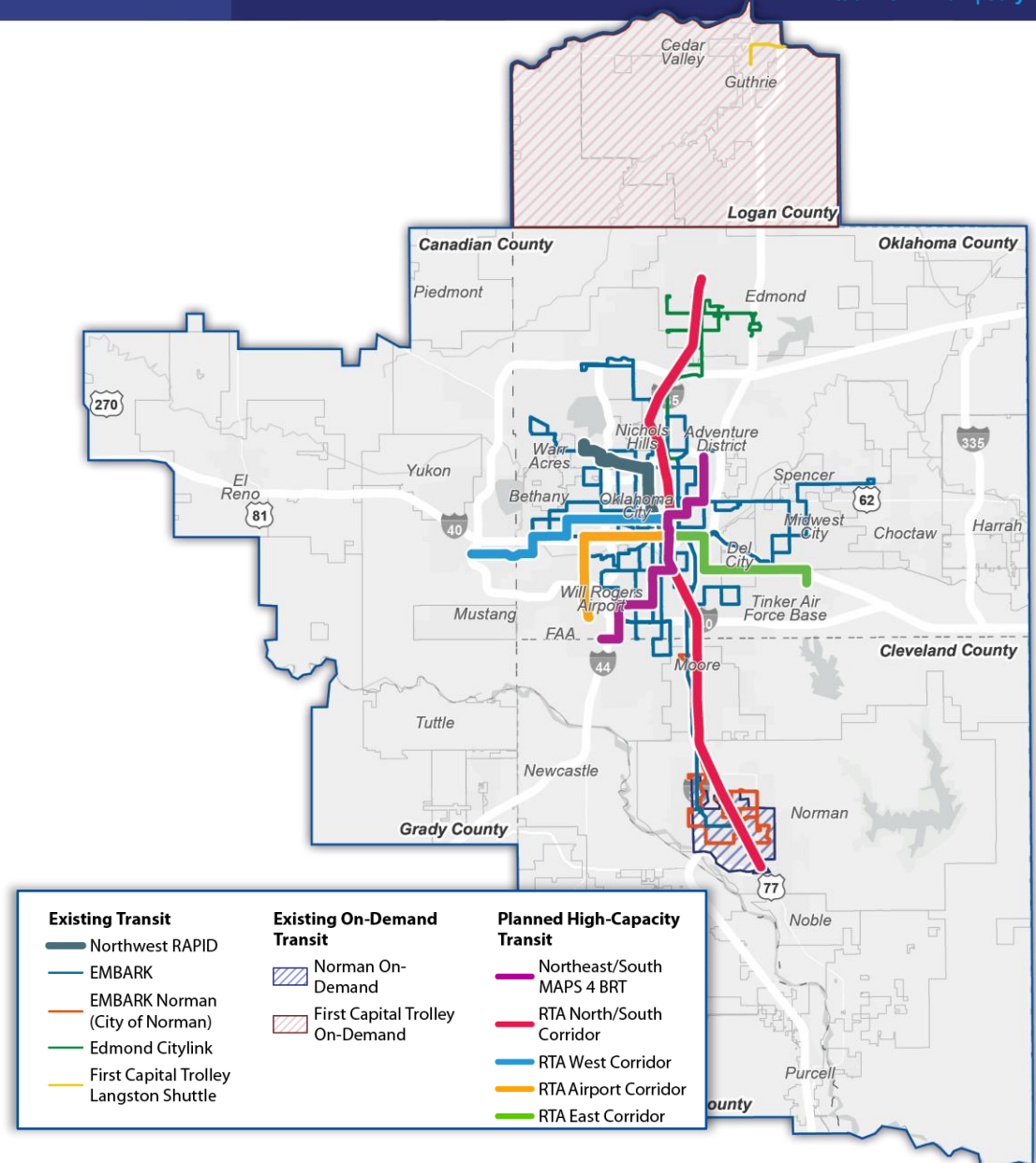


Government Partners

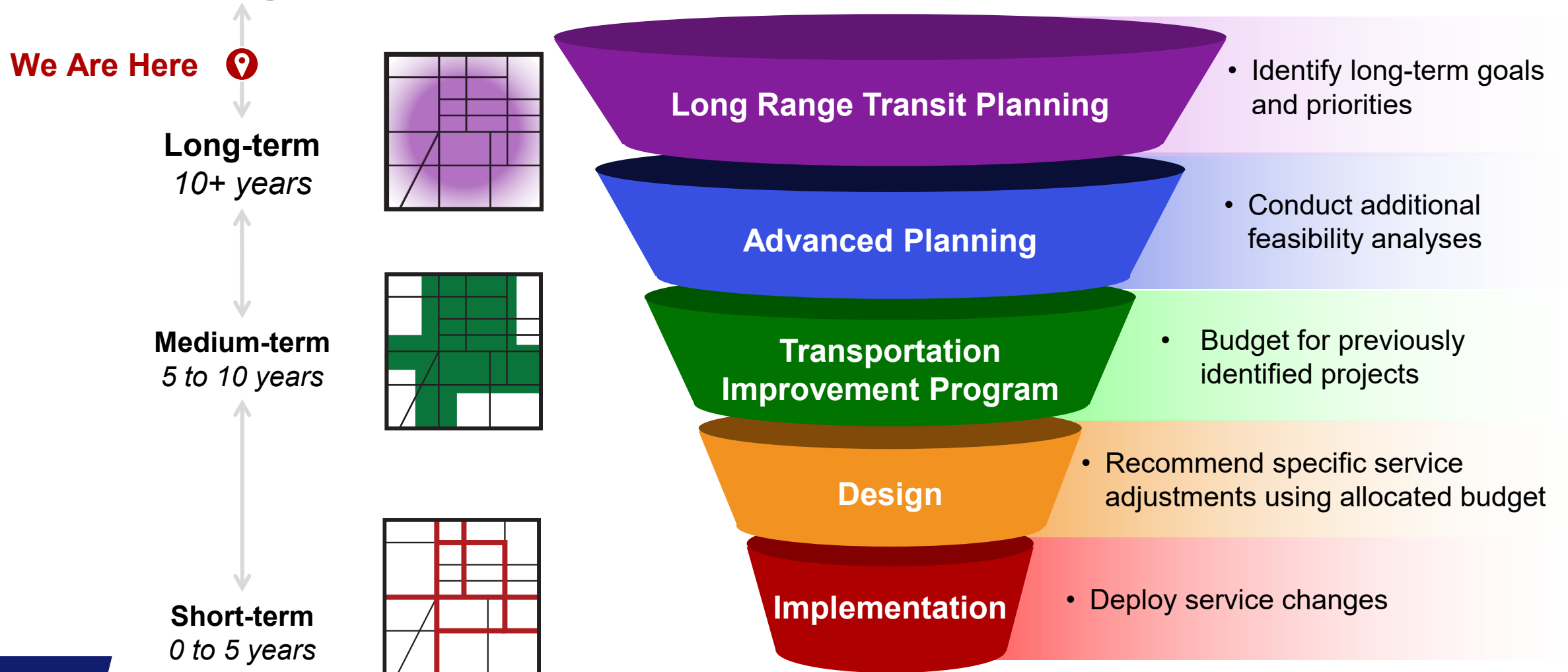


The LRTP will

- **Consolidate** all prior transit planning efforts in one place
- **Inform** ways local services could change to maximize benefits from high-capacity investments
- **Specify** local service modifications and supportive investments
- **Identify** discrete steps to be taken by local operators in preparation for new services



Planning Horizons





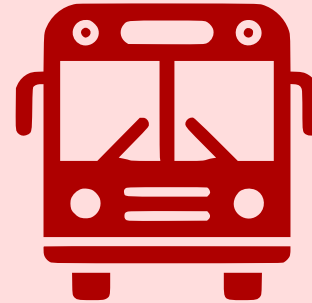
Project Goals



***Provide
communities with
meaningful access
to transit***



***Create a
compelling,
reliable rider
experience***



***Offer competitive
service options***



***Utilize resources
effectively***

Round 1 Engagement Recap





Round 1 Engagement Recap

Themes that we heard: 

Need to provide better connections
at transfer points

Interest in express service between
communities within the region

Desire for increased frequency and longer service
windows on weekdays and weekends

General excitement for the future of transit
in Central Oklahoma



19
Board/Committee
Meetings



1 Virtual Town Hall
43 Attendees



1,800
Website
Views



41
Public
Comments



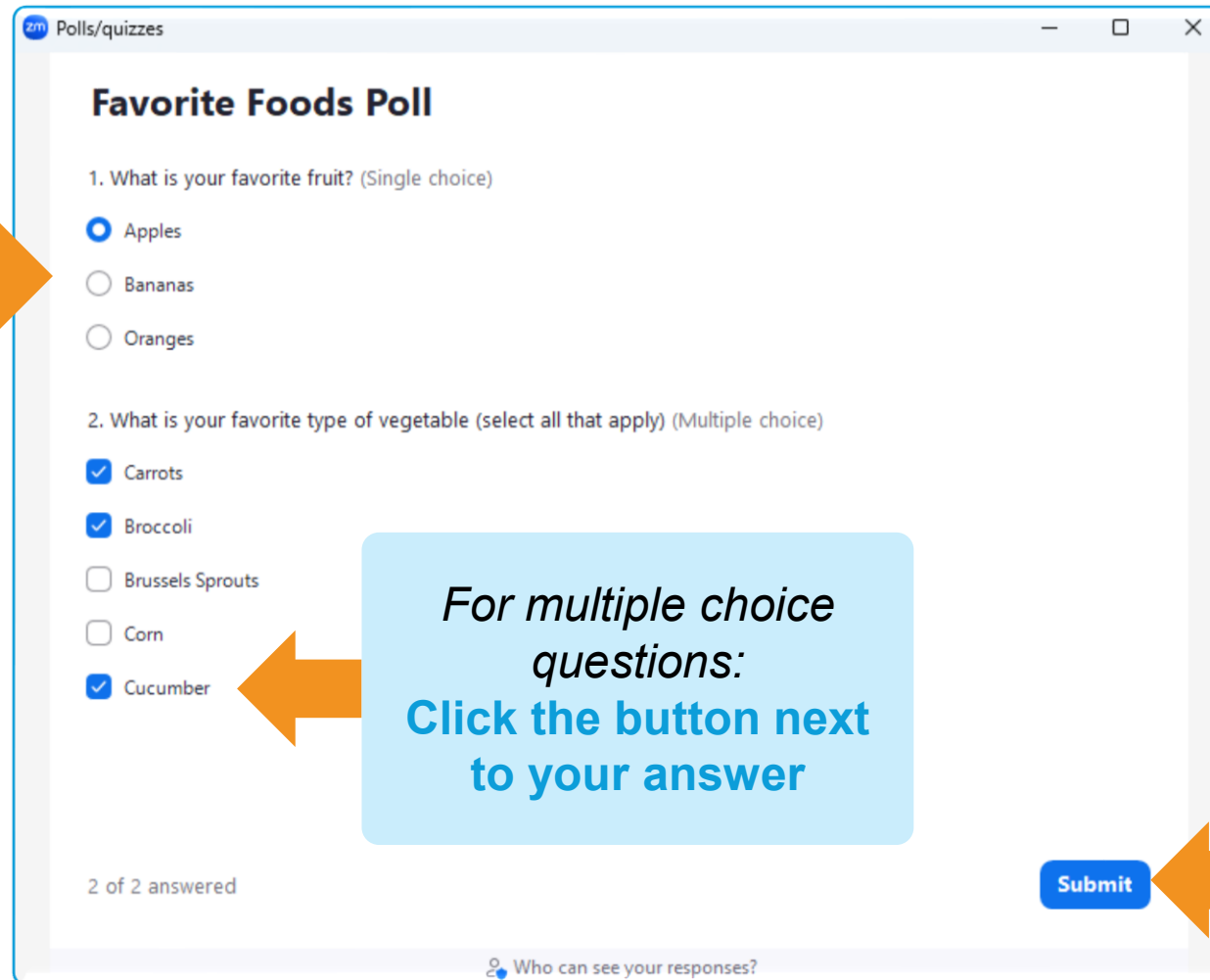
Factsheets, Social Media,
Website

Icebreaker Session #1



Zoom Functions for Icebreaker

For single choice questions:
Click the button next to your answer



The screenshot shows a Zoom window titled "Polls/quizzes" with a poll titled "Favorite Foods Poll". It contains two questions. The first question is "1. What is your favorite fruit? (Single choice)" with three radio button options: "Apples" (selected), "Bananas", and "Oranges". The second question is "2. What is your favorite type of vegetable (select all that apply) (Multiple choice)" with five checkbox options: "Carrots" (checked), "Broccoli" (checked), "Brussels Sprouts", "Corn", and "Cucumber" (checked). At the bottom left of the poll, it says "2 of 2 answered". At the bottom right, there is a blue "Submit" button. Below the poll, there is a small icon and the text "Who can see your responses?".

For multiple choice questions:
Click the button next to your answer

Once complete:
click submit



Question #1

How often do you use transit?

- Daily
- Weekly
- Monthly
- Not at all

zm Polls/quizzes

Favorite Foods Poll

1. What is your favorite fruit? (Single choice)

☒ Apples

☐ Bananas

☐ Oranges

Click the button next to
your answer



Question #2

What transit service would you use the most?

- Local bus
- On-demand service
- Streetcar
- Bus rapid transit
- Light rail
- Commuter rail

zm Polls/quizzes

Favorite Foods Poll

1. What is your favorite fruit? (Single choice)

☒ Apples

☐ Bananas

☐ Oranges

**Click the button next to
your answer**

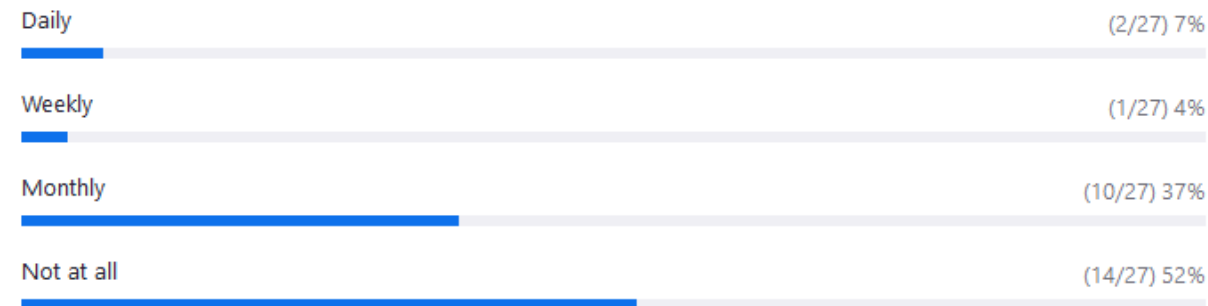


Icebreaker Session Responses

Question #1

1. How often do you use transit? (Single choice)

27/27 (100%) answered



Question #2

2. What transit service would you use the most? (Single choice)

26/27 (96%) answered

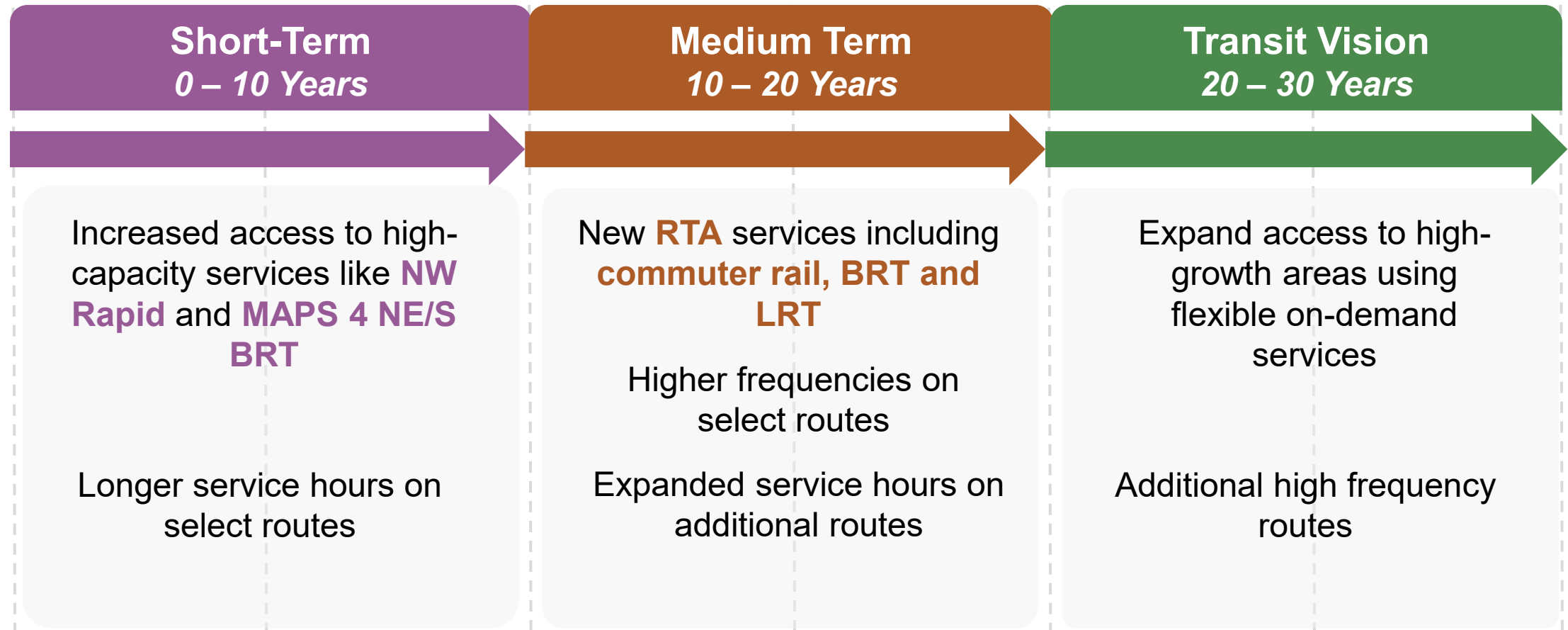


Draft Regional Transit Vision





Scenario Planning Horizon Timeline





What's Included in the Draft Regional Transit Vision?



14

High Frequency Routes



24

Routes with Service Enhancements



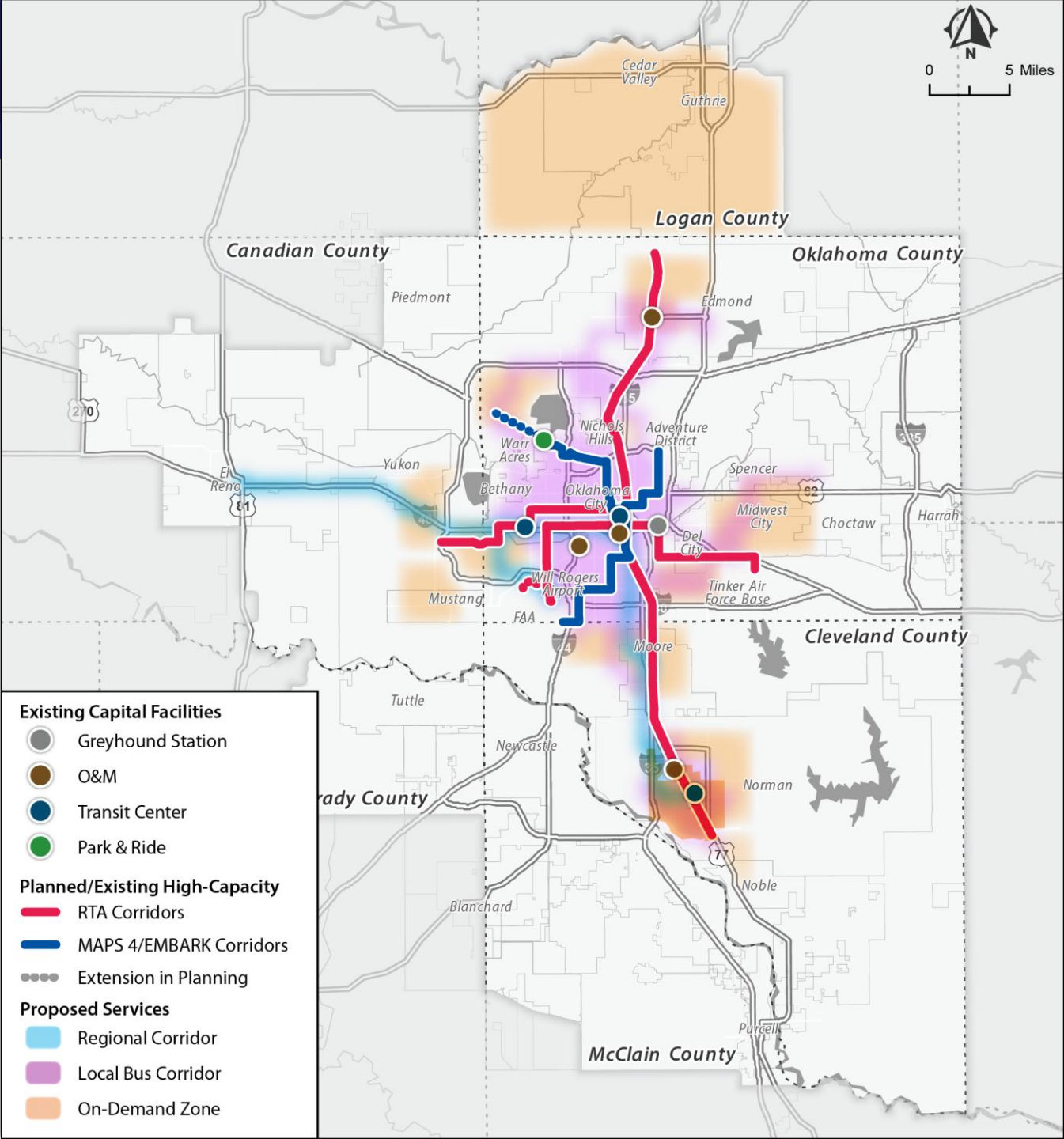
19

New Routes
Including bus rapid transit, light rail, and commuter rail



15

On-Demand Zones





Draft Regional Transit Vision

Guiding Principles



Improve
Network
Connections



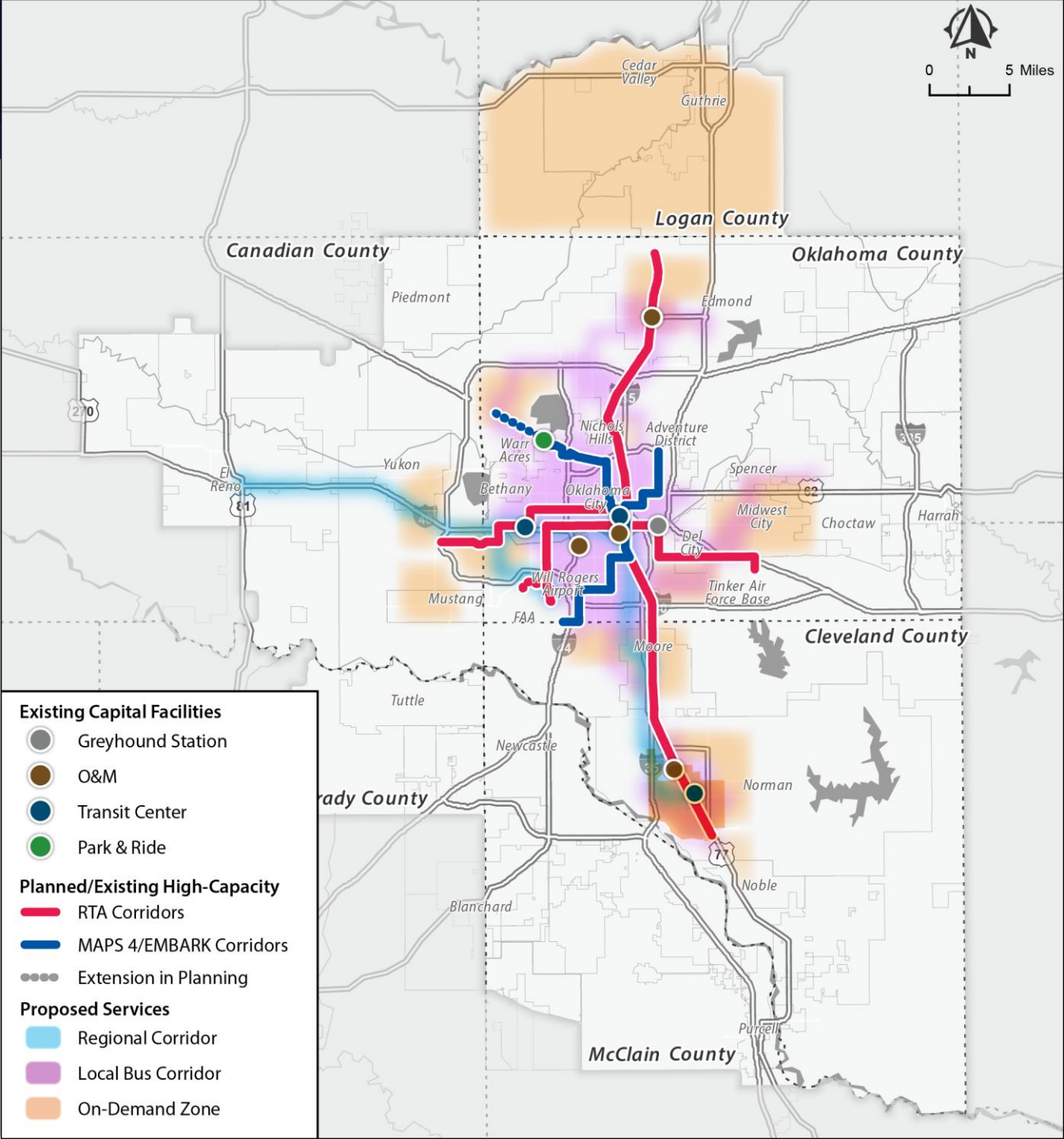
Connect to
High-Capacity
Investments



Higher Frequency
Service



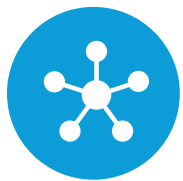
Complementary
Programs





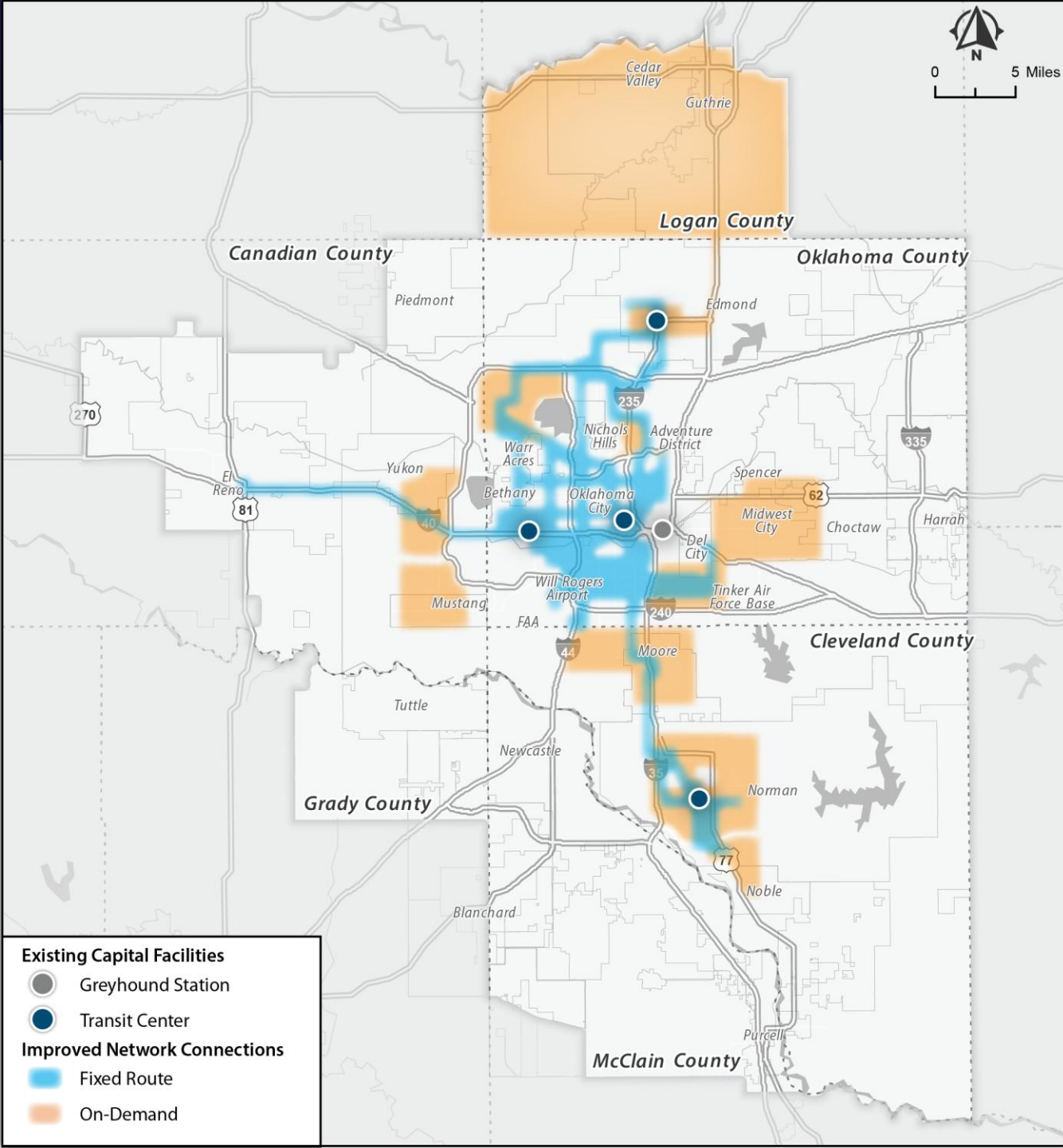
Improve Network Connections





Improve Network Connections

- Modifying routes to **expand service coverage** and **improve access**
- Adding new crosstown routes for **more direct trips**
- Providing **better connections** at transfer points





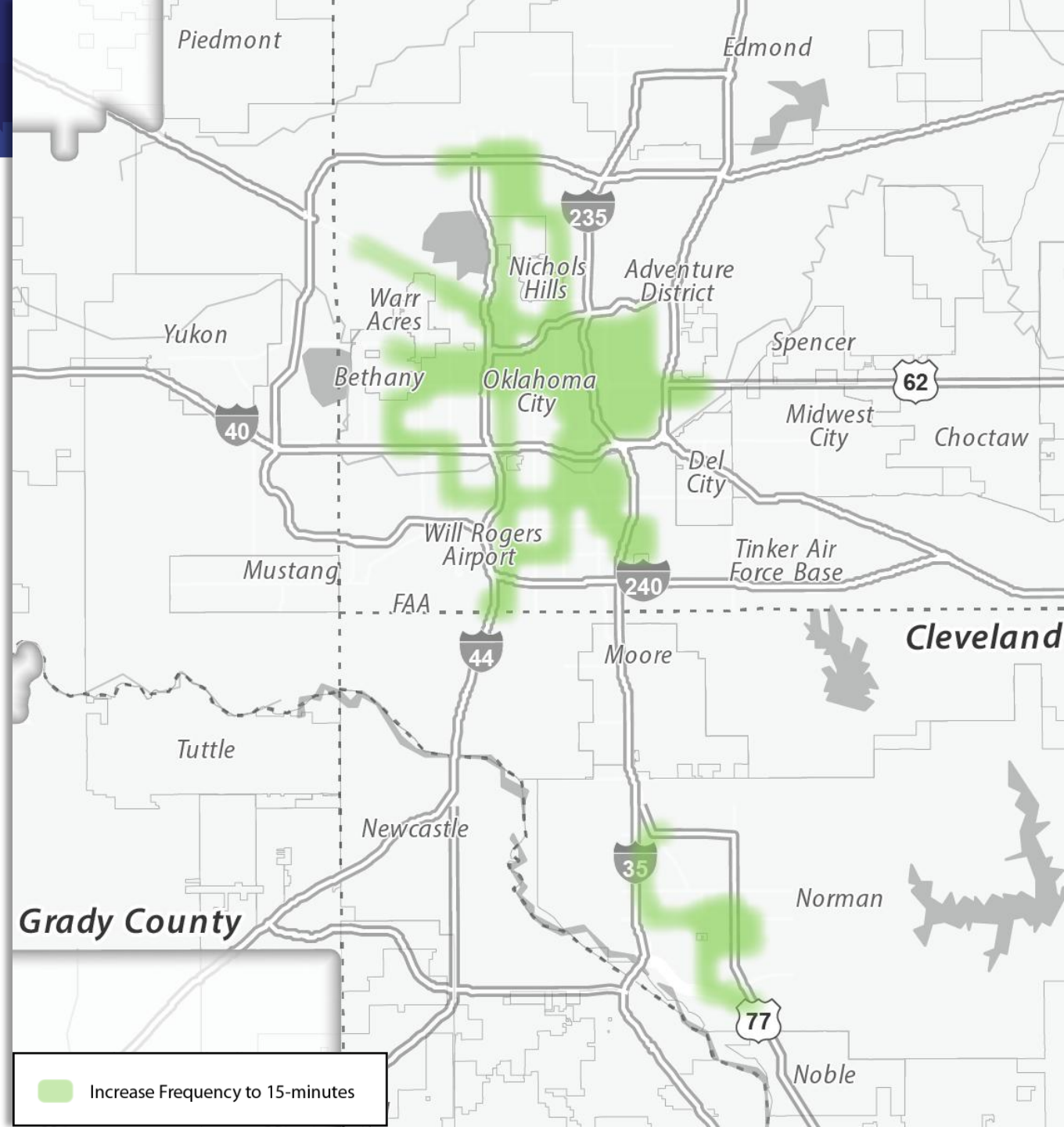
Higher Frequency Service





Higher Frequency Service

- Allow riders **more flexibility for different trip types** throughout the day
- Decrease transfer wait times with **more frequent service**





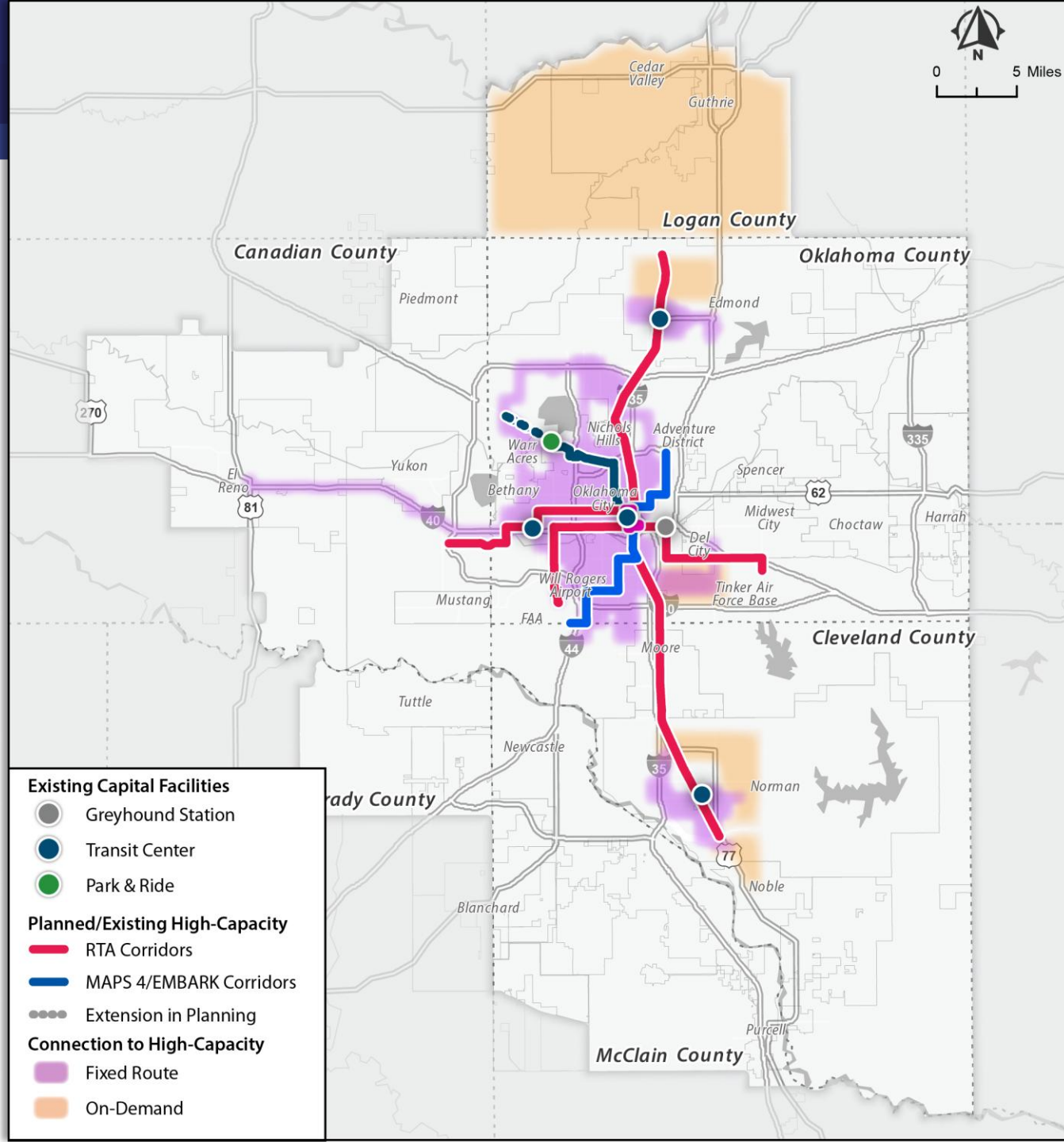
Connect to High- Capacity Investments





Connect to High-Capacity Investments

- New routes to provide **connections to areas with transit needs**
- Mobility hubs to **support high-capacity transfers**
- On-demand services to **connect users to high-capacity transit stations**





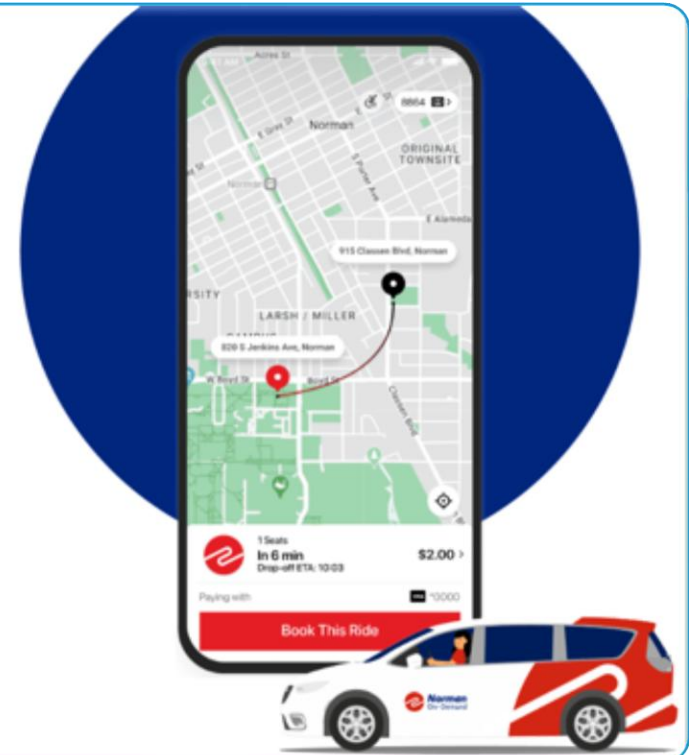
Complementary Programs

Get a ride nights and Sundays with Norman On-Demand.

Get safe and wallet-friendly rides within core Norman during evenings and all day Sundays for \$2 or less.



Scan to download

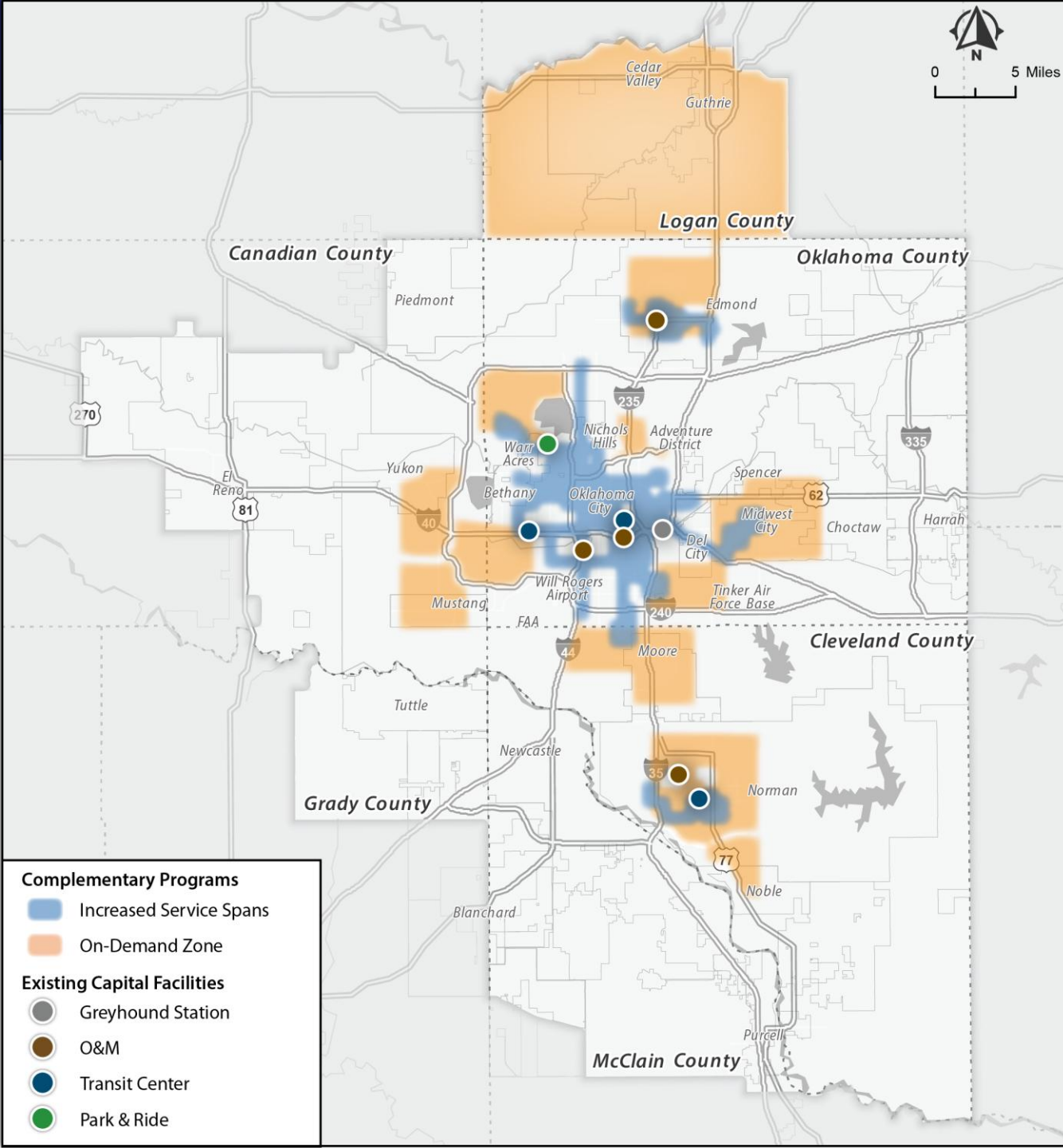


Norman On-Demand Service, City of Norman 2025



Complementary Programs

- Mobility Hubs to provide **amenities for passengers** and **connectivity to transfer** from one type of transit to another
- Park & Ride to **provide flexible options** to connect to the transit system
- On-Demand zones **to support first/last mile connections** and short trips





Draft Transit Vision Summary



↑ 71%

Increased Access for Low-income Households



+ 151,000

More Jobs Served



+ 389,000

More Population Served



+ 400

Miles of New Frequent Service



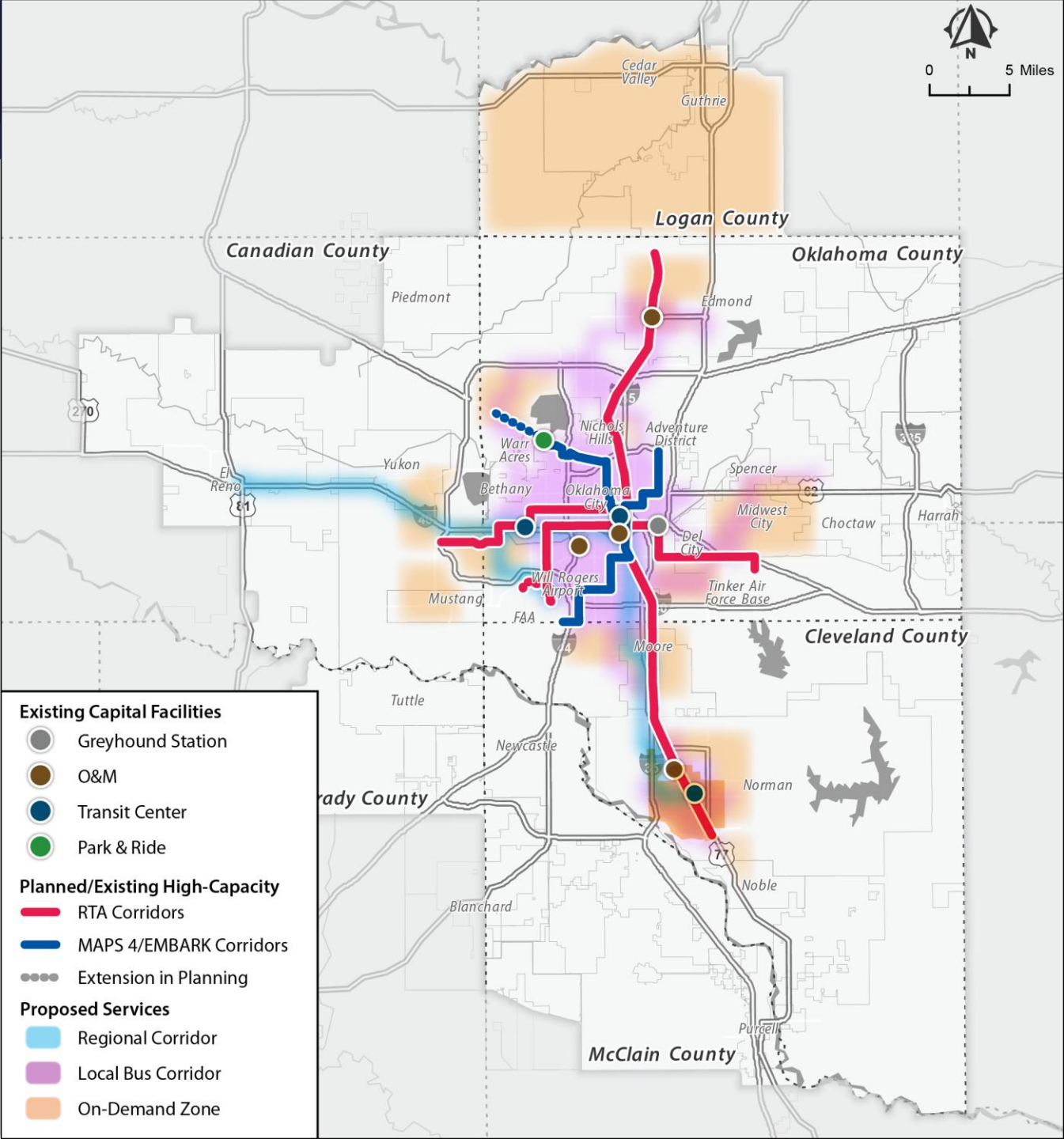
↑ 150%

Increase in Daily Service Hours



↑ 120%

Expected Increase in Ridership



Icebreaker Session #2





Zoom Functions for Icebreaker

For single choice questions:
Click the button next to your answer

The screenshot shows a Zoom window titled "Polls/quizzes" with a poll titled "Favorite Foods Poll". It contains two questions: a single-choice question about favorite fruit and a multiple-choice question about favorite vegetables. The "Submit" button is at the bottom right.

Favorite Foods Poll

1. What is your favorite fruit? (Single choice)

- ☒ Apples
- ☐ Bananas
- ☐ Oranges

2. What is your favorite type of vegetable (select all that apply) (Multiple choice)

- ☒ Carrots
- ☒ Broccoli
- ☐ Brussels Sprouts
- ☐ Corn
- ☒ Cucumber

2 of 2 answered

Who can see your responses?

For multiple choice questions:
Click the button next to your answer

Once complete:
click submit



Question #3

**Based on the proposed vision,
which benefits are you most excited
about?**

(select all that apply)

- Congestion relief (I want less traffic in the region)
- Easier access to jobs (I want to get to my job in healthcare, education, entertainment, services, etc.)
- More flexibility in trip types (I want to take transit to run all my errands)
- More access to different parts of the region (I want to explore the region)

2. What is your favorite type of vegetable (select all that apply) (Multiple choice)

- ☒ Carrots
- ☒ Broccoli
- ☐ Brussels Sprouts
- ☐ Corn
- ☒ Cucumber

**Click the button
next to your answer**



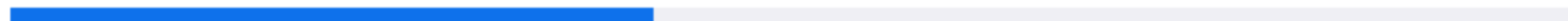
Icebreaker Session Responses

Question #3

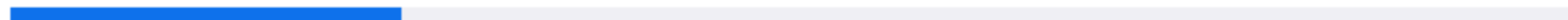
1. Based on the proposed vision, which benefits are you the most excited about? (Multiple choice)

32/32 (100%) answered

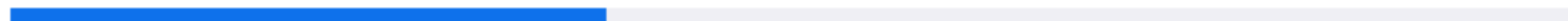
Congestion relief (I want less traffic in the region) (13/32) 41%



Easier access to jobs (I want to get to my job in healthcare, education, entertainment, services, etc.) (8/32) 25%



More flexibility in trip types (I want to take transit to run all my errands) (12/32) 38%



More access to different parts of the region (I want to explore the region) (19/32) 59%

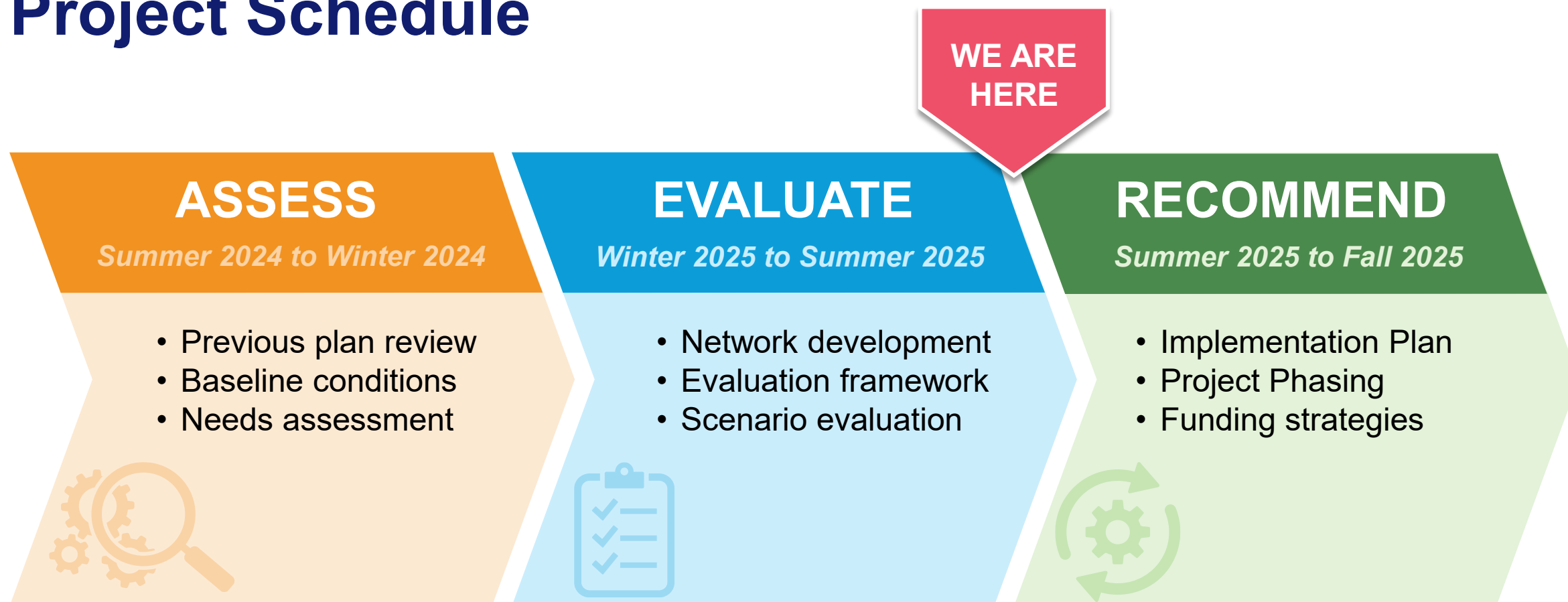


Project Next Steps





Project Schedule



Q & A Session

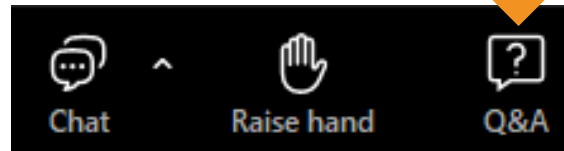




Zoom Functions for Q&A

1. Use the Q&A for any comments or questions
2. The Chat and Raise Hand Functions are turned off and will not be used
3. All questions may not be answered live due to time constraints but will be included in the Q&A section on **ConnectCentralOK.com**

Step 1:
Click the Q&A icon



Step 2:
Enter your question in
the new window

Follow us for project updates



Please fill out the Public Comment Form on the project website.

www.ConnectCentralOK.com



High-capacity transit vehicles make fewer stops, travel at higher speeds, have more frequent service, and carry more people than typical city buses. High-capacity transit includes key features to create a better rider experience and make the service as congestion-proof as possible.



<https://tinyurl.com/OKLRTP-Storymap>



CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN



Draft Regional Transit Vision

ACOG, EMBARK, MAPS 4, and other key stakeholders are developing a regional transit vision for the next 30 years.

Central Oklahoma: A Booming Region

The Central Oklahoma region is experiencing rapid and sustained growth, fueled by a thriving economy and a high quality for life. In order to continue this pace of growth, investments in transportation, including transit, are critical.

The draft regional transit vision will increase regional connectivity, provide seamless connections, and enhance the overall rider experience by:



Providing more frequent service



More direct trips across the region to more places



Connecting to rail and Bus Rapid Transit (BRT) projects



Providing convenient amenities

Between now and 2045, Central Oklahoma is expected to experience:



36% ↑

Population Growth



49% ↑

Employment Growth

What's Included in the Transit Vision?



71% ↑
ACCESS FOR LOW-INCOME HOUSEHOLDS



15
HIGH FREQUENCY ROUTES



3
COMMUTER EXPRESS ROUTES

155,000
MORE JOBS



27
LOCAL BUS ROUTES



15
ON-DEMAND ZONES



7
PROPOSED CAPITAL FACILITIES

375,000
MORE RESIDENTS WITHIN
½ MILE OF TRANSIT

In the Next...

0-10 Years	10-20 Years	20-30 Years
Changes to local bus routes to complement services like RAPID Northwest and the MAPS 4 Northeast/South BRT and longer service hours on select routes.	New RTA services will meet the needs of a growing region and provide high-capacity, high frequency connections across Central Oklahoma.	Additional high frequency services will be added, along with on-demand zones and express services to provide flexible transportation options.



**Transit for you,
by you!**



Please fill out our Public Comment Form with any suggestions or questions.

**Project
Partners**

EMBARK

MAPS4

acog

RTA

citylink



Edmond



OKLAHOMA
Transportation

Learn More



www.ConnectCentralOK.com



<https://tinyurl.com/OKLRTP-Storymap>

Central Oklahoma Regional Transit Vision

Filling in the Gaps



On-Demand Zones

Also called microtransit, on-demand zones offer flexible services that can take you anywhere within the zone. On-demand transit helps fill gaps in the public transportation network.



Expanded Coverage

The transit vision includes multiple routes designed to get riders across the region quickly and efficiently. More routes will also operate during early mornings, late nights, and the weekends.

LEGEND

Existing Capital Facilities

- Greyhound Station
- Operations and Maintenance
- Transit Center
- Park & Ride

Planned/Existing High-Capacity

- RTA Corridors
- MAPS 4/EMBARK Corridors
- Extension in Planning

Proposed Capital Facilities

- Intermodal Facility
- Mobility Hub
- Transfer Point
- Park & Ride

Regional Corridors

High Frequency Routes

Local Bus Corridors

On-Demand Zones

Canadian County

Piedmont

Logan County

Oklahoma County

Midwest City

Cleveland County

Norman

Grady County



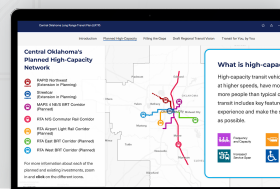
High Frequency Routes

More routes will operate at intervals of 15 minutes or better, making these services more convenient and efficient.



Mobility Hubs

Hubs located at convenient locations that integrate transportation options like buses, bikes, and on-demand services. Mobility hubs make the transit riding experience more efficient.



Check out the Story Map to see the full transit vision!

<https://tinyurl.com/OKLRTP-Storymap>



DEL CENTRO DE OKLAHOMA PLAN DE TRÁNSITO A LARGO PLAZO



Visión Preliminar de Tránsito Regional

ACOG, EMBARK, MAPS 4, junto con otros grupos de interés (stakeholders), se encuentran desarrollando una visión de tránsito regional para los próximos 30 años.

Centro de Oklahoma: Una Región en Ascenso

La región del Centro de Oklahoma está atravesando un crecimiento rápido y constante, impulsado por una economía próspera y una alta calidad de vida. Para continuar con este ritmo de crecimiento, las inversiones en el sistema de tránsito, incluyendo el transporte público, son fundamentales.

La visión preliminar de tránsito regional aumentará la conectividad regional, brindará conexiones sin interrupciones y mejorará la experiencia general del usuario mediante:



Un servicio más frecuente



Conexión con proyectos ferroviarios y de Autobuses de Tránsito Rápido (BRT por sus siglas en inglés)



Más trayectos directos a través de la región para llegar a más lugares



Servicios más convenientes para el usuario

Entre ahora y 2045, se espera que el centro de Oklahoma experimente:



36% ↑

Crecimiento de la población



49% ↑

Crecimiento del empleo

¿Qué incluye la Visión de Tránsito?



71% ↑
DE ACCESO PARA
HOGARES DE BAJOS
INGRESOS



15
RUTAS DE ALTA
FRECUENCIA



3
RUTAS EXPRÉS
PARA COMMUTERS



27
RUTAS LOCALES
DE AUTOBÚS



15
ZONAS BAJO-DEMANDA
(ON-DEMAND)



7
INSTALACIONES DE
INFRAESTRUCTURA
PROPUESTAS

155,000
NUEVOS EMPLEOS

375,000

RESIDENTES MÁS, VIVIENDO
A MENOS DE MEDIA MILLA
DEL TRANSPORTE PÚBLICO

En los Próximos...

0-10 Años

Cambios en las rutas de autobuses locales para complementar servicios como RAPID Noroeste y el BRT Noreste/Sur de MAPS4, así como horarios de servicio más amplios en determinadas rutas.

10-20 Años

Los servicios nuevos de la RTA cubrirán las necesidades de una región en crecimiento y brindarán conexiones de alta capacidad y frecuencia a través de la región del Centro de Oklahoma.

20-30 Años

Se incorporarán servicios adicionales de alta frecuencia, así como zonas bajo-demanda y servicios express para ofrecer opciones de tránsito flexibles.



¡Tránsito para usted, creado por usted!

Por favor, complete nuestro Formulario para Comentarios del Público con cualquier pregunta o sugerencia.

Socios del Proyecto

EMBARK

MAPS4

acog

RTA

citylink



Edmond



OKLAHOMA
Transportation

Conozca Más



www.ConnectCentralOK.com



<https://tinyurl.com/OKLRTP-Storymap>

PLAN DE TRÁNSITO A LARGO PLAZO

Visión Regional de Tránsito del Centro de Oklahoma

Cubriendo Necesidades



Zonas Bajo-Demanda

También llamadas de microtránsito, las zonas bajo-demanda ofrecen servicios flexibles que pueden transportarle a cualquier lugar dentro de la zona. El tránsito bajo-demanda ayuda a cubrir necesidades dentro de la red de transporte público.



Mayor Cobertura

La visión de tránsito incluye múltiples rutas diseñadas para transportar a los usuarios a través de la región de manera rápida y eficiente. También operarán más rutas durante las primeras horas de la mañana, por la noche y durante los fines de semana.

LEYENDA

Instalaciones de Infraestructura Existentes

- Estación Greyhound
- Operaciones y Mantenimiento
- Centro de Tránsito
- Área de Estacionamiento

Alta Capacidad Planeada/Existente

- Corredores de la RTA
- Corredor MAPS 4/EMBARK
- Extensión en la Planificación

Instalaciones de Infraestructura Propuestas

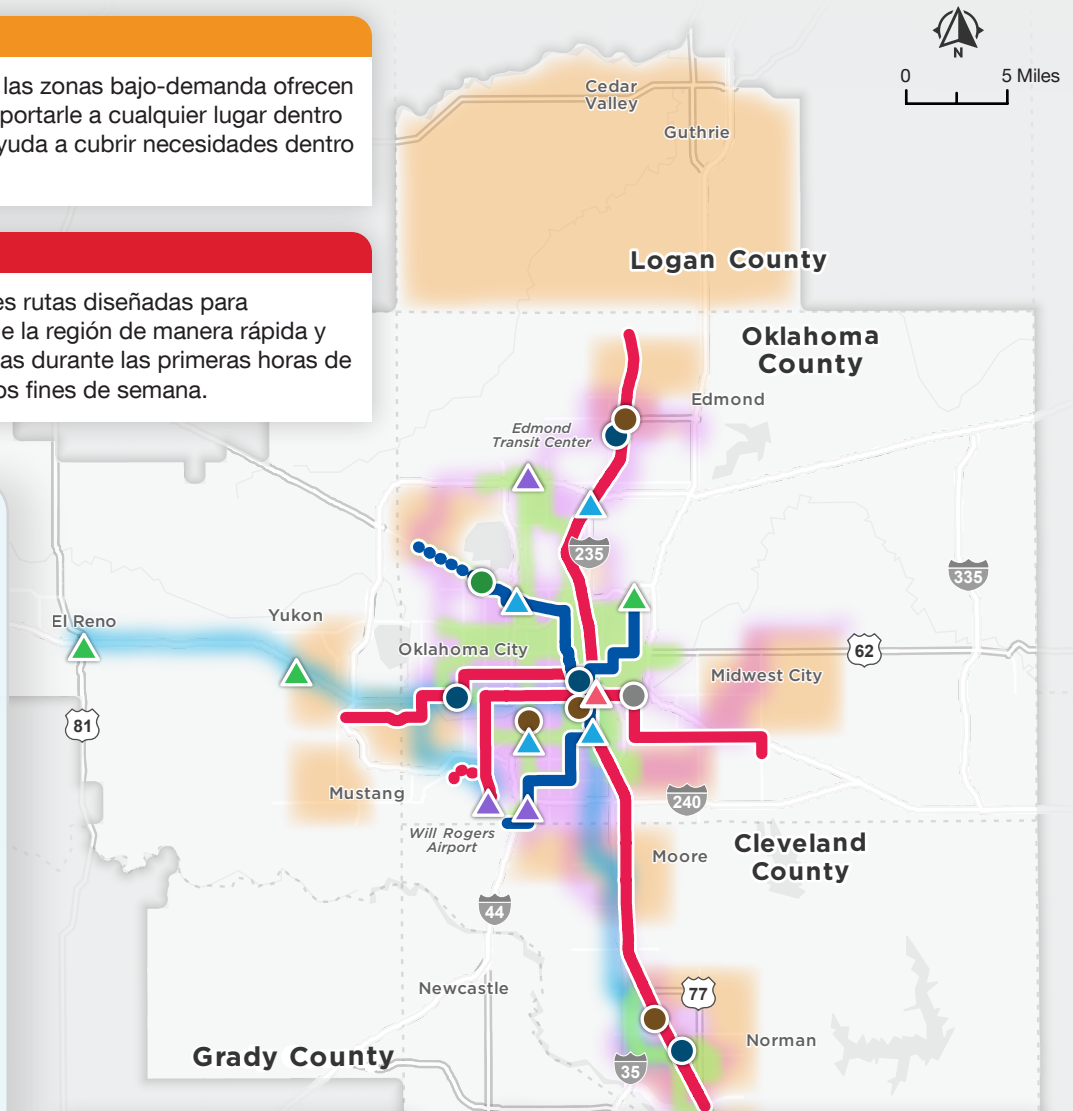
- Centro Intermodal
- Centro de Movilidad
- Punto de Transbordo
- Área de Estacionamiento

Corredores Regionales

Rutas de Alta Frecuencia

Corredores de Autobuses Locales

Zonas Bajo-Demanda



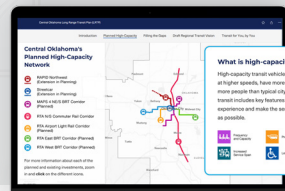
Rutas de Alta Frecuencia

Más rutas operarán a intervalos de 15 minutos o menos, haciendo que estos servicios sean más cómodos y eficientes.



Centros de Movilidad

Centros ubicados en zonas estratégicas que integran opciones de transporte como autobuses, bicicletas y servicios bajo-demanda. Los centros de movilidad contribuyen a que la experiencia de viajar en transporte público sea más eficiente.



¡Visite el Mapa Interactivo para ver la visión de tránsito completa!

<https://tinyurl.com/OKLRTP-Storymap>



CENTRAL OKLAHOMA
LONG RANGE TRANSIT PLAN

**Join us at our
upcoming meeting**
to learn more about the LRTP and
transit vision for Central Oklahoma

Visit our website for meeting dates and times



www.ConnectCentralOK.com

Join us at our Virtual Town Hall

to share your vision for
transit in Central Oklahoma!

July 9 via Zoom
11:30am to 12:30pm

www.ConnectCentralOK.com



CENTRAL OKLAHOMA
LONG RANGE TRANSIT PLAN

Revised Questions and Responses from Virtual Town Hall

The below questions were submitted during the July Virtual Town Hall; they have been edited for length and clarity.

- How will the transit vision address the unique travel patterns of different communities across the region?
 - The LRTP seeks to reflect the distinct characteristics and evolving needs of Central Oklahoma by identifying appropriate levels of transit service for each community within the region. The transit vision accounts for anticipated job and population growth, ensuring that the transit system evolves alongside the region's development and alleviates congestion.
- How will projects and investments identified in the LRTP be funded?
 - Responsible investments will be identified to support a successful long-term vision. The LRTP will identify potential approaches to secure funding for components of the transit vision that do not have funding identified.
- How does the 30-year transit vision meet both the near-term and long-term needs for the Central Oklahoma Region?
 - The Long-Range Transit Plan (LRTP) addresses regional needs through a phased approach, with service changes planned across three timeframes: Short Term (0–10 years), Medium Term (10–20 years), and Transit Vision (20–30 years). Each phase is designed to respond to projected demand and includes recommendations and action steps, ensuring that transit investments are made strategically and responsibly over time.
- What improvements will be made to the passenger experience in the transit vision?
 - The transit vision aims to create a compelling and reliable experience for riders by enhancing passenger infrastructure at key locations throughout the region. Planned enhancements may include improved pedestrian and bicycle access to passenger facilities, the addition of amenities such as shelters and clear signage, and upgraded accessibility features to better serve riders with disabilities.
- How are the planned RTA projects incorporated into the transit vision?
 - Planned RTA investments, including the North/South commuter rail corridor, the Airport light rail corridor, and the East and West bus rapid transit (BRT) corridors, have been included in the medium-term planning scenario for the LRTP. These investments may be implemented sooner as additional funding becomes available. More information about the RTA and its projects can be found at www.rtaok.org/
- (Three quick questions)- first, a similar question to the first one: the regional rail NS corridor won't be in operation for at least ten years? That is what the chart says.
 - The exact timing of the Commuter Rail is subject to funding availability and may be implemented sooner or later than the mid-term planning horizon.
- Also, how much if this plan is dependent on the vote to increase sales tax?
 - Funding for the mid-term and long-term investments will need to be secured. Dedicated local sales tax is imperative for funding these improvements.

- And finally, for these of us who are already “on board,” how can we support and help amplify this vision and plan for more public buy in?
 - Participate in the upcoming Metropolitan Transportation Plan (Encompass 2050). Follow ACOG for more updates on the Plan’s progress. If you are a member of a community group that supports high-capacity transit, feel free to reach out to the RTA to speak to your group
- Why isn't the commuter rail system like the MARTA in Atlanta or DART in Dallas not a priority in OKC?
 - Regional transit partners have conducted several planning studies over the last 5 years that have identified five new high-capacity corridors. These include the North-South commuter rail corridor connecting Edmond and Norman to Downtown OKC and a light-rail connection to the Airport. MARTA and DART both have dedicated, voter approved funding sources for public transit, our region does not but the RTA is planning to ask the voters for dedicated funding
- Why doesn't the MPO long range transit plan recommend rail transit from downtown OKC to/from the northwest part of the metro such as beyond Lake Hefner and out toward Surrey Hills/Piedmont? The proposed 30-year plan only recommends BRT out northwest, and a few BRT buses in mixed traffic seems a poor substitute for “high capacity” rail (buses have low passenger capacity), considering that there are probably more people living out northwest as there are in either of Norman or Edmond. Yet, rail transit is recommended by the plan to reach Norman and Edmond. This also seems to be a weakness of the RTA's system long range plan.
 - The RTA Transit System Plan and Central Oklahoma LRTP considered many variables for new high-capacity services. These included anticipated ridership, right-of-way availability, and cost. The LRTP recommends extending NW RAPID and implementing technological enhancements to help the bus travel faster. A rail connection between Edmond, Oklahoma City and Norman can use existing railroad right of way shared with BNSF. The suggested rail to Piedmont and Surrey Hills does not have existing railroad right of way, making the project more complicated and likely more expensive.

Attendee questions to add to Evaluate Phase section on website:

- A similar question to the first one: the regional rail NS corridor won't be in operation for at least ten years? That is what the chart says.
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 - Participate in the upcoming Metropolitan Transportation Plan (Encompass 2050). Follow ACOG for more updates on the Plan’s progress. If you are a member of a community group that supports high-capacity transit, feel free to reach out to the RTA to speak to your group

- Why isn't the commuter rail system like the MARTA in Atlanta or DART in Dallas not a priority in OKC?
 - Regional transit partners have conducted several planning studies over the last 5 years that have identified five new high-capacity corridors. These include the North-South commuter rail corridor connecting Edmond and Norman to Downtown OKC and a light-rail connection to the Airport. MARTA and DART both have dedicated, voter-approved funding sources for public transit, our region does not but the RTA is planning to ask the voters for dedicated funding.
- Why doesn't the MPO long range transit plan recommend rail transit from downtown OKC to/from the northwest part of the metro such as beyond Lake Hefner and out toward Surrey Hills/Piedmont? The proposed 30-year plan only recommends BRT out northwest, and a few BRT buses in mixed traffic seems a poor substitute for "high capacity" rail (buses have low passenger capacity), considering that there are probably more people living out northwest as there are in either of Norman or Edmond. Yet, rail transit is recommended by the plan to reach Norman and Edmond. This also seems to be a weakness of the RTA's system long range plan.
 - The RTA Transit System Plan and Central Oklahoma LRTP considered many variables for new high-capacity services. These included anticipated ridership, right-of-way availability, and cost. The LRTP recommends extending NW RAPID and implementing technological enhancements to help the bus travel faster. A rail connection between Edmond, Oklahoma City and Norman can use existing railroad right of way shared with BNSF. The suggested rail to Piedmont and Surrey Hills does not have existing railroad right of way, making the project more complicated and likely more expensive.
- What funding scenarios does the 30-year plan have for contracts between public transportation entities (EMBARK, CityLink, City of Norman, etc.,) and the nonprofit "transit" entities that provide so many of the of door-to-door and other passenger trips that public transportation does not provide?
 - Responsible investments will be identified to support a successful long-term vision. The LRTP will identify potential approaches to secure funding for components of the transit vision that do not have funding set aside.
- Will new stops along these many routes and transit types include shelters that provide relief from the heat, a water fountain and shade (either sufficient room to plant trees to ensure survival and/or shading structures)?
 - The LRTP will determine amenities at each stop based on factors like ridership and the number of routes served. Amenities will include benches, shelters, additional wayfinding signage, and safety and security elements like additional lighting.
- What are some of the top benefits proposed in the plan for transportation of people with disabilities who can't drive or can't drive very far?
 - In the transit vision planning scenario, all passenger facilities will be accessible to riders with physical or cognitive disabilities. Accessibility features will include ramps and elevators for wheelchair users (where appropriate), tactile paving, audio announcements, and clear signage.