Chapter One: Introduction

Study Purpose

The Fixed Guideway Study presents the Oklahoma City Metropolitan Area and the Central Oklahoma Transportation and Parking Authority (COTPA – METRO Transit) a unique opportunity to identify potential transportation solutions that improve connections among Oklahoma City's growth centers, enhance economic development opportunities, improve mobility, expand transportation options, and improve air quality. This project is a continuation of the previous long-range transportation planning efforts and serves as the next step in the Project Implementation Process defined by the Federal Transit Administration (FTA). Examples of the previous plans include the COTPA Long Range Plan, 2025 OCARTS Plan Report, City of Edmond Comprehensive Plan, Norman 2020 Comprehensive Plan, Oklahoma City Plan 2000 – 2020, Oklahoma Fixed Guideway Transportation System Study, Oklahoma City Northeast Rail Feasibility Study, and Fixed Guideway Mass Transit Feasibility Study. Several studies were taking place concurrently to the Fixed Guideway Study that included the Norman Transit Needs Assessment, the Edmond Transportation Plan, the Oklahoma City City Financial Report (CFR), and the OCARTS 2030 plan. Figure 1.1 shows the study area for the Fixed Guideway Study. As such, communities such as El Reno, Shawnee, and Purcell are just beyond the geographic scope of the study.

Organization of Report

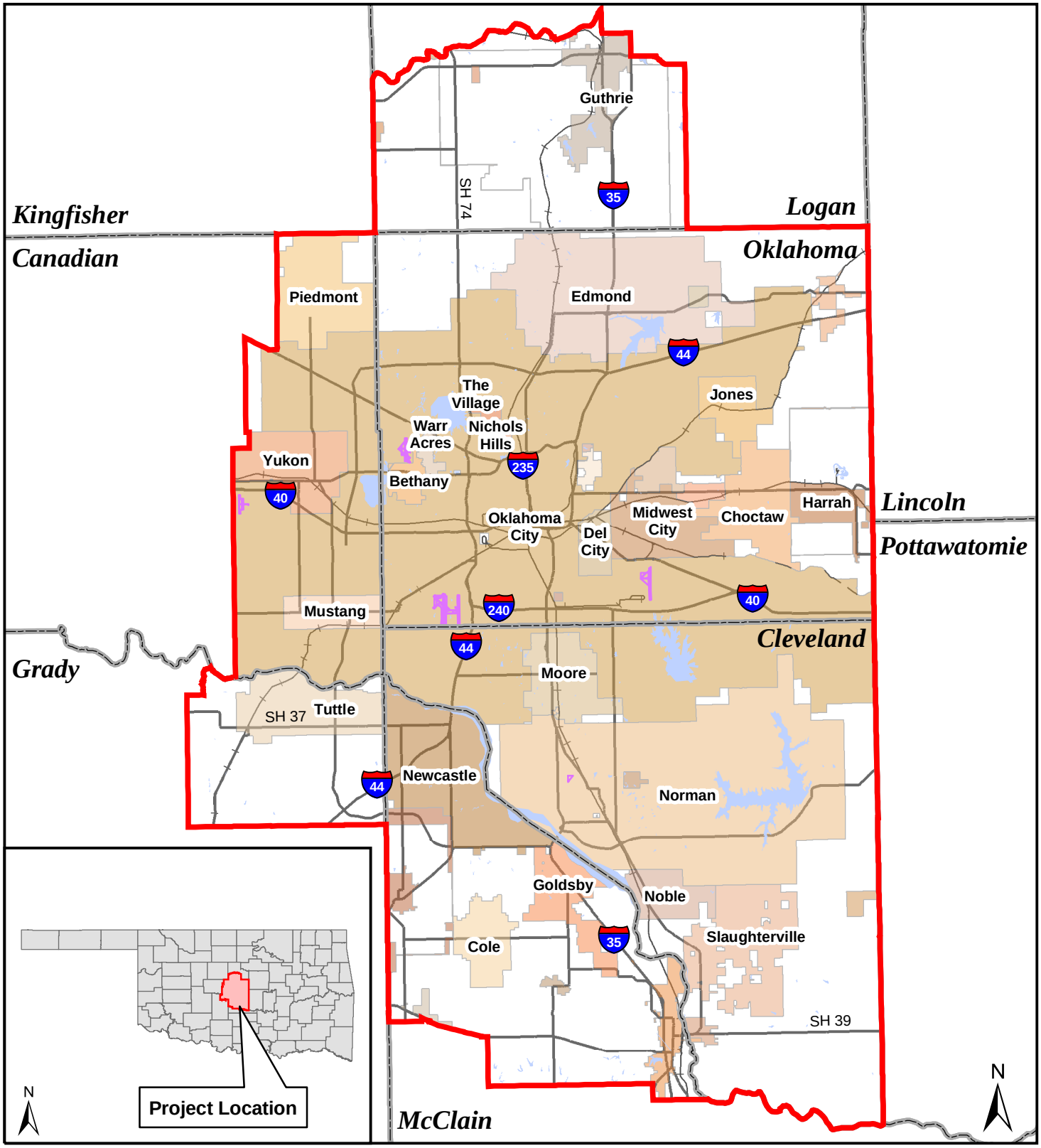
This study report is organized in a sequential order according to the progressive development of the Fixed Guideway Transit Study over the period from June 2004 to December 2005. Chapter 1 provides an introduction and overview of the study purpose, approach, and background information. Chapter 2 documents the public participation and community involvement in the development of the Fixed Guideway Study. Chapter 3 identifies and delineates the major travel corridors within the Oklahoma City metropolitan area. Chapter 4 outlines the characteristics of alternative modes of fixed guideway service, including bus rapid transit, light rail, commuter rail and other technologies. Chapter 5 describes the evaluation of alternative technologies for each travel corridor. Chapter 6 integrates the preferred alternatives into an overall system plan for the study area. Chapter 7 provides the implementation strategy and recommendations for the next steps to develop fixed guideway transit service for the Oklahoma City metropolitan area. Appendices to the report include a glossary of transit terminology, meetings documentation, and ridership forecasts documentation.

Project Study Leadership

The Fixed Guideway Study benefited enormously from the guidance, direction, and overall leadership provided by the following entities shown in Tables 1.1 – 1.5. The consultant team expresses their deep appreciation to each of these groups and individuals for their wisdom, experience, and leadership throughout the project.

- Fixed Guideway Study Steering Committee
- City of Oklahoma City Management Staff
- Central Oklahoma Transportation and Parking Authority (COTPA) Board of Trustees & Management Staff
- Association of Central Oklahoma Governments (ACOG) Management Staff

Central Oklahoma Transportaton & Parking Authority
Fixed Guideway Study



Legend

- ACOG Region
- Airports
- Railroad
- Lakes

0 5 10 Miles

Figure 1.1
Study Area

METRO Transit
Carter Burgess

Table 1.1: Fixed Guideway Study Steering Committee

Sam Bowman
Ward 2 City Council

Bernest Cain
Senator, OK Senate District 46

Bill Case
Representative, OK House District 95/Midwest City

Joe Clytus
Oklahoma City Public Schools

Myron Coleman
City County Health

Mick Cornett
Mayor, City of Oklahoma City

John Dugan
Oklahoma City Planning Director

Harold Haralson
Mayor, City of Norman

Lyda Harrell
Traffic Commission Chair

Stan Inman
Chairman, Board of Commissioners

Steve Jones
Representative of Congressman Ernest Istook

Chris Kauffman
COTPA Chairman/The Insurance Center

Klay Kimker
Devon Energy

Hershel Lamirand
OU Medical Center

David Lopez
Downtown Oklahoma City, Inc.

Gary Marrs
Ward 1 City Council

Rick Moore
Municipal Contractors Association

Ford Price
Price Edwards & Co.

Robin Roberts
Greater Oklahoma City Chamber of Commerce

Paula Sanford
Edmond City Council

Dean Schirf
Greater Oklahoma City Chamber of Commerce

Ira Schlezinger
Integris Health

David Streb
Oklahoma Department of Transportation

Richard Tanenbaum
Gardner/Tanenbaum Group

Zach Taylor
ACOG Executive Director

James Thompson
City Manager's Office - Oklahoma City

Amy Underwood
Oklahoma City Beautiful Representative

Mike Voorhees
South Oklahoma City Chamber Representative

John Yoeckel
At-Large Planning Commissioner

Richard Lee
COTPA Vice Chairman

Table 1.2: City of Oklahoma City Management Staff

James D. Couch
City Manager

James Thompson
Assistant City Manager

Table 1.3: COTPA Board of Trustees

Chris Kauffman
Chairman

Veran Randle

Kay Bickham

Mick Cornett

Bernard L. Semtner, III

James D. Couch

Richard E. Lee
Vice Chairman

Catherine O'Connor

Table 1.4: COTPA Management Staff

Rick Cain
COTPA Administrator

Larry Hopper, AICP
Principal Planner

Table 1.5: ACOG Management Staff

Zach Taylor
Executive Director

Doug Rex
Assistant to the Executive Director

Holly Massie
Special Programs Officer

Previous Studies

COTPA Long Range Transit Plan

The COTPA Long Range Transit plan was completed March 13, 2001 by MultiSystems; Fish, Daron & Associates; and The NorthStar Group. A Steering Committee consisting of civic leaders and citizens from the metro area was formed to develop a vision and clear plan for the future of public transit services in the greater Oklahoma City area. The Long Range Plan was guided by extensive public outreach, travel pattern research, and demographic and

development trends. The Long Range Transit Plan includes the development of a vision, goals, plan, key findings, transit actions, and funding requirements in the recommendation for transit improvements.

METRO Transit's vision states "METRO Transit is a significant partner in meeting the transportation needs of the greater Oklahoma City area". Six goals were developed to implement the vision: 1) METRO Transit will provide a range of mobility options to serve the greater Oklahoma City Metropolitan Area; 2) METRO Transit will deliver innovative services that are responsive to market needs of the community and services, which place the customer first; 3) METRO Transit will offer services with a cohesive, positive and energetic image with readily available information; 4) METRO Transit will deliver services that are reliable, on time, safe, clean and friendly; 5) METRO Transit will be an active partner in promoting the economic growth of the Greater Oklahoma City area; 6) METRO Transit will provide services that efficiently use financial resources and is responsive to funders of service.

The overall plan includes: increasing hours of service; enhance frequency of service and expand service to wider geographic area; customize services to suite the needs of the community; increase awareness of METRO Transit's family of services; develop additional services for older adults and persons with disabilities; improve the availability and usefulness of transit information; establish public transportation as a mode of choice; and create a "riding culture" within the Greater Oklahoma City area.

Key findings include: public transportation in Central Oklahoma is significantly underfunded; when compared to similar cities, METRO Transit provides significantly less service and carries fewer passengers; good public transportation supports economic development in the Greater Oklahoma City area; many residents use public transportation when traveling in other cities; service levels are inadequate and convenience will need to improve to meet the community's needs; overall the image of METRO Transit needs to be improved.

Short-term (1-2 years) actions, Medium-term (3-10 years) actions and the Long-term (11-25 years) vision were identified. Short-term actions include partnership opportunities, image enhancement, a downtown transit center, and service improvements. Medium-term actions include establishing mini stations to connect different public transportation services, enhancing services, conducting a fixed guideway feasibility study, and expanding the service area. Some of the Long-term visions include tripling service over 25 years, a functioning fixed guideway system, and the development of a plan which encourages the use of public transportation.

2025 OCARTS Plan Report, Oklahoma City Area Regional Transportation Study

Completed in December of 2001, this report outlines the organization of the transportation planning process and provides information about the transportation and demographic characteristics of the area and planning process that resulted in the adoption of the long-range transportation plan for Central Oklahoma. The 2025 OCARTS Plan was developed using 30-year projections of population, housing, employment, land use, and other socioeconomic factors. Included in the report are: Public involvement, Goals & Policies for the 2025 OCARTS Plan; Land Use and Socioeconomic Growth Trends; Regional Travel Characteristics and Modes; Intermodal Recommendations and Alternative Street & Highway Networks; Financial

Strategy for Implementing the 2025 OCARTS Plan; Other Plan Issues; and Staging of Street and Highway Improvements.

Area forecasts for 2025 population, employment and demographics were used to determine travel demands and patterns. Travel characteristics were used to determine future transportation system adequacies and deficiencies. Travel within the OCARTS area is estimated to increase 47 percent between 1995 and 2025. The plan includes recommendations for transit, bicycle and pedestrian trails; intermodal freight; and street and highway networks. The financial strategy for the 2025 Plan projects is also defined in the report. Other plan issues include various major investment studies, congestion management, enhancement program activities, air quality, and eligibility for Federal-Aid Highway funds. The plan also defines the staging of the street and highway improvements proposed in the plan.

City of Edmond Comprehensive Plan

The Edmond Plan III includes the goals, objectives and official policies intended to guide the future growth and development of the City of Edmond. The Edmond Plan III focuses on the process of planning for future growth and changes and identifies the goals and policies that should drive future decisions. This report includes the history in the development of the Edmond Plan III, including a summary of *Tomorrow's Edmond: A Community Dialog* report which outlines the community's goals and visions which provided the primary guidance for the development of the Edmond Plan III. The Plan Map, dated January, 2006, included in the report illustrates the forecasted land use. The plan also outlines the goals pertaining to Economic Development; Transportation; Utility Services; Parks, Recreation and Open Space-Green Space; Public Safety; and Land Uses.

Norman 2020 Comprehensive Plan

"The *Norman 2020 Comprehensive Land Use and Transportation Plan* is the long range plan for the future physical development of the City. It represents a desired land use pattern in response to anticipated growth rates, public utility constraints, and environmental conditions. The Plan embodies a conscious decision by the City to anticipate and make choices about Norman's future. It provides a vision for the future and a foundation for managing the City's growth.

The Plan is the culmination of a two year process built on a dual foundation of strong citizen involvement and a solid understanding of the factual realities of growth trends, patterns, and constraints.

For a more detailed discussion within this Plan document, the following technical reports are available through the City of Norman Planning Department.

- *Development Capacity Technical Memorandum*
- *Land Demand Technical Memorandum*
- *Land Use Plan Implementation Techniques Technical Memorandum*"

Oklahoma City Plan 2000 – 2020

Completed in September 2000 by the City of Oklahoma City, the Oklahoma City Plan provides a general direction to public and private decision makers as to growth, development, redevelopment, and revitalization in Oklahoma City. The report includes: Vision; Land Use and Design; Housing and Neighborhood Revitalization; Transportation; Public Services; Parks and Open Space; Education; Historic Preservation; Culture; Community Appearance; Economic Development; Environmental Concerns; Regional Context; and Implementation. Direction (goals) and Actions (policies) are included.

The Vision chapter describes assets and directions for Rural Area; Urban Growth Area; Traditional Neighborhoods; Downtown; Regional Commercial Centers and Major Activity Corridors; Regional Mobility Corridors; Industrial Areas; and City-Wide Policies.

The land use policies in the Plan address location, types, and intensity of growth and redevelopment anticipated in the Oklahoma City area between 2000 and 2020. The Plan includes the Development Areas Map and Land Use Plan Map indicating locations which particular plan policies apply. The Land Use and Design chapter describes directions and actions for: Rural Area; Urban Growth Area; Traditional Neighborhoods; Downtown; Regional Commercial Centers/Major Activity Corridors; Regional Mobility Corridors; Industrial Areas; and City-wide Policies.

Housing and neighborhood preservation policies take into account citizens needs and preferences for adequate housing and neighborhood quality. Housing and Neighborhood Revitalization includes directions and actions for: City-Wide Housing Policies; Neighborhood Revitalization; and Neighborhood Business Development.

Transportation system planning is important to development patterns. Transportation section includes assets, directions and actions dealing with various transportation modes.

Public Services have a major impact on maintaining neighborhood quality and enhancing economic development. Public services discussed in the Plan include: Police Protection; Fire Protection; Emergency Response; Water Supply; Sewage Treatment; Solid Waste; Storm Drainage; Roads, Streets, and Bridges; and Animal Welfare.

Oklahoma City has a number of park facilities. The Plan discusses directions for parks and open space. Actions for Parks Plan; Development Regulations; Parks Program; and Open Space, Trails and Greenways are also discussed.

Education in the Oklahoma City area is an important factor contributing to the quality of life. There are 24 public school districts in the Oklahoma City's corporate limits. Schools are a driving force when choosing housing. The Plan includes assets, directions and actions for education in Oklahoma City.

Historic preservation is important to Oklahoma City. Downtown Oklahoma City has many historic commercial structures and landmark buildings. Many homes were built during Oklahoma City's rapid growth during the 1910's and 1920's. The Historic Preservation chapter in the Plan includes directions and actions for: Appreciation of Historical Resources; Promotion of Historic Neighborhoods; Development and Revitalization in Historic Areas; and Non-Residential Building and Districts.

There are many cultural resources in Oklahoma City. Some of the cultural resources in the Downtown/Bricktown area include the Civic Center Music Hall, Bricktown Ballpark, and Myriad Gardens. Other cultural resources include the fairgrounds, Oklahoma City Zoo, Remington Park and Paseo Cultural District. A survey conducted by the City indicated a strong desire to see more cultural offerings and desire for more arts education for children. Over 2.4 million people annually attend cultural events and activities in Oklahoma City. The Plan includes assets and directions, and also includes actions for: Cultural Awareness; Investment in Cultural Assets; Cultural Districts; City Involvement and Investment; Historic Preservation; and Public Art.

Community Appearance in the Plan includes assets, liabilities, directions and actions. Actions are listed for: City Gateways; Neighborhood Appearance; Trash, Litter Control, and Enforcement; Streetscapes; Sigh Regulations; Public Facilities; Private Development; Natural Assets; and Beautification Plans. A Comprehensive Beautification Master Plan was developed for the city.

There are concentrated areas of employment such as Capitol/Medical Center, IH 40 Industrial Area, Downtown, Will Rogers Airport, Tinker Air Force Base (AFB) and General Motors, which have become critically important to the local economy. Tinker AFB and General Motors combined employs approximately 5% of total metro employment. Major employment Economic Development includes directions, and actions for economic development concerns. Actions are described for: Public-Private Initiatives; Planning and Capital Improvements; Education Initiatives; and Center City Redevelopment.

Oklahoma City has many environmental resources which provide opportunities to enhance the quality of life while posing challenges to the City and development community in safeguarding their qualities. Environmental assets and concerns are noted for: Air Quality; Water Resources; and Solid Waste Management. Directions are also listed. Actions are included for: Air Quality, Water Quality and Drainage; Solid Waste; Brownfield Redevelopment; and General Environmental concerns.

The Oklahoma City metropolitan area includes six counties and 70 municipalities with many governmental units. New housing in the region has been concentrated in Edmond, Northwest, and Norman area. Directions for Regional Context include exploring the benefits of more regional intergovernmental cooperation and structures within which cooperation can occur to address regional challenges, and pursuing opportunities for mutual services within county, school, and other municipal jurisdictions. The Regional Context actions in the Plan include: Maintaining Oklahoma City's Viability within the Region; Intergovernmental Cooperation; and Municipal Boundaries and Regional Growth Patterns.

The Plan includes a schedule for Plan implementation for the planning department, office of management and budget, public works/traffic management, public works/storm drainage/public works/development center, neighborhood services, transit services, parks department, community appearance coalition, special task force on education funding and working group on sign regulations. Plan implementation projects include: Zoning Ordinance and Subdivision Regulations/Revisions to Zoning Map; City Budget; Capital Improvement Programs (CIP) and Bond Issues; Sign Regulations; Street Standards; Drainage Regulations; Regional Mobility Corridor Plan; Parks Plan; Building Codes; Code Enforcement; Community Appearance; Public Services; Education; Economic Development; and Environmental Concerns.

Oklahoma Fixed Guideway Transportation System Study

Completed in May 1992 by Parsons Brinckerhoff, and Quade & Douglas, Inc., the Oklahoma Fixed Guideway Transportation System Study assesses the feasibility of implementing fixed guideway transportation in the Oklahoma City area. The Systems Study comprises of two phases: 1) Systems Planning and 2) Transitional Study with Transit Development Phasing and Implementation Program.

The report includes the following: project background; description of study corridor; existing transportation system; planned improvements; right-of-way requirements; environmental issues; fixed guideway transit costs; institutional options; selecting priority corridor, finance; action plan; and next steps. The Project Background section includes demographics and employment; and recommendations for land use and transit coordination. The Description of Study Corridors and Alternatives includes the analysis or alternatives within each of the three corridors: Northwest Corridor, Norman Corridor; and Metro Oklahoma City (OKC) Corridor (combination of the Northwest and Norman Corridors). The Existing Transportation System includes level of service for each of the corridors. Planned Improvements include long and short range highway improvements for each of the corridors; transit TSM programs; and transportation improvement programs. Right-of-way requirements are described for fixed guideway facilities. Environmental issues are described for each of the corridors. Specific institutional recommendations for implementing a fixed guideway project were discussed for state vs. local. Selecting Priority Corridor includes the recommendation to combine the Northwest and Norman corridors into a single corridor (Metro Oklahoma City Corridor). The combined corridor benefits from the characteristics of both the Norman and Northwest corridors. The specific alternative would consist of a reversible transitway lane on IH 35 from north Main Street in Norman to IH 35 south of IH 40 in Oklahoma City. Proposed funding, action plan and next steps are briefly discussed in the report.

Oklahoma City Northeast Rail Feasibility Study

Completed in October 1988 by Goodman Corp., Kaiser Engineers, Inc., LKC Consulting Services, Cunningham Davis Stoldt, the *Northeast Quadrant Oklahoma City Transportation Study* and *Oklahoma City Transportation Needs Assessment* have indicated that the northeast quadrant of Oklahoma City is the largest generator of transit trips in Oklahoma City. The northeast quadrant also has a large number of special attractions. Many factors have let the opportunity to develop a transit system to increase mobility, enhance economic development, and provide a new focus in northeast Oklahoma City.

The Oklahoma City Northeast Rail Feasibility Study includes: Corridor, Alignments Considered, Station Development, Corridor Development, Terminal Facilities, Vehicle Technology, Maintenance Facility, Operating Characteristics, Environmental Assessment summary, Project Costs and Funding.

The right-of-way, made available by the MKT Railroad, has aided in the definition of two-thirds of the corridor. Several alternative downtown entry points were taken into consideration. The Sheridan Avenue and Hudson/Robinson alternatives were considered. Rail conditions along the alignment were also taken into consideration during the alignment evaluations. Twenty-one station locations were identified along the corridor. Due to funding constraints, the self-propelled streetcar systems (Miner Galveston Car, Railbus) would provide the most cost-effective solution for the corridor. A new maintenance facility would be required in the proposed

system. Operating characteristics along corridor would include a 45 minute roundtrip (along 14.77 miles) with 15-20 minute headways. A separate Environmental Assessment (EA) report was developed for the corridor. This report concluded that would not have any adverse impacts that would require an Environmental Impact Statement (EIS). Capital and operating costs for the proposed corridor were included in the report. Engineer's conceptual estimate is $19,156,000 for capital costs (worst case, most conservative budget cost estimate). Annual operating costs are estimated at $647,600. Funding would consist of Federal, State, and local monies.

Fixed Guideway Mass Transit Feasibility Study of Oklahoma City

The *Fixed Guideway Mass Transit Feasibility Study of Oklahoma City* was completed in September 1983 by RGDC, and Parsons Brinckerhoff. The feasibility of a fixed guideway mass transit system connecting in the Oklahoma City area was examined by a Steering Committee. The Steering Committee consisted of persons from the private and public who had interest in the development of Oklahoma City. The fixed guideway would connect the Central Business District with Will Rogers World Airport, String of Pearls, Fairgrounds and the State Capitol.

The *Fixed Guideway Mass Transit Feasibility Study for Oklahoma City* includes recommendations made by the Steering Committee. Five alternative fixed guideway modes were evaluated. Light Rail Transit (LRT) was determined to be the recommended option. The Steering Committee recommended that the LRT system be in operation prior to the Centennial Celebration in 1989. The feasibility matrix was used to determine if the LRT system was feasible. The system would be a positive contribution short-term and long-term to the development of Oklahoma City. Three major areas of feasibility were discussed: 1) Service Capabilities and Patronage; 2) Operating Cost Effectiveness; and 3) Environmental Impacts.

Goals and Objectives

The purpose of the Fixed Guideway Study (FGS) is to identify, evaluate, and recommend a locally preferred public transportation system that will strengthen the City's central city core and growth centers. Such an option should satisfy the following objectives:

- Increase the overall mobility through short-term improvements that form the backbone of a long-term transportation network and supports the transit investment that have already been made.
- Provide feasible transportation links that increase access among major activity hubs.
- Consider economic, environmental, and social impacts to existing and future residences, residential areas, and businesses.
- Guide future population and employment growth by leveraging transit-oriented development that supports the investments made in transportation infrastructure.
- Ensure that investments are socially and environmentally sensitive and fiscally responsible, promoting a reduction in pollution and energy consumption while supporting additional growth in the region.

Mission Statement

The Fixed Guideway Study (FGS) will expand on previous work and assess how a fixed guideway transit network may better serve the Oklahoma City Metropolitan Area and the ACOG OCARTS area. Moreover, COTPA is seeking an innovative, holistic approach to planning for growth, promoting transit oriented development, and developing transit services to connect the area's employment and activity centers.

Recognizing the broader goals of this study, the following mission statement was developed for the FGS, to guide the overall project and, more importantly, articulate the program mission to the public.

> ***The purpose of the study is to identify, evaluate, and recommend a locally preferred public transportation system, including a potential fixed guideway transit system that will strengthen the Oklahoma City area's employment and activity centers. Such an option should satisfy the following objectives:***
>
> - *Increase overall mobility through identifying the best corridors that form the backbone of a long-term fixed guideway transportation network and supports the transit investments that have already been made;*
> - *Provide feasible transportation links that increase access among major activity hubs;*
> - *Consider economic, environmental, and social impacts to existing and future residences, residential areas, and businesses;*
> - *Guide future population and employment growth by leveraging transit-oriented development that supports the investments made in transportation infrastructure;*
> - *Suggest realistic cost and funding options, and*
> - *Ensure that investments are socially and environmentally sensitive and fiscally responsible, promoting a reduction in pollution and energy consumption while supporting additional growth in the region.*

Guiding Principles

Achieve Regional Consensus

1. Follow all federal, state, and local regulations, policies, guidelines, and procedures to ensure an impartial study process.

2. Proactively solicit communication with city, regional, state and federal agencies and the public in general throughout the transportation decision making process, using a variety of methods.

3. Coordinate with the City of Oklahoma City, the Central Oklahoma Transportation and Parking Authority (COTPA), the Oklahoma Department of Transportation (ODOT), and the Association of Central Oklahoma Governments (ACOG) on any appropriate completed or on-going studies.

4. Coordinate with the City of Oklahoma City and its surrounding municipalities, COTPA, ODOT, and ACOG to assess the travel needs of the City of Oklahoma City.

Enhance Mobility

5. Develop strategies that provide additional travel choices and increase capacity to serve the major travel patterns throughout the Oklahoma City metropolitan area and region.

6. Develop strategies that minimize transfers and duplicative services.

7. Develop strategies that consider origins and destinations for residents and employees among specific trip generators and activity centers that:
    a. Link residents of the corridors to employment and activity centers both within and outside the corridors.
    b. Link employment and activity centers to a regional transit system.
    c. Include transportation system management and travel demand management elements.

8. Develop strategies that recognize current and past planning efforts and commitments for transportation improvements in the corridors and consider new alternatives.

9. Examine ways to improve and enhance existing service as a part of strategies to meet mobility needs.

Be Fiscally Responsible

10. Ensure affordability based on accepted financial planning parameters and reasonable cost estimates.

Consider Appropriate Technologies

11. Focus on proven fixed guideway transit solutions, but remain open to emerging technologies that can demonstrate advantages, while being compatible and complementary to existing modes.

12. Develop strategies with the appropriate mix of technologies that match the demand and nature of the mobility needs within the corridors and reinforce efficient system operation.

Consider Effects on the Corridors

13. Consider the effects of the strategies on environmentally sensitive areas, safety, quality of life, and the ability to promote transit supportive land use and economic development.

14. Consider the equity of the impacts and benefits of the transportation solutions on Oklahoma City's diverse areas and populations.

Economic Development

15. Further define the opportunities for economic development at employment and activity centers identified in the City Comprehensive Plan.

16. Select prospective station location areas for maximum opportunity for economic development.

17. Coordinate with the region's development community and provide them with opportunities for input into the planning and station location processes.

Evaluation Criteria

In determining which fixed guideway technology would be best for the Oklahoma City Metropolitan area a set of evaluation criteria was set. The following are the corridor technology evaluation criteria:

1. **Ability to Satisfy Operations and Service Levels**
   This criterion will determine how well a technology accommodates the initial and future ridership projections and how well it satisfies the required levels of service. Such factors as service frequency, trip time, vehicle capacity, fleet size, and operational efficiency and flexibility will be considered.

2. **Compatibility with Existing Transit System**
   The technology should be compatible with the existing and planned METRO Transit system as well as community desires and travel needs of the Oklahoma City Metropolitan area. The chosen technology should coordinate with planned and existing bus routes. The chosen technology should facilitate more direct and convenient transit travel and a decrease in travel time.

3. **Cost Effectiveness**
   This criterion will evaluate the capital, operations and maintenance costs associated with a technology and its system elements will be evaluated at least on a low, medium, high basis.

4. **System Accessibility**
   Stations should be easily accessible for passengers and allow for easy coordination with the transit network. This relates to the number of stations; station type, at-grade or grade separated; and the type of platform (high, low, center, or side). Station spacing should allow for convenient walk access. If bus access is required to reach a station, the total number of transfers for most trips should be low.

5. **System Flexibility**
   The technology should be adaptable to a variety of operating environments. This refers to grade separation requirements, ease or feasibility of system extension, transfer convenience, and feasibility of implementation in various rights-of-way.

6. **Service Frequency**
   Service frequency should increase ridership and should be coordinated with existing METRO Transit bus service. The technology should provide sufficient operating capacity for expected ridership.

7. **Environmental Impacts**
   This criterion will have a qualitative assessment of potential traffic, visual, historic, and other environmental impacts. The technology should not result in extensive environmental impacts.

8. **Land Use Compatibility**
   The technology should be compatible with existing and planned land uses. The chosen technology shall be appropriate based on a qualitative assessment of existing and planned

development densities, mixed uses, socio-economic factors, neighborhood compatibility, and other factors which could affect level of transit demand.

9. **Availability of Technology**
   The availability and production requirements of a technology will be evaluated under these criteria.