



**REGIONAL TASK FORCE MEETING #2**

**March 8, 2011**

**Open House (30 mins)**

**Introduction – James Wagner (10 mins)**

What is a Regional Task Force

What is the Regional Transit System Plan?

**Presentation -- Mike McAnelly (20 mins)**

Needs Assessment

Corridor Delineation

**Group Break-out Session (35 mins)**

**Group Reports (20 mins)**

**Concluding Remarks (5 mins)**

**Adjourn**

# James Wagner



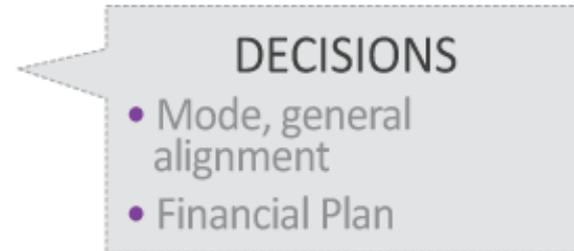
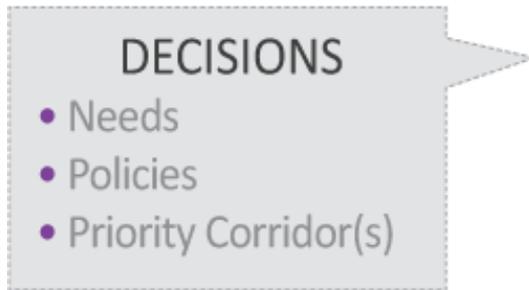
- Introductions
- What is the Regional Task Force (RTF)?
- What is the Regional Transit System Plan (RTSP)?
- Packet
- Displays

## What is the Regional Task Force?

- Advisory group (100±) for varying interests:
  - **Technical**
  - **Economic development**
  - **Civic/advocacy**
- Sounding board as project progresses
- Review and comment on deliverables
- Will meet as needed (usually bi-monthly)

# What is the Regional Transit System Plan (RTSP)?

- ✓ Comprehensive and long range
- ✓ Technically sound / data-supported
- ✓ Identifies realistic long-range system
- ✓ Prioritizes corridors for next steps
- ✓ Defines feasible funding strategies
- ✓ Enthusiastic support by the region
- ✓ Well-positioned for grant funding

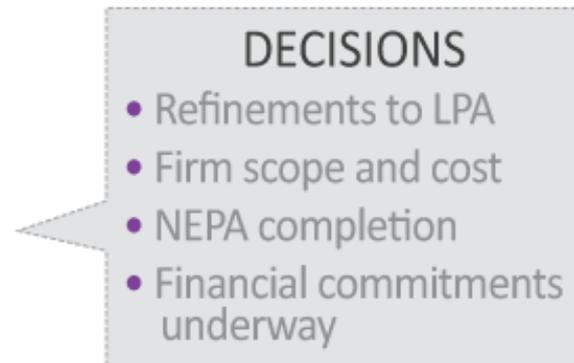


### Funding vs. Timeline

- Local (50%)
- Federal (50%)

**New Starts** (7-10 years)

**Small Starts** (3-5 years)



## ► Identify Mode Options

### **Bus**

#### CONVENTIONAL BUS



#### EXPRESS BUS



#### BUS RAPID TRANSIT (BRT)



### STREETCAR



### **Rail**

#### COMMUTER RAIL



#### LIGHT RAIL



### ▶ **January 19, 2011**

- Luncheon – Mayor McCrory
- Public Symposium
  - 12 Steps to Transit Success in Charlotte
  - How Transit Moves the Economy
  - Panel Discussion
- Open House



Tulsa Public Transportation Plan - Windows Internet Explorer

http://www.fastforwardplan.org/website/

Bing

Home - Windows Live | Tulsa Public Transporta... X

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 Become a Fan



**Up to 20% of your household expenses on transportation? Isn't that too much?**

**Video**



Watch Video

< February 2011 >

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28					

- ▶ 400+ people at January 19 Kick-off**
- ▶ 225 comments since January 19**
- ▶ 357 E-mail list subscribers**
- ▶ 90+ locations for Transit Lab stops**

### ▶ Upcoming Dates and Locations

- West/Midtown Tulsa (Council Dist. 2, 4, 9) **COMPLETE**
- North/East Tulsa (Council Dist. 1, 3, 6)- Jenks – Feb. 21-26 **COMPLETE**
- Sand Springs – Feb. 28-March 5 (also Sapulpa) **COMPLETE**
- Bixby – March 7-12 (also Glenpool) **THIS WEEK**
- South/Midtown Tulsa – March 14-19 (Council Dist. 5, 7, 9)
- Broken Arrow (make-up) – March 21-25 (also Coweta)
- Owasso (make-up) – March 28 - April 1 (also Claremore, Skiatook, Collinsville, Catoosa)



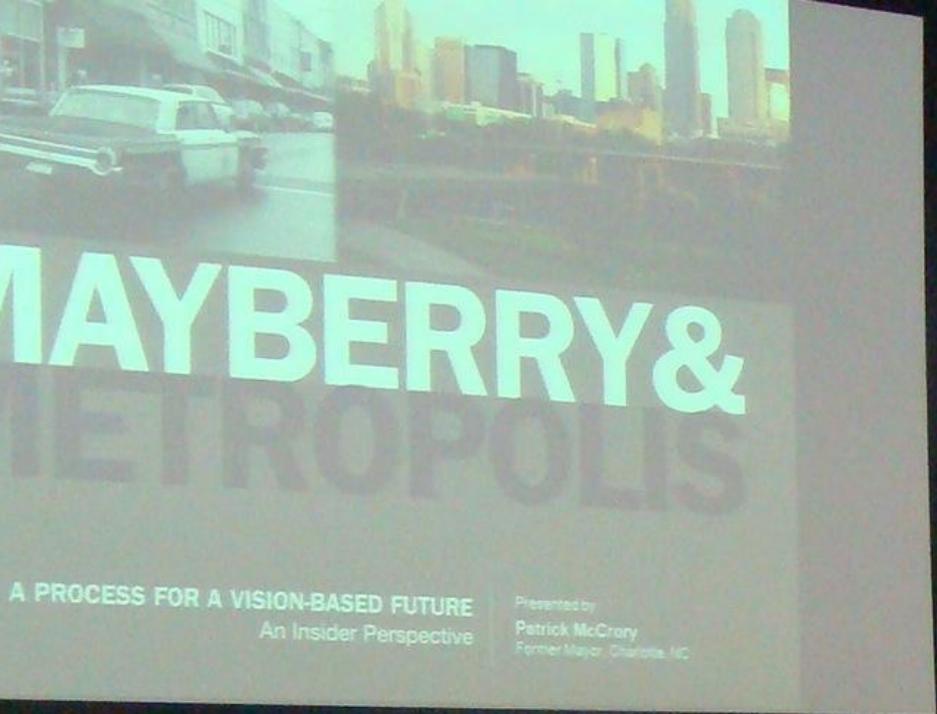
Regional Transit System Plan  
Luncheon

January 19, 2011

**FAST**  
**FORWARD**

Move the economy.  
Find A Solution with Transit.





# MAYBERRY & METROPOLIS

A PROCESS FOR A VISION-BASED FUTURE  
An Insider Perspective

Presented by  
Patrick McCrory  
Former Mayor, Charlotte, NC







Move the economy. Find A Solution with transit.

fastforwardjan.org

FAST  
FORWARD

Owasso

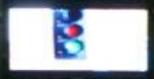






Transit Mode Comparison

Transit Mode Comparison



Transit Mode Comparison

Transit Mode Opt  
Mode Comparison

**We need your idea**  
Help create the first-ever public transit system plan for the Tulsa region.

Sand Springs  
Tulsa  
Jenks  
Owasso

oker  
FOW

[fastforwardplan.org](http://fastforwardplan.org)

How do you  
want to move?



FAST  
FORWARD





**FAST**»»  
**FORWARD**

Move the economy. Find A Solution with Transit.

Tulsa

[fastforwardplan.org](http://fastforwardplan.org)

Bixby





## Tulsa Transit Lab Tours North And East Tulsa



5 people recommend this.

*Posted: Feb 14, 2011 3:51 PM CST*

*Updated: Feb 14, 2011 4:03 PM CST*

Many of you are familiar with the FAST Forward Transit Plan and its pursuit to determine a suitable transportation plan for the Tulsa Metro Area.

Well, this week the Transit Lab, the plans outreach bus, will be traveling throughout North and East Tulsa to gather the community's input, Feb. 14-18.

Since this is an issue that greatly affects many of the residents in North and East Tulsa, it's important that as many people as possible have an opportunity to offer their input.



[Enlarge this picture](#)

# Goals and Objectives

Mike McAnelly

**JACOBS**<sup>™</sup>

1. **Enhance** transportation mobility & accessibility
2. **Improve** transportation efficiency & safety
3. **Promote** environmental benefits
4. **Guide** economic development

**GOAL 1: Improve Transportation Mobility and Accessibility**▶ **Objectives**

- Meet increasing population and employment demand for transit
- Improve access to major regional destinations, employers and activity centers
- Provide greater mode choice availability

▶ **Measures**

- Pop / Emp Density changes
- Regional travel patterns (work-based & non w-b)
- Largest pop / emp concentrations without transit service
- Areas of reduced transit service

**GOAL 2: Improve Transportation Efficiency & Safety****▶ Objectives**

- Improve service reliability & efficiency
- Improve multimodal connectivity
- Improve safety

**▶ Measures**

- Average time to destination using transit
- Location of transit stops relevant to: transit dependents, emp/ activity centers, pedestrian / bike access
- Average headways and transfer wait times
- Average transit travel time to common O-D pairs
- Number and location of existing transit facilities
- High risk crash areas, potential reduction in vehicle trips/crashes
- Transit visibility & pedestrian awareness (inj/fatality incidents)

**GOAL 3: Promote Environmental Benefits**▶ **Objectives**

- Minimize environmental impact (air quality, traffic, noise)

▶ **Measures**

- Env. Protected areas in study area
- Projected vehicle trips that can be served by transit
- LOS changes; congestion areas
- Pk hr travel delay & transit travel time savings
- Labor force / (0) car household transit accessibility
- Transit dependent population densities and existing service



## GOAL 4: Guide Economic Development

### ▶ Objectives

- ▶ Incorporate local community transportation goals and objectives (Increase economic competitiveness as a region)
- ▶ Encourage & support development (economic and transit oriented land use)

### ▶ Measures

- Jobs accessible to quality transit options
- Vacant/underutilized areas
- TIF, Vacant lots, TOD opportunities
- Identify areas with TOD densities and future land use plans supportive of TOD
- CBD populations and characteristics
- Urbanization trends
- High capacity corridors and travel demand needs identified in previous studies

# Demographics

Mike McAnelly

**JACOBS™**

# MAJOR ACTIVITY GENERATORS



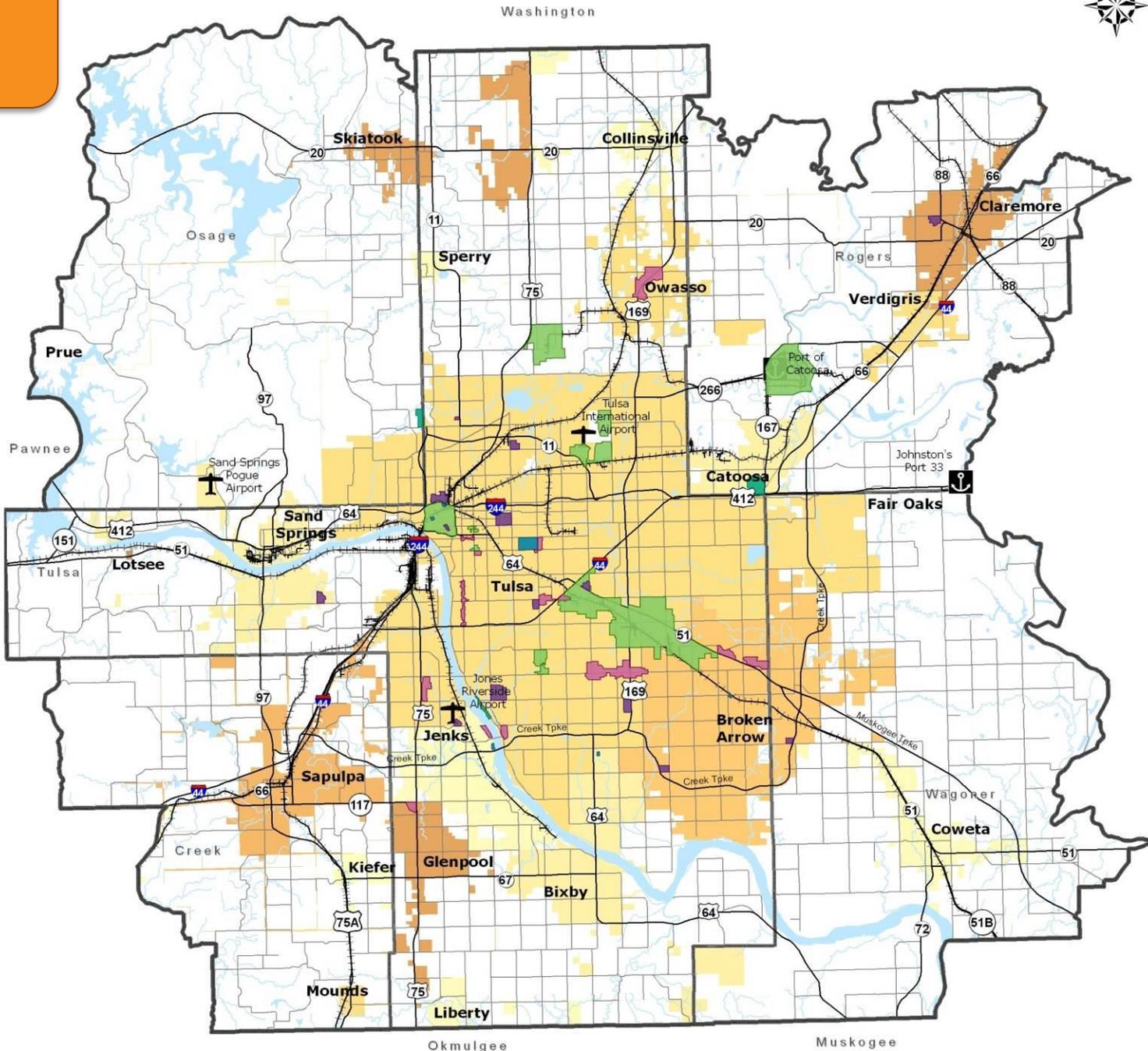
## Major Activity Centers

- Casinos
- Employment Centers
- Event Centers
- Shopping Centers
- Universities

- Transportation Management Area
- Highways
- Arterials
- County Boundaries
- Railroads
- Water Bodies
- Streams
- Corporate Limits



Location Map



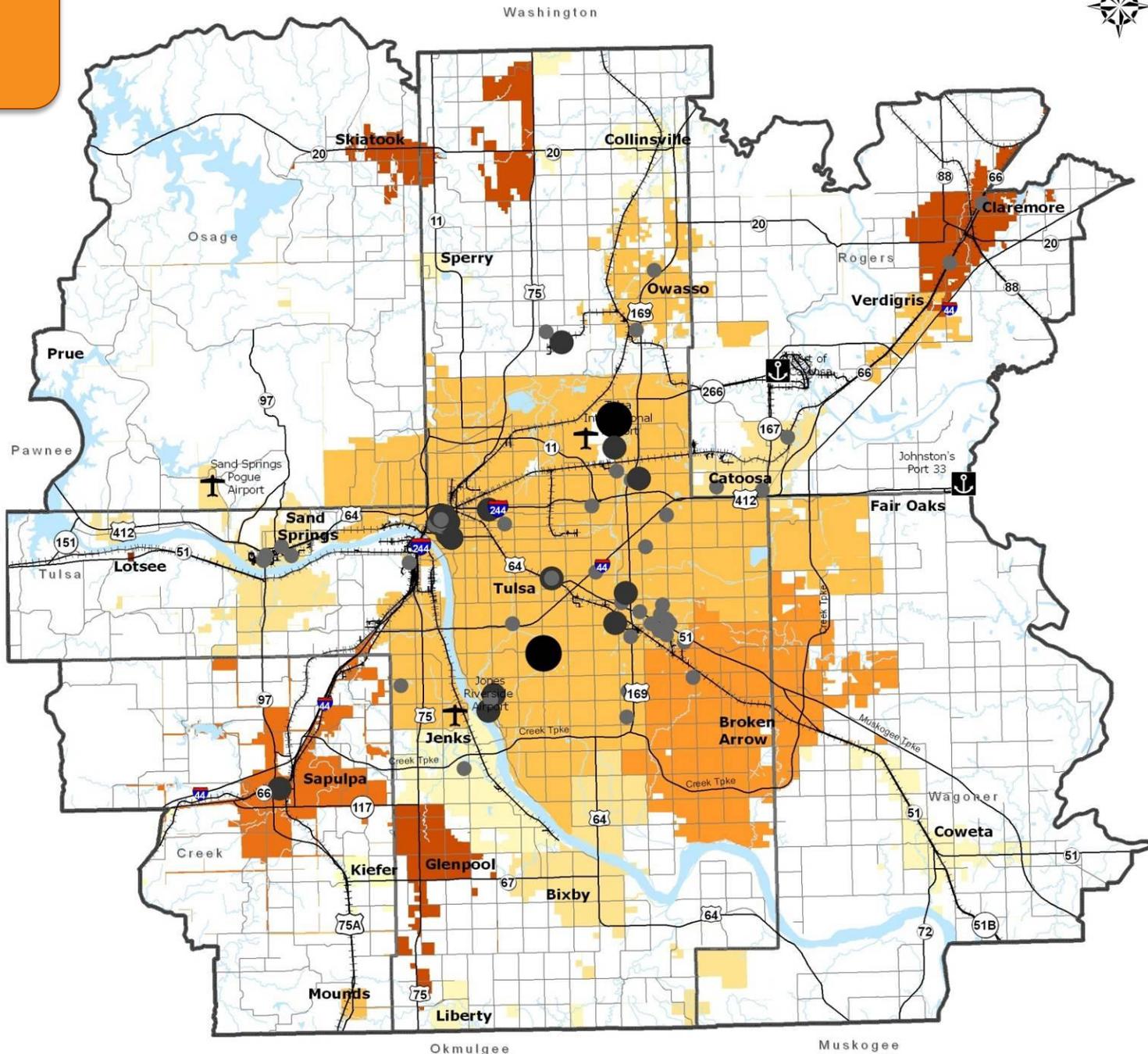
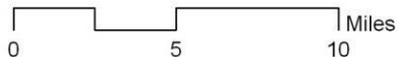
# MAJOR EMPLOYERS



## Number of Employees

- 500 to 999
- 1,000 to 4,999
- 5,000 to 9,999

- Transportation Management Area
- Highways
- Arterials
- County Boundaries
- ++++ Railroads
- Water Bodies
- Streams
- Corporate Limits



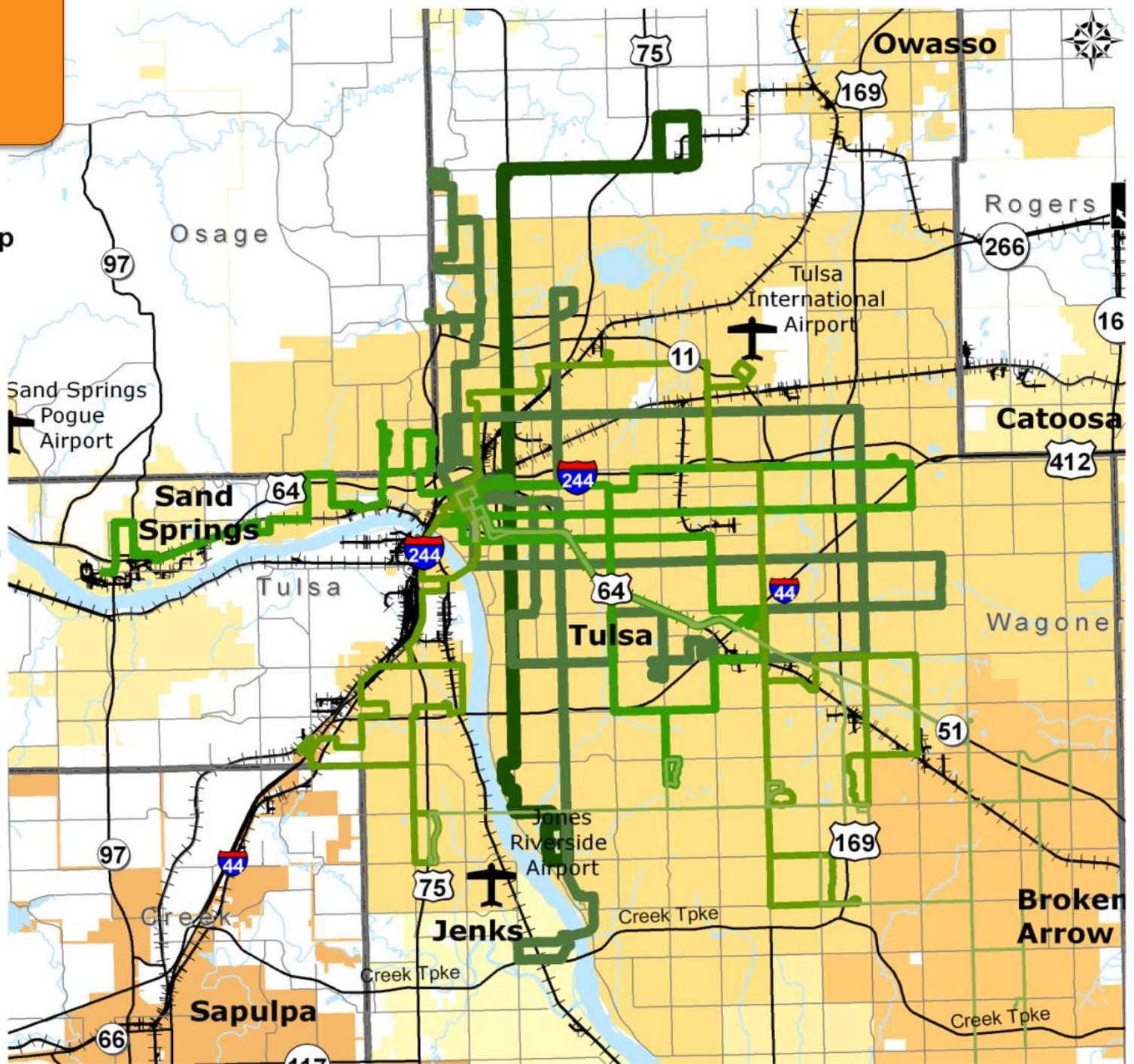
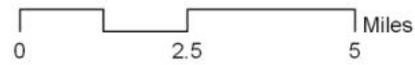
Location Map

# EXISTING TRANSIT SERVICE

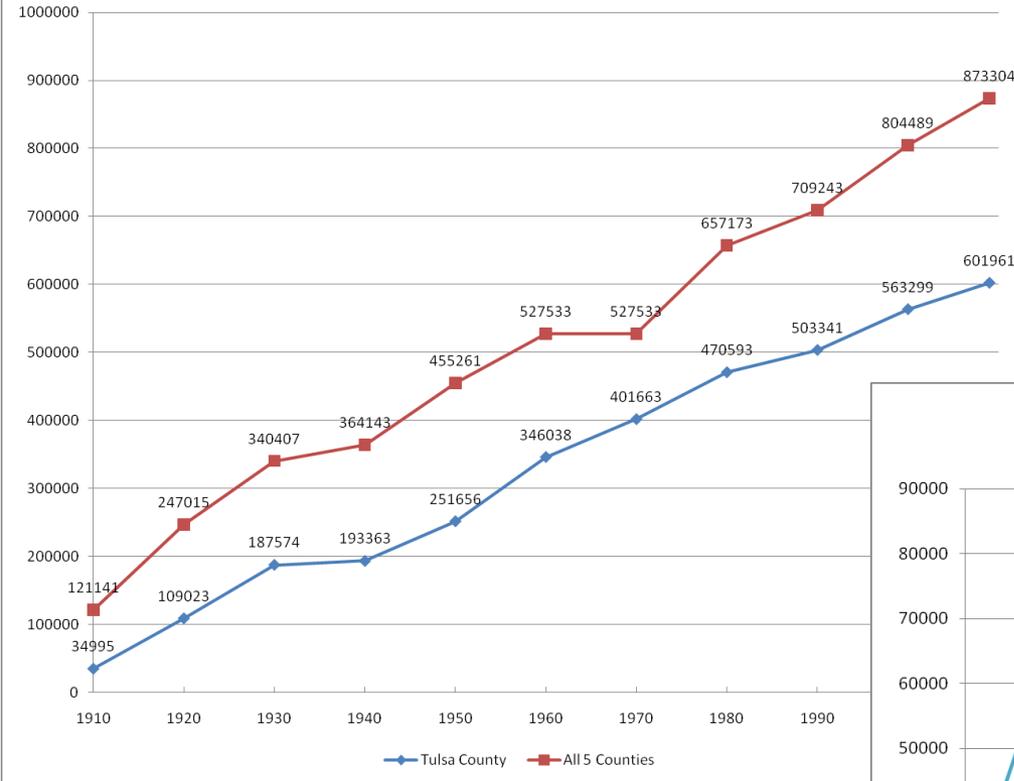
## Average Daily Ridership

- 29 - 140
- 150 - 370
- 380 - 660
- 670 - 1,000
- 1,100 - 1,700

-  Transportation Management Area
-  Highways
-  Arterials
-  County Boundaries
-  Railroads
-  Water Bodies
-  Streams
-  Corporate Limits



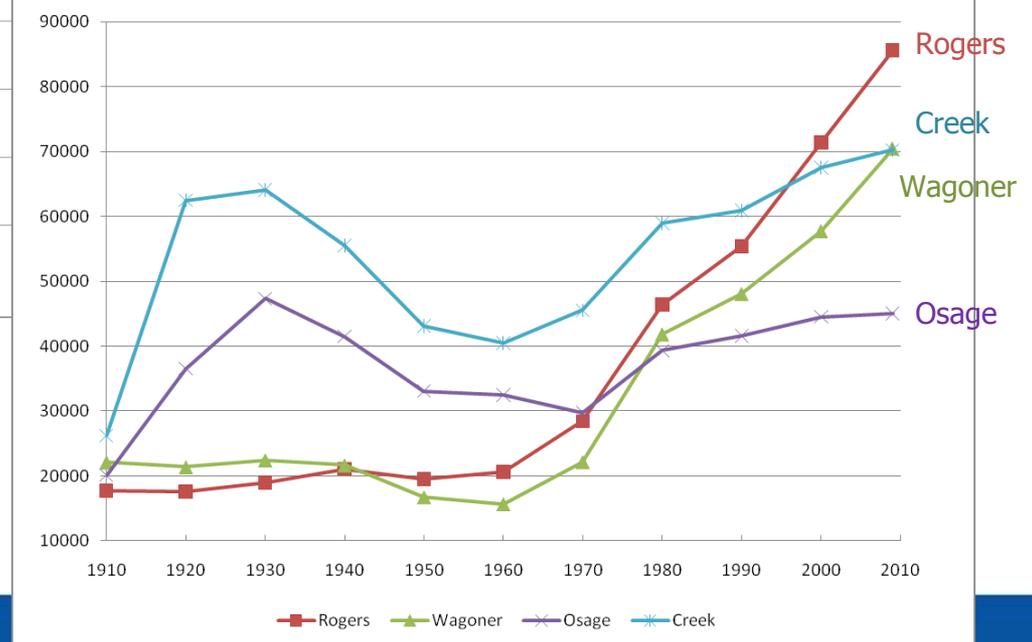
### Tulsa County Population vs. Total

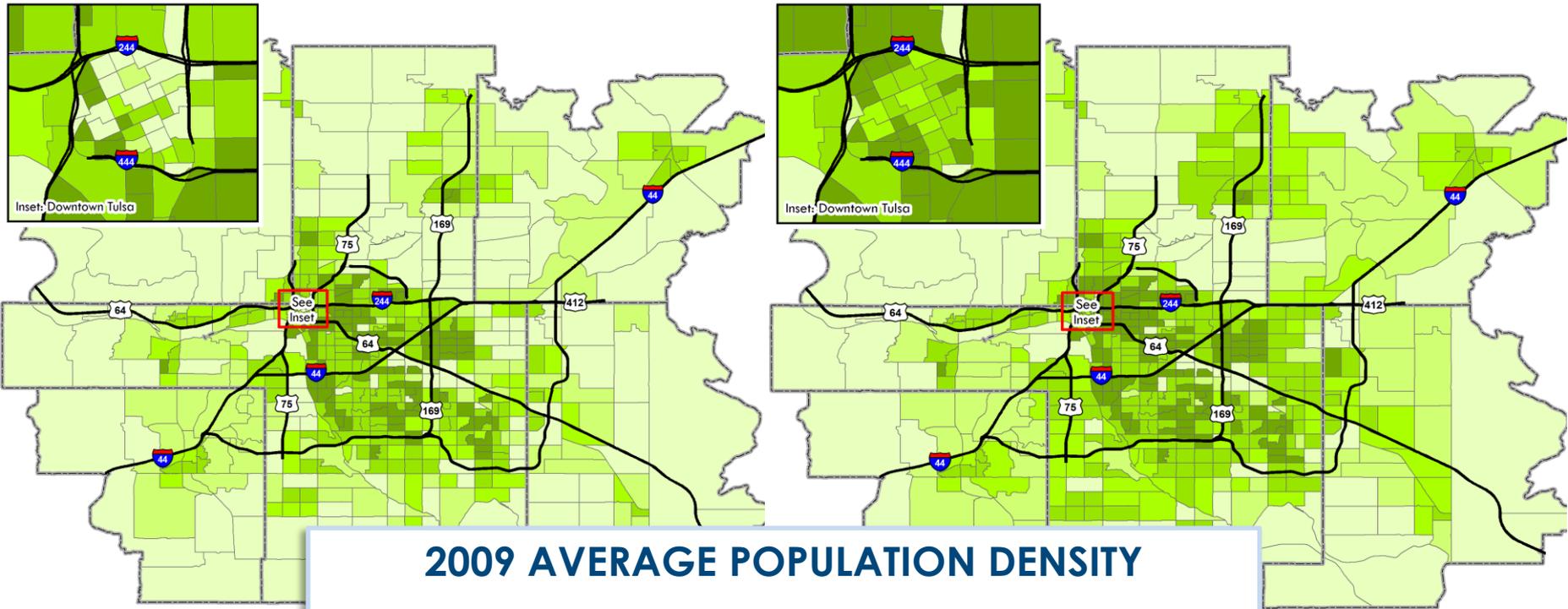


5-County Metro Area

Tulsa County

### Smaller County Population Data



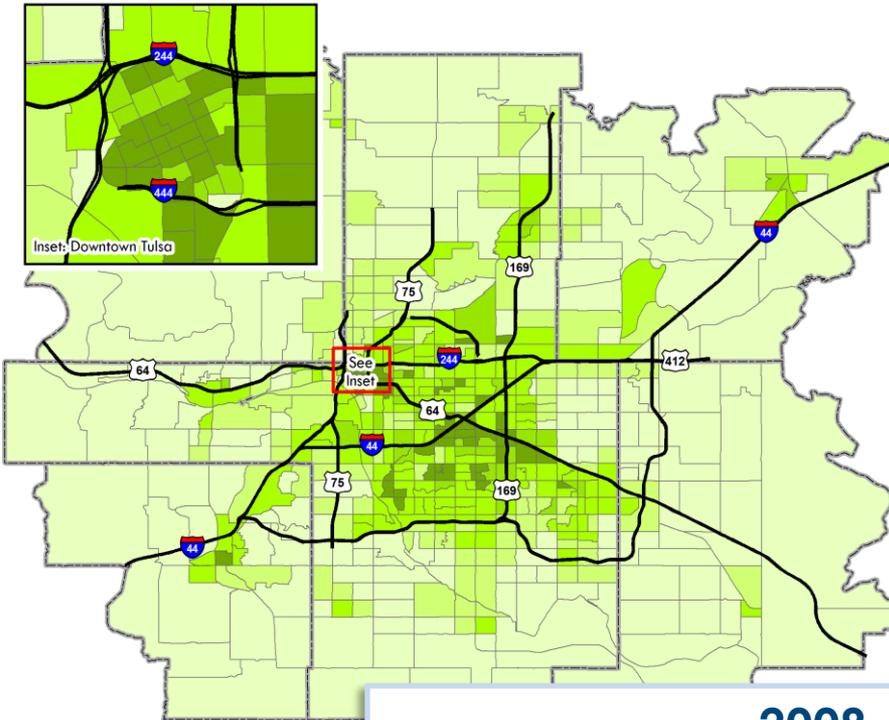


**2005**

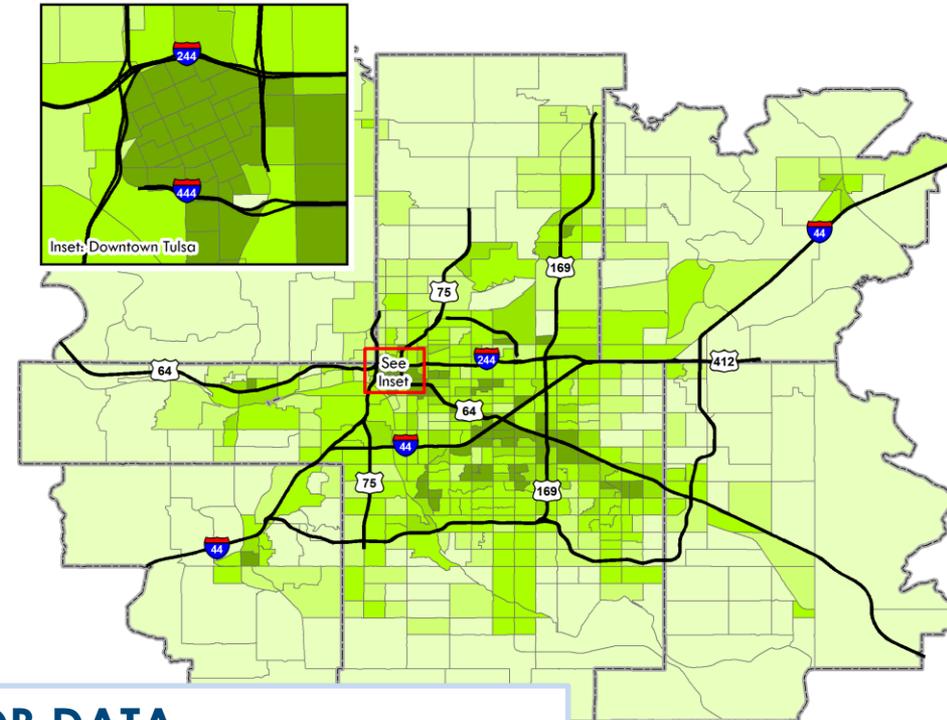
### 2009 AVERAGE POPULATION DENSITY

- ▶ City of Tulsa: 2,100 persons per sq. mile
- ▶ Tulsa County: 960 persons per sq. mile
- ▶ City of OKC: 923 persons per sq. mile
- ▶ City of Charlotte: 2,232 persons per sq. mile
- ▶ City of Nashville: 1,134 persons per sq. mile

**2035**



2005



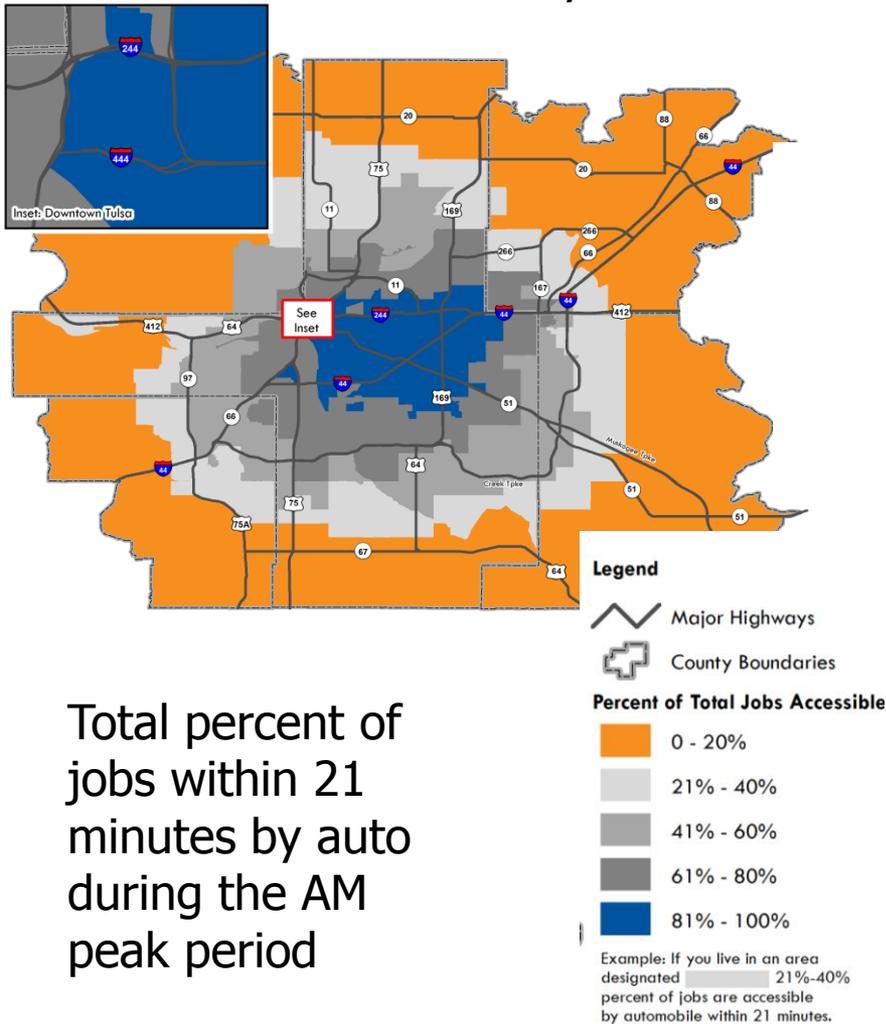
2035

### 2008 JOB DATA

- ▶ 369,000 jobs in study area
- ▶ 131,000 jobs within 1 mile of Broken Arrow Expressway Corridor – **35% of total jobs**

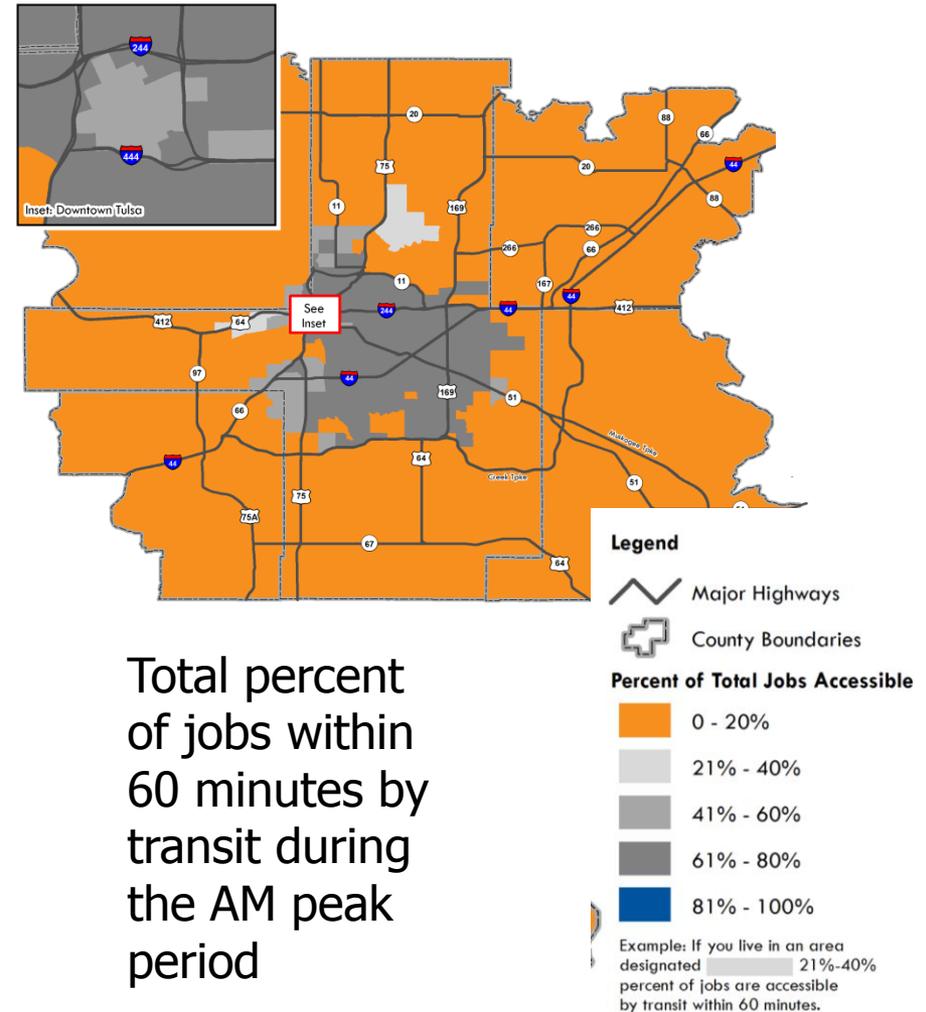
Source: Bureau of Labor Statistics

## 2005 Auto Accessibility



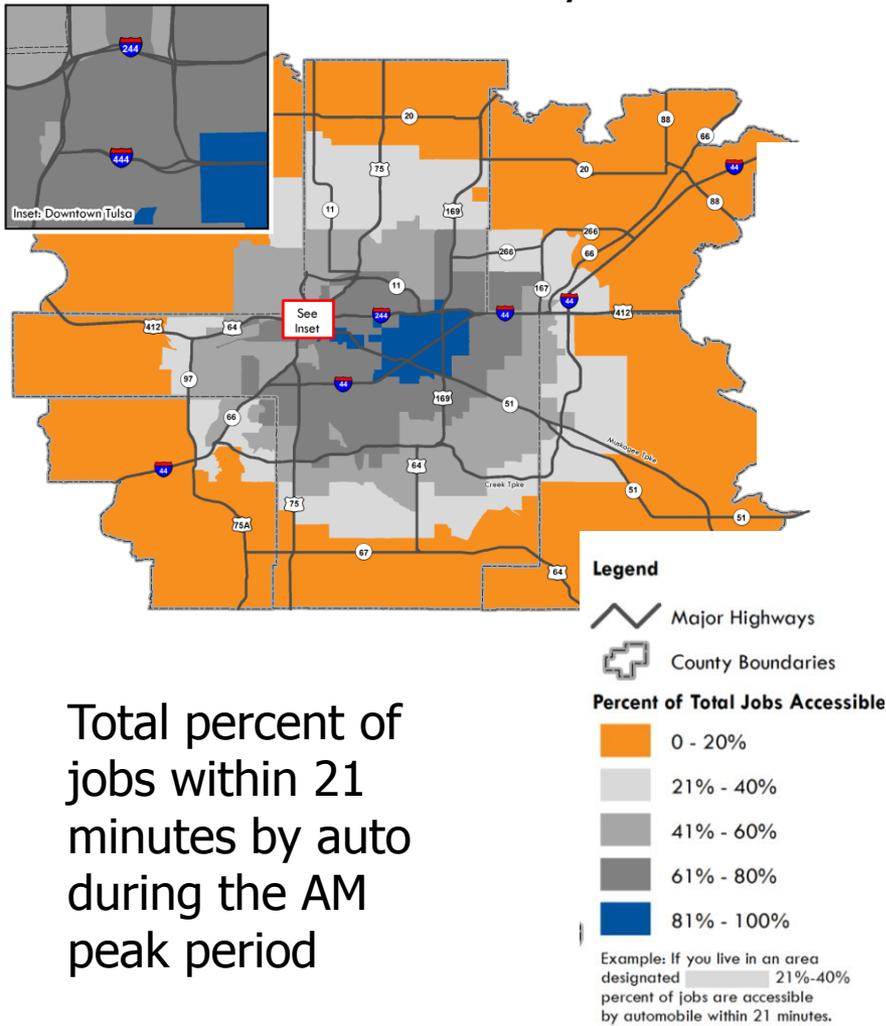
Total percent of jobs within 21 minutes by auto during the AM peak period

## 2005 Transit Accessibility



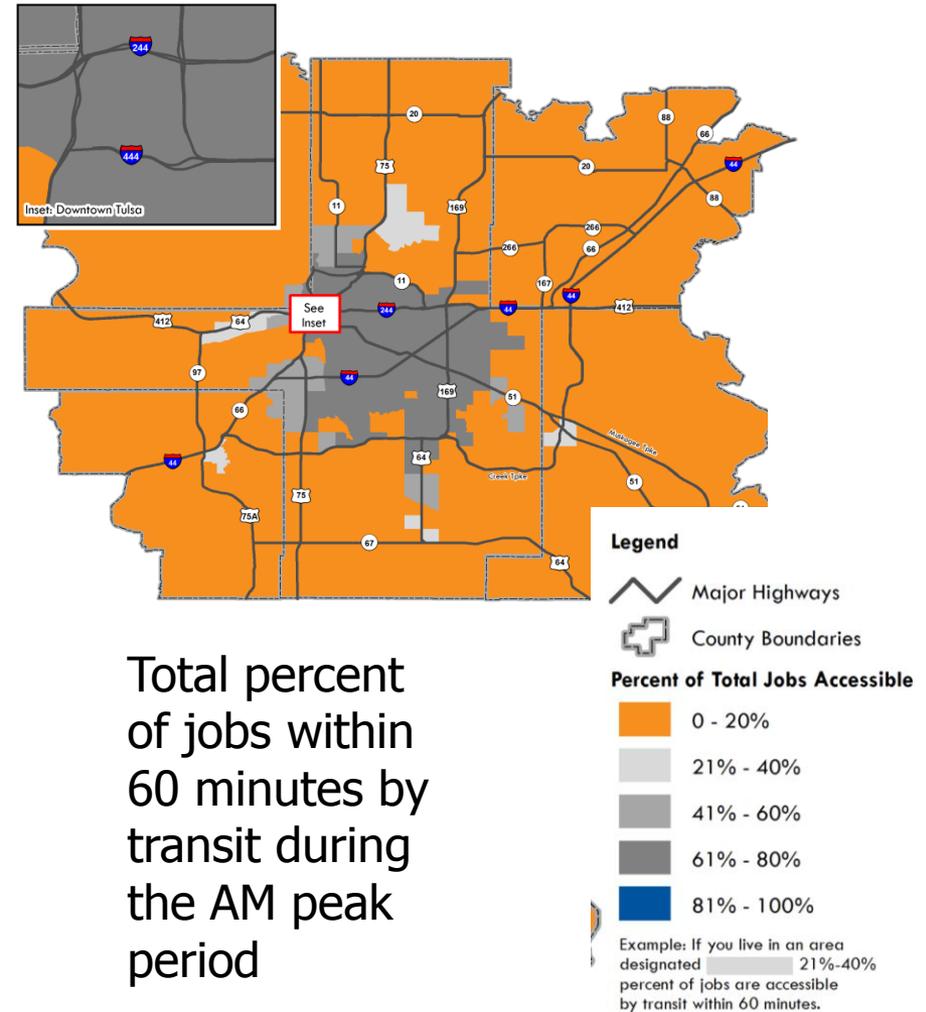
Total percent of jobs within 60 minutes by transit during the AM peak period

### 2035 Auto Accessibility



Total percent of jobs within 21 minutes by auto during the AM peak period

### 2035 Transit Accessibility



Total percent of jobs within 60 minutes by transit during the AM peak period

**▶ Increasing demand for transit**

- Supported by regional public opinion survey results, population increase, decentralized employment & residential concentrations

**▶ Inadequate transit service**

- Supported by recent downsizing of Tulsa Transit operational budget, limited hours and frequency, route elimination

**▶ Limited multimodal / intermodal facilities**

- Supported by lack of P-n-R facilities, inaccessibility to transit by pedestrians, limited transit use of existing highway facilities (HOV, express bus, etc.)

**▶ Lack of transit supportive land uses**

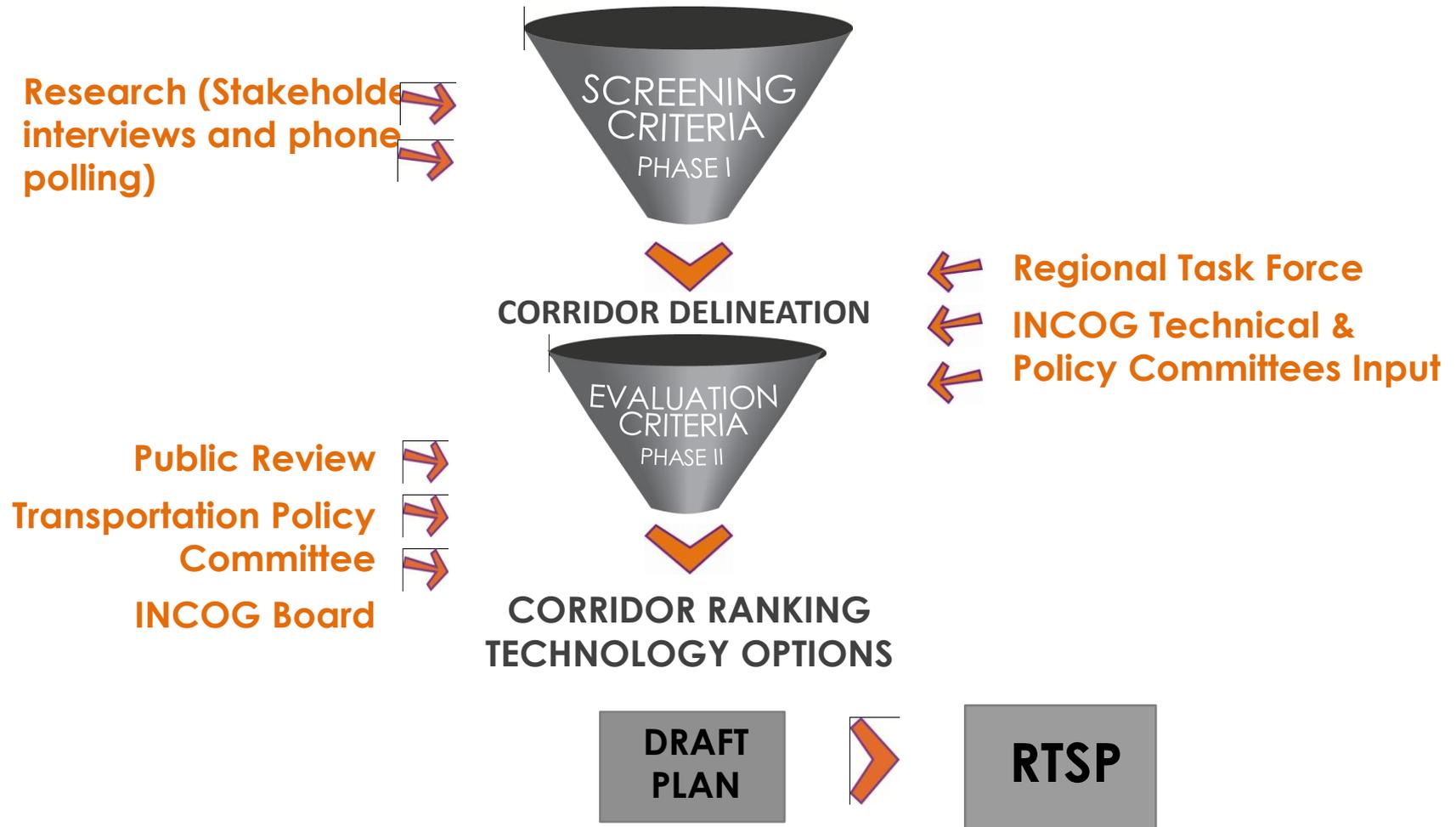
- Supported by lack of mixed use development, prevailing low densities, available opportunities for redevelopment

# Corridor Delineation

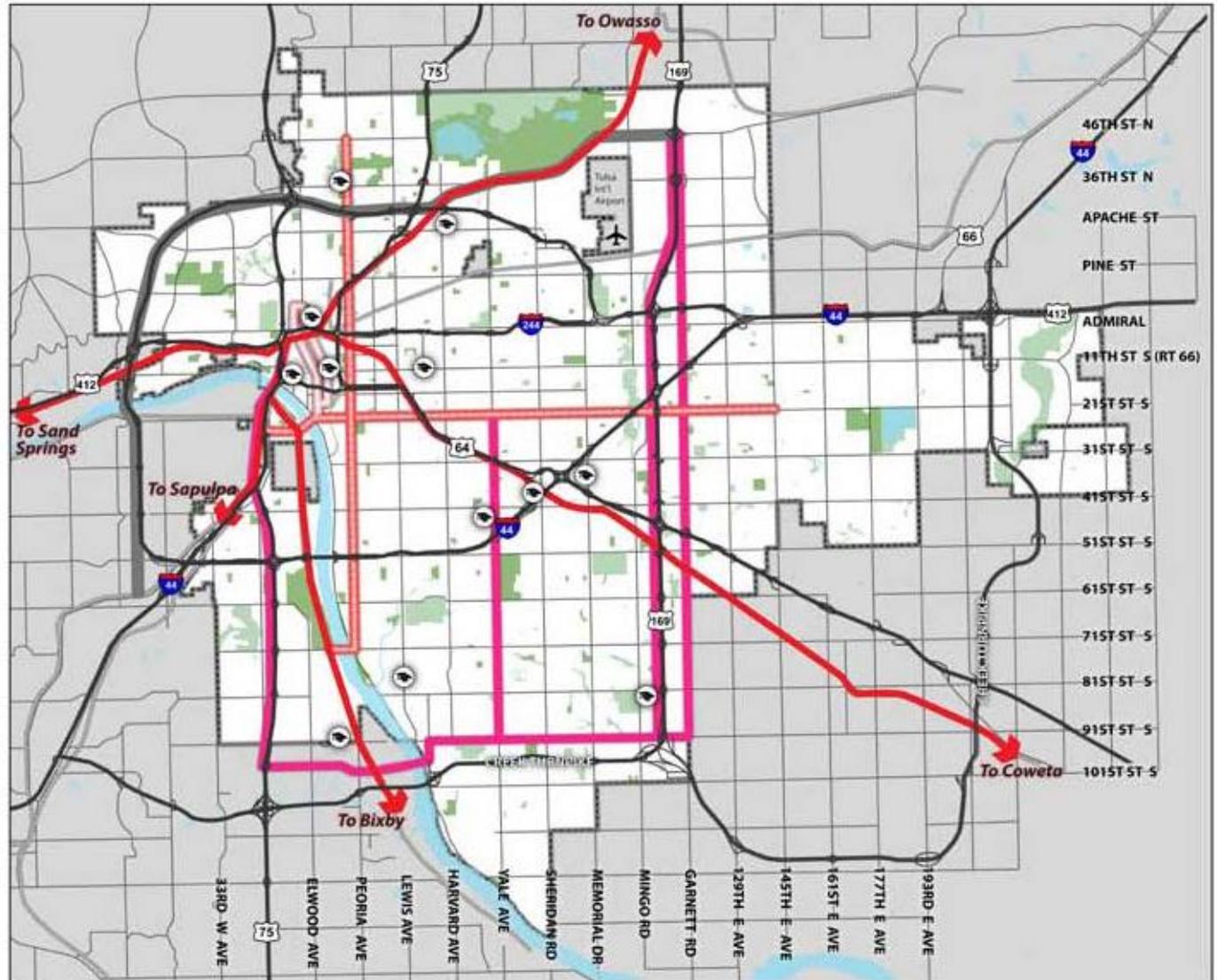
Mike McAnelly

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DEMOGRAPHICS • NEEDS ANALYSIS • CORRIDORS • ALTERNATIVES

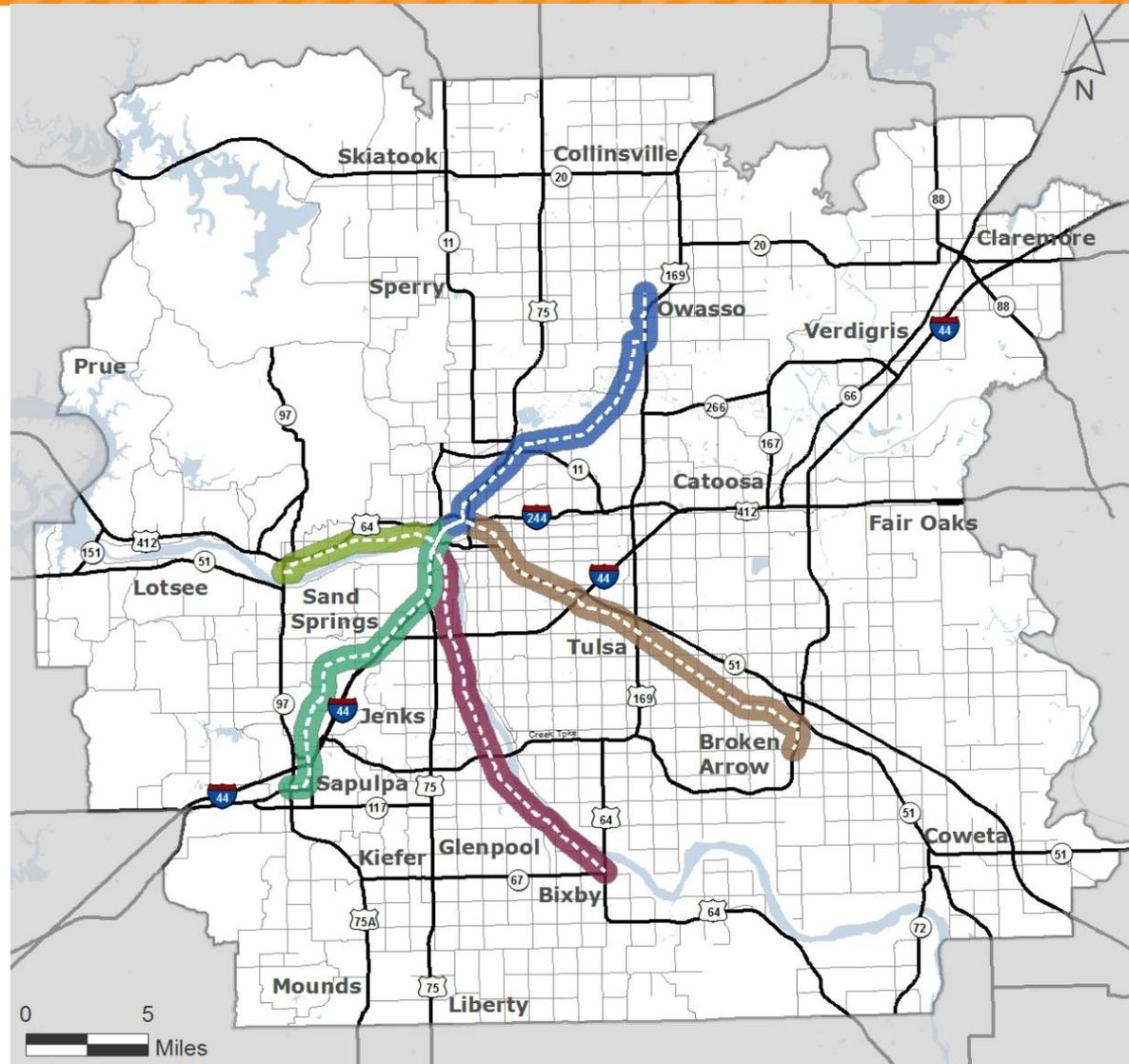


-  Rail Transit
-  Streetcar
-  Frequent Bus
-  Bus Rapid Transit
-  Freight Corridor
-  Parks
-  Open Space



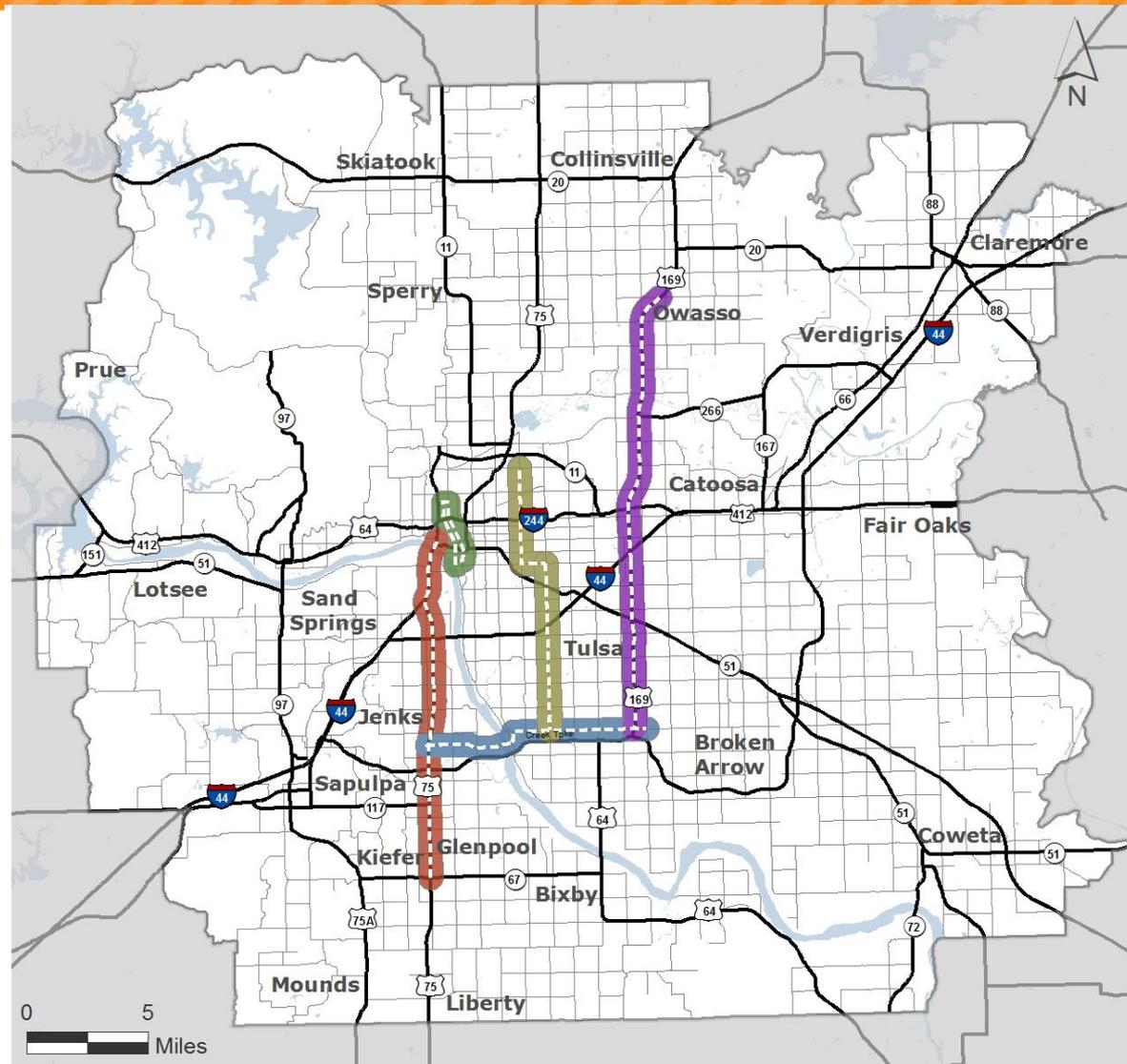
## Rail Corridors

- Broken Arrow Corridor
- Jenks/Bixby Corridor
- Owasso Corridor
- Sand Springs Corridor
- Sapulpa Corridor



## PlaniTulsa Corridors

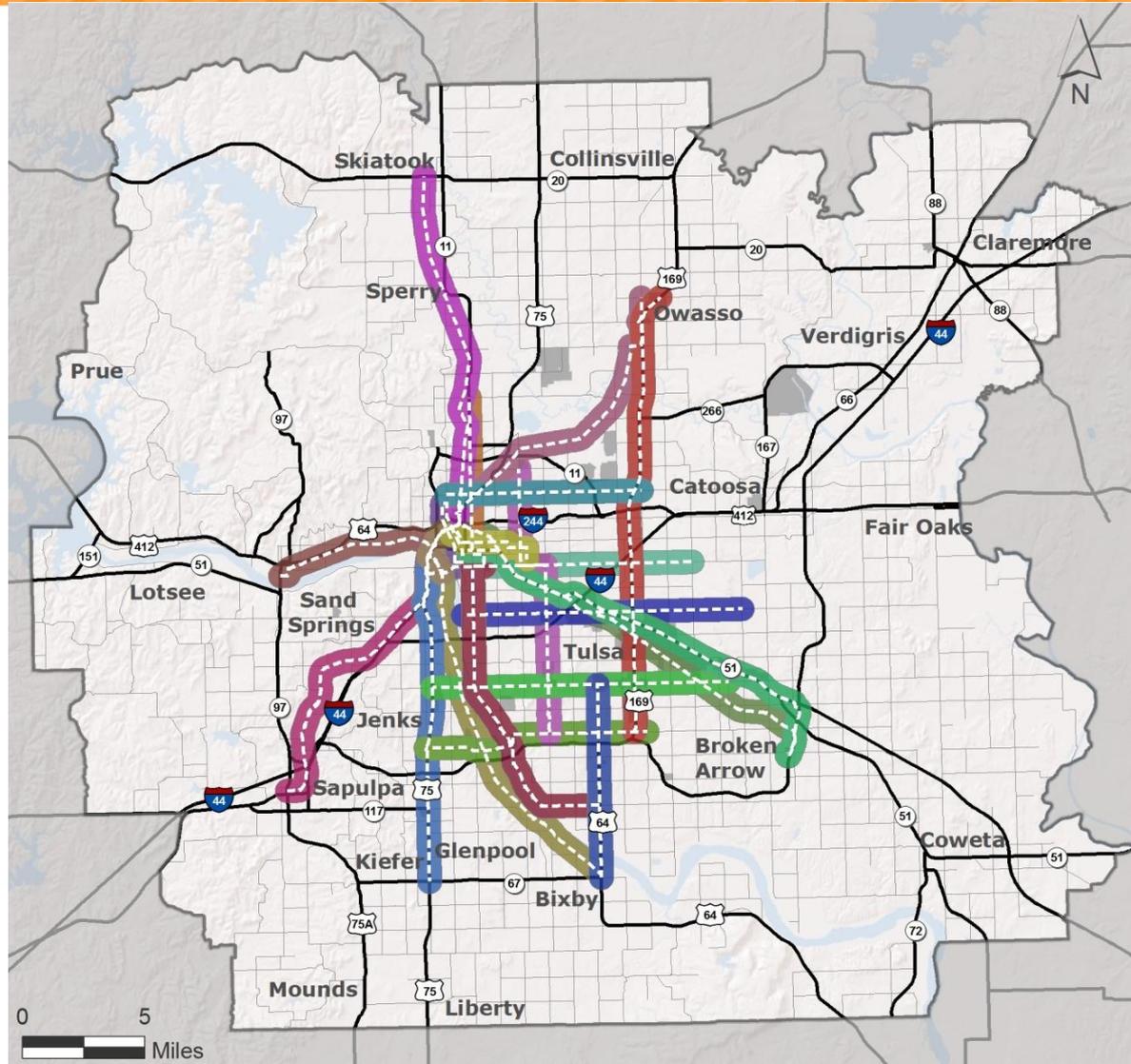
- 91st Street Corridor
- Downtown Circulator
- Harvard/Yale Corridor
- US 169 Corridor
- US Highway 75 Corridor





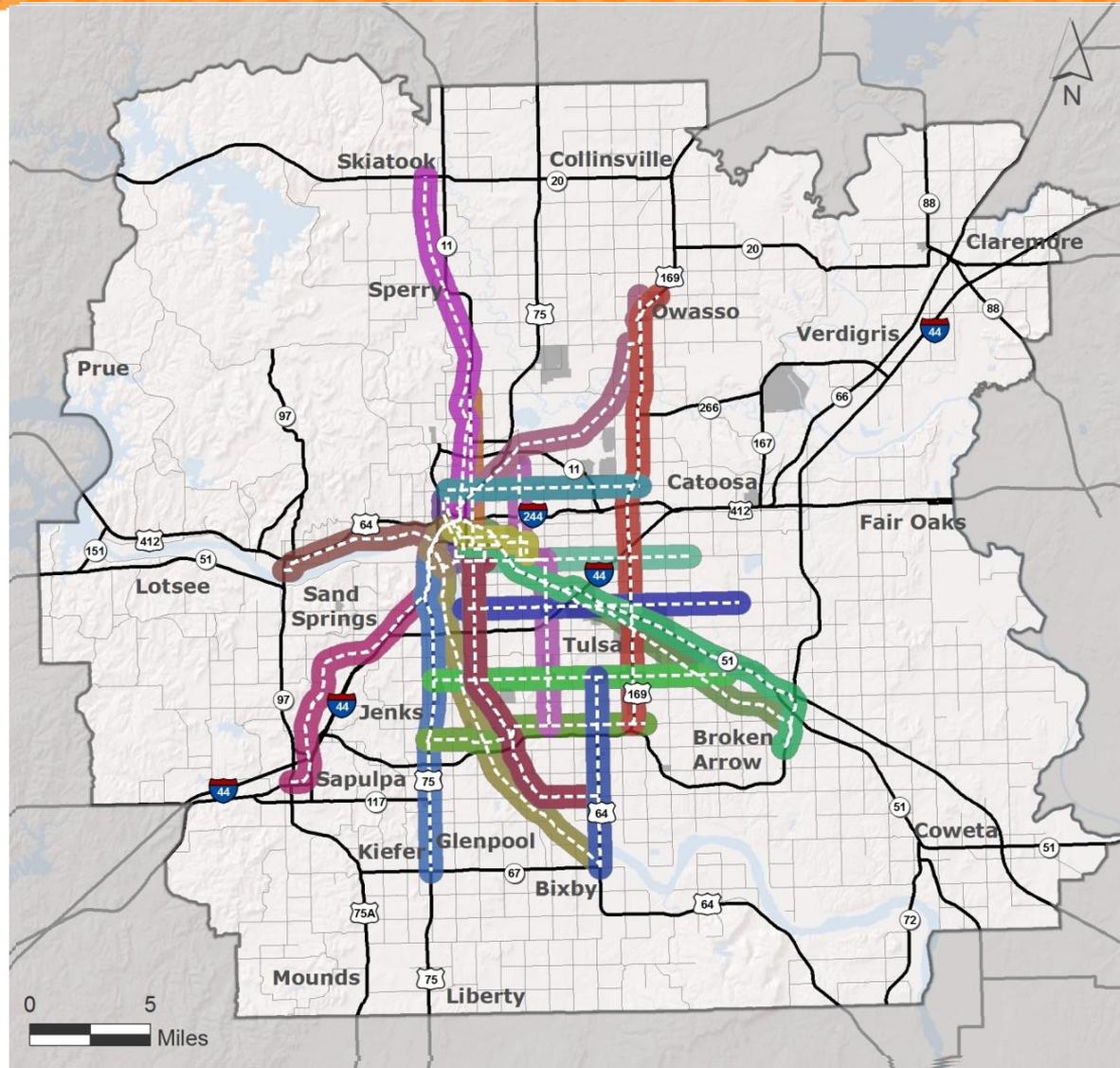
## ▶ REPRESENTATIVE CORRIDORS

- 21st Street Corridor
- 41st Street Corridor
- 71st Street Corridor
- 91st Street Corridor
- Broken Arrow Corridor
- Central Corridor
- Downtown Circulator
- Harvard/Yale Corridor
- Historic Street Car Corridor
- Jenks/Bixby Corridor
- Memorial Drive Corridor
- North Peoria Corridor
- Osage Prairie Trail Corridor
- Owasso Corridor
- Pine Street Corridor
- Sand Springs Corridor
- Sapulpa Corridor
- South Peoria/Riverside Dr Co
- State Highway 51 Corridor
- US 169 Corridor
- US Highway 75 Corridor

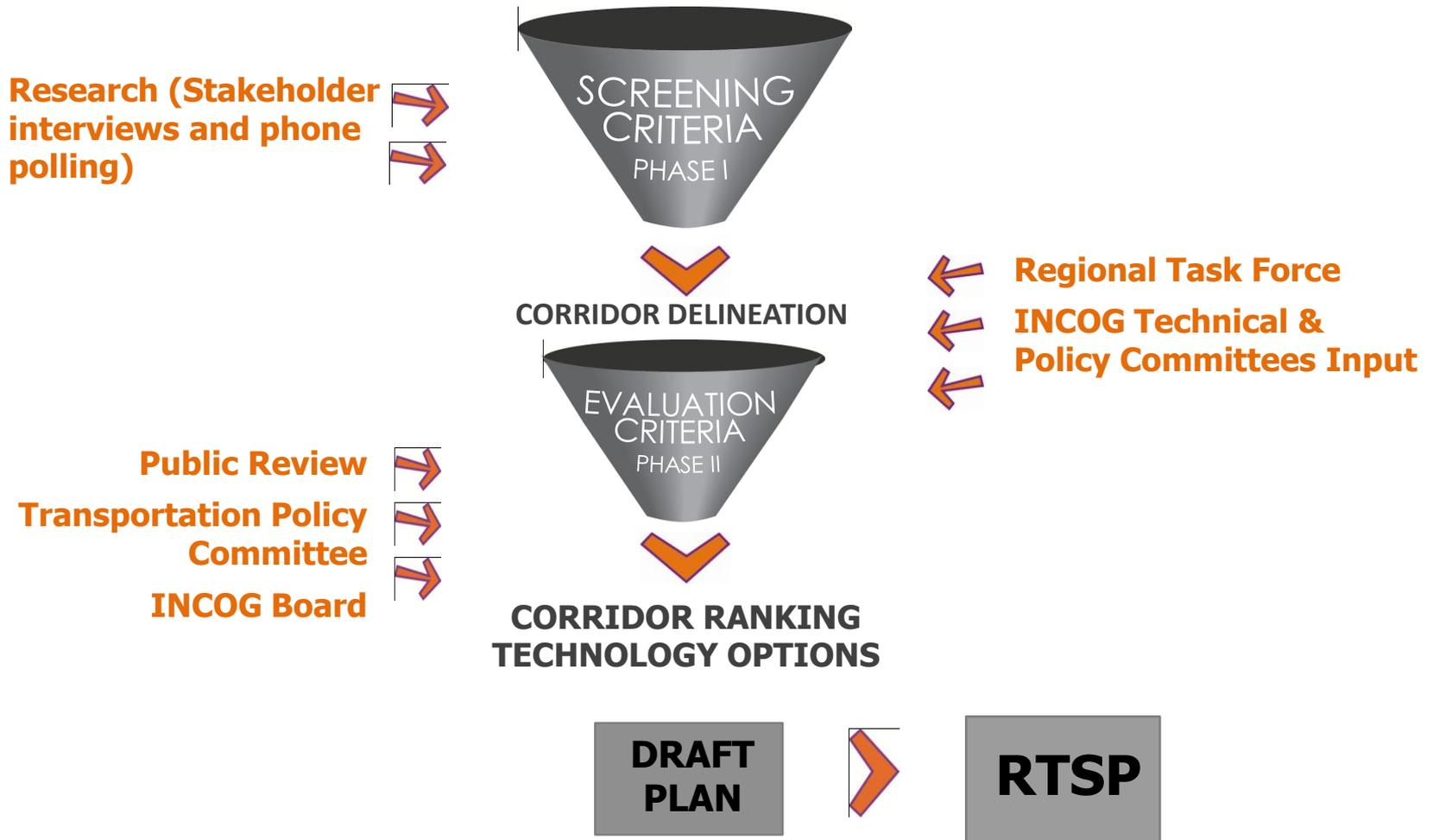


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- Owasso Corridor
- Pine Street Corridor
- Sand Springs Corridor
- Sapulpa Corridor
- South Peoria/Riverside Dr Corridor
- State Highway 51 Corridor
- US 169 Corridor
- US Highway 75 Corridor



## DEMOGRAPHICS • NEEDS ANALYSIS • CORRIDORS • ALTERNATIVES



**Group Break-out Session (35 mins)**

- 1. Choose a recorder/reporter.**
- 2. Review & prioritize criteria.**
- 3. Discuss what are transit needs.**
- 4. Look at Potential Corridors.**
- 5. What corridors have the greatest need and why?**
- 6. What corridors will be most successful and why?**

**Group Reports (20 mins)**

# GROUP REPORTS



Two W. Second St., Suite 800 Tulsa, OK 74103  
Phone (918) 584-7526 FAX (918) 583-1024

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