



CONNECTING PROGRESS

Appendix 2B Phase 2 Outreach Feedback

During Phase 2 outreach a series of meetings with advisory committee, stakeholders, and the public were held to present draft recommendations. During those meetings feedback was collected by way of post-it notes and meeting boards. The information presented below is from each meeting.

Advisory Committee Meeting (May 22, 2018)

- Is the Jenks line truly needed?
- The Sand Springs line is still way too deviated. Is there any way to straighten it out? Why loop around Central HS? Why not just serve on Edison instead of looping?
- Don't worry about Gathering Place or Riverside. Existing plan is fine.
- Use walk shed analysis instead of simple radius to get more accurate depiction of who has access. This is critical.
- Can't go N-S on Memorial—multiple routes. Why? Align 7 to 51st St. Memorial.
- Eliminate the AERO jog into downtown. It's super disruptive to the route. Use the money saved for frequency improvements elsewhere.
- I understand there's a political issue w/rt66 BRT assignment. But please clean up the 11th/21st routes. Make it easy.
- Please straighten out 11th/21st St. routes. Make it simpler and saves 1 mile from each route. Put savings into frequency.
- Create hubs for airport service in different parts of the city that will increase the ridership.
- Love the coverage because of N. Tulsa coverage. Option B.
- Love that were getting closer to Cherokee Indian Park.
- TCC West campus and Reed Park on W. 41st St. need access.
- Love the 30/60 headway time-standardization. Best part of new plan.
- McClure Park at 7th and Memorial has Tulsa Parks Premier swimming pool. Stop there!
- Prefer coverage but would be pleased with both.
- Option A makes sense, thank you!
- Add service to Tulsa Hills on night/Sunday.
- Are employers open on weekends and evenings being served?
- Love 60 min. standardization.
- Service to the Gathering Place.
- OSU Clinics at 23rd SW Blvd needs a stop.
- Much public housing along W. 23rd would be good to get to Gathering Place.
- Lacy Park is at Madison and Virgin, 2 blocks west of Peoria—needs sidewalks to access.
- Like 31st Route.
- West Tulsa loss of service makes sense but will be a hard sale.
- Better use of resources.
- Access to Gilcrease Museum on Saturdays? Kids events are free.
- Saturday- Reduce some to prioritize high commercial centers? And add strategically then to Sunday.
- 41st Riverside Playground is most popular in River Parks.

Denver Avenue Station Public Open House (May 23, 2018)

Board Weekday Alternative A

- I ride with a daily group of 251 riders all of whom will likely return to driving cars. No point in driving to MMS to catch a bus to another location to wait more.
- Parks ride locations?
- Later bus service till 1 am
- Yes!! It should run late!
- Allow use of credit cards
- Northside connector: MLK to Peoria for 36th, 46th, and 56th streets
- Prefer Frequency
- 63rd St. N. and N. Denver Ave. Dana Bilyer
- Coverage 46 St. N.?
- 4 Lewis, 16 71st Street
- Prefer frequency to coverage—1 hour is too long to wait with children if its cold.
- More frequent D5 routes, 221 also too much wait time.
- Keep usual routes, if needed run express routes between times
- Frequency for everyone not just during 9 to 5
- Both work better for me

We Need Feedback A/B Coverage

- #11 and #13 should make the X on Harvard instead of Yale
- More service in west Tulsa
- We need airport bus service
- Must fill in dead spaces and existing gaps!! (51st st., 41st St., and 81st st.)
- Need direct route from MTS to BA—make new station?
- Have #114 go back to Reasor's
- Buses need to run every 20 minutes on the #221 and other high traffic routes and have more of them.
- A would help me the most.
- More funding for bus service.
- Prefer frequency for my clients

Night/Sunday Comparison

- Proposed would be better for me- less walk, more direct trips, more night frequency would be great
- Like the proposed Sunday night service for my clients
- Please run route 10 along Admiral instead of 3rd street. There is currently no service between Harvard and Lewis on Admiral weekday service (unlike Sunday)

- Nights/Sunday MUST cover 99% of daily regular routes
- Please make the weekday bus go along Admiral, as the Sunday bus already does
- Having #114 bus on Saturdays go from running every 2 hours down to an hour travel. Would be a step in the right direction.
- Please keep west Sundays nightline

Weekend Daytime Evaluation (Hub Pics)

- Will believe it when I see it
- Hubs- outer hubs need to be styled just like MTS. Need staffing 7am-7pm and adequate security
- Corridor service needed on 41st, 51st, and other dead space
- Have a bus that goes to TCC West campus. It would greatly benefit students that have classes at WTCC
- Acceptable if held to.

Weekday Daytime Network-Evaluation

- Good Idea
- These two issues are very important to me: Bus Route 112 continues to go to the bus stop across from the aquarium and instead of bus route 203 providing service to the airport have them provide service to the zoo so I won't have to take a taxi
- Still need to get Owasso, Bixby and other outlying areas on board, even with express routes like #251.

We Need Feedback Freq/Night/Sun

- Good: 460 Sunday, 4:15 last; Trip: 5:30-6:00 21 Sheridan
- DO NOT REDUCE SERVICE
- MORE SECURITY AT DOWNTOWN BUS STATION
- Yes! The #10 would let me get home quickly, which current night/sun takes 2 hours to travel 2 miles. Love #10!!!
- Shrink gap from 1-2hr. to zero between reg. sun and night lines. Night line needs to cover more reg. routes. Increase number of buses!!! Must have staff available to answer questions 7am-7pm 7 days.
- BRT should go to St. John Riverside 7501 Riverside Dr.
- #10 would help me the most
- Must replace dead zones @ 41st and Yale to 41st and Memorial 7 days. #306 on Sat!! 930-45. #11455- 91 degrees on Sat (like regular)
- Frequency over coverage
- Saturday daytime best for my clients

Weekday Daytime Alternative B

- Frequency and more buses on each route is always a plus

- Coverage is important for access to education at TCC w/Hub proposed at the NEC. Will open access to all campuses for international and place bound students w/o transportation.
- 41st and 51st fill in all dead zones
- Make like MTS and/or like the “shoulder” that Jenks Public Schools have. Must be weather proof and one both sides of street if possible.
- If the 900s can stop at MMS, the system will remain useful to me. Otherwise I will return to using my own car.
- Prefer frequency over coverage
- Need the 251
- I use 251 as a commuter to get get dropped off rather than riding to the Denver Station
- By discontinuing 251 I will be reluctant to stand outside to transfer for health reasons.

Saturday Daytime Comparing Existing/Proposed

- Frequency will help me on Sat
- Is there any buses will go to 47th Mingo in front of Mingo Manor?
- Q75-q135 won't work---max wait = 1 hour. Stop comparing to NY and other cities = apples and oranges

Night/Sunday Evaluation

- Remember the homeless and unemployed who ride
- Later nightline service from downtown
- Comment on nightline/ service need's a nightline service on Sheridan street
- Later bus service
- No shrinking svc!!
- Charles Page needs service at night

Weekend Daytime Comparing A and B

- Need to bend the arms of the outlying principalities to share considering the amount of \$\$ Tulsans and Tulsa's homeless pop spend in SS etc. Please add service.
- Frequency will be better for the system. Buses coming into downtown are useful to me personally.
- Needs to be kept to 30-35 intervals

Other Public Open Houses (May 22-24, 2018)

Feedback Board A or B

- I like the new coverage
- Increase coverage area in South Tulsa, namely 91st and memorial area to a hub that could transfer to 71st and Yale-ish.
- Need service to QT at Town west.
- Coverage to major factories at night, consider Whirlpool and Macy's
- Night service needs to stay in contact cause no way home for brother uses 90
- Proposed alternative A! Frequency is great plus I really like the sub hubs
- Add earlier buses to Westside rte 117 and 471. Weekends. Mr. Cayson 918-549-8192
- A
- A

Other

- The proposed Sunday/night network is an improved "Peoria corridor" decrease in ride time.
- Yes to Saturday service
- Frequency is critical to more people using it. To all demographics. It would help with not having as many stations.
- Needs more covered shelters
- Sub hubs are a plus
- Prefer B
- Yes
- Still need to work on services to major sites like Zoo, Aquarium, Downtown, etc. Special weekend service?
- Frequency would improve number of people using the bus for daily activities
- Prefer alternative B frequency, a little disappointed about no bus service at the airport considering Tulsa likes to pride itself on being progressive. More stations in various locations.
- Prefer A
- Regardless of wait, shelters are critical.
- Seniors? 15th St.?
- Alternative A frequency is a better option considering the difference in coverage when compared to B is not that much.
- Everything looks good except for nighttime to get to 61st and Union even if just 1 bus at say 10pm from downtown

Feedback Board Saturday/Sunday

- More pick times on Saturday and Sunday. Longer hours on Weekdays.
- Need Sunday service in West Tulsa
- Night service: It's good to hear it will be running until 10:30!

- Saturday frequency will be a great way to create consistency and encourage Tulsans to explore the city.
- Westside needs buses on weekends to be better

Tulsa Transit Employee Feedback (Week of May 14, 2018)

- Option A
- Option B more connection points
- 51st and Mingo coverage needed
- No direct memorial corridor? Admiral to Woodland Hills?
- Need 30 min connection Virgin or Pine 71st corridor more south than north
- Route shift from one corridor to another too much?
- It is damage to circle the Denver station and a safety issue
- No pick up @ DAS, if you miss the bus no cutout