

## Meeting #2 Comments

- How about park and ride options nearby steps to promote?
- Thanks, great plan! Keep expanding now! Think big and get more back up north!
- People kill people, buses don't kill people...
- Think local buy in will increase with incremental improvements: Enhanced -> Fast -> BRT
- Need one more stop North, only 2 so far planned compared to 4 South.
- Extra stop for Far North, McLain High School district north of 46<sup>th</sup> St. 12,500 folks -> for economic plans here, connect with PlantTulsa plan for McLain area or put in the shuttle option for 46<sup>th</sup> St. and North if not an extra stop because the far north area mobility and identity is different north of Flat Rock Creek basin, hard for people to get to 38<sup>th</sup> St.
- Great for social justice and economic development, especially north.
- New or 3<sup>rd</sup> stop at 63<sup>rd</sup> and North Peoria by Warehouse Market and business district in the area.
- Keep increasing investment in transportation to back up new north health department clinic at 56<sup>th</sup> St. North.
- Keep pushing for Sunday service.
- It might be good for the City to consider developing a plan for free bus tokens for grade school students. Such programs exist in larger cities. It increases the # of young people riding (which makes it less scary) and it gets children used to using the system so when they get older, they're familiar with it and likely to continue using it.
- Thank you for having this public open meeting. I am a huge advocate for efficient public transportation! I think one component of that is not feeling like you have to have a schedule in order to make use. If I don't know when the bus is coming, but I know it's likely to arrive in the next 15-20 minutes (as opposed to an hour), waiting wouldn't seem so inconvenient.
- Can we jog the 105 route east on 21st to Utica, then north on Utica to 15th or 13th back to Peoria? This would serve Utica Square and St John Med Center. If it could go to 11th street on Utica, that would include Hillcrest and other locations nearby.
- I thank and commend you and all others involved for the excellent plan which you have developed for the subject corridor. Like virtually everyone else who attended the presentation on 1/8, I want to help any way I can to see it implemented soon. The following are a few thoughts which I hope can be incorporated into the plan and the strategy for getting it approved and funded.
- **CONNECTING SIDEWALKS.** In conjunction with your plan the city must install some more sidewalks on streets which "feed" Peoria. The most critical need is for a sidewalk on one side of 31st St from Riverside Drive to Utica (at a minimum) and preferably all the way to Harvard. Another example is 56th St from Riverside to some point east of Peoria.
- And, of course 61st from Riverside to Harvard.

- CROW CREEK BRIDGE. The east side of Peoria from BOK to 31st must be fixed and made into compliance with ADA. Same is true of the west side of the bridge.

BROOKSIDE PARKING PROBLEMS. The increasing popularity of the Brookside business district has led to chronic parking issues and conflicts from Crow Creek to 41st (and perhaps other sections). INCOG, the city, the BBA and the BNA have struggled with this matter for years and have come up with no feasible solution. The dramatically improved bus service and a couple of public parking lots might help. Tracts which might be considered include the ODOT ROW NW of the BA expressway and Peoria, some more ROW after the I-44 project is completed and possible purchase of some portions of the large parking lots south of I-44 on Peoria.

CLIMATE CHANGE. Even though it is politically incorrect to talk about this subject in OK--it is very real and very frightening. The primary cause is CO2 resulting from the burning of fossil fuels. Soon Tulsans will start paying for this waste product, most likely through a tax on carbon emissions. Tulsa needs to start planning and alternate transportation is a logical place to begin. The subject project would be a great start and model for Tulsa. Please have the courage to talk about this challenge!

COST. The \$15M capital cost seems to concern some folks. I believe that Tulsa's capital plan calls for over \$30M to widen and "improve" one mile of Yale from 81st to 91st. If and when that project is completed folks will just drive farther faster. We have proved that more roads and more lanes for trucks and cars only create more congestion and expensive projects. It is time we took on the road and bridge lobby and made more investments in public transportation

Sincerely  
Herb Beattie

- If you do this, this is going to effect everyone on Peoria for about a mile... I've done a lot of research on this, you will be effecting 7 out of 10 safest neighborhood. You should send notice to all of them about these meetings. To all property owners.
- What about Sunday services?
- I am a homeowner and gainfully employed and I would love to have this option for my family. Is it the poor people we are scared of in particular that we are scared of?
- This is a good time to put a plug in for NAs, you don't have to be a member to find out about these meetings.
- If we extend with the fast bus, the hours of service, will the other fixed route buses be extended as well?
- When you were doing the evaluation and cost analysis did that take into consideration any federal funding options?
- Would the fast bus be branded to delineate from the other kind? It makes it more appealing to go on the branded buses.

- Would ticketing/fares be the same?
- It seems like the rating system you established was more favoring quantitative than qualitative, what qualitative benefits will be with BRT over the fast bus?
- Are we just trying to do the safest thing with the fast bus rather than the full BRT?
- Elected officials are going to look at the next one down.
- Is the only shuttle service for far north would not be available for fast bus?
- Are you seriously talking about a dedicated lane?
- What percentage of the cost would be handled by a federal grant? Is that for operating?
- I heard concerns about economic effects, are there any resources where we could be directed to find that impact information?
- What would be the projected number of extra riders?
- Is anything preventing incremental improvements?
- What are your plans to sell to non riders?
- Any discussion or possibility about expanding the sidewalk infrastructure?