



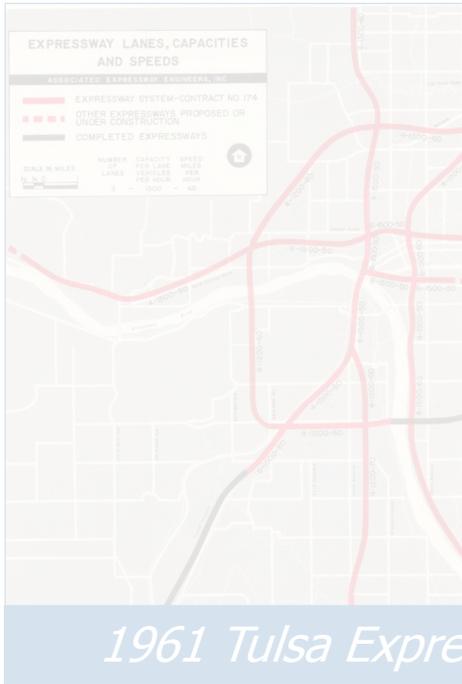
DRAFT REGIONAL TRANSIT SYSTEM PLAN
Regional Task Force July 8, 2011

- What is the role of the RTF?
- Public Involvement Update
- Technical Process Overview
- Draft Regional Transit System Plan (RTSP)
- Implementation Strategies
 - Near Term
 - Mid-Term
 - Long Term
- Next steps

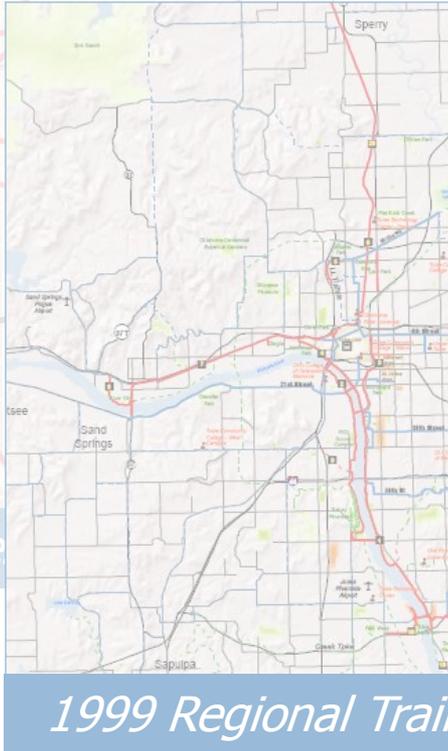
What is the Regional Task Force?

- Advisory group (100±) for diverse community organizations:
 - **Technical**
 - **Economic development**
 - **Civic/advocacy**
- Sounding board as project progresses
- Review and comment on recommendations

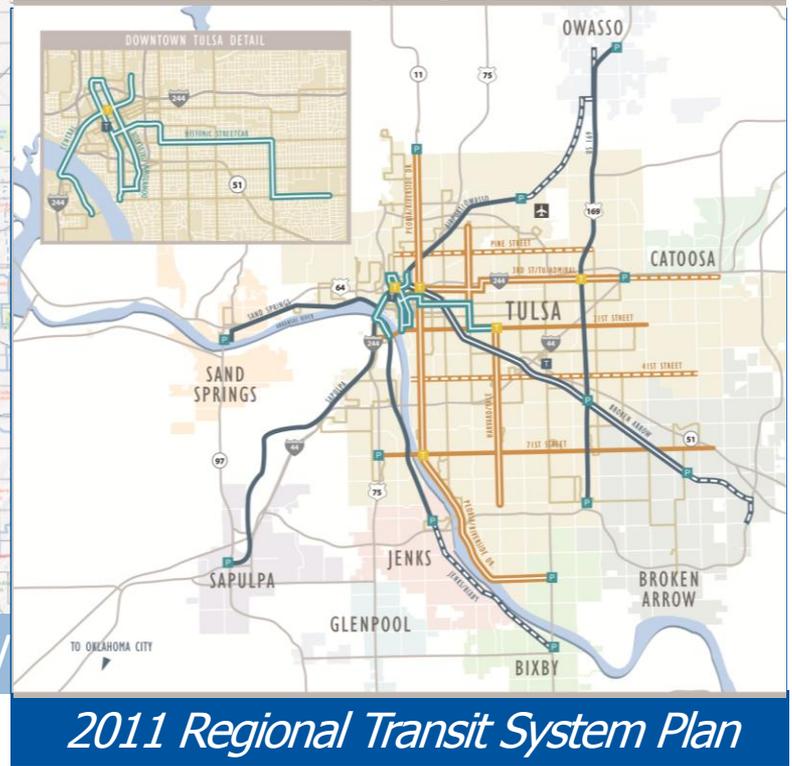
Streets & Freeways

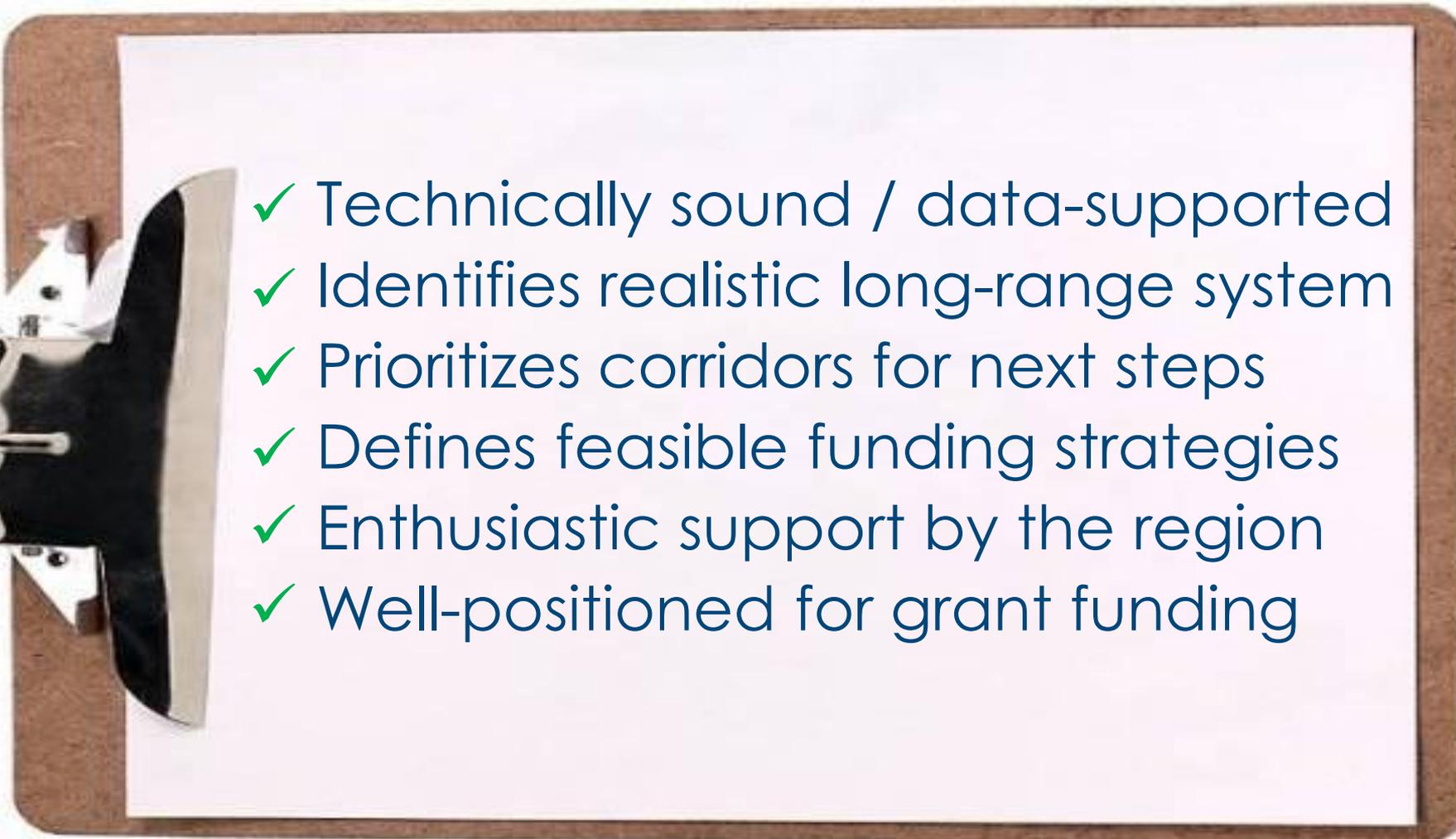


Trails & Bikeways



Transit



- 
- ✓ 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





Visits on the Transit Lab Bus:	2,085
Number of Stops:	117
Number of Cities Visited:	12
Number of Completed Surveys:	1,517
Percentage of people who had never participated in a transportation planning event	88%
Percentage who had used MTTA	54%

- What type of transit might you use if there was an option to get conveniently from home to work? (select all that apply)

	Non-transit user (percent)	Transit User (percent)	All respondents (number)	All respondents (percent)
Conventional Bus	34%	51%	654	43%
Express Bus	30%	36%	501	33%
Bus Rapid Transit (BRT)	27%	38%	499	33%
Streetcar	37%	35%	545	36%
Light Rail	42%	42%	636	42%
Commuter Rail	24%	26%	381	25%
Total respondents			1517	

- What is the maximum time you would be willing to wait for a bus/train?

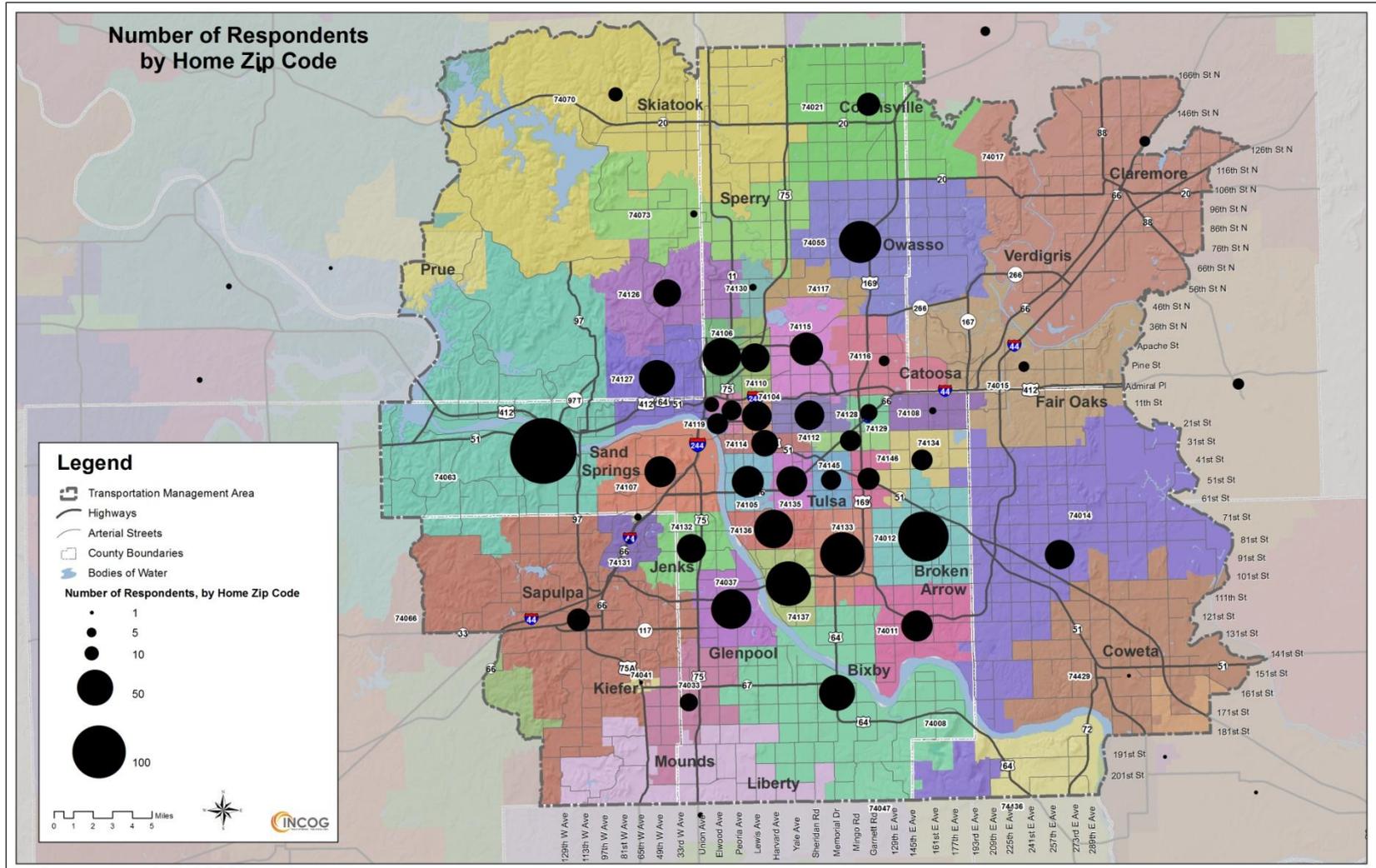
	Non-transit user (percent)	Transit User (percent)	All respondents (number)	All respondents (percent)
5 minutes	17%	8%	186	12%
10 minutes	40%	28%	510	33%
15 minutes	29%	37%	510	33%
20 minutes	8%	15%	179	12%
30 minutes	5%	12%	142	9%
Total respondents			1527	

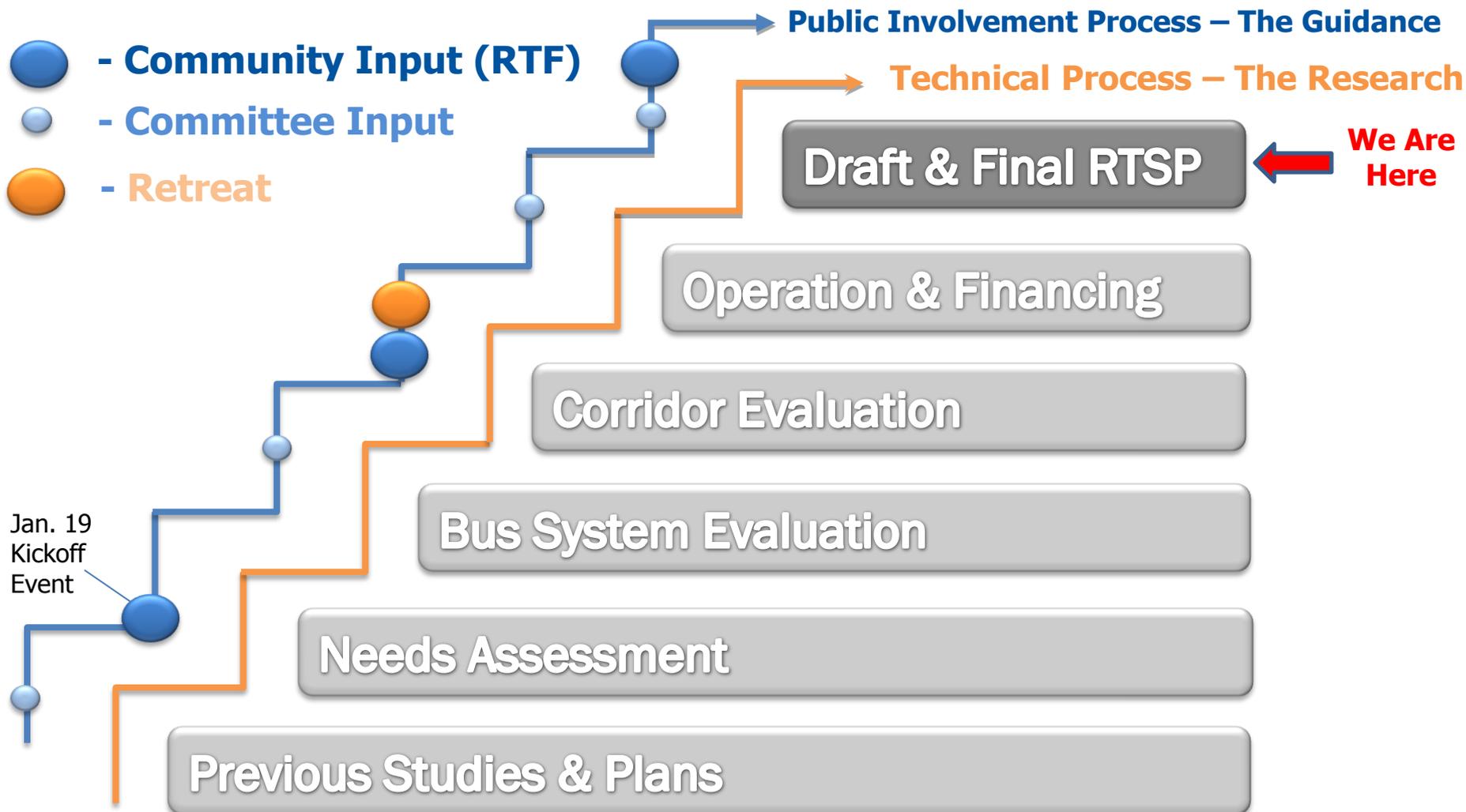
What were the results?

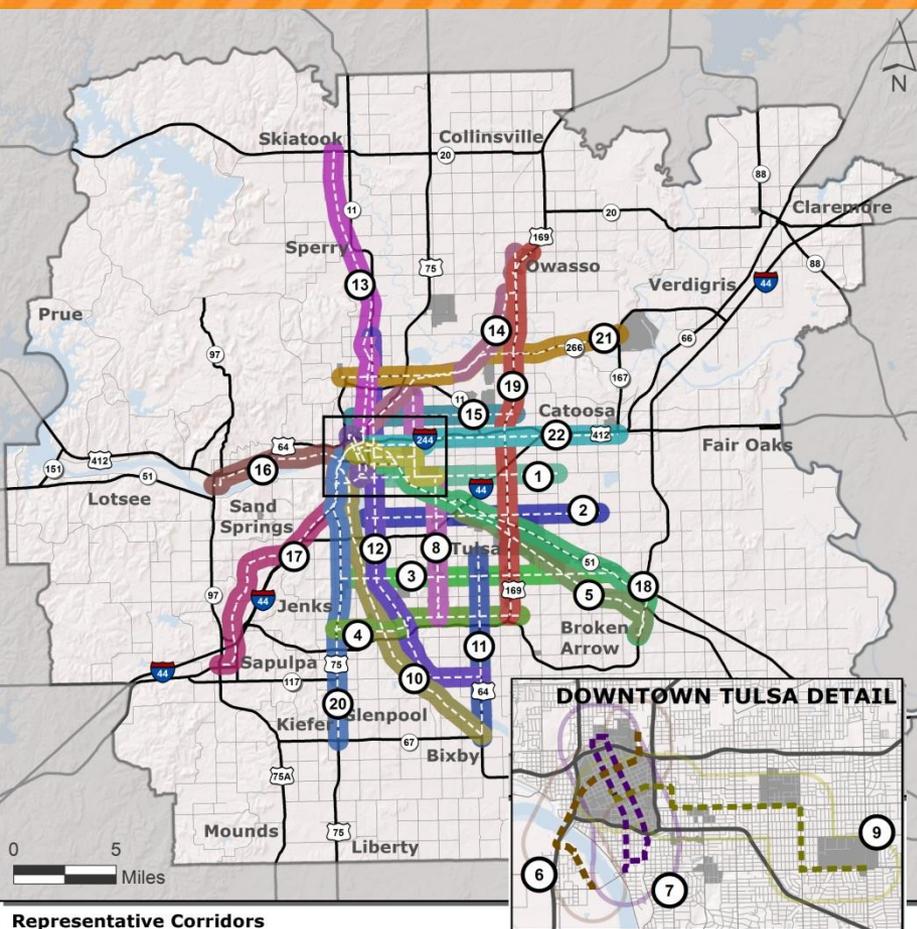
Increasing Ridership

- Which of the following amenities would encourage you to use the current bus system more often? (select all that apply)

	Non-transit user (percent)	Transit User (percent)	All respondents (number)	All respondents (percent)
More frequent service	45%	52%	730	49%
Extended hours	30%	48%	592	39%
Better transfers	46%	43%	662	44%
More express buses	20%	24%	331	22%
Quality buses and seats	27%	21%	359	24%
Lower fares	31%	33%	483	32%
Total respondents			1499	



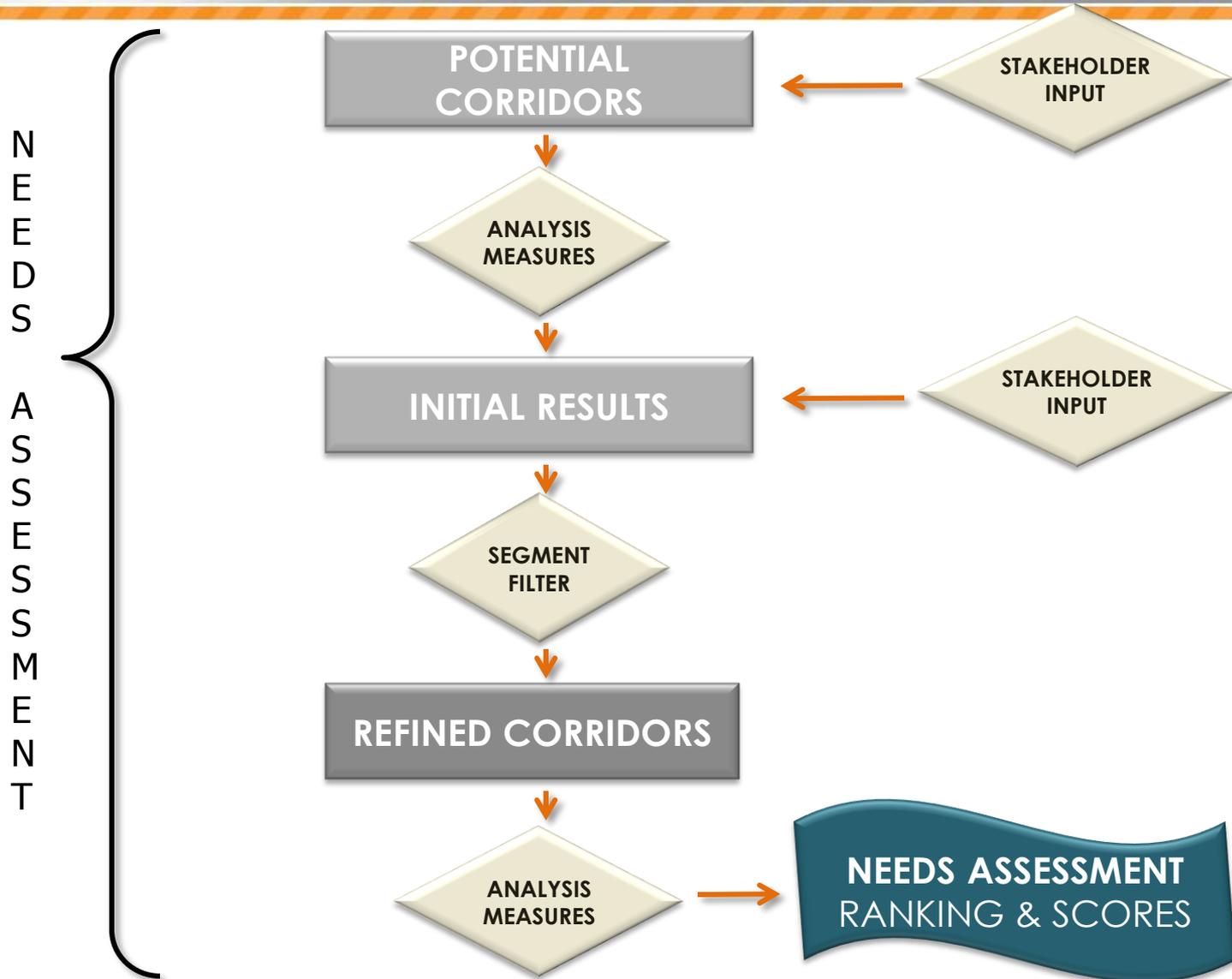




Corridor Number	Name	Length (Miles)	Extent A	Extent B	Right of Way
1	21st Street Corridor	10.9	US Highway 75	145th East Ave	Roadway
2	41st Street Corridor	11.4	Riverside Dr	Lynn Lane Rd	Roadway
3	71st Street Corridor	12.1	US Highway 75	SH-51	Roadway
4	91st Street Corridor	9.5	US Highway 75	Garnett Rd	Roadway
	Segment A	5.9	Riverside Dr	Garnett Rd	
	Segment B	3.6	US Highway 75	Riverside Dr	
5	Broken Arrow Corridor	17.8	Union Station	NSU-Broken Arrow	Rail
	Segment A	13.9	Union Station	Main Street, Broken Arrow	
	Segment B	3.9	Main Street, Broken Arrow	NSU-Broken Arrow	
6	Central Corridor	3.3	OSU-Tulsa	23rd and Jackson	Rail
7	Downtown Circulator	4.8	John Hope Franklin Blvd	21st St	Roadway
8	Harvard/Yale Corridor	12.1	91st St	Apache St	Roadway
	Segment A	7.0	21st St	91st St	
	Segment B	5.1	21st St	Apache St	
9	Historic Streetcar Corridor	5.4	Downtown (DAS)	Expo Square (21st & Yale)	Roadway
10	Jenks/Bixby Corridor	17.4	Union Station	Memorial Dr	Rail
	Segment A	10.2	Union Station	Main Street, Jenks	
	Segment B	7.2	Main Street, Jenks	Memorial Dr	
11	Memorial Drive Corridor	8.0	61st St	151st St	Roadway
12	Peoria/Riverside Dr Corridor	20.2	56th St N	Memorial Dr	Roadway
	Segment A	6.0	56th St N	11th St	
	Segment B	14.2	11th St	Memorial Dr	
13	Osage Prairie Trail Corridor	14.6	OSU-Tulsa	Skiatook (Rogers Blvd)	Trail
	Segment A	5.0	OSU-Tulsa	56th St N	
	Segment B	9.5	56th St N	Skiatook (Rogers Blvd)	
14	Airport/Owasso Corridor	14.0	Union Station	96th St N	Rail
	Segment A	6.4	Union Station	Airport	
	Segment B	7.6	Airport	96th St N	
15	Pine Street Corridor	8.0	Cincinnati Ave	Garnett Rd	Roadway
16	Sand Springs Corridor	7.9	Union Station	State Highway 97	Rail
17	Sapulpa Corridor	14.5	Union Station	State Highway 97	Rail
18	State Highway 51 Corridor	17.8	SE Leg of IDL	NSU-Broken Arrow	Roadway
19	US 169 Corridor	18.5	91st St S	96th St N	Roadway
20	US Highway 75 Corridor	14.3	SW Leg of IDL	SH 67 (151st St)	Roadway
	Segment A	6.2	SW Leg of IDL	71 st St	
	Segment B	8.1	71 st St	SH 67 (151 st St)	
21	36th St North Corridor	14.3	Osage Million Dollar Casino	Tulsa Port of Catoosa	Roadway
	Segment A	6.2	Osage Million Dollar Casino	Sheridan Rd	
	Segment B	8.1	Sheridan Rd	Tulsa Port of Catoosa	
22	3rd Street/TU/Admiral Corridor	13.4	Downtown (DAS)	193rd East Avenue	Roadway
	Segment A	9.4	Downtown (DAS)	129th East Avenue	
	Segment B	4.0	129th East Avenue	193rd East Avenue	

Representative Corridors

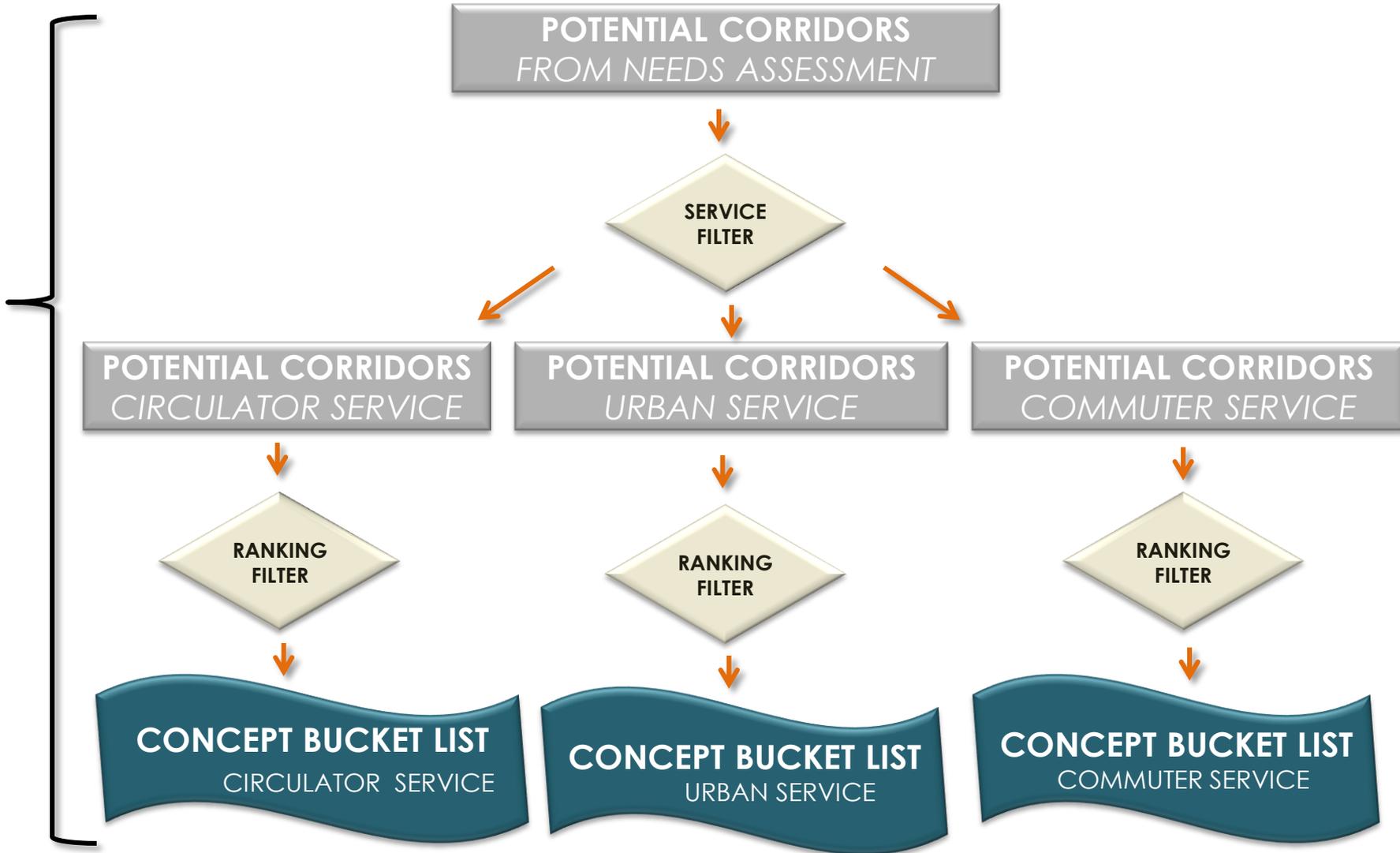
- 1 21st Street Corridor
- 2 41st Street Corridor
- 3 71st Street Corridor
- 4 91st Street Corridor
- 5 Broken Arrow Corridor
- 6 Central Corridor
- 7 Downtown Circulator
- 8 Harvard/Yale Corridor
- 9 Historic Streetcar Corridor
- 10 Jenks/Bixby Corridor
- 11 Memorial Drive Corridor
- 12 Peoria/Riverside Dr Corridor
- 13 Osage Prairie Trail Corridor
- 14 Airport/Owasso Corridor
- 15 Pine Street Corridor
- 16 Sand Springs Corridor
- 17 Sapulpa Corridor
- 18 State Highway 51 Corridor
- 19 US 169 Corridor
- 20 US Highway 75 Corridor
- 21 36th St North Corridor
- 22 3rd Street/TU/Admiral Corridor



GOALS	OBJECTIVES	MEASURES
Mobility & Accessibility	Meet Demands Created by Increases in Population and Employment	Population Density (persons/sq. mile)
		Employment Density (<i>jobs/sq. mile</i>)
		Miles of Level of Service Along Corridor (“D” or lower)
	Improve Access to Major Activity Centers	No. of Activity Centers /Parks/Public Spaces per Corridor Mile (w/in 0.5 miles)
		CBD Trips (total daily trips to/from CBD)
	Improve Mode Choice Availability	No. of (0) car HH (w/in 0.5 miles)
Miles of Parallel Bus Routes (w/in 0.5 miles)		
No. of Transit Stops (w/in 0.5 miles)		
Economic Development	Incorporate Local Goals and Objectives	No. of Newly Developed Parcels per Corridor Mile (w/in 0.5 miles)
		No. of Vacant Parcels per Corridor Mile (w/in 0.5 miles)
	Encourage and Support Development	Adjacent TIF Districts (w/in 0.5 miles)
Efficiency	Improve Intermodal Connectivity	Miles of Adjacent Bike Paths per Corridor Mile (w/in 0.5 miles)
		Miles of Adjacent Sidewalks per Corridor Mile (w/in 0.5 miles)
	Safety	No. of Vehicle Crashes per Corridor Mile (w/in 0.5 miles)
Environmental Stewardship	Minimize Environmental Impact	Total Emissions Due to Delay
		Acres of Floodplains per Corridor Mile (w/in 0.5 miles)

C
O
R
R
I
D
O
R

S
C
R
E
E
N
I
N
G



Foundation Network

- Suitable for development of high-capacity transit (commuter rail, LRT, streetcar, BRT)
- Next Step: Alternatives Analysis or Corridor Improvement Studies

Enhanced Network

- Local transportation improvements to support Foundation Corridors
- Next Step: Corridor development plan & implementation

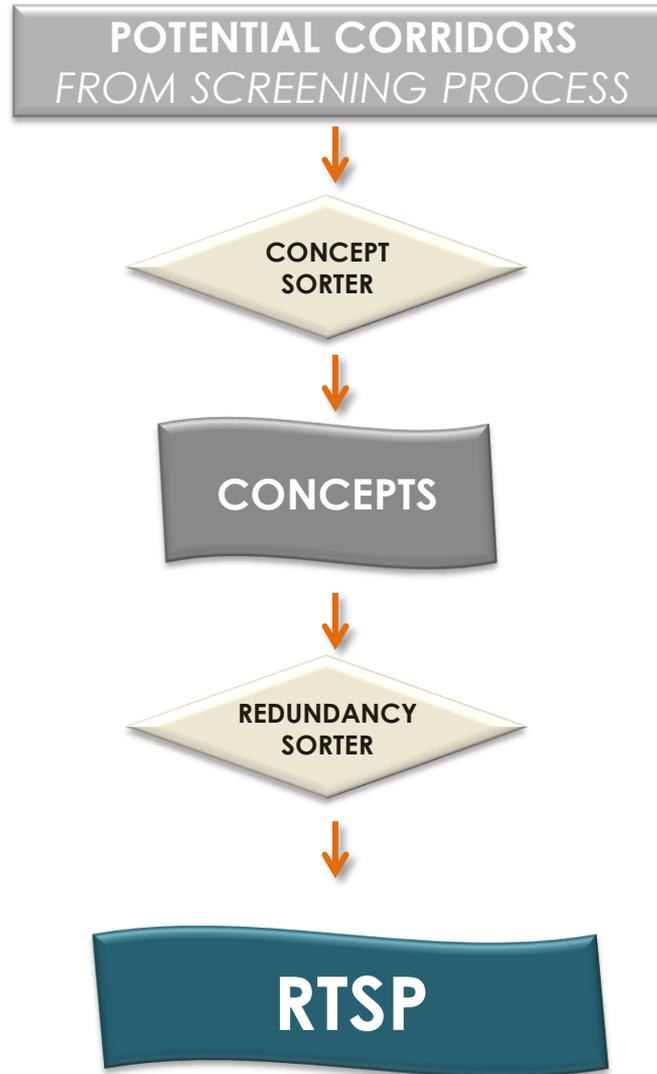
Extended Network

- Long-range extensions of Foundation & Enhanced Network to accommodate future increases in transit ridership
- Monitor changes in population & employment patterns in 5-year updates to RTSP

T
R
A
N
S
I
T

S
Y
S
T
E
M

P
L
A
N



CIRCULATOR SERVICE

	RANK	CORRIDOR	SCORE
FOUNDATION	1	DWT CIRCULATOR	28
	2	HISTORIC STRCAR	31
	3	CENTRAL	34

URBAN SERVICE

	RANK	CORRIDOR	SCORE
FND.	1	3 RD St/TU/Admiral	62
	2	Peoria Ave/Riverside	64
	3	Harvard / Yale	69
ENH.	4	21 St	80
	5	71 St	85
EXTENDED	6	41 St	98
	7	Pine Street	106

COMMUTER SERVICE

	RANK	CORRIDOR	SCORE
FND	1	Broken Arrow	39
	2	Airport/Owasso	63
ENHANCED	3	Jenks / Bixby	75
	4	Sapulpa	78
	5	US 169	80
	6	Sand Springs	81

DRAFT

FACILITIES

- T Transit Center (Existing)
- T Transit Center (Proposed)
- P Park & Ride (Proposed)

FOUNDATION

- Circulator
- Urban
- Commuter

ENHANCED

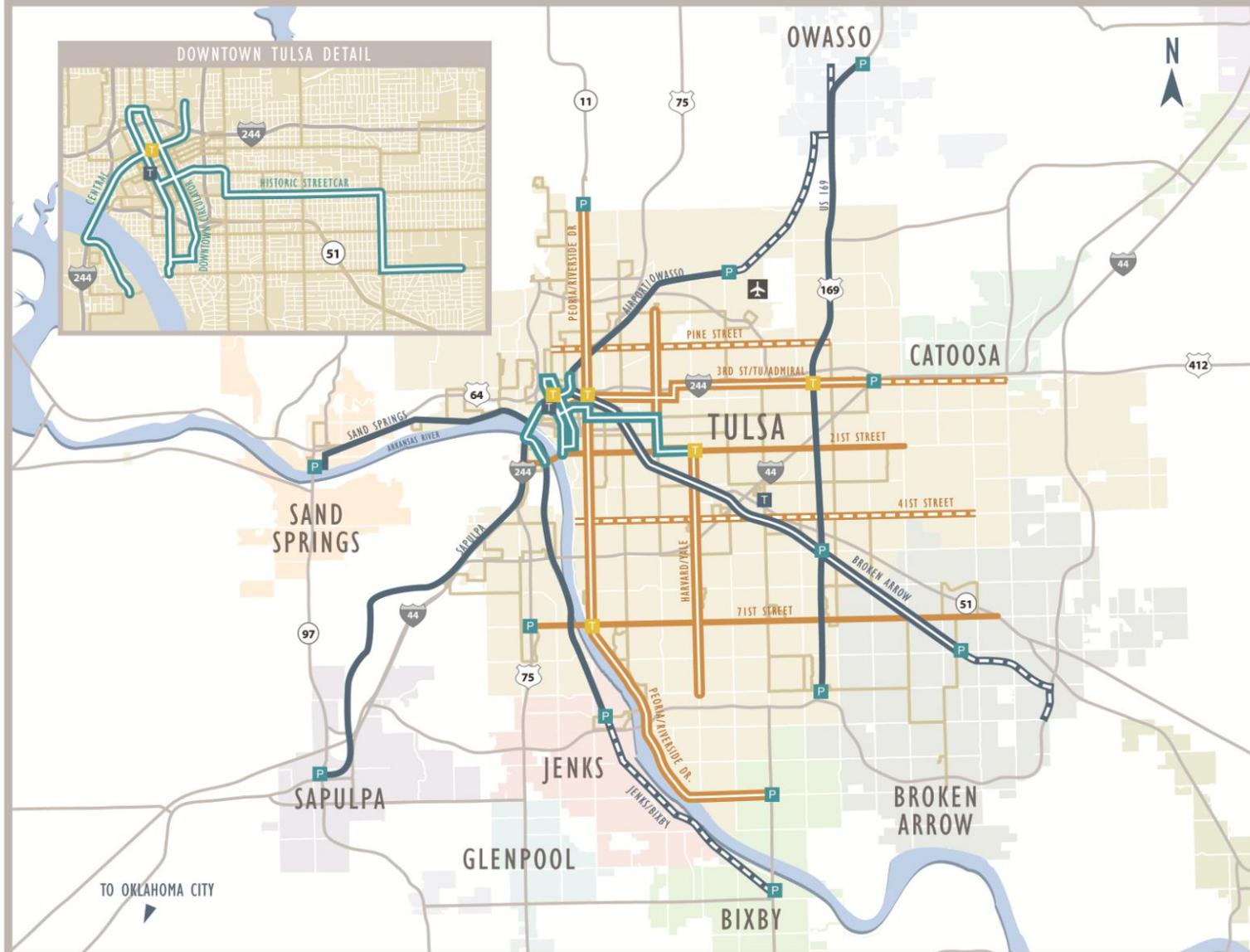
- Urban
- Commuter

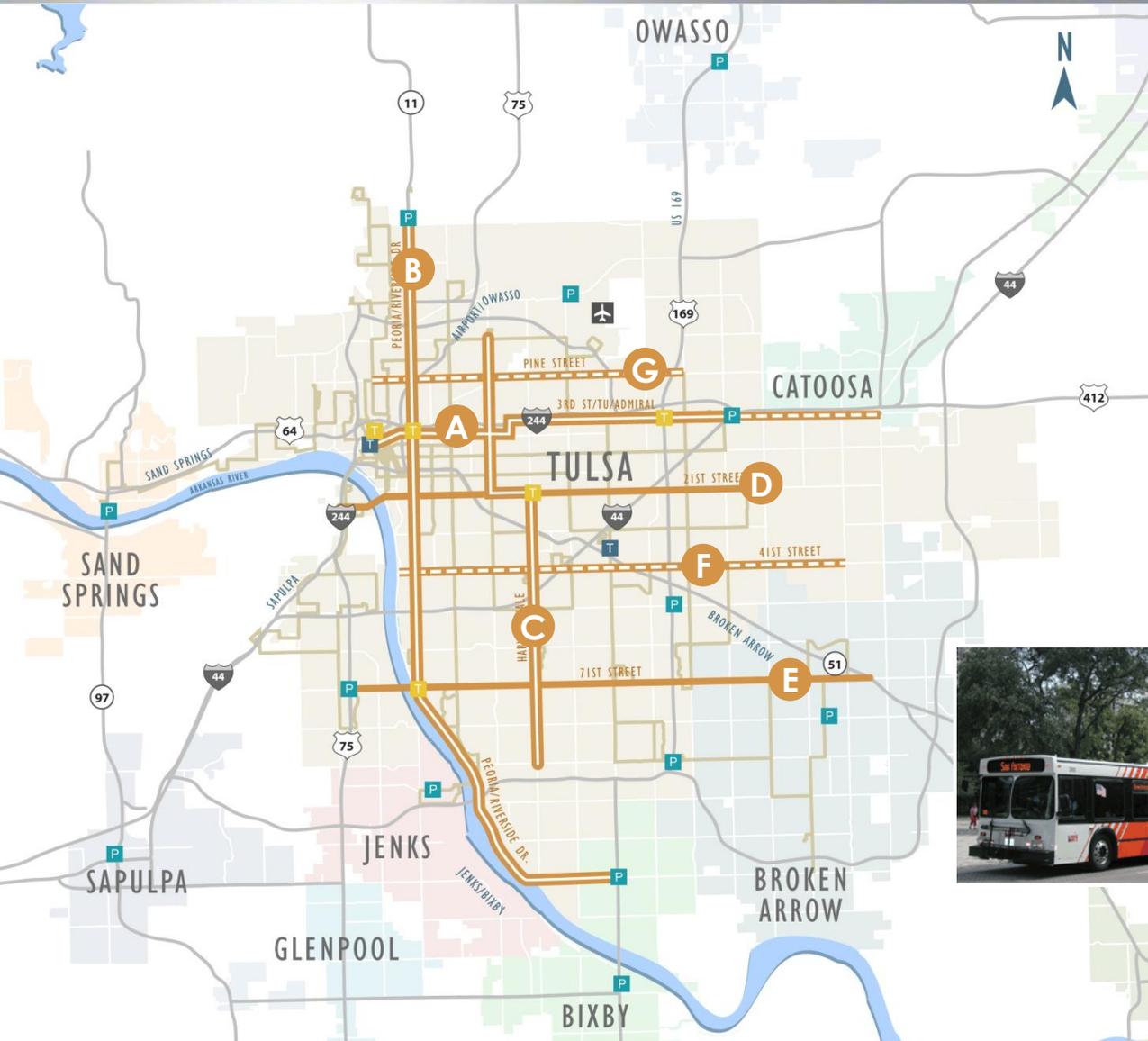
EXTENDED

- Urban
- Commuter

BUS

- Existing Bus Network





URBAN SERVICE

- A. 3RD ST/TU/ADMIRAL
- B. PEORIA/RIVERSIDE
- C. HARVARD/YALE
- D. 21ST STREET
- E. 71ST STREET
- F. 41ST STREET
- G. PINE STREET





- ## COMMUTER SERVICE
- A. BROKEN ARROW
 - B. AIRPORT/OWASSO
 - C. JENKS/BIXBY
 - D. SAPULPA
 - E. US 169
 - F. SAND SPRINGS

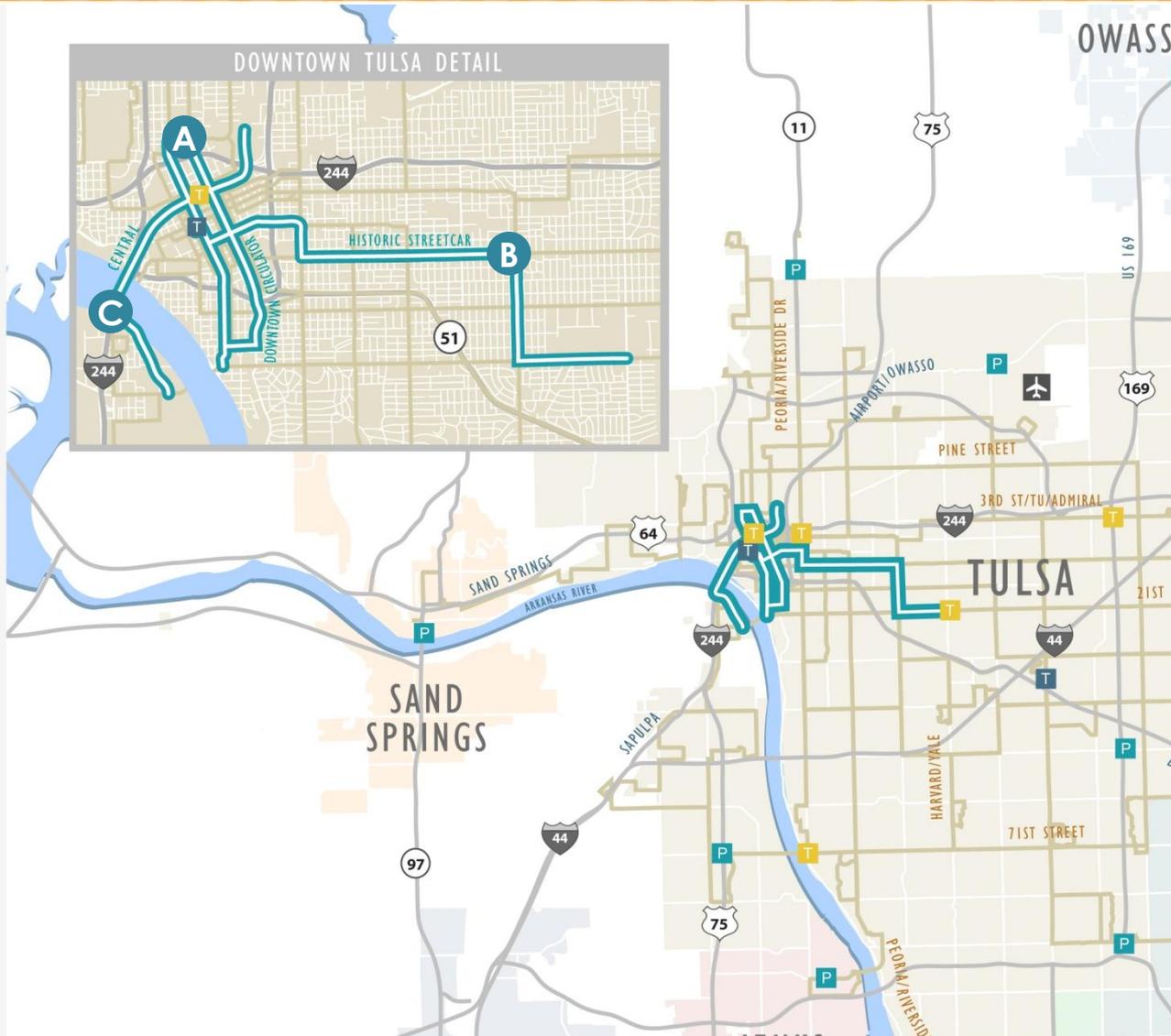


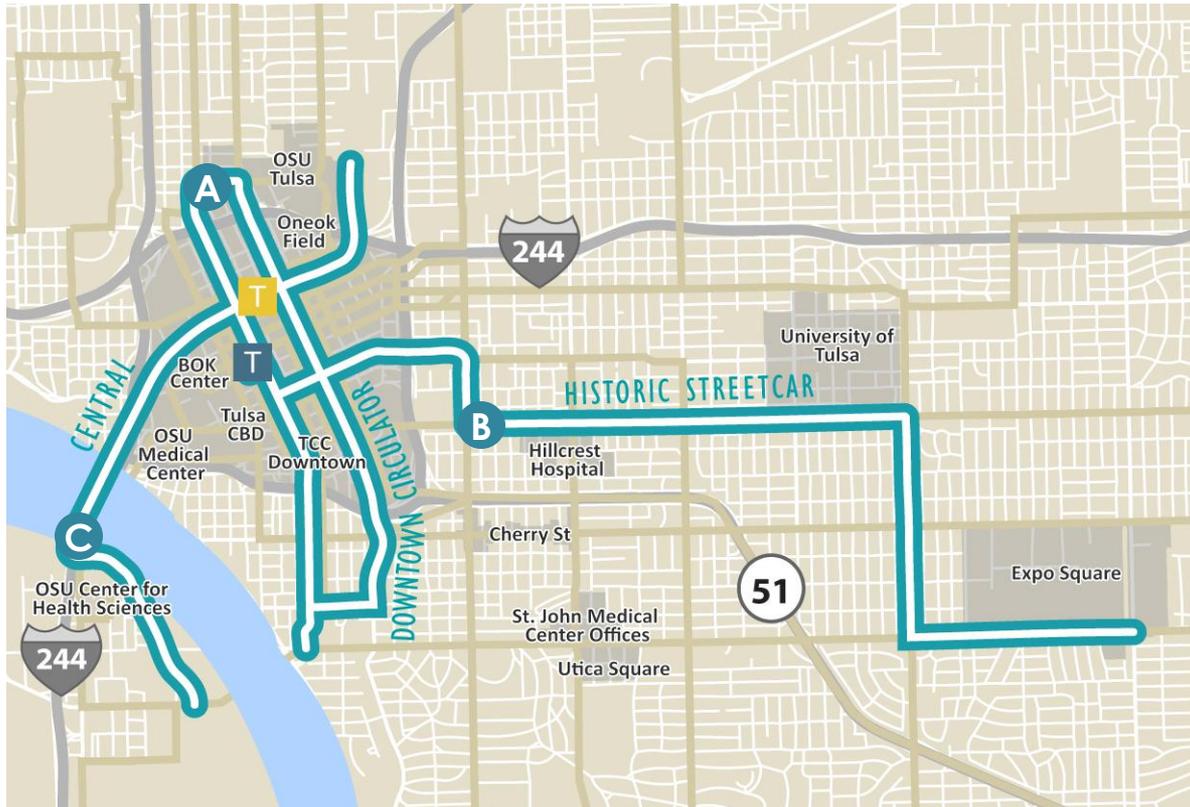


- ## CIRCULATOR SERVICE
- A. DOWNTOWN CIRCULATOR
 - B. HISTORIC STREETCAR
 - C. CENTRAL

LEGEND

- Transit Center (Existing)
- Transit Center (Proposed)
- Park & Ride (Proposed)
- Foundation





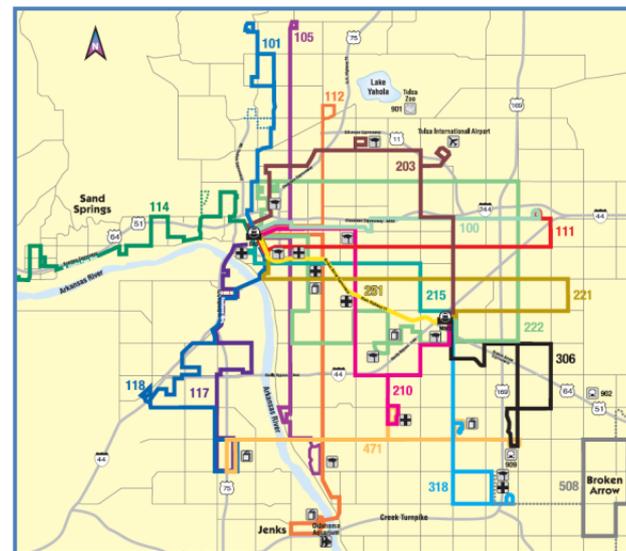
- ## CIRCULATOR SERVICE
- A. DOWNTOWN CIRCULATOR
 - B. HISTORIC STREETCAR
 - C. CENTRAL

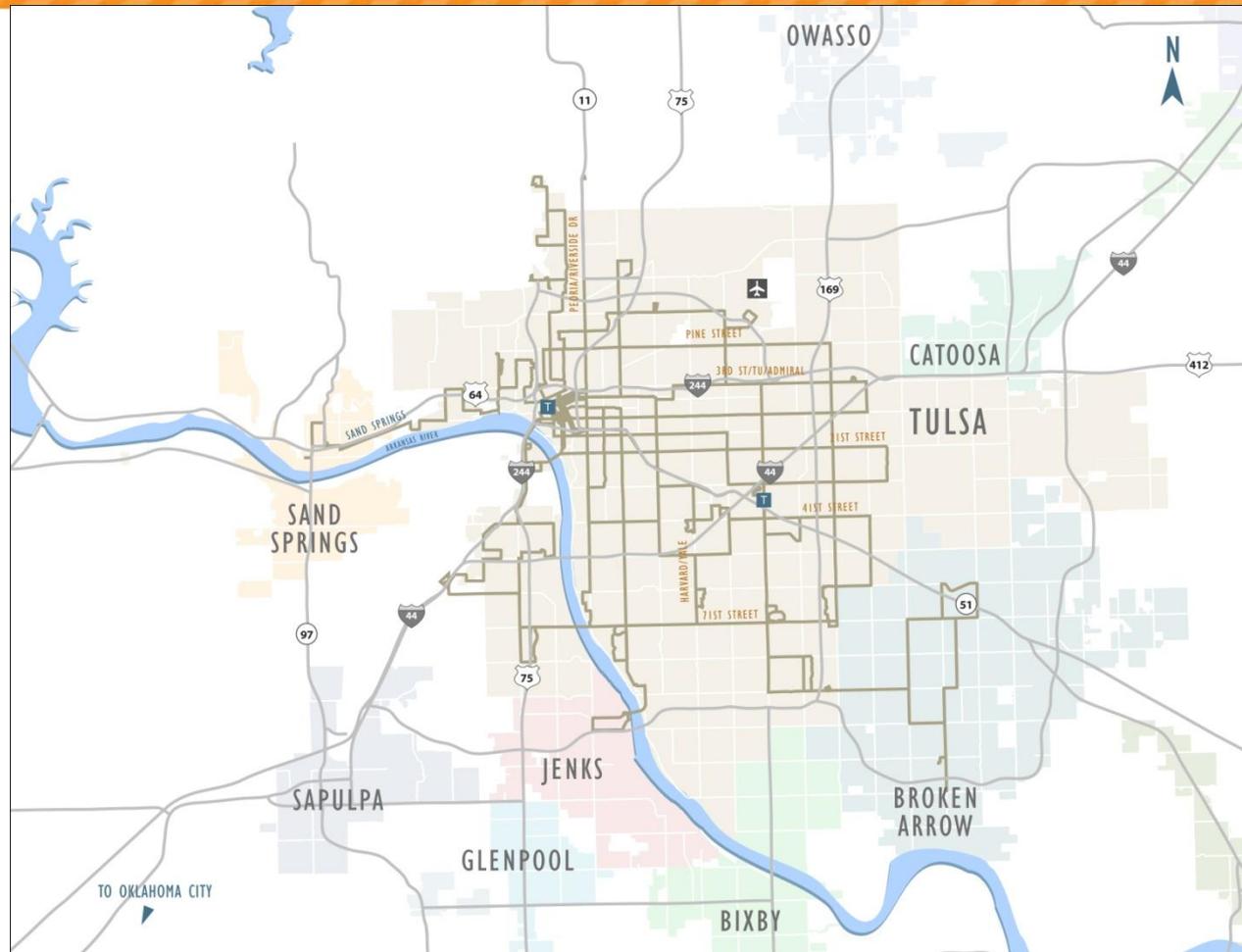
LEGEND

-  Transit Center (Existing)
-  Transit Center (Proposed)
-  Park & Ride (Proposed)
-  Foundation



- ▶ Set standard service frequency system-wide to every 30/45/60 minutes
- ▶ Implement timed transfers at transit centers
- ▶ Simplify circuitous routing
- ▶ Replace Nightline service with evening & night service hours on key routes
- ▶ Develop downtown detail transit map
- ▶ Pursue aggressive rebranding, marketing and education
- ▶ Develop “super-stops”
- ▶ Provide real time passenger information





NEAR TERM

- Restore & Enhance Existing Transit Service as Recommended by the Bus Service Improvement Plan
- Select “Priority Corridor(s)” for AA
- Define & Implement Governance Structure
- Establish Financial Plan
- Construct Transit Facilities

NEAR TERM

RTSP IMPLEMENTATION



MID-TERM

- Develop Foundation Network
- Enhance “Bus Feeder” system
- Construct Additional Transit Facilities

FACILITIES

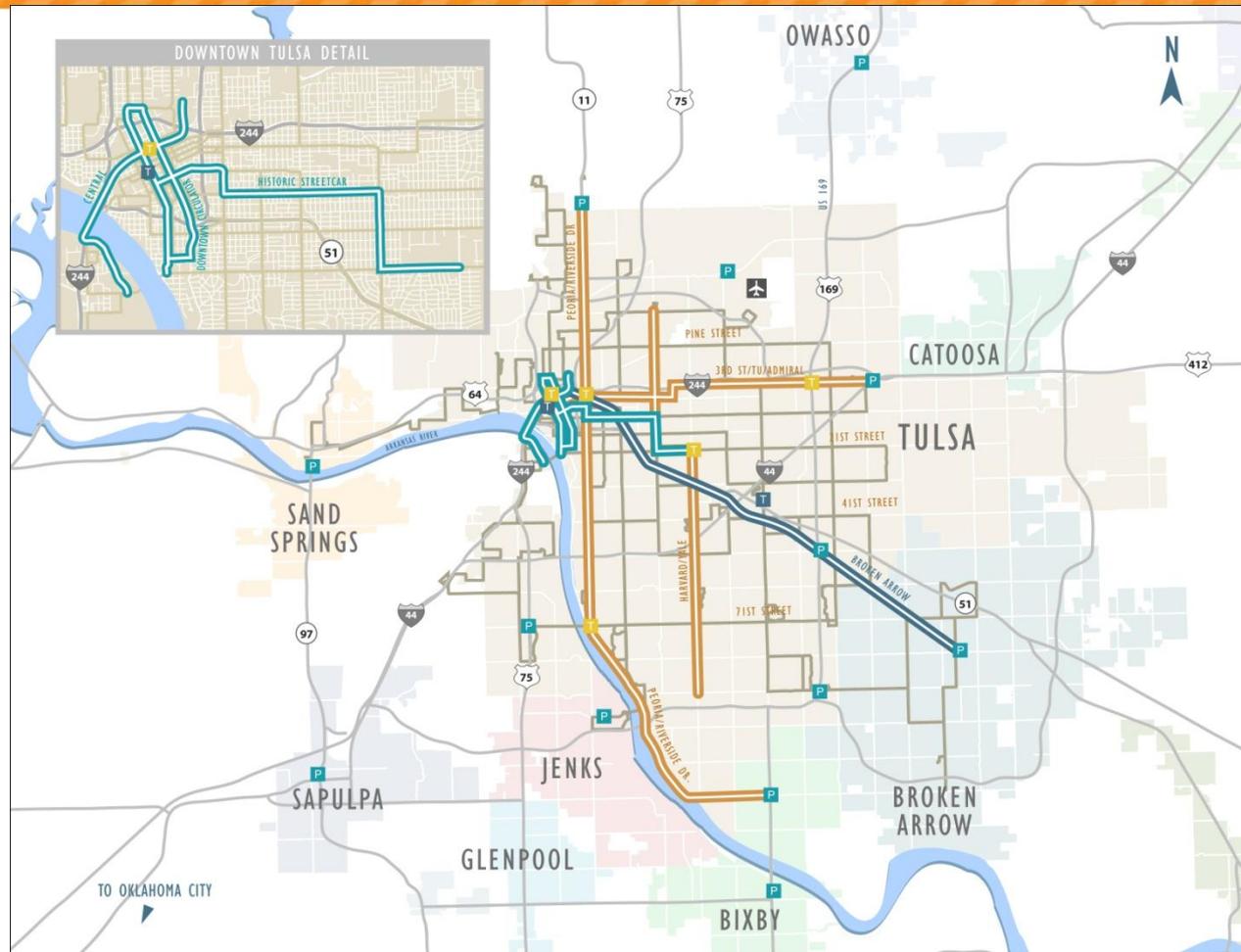
- T** Transit Center (Existing)
- T** Transit Center (Proposed)
- P** Park & Ride (Proposed)

FOUNDATION

- Circulator
- Urban
- Commuter

BUS

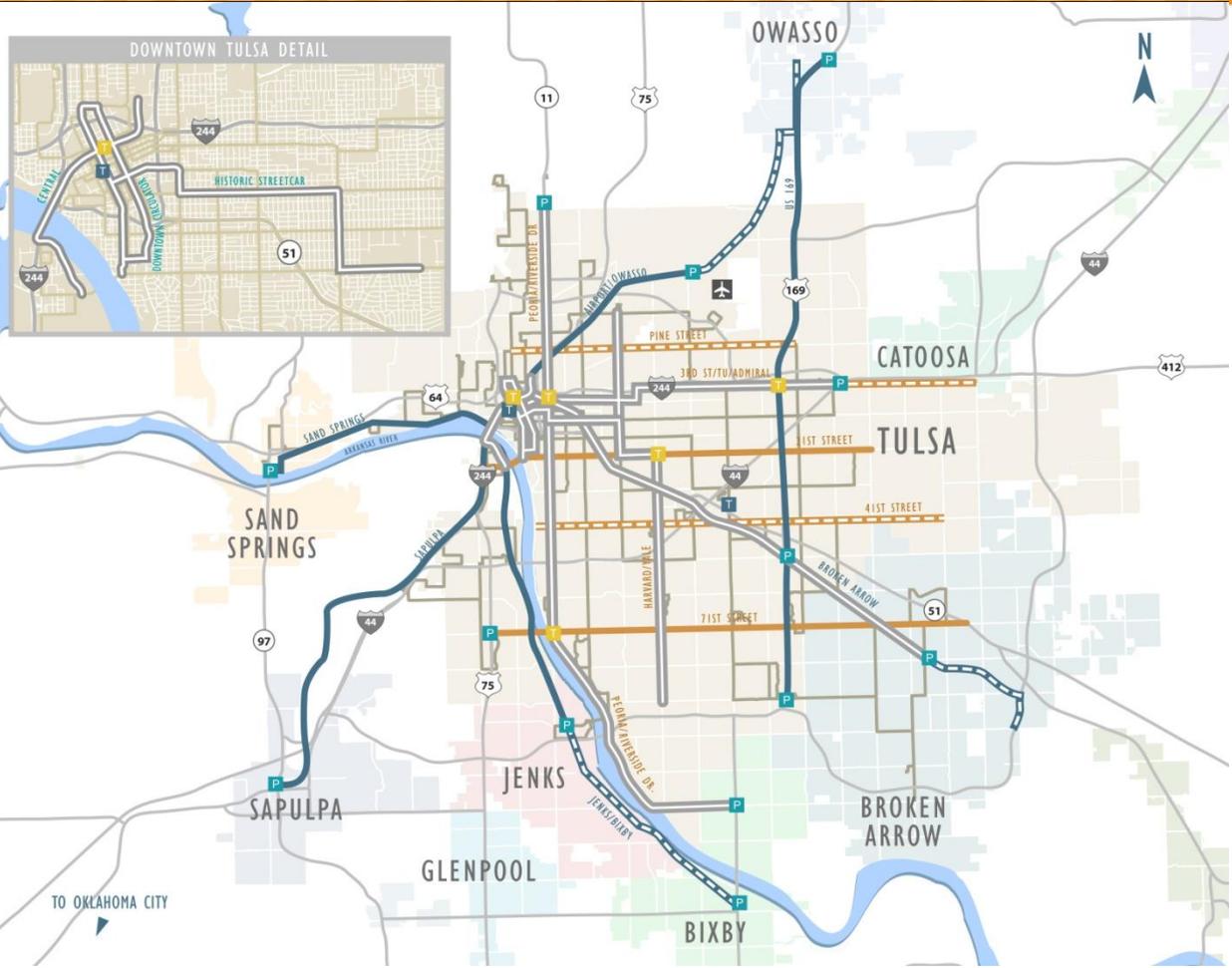
- Existing Bus Network



NEAR TERM

MID-TERM

RTSP IMPLEMENTATION



LONG TERM

- Improve Foundation & Enhanced Network by developing Extended corridors
- Construct additional Transit Facilities

FACILITIES

- T** Transit Center (Existing)
- T** Transit Center (Proposed)
- P** Park & Ride (Proposed)

FOUNDATION

- Circulator
- Urban
- Commuter

ENHANCED

- Urban
- Commuter

EXTENDED

- Urban
- Commuter

NEAR TERM

MID-TERM

LONG TERM

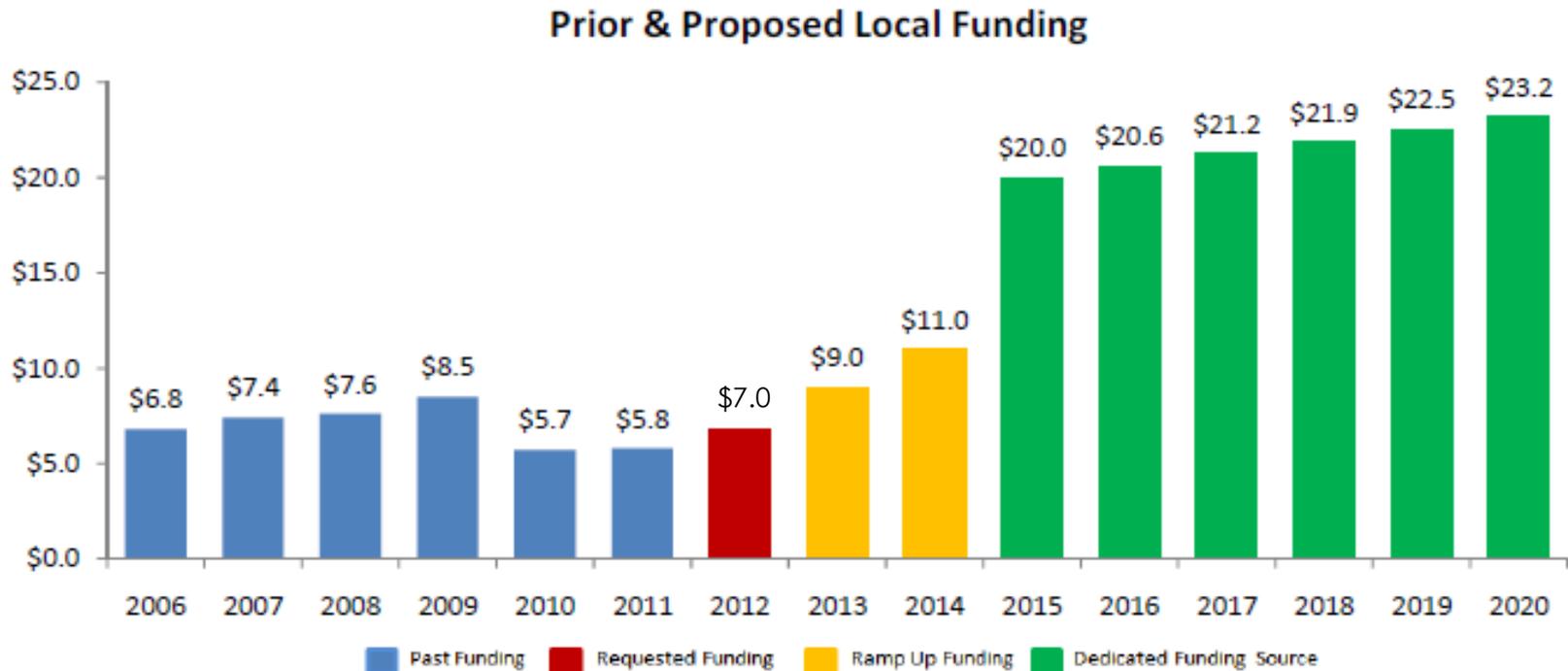
RTSP IMPLEMENTATION

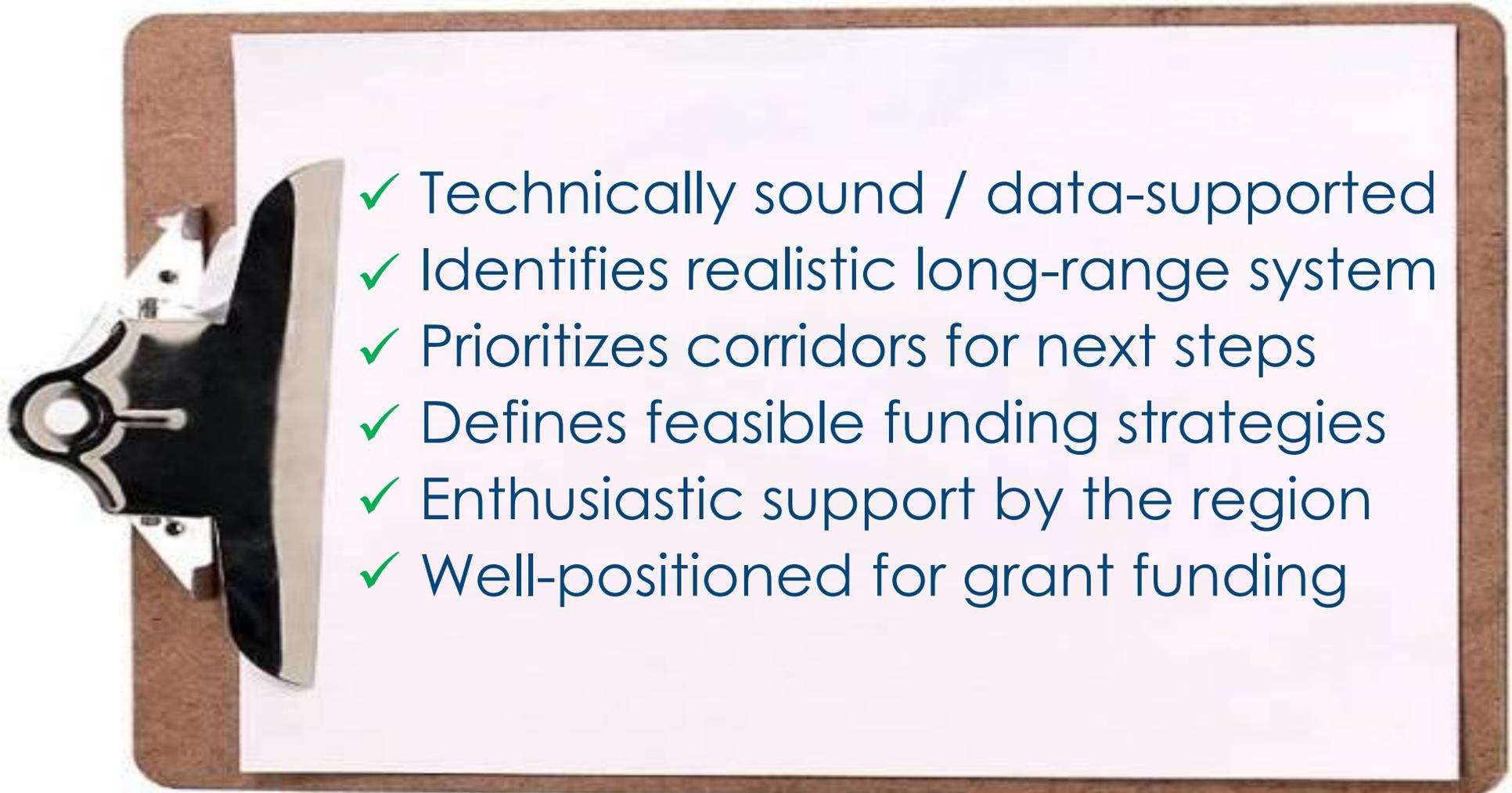


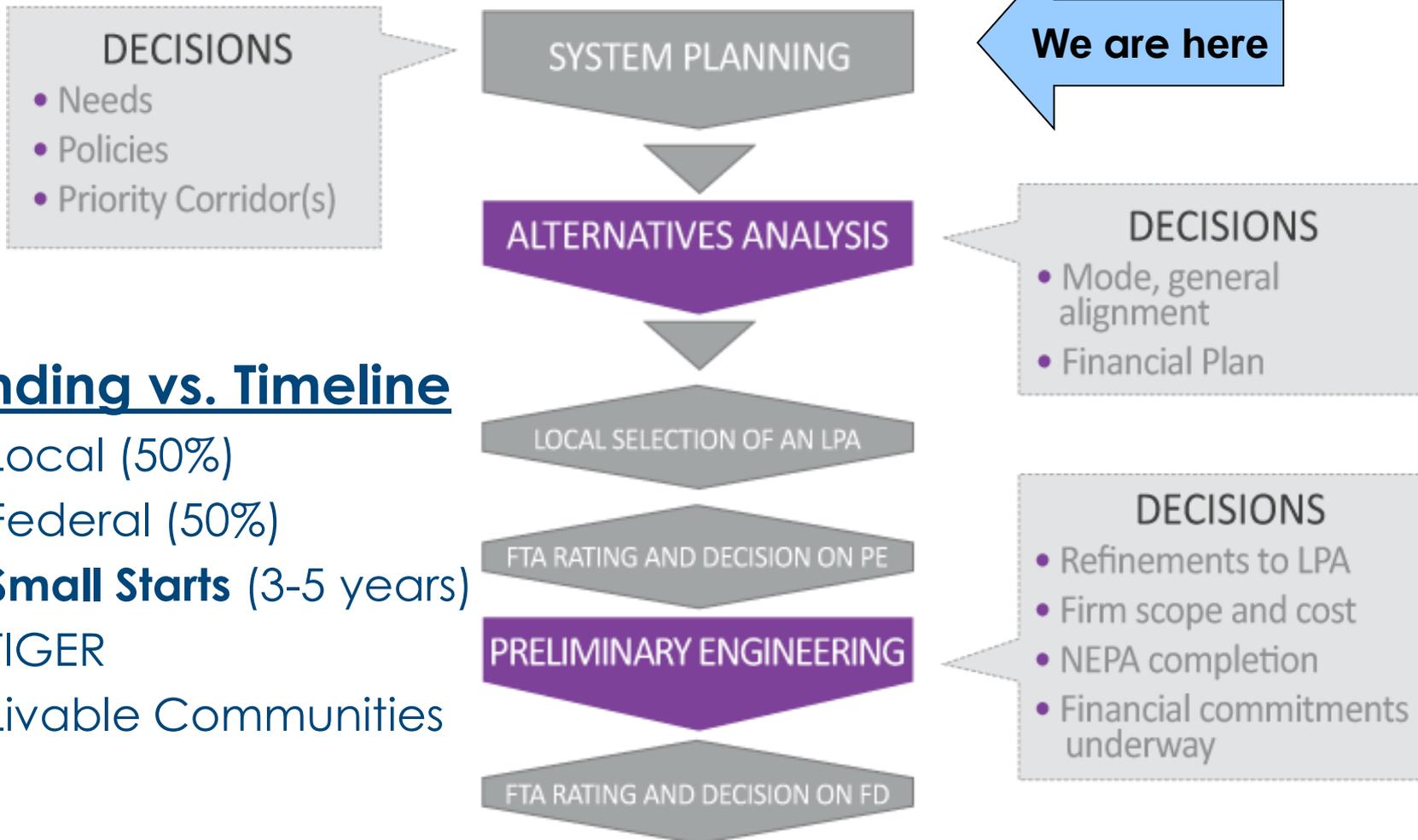
Operating Revenue

<p>Status Quo</p>	<p>City of Tulsa Tulsa County</p>	<p>\$7-9 Million/Year</p> <p>No transit funding</p>
<p>Ramp Up</p>	<p>City of Tulsa Tulsa County</p>	<p>\$7-9 Million/Year</p> <p>\$2-3 Million/Yr</p>
<p>Dedicated Funding</p>	<p>Regional Transit Authority</p>	<p>\$20-23 Million/Year</p>

Funding Strategy - Operating Budget



- 
- ✓ 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%)
- **Small Starts** (3-5 years)
- TIGER
- Livable Communities

- Finalize Draft RTSP Report
- Public Open House (July 21)
- Bus Operations Plan (August)
- City Councils/County Commission Presentations (August-September)
- INCOG RTSP Adoption (September)
- Initiate Alternatives Analysis (Fall 2011)

Send Comments to Kasey Frost
comments@fastforwardplan.org

OPEN HOUSE for Fast Forward Transit System Plan

Thursday, July 21, 2011

Central Center at Centennial Park
1028 E. 6th St. (6th, just west of Peoria)

Open House from 6 p.m. - 8 p.m.
Presentations made at 6:15 and 7:15
Open to the Public