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Preface

Office of Mobility & Public Transit

In April 2019, Oklahoma’s House Bill 1365 created the Oklahoma Department of Transportation’s Office of Mobility and Public Transit (OMPT) and transferred all current duties and oversight responsibilities of the previous ODOT Transit Programs Division and the 5310 Program for Enhanced Mobility of Seniors and Individuals with Disabilities to the new office. The OMPT is the governor’s designee for the oversight and administration of the Federal Transit Administration’s (FTA) programs detailed below:

Section 5303: Metropolitan Transportation Planning Program

Section 5310: Enhanced Mobility of Seniors & Individuals with Disabilities

Section 5311: Formula Grants for Rural Areas

Section 5329: State Safety Oversight Program

Section 5339: Buses and Bus Facilities Formula Program

In 2016, ODOT’s Transit Programs Division (now OMPT) became the governor’s designee for the development and oversight of State Safety Oversight of Rail Fixed Guideway Public Transportation Systems in Oklahoma, not under the jurisdiction of the Federal Railroad Administration. The office is also charged with promulgating rules and procedures for innovative transit pilot programs, developing a comprehensive statewide transit policy plan (completed in December 2020), and a mobility ride connect call center.

The development of the Plan involved significant data collection and analysis using a combination of qualitative and quantitative input. This data contributes to the analysis to understand and evaluate existing conditions, transit service performance, service needs, and transit funding. Data was collected and analyzed over a 13-month period through several project tasks such as: public and stakeholder engagement, reviewing previous plans, ad policies, existing conditions, peer review and best practices research, determining transit needs and gaps, and developing an investment schedule.

During the creation of the transit policy plan, it was shown that existing levels of investment in Oklahoma’s public transit system are insufficient to meet the current service needs. Studies and stakeholder input reveal that current public transit service in Oklahoma meets about 50% of the overall mobility needs of Oklahomans. The amount of unmet need is expected to increase significantly as demographics in the state change over the next 20 years, leading to even greater gaps in meeting mobility needs.

Key findings that the plan identifies are as follows:

- Transit agencies in urban areas face challenges keeping pace with population growth
- Public transit does not adequately serve rural populations
- Funding remains a key barrier for transit improvements in many areas throughout the state
- A desire to improve coordination of transportation services between transit and human service providers

Public transit can impact Oklahoma’s statewide economy at a much greater scale than it is currently and can serve as a strong component of an economic recovery post-COVID-19. According to Oklahoma State University, public transit currently impacts the state’s economy at $815 million annually. With this Plan’s projected doubling of transit service by 2040, the economic impact would grow to more than $1.6 billion per year. To achieve these outcomes, it is critical for Oklahoma to develop policies and programs that work to implement the strategies laid out in this Plan, along with strategic investments to implement those strategies as mobility needs in Oklahoma continue to grow.

The pandemic has caused severe ridership declines across all modes of public transportation. Due to this drastic decline, 2019 ridership and funding numbers will be used as it reflects the most up-to-date information available. Approximately $53 million in funding through the CARES Act was provided to the public transit agencies within Oklahoma for use in whatever capacity was needed.
Rural Public Transportation

In Oklahoma, 20 rural public transportation systems operate in 75 of the 77 counties statewide. Cimarron and Beaver counties do not currently have countywide transportation service. In fiscal year 2019, these rural transit systems provided more than 2 million trips. Thirty-five percent (35%) of those trips were made by persons who are elderly or disabled.

**2.4 MILLION**
passenger trips in FY2019.

### Rural Public Transit Trips FY19:

- **General Public Passenger Trips**
- **Elderly and/or Disable Passenger Trips**

#### Rural Public Transportation Annual Ridership:

*For more information on rural transit providers and the Office of Mobility & Public Transit, visit [https://www.ok.gov/odot/Traffic_and_Travel/Public_Transportation_Services/Public_Transportation_Resources/](https://www.ok.gov/odot/Traffic_and_Travel/Public_Transportation_Services/Public_Transportation_Resources/)*
Funding Rural Transit

The financial assistance programs that are administered by ODOT’s Office of Mobility & Public Transit include funding from the federal government and from Oklahoma’s Public Transit Revolving Fund. In fiscal year 2019, the federal Rural Area Formula Grant Program (Section 5311) provided nearly $17 million in formula funding for public transportation services in Oklahoman’s rural areas. The state’s Public Transit Revolving Fund provided $3.19 million to Oklahoma’s rural transit programs. Local governments, private nonprofits and fares produced more than $19 million of the funds.

Urban Public Transportation

Urban public transportation systems serve communities with populations of 50,000 or more. In Oklahoma, urban public transportation providers are currently operating in Oklahoma City, Tulsa, Edmond, Norman and Lawton. Its services include transportation for the general public, along with a more specialized service for those citizens who are elderly and/or have a disability. The Fort Smith, Arkansas metropolitan area includes portions of Sequoyah and LeFlore counties in eastern Oklahoma. Edmond CityLink receives urban funding as a portion of the funding received by Oklahoma City. The federal Urban Area Formula Grant Program (Section 5307) provided $19.1 million in fiscal year 2019 funds to urbanized areas in Oklahoma. The Federal Transit Administration apportions this amount based on the percentage of population attributable to the states in the urbanized area, as determined by the latest census. The state’s Public Transit Revolving Fund provided $2.6 million to Oklahoma’s urban public transit programs.
The Central Oklahoma Transportation and Parking Authority provides transit service within the Oklahoma City metropolitan area, which includes Oklahoma City, Midwest City, Del City, Norman and portions of five other jurisdictions. COTPA is a public trust and a political subdivision of the state of Oklahoma. It is governed by an eight-member board of trustees that includes the Oklahoma City Mayor, City Manager and City Finance Director. Embark operates bus, paratransit and streetcar service, along with van pool, bike share and ferryboat transportation on the Oklahoma River.

**Fixed Route Service**

- EMBARK operates a network of 20 fixed routes and one express route. This includes the Downtown Discovery route formerly known as Blue Line trolley, which serves the downtown area.

- COTPA operates a fleet of 59 buses for fixed route service. The bus fleet consists of standard 30-, 35- and 40-foot transit coaches.

- The current peak requirement is 49 vehicles and COTPA has a plan to use additional peak vehicles for future service expansions.

- All COTPA vehicles are wheelchair accessible and are also equipped with bicycle racks, which expands the effective reach of transit for many workers.

- Fixed route service is provided weekdays from 4:30 a.m. to 7:30 p.m. with a limited number of fixed routes providing service until midnight.

- Weekend services, which include weekends and holidays, operate from 6:30 a.m. to 6:30 p.m. Route start times differ slightly.
EMBARK Plus (Paratransit)

• EMBARK Plus began in 1982 and serves disabled riders.

• EMBARK Plus has a fleet of 20 wheelchair lift-equipped vehicles, which are operated for ADA paratransit service.

• Hours of service are Monday – Friday 4:30 a.m. to 8 p.m, with limited service on Saturday and Sunday.

• Paratransit evening, Saturday, and Sunday mirrors evening and weekend, fixed route bus service.

*For more information and to view route maps, visit www.embarkok.com
System Map
(405) 235-RIDE
In 1993, the citizens of Oklahoma City approved a sales tax for several transformational projects throughout the city called Metropolitan Area Projects. In 2009, Oklahoma City residents approved the MAPS3 capital improvements program, which included the Oklahoma City streetcar. After more than 10 years of planning and construction, rail installation and testing, the Oklahoma City streetcar system opened in December 2018. Operated by EMBARK, with ODOT oversight, the Oklahoma City streetcar system consists of 4.8 miles of at-grade track, 7 streetcar vehicles and 22 stops serviced by two loops (or operating routes). The Downtown Loop goes through all 22 stations while the Bricktown Loop covers a smaller portion of the same loop with 9 stations. Powered by an overhead contact system, the streetcars travel in lanes, sharing space with motorists, pedestrians and bicyclists. Streetcars follow traffic signals, train signals and other rules of the road while operating at speeds up to 30 miles per hour.

Streetcar Ridership by Month

![Streetcar Ridership Chart](chart.png)
Tulsa Transit

The Metropolitan Tulsa Transit Authority was formed in 1968. Today, Tulsa Transit provides public transportation service to the City of Tulsa, as well as surrounding areas such as Jenks, Sand Springs and Broken Arrow.

Fixed Route Service

- Tulsa Transit operates a maximum of 20 weekday fixed routes.
- Tulsa Transit delivers about 8,000 passenger trips each weekday.
- Tulsa Transit operates a fleet of 62 buses for fixed route service.
- Tulsa Transit has limited evening service for people returning home from work and currently has no Sunday service.
- In November 2019, Tulsa Transit started the Aero Bus Rapid Transit System. The frequency will be every 15 minutes during peak service times and every 20 minutes during off peak service times.

2017 MTTA Operating Fund Sources:

- $2.9m (15%)
- $6.1m (32%)
- $1m (6%)
- $1.4m (8%)
- $7.4m (39%)

Fair Revenues
Local Funds
State Funds
Federal Funds
Other Funds
Paratransit Lift Service

- Tulsa Transit delivers about 500 paratransit Lift Program trips each weekday.
- Tulsa Transit operates a fleet of 44 lift vehicles.
- Tulsa Transit is a door-to-door service provider for disabled riders.
- The Lift program service hours are 5 a.m. to 9 p.m.
# Ridership Benchmarks

## Passenger Trips per Capita

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## Passenger Trips per Revenue Mile

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<td>1.1</td>
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<td>Little Rock, AR (METRO)</td>
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## Passenger Trips per Revenue Hour

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<tr>
<td>Little Rock, AR (METRO)</td>
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<td>17.4</td>
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<td>17.5</td>
<td>17.5</td>
<td>16.6</td>
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</tr>
</tbody>
</table>
CityLink Edmond

CityLink is the public transportation provider for the City of Edmond. In 2014, the City of Edmond contracted with RATP Dev/McDonald Transit to operate CityLink. CityLink operates four fixed routes and one commuter route, in addition to Citylink Access Paratransit Service.

CAPS is a free curb-to-curb service that will allow disabled and senior residents to be picked up by CityLink and comfortably driven to appointments within the city-limits of Edmond and within three-quarters of a mile of a fixed route, excluding the commuter route from Edmond to downtown Oklahoma City. CAPS is intended to provide services in accordance with the Americans with Disabilities Act.
All Citylink rides are FREE and open to the public. Please state your destination to the driver upon boarding the vehicle.

Citylink Buses

All Citylink buses are equipped with wheelchair lifts and bike racks. Please help us keep our buses clean and safe by not bringing food, drinks, pets and inappropriate behavior on board.

CAP, Citylink Access Paratransit

CAP is a free curb-to-curb service that will enable disabled and senior residents to be picked up by Citylink and comfortably driven to appointments within the city-limits of Edmond and within 3/4 mile of a fixed route, excluding the 100X, which is a commuter route from Edmond to downtown Oklahoma City, in a wheelchair accessible bus or van. CAP is intended to provide services in accordance with the Americans with Disability Act (ADA). The CAP service operates Monday through Saturday. Customers should call at least 24 hours prior to pick up to ensure availability. To request an application for CAP, call Citylink at (405) 509-6370.

Edmond Shift encourages, promotes, plans, and creates active transportation alternatives to improve how people can conveniently and safely walk, bike, ride the bus, share a car, and drive throughout Edmond.

Sign up today for Citylink Edmond Alerts at edmondok.com. Visit our homepage and click on Email Updates under Helpful Links and start receiving important messages from Citylink Edmond.
Lawton Area
Transit System

Lawton Area Transit System is the public transportation provider serving the City of Lawton. LATS has been serving the residents of Lawton for more than 16 years, providing fixed route and paratransit service. LATS is governed by the Trust, a body composed of elected council members for Lawton. Since its inception, LATS has been managed on behalf of the Trust by McDonald Transit Associates Inc.

LATS operates a fixed route bus system six days a week, being closed on Sunday and major holidays. The buses move in a clock-wise and counter clock-wise direction along with the routes with a 15-minute separation between the directions of movement. LATS also operates a complimentary paratransit service for persons eligible under the Americans with Disabilities Act provisions.

LATS is funded by fare revenue, local funds, advertising revenue, charter revenue, federal funds and Oklahoma state funding.

Lawton Area Transit System Funding Sources

- Federal: $1,522,955.00
- Local: $776,383.00
- Fare Revenues: $235,000.00
- State Funds: $112,000.00

2018-2019

11/2019
City of Norman Public Transit has attained the status as a direct recipient of the Federal Transit Administration for federal funding for the Norman area. City of Norman Public Transit has contracted with Oklahoma City’s public transportation provider, EMBARK, to operate its newly acquired public transportation service.
### CART service frequency (minutes*)

<table>
<thead>
<tr>
<th>Route</th>
<th>Regular Service</th>
<th>Alternate Service</th>
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</thead>
<tbody>
<tr>
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<tr>
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<td>52</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>LNF</td>
<td>30</td>
<td></td>
</tr>
</tbody>
</table>

*Frequency of service shown in minutes. See individual schedules for details.

- **LNF:** Monday to Thursday during OU fall and spring semesters. Alternate Service all other times.
- **Social Security:** Runs Tuesdays and Fridays only.
- **LNC Shuttle:** Monday-Thursday before 6 p.m.; 20 minutes after 6 p.m.
- **Main Street:** 5-10 minutes Monday-Thursday before 6 p.m.; 20 minutes after 6 p.m.
- **Sooner Express:** 10-15 minutes Peak only.
- **Apartment Loop:** 10-15 minutes Peak only.
- **Lindsey East:** 10-15 minutes Peak only.
- **Lindsey West:** 10-15 minutes Peak only.
- **West Norman Link:** 10-15 minutes Peak only.

---

**Legend**

- Late-Night Flex
- Boundary
- CARTaccess
- Service Boundary

See [www.rideCART.com](http://www.rideCART.com) for full CARTaccess service boundary.

At CART routes use ADA-accessible buses. All buses are equipped with bike racks. Visit [bike.ou.edu](http://bike.ou.edu) for more information.

**CART routes**

- Main Street
- Lindsey East
- Lindsey West
- West Norman Link
- Alameda/E. Norman
- Sooner Express
- Apartment Loop
- Lloyd Noble Shuttle
- Research Route
- Research/LNC
- Social Security
- Campus Loop

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**Bus stop signage**

- Bus arrival at this time each hour
- Route name
- CART contact information
- CART GPS number

Call (405) 217-3463, text 41411 (CART and stop number) or visit [www.CARTgps.com](http://www.CARTgps.com) for estimated arrival time.

---

**Legend**

- Late-Night Flex
- Boundary
- CARTaccess
- Service Boundary

See [www.rideCART.com](http://www.rideCART.com) for full CARTaccess service boundary.

At CART routes use ADA-accessible buses. All buses are equipped with bike racks. Visit [bike.ou.edu](http://bike.ou.edu) for more information.

---

**CART service frequency (minutes*)**

- **Main Street:** 60 minutes, Peak only.
- **Lindsey East:** 60 minutes, Peak only.
- **Lindsey West:** 60 minutes, Peak only.
- **West Norman Link:** 60 minutes, Peak only.
- **Alameda/E. Norman:** 60 minutes, Peak only.
- **Sooner Express:** 30 minutes, Peak only.
- **Apartment Loop:** 30 minutes, Peak only.
- **LNC Shuttle:** 30 minutes, NA.
- **LNC/Research Route:** 30 minutes, NA.

---

**Legend**

- Late-Night Flex
- Boundary
- CARTaccess
- Service Boundary

See [www.rideCART.com](http://www.rideCART.com) for full CARTaccess service boundary.

At CART routes use ADA-accessible buses. All buses are equipped with bike racks. Visit [bike.ou.edu](http://bike.ou.edu) for more information.
## Oklahoma Transit Providers

### Urban:
- EMBARK
- Tulsa Transit
- Citylink Edmond
- City of Norman
- Lawton Area Transit System (LATS)

### Tribal:
- Cheyenne & Arapaho Transit Program
- Muscogee (Creek) National Tribal Transit
- Chickasaw Nation Transportation Services
- Choctaw Nation Tribal Transit
- Comanche Nation Transit
- Kiowa Fastrans
- United Keetoowah Band Transit
- Citizen Potawatomi Nation Tribal Transit
- Seminole Nation Transit
- White Eagle Transit

### Rural:
- First Capitol Trolley
- OSU/Stillwater Community Transit System
- Muskogee County Public Transit Authority
- Central Oklahoma Community Transit System (COTS)
- Cherokee Strip
- Cimarron Public Transit System
- Enid Transit
- JAMM Transit
- KO BOIS Area Transit System
- MAGB Transportation
- Pelivan Transit System
- Red River Public Transportation Service
- Southern Oklahoma Rural Transit System (SORTS)
- Beaver City Transit
- Call A Ride Public Transit
- Delta Public Transit
- Little Dixie Transit
- Southwest Transit
- The Ride (City of Guymon)
- Washita Valley Transit
Bicycle and Pedestrian Efforts

Bicycle and pedestrian facilities throughout Oklahoma consist of multi-use trails, bicycle routes, and sidewalks. The planning and implementation of bicycle and pedestrian improvements are typically completed at the local government level, and/or through a Metropolitan Planning Organization (MPO). ODOT continues to work in cooperation with local governments to enhance bicycle and pedestrian facilities. Funding for these bicycle and pedestrian improvements is almost always from a combination of federal, local and private and/or non-profit sources. The following policies and strategies/action items (Table 11-6) seek to enhance the bicycle and pedestrian facilities and improve modal choices in the State of Oklahoma.

<table>
<thead>
<tr>
<th>1. Establish a vision to support bicycle and pedestrian modal choices and promote healthy affordable modes of transportation. <em>(Updated Policy)</em></th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Continue to pursue opportunities to bring state highways in small communities into compliance with the Americans with Disabilities Act. <em>(Existing)</em></td>
</tr>
<tr>
<td>b. Incorporate bicycle facility design standards into the next version of the ODOT Roadway Design Manual. <em>(Existing)</em></td>
</tr>
<tr>
<td>c. Develop a statewide bicycle plan that emphasizes safety and builds and expands upon the work of the Metropolitan Planning Organizations. <em>(Updated)</em></td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>2. Improve modal choices and safety by incorporating pedestrian and bicyclist facilities in accordance with approved design standards. <em>(Updated Policy)</em></th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Continue to provide pedestrian signals, warning beacons, signage, striping, and lighting at intersections of state routes with high-volume pedestrian crossings. <em>(Updated)</em></td>
</tr>
<tr>
<td>b. Support inclusion of bicycle and pedestrian facilities into new and renovated intermodal facilities and connection points, such as train depots, bus terminals, etc. <em>(Existing)</em></td>
</tr>
<tr>
<td>c. Support efforts by local governments, public transit providers, passenger rail systems, and others to expand and improve bicycle ways and walkway connections. <em>(Updated)</em></td>
</tr>
<tr>
<td>d. Assess and respond to needs for pedestrian and bicycle infrastructure on or adjacent to state highways concurrent with related highway improvements, and as a part of the project development process. <em>(Updated)</em></td>
</tr>
<tr>
<td>e. Inform bicycle/pedestrian community about coordinating with the state’s bicycle and pedestrian coordinator and about the public involvement process. <em>(New)</em></td>
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<table>
<thead>
<tr>
<th>3. Promote and support public information outreach and education regarding safe and accessible transportation routes for bicyclists and pedestrians. <em>(New Policy)</em></th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Continue to educate communities about sidewalk and trail requirements associated with the Americans with Disabilities Act. <em>(New)</em></td>
</tr>
<tr>
<td>b. Promote statewide and local-area education programs to make transportation users aware of pedestrian and bicyclist rights and responsibilities. <em>(Existing)</em></td>
</tr>
<tr>
<td>c. Support efforts by health departments, educational facilities, and public safety agencies to provide bicycle and pedestrian safety lessons/workshops. <em>(New)</em></td>
</tr>
<tr>
<td>d. Encourage local communities that are planning or constructing new facilities for pedestrians and bicyclists to seek technical support from the state’s bicycle and pedestrian coordinator. <em>(Existing)</em></td>
</tr>
</tbody>
</table>
Oklahoma Bicycle and Pedestrian Accomplishments in 2019

- Selected and awarded $7.5 million for 21 alternative transportation projects in communities with less than 5,000 in population
- Continuing to implement the ADA Transition Plan and updating existing sidewalks and access points to ADA standards
- Discussion of designating Route 66/US 66 as a National Bicycle Route, as part of the US Bicycle Route Numbering System
- Began collecting research on number of states that have an existing Bicycle and Pedestrian or Active Transportation Plan in preparation for beginning the Oklahoma Statewide Active Transportation Plan in late 2020
  - Also assisted the ODOT Research Division with collecting data as related to their approved research project relating to the Active Transportation Plan
- ODOT Staff attended the annual State Bicycle and Pedestrian Coordinator meeting in Portland, OR and was able to connect with colleagues and peers to discuss accomplishments and struggles in regards to planning for bicycle and pedestrian infrastructure within a State DOT
- ODOT Staff assisted in the rebranding and restructuring of the former Bicycle and Pedestrian Advisory Committee into the Statewide Active Transportation Committee
  - The new Active Transportation Committee has participants from several state agencies such as the Department of Health, Department of Tourism, Department of Commerce, TSET, Blue Zones, BikeOklahoma, ACOG, INCOG, and Lawton MPO
  - The goal of the new committee is to combine active transportation initiatives with health goals and improving health outcomes across the State of Oklahoma
  - Another goal of the committee is to attempt to share resources and knowledge about funding opportunities for projects that are both active transportation related and healthy living focused
Oklahoma Bicycle Infrastructure, 2019

- Shared Use Paths: 395 Miles
- Bike Routes: 503 Miles
- Bike Lanes: 91 Miles

Proposed Bicycle Infrastructure, 2045

- Shared Use Paths: 1502 Miles
- Bike Routes: 822 Miles
- Bike Lanes: 419 Miles
Passenger Rail Transportation in Oklahoma

The Heartland Flyer is a favorite among Amtrak passengers. The route between the Santa Fe Depot in Oklahoma City and the Fort Worth inter-modal Transit Center is 206 miles. Intermediate stops on the route are Norman, Purcell, Pauls Valley and Ardmore in Oklahoma and Gainesville in Texas. The Heartland Flyer is a state-sponsored, Amtrak-operated train with Texas and Oklahoma sharing support of this service. The southbound Heartland Flyer is designated as Amtrak train #821 with the northbound being #822.

The Heartland Flyer departs Oklahoma City at 8:25 a.m., arriving at Fort Worth mid-day. The train returns to Oklahoma City in the evening. Amtrak operates daily under Section 403(b)3 of the Rail Passenger Service Act (RPSA) states and other governmental agencies are permitted to partner with Amtrak to operate passenger trains of local interest. Under these provisions, Amtrak operates the service but is reimbursed a reasonable share of the service’s loss by the sponsors, ODOT and TXDOT.

Current Amtrak policy is to charge 100 percent of deficits to the sponsor. Passenger Rail Investment and Improvement Act of 2008 (PRIIA) further refined the local sponsorship provisions by requiring Amtrak to establish a “standardized methodology for establishing and allocating the operating and capital costs” for the locally sponsored services.

Starting in 2017, Amtrak has operated a bus service that connects the Heartland Flyer via Wichita north to connect with the Amtrak Southwest Chief at Newton, KS. In 2019, there were nearly 5,000 passengers using this two-way bus service. Kansas and Amtrak are studying the possibility of making this bus service into rail service by extending the Heartland Flyer north to Newton.
Oklahoma established the Heartland Flyer, operating between Oklahoma City and Fort Worth, under the provisions of the Rail Passenger Service Act (RPSA) and its subsequent revisions. Operations commenced on June 14, 1999. With ridership steadily increasing since 1999, in November 2013 the Heartland Flyer welcomed its one millionth rider!

On June 14, 2019 ODOT, TXDOT and Amtrak celebrated the 20th anniversary of the Heartland Flyer.

1,000,000TH RIDER
in November 2013

As of 2019 the Heartland Flyer had more than 1.4 million riders since 1999.

Ridership currently averages over 68,500 RIDERS A YEAR

Recipient of AMTRAK’S highest honor, the “Champion of the Rails” award in November 2008 for system-wide excellence in Leadership, Creativity, Safety, and Quality. Also the 2010 AMTRAK President’s Service and Safety Award

Highest “Customer Satisfaction Index” in AMTRAK history, receiving a perfect 100 in March 2009

The Big Game Train (OU/Texas football game) was a major success again in 2019, second highest ridership.
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