



CITY OF NORMAN, OK CITY COUNCIL COMMUNITY PLANNING & TRANSPORTATION COMMITTEE MEETING

Municipal Building, Executive Conference Room, 201 West Gray, Norman,
OK 73069

Thursday, May 28, 2026 at 4:00 PM

AGENDA

It is the policy of the City of Norman that no person or groups of persons shall on the grounds of race, color, religion, ancestry, national origin, age, place of birth, sex, sexual orientation, gender identity or expression, familial status, marital status, including marriage to a person of the same sex, disability, relation, or genetic information, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination in employment activities or in all programs, services, or activities administered by the City, its recipients, sub-recipients, and contractors. In the event of any comments, complaints, modifications, accommodations, alternative formats, and auxiliary aids and services regarding accessibility or inclusion, please call 405-366-5424, Relay Service: 711. To better serve you, five (5) business days' advance notice is preferred.

CALL TO ORDER

AGENDA ITEMS

1. PROJECT UPDATES AND DISCUSSION OF THE ACCESS OKLAHOMA - EAST/WEST CORRIDOR.
2. PRESENTATION AND UPDATE ON THE 2023 BRIDGE BOND PROGRAM.
3. PRESENTATION AND UPDATE ON THE GRAY STREET PROJECT.
4. DISCUSSION REGARDING UPDATES TO THE BICYCLE ROUTE MAP.
5. PRESENTATION OF THE APRIL PUBLIC TRANSIT REPORT.

ADJOURNMENT



MEMO TO: Council Community Planning and Transportation Committee

FROM: Taylor Johnson AICP, Transit and Parking Program Manager

THROUGH: Scott Sturtz P.E., CFM, Director of Public Works

DATE: May 28, 2026

SUBJECT: Public Transportation Monthly Report

office memorandum

Purpose:

The Public Transportation Monthly Report provides updates to City Council on public transit related items. Additionally, the EMBARK Norman Performance Report and the Norman On-Demand Performance Report for the previous month are attached. These reports provide updates on key metrics associated with the operations of each respective transit service.

Updates:

Go Norman Transit Plan

The Go Norman Transit Plan was approved by resolution by Council on June 22nd, 2021. On December 13, 2022 Council approved a resolution to alter transit bus service as recommended in the Plan. The route changes were effective October 16, 2023 after many months of implementation work, including the remodel of 320 E. Comanche into the Norman Transit Center. Staff continue to move forward on the next steps as recommended in the plan. Recent work includes:

Fleet Maintenance & Vehicle Procurement (upgrades and standardization)

- On July 28, 2025, a City paratransit cutaway bus, unit 5-2471, was totaled after being struck in a head-on collision with another vehicle actively attempting to elude authorities. As an FTA grant recipient we are required to either return an amount equal to the remaining federal interest in the unit (\$135,255) or transfer that federal interest to the acquisition of a new replacement vehicle under the FTA’s Like-Kind Exchange Policy. Council authorized purchase of a replacement for this unit at their January 27, 2026 meeting and staff are moving forward with procurement from TESCO at the quoted price of \$192,455. Expected build date is July 2026.
- Of the City’s 27 revenue vehicles in the Transit Fleet, and not accounting for vehicles which already have replacements authorized or on order, there is only one unit remaining, unit number 5-2065 in the paratransit fleet, which is eligible to be retired and replaced according to FTA useful life standards.

Service Expansion Priorities

Following implementation of the new route network in October 2023, and then increasing the frequency of service on Route 112 (West Lindsey) from 60 minutes to 30 minutes (*priority 2*), City Transit staff continue to review the next priorities recommended by the Go Norman Transit Plan:

- **Priority 1: Sunday Service** – Proposed Sunday service span and trip frequencies would match current Saturday service levels. Sunday transit service is currently being offered and evaluated as part of the Norman On-Demand microtransit pilot program.
- **Priority 3: Increased Frequency on Route 110** – This service expansion upgrades the trip frequency of Route 110 (Main St/24th Ave NW) from 60 minutes to 30 minutes. Following direction from the Council Community Planning and Transportation Committee on October 23, staff included cost estimates for implementation of this priority in the FY27 budget process.
- **Priority 4: Implementation of New Route 113** – This service expansion would add a new route in Southeast Norman operating with a 30-minute frequency. The proposed route, as recommended in the plan, would operate along Classen Blvd, Constitution St, Oak Tree Ave, 12th Ave SE, Cedar Ln and then turnaround near Cedar Ln and Classen Blvd.

Grants

Staff continue to research eligible grants to support existing operations, vehicle needs, and future improvements. Current grants staff are working on include:

- On February 15, 2024, the Association of Central Oklahoma Governments (ACOG) awarded The City of Norman \$1,078,880 in Public Fleet Conversion Grant Program funding which will require a local match of \$269,270 to install pantograph EV bus charging infrastructure at the Norman Transit Center. This overhead infrastructure will allow the City’s battery electric buses to rapidly recharge while stopped at the Transit Center during normal operations thereby extending the time before these EV buses need to return to the Transit maintenance facility to fully recharge. The total cost of this project is estimated to be \$1,348,600. On December 9, 2025, Council adopted Resolution R-2526-87 authorizing the purchase of the pantograph chargers which are now on order.



office memorandum

- Annually, the City of Norman is apportioned Section 5339a funding from the Federal Transit Administration (FTA) for capital projects to replace, rehabilitate, and purchase buses, bus related equipment and bus related facilities. The City of Norman has \$158,950 in FY22, and FY23 FTA Section 5339a funds, which will require a local match amount of at least \$28,050. These grant funds have been identified for the replacement of 5-2065, which has exceeded its useful life. Unit 5-2065 has been requested to be replaced in the FY2027 budget.
- Staff have combined Surface Transportation Block Grant (STBG) program funding with FTA 5339 formula grant funding for the replacement of three large transit buses. The Association of Central Oklahoma Governments (ACOG) awarded the City of Norman \$505,953 in FY23 STBG funds and \$1,016,875 in FY25 STBG funds for a total federal award amount of \$1,522,828. These funds will require a minimum cost share of 85% federal and 15% local matching funds for a minimum local match of \$268,735. Additionally, \$434,567 in combined 5339 grant funds allocated from FY23, FY24, and FY25 is available, which has a minimum cost share of 85% federal and 15% (\$76,688) local matching funds. This combined funding total of \$2,302,818 (\$1,957,395 federal and \$345,423 local) will be utilized to replace units 5-0704, 5-1029 and 5-1533, which have exceeded their useful lives. This purchase was authorized by Council on Oct. 14, 2025, and these units are on order with an expected build date of April 2027.
- Staff submitted an application for an Oklahoma Tobacco Settlement Endowment Trust (TSET) Targeted Achievement Grants (TAG) Physical Activity grant to launch a pilot program for senior-focused transit service to specific health and wellness destinations in Norman that would be modeled after an existing program in Oklahoma City known as EMBARK Well.

Microtransit Pilot Program with Via Transportation – Norman On-Demand

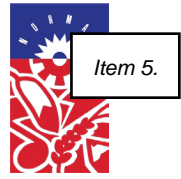
Funding for fiscal year ending 2026 was approved as a budget amendment, and Council approved contract amendments with Via Transportation and the University of Oklahoma on July 8, 2025 to extend the service through June 30, 2026. Follow guidance provided at the February Council Community Planning and Transportation Committee meeting, staff are working with partners at Via and the University of Oklahoma to find and implement cost saving measures for the proposed contract extension for fiscal year ending 2027, which is also expected to be put forward as a budget amendment. More details about the service are available in the attached monthly performance report for this service, named Norman On-Demand.

Conclusion:

Thank you for your review of these updates and attached monthly performance reports. Staff are prepared to answer any questions you may have.

Attached:

1. EMBARK Norman Performance Report for April 2026.
2. Norman On-Demand Performance Report for April 2026.



PERFORMANCE REPORT

Transit System Report

April 2026

Purpose

The Transit System Report provides a summary of both internal indicators and performance measures used to evaluate the performance of the EMBARK transportation system for the City of Norman. The internal indicators are mainly used by staff to compare performance to previous periods whereas the performance measures having specific targets are more outcome-based and are

included in EMBARK's strategic business plan to help demonstrate the accomplishments given the resources that are provided. The internal indicators and performance measures included in this report address ridership, dependability, safety and align with EMBARK's mission.

Total Ridership

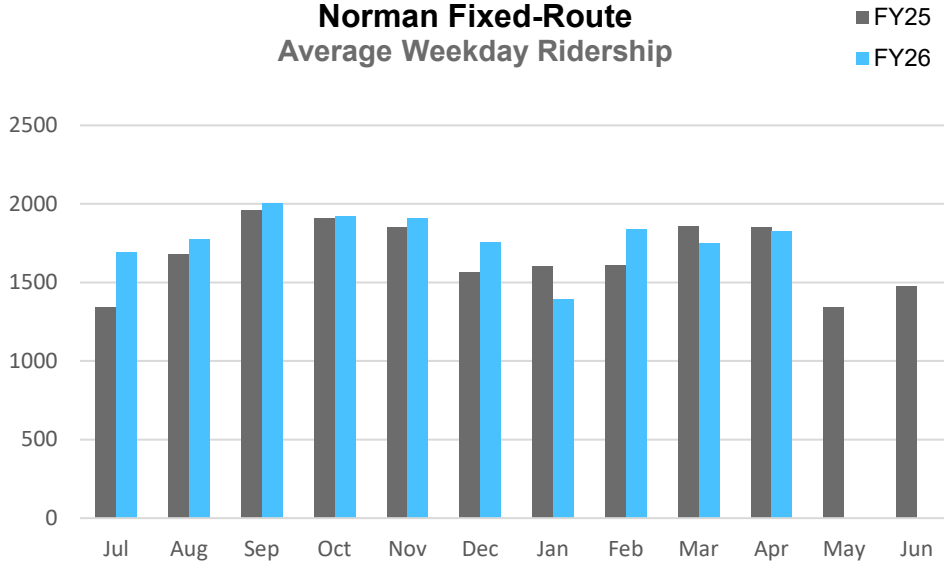
Total ridership for EMBARK Norman in April 2026 was 46,323 compared to 45,838 in April 2025. The average total daily ridership was 1,782 for April 2026, a 0.13% decrease from 1,784 in April 2025.

The fixed-route service totaled 43,808 for April 2026 compared to 43,699 for April 2025. Average fixed-route daily ridership for April 2026 was 1,685 compared to 1,682 for April 2025. Passengers with wheelchairs for April 2026 totaled 404, compared to 407 for April 2025. Passengers with bikes totaled 1,386 compared to 815 for April 2025.

PLUS ridership totaled 2515 for April 2026, compared to 2,139 for April 2025. The average total PLUS ridership was 97 for April 2026, compared to 102 for April 2025. Mobility device data for Norman is undergoing testing and is unreliable.

Norman Transit Services	April FY26	April FY25	+/- April FY25
Fixed Routes (M-F)	40,188	40,677	-1.20%
110 - Main Street	3,716	3,292	12.88%
111 – E Lindsey	18,382	21,557	-14.73%
112 – W Lindsey	11,992	10,112	18.59%
121 - Westheimer	2,796	2,781	0.54%
122 - Rock Creek	3,269	2,913	12.22%
144 - Social Security	33	22	50.00%
Fixed Routes (Sat)	3,620	3,022	19.79%
110 - Main Street	308	184	67.39%
111 – E Lindsey	1,227	1,228	-0.08%
112 – W Lindsey	1,312	991	32.39%
121 - Westheimer	431	295	46.10%
122 - Rock Creek	342	324	5.56%
PLUS ADA Service	2,515	2,139	17.58%
PLUS (M-F)	2,426	2,079	16.69%
PLUS (Sat)	89	60	48.33%
Bikes	1,386	815	70.06%
Wheelchair	404	407	-0.74%
PLUS Wheelchair	N/A	N/A	N/A%

Norman Fixed-Route Average Weekday Ridership



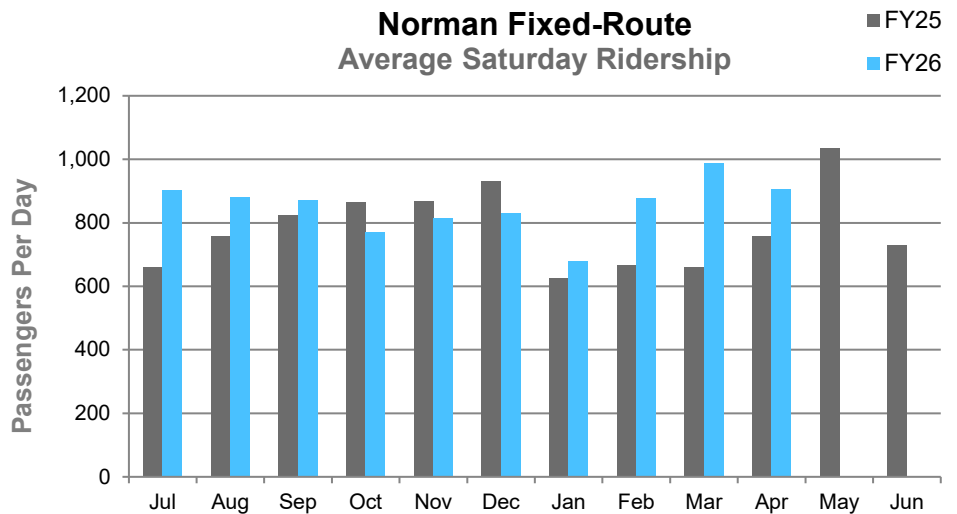
Fixed Route Weekday Ridership

Total fixed-route weekday ridership for April 2026 was 40,188, a 1.20% decrease from 40,677 in April 2025. Average weekday passenger ridership totaled 1,827 in April 2026; a 1.26% decrease compared to 1,850 for April 2025. The RPSH was 19.14, a 25.95% decrease from 25.85 in April 2025.

Fixed Route Saturday Ridership

Total fixed-route Saturday ridership for April 2026 was 3,620, a 19.79% increase from 3,022 in April 2025. Average Saturday passenger ridership totaled 905 for April 2026, a 19.71% increase from 756 in April 2025. RPSH was 12.22, a 10.96% decrease from 13.73 in April 2025.

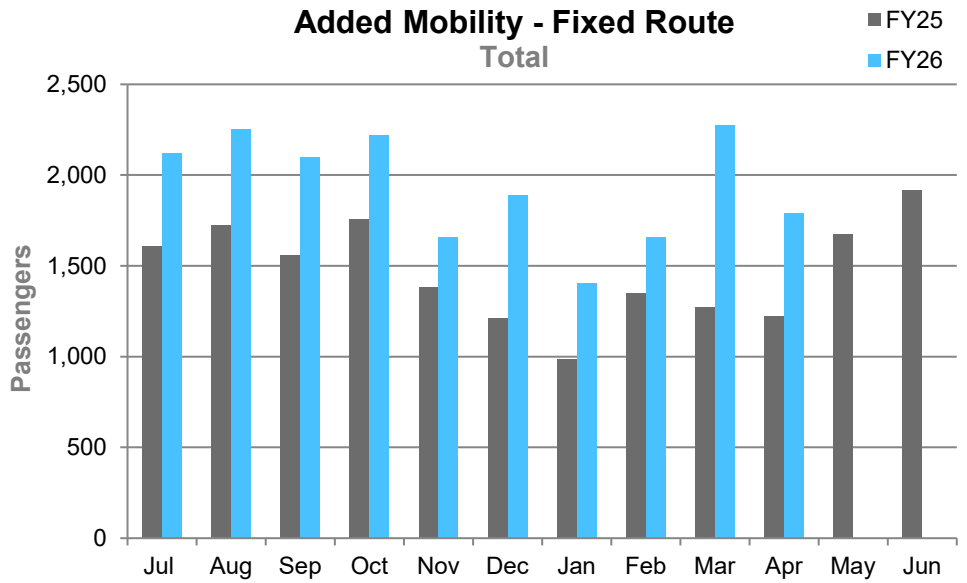
Norman Fixed-Route Average Saturday Ridership



Added Mobility – Fixed Route

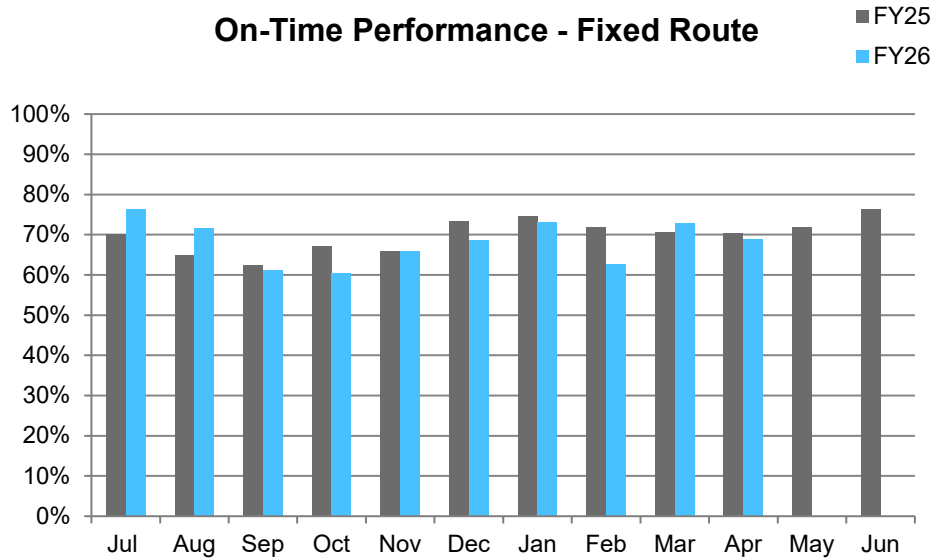
Total passengers with added mobility, such as bikes and wheelchairs, totaled 1,790 for April 2026, a 46.48% increase from 1,222 in April 2025.

Bike passengers totaled 1,386 for April 2026, a 70.06% increase from 815 in April 2025. Passengers with wheelchairs totaled 404, a 0.74% decrease from 407 in April 2025.



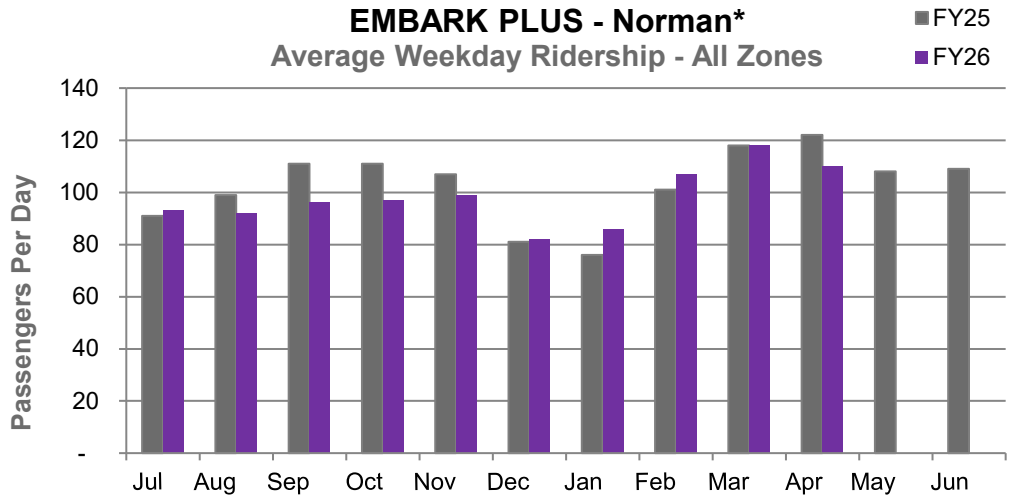
On-Time Performance – Fixed Route

Cumulative on-time performance for fixed-route buses was 68.80% in April 2026, a 1.50% decrease from 70.30% in April 2025.



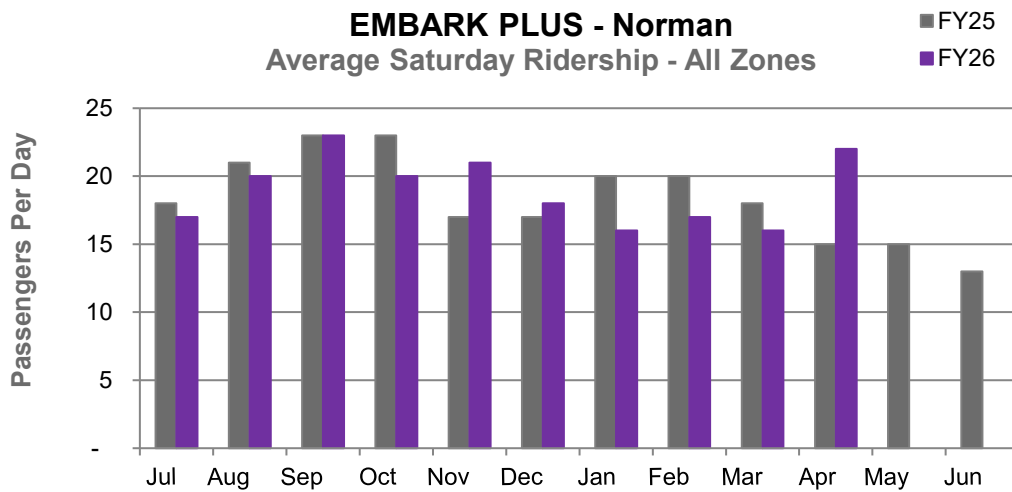
PLUS Weekday*

Total PLUS weekday ridership for April 2026 was 2,426, a 16.69% increase from 2,079 in April 2025. Average weekday passenger ridership totaled 110 for April 2026, a 9.61 decrease from the April 2025 average of 122. RPSH was 2.00, a 9.57% increase from 1.85 in April 2025.



PLUS Saturday

Total PLUS Saturday ridership for April 2025 was 60, a 48.33% increase from 89 in April 2026. Average Saturday passenger ridership totaled 22 for April 2026, which is a 48.33% increase from the average of 15 in April 2025. RPSH for April 2026 was 1.71, a 45.48% increase from 1.18 in April 2025.



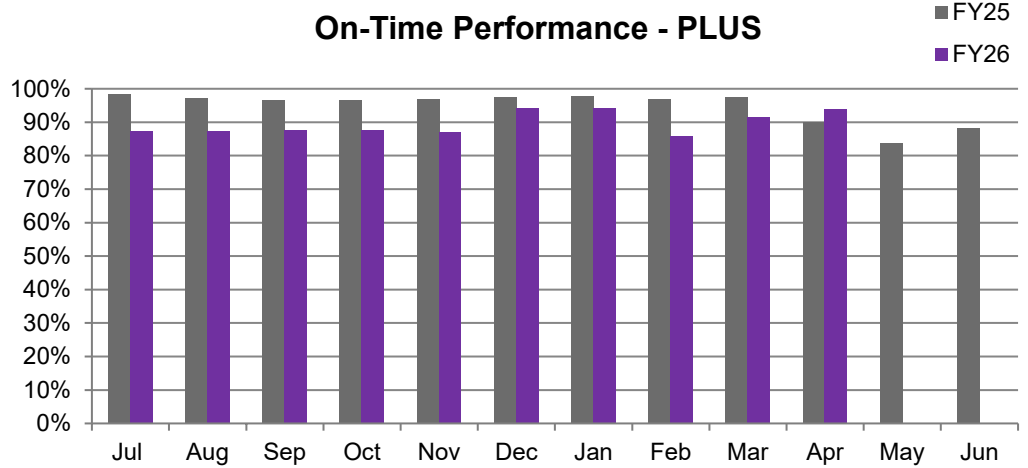
Added Mobility – PLUS*

Due to ongoing testing, mobility device data is currently unreliable. This data is expected to be provided again in the future, however.

On-Time Performance - PLUS

Cumulative on-time performance for PLUS buses for April 2026 was 93.78%, a 3.57% increase from 90.21% in April 2025.

Due to Ecolane limitations, on-time performance can no longer be separated by zones for weekday service, however overall, on-time performance for weekdays was 94.44%, which is up 4.21% from 90.23% April 2025. Saturday on-time performance was 75.00%, a 14.68% decrease from 89.68% in April 2025.



PLUS Weekday Service Summary	April FY26*	April FY25	+/- April FY26		PLUS Saturday Service Summary	April FY26	April FY25	+/- April FY26
Total Passengers	2,426	2,079	16.69%		Total Passengers	89	60	48.33%
Total Trips	2,205	1,935	13.95%		Total Trips	78	57	36.84%
Trips Daily Average	100	88	13.89%		Trips Daily Average	20	14	36.84%
Trips Requested	2,267	1,939	16.92%		Trips Requested	80	60	33.33%
Denied Trips	15	4	275.00%		Denied Trips	0	3	-100.00%
Capacity Denials	0	3	-100.00%		Capacity Denials	0	2	-100.00%
No Show	62	48	29.17%		No Show	2	4	-50.00%

*Capacity denials are currently unknown for specific service levels.

PLUS Applications	April FY26	April FY25	+/- April FY26
New Applications	10	11	-9.09%
Renewals Received	4	3	33.33%
Applications Approved	29	20	45.00%
Applications Denied	0	2	-100.00%

Summary of Services Table: April 2025

The table below provides daily averages for the number of passengers carried by many of the services offered by EMBARK Norman. The year-to-date (YTD) figures are cumulative totals.

EMBARK Norman Service Summary	ADP April FY26	FY26 YTD	FY25 YTD	Service Profile	April FY26	April FY25
Fixed Routes (M-F)	1,827	380,233	364,341	Weekdays	22	22
Fixed Routes (Sat)	905	36,452	35,184	Saturdays	4	4
PLUS (M-F)	110	20,888	20,139	Gamedays	0	0
-Zone 1*	110	20,888	15,566	Holidays	0	0
-Zone 2**	0	0	4,573	Weather	0	5
PLUS (Sat)***	22	781	785	Fiscal YTD	264	255
				Cal. YTD Days	111	102

*Requires ¾ mile

**Zone 2 operated on weekdays until 7pm

***Operates only in Zone 1

Strategic Performance Measures

MEASURE	FY 26 YTD	FY 26 Targets	
# of Norman fixed-route passenger trips provided	416,685	500,000	●
# of Norman paratransit trips provided	21,669	26,000	▲
% of on-time Norman paratransit pick-ups	74.74%	98.58%	▲
# of Norman bus passengers per service hour, cumulative	20.10	22.29	◆
# of Norman bus passengers per day, average	1,628	800*	●
% of Norman required paratransit pick-ups denied due to capacity	0.00%	0.00%	●
% of on-time fixed-route arrivals	68.65%	75.00%	●

*These targets are not being tracked in LFR but can be found in the KPI spreadsheet.

Glossary

- **Added Mobility** – Wheelchairs, bicycles, scooters, and other devices used by passengers in conjunction with transit
- **ADP** – Average Daily Passengers
- **ADR** – Average Daily Ridership
- **AVG** – Average
- **Fixed Route** – Regular bus service
- **FY25** – The fiscal year 2025. Lasted from 7/1/2025 to 6/30/2025
- **FY26** – The fiscal year 2026. Lasting from 7/1/2025 to 6/30/2026
- **FY YTD** – Fiscal Year, Year to Date
- **KPI** – Spreadsheet used to record and compare all data used in the monthly report
- **LFR** – "Leading for Results," EMBARK's internal performance measurements and targets
- **OTP** – On-time performance
- **Paratransit** – ADA vehicle service for seniors and other clients with special needs
- **PAX** – Passenger
- **PLUS** – Brand name for EMBARK Paratransit service
- **RPSH** – Riders per service hour
- **SAT** – Saturday
- **WKD** – Weekday
- **YOY** – Year-over-year, used to compare the previous year's performance when available
- **ZONE 1** – Primary zone for PLUS operation
- **ZONE 2** – Secondary zone for PLUS operation



Performance Report

Microtransit Pilot Program Performance Report

April 2026

Purpose

This report provides a summary of service performance measures used to evaluate the performance of the Norman On-Demand microtransit transportation system for the City of Norman. The key performance indicator goals were outlined in the request for proposals (RFP) and include average walking distance, maximum walking distance, average rider wait time, maximum rider wait time, and the percentage of ride requests picked up within 20 minutes.

Service Profile, Pricing, & Hours

Norman On-Demand is a pilot microtransit service which launched for late night and Sunday service in core Norman on August 21, 2023. Norman On-Demand is a turnkey service provided by TransitTech provider Via. The Norman On-Demand app is available on the Apple App Store and the Google Play Store. This service provides access to safe and affordable public transportation through

Pricing		Service Hours	
First Passenger	\$3.00**	Monday-Wednesday	7pm – 1am
Each Added Passenger	\$1.00	Thursday-Saturday	7pm – 3am*
OU SafeRide	Free	OU SafeRide: Thursday -Saturday	10pm – 3am*
OU SafeRide: OU Students using OU email address during SafeRide hours		Sunday	10am – 6pm
<i>ADA/Wheelchair Accessible Vehicles available upon request.</i> <i>*Outside of the OU fall & spring semesters, Thurs.-Sat. service ends at 1am</i> <i>**First passenger fare increased from \$2 to \$3 in August 2025</i>			

technology, particularly during evening hours and on Sundays when other public transit options are limited. Through a collaboration with the University of Oklahoma, the Norman On-Demand Program also operates the University's SafeRide Program, which is designed to provide safe and free late night transportation to OU students. Because this is a pilot program, there may be changes to service area, hours of operations, or other aspects of the service while the City focuses the program to efficiently serve the needs and desires of our community.

Key Performance Indicator Measures

Measure	Target	Fiscal Year to Date (YTD) (07/01/25 – 04/30/26)	April 2026	April 2025	Year Over Year (YOY) Service
Average Walking Distance	<0.10 miles	0.06 miles	0.07 miles	0.06 miles	+14.29%
Maximum Walking Distance	0.25 miles	0.37 miles	0.37 miles	0.26 miles	+29.73%
Average Rider Wait Time*	<15 min	21.7 min	19.8 min	29.0 min	-31.72%
Maximum Rider Wait Time*	20 min	105.0 min*	47.0 min*	47.0 min*	0% (no change)
Percent of Ride Requests Picked Up in 20min	>80%	54.12%**	61.38%**	31.99%**	+47.88%

*OU has requested longer available wait times for OU students during SafeRide hours (up to a 2 hour max). This affects the original goal of 20 minutes that was identified in the original Request for Proposals.

**Number of ride requests with 'Completed' status that have a wait time of 20 minutes or less as a percentage of the total number of ride requests with 'Completed' status. This data is skewed by longer available wait times for OU students during SafeRide hours.

ADDITIONAL PERFORMANCE MEASURES

Ridership

Norman On-Demand completed 2,269 rides in April 2026, which is a 8.64% increase from the March 2026 total of 2,073. The fiscal year to date ridership for April FY26 is 22,570 which is a 41.71% decrease from the April FY25 fiscal year to date

Ridership	Fiscal YTD (07/01/25 – 04/30/26)	April 2026	April 2025	YOY Service
Total Number of Riders	22,570	2,269	3,724	-39.07%
Total # of Completed Trips	15,711	1,603	2,522	-36.44%
# of Completed Trips Requesting WAV	164	7	30	-76.67%
Ridership Per Service Hour (RPSH)	4.7	4.4	6.0	-26.67%

ridership of 38,721. There were a total of 7 completed trips requesting a WAV or wheelchair accessible vehicle in April 2026. Ridership per service hour (RPSH) is a ratio of the number of riders making use of the service in relation to how much service is being provided (i.e. one vehicle providing one hour of service would be one ‘service hour’).

Rider Experience

Approximately 11.0% of all completed rides during FY26 to date received a rating, of which 96.1% were rated five out of five

Rider Experience	Fiscal YTD (07/01/25 – 04/30/26)	April 2026	April 2025	YOY Service
Average Ride Duration (in minutes)	10.8 minutes	10.9	10.8	+0.92%
Average Ride Distance (in miles)	3.2 miles	3.2	3.1	+3.13%
Average Ride Rating (5 stars scale)	4.9 stars	4.9	4.9	0% (no change)

stars. The system includes an automated feed-back process where all ride ratings with four stars or fewer that have actual written feedback attached are reviewed by customer support agents. Poor ride ratings alone are not categorized as complaints. Two complaints were reported to Via in the month of April, representing 0.84 complaints per 1000 rides provided. Both complaints were regarding unprofessional driver behavior.

Program Engagement and Rider Growth

Since the Norman On-Demand App launched on August 16, 2023, a total of 16,737 individual accounts have been created, which is a 1.83% increase over the March 2026 service to date total of 16,430 and a 31.42% increase over the April 2025 service to date total of 11,479. Of these accounts more than half of them (52.05%) have utilized the service at least once and nearly a third (4,717 or 28.18%) have completed more than five rides. Riders are also able to call 405-643-8638 to schedule rides without using the App.

Engagement – Service to Date (8/16/23 – 04/30/2026)		
App Accounts Created Since Launch	16,737	
OU Accounts (as of 04/27/2026)	4,034	24.10%
Active Accounts (at least 1 ride request)	12,147	72.58%
Rider Accounts (at least 1 completed ride)	8,712	52.05%
Repeat Rider Accounts (at least 2 completed rides)	7,026	41.98%

Accidents and Vehicles

No accidents or incidents were reported in April 2026, for a total of zero accidents and zero incidents reported in FY26. Five of seven vehicles were in active service during the month of April, which meets the target fleet availability. A Chrysler airbag recall for 2022-2025 Voyager & Pacifica vehicles and an abundance of caution impacted the ability to maintain the use of the full fleet of seven vehicles. Some temporary replacement vehicles were borrowed from another program run by our partner Via and are operating with magnetic side decals instead of full vehicle wraps. Riders have in-app and email messages making them aware and keeping them up to date.