

CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

Appendix E

Public Comments

October 20 to November 7, 2025



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Public Comment Period
November 2025

The following matrix provides an overview of public comments submitted during the comment period from October 20 to November 7, 2025. The comment form was available on the project website, which received a total of 469 views during this time. The draft report was downloaded 158 times.

Date	Comment
10/21/2025	Just here to say Bethany needs a public transit connection to "OKC"! We're literally in between routes, we don't have enough sidewalks and public transit could help the many, MANY people I see walking and bike riding on the street, with oncoming traffic into the OKC area.
10/30/2025	My comment would be the lack of empathy when a bus driver would ride right past you or drive too rough.
11/4/2025	Yes, to all of this. Though TOD should be allowed from the very beginning so new buildings can be built alongside the construction of the transit lines, giving them more riders from the beginning. Also, more bus lanes please, and not shared ones, fully dedicated, center running, bus lanes.
11/6/2025	I am so excited to see this. I feel like OKC has been missing some of the larger public transportation options that other cities have, and feel that this is great, important for our continued growth, and important for residents to have access to. I hope this is successful!
11/6/2025	If we're not talking 20+ hours of service with headways of 15 minutes or (usually much) less on most routes within city limits 7 days a week, what are we even doing here? Transportation needs to be chronologically accessible to real people, not a punishment for being poor.
11/7/2025	This Sounds Exciting Yes I'm Fully Onboard! However Is This Project Going To Impact Suburban Areas Like: Edmond, Moore, Norman, MidDel, etc
11/7/2025	The airport LTR corridor I feel is very important for OKC for two reasons. One is that the Olympics will be in town soon and we are expecting a large turn out for that. When flights are coming in and out the roads get so congested and the highway always backs up. Second is that a the airport employees a lot of people. Some of those people have no way of getting to the airport and some Uber and some even walk!! I hope that these high capacity transit options come to light soon because okc needs them.
11/8/2025	I very recently moved away from OKC, but in many ways I still consider it my home. As someone who was carless when living there, I'm incredibly excited for what this plan could do for others like me. The one suggestion I have is to make the eastern corridor a LRT line instead of BRT, and have the eastern-airport corridor be one continuous light rail line. While I understand BRT is cheaper and more flexible, there's unfortunately still a major difference in perception between riding a bus vs. a train that I think would lead to higher ridership. Plus, having a single train ride to the airport from Tinker, Midwest City, and eastern OKC would be a major draw for many. Combined with the north/south commuter rail, central OK would now be anchored by a cross-shaped train network, serving as a quick way to get between the city's sectors. Businesses would want to open near light rail stations, as they'd be perceived as more permanent than bus stops. Overall, it's an investment in the region's future that I believe would go a long way towards making it a carless-friendly city.