



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

Norman Municipal Complex, 201 W Gray Street, Building A, Conference
Room D

Thursday, December 30, 2021 at 4:00 PM

AMENDED AGENDA (LOCATION)

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 UPDATE
2. CONTINUED DISCUSSION REGARDING CAMPUS CORNER PARKING AND COMMERCIAL LOADING ZONES.
3. PRESENTATION OF THE 2021 AMERICANS WITH DISABILITIES ACT (ADA) TRANSIT TRANSITION PLAN.
4. DISCUSSION REGARDING LOUD MUSIC SUBWOOFERS IN RESIDENTIAL AREAS.

ADJOURNMENT



MEMO TO: Council Community Planning and Transportation Committee

FROM: Taylor Johnson, Transit and Parking Program Manager

THROUGH: Shawn O'Leary, P.E., CFM, Director of Public Works

DATE: December 30, 2021

SUBJECT: Public Transportation Monthly Report

Purpose

The Public Transportation Monthly Report is meant to provide updates to City Council on public transit related items. In addition to the updates provided below, attached is the EMBARK Norman Performance Report for the previous month. The Performance Report provides updates on key metrics associated with the operations of the transit system.

Updates

- Public Transportation Response to COVID-19
 - Current Service Changes & Policies
 - Limited Passenger Capacity on Vehicles – Increased on December 5 for Fixed-Route
 - Suspended Route 144-Social Security
 - Mandatory Face Coverings – Federal Requirement (Extended expiration date from January 18, 2021 to March 18, 2021.
 - Enhanced Cleaning of Vehicles including Fogging
 - Operator Barriers Installed on Every Vehicle
- Go Norman Transit Plan (City of Norman Transit Long Range Plan Update)
 - The Go Norman Transit Plan was approved by resolution by Council at its June 22nd, 2021 meeting. Staff are continuing exploratory work on the next steps as recommended in the plan. This includes discussions on site of a downtown transit center and potential grant opportunities for creating additional bus stops that are associated with the recommended route changes in the plan. Please see the grants section of this report for more details.
- Transit Operations and Maintenance Facility
 - Progress continues to be made on the construction of the new facility on north base. The contractor's activities this month were as follows:
 - Exterior door hardware and interior doors installed.
 - Site parking lot and entrance paving complete
 - Detention pond excavation and structures complete
 - Mechanical, electrical, and plumbing complete and startup has begun
 - Installed security and data wiring
 - Began construction of Flood Avenue entrance and gate
 - Main power complete to building
 - Painting of interior walls continues
 - Plumbing, bathroom fixtures, and drop ceiling installation began
 - LVT flooring installation and polishing of shop concrete flooring began
 - Installed fluid distribution system controllers
 - 2nd floor sub-floors installed in both buildings.
 - Dumpster enclosure completed
 - Bollards and railings installed
 - Fence construction nearing completion
 - Fall arrest system and portable lifts delivered
 - Central vacuum system and lockers installed
- Microtransit/On-Demand Discussion
 - During Council's October 12 Conference, City staff presented an overview of existing public transit services and the concept of microtransit and on demand services. At the conclusion of that discussion, staff were directed to look at options for a pilot project for next fiscal year. Staff are actively looking into options to propose during the fiscal year 2023 budget cycle.

office memorandum

- Grants
 - Staff continue to program and draw down on grants to reimburse the City for eligible public transit expenses. This includes the annual Federal Transit Administration (FTA) grant for general expenses as well as the CARES Act grant for the new facility that will house the transit maintenance and operations activities on Northbase.
 - On October 1, ACOG announced the grant cycle for their Air Quality Small Grant Program was open. This program seeks to improve air quality in Central Oklahoma by reducing reliance on single-occupancy vehicle trips. Small transportation infrastructure projects and transit improvements as well as projects focused on congestion relief efforts are all eligible. Staff submitted an application on November 19 requesting funding to install 80 new bus stops associated with the recommended route changes in the Go Norman Transit Plan. Council supported this application by approving a programming resolution on November 30 for the project.
- Fleet Maintenance & Vehicle Procurement
 - City Fleet Maintenance staff continue to ensure that the transit fleet is in operational condition each morning for line up, despite the age of the vehicles. This not only includes mechanical maintenance, but also fueling, cleaning, and sanitizing activities which are performed at night at the conclusion of service.
 - 22 out of 28 of the revenue vehicles used in the City's transit fleet have met their useful life and are eligible to be retired according to FTA requirements.
 - The City is currently in the process of purchasing 2 battery electric busses and staff have had numerous meetings with the manufacturer. Staff anticipates receiving these vehicles in August/September 2022. Below is background information on both battery electric bus projects:
 - An authorization to purchase the City's first battery electric vehicle, a transit bus, was approved at Council's May 25, 2021 meeting. A purchase order was issued on May 27, 2021 to the manufacturer. Approximately 50% of the vehicle purchase price will be reimbursed through a grant received from Oklahoma Department of Environmental Quality through the Volkswagen Settlement Fund.
 - An authorization to purchase the City's second battery electric transit bus was approved at Council's August 10, 2021 meeting. A purchase order was issued on August 13, 2021 to the manufacturer. Approximately 70% of the vehicle purchase price will be reimbursed through a grant received from the FTA's 2021 Low- or No-Emission Vehicle Program. The City's project was 1 of 49 projects selected in the nation.
 - Council granted approval for additional funds to be allocated to both bus builds on December 14, 2021. These additional funds were used add charge rails to the top of the busses so that in the future an overhead pantograph charging system could be utilized.

Conclusion

Thank you for your review of these updates and attached report. Staff are available to answer any questions.

Attached:

EMBARC Norman Performance Report for November 2021

PERFORMANCE REPORT

Transit System Report

November 2021

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 November 2021 was 23,338, compared to 23,732 in October 2021. The average total daily ridership was 934 for November 2021, a 2.27% increase from 913 for October 2021, and a 28.30% increase from 728 in November 2020. Fiscal-year-to-date ridership is 112,950 passengers, a 27.25% increase from the November 2020 YTD total of 88,765.

The fixed-route service totaled 21,566 for November 2021 compared to 21,834 for October 2021. Average fixed-route daily ridership for November 2021 was 863, compared to 840 for October 2021, a 2.72% increase, and 674 for November 2020, a 28.04% increase. Passengers with bicycles or similar means of travel totaled 748, compared to 801 for October 2021 and 554 for November 2020. Passengers with wheelchairs or other mobility devices totaled 336, compared to 368 for October 2021 and 271 for November 2020.

PLUS ridership totaled 1,772 for November 2021, compared to 1,898 for October 2021 and 1,293 for November 2020. The average daily total PLUS ridership was 71 for November 2021, compared to 73 for October 2021, a 2.90% decrease, and 54 for November 2020, a 31.56% increase. Passengers with wheelchairs or other mobility devices totaled 343 for November 2021, compared to 375 for October 2021, an 8.53% decrease, and 220 for November 2020, a 55.91% increase.

On June 11th, capacity was expanded, allowing six additional passengers per vehicle.

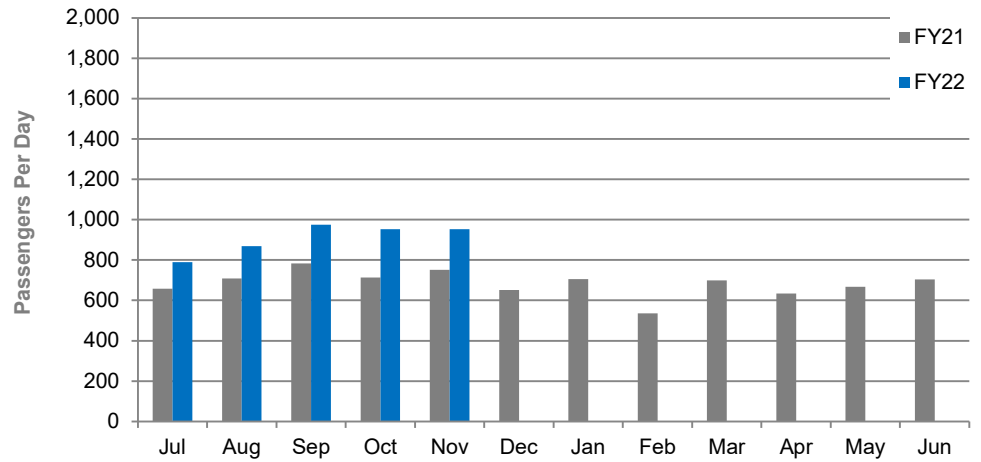
Norman Transit Services	Nov FY22	+/- Nov FY21	+/- Oct FY22
Fixed Routes (M-F)	19,996	33.20%	-0.12%
110 - Main Street	3,820	1.49%	2.36%
111 - Lindsey East	8,380	41.91%	-6.88%
112 - Lindsey West	2,829	43.31%	-0.46%
120 - West Norman	121	-34.59%	-17.12%
121 - Alameda	4,846	52.15%	12.65%
144 - Social Security	0	0.00%	0.00%
Fixed Routes (Sat)	1,570	35.46%	-13.40%
110 - Main Street	363	21.00%	-10.81%
111 - Lindsey East	528	12.58%	-19.27%
112 - Lindsey West	198	30.26%	-15.74%
121 - Alameda	481	102.10%	-6.96%
PLUS ADA Service	1,772	37.05%	-6.64%
PLUS (M-F)	1,698	35.51%	-7.67%
PLUS (Sat)	74	85.00%	25.42%
Bikes	748	35.02%	-6.62%
Wheelchair	336	23.99%	-8.70%
PLUS Wheelchair	343	55.91%	-8.53%

Fixed Route Weekday Ridership

Total fixed-route weekday ridership for November 2021 was 19,996, a 0.12% decrease from 20,021 in October 2021 and a 33.20% increase from 15,012 in November 2020. Average weekday passenger ridership totaled 952 in November 2021, a 0.12% decrease compared to 953 for October 2021. Average ridership increased 26.86% compared to 751 passengers in November 2020. The average RPSH was 14.23.

Route 144 was not operated due to the ongoing COVID outbreak.

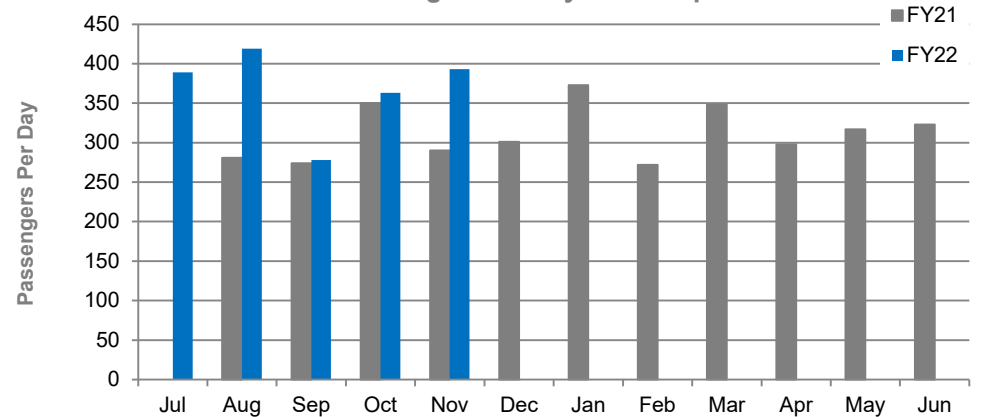
Norman Fixed-Route
Average Weekday Ridership



Fixed Route Saturday Ridership

Total fixed-route Saturday ridership for November 2021 was 1,570, a 13.40% decrease over 1,813 for October 2021 and a 35.46% increase from 1,159 in November 2020. Average weekend passenger ridership totaled 393 for November 2021, an 8.25% increase, compared to 363 for October 2021, and a 35.46% increase over 290 in November 2020. The average RPSH was 11.04.

Norman Fixed-Route
Average Saturday Ridership



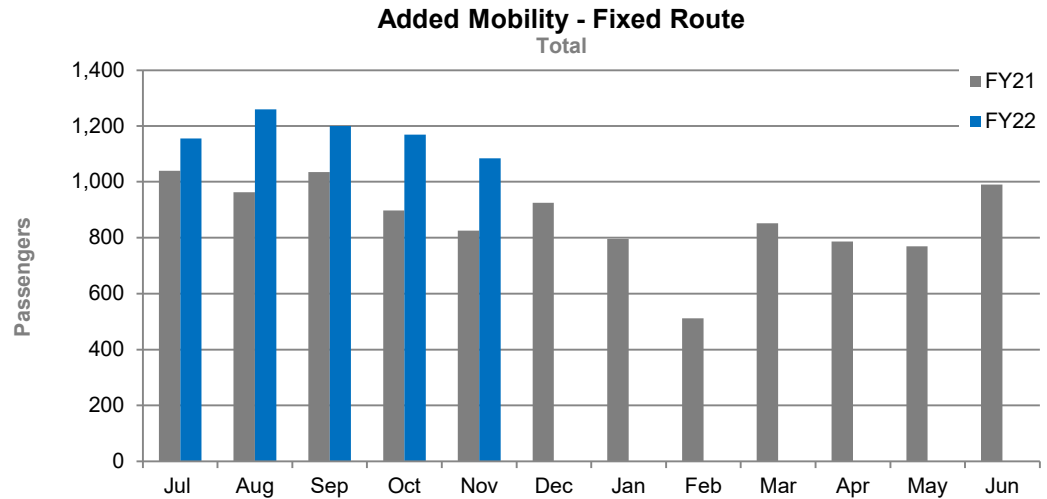
Gameday Information

There were one gameday in Norman on 11/20. Detours were implemented on affected routes. This was the final gameday of the calendar year. The next gameday is expected to be the spring intramural scrimmage, which is traditionally held sometime in April.

Added Mobility – Fixed Route

Total passengers with added mobility, such as bikes and wheelchairs, totaled 1,084 for November 2021, a 7.27% decrease from 1,169 in October 2021, and a 31.39% increase from 825 in November 2020.

Bike passengers totaled 748, a 6.62% decrease from 801 in October 2021 and a 35.02% increase from 554 in November 2020.

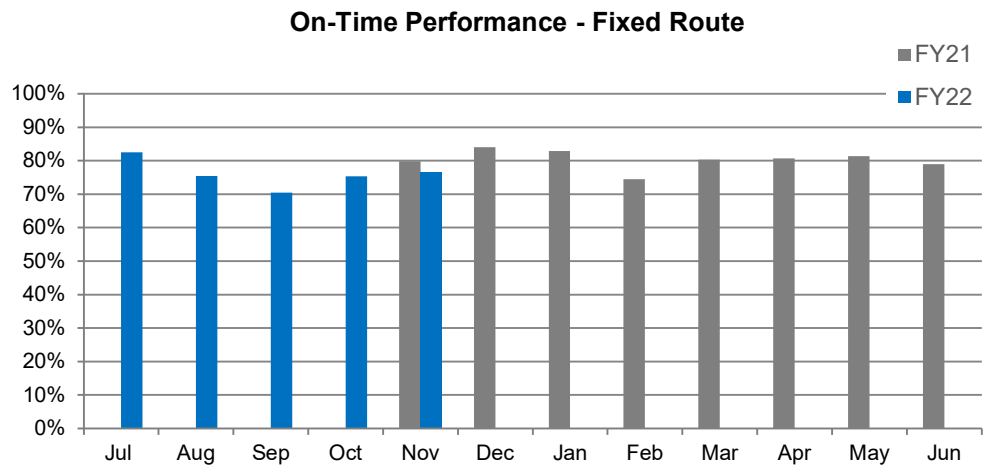


Wheelchair passengers totaled 336, a 8.70% decrease from 368 in October 2021, and a 23.99% increase from 271 in November 2020.

On-Time Performance – Fixed Route

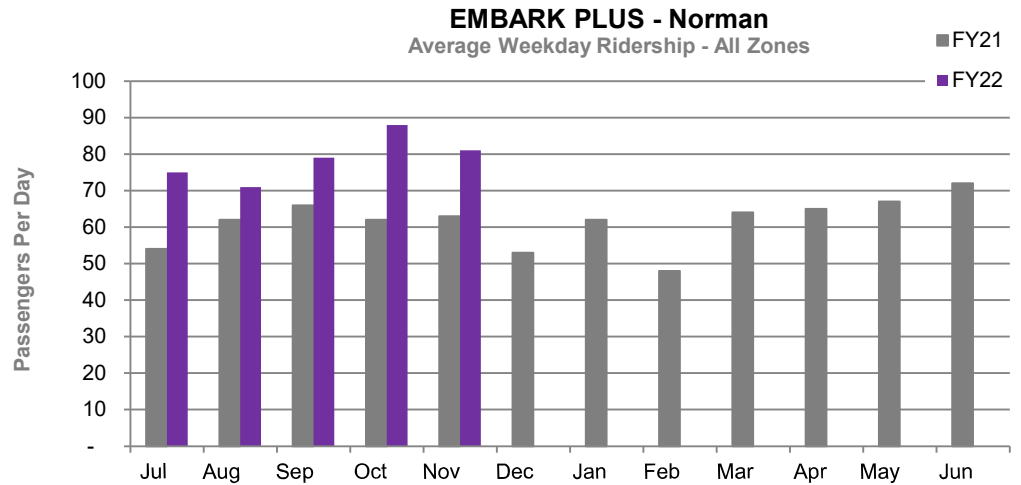
Cumulative on-time performance for fixed-route buses was 76.7% in November 2021, a 1.40% increase from 75.30% in October 2021 and a 3.10% decrease from November 2020.

As a side note, this report marks the first time where year-over-year data can be compared for this statistic.



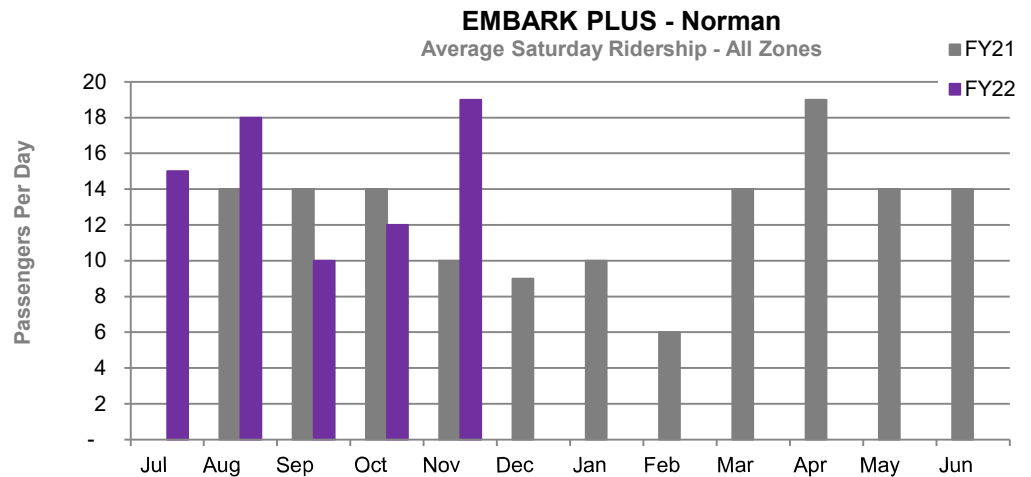
PLUS Weekday

Total PLUS weekday ridership for November 2021 was 1,698, a 7.67% decrease from 1,839 in October 2021 and a 35.51% increase from 1,253 in November 2020. Average weekday passenger ridership totaled 81 for November 2021, a 7.67% decrease from 88 for October 2021 and a 29.06% increase from 63 for November 2020. RPSH was 1.22.



PLUS Saturday

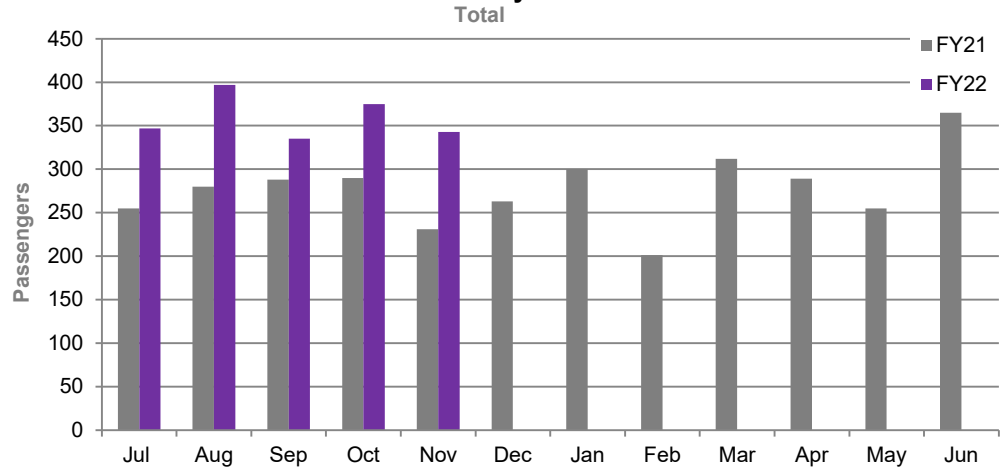
Total PLUS Saturday ridership for November 2021 was 74, a 25.42% increase from 59 in October 2021 and an 85.00% increase from 40 in November 2020. Average Saturday passenger ridership totaled 19 for November 2021, a 56.78% increase from 12 in October 2021 and an 85.00% increase from 10 in November 2020. RPSH was 1.22.



Added Mobility - PLUS

PLUS passengers with added mobility totaled 343 for November 2021, an 8.53% decrease from 375 in October 2021, and a 55.91% increase from 220 in November 2020.

Added Mobility - PLUS

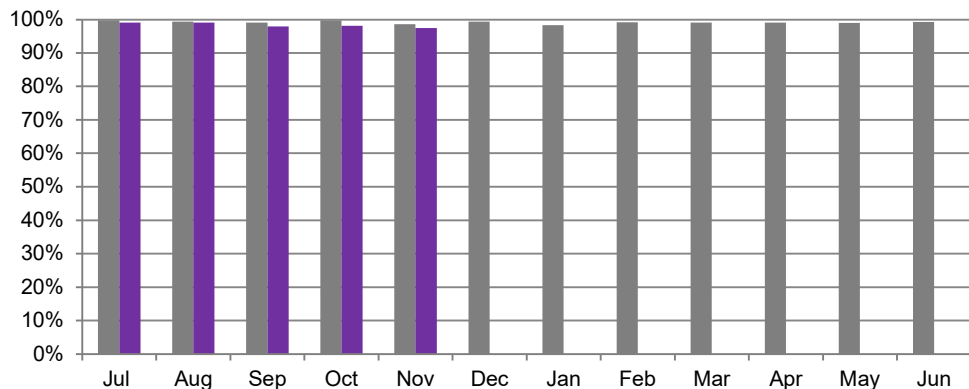


On-Time Performance - PLUS

Cumulative on-time performance for PLUS buses was 97.46%, a 0.67% decrease from 98.12% in October 2021 and a 1.11% decrease from 98.56% in November 2020.

Weekday on-time performance in the primary zone was 97.99%, a 0.06% decrease from 98.04% in October 2021 and a 1.39% decrease from 99.38% in

November 2020. Weekday on-time performance in the secondary zone was 95.65%, a 2.48% decrease from 98.14% in October 2021 and a 0.51% increase from 95.14% in November 2020. Saturday on-time performance was 96.97%, a 3.03% increase from 100.00% in both October 2021 and November 2020.



PLUS Weekday Service Summary	Nov FY22	+/- Nov FY21	+/- Oct FY22	PLUS Saturday Service Summary	Nov FY22	+/- Nov FY21	+/- Oct FY22
Total Passengers	1,698	35.51%	-7.67%	Total Passengers	74	85.00%	25.42%
Total Trips	1,586	30.64%	-7.09%	Total Trips	66	69.23%	29.41%
Trips Daily Average	81	50.08%	-7.67%	Trips Daily Average	17	69.23%	61.76%
Trips Requested	1,588	30.81%	-6.97%	Trips Requested	66	69.23%	29.41%
Denied Trips	2	200.00%	200.00%	Denied Trips	0	0.00%	0.00%
Capacity Denials	2	200.00%	200.00%	Capacity Denials	0	0.00%	0.00%
No Show	17	-26.09%	-22.73%	No Show	2	0.00%	100.00%

PLUS Applications	Nov FY22	+/- Nov FY21	+/- Oct FY22
New Applications	13	44.44%	-23.53%
Renewals Received	6	20.00%	-14.29%
Applications Approved	8	0.00%	-68.00%
Applications Denied	1	100.000%	-50.00%

Summary of Services Table: November 2021

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 Nov FY22	FY22 YTD	FY21 YTD		Service Profile	Nov FY22	Nov FY21	Oct FY22
Fixed Routes (M-F)	952	96,175	77,150		Weekdays	21	20	21
Fixed Routes (Sat)	393	8,118	4,847		Saturdays	4	4	5
PLUS (M-F)	81	8,338	6,560		Gamedays	1	1	2
-Zone 1*	65	6,593	5,228		Holidays	0	2	0
-Zone 2**	16	1,745	1,332		Weather	1	0	1
PLUS (Sat)***	19	319	208		Fiscal YTD Days	128	123	103
					Cal. YTD Days	281	251	256

* Requires ¾ mile

**Operates only on Weekdays until 7:00 pm

***Operates only in Zone 1

Strategic Performance Measures

MEASURE	FY 22 YTD	FY 22 Targets	
# of Norman fixed-route passenger trips provided	104,293	265,054	▲
# of Norman paratransit trips provided	8,657	19,000	●
% of on-time Norman paratransit pick-ups	98.31%	95.00%	●
# of Norman bus passengers per service hour, cumulative	13.15	13.14	●
# of Norman bus passengers per day, average	816	N/A*	N/A*
% of Norman required paratransit pick-ups denied due to capacity	0.02%	N/A*	N/A*

*These LFR targets are unavailable for this fiscal year. We hope to have them for FY23.

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
- **FY21** – The fiscal year 2021. Lasted from 7/1/2020 to 6/30/2021
- **FY22** – The fiscal year 2022. Lasting from 7/1/2021 to 6/30/2022
- **FY YTD** – Fiscal Year, Year to Date
- **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

- 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. Adopted May 28, 2019



CP&T REPORT: 2021 TRANSITION PLAN, ADDENDUM TO THE 2018 SELF-EVALUATION AND TRANSITION PLAN

DECEMBER 30, 2021



City of Norman Transit ADA Transition Plan



**Prepared by City of Norman Staff
from:**

Office of the City Manager
Department of Public Works

201 West Gray Street
Norman, OK 73069





City of Norman Background, Introduction, and Purpose 2021 Transit ADA Transition Plan

In the original 2018 City of Norman ADA Self-Evaluation and Transition Plan it was determined that the City would continue to evaluate the remaining facilities and Transit ADA Transition Plan with the use of City employees. For the Transit ADA Transition Plan Jesse Hill, ADA Technician and Taylor Johnson, Transit and Parking Program Manager instituted a plan utilizing Colorado Springs, CO. template for guidance.

The scope of the 2021 Transit ADA Transition Plan is an amendment to the 2018 Self-evaluation Plan and applies to the evaluation of buildings and facilities, vehicles, and bus stop locations throughout the City of Norman, Oklahoma.

Utilizing the authorities of The American with Disabilities Act of 1990 (ADA), section 504 of the Rehabilitation Act of 1973 as amended, U.S. Department of Transportation (DOT), and the Federal Transit Administration (FTA) as guidance to develop a comprehensive plan.

During the development of the 2021 Transit ADA Transition Plan the City of Norman conducted numerous public study sessions for the Go Norman Transit Plan. The overview of the plan included several objectives. Included in the objectives were (1) Assessing existing routes, (2) Location and characteristics of a future downtown transit center, (3) A detailed plan to guide service improvements, and actively engaging the public and community stakeholders in the development of plan.

At present, the Transit System known as EMBARK Norman operates a fare-free fixed-route service Monday- Saturday. There are five local routes servicing 112 stop locations that have been reviewed. With the transit study redesign it was proposed to install 80 new stops and discontinue 49, with 63 remaining unchanged bringing the total number of stop locations to 143. Upon review, the transit study was unanimously approved by the Norman City Council on June 22, 2021.



City of Norman ADA Evaluation of Transit Stops 2021 Transit ADA Transition Plan

Bus Stop Summary

The City of Norman is constantly looking for opportunities to not only improve access to bus stops but also to improve access from bus stops onto the bus.

Inventory

A complete stop inventory and assessment was conducted from August 2020 to January 2021 to evaluate each stop in the City of Norman's transit system. A master data spreadsheet was created for all stops in the network which can be maintained and updated as improvements are made, stops become active, or are removed. Requests for copies of bus stop master data spreadsheet or individual bus stop assessments can be made to the City of Norman ADA Coordinator.

During the inventory process five classifications of stops were determined.

- Class 1: Not ADA compliant or accessible. (Just a pole in the ground) (14 stops identified).
- Class 2: Not ADA compliant or accessible. (Has existing facilities) (60 stops identified).
- Class 3: ADA accessible with just an ADA pad (23 stops identified).
- Class 4: ADA compliant with a bench (6 stops identified).
- Class 5: ADA compliant with a shelter (9 stops identified).

Recommended Action

The City of Norman will continue to work towards the goal of improving access system wide. This will be accomplished through independent improvements to the stop network and by partnering with other City Divisions/Departments during capital improvement projects planned throughout the City of Norman. Stop improvements will be prioritized by available budget for improvements, proximity to scheduled road improvements, and customer needs and requests.



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Transit Stop Signage

Signage was in the process of being replaced at the time of the transit stop evaluations. EMBARK staff responded to the request of compliance, and it was notated that the EMBARK bus stop signage is compliant and was audited in 2018 and passed.

Part 38 of USC deals with accessibility features for bus stops. The information below appears to be focused on rail station signage, lighted marquees and such. Each "type" of sign and the purpose is considered when discussing ADA compliance.

For bus stop signs, minimum width to height ration must be between 1:1 and 3:5, minimum character height of 1 inch on boarding side of sign, minimum 2 inch on the opposite side with the space between letters at least 1/16th of the height of an upper case letter. No details on contrast for signs just dark on light, or light on dark (see §38.39).

Completed in 2021



City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

12th SE/Boyd 4197

Accessible Transit Stop: Width of boarding area is 59 1/2"; slope is 6.9%. (13x5)

FTA Circular section **810.2.4 Slope.** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than 1:48.*

810.2.2 Dimensions. *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway*

Citation: FTA Circular 810.2.4, 810.2.2, 2010 Design Standards: 402

Projected High Cost: \$639.00

Projected Low Cost: \$482.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48. with a width of at least 60 inches.





City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Halley/Lexington 4124

Accessible Transit Stop: Length of boarding area 91"; slope 2.4%. (15x5)

FTA Circular section **810.2.2 Dimensions**. *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*

810.2.4 Slope. *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than 1:48.*

Citation: FTA Circular 810.2.2 ,810.2.4, 2010 Design Standards:402

Projected High Cost: \$738.00

Projected Low Cost: \$555.00

Possible solutions: Replace boarding area with a boarding area that has a slope of < than 1:48 and at least 96 inches in length.





City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

McGee/Lindsey 4159

Accessible Transit Stop: Inaccessible, there is not an accessible route to boarding area (5x9)

FTA Circular section **810.2.4 Slope.** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than 1:48.*

810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface*

810.3 Bus Shelters. *Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.*

Citation: FTA Circular 810.2.4, 810.2.1, 810.3, 2010 Design Standards: 402

Projected High Cost: \$443.00

Projected Low Cost: \$334.00

Possible solutions: provide an accessible route and boarding area that is firm and stable.





City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

36th NW/Havenbrook 4192

Accessible Transit Stop: Inaccessible. There is not an accessible route to the curb (5x5)

FTA Circular section **810.2.4 Slope.** *Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than 1:48.*

810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface*

Citation: FTA Circular 810.2.4, 810.2.1, 810.3, 2010 Design Standards: 402

Projected High Cost: \$244.00

Projected Low Cost: \$185.00

Possible solutions: Provide an accessible boarding and alighting area that is firm and stable with a slope that is < than 1:48.





City of Norman
ADA Evaluation of Transit Stops
2021 Transit ADA Transition Plan

Stubbeman/Ridge 4220

Accessible Transit Stop: Length of boarding area 93"; has defects. (5x8)

FTA Circular section **810.2.2 Dimensions**. *Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.*

810.2.1 Surface. *Bus stop boarding and alighting areas shall have a firm, stable surface.*

Citation: FTA Circular 810.2.2, 810.2.1, 2010 Design Standards:402

Projected High Cost: \$392.00

Projected Low Cost: \$315.00

Possible solutions: Replace boarding area with a boarding area that has at least 96 inches deep.





City of Norman
Addendum to the ADA 2018 Self- Evaluation and Transition Plan
ADA Transit Transition Plan
Action Log
9/13/2021

Stop # 4124	2	\$738.00	\$555.00		
Stop # 4129	2	\$492.00	\$371.00		
Stop # 4166	2	\$737.00	\$555.00		
Stop # 4201	2	\$983.00	\$740.00		
Stop # 4147	2	\$492.00	\$371.00		
Stop # 4222	2	\$393.00	\$297.00		
Stop # 4196	2	\$393.00	\$296.00		
Stop # 4176	2	\$393.00	\$296.00		
Stop # 4220	2	\$392.00	\$315.00		2021
Stop # 4137	2	\$492.00	\$371.00		
Stop # 4134	2	\$786.00	\$593.00		
Stop # 4130	2	\$1,968.00	\$1,482.00		
Stop # 4119	2	\$639.00	\$482.00		
Stop # 4183	2	\$2,244.00	\$1,689.00		
Stop # 4157	2	\$4,103.00	\$3,335.00		
Stop # 4123	2	\$492.00	\$371.00		
Stop # 4184	2	\$492.00	\$371.00		
Stop # 4185	2	\$492.00	\$371.00		
Stop # 4187	2	\$737.00	\$555.00		
Stop # 4204	2	\$492.00	\$371.00		
Stop # 4179	2	\$983.00	\$740.00		
Stop # 4135	2	\$983.00	\$740.00		
Stop # 4145	2	Compliant			



THANK YOU

