BRT in OKC Luncheon

Guest Speaker:
Kristen Torkelson – EMBARK
Bus Rapid Transit

Kristen Torkelson | August 2019
2030 Fixed Guideway Plan
- Identifies potential transit solutions that:
  - Improve connections among Central OK’s growth centers
  - Enhance economic development opportunities
  - Improve mobility
  - Expand transportation options and improve air quality
Timeline- 2005

• Solutions include:
  – Local bus
  – Bus rapid transit
  – Streetcar
  – Commuter rail
Timeline- 2015

• Public Health and Transportation Corridor Planning Framework
  – NW BRT was selected by ODOT as one of 5 U.S. locations
  – Study focused on:
    • Improving community health
    • Access to health resources
    • Air quality
    • Mobility access for disadvantaged populations
    • Safety for non-motorized users
    • Access to recreational opportunities
Timeline- 2016

- Smart Growth America TOD Assessment
  - Examined TOD opportunities along the NW BRT corridor
    - Santa Fe Station
    - 23rd and Classen
    - 63rd and Meridian
  - Included recommendations to improve pedestrian and bicycle infrastructure
Timeline- 2017

- NW Multimodal Transportation Corridor Concept Plan
  - Identifies next steps to implement NW BRT project
    - Improvements to traffic signals & existing bus stops
    - Planning & design
    - NEPA
    - Finalizing funding sources
  - Included community workshops
  - Plan received national recognition
Timeline- 2018

• BUILD (Better Utilizing Investments to Leverage Development) Grant
  – $14.4M federal grant
  – Local match includes $10.8M in bond funds
Bus Rapid Transit (BRT) is a high-quality bus-based transit system that delivers fast, reliable and efficient service operating in a “rail-like manner” but with a significantly lower cost.
Land Use
- The Northwest BRT project will help transition a state highway (Northwest Expressway) into an urban multimodal transit corridor.
- Already dense with employment and affordable housing, the project will introduce infrastructure to accommodate pedestrians, cyclists, public transit, and motorists alike in a safety-first environment.
- The permanence of BRT infrastructure supports increased private investment and development in the corridor, contributing to increased economic opportunity and quality of life.

Strategic Alignment
- The Northwest BRT route will provide access to work, education, healthcare, restaurants, entertainment, and shopping.
- Stops will be strategically placed to reduce travel times, minimize congestion, and maximize access to dense employment and residential areas.

91,000 jobs – roughly 23% of OKC’s employment base.
Enhanced Stations and Vehicles

- BRT stations and vehicles will include several components to make using the service convenient for passengers and ensure fast and frequent operation.
- Vehicles are built specifically for BRT featuring wider doors, and level boarding. Both buses and stations will be fully accessible in accordance with the Americans with Disabilities Act.

Complete Streets

- The Northwest BRT project seeks to activate transit spaces that enable safe access for all of its users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.
- Working in tandem with Oklahoma City’s Better Streets, Safer City initiative, the project will plan for sidewalks, bike lanes (or wide paved shoulders), accessible pedestrian signals, curb extensions, specialized travel lanes, and more.
- The goal is to balance safety and convenience for everyone using the road.
Advanced Technology

- The Northwest BRT project will use Intelligent Transportation System (ITS) technologies.
- The integrated technologies will allow for vehicle prioritization and tracking, and advanced passenger information systems which include journey planning and predictive arrival times.
- ITS technologies have proven to help increase safety and operational efficiencies.

Park and Ride

- Opportunities to establish multiple park and ride sites allow remote commuters to avoid long drives while relieving road congestion and reducing single occupant vehicles.
Transit Signal Priority (TSP)

1. Opticom GPS phase selector validates request from GPS receiver, and alerts the traffic control system which requests a green traffic signal.

2. As a vehicle enters range, Opticom GPS intersection equipment relays the request to Opticom GPS phase selector.

3. Opticom GPS vehicle equipment transmits vehicle speed, direction and turn signal status to GPS intersection equipment.

Central Management Software (CMS) is used to update systems configuration, collect data and generate reports.
## NORTHWEST BUS RAPID TRANSIT (BRT)

### PROJECT TIMELINE

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### Key Milestones:

- BUILD Award (December 2018) & Final Design (2020 - 2021) & Construction Complete (2023)
- NEPA Clearance (2019) & Vehicle Delivery (2022) & Anticipated Launch (Late 2023)
- Preliminary Design (2019 - 2020)
LET'S TALK TRANSIT

NORTHWEST BUS RAPID TRANSIT (BRT)

ADA LEVEL BOARDING

EMBARK
02.28.2019
• Shelter
• ADA accommodations
• Level boarding platform
• Station marker
• RTA displace
• Ticket vending machines
• Bicycle facilities
• Benches
• Trash receptacles
• Lighting
Standard Station

Large Station
NORTHWEST BUS RAPID TRANSIT (BRT)
multimodal experience

Existing

Concept Plan

Northwest Expressway and Independence
Bus Rapid Transit
Kristen Torkelson | August 2019
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UPCOMING EVENTS

August 7th – Pecha Kucha
September 6-7th – NWA Peer City Trip
September 18-21st – Fall Meeting
September 18th – Fall Meeting Midwest Member Social