System Summary

**Technology**
- Transit Signal Priority / Real Time
- Arrival Signs

**Lanes**
- Mixed Traffic / Dedicated
- Pull off lanes

**Frequency**
- 12 minutes/ 20 minutes

**Project Cost**
- $28,885,050

**Vehicles**
- 40’ low/no emission

**Platforms**
- Enhanced
- Platforms with Added Amenities

**Corridor**
- 9.5 miles (one-way), 30+ stops,
  1 Park and Ride
HEAT MAP

POPULATION DENSITY ALONG ROUTE
HEAT MAP
EMPLOYMENT DENSITY ALONG ROUTE
Transit Signal Priority

- **TSP Goals:**
  - Reduction of round-trip travel time to reduce operations cost
  - Reduce excessive transit delay at congested intersections
  - Improve travel time reliability (schedule adherence and headway management)

- Centralized TSP System that will integrate with existing OKC Streetcar TSP

- TSP will upgrade all signalized intersections in the corridor using GPS which communicates to the vendor’s equipment connected to the controller

- Green extension (15 seconds), early green (20 seconds), all-red hold, and bus-only queue jumps will all be TSP strategies implemented for this project
What is Transit Signal Priority?

A mechanism where sensors are placed at key intersections to hold green lights longer or to shorten red lights when specially-equipped CityLink buses approach.
Route

- Broadway/Main
- Robinson/Park
- Downtown Transit Center
- Hudson/8th Street
- 10th Street/Lee Ave.
- Classen/13th Street
- Classen/18th Street
- Classen/23rd Street
- Classen/31st Street – To Be Added by Amendment
- Classen/36th Street
- Classen/42nd Street
- NW Expressway/Blackwelder
- NW Expressway/Pennsylvania
- Independence/56th Street
- Portland/56th Street
- NW Expressway/Portland
- Meridian/63rd Street
- NW Expressway/Meridian
- To be added by amendment
Broadway/Main
10th Street/Lee
Classen/17th Street
Classen/18th Street
Classen/23rd Street
Classen/23rd Street
Classen/42nd Street
NW Expressway/Blackwelder
NW Expressway/Pennsylvania
NW Expressway/Pennsylvania
Independence/56th Street
NW Expressway/Portland
NW Expressway/Portland
Meridian/63rd Street
Meridian – End of the Line
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Engineer’s Estimate
Schedule

Feb 2020 – Start Preliminary Engineering
Nov 2020 – Submit Preliminary Design Report
Jan 2021 – Start Final Engineering
Mar 2022 – Submit Final PS&E
June 2022 – Start Construction
June 2023 – End Construction, Begin Testing
October 2023 – Start of Revenue Service

Construction documents to be advertised, bids opened, and contractor awarded contract.

Winning contractor to build stations and improvements.

EMBARK will be testing, confirming the project meets safety, security, and operational requirements prior to revenue service.

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