



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

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

Thursday, June 22, 2023 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, retaliation, 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 contact the ADA Technician at 405-366-5424, Relay Service: 711. To better serve you, five (5) business days' advance notice is preferred.

CALL TO ORDER

AGENDA ITEMS

1. PUBLIC TRANSIT REPORT
2. DISCUSSION REGARDING THE WOODCREEK NEIGHBORHOOD TRAIL PROJECT.

ADJOURNMENT

PERFORMANCE REPORT

Transit System Report

May 2023

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 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 May 2023 was 29,881 compared to 22,453 in May 2022. The average total daily ridership was 1,195 for May 2023, a 33.07% increase from 898 in May 2022. Fiscal-year-to-date ridership is 300,063 passengers, a 23.29% increase from the May 2022 YTD total of 243,375.

The fixed-route service totaled 27,833 for May 2023 compared to 20,501 for May 2022. Average fixed-route daily ridership for May 2023 was 1,115 compared to 820 for May 2022, a 35.98% increase. Passengers with bicycles or similar means of travel totaled 885, compared to 662 for May 2022. Passengers with wheelchairs or other mobility devices totaled 271, compared to 203 for May 2022.

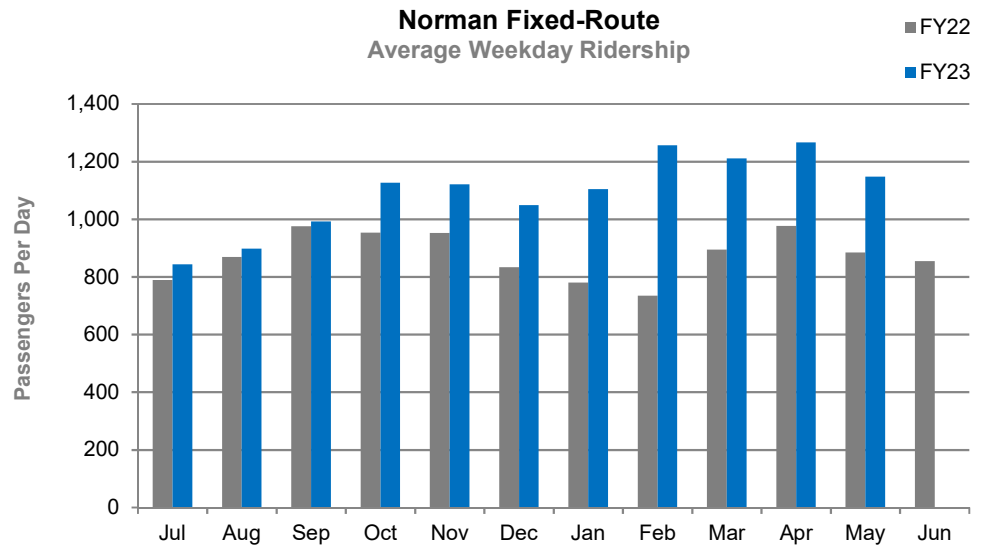
PLUS ridership totaled 2,048 for May 2023, compared to 1,952 for May 2022. The average total PLUS ridership was 82 for May 2023 and 78 for May 2022, a 5.13% increase. Passengers with wheelchairs or other mobility devices totaled 385 for May 2023, compared to 401 for May 2022, a 3.99% decrease.

| Norman Transit Services | May FY23 | May FY22 | +/- May FY22 |
|---------------------------|---------------|---------------|---------------|
| Fixed Routes (M-F) | 25,230 | 18,557 | 35.96% |
| 110 - Main Street | 5,329 | 4,038 | 31.97% |
| 111 - Lindsey East | 11,170 | 7,416 | 50.62% |
| 112 - Lindsey West | 3,296 | 2,579 | 27.80% |
| 120 - West | 187 | 175 | 6.86% |
| 121 - Alameda | 5,231 | 4,331 | 20.78% |
| 144 - Social Security | 17 | 18 | -5.56% |
| Fixed Routes (Sat) | 2,603 | 1,944 | 33.90% |
| 110 - Main Street | 585 | 482 | 21.37% |
| 111 - Lindsey East | 939 | 672 | 39.73% |
| 112 - Lindsey West | 343 | 237 | 44.73% |
| 121 - Alameda | 736 | 553 | 33.09% |
| PLUS ADA Service | 2,048 | 1,952 | 4.92% |
| PLUS (M-F) | 1,943 | 1,848 | 5.14% |
| PLUS (Sat) | 105 | 104 | 0.96% |
| Bikes | 885 | 662 | 33.69% |
| Wheelchair | 271 | 203 | 33.50% |
| PLUS Wheelchair | 385 | 401 | -3.99% |

Fixed Route Weekday Ridership

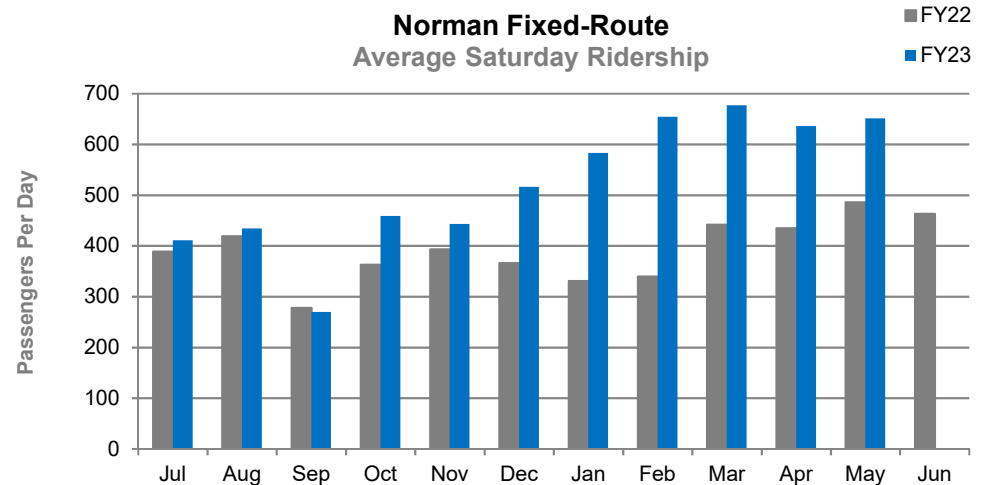
Total fixed-route weekday ridership for May 2023 was 25,230, a 35.96% increase from 18,557 in May 2022. Average weekday passenger ridership totaled 1,148 in May 2023; a 29.72% increase compared to 885 for May 2022. The average RPSH was 16.96.

May 2023 marks one year since the return of Route 144 to operation.



Fixed Route Saturday Ridership

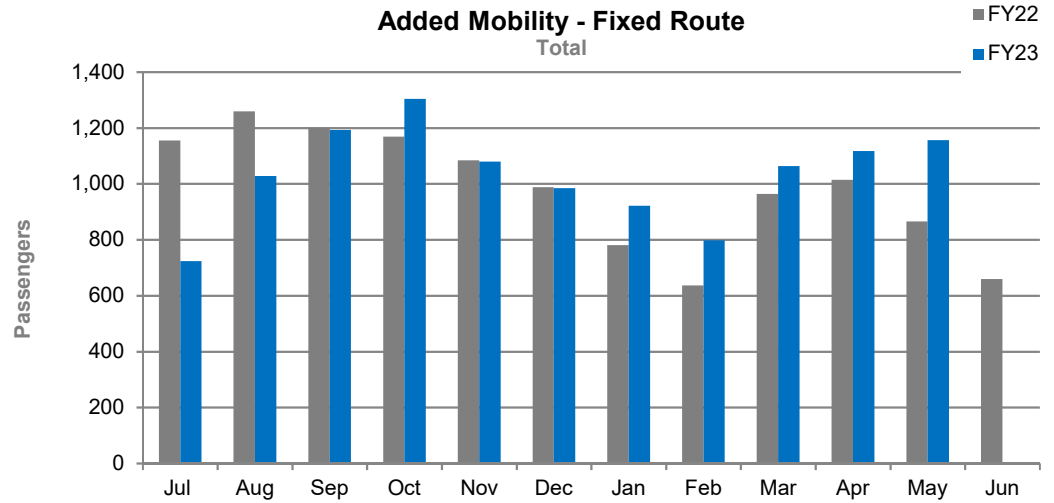
Total fixed-route Saturday ridership for May 2023 was 2,603, a 33.90% increase from 1,944 in May 2022. Average weekend passenger ridership totaled 651 for May 2023, a 33.95% increase from 486 in May 2022. The average RPSH was 18.46.



Added Mobility – Fixed Route

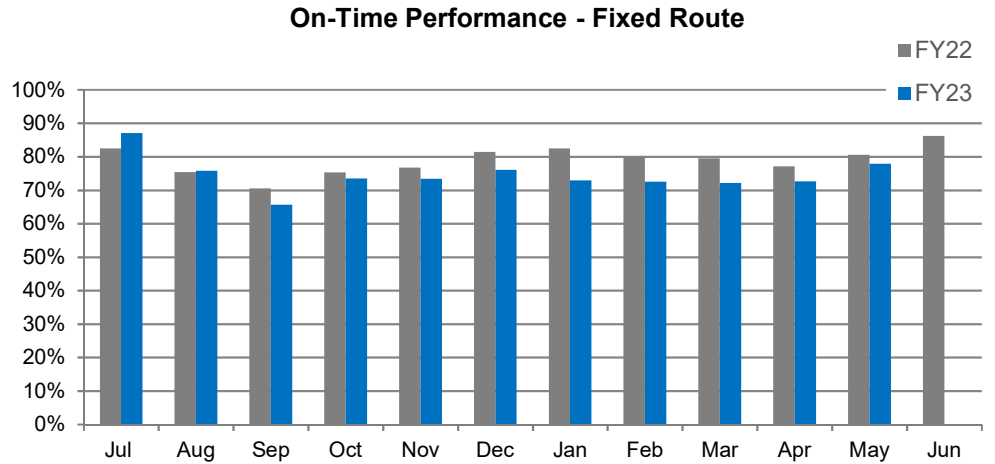
Total passengers with added mobility, such as bikes and wheelchairs, totaled 1,156 for May 2023, a 33.64% increase from 865 in May 2022.

Bike passengers totaled 885, an 33.69% increase from 662 in May 2022. Wheelchair passengers totaled 271, a 33.50% increase from 203 in May 2022.



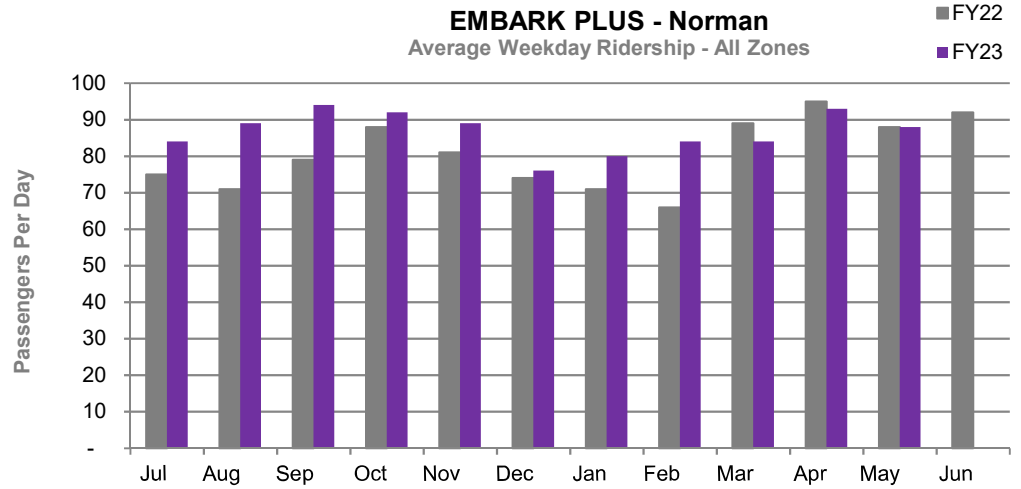
On-Time Performance – Fixed Route

Cumulative on-time performance for fixed-route buses was 77.90% in May 2023, a 2.70% decrease from 80.60% in May 2022.



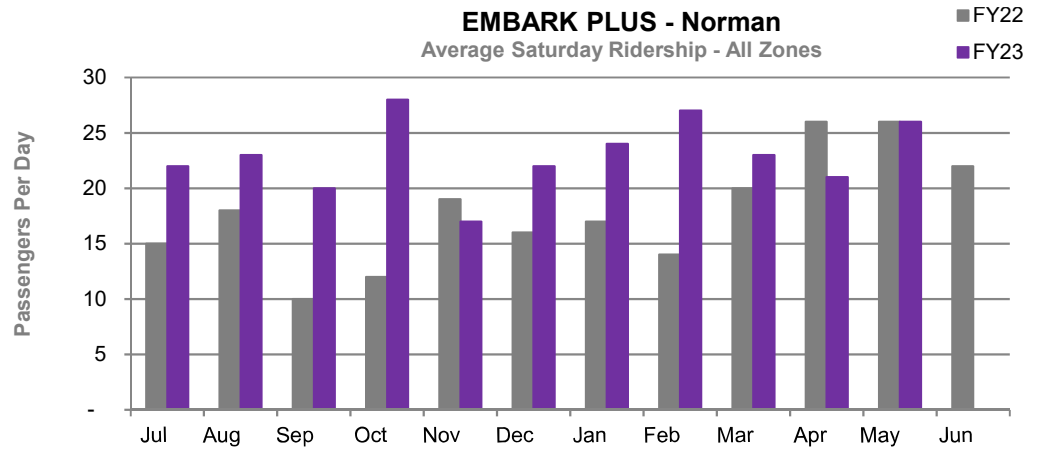
PLUS Weekday

Total PLUS weekday ridership for May 2023 was 1,943, a 5.14% increase from 1,848 in May 2022. Average weekday passenger ridership totaled 88 for May 2023, the same as May 2022. RPSH was 1.18.



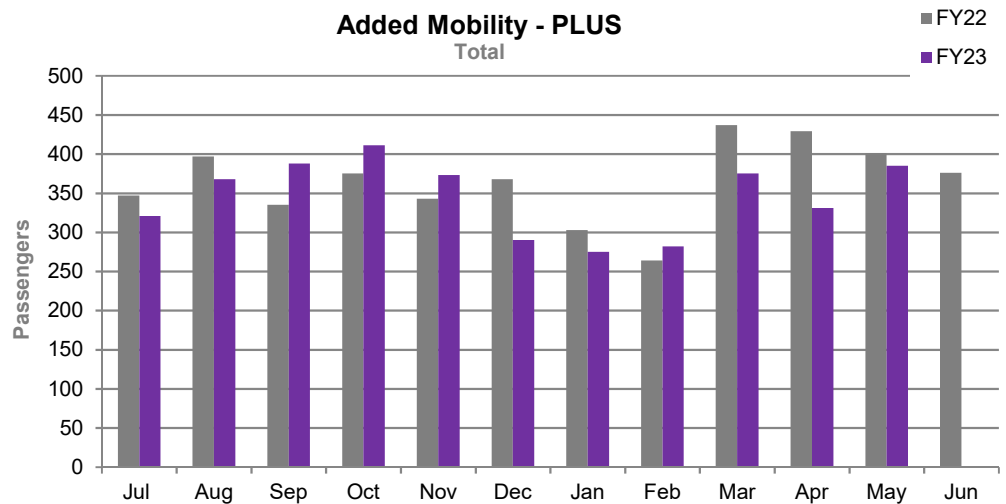
PLUS Saturday

Total PLUS Saturday ridership for May 2023 was 105, a 0.96% increase from 104 in May 2022. Average Saturday passenger ridership totaled 26 for May 2023, the same as May 2022. RPSH was 1.31.



Added Mobility - PLUS

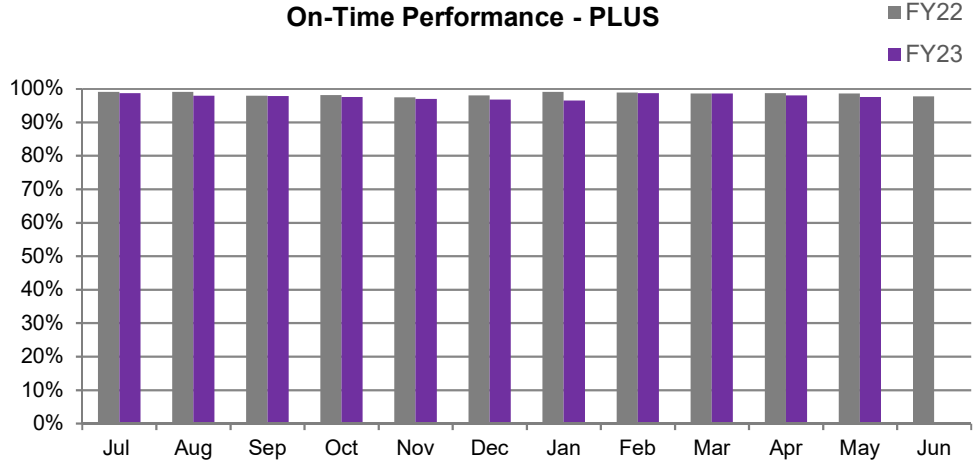
PLUS passengers with added mobility totaled 385 for May 2023, a 3.99% decrease from 401 in May 2022.



On-Time Performance - PLUS

Cumulative on-time performance for PLUS buses was 97.51%, a 1.09% decrease from 98.60% in May 2022.

Weekday on-time performance in the primary zone was 97.39%, a 1.18% decrease from 98.57% in May 2022. Weekday on-time performance in the secondary zone was 98.01%, a 0.62% decrease from 98.63% in May 2022. Saturday on-time performance was 97.94%, a 1.06% decrease from 99.00% in May 2022.



| PLUS Weekday Service Summary | May FY23 | May FY22 | +/- May FY22 | | PLUS Saturday Service Summary | May FY23 | May FY22 | +/- May FY22 |
|------------------------------|----------|----------|--------------|--|-------------------------------|----------|----------|--------------|
| Total Passengers | 1,943 | 1,848 | 5.14% | | Total Passengers | 105 | 104 | 0.96% |
| Total Trips | 1,832 | 1,760 | 4.09% | | Total Trips | 97 | 97 | 0.00% |
| Trips Daily Average | 83 | 88 | -5.68% | | Trips Daily Average | 24 | 24 | 0.00% |
| Trips Requested | 1,863 | 1,760 | 5.85% | | Trips Requested | 100 | 97 | 3.09% |
| Denied Trips | 31 | 0 | 3,100% | | Denied Trips | 3 | 0 | 300.00% |
| Capacity Denials | 0 | 0 | 0.00% | | Capacity Denials | 0 | 0 | 0.00% |
| No Show | 15 | 45 | -66.67% | | No Show | 2 | 3 | -33.33% |

| PLUS Applications | May FY23 | May FY22 | +/- May FY22 |
|-----------------------|----------|----------|--------------|
| New Applications | 13 | 12 | 8.33% |
| Renewals Received | 13 | 5 | 160.00% |
| Applications Approved | 21 | 11 | 90.91% |
| Applications Denied | 0 | 0 | 0.00% |

Summary of Services Table: May 2023

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 May FY23 | FY23 YTD | FY22 YTD | | Service Profile | May FY23 | May FY22 |
|----------------------------------|-----------------|-------------|-------------|--|-----------------|-------------|-------------|
| Fixed Routes (M-F) | 1,148 | 253,821 | 206,073 | | Weekdays | 22 | 21 |
| Fixed Routes (Sat) | 651 | 24,954 | 17,787 | | Saturdays | 4 | 4 |
| PLUS (M-F) | 88 | 20,189 | 18,728 | | Gamedays | 0 | 0 |
| -Zone 1* | 74 | 16,978 | 14,955 | | Holidays | 1 | 1 |
| -Zone 2** | 15 | 3,211 | 3,773 | | Weather | 3 | 4 |
| PLUS (Sat)*** | 26 | 1,099 | 787 | | Fiscal YTD Days | 281 | 281 |
| | | | | | Cal. YTD Days | 127 | 127 |

*Requires ¾ mile

**Operates only on Weekdays until 7:00 pm

***Operates only in Zone 1

Strategic Performance Measures

| MEASURE | FY 23 YTD | FY 23 Targets | |
|--|--------------|------------------|---|
| # of Norman fixed-route passenger trips provided | 278,775 | 251,881 | ■ |
| # of Norman paratransit trips provided | 21,288 | 21,000 | ■ |
| % of on-time Norman paratransit pick-ups | 97.76% | 98.58% | ● |
| # of Norman bus passengers per service hour, cumulative | 15.76 | 13.04 | ■ |
| # of Norman bus passengers per day, average | 995 | 800* | ● |
| % of Norman required paratransit pick-ups denied due to capacity | 0.01% | 0.00%* | ● |
| % of on-time fixed-route arrivals | 74.52% | 80.94% | ▲ |

*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
- **FY22** – The fiscal year 2022. Lasted from 7/1/2021 to 6/30/2022
- **FY23** – The fiscal year 2032. Lasting from 7/1/2022 to 6/30/2023
- **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

(Ward 1) Woodcreek Neighborhood Trail Project Update

Community Planning and Transportation Committee
June 22, 2023



Project History

- Councilmember Studley requested this project in the FYE 23 budget
 - Project would help pedestrian access from Woodcreek and Colonial Estates Additions on Classen Boulevard
- Staff's initial cost estimate of the project was \$425,000
- Due to the complex nature of this project staff requested consulting services
 - EST was selected from on-call services list
 - Task order was signed February 12, 2023



Project History

Item 2.

Prepared for:

City of Norman
201 W Gray St
Norman, OK 73070

June 12, 2023

EST PROJECT NO. Z3-02988 | CONTRACT NO. K-1920-62

Cedar Creek Pedestrian Bridge and Walkway



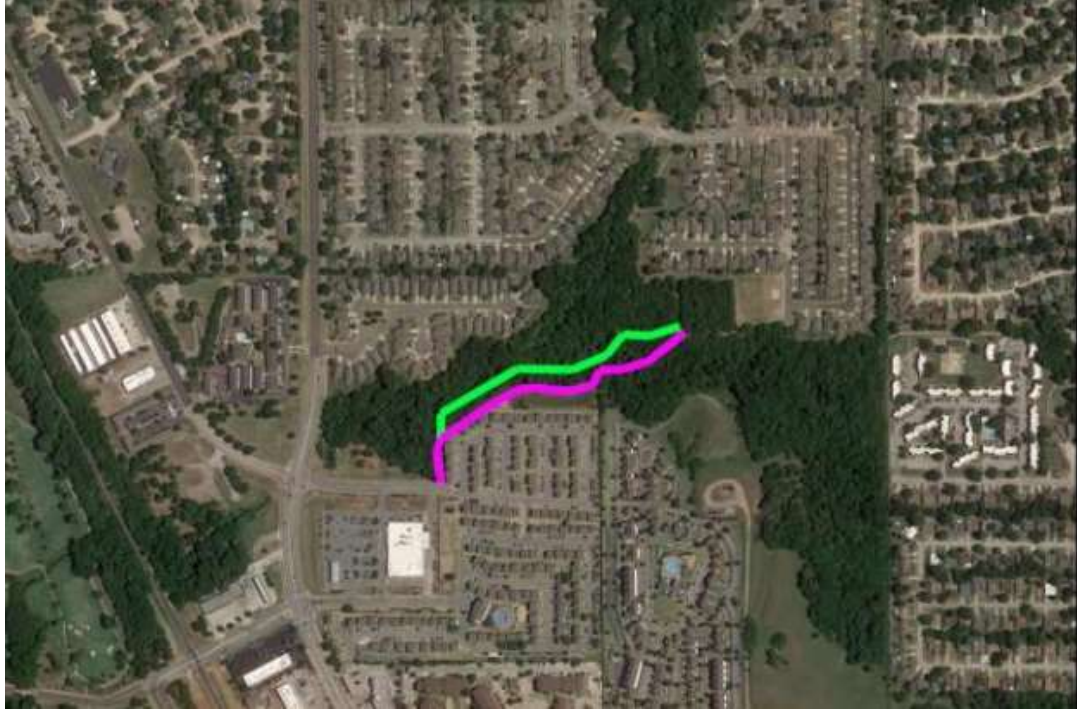
EST
Engineering & Surveying
615 N Hudson, Suite 300
Oklahoma City, OK 73102

Experienced Professionals | Innovative Solutions

- Final report addresses the following project challenges
 - Route
 - Terrain
 - Paving selection
 - Creek crossing
 - Retaining walls
 - Cost estimate
 - Permitting
- Final report received June 12, 2023
- Cost for report \$21,000

Final Report

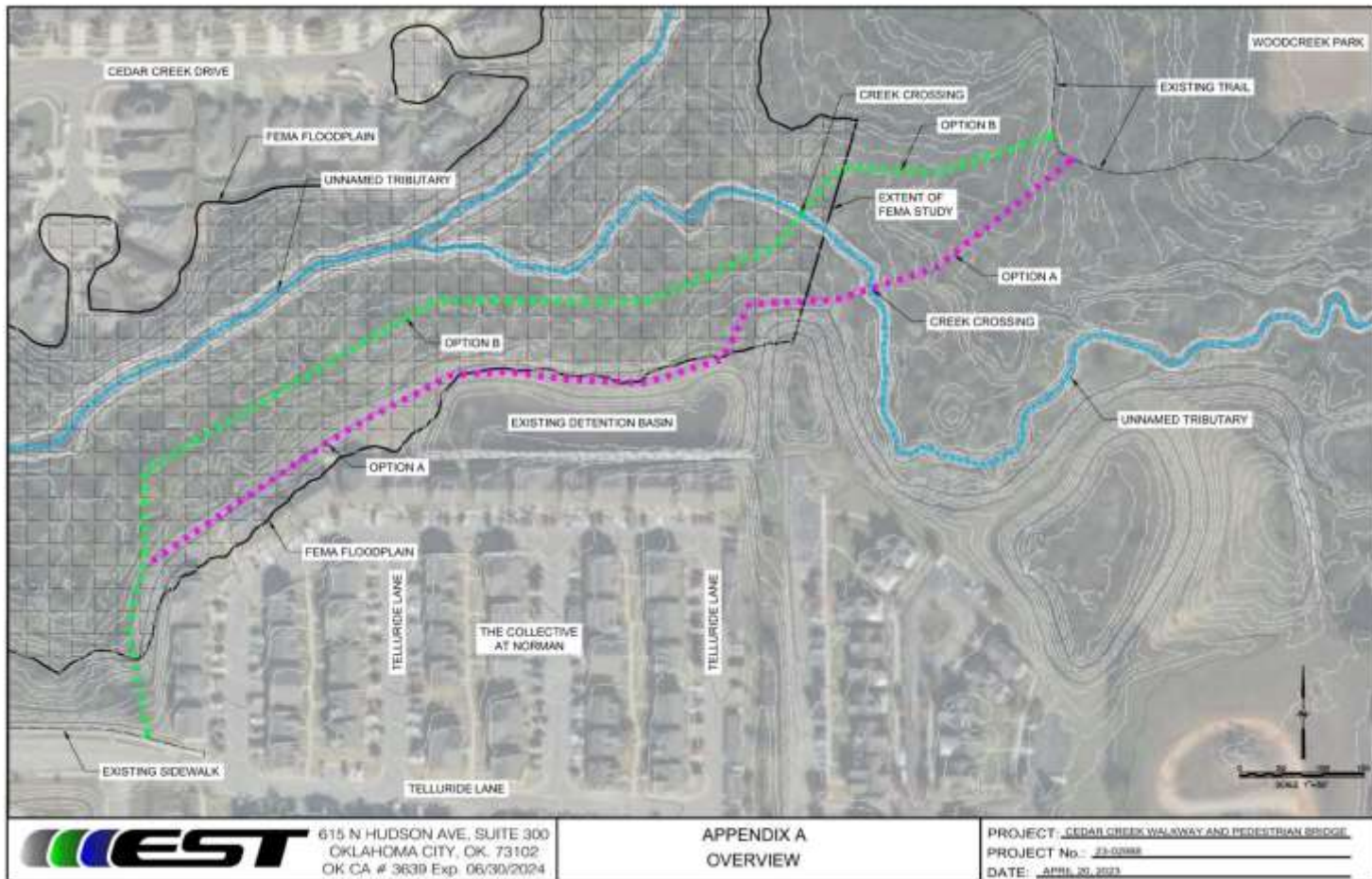
Item 2.



- The final report evaluated several options
 - 2 routes for the path
 - 3 paving alternatives
 - 2 pedestrian bridge designs

Route Options

Item 2.



Route - Option A

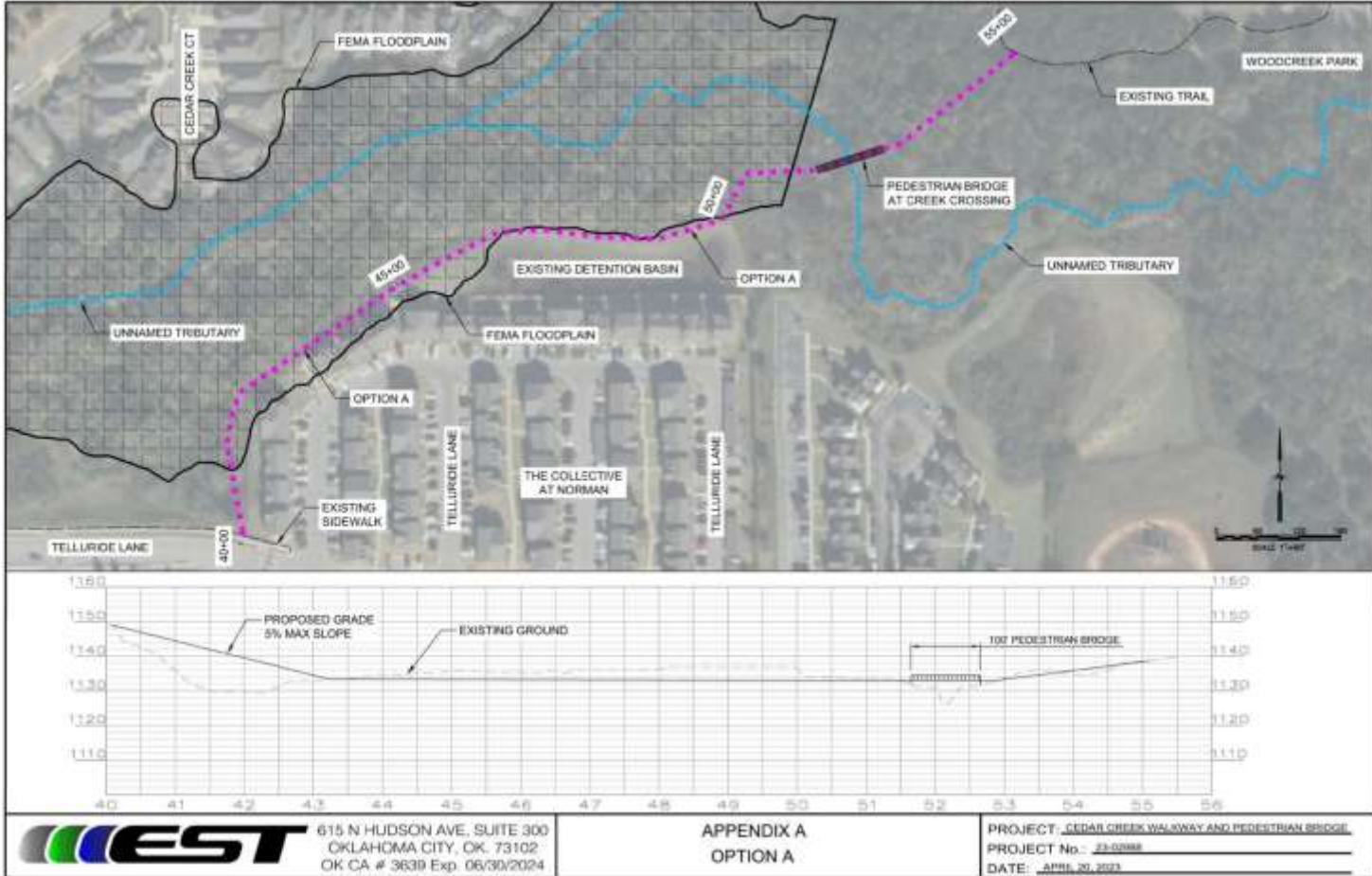
Item 2.

- 8 foot walkway
- Requires right of way from 3 property owners
- Abuts the back of the existing apartments
- Crosses tributary of Bishop Creek
- Requires a City Flood Plain Permit
- May require Federal 404 permit for stream crossing



Route - Option A

Item 2.



Route - Option B

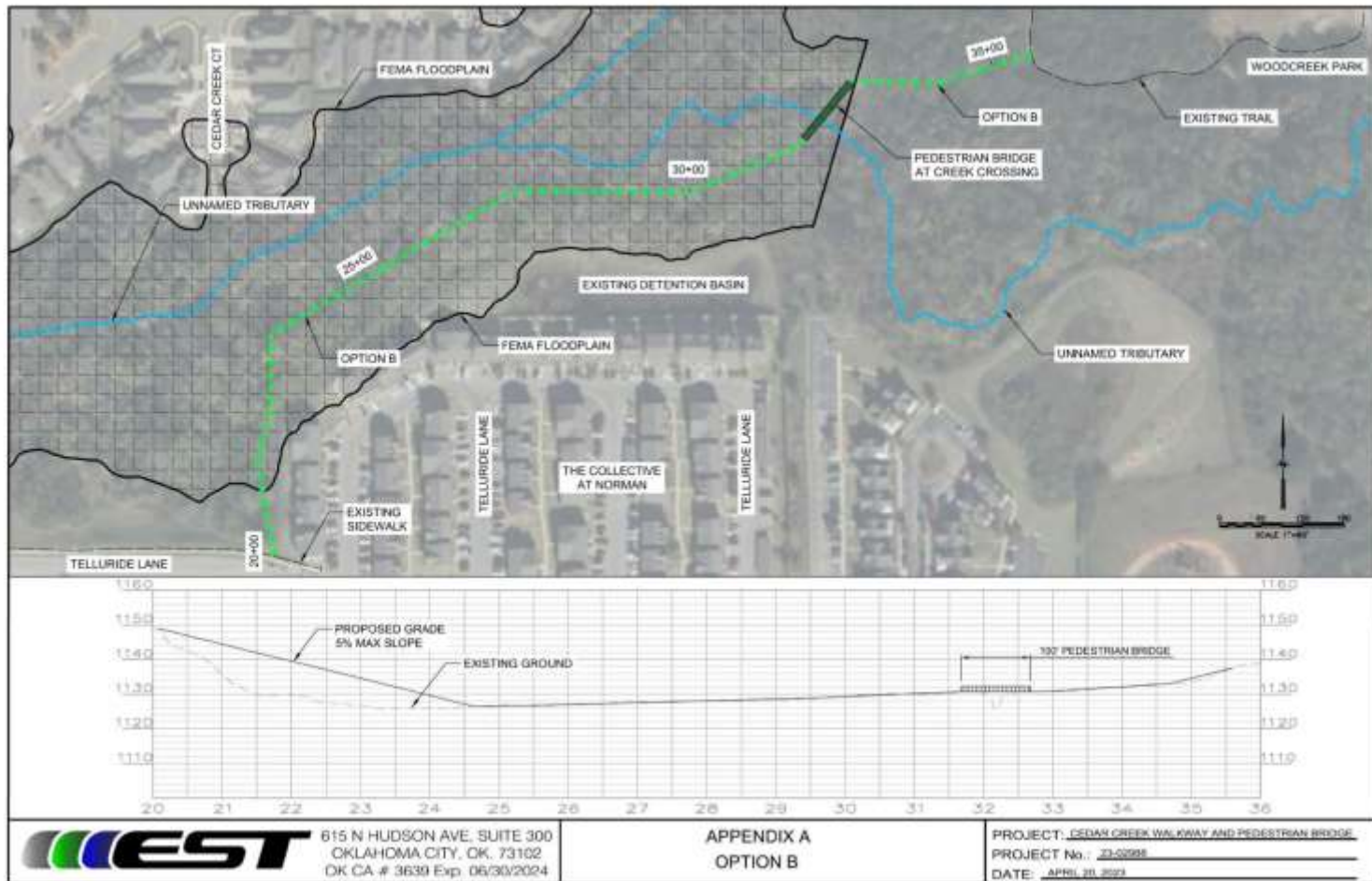
Item 2.

- 8 foot walkway
- Requires right of way from 4 property owners
- Closer to the creek but further from the apartments
- Crosses tributary of Bishop Creek
- Requires a City Flood Plain Permit
- May require Federal 404 permit for stream crossing



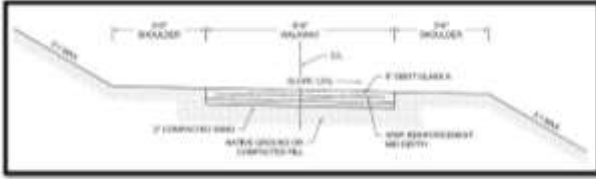
Route - Option B

Item 2.



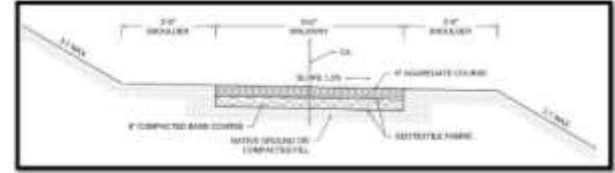
Paving Alternatives

Item 2.



Concrete

- 5 inches thick
- 2 inches of sand base
- Reinforced welded wire fabric
- Most durable

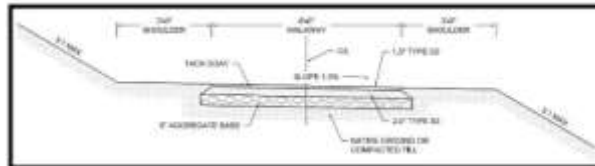


Asphalt

- 4 inches thick
- 6 inches of gravel base
- Less durable
- More labor intensive to install
- **Not considered for cost estimating**

Decomposed Granite

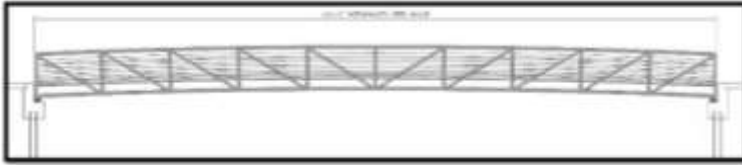
- 6 inch thick
- 6 inches of gravel base
- Less durable
- Labor intensive to maintain



Pedestrian bridge design

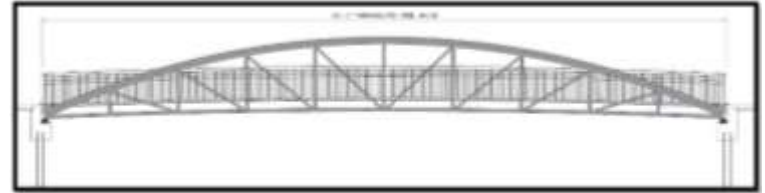
Item 2.

- 100 foot span over creek
- 10 feet wide
- Both designs are prefabricated
- Steel
- Placed on bridge abutments on both sides of the creek



Connector Truss

- \$550,500
- Single span over the creek
- Selected for cost estimating



Keystone Truss

- \$600,500
- Requires construction in the creek

Cost analysis

Item 2.

Assumptions

- Both routes analyzed
- Concrete and decomposed granite paving analyzed
- Connector Truss pedestrian bridge selected
- Includes pedestrian lighting
- Includes contingency and design
- Right of way acquisition not included in costs
(estimated to be \$125,000 to \$300,000)

| Route | Paving Material | Estimated cost | Price per LF |
|----------|--------------------|----------------|--------------|
| Option A | Concrete | \$1,455,700 | \$970 |
| Option A | Decomposed Granite | \$1,442,700 | \$962 |
| Option B | Concrete | \$1,520,500 | \$981 |
| Option B | Decomposed Granite | \$1,507,500 | \$973 |

Option A with concrete provides the best long term choice due to the high cost of maintenance of the decomposed granite

Council Options

Item 2.

- Proceed to design on Option A with concrete paving
 - This option will require up to \$1,051,700 for construction in additional City capital funds
 - This option will require up to \$300,000 for right of way in additional City capital funds
- Postpone or terminate the project and use the allocated City capital funds for other sidewalk projects in Norman
 - This option allows \$404,000 in other sidewalk projects in Norman



Questions?