

2019
UPDATE



MOBILITY

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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:

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 and a mobility ride connect call center.

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



Rural Public Transportation

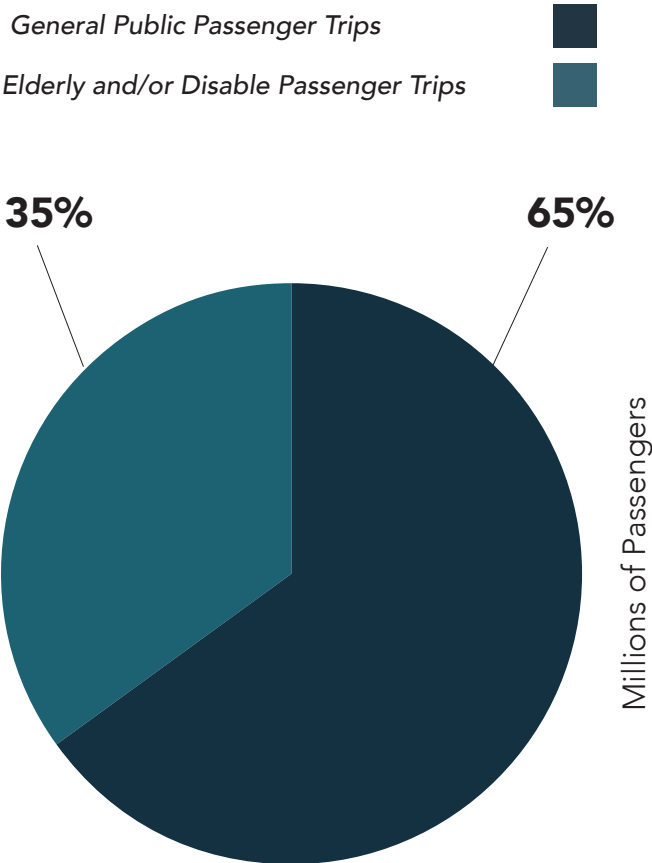
In Oklahoma, 20 rural public transportation systems operate in 75 of the 77 counties statewide. Cimarron and Beaver counties do not currently have countywide transportation service. In fiscal year 2019, these rural transit systems provided more than 2 million trips. Thirty-five percent (35%) of those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

2.4 MILLION
passenger trips in FY2019.

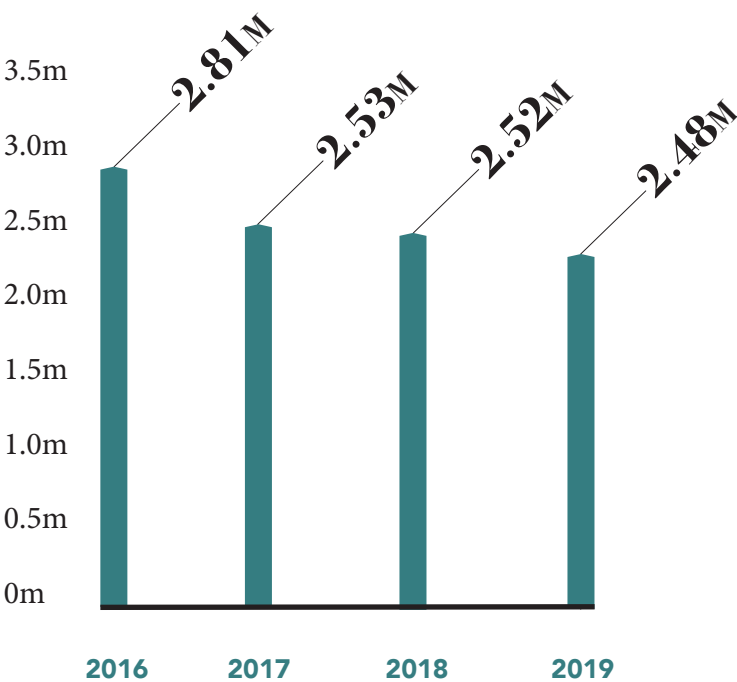
Rural and Urban Public Transportation

When the topic of public transportation in Oklahoma comes up, most people envision a large bus that runs up and down the street of an urban city, but this is just part of the big picture. Many of the rural public transportation operators in Oklahoma provide services that use both Americans with Disabilities Act (ADA) and standard mini-vans and buses. Just as the vehicles are different in urban and rural areas, so too is the funding structure. Those funding sources include federal, state, private and nonprofit sources and local funding.

Rural Public Transit Trips FY19:



Rural Public Transportation Annual Ridership:



Funding Rural Transit

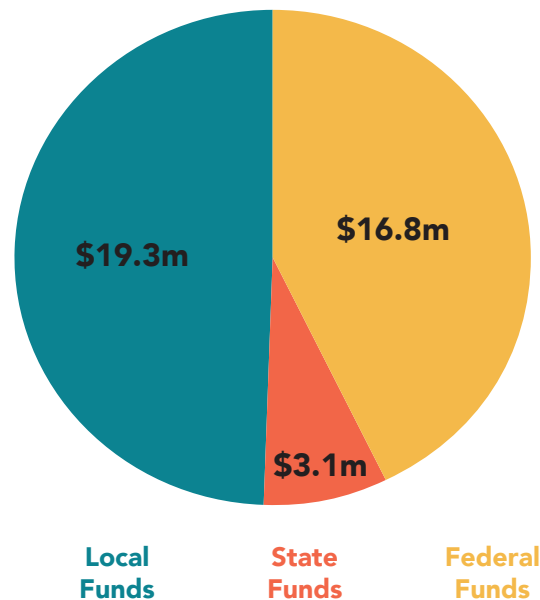
The financial assistance programs that are administered by ODOT's Office of Mobility & Public Transit include funding from the federal government and from Oklahoma's Public Transit Revolving Fund. In fiscal year 2019, the federal Rural Area Formula Grant Program (Section 5311) provided nearly \$17 million in formula funding for public transportation services in Oklahoma'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.



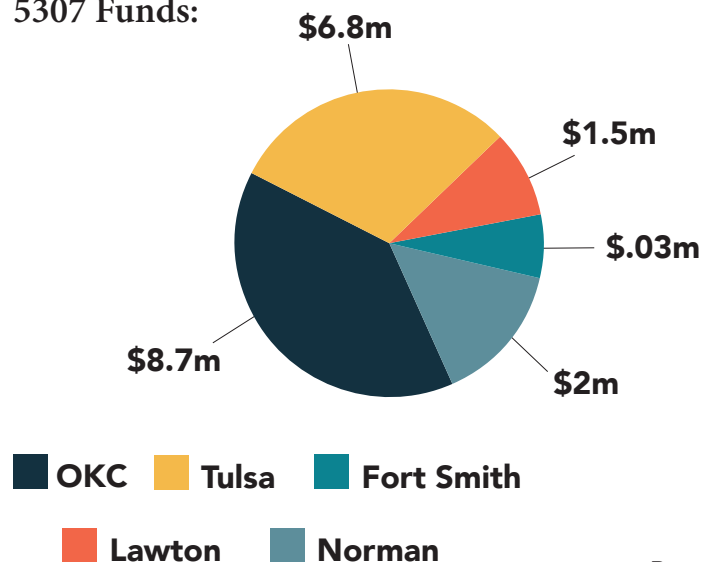
Urban Public Transportation

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.

Sources of FY19 Rural Transit Operating Funds:



FY19 Section 5307 Funds:

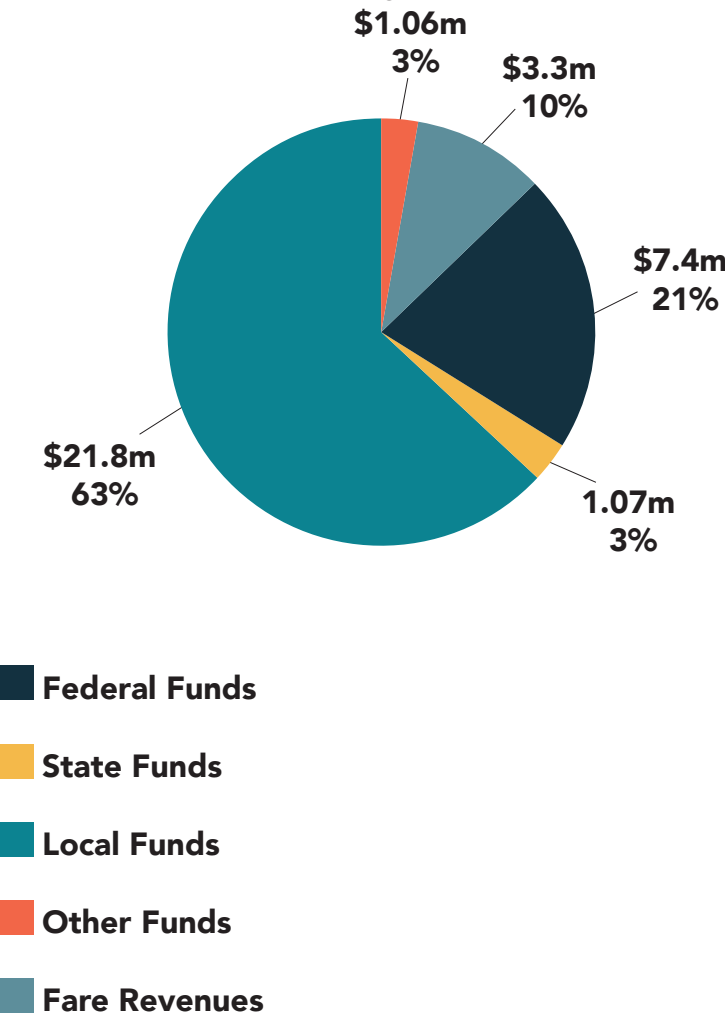


EMBARC Bus Services

EMBARC (OKC)

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.

2019 EMBARK Operating Fund Sources:



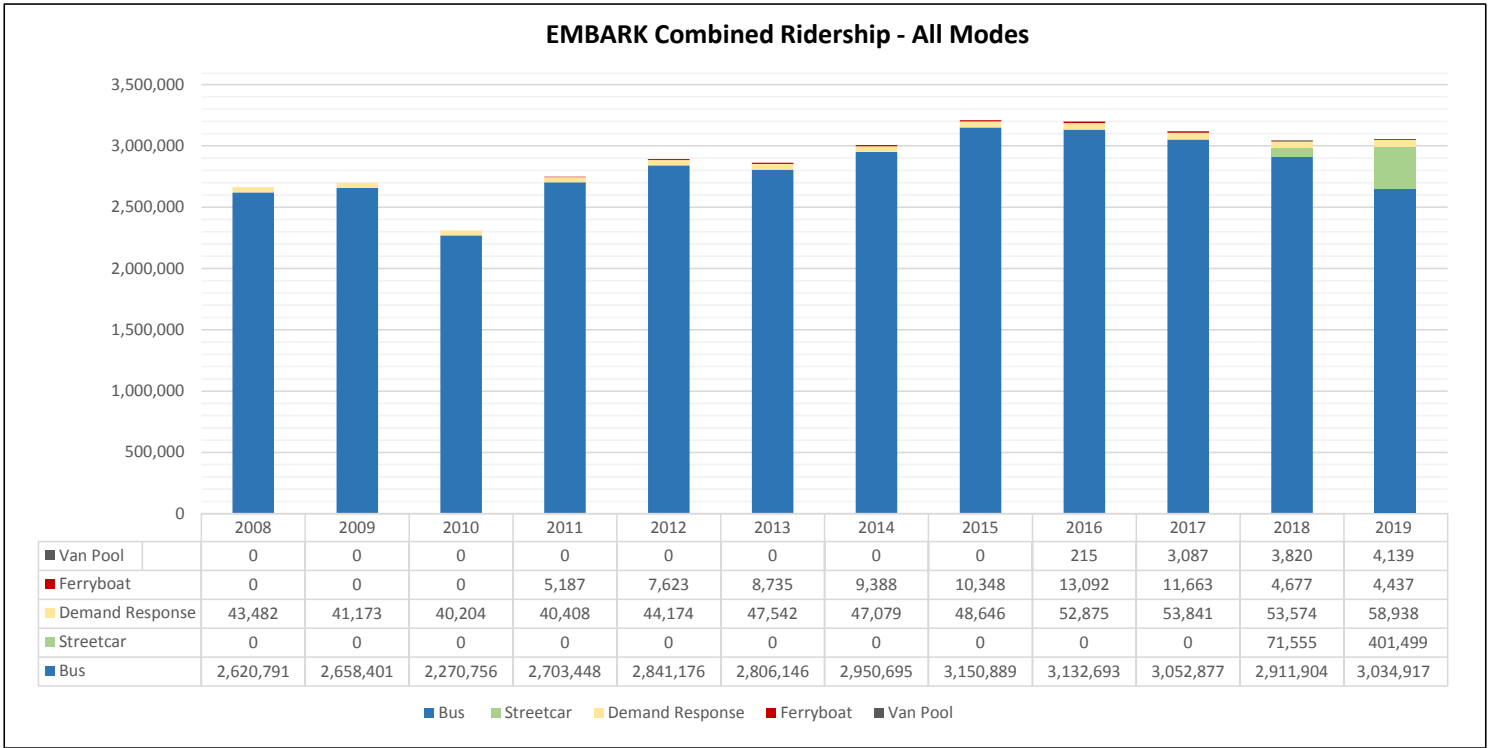
Fixed Route Service

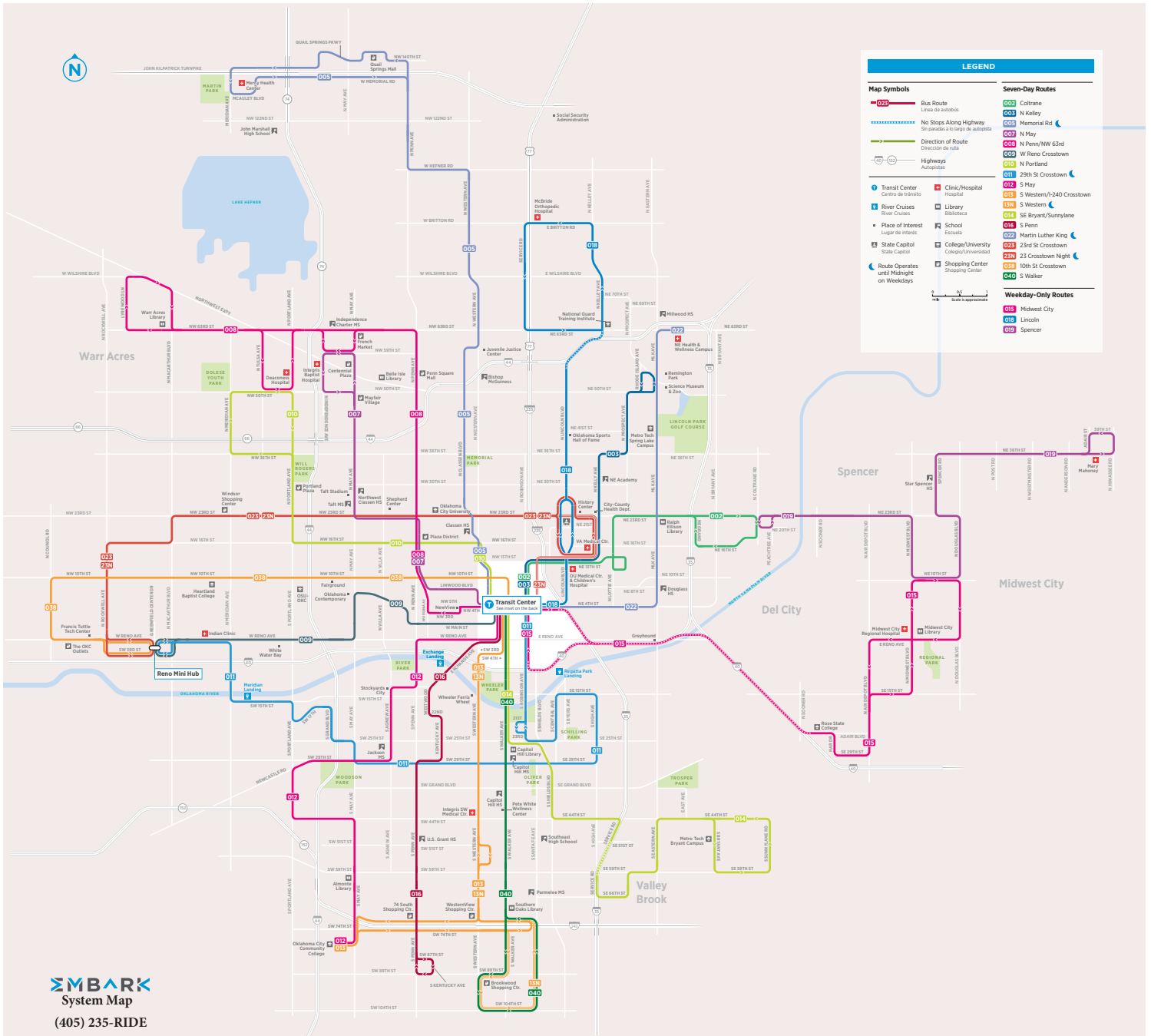
- EMBARC operates a network of 20 fixed routes and one express route. This includes the Downtown Discovery route formerly known as Blue Line trolley, which serves the downtown area.
- COTPA operates a fleet of 59 buses for fixed route service. The bus fleet consists of standard 30-, 35- and 40-foot transit 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.



EMBARC Plus (Paratransit)

- EMBARC Plus began in 1982 and serves disabled riders.
- EMBARC 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.



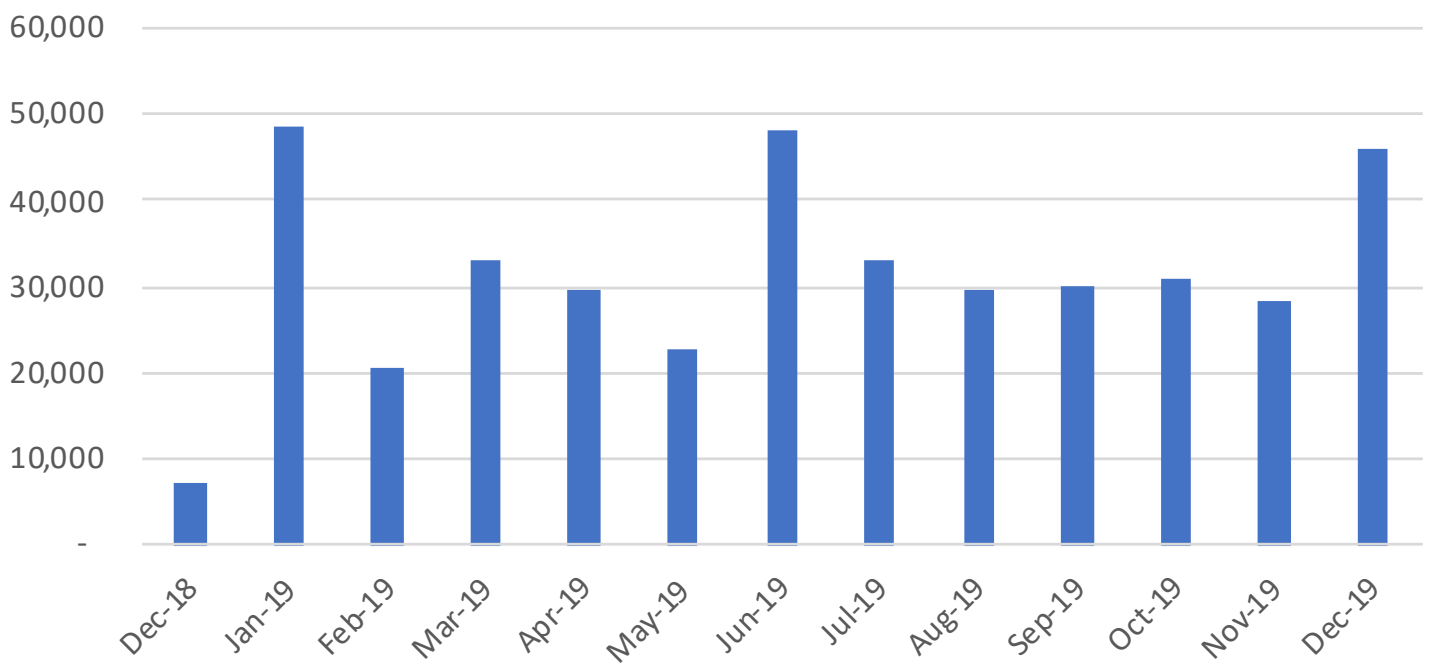




Oklahoma City Street Car

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

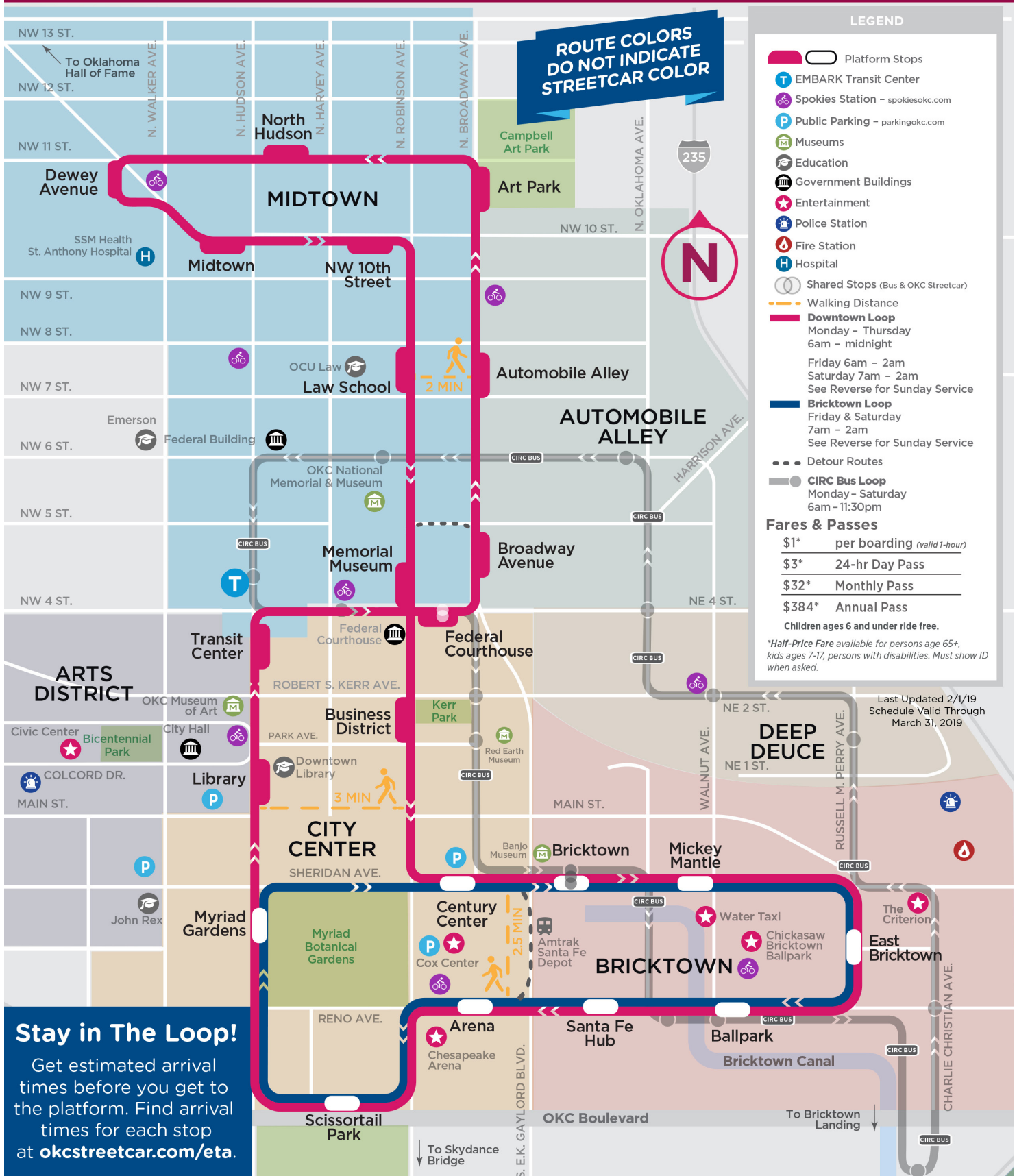


OKLAHOMA CITY STREETCAR

An **EMBARC** Transit Service

Contact Information

(405) 235-RIDE (7433)
okcstreetcar.com
[@okcstreetcar](https://www.facebook.com/okcstreetcar) [f](https://www.instagram.com/okcstreetcar) [t](https://www.tiktok.com/@okcstreetcar) [y](https://www.youtube.com/okcstreetcar)



Tulsa Transit

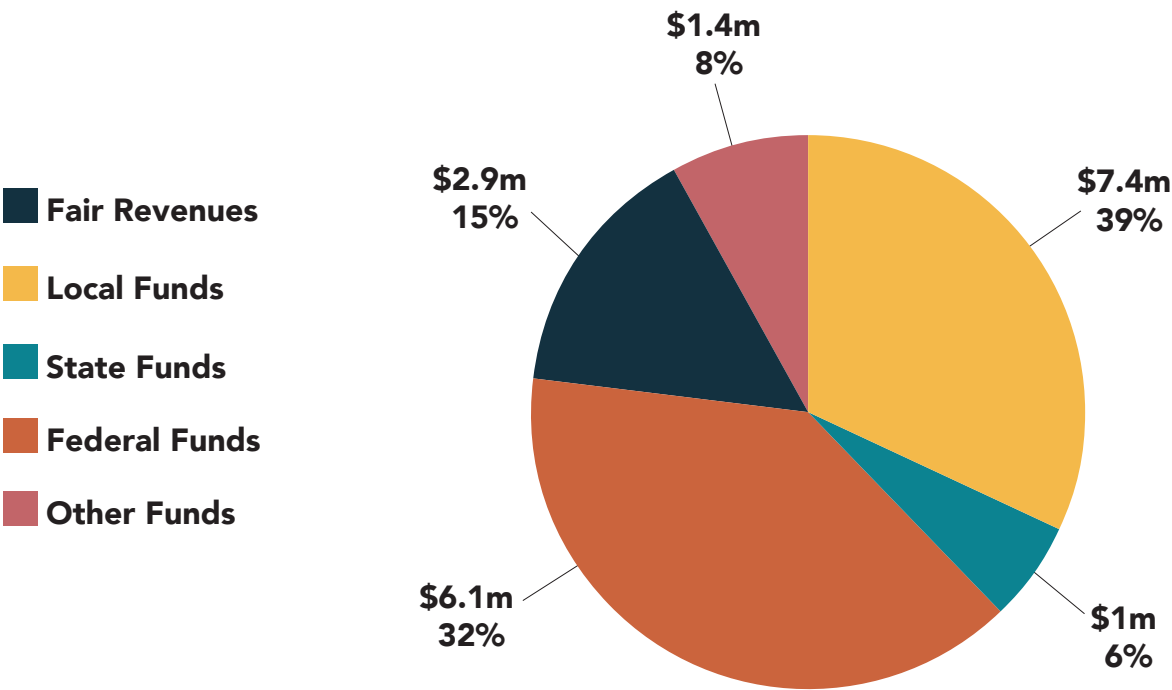
The Metropolitan Tulsa Transit Authority was formed in 1968. Today, Tulsa Transit provides public transportation service to the City of Tulsa, as well as surrounding areas such as Jenks, Sand Springs and Broken Arrow.



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:

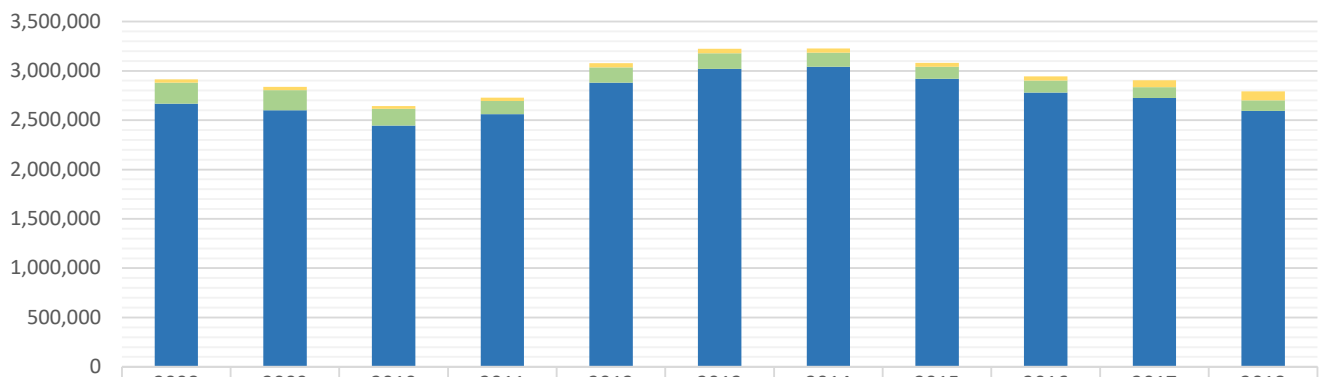


Paratransit Lift Service

- 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.



Tulsa Transit Combined Ridership - All Modes



	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Paratransit	31,736	31,430	28,021	33,134	42,217	45,595	44,087	40,482	41,246	68,499	91,261
Demand Response	214,003	205,700	169,794	133,159	156,954	157,556	142,312	121,576	121,823	110,923	106,990
Bus	2,667,678	2,598,991	2,445,794	2,561,269	2,879,038	3,021,551	3,041,032	2,918,846	2,781,092	2,723,948	2,595,051

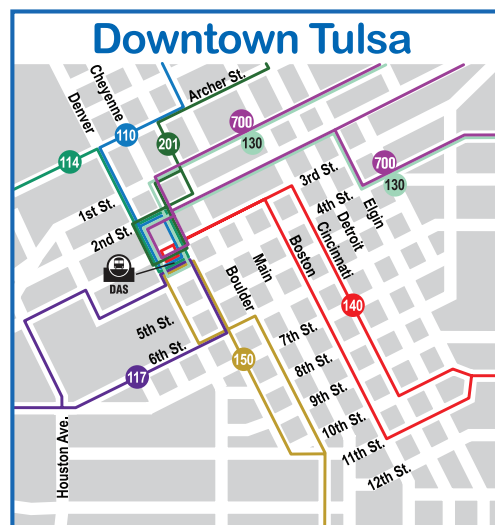
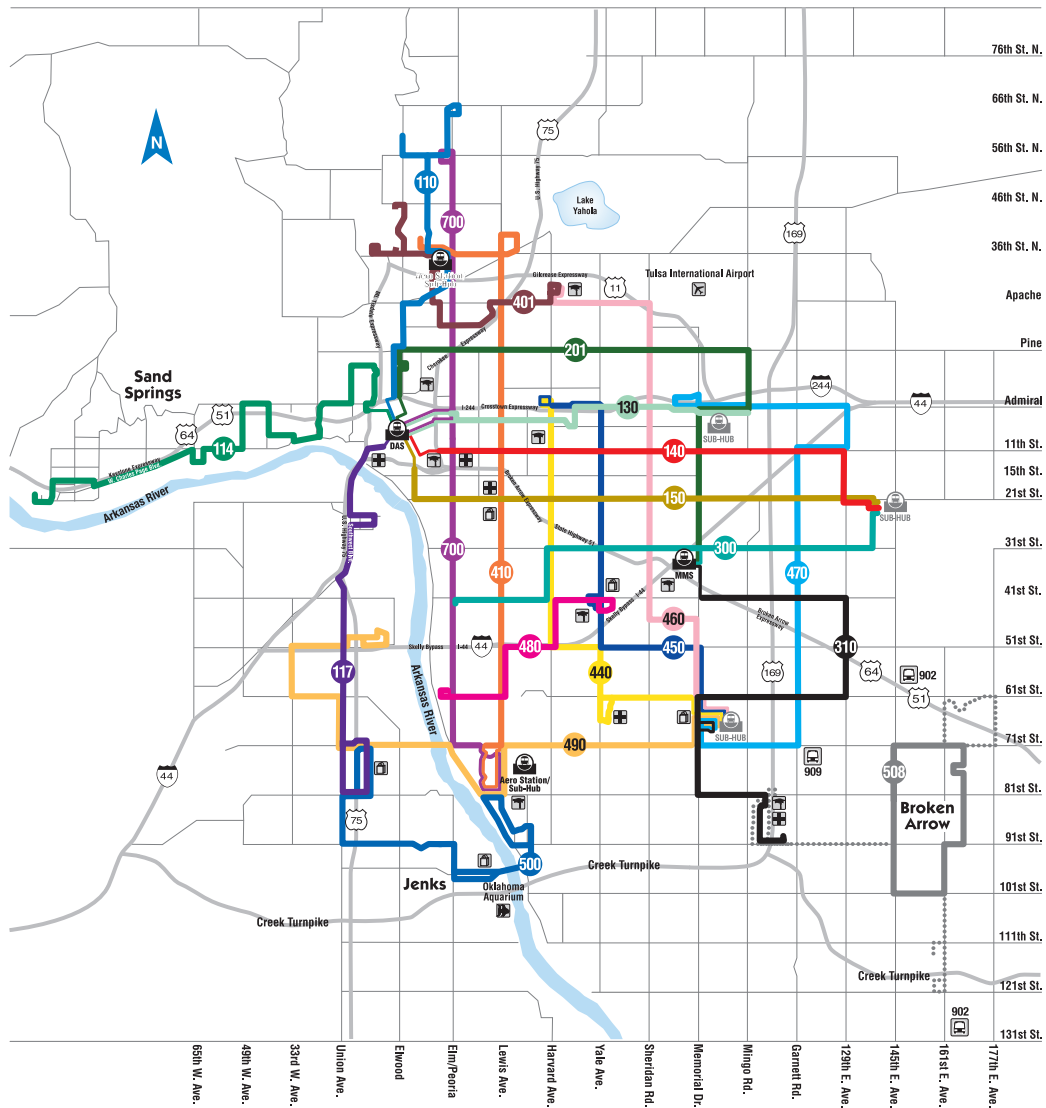
■ Bus ■ Demand Response ■ Paratransit

11/2019

Ridership Benchmarks

	<i>FY 2010</i>	<i>FY 2011</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>	<i>Change FY10-15</i>
Passenger Trips per Capita							
Omaha, NE (Metro)	7.2	6.7	6.3	7.4	7.4	6.7	
Oklahoma City, OK (EMBARK)	4.2	4.1	4.3	4.3	4.3	4.8	
Little Rock, AR (METRO)	14.7	15.9	17.4	16.8	16.8	15.6	
Colorado Springs, CO (Mountain Metro)	5.8	4.8	4.6	5.4	5.4	5.7	
Wichita, KS (Wichita Transit)	5.7	5.7	5.0	3.9	3.9	4.9	
Tulsa, OK (MTTA)	6.2	6.1	6.9	7.4	7.4	6.0	
Passenger Trips per Revenue Mile							
Omaha, NE (Metro)	1.0	1.0	1.1	1.1	1.1	1.0	
Oklahoma City, OK (EMBARK)	1.1	1.1	1.2	1.2	1.2	1.2	
Little Rock, AR (METRO)	1.0	1.1	1.2	1.1	1.1	1.1	
Colorado Springs, CO (Mountain Metro)	1.2	1.2	1.4	1.8	1.8	1.7	
Wichita, KS (Wichita Transit)	1.5	1.5	1.3	1.2	1.2	1.1	
Tulsa, OK (MTTA)	1.0	1.1	1.1	1.2	1.2	1.1	
Passenger Trips per Revenue Hour							
Omaha, NE (Metro)	13.9	13.3	14.8	14.8	14.8	13.2	
Oklahoma City, OK (EMBARK)	17.7	17.9	18.4	188.0	188.0	17.6	
Little Rock, AR (METRO)	14.9	15.9	17.4	15.9	15.9	14.8	
Colorado Springs, CO (Mountain Metro)	21.4	21.5	22.9	24.6	24.6	23.0	
Wichita, KS (Wichita Transit)	20.3	23.8	19.2	18.7	18.7	17.0	
Tulsa, OK (MTTA)	15.2	16.0	17.5	17.5	17.5	16.6	

Tulsa Transit System Map



www.tulsatransit.org

For information on Express Routes and Park & Ride locations, see Routes 902 and 909.

Route Listing - November 2019

700 - AERO Peoria	401 - North/Northeast
110 - MLK/Hartford	410 - Lewis
114 - Charles Page/Sand Springs	440 - Harvard
117 - Southwest Blvd./Union	450 - Yale
130 - Admiral	460 - Sheridan
140 - 11th	470 - Garnett
150 - 21st	480 - 61st/41st
201 - Pine/Memorial	490 - West Tulsa/71st
300 - 31st Street	500 - Jenks
310 - South/Southeast	508 - B.A. Connection

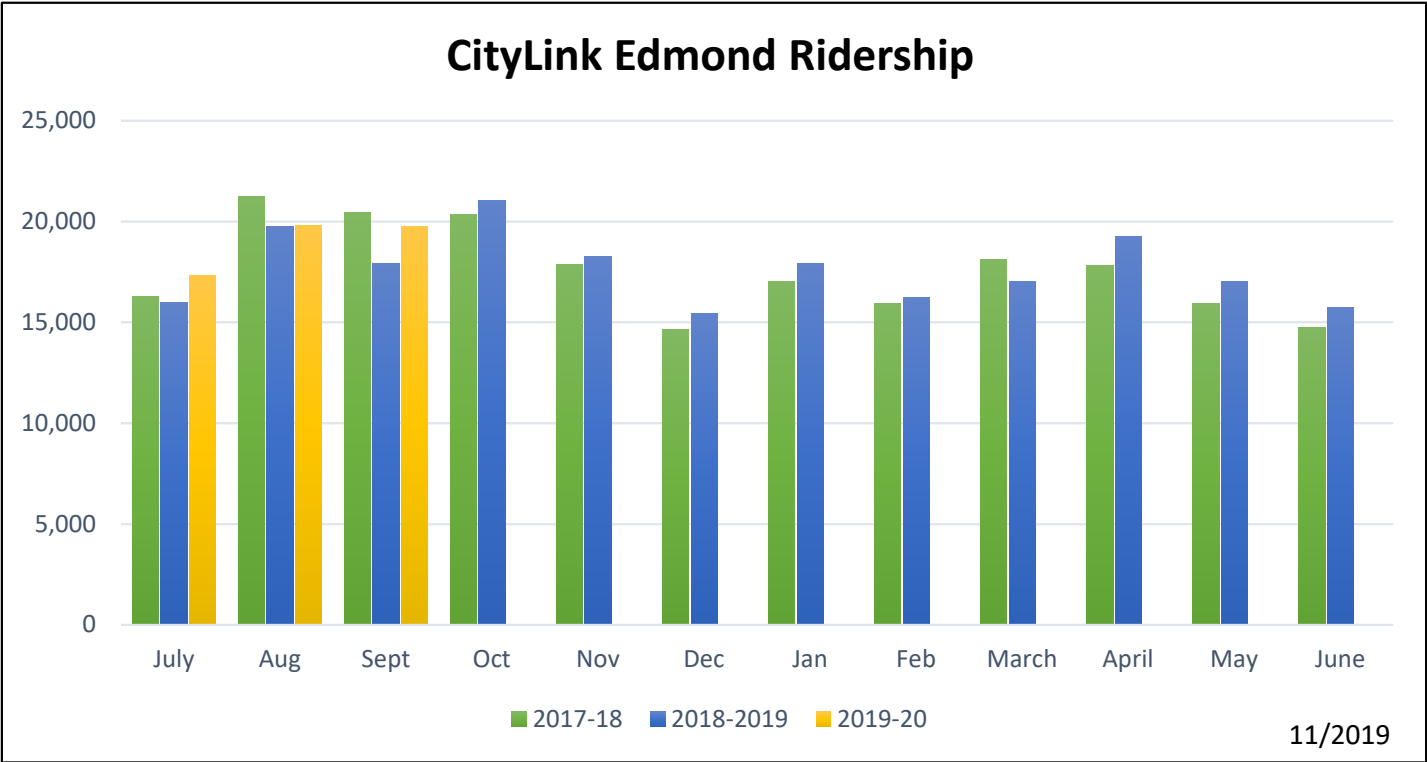
Hospitals	Airports	University-College	Malls	Park & Ride	Deriver Ave. Station	Memorial Midtown Station	Aero Station/Sub-Hub	Sub-Hub
								

Note: See individual route maps for detailed routing information.

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.



LEGEND



T TRANSFER CENTER

ROUTE 1

ROUTE 2

ROUTE 3

ROUTE 4

ROUTE 100X EXPRESSLINK

BUS STOP

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.

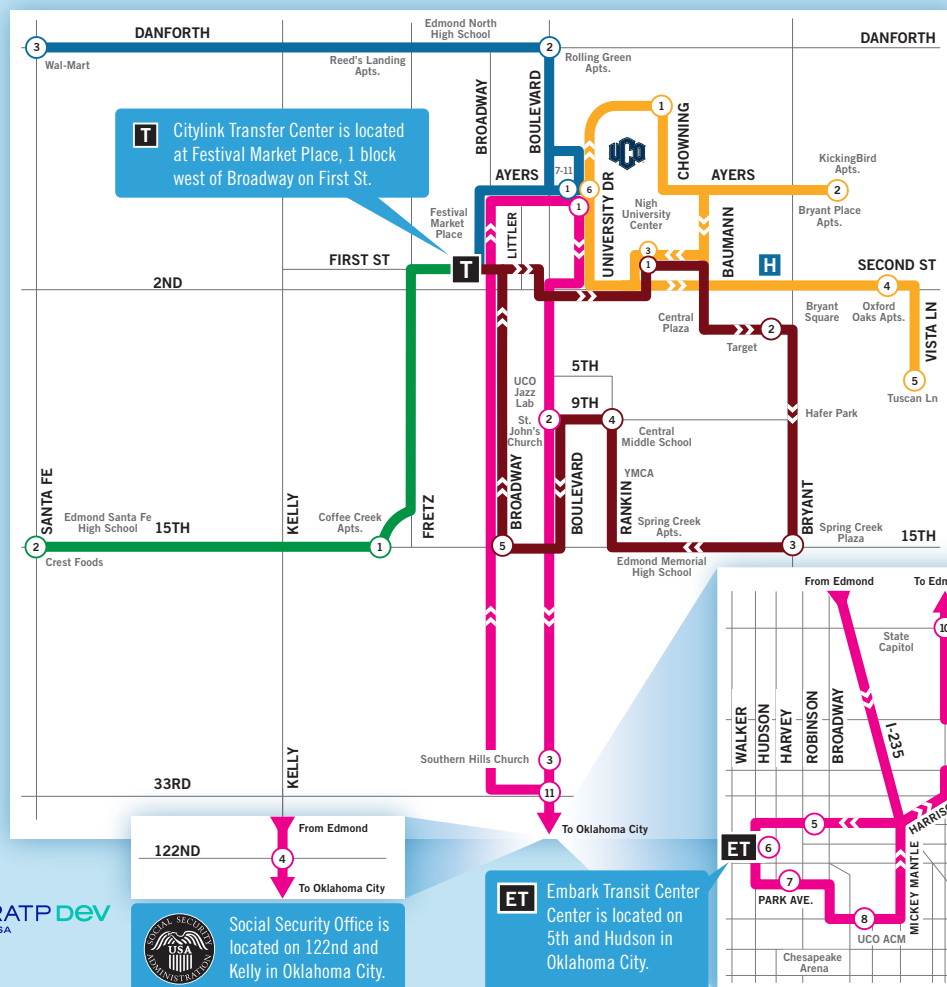


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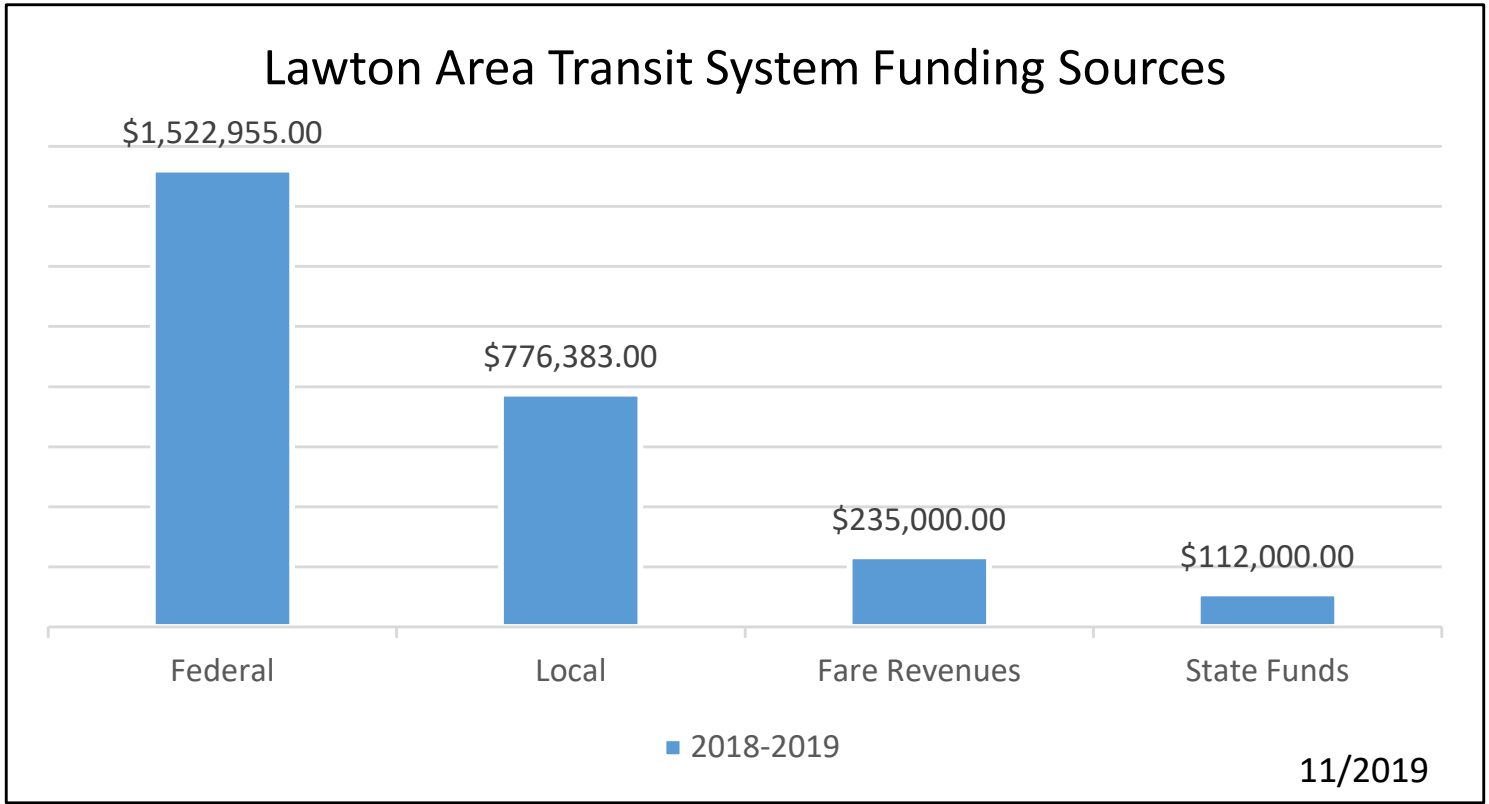


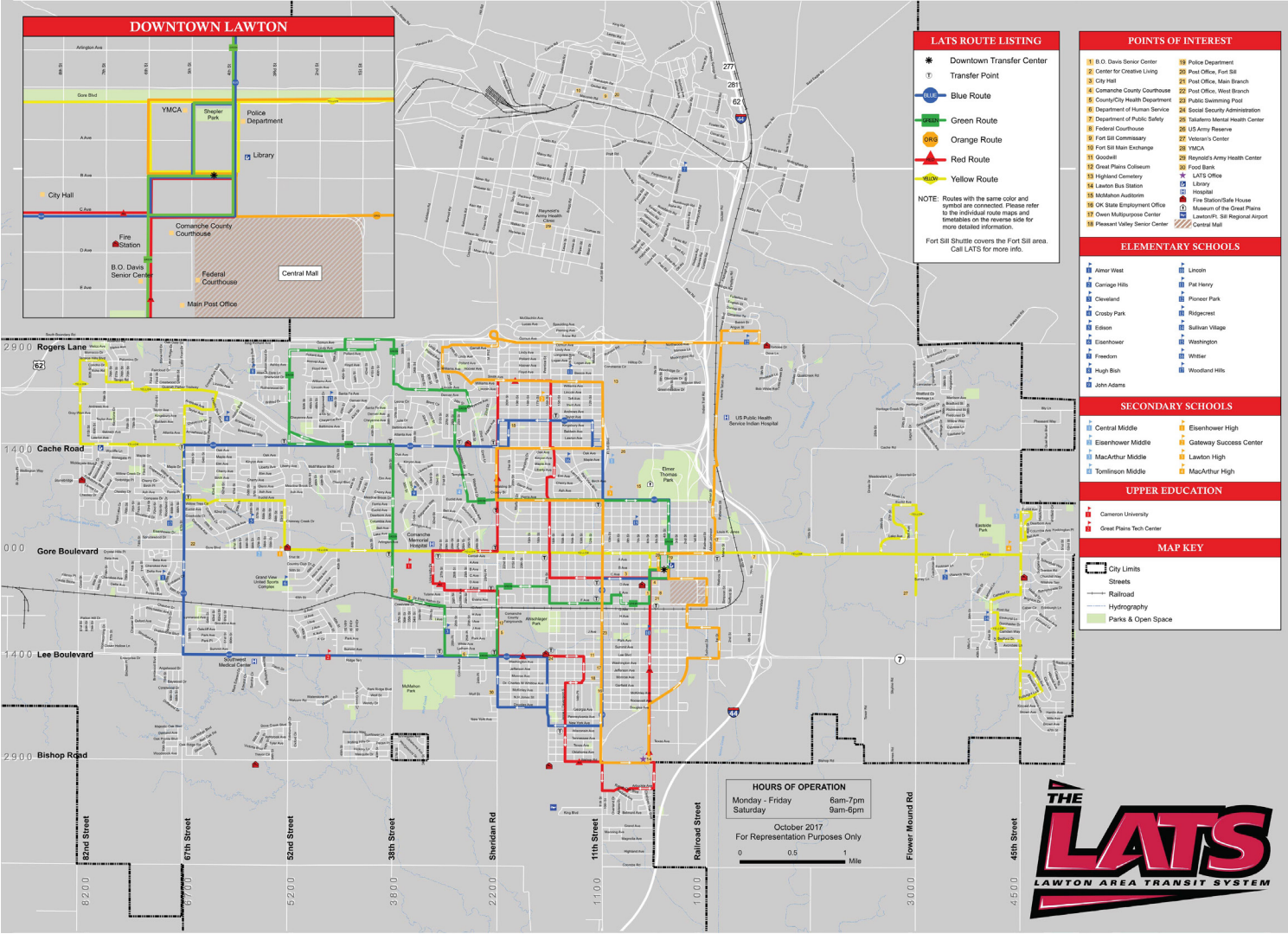
Lawton Area Transit System

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.





Campus Area Rapid Transit (CART)

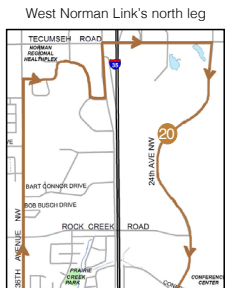
Serving Norman since 1980, Cleveland Area Rapid Transit provided public transit for the Norman and the University of Oklahoma. In 2019, CART, now known as Campus Area Rapid Transit, began transitioning all non-campus routes to the City of Norman Public Transit.



City of Norman Public Transit

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

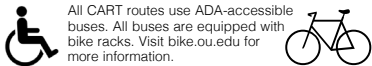




Legend

Late-Night Flex Boundary
 CARTaccess Service Boundary

See www.rideCART.com for full CARTaccess service boundary.

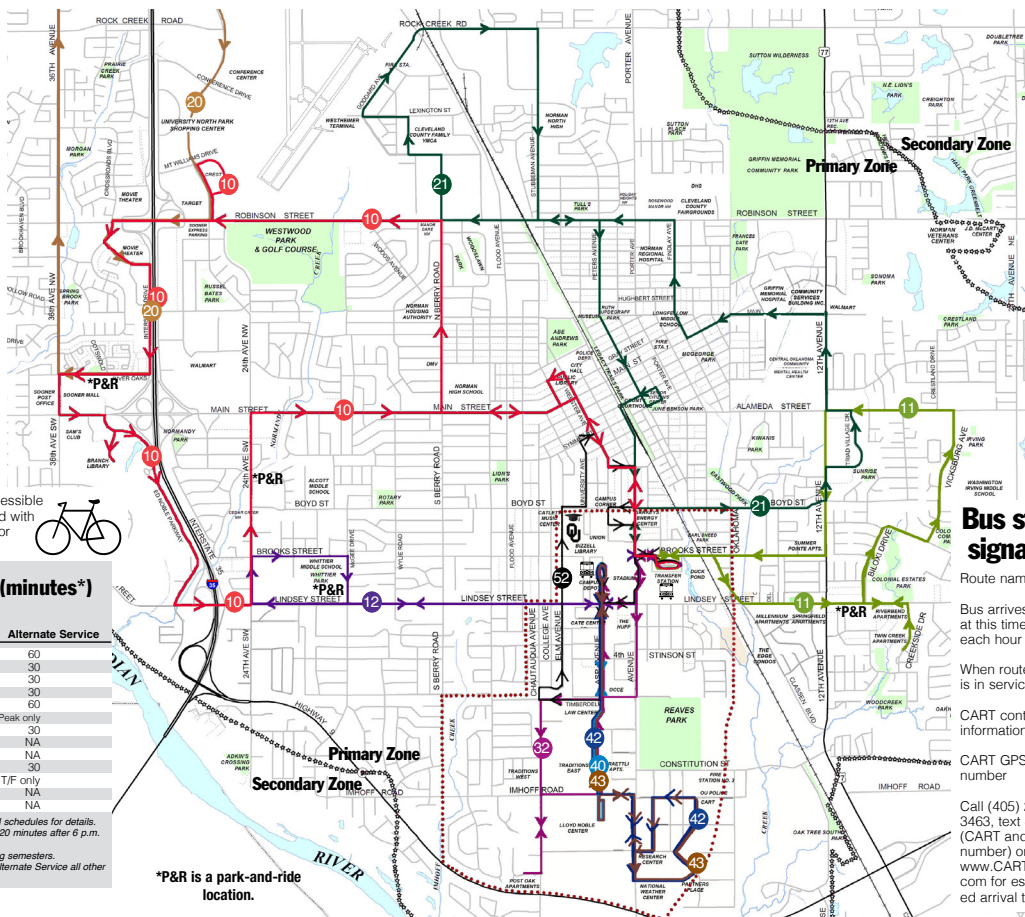


All CART routes use ADA-accessible buses. All buses are equipped with bike racks. Visit bike.ou.edu for more information.

CART service frequency (minutes*)

Service Frequency	Regular Service	Alternate Service
10 Main Street	60	60
11 Lindsey East	30	30
12 Lindsey West	30	30
20 West Norman Link	30	30
21 Alameda/E. Norman	60	60
24 Sooner Express	Peak only	Peak only
32 Apartment Loop	30	30
40 LNC Shuttle**	10/20	NA
42 Research Route	30	30
43 LNC/Research	30	30
44 Social Security***	T/F only	T/F only
52 Campus Loop	30	NA
LNF Late-Night Flex****	30	NA

* Frequency of service shown in minutes. See individual schedules for details.
 ** LNC - 5-10 minutes Monday-Thursday before 6 p.m.; 20 minutes after 6 p.m.
 *** Social Security runs Tuesdays and Fridays only.
 **** LNF - Monday to Thursday during OU fall and spring semesters.
 Regular Service during OU fall and spring semesters. Alternate Service all other times.



CART routes

- 10 Main Street
- 11 Lindsey East
- 12 Lindsey West
- 20 West Norman Link
- 21 Alameda/E. Norman
- 24 Sooner Express
- 32 Apartment Loop
- 40 Lloyd Noble Shuttle
- 42 Research Route
- 43 Research/LNC
- 44 Social Security
- 52 Campus Loop

Bus stop signage



Oklahoma Transit Providers

<i>Urban:</i>
EMBARK
Tulsa Transit
Citylink Edmond
City of Norman
Lawton Area Transit System (LATS)
<i>Tribal:</i>
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

<i>Rural:</i>
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.

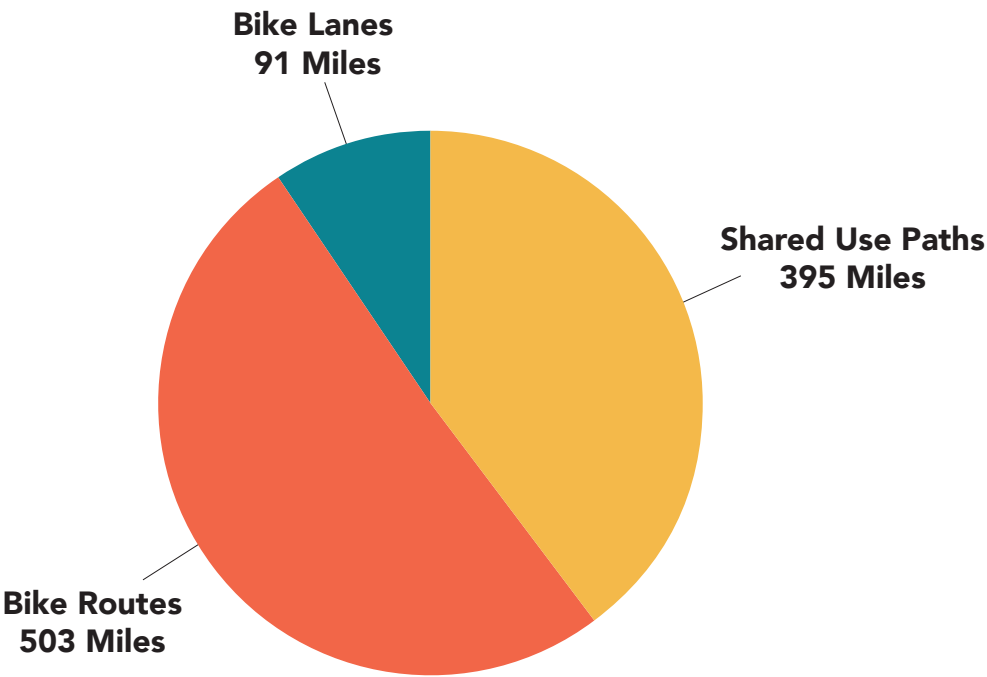


1. Establish a vision to support bicycle and pedestrian modal choices and promote healthy affordable modes of transportation. <i>(Updated Policy)</i>
<ul style="list-style-type: none"> a. Continue to pursue opportunities to bring state highways in small communities into compliance with the Americans with Disabilities Act. <i>(Existing)</i> b. Incorporate bicycle facility design standards into the next version of the ODOT Roadway Design Manual. <i>(Existing)</i> c. Develop a statewide bicycle plan that emphasizes safety and builds and expands upon the work of the Metropolitan Planning Organizations. <i>(Updated)</i>
2. Improve modal choices and safety by incorporating pedestrian and bicyclist facilities in accordance with approved design standards. <i>(Updated Policy)</i>
<ul style="list-style-type: none"> a. Continue to provide pedestrian signals, warning beacons, signage, striping, and lighting at intersections of state routes with high-volume pedestrian crossings. <i>(Updated)</i> b. Support inclusion of bicycle and pedestrian facilities into new and renovated intermodal facilities and connection points, such as train depots, bus terminals, etc. <i>(Existing)</i> c. Support efforts by local governments, public transit providers, passenger rail systems, and others to expand and improve bicycle ways and walkway connections. <i>(Updated)</i> 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. <i>(Updated)</i> e. Inform bicycle/pedestrian community about coordinating with the state's bicycle and pedestrian coordinator and about the public involvement process. <i>(New)</i>
3. Promote and support public information outreach and education regarding safe and accessible transportation routes for bicyclists and pedestrians. <i>(New Policy)</i>
<ul style="list-style-type: none"> a. Continue to educate communities about sidewalk and trail requirements associated with the Americans with Disabilities Act. <i>(New)</i> b. Promote statewide and local-area education programs to make transportation users aware of pedestrian and bicyclist rights and responsibilities. <i>(Existing)</i> c. Support efforts by health departments, educational facilities, and public safety agencies to provide bicycle and pedestrian safety lessons/workshops. <i>(New)</i> 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. <i>(Existing)</i>

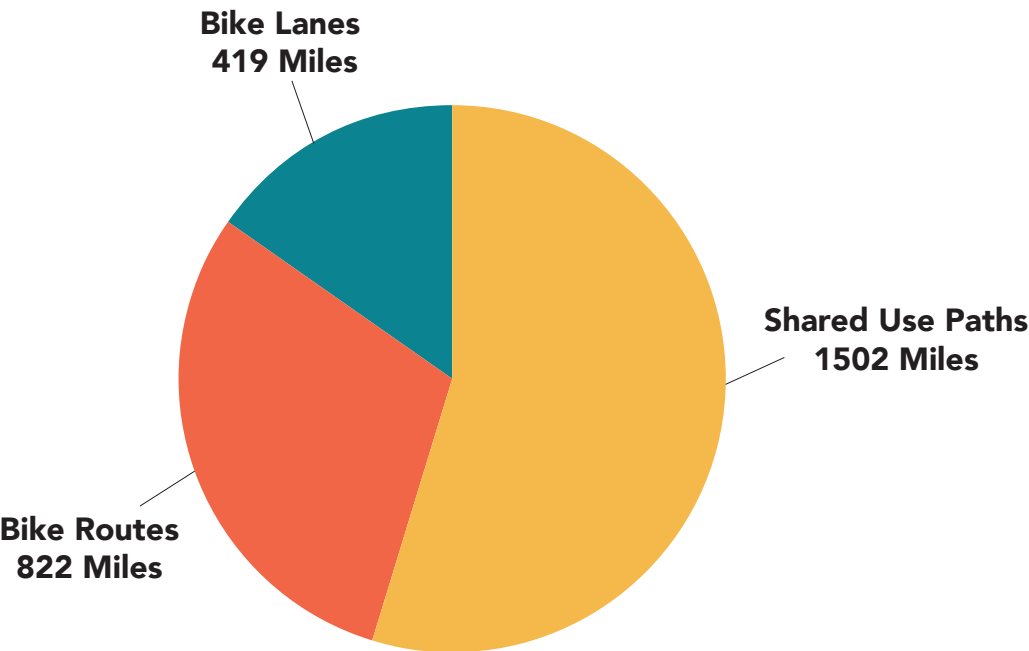
Oklahoma Bicycle and Pedestrian Accomplishments in 2019

- *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



Proposed Bicycle Infrastructure, 2045



BIKE SHOPS

DOWNTOWN OKC

Schlegel Bicycles
900 N Broadway Ave
(405) 232-4040

NORTH OKC

AI's Bicycles Northwest
7930 N MacArthur
(405) 728-7100

Bike One
5503 NW Expressway
(405) 470-5511

Celestial Cycles
2929 W Hefner
(405) 751-8809

Pro Bike
5820 NW 63rd St
(405) 721-6707

Wheeler Dealer
2729 NW 50th St
(405) 947-6260

Melonbike
3021 N Portland
(405) 602-3310

Bicycle Lab
2200 W Hefner Rd
(405) 603-7655

SOUTH OKC

AI's Bicycles South
8900 S Walker Ave
(405) 632-0483

EDMOND/GUTHRIE

AI's Bicycles of Edmond
2624 S Broadway Ct
(405) 341-4331

Guthrie Bicycles
224 N 2nd St
(405) 282-8524

NORMAN

AI's Bicycles of Norman
562 N Main St
(405) 364-8787

Buchanan Bicycles
561 Buchanan Ave
(405) 364-5513

Bike One
159 24th Ave NW
(405) 573-7433

405 Bicycles
3251 Market Place
(405) 310-2453

OTHERS

Shawnee
The Bicycle Shoppe
701 N Beard
(405) 275-4980

Lexington
Oklahoma Recumbent Road Bikes
102 E Broadway
(405) 527-6160

WEEKLY GROUP RIDES

SATURDAY

9:00 am 13 miles | OBS Donut Ride, Will Rogers Park

SUNDAY

8:30 am 24 miles | Bricktown Coffee Ride, Stars Stripes Park

TUESDAY

6:15 pm 12 miles | Edmond Casual Ride - Target

WEDNESDAY

6:15 pm 3 groups | Edmond Ride, Hafer Park

PLEASE VISIT OBS EVENT CALENDAR AT
WWW.OKCBIKE.ORG TO VIEW MORE
AVAILABLE RIDES.

Times and rides schedules can change. It is advised that you
check for the latest up-dates at the OBS website or contact
the ride organizer, www.OKCBike.org

HERE ARE SOME OTHER GOOD PLACES TO LOOK:

Bicycle League of Norman
www.bicycleleagueofnorman.com

Oklahoma EarthBike Fellowship
www.okearthbike.com

Oklahoma Cyclist Meetup
www.facebook.com/groups/221967664805527

OKC Bicycle Riders (ask to join)
www.facebook.com/groups/OKCBicycleRiders/



WEAR A HELMET



STAY HYDRATED



LOCK YOUR BIKE

OKLAHOMA BICYCLE SOCIETY



OKC AREA TRAILS

INFORMATION GUIDE



2019

OKCBIKE.ORG

THIS GUIDE IS PRESENTED IN PARTNERSHIP WITH:

acog

association of central oklahoma governments
acogok.org

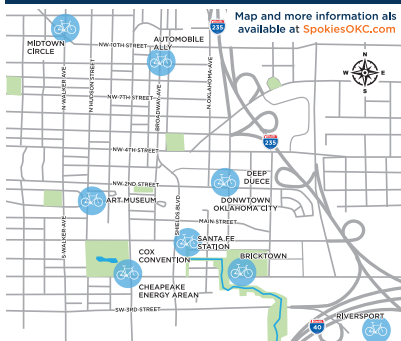
MIDWEST CITY BIKE TRAILS



BIKE TRAILS LEGEND

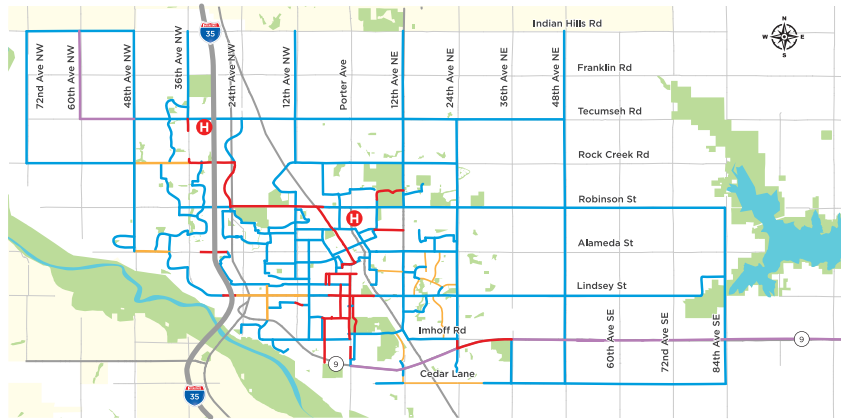
- Dedicated Bike Lane
- Multi-use Trail
- Mountain Bike Trail
- Shoulder
- Street Sign Only
- H Hospital
- Parks

SPOKIES STATIONS



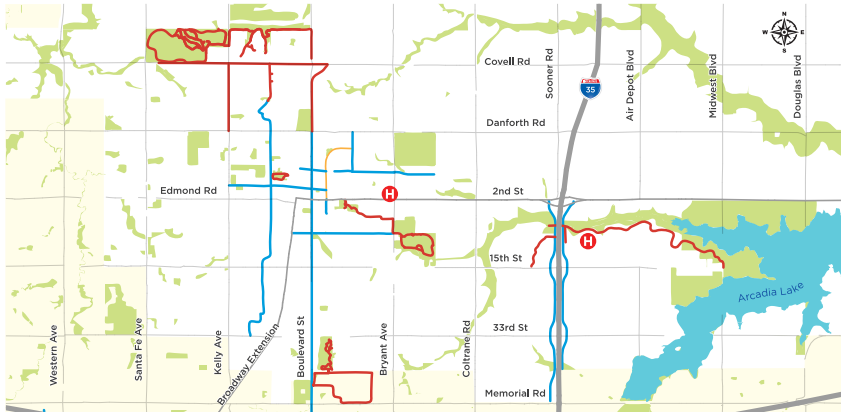
NORMAN BIKE TRAILS

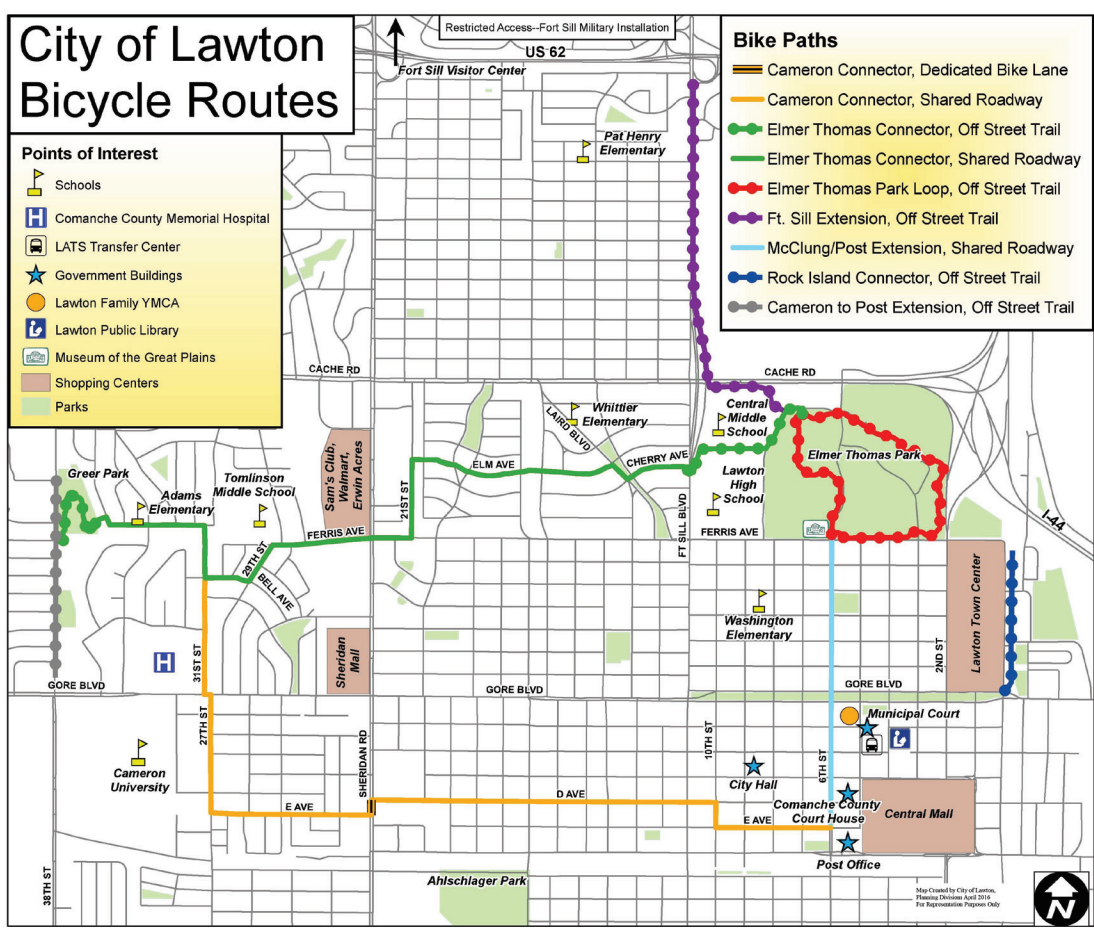
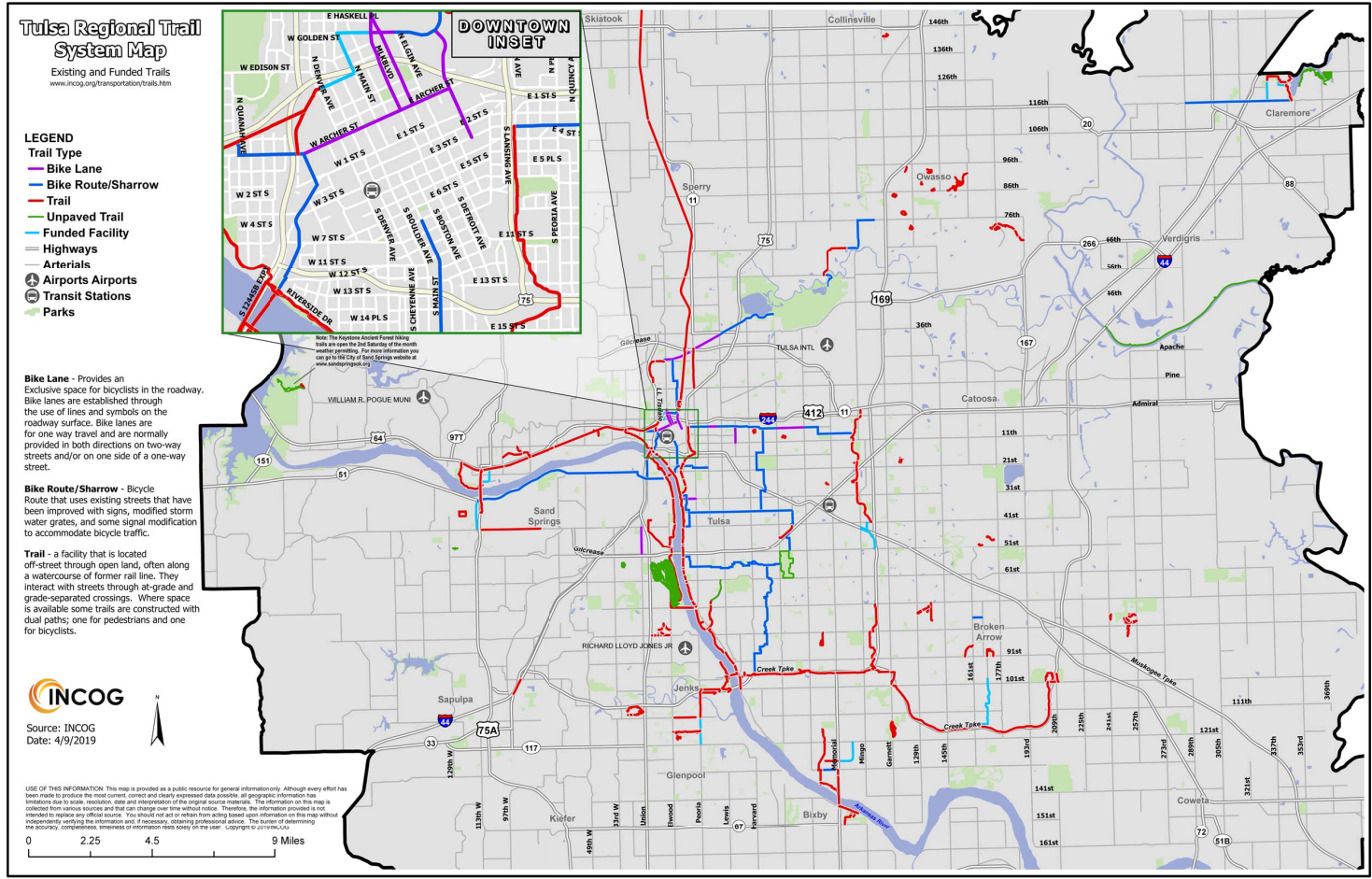
BICYCLE LEAGUE OF NORMAN: www.bicycleleague.com



EDMOND BIKE TRAILS

BICYCLE EDMOND: www.edmondok.com/index.aspx?nid=955





Passenger Rail Transportation in Oklahoma

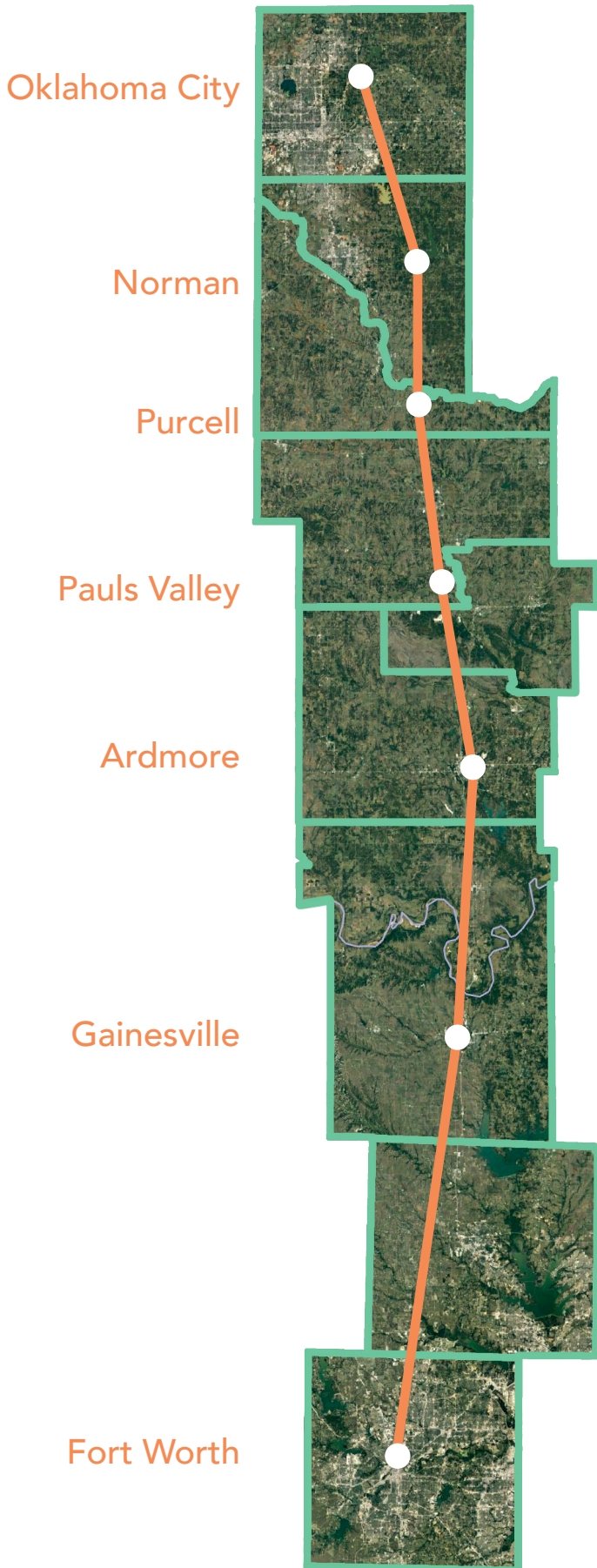
The Heartland Flyer is a favorite among Amtrak passengers. The route between the Santa Fe Depot in Oklahoma City and the Fort Worth inter-modal Transit Center is 206 miles. Intermediate stops on the route are Norman, Purcell, Pauls Valley and Ardmore in Oklahoma and Gainesville in Texas. The Heartland 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 Wishita 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*

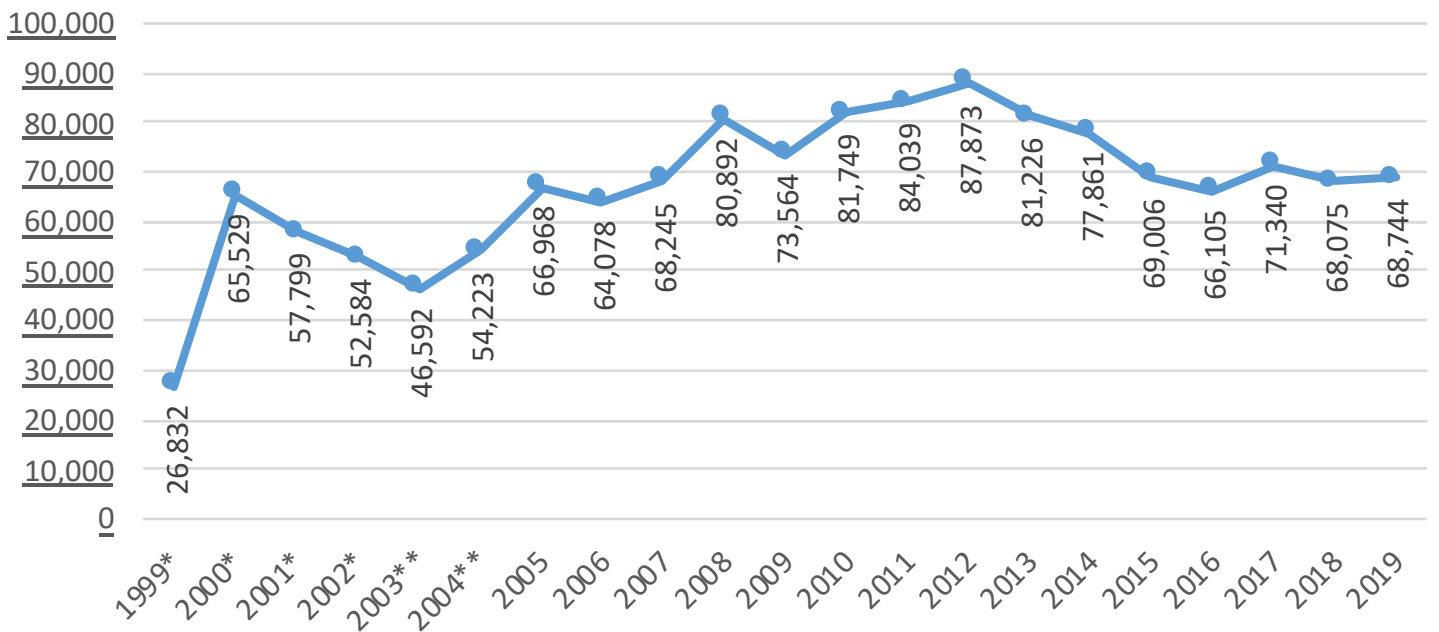
The Big Game Train (OU/Texas football game) was a major success again in 2019. Second highest ridership, only surpassed by the 2019 train.

HEARTLAND FLYER

821	◀ Train Number ▶						822
Daily	◀ Normal Days of Operation ▶						Daily
<div><div>R</div><div></div></div>	◀ On Board Service ▶						<div><div>R</div><div></div></div>
Read Down	Mile			Symbol		Read Up	
8 25A	0	Dp	Oklahoma City, OK (CT)	<div><div></div><div></div><div>QT</div></div>	Ar	9 23P	
8 49A	20		Norman, OK	<div><div></div><div></div></div>		8 48P	
9 06A	35		Purcell, OK	<div><div></div><div></div></div>		8 31P	
9 31A	57		Pauls Valley, OK	<div><div></div><div></div></div>		8 05P	
10 23A	102		Ardmore, OK	<div><div></div><div></div></div>		7 12P	
11 05A	141		Gainesville, TX	<div><div></div><div></div></div>		6 31P	
12 23P	206	Ar	Fort Worth, TX (CT)	<div><div></div><div></div><div>QT</div></div>	Dp	5 25P	



Heartland Flyer Ridership



The Amtrak Network



See where the train can take you™

- Amtrak® Train Routes
 - Thruway Connecting Services
 - Service Suspended
- Depending on route, connecting services may be provided by train, bus, van, taxi or ferry. Separate fares and reservations may be required on other carriers.

For information and reservations, call 1-800-USA-RAIL or visit Amtrak.com

Due to space limitations, not all stops are shown. Services are subject to change. Amtrak System Map effective October 2018. Amtrak and see where the train can take you are registered service marks of the National Railroad Passenger Corporation.



OKLAHOMA Transportation

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