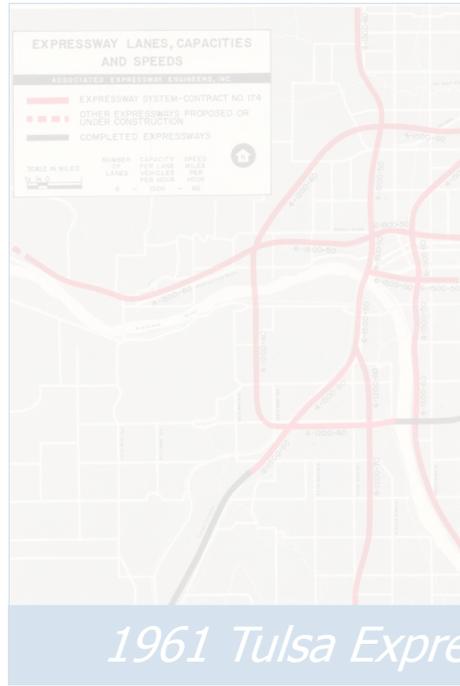


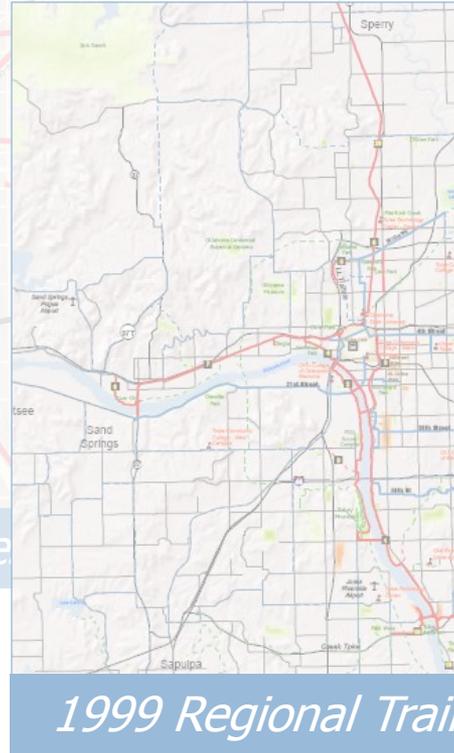


DRAFT REGIONAL TRANSIT SYSTEM PLAN
INCOG Transportation Technical Committee
September 21, 2011

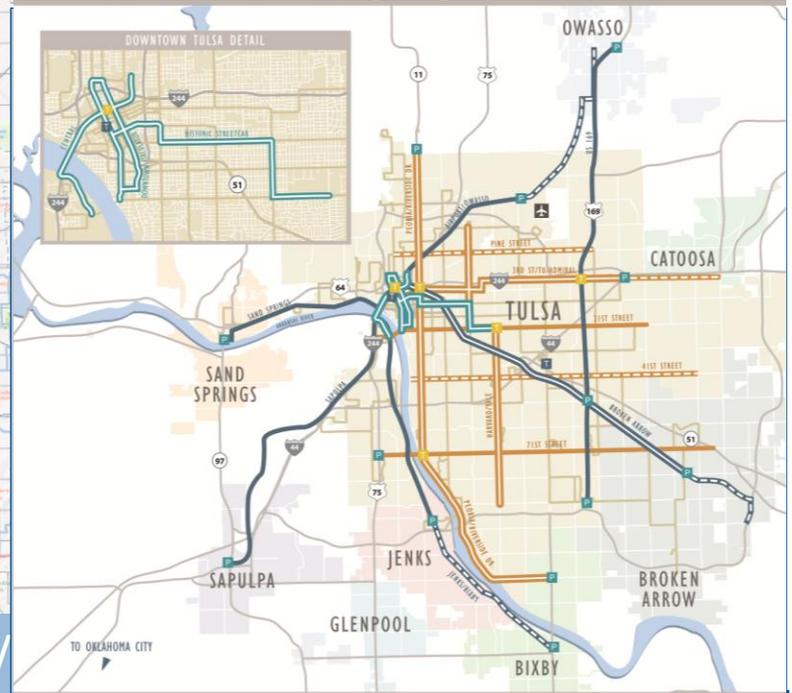
Streets & Freeways

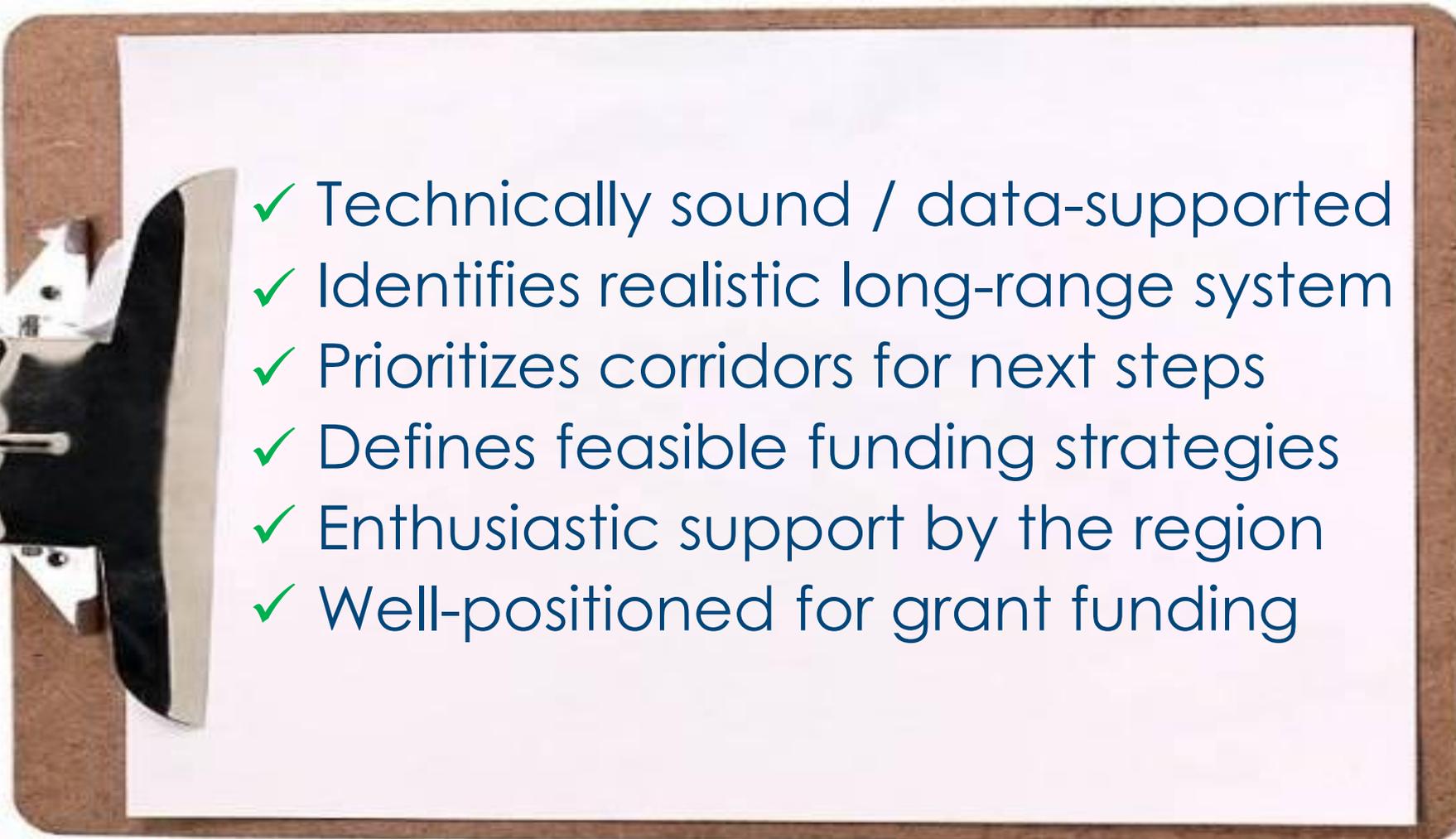


Trails & Bikeways

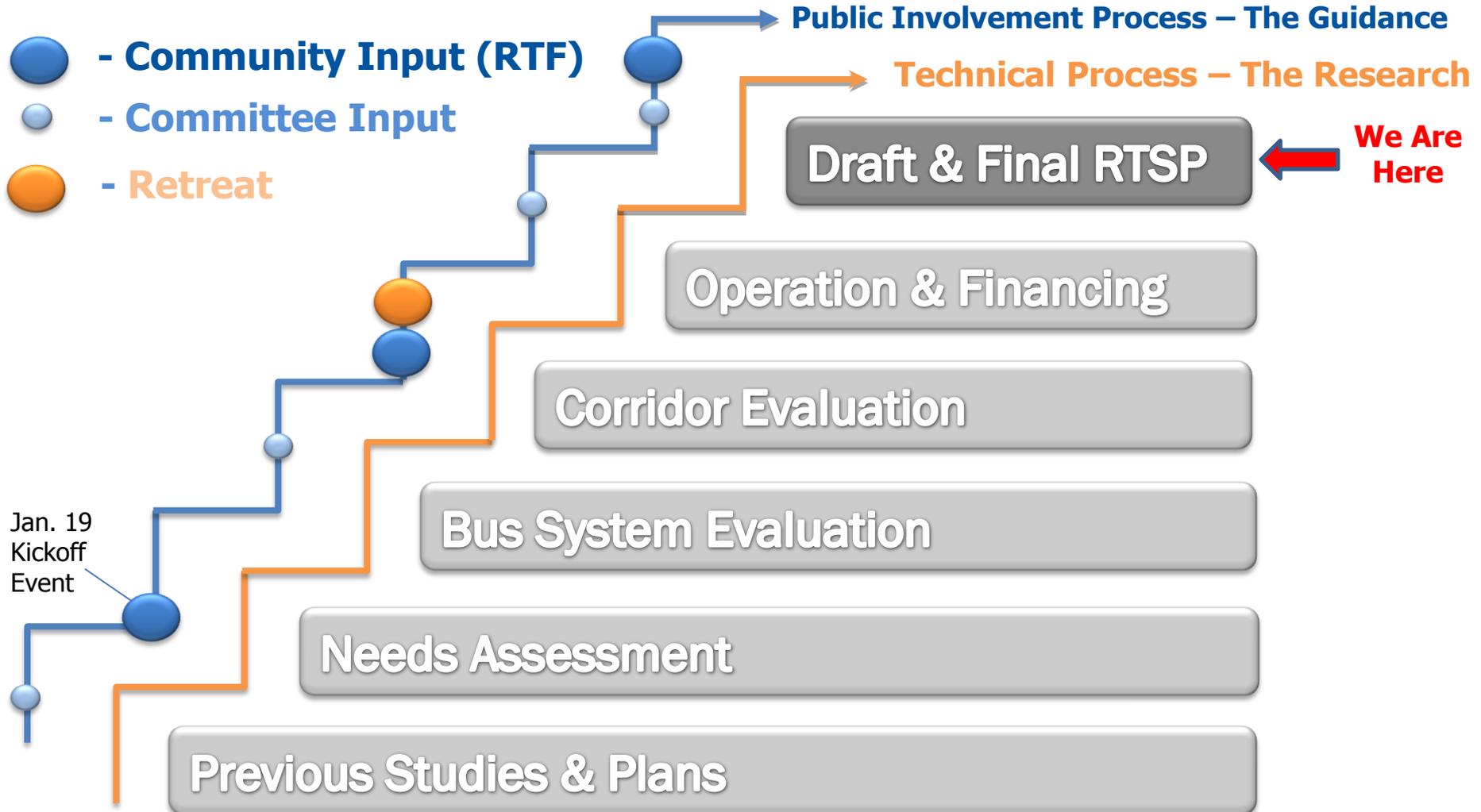


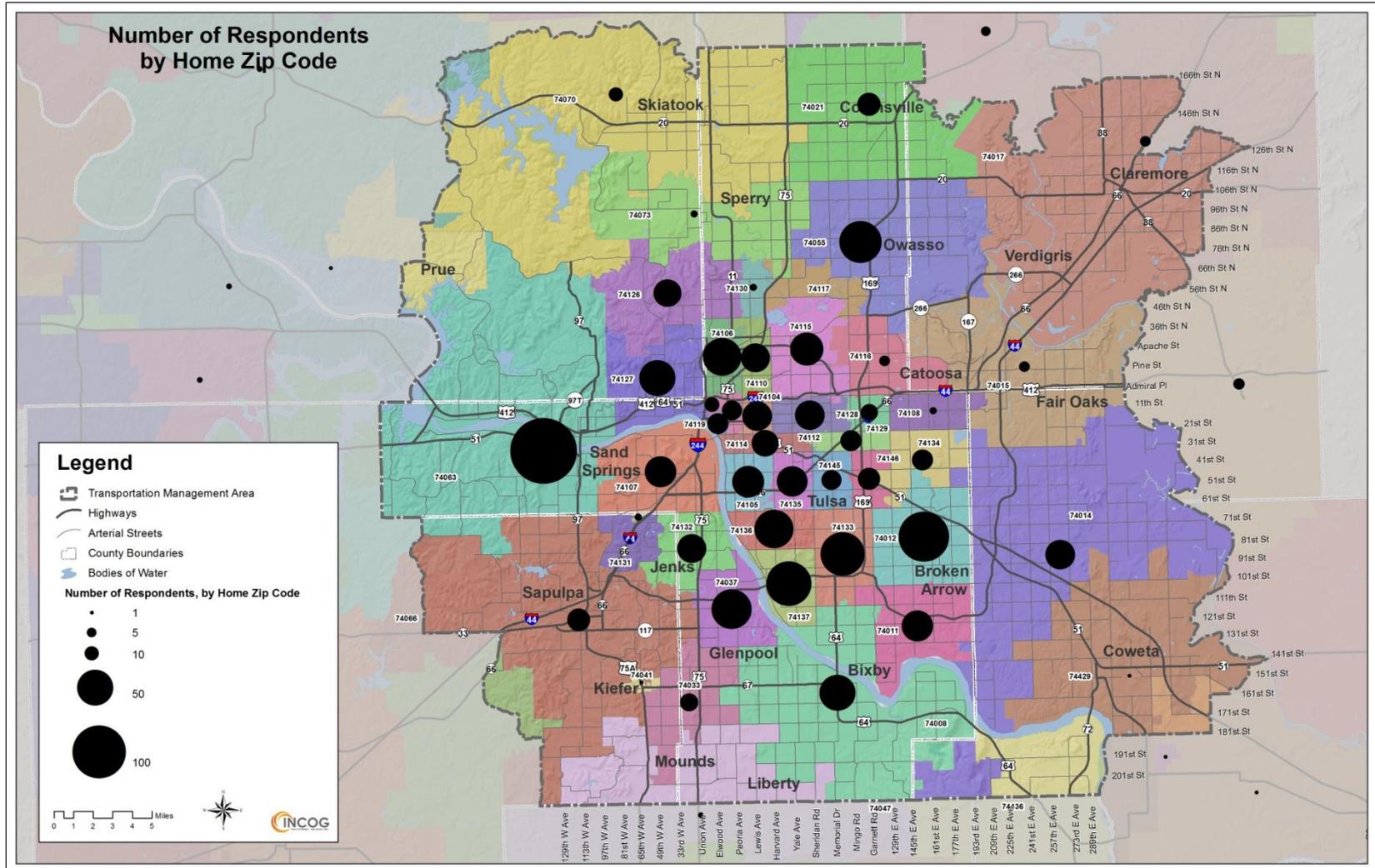
Transit

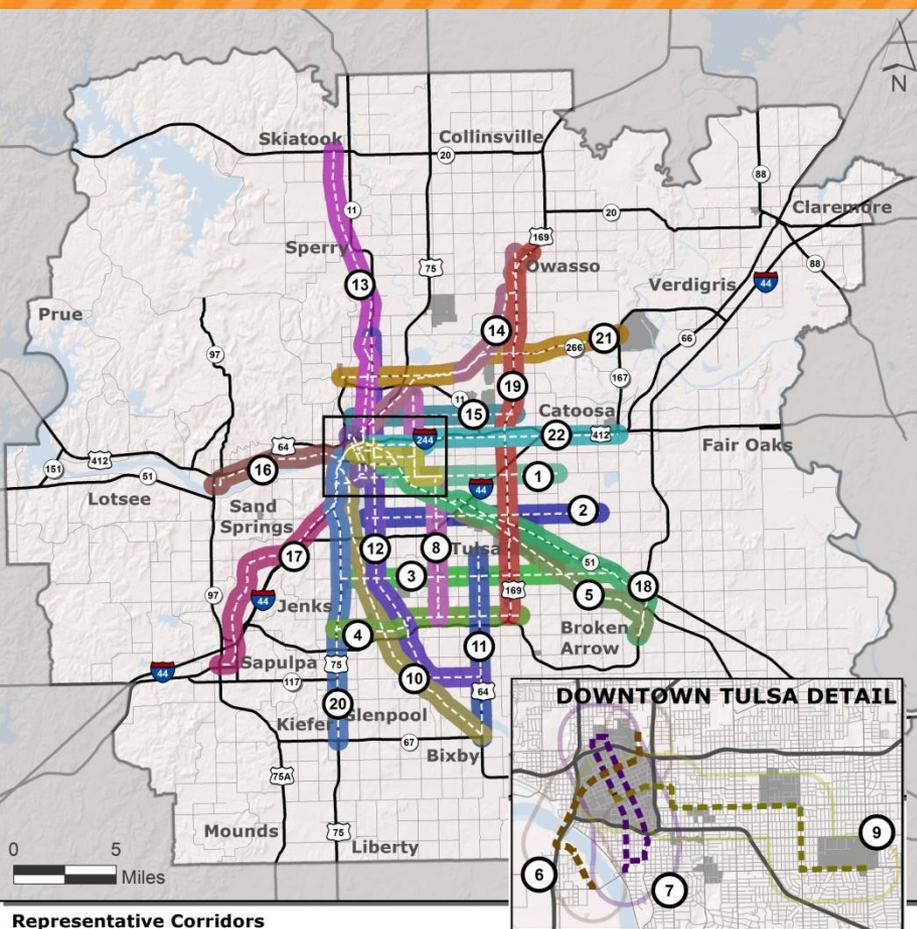


- 
- ✓ Technically sound / data-supported
 - ✓ Identifies realistic long-range system
 - ✓ Prioritizes corridors for next steps
 - ✓ Defines feasible funding strategies
 - ✓ Enthusiastic support by the region
 - ✓ Well-positioned for grant funding

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%







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

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

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

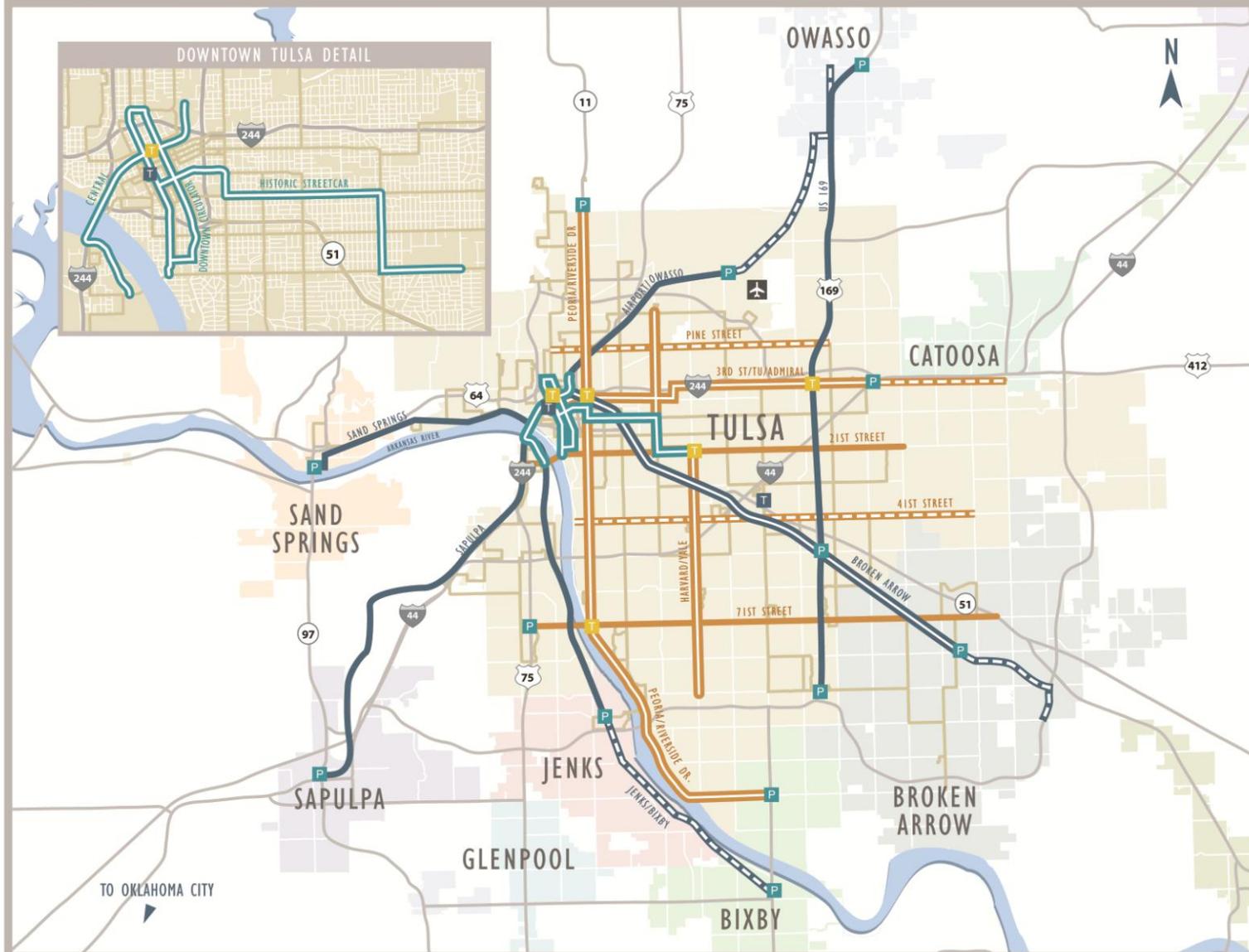
- Urban
- Commuter

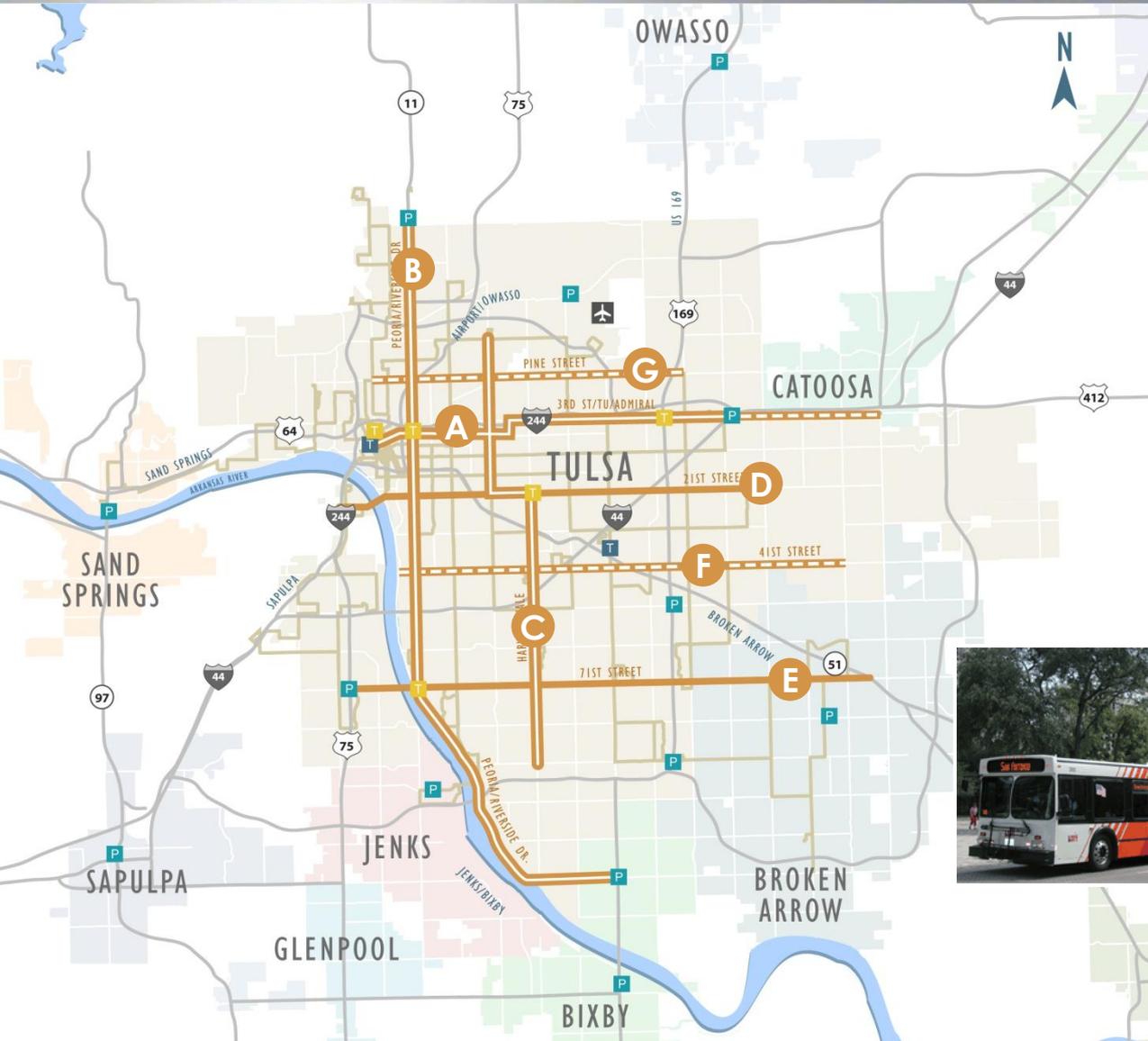
EXTENDED

- 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

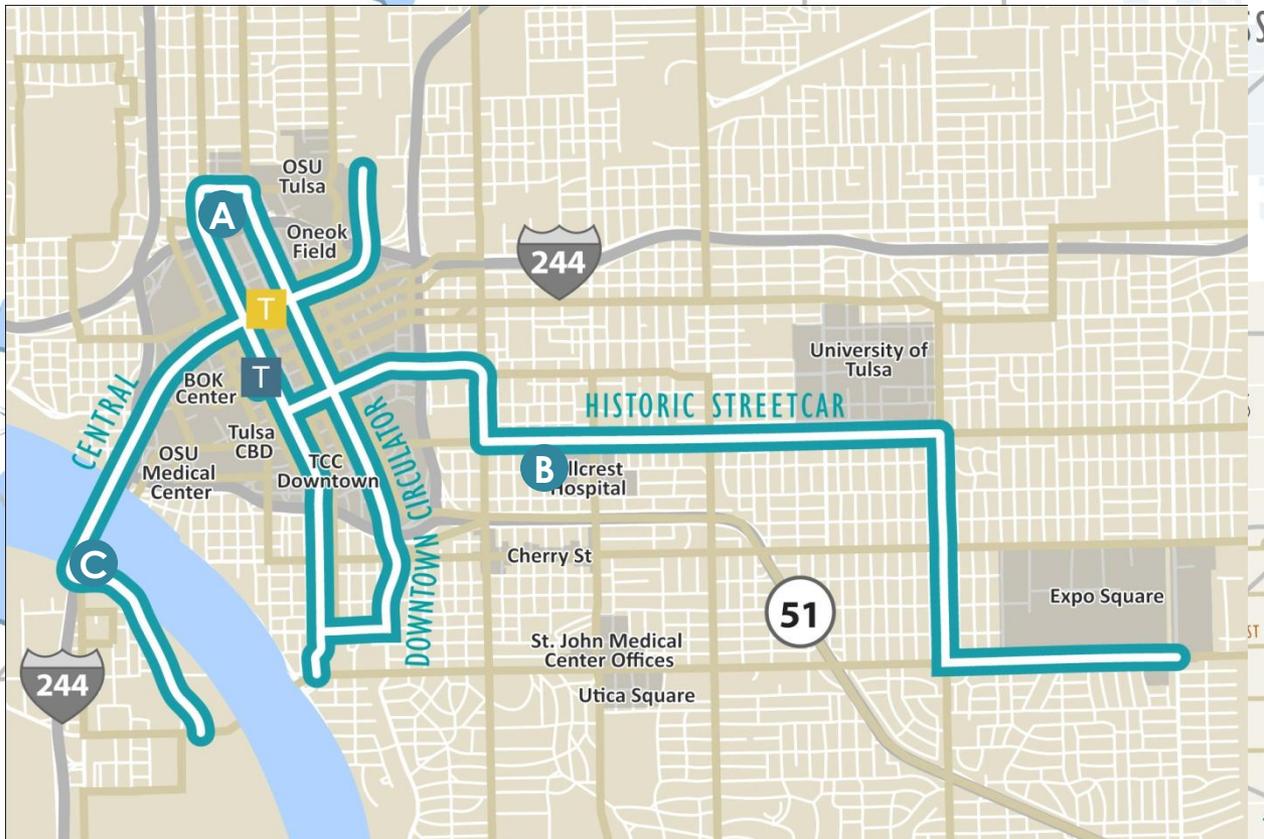


CIRCULATOR SERVICE

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

LEGEND

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



TILLING (first 12 months)

Improving the ground where transit can flourish

PLANTING (1-5 years)

“Seeds” of new service and technology

GROWING (5-15 years)

Grow the bus network in frequency, coverage, and operating days and hours

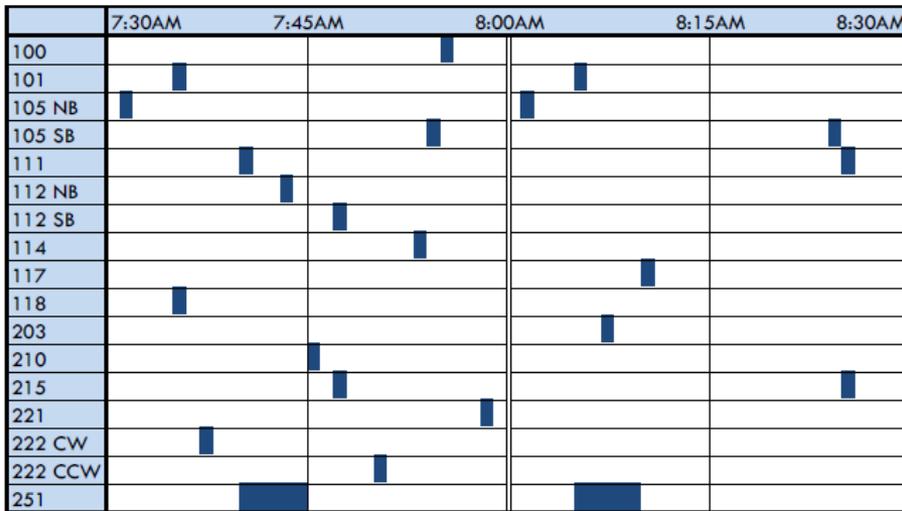
BLOOMING (15+ years)

Boosting MTTA to the top of its peer class

- Strategy #1 Standardize departures from DAS at 15, 30, 45 and top of the hour
- Strategy #2 Timed transfers at DAS with greater layover

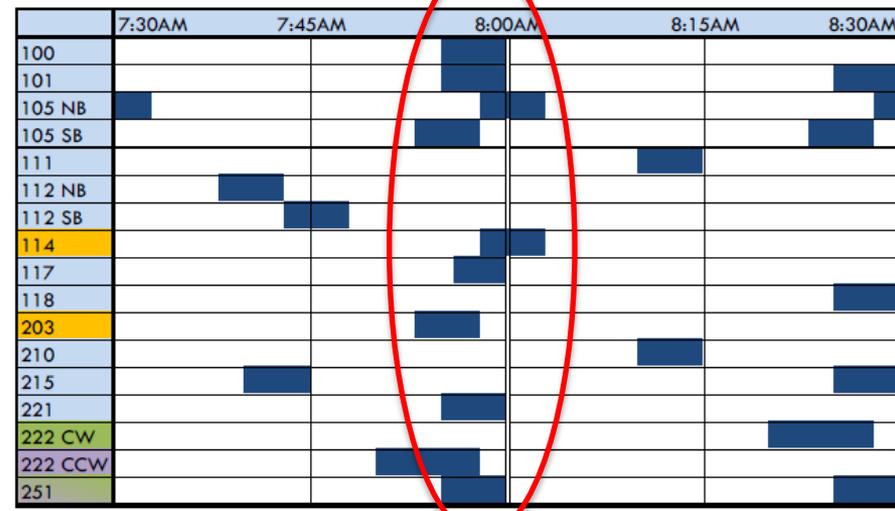
Current Layover at DAS

Figure 2.1: Existing Route Layover Time at DAS, Weekdays 7:30AM – 8:30AM



Proposed Layover at DAS

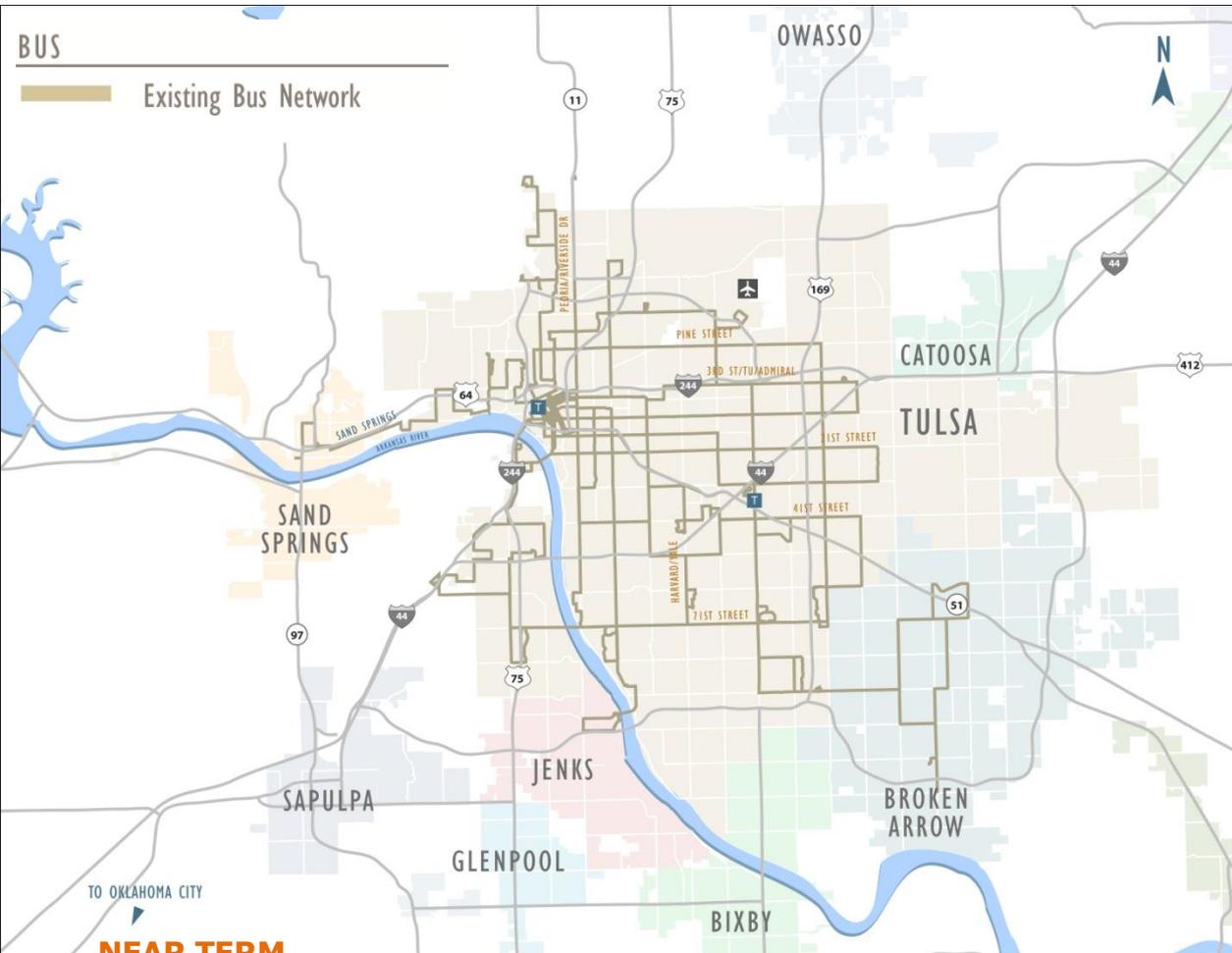
Figure 2.2: Near-Term Route Layover Time at DAS, Weekdays 7:30AM – 8:30AM



Color-coding indicates routes that are interlined.

- Strategy #1 Standardize departures at 15, 30, 45 and top of the hour
- Strategy #2 Timed transfers at DAS with greater layover
- Strategy #3 Replace Nightline service with flexible fixed route service (Suggested Rt. 100, 105, 210, 117, 221)
- Strategy #4 Develop downtown route detail map

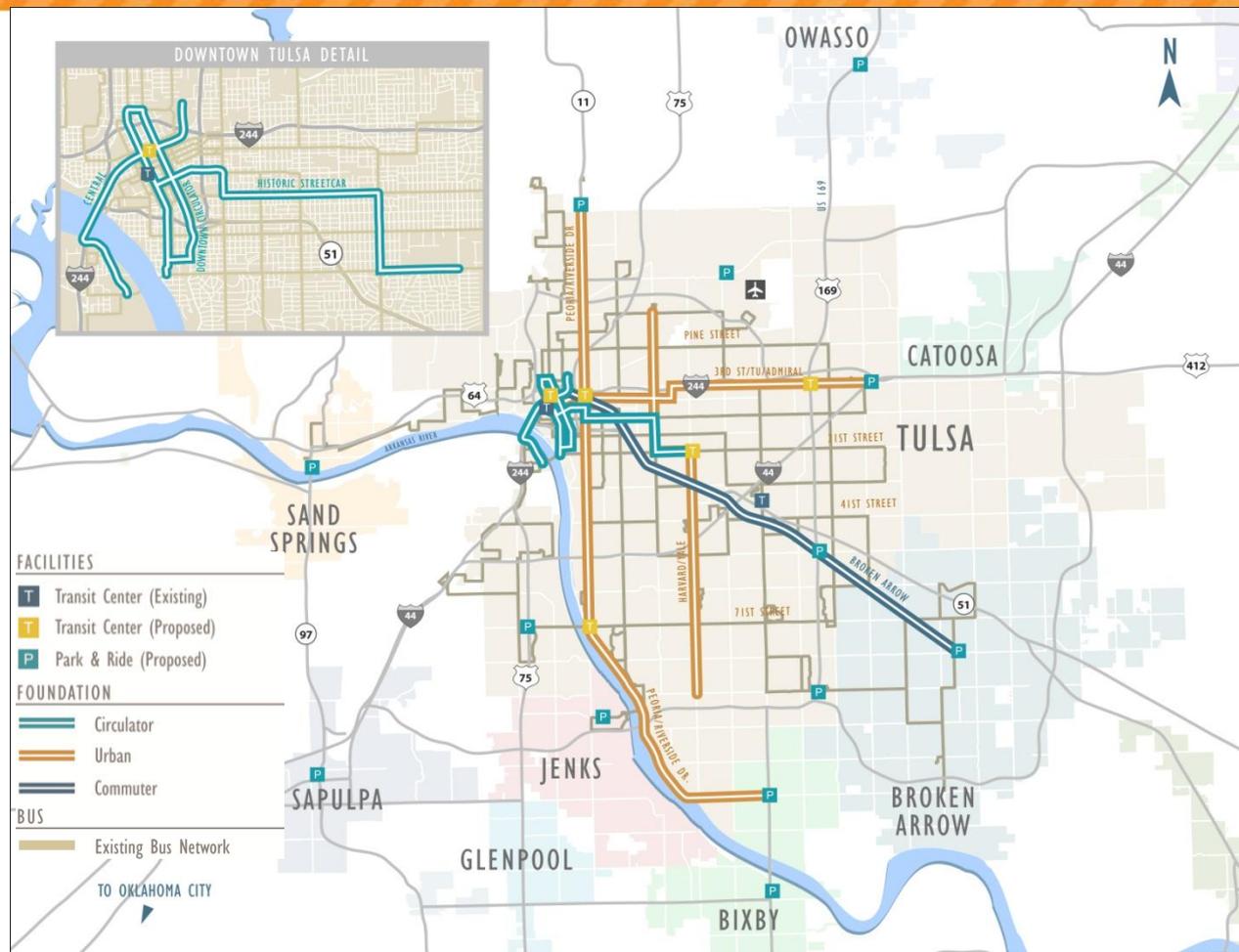
- Strategy #5 Improve weekday headways and standardize at 30 and 60 minutes
- Strategy #6 Improve Saturday service (all routes at 60 minute headways)
- Strategy #7 Expand & improve night service (expand from 5 routes to 9 routes @ 60 min HW)
- Strategy #8 Pilot "rapid bus" service on Peoria Ave. with articulated high capacity buses
- Strategy #9 Introduce new express "seeds" in suburban communities



NEAR TERM

- **Conduct Alternatives Analysis for Peoria/Riverside Corridor**
- **Define & Implement Governance Structure**
- **Establish Financial Plan**
- **Construct Transit Facilities**





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

Strategy
Improve service frequencies for express bus service to suburban communities
Implement rapid bus network on 4 corridors
Expand Broken Arrow route services
Improve downtown circulation
Expand weekday and Saturday service hours
Introduce Sunday service

NEAR TERM

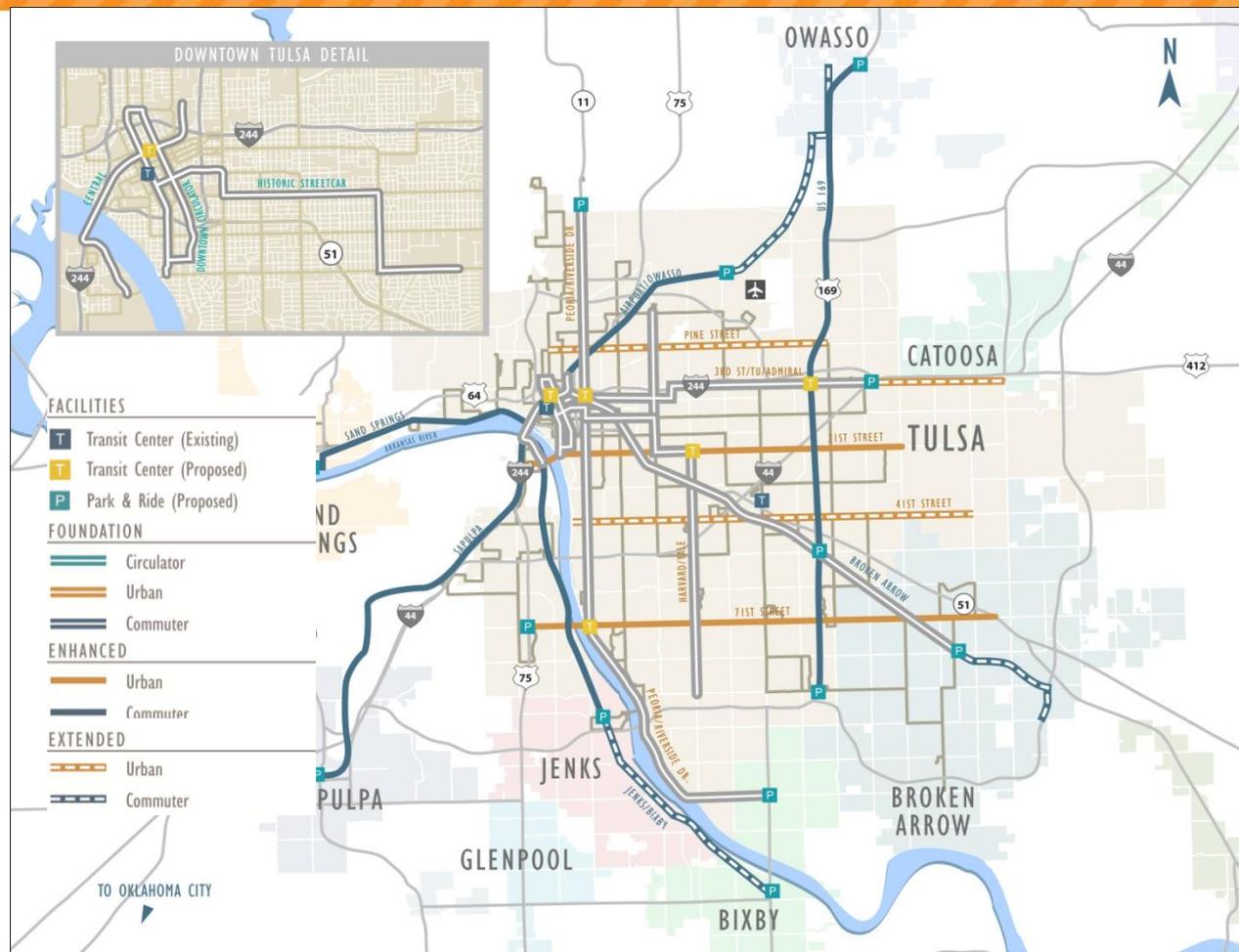
MID-TERM



LONG TERM

- Improve Foundation & Enhanced Network by developing Extended corridors

Strategy
Introduce high capacity corridor projects on 4 urban corridors
Expand rapid bus network to 6 more corridors
Extend local route service area
Improve some weekday and Saturday headways
Expand park and ride network



1-5 years

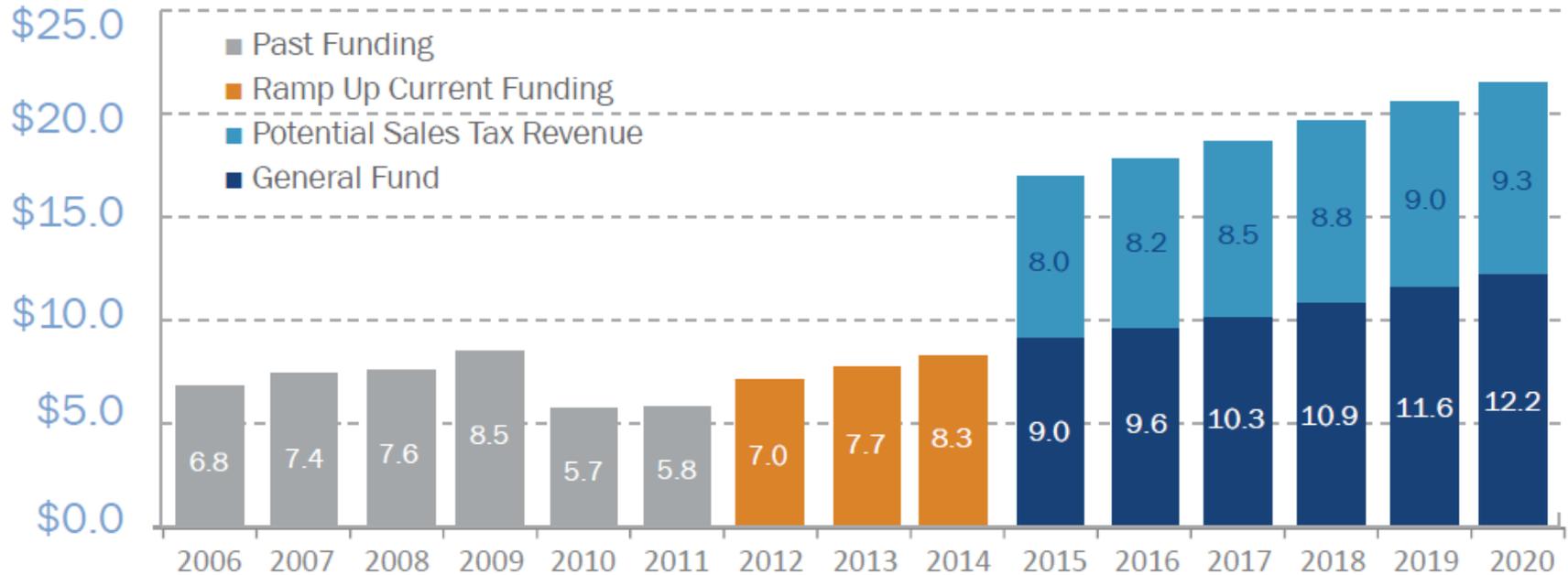
5-15 years

15+ years

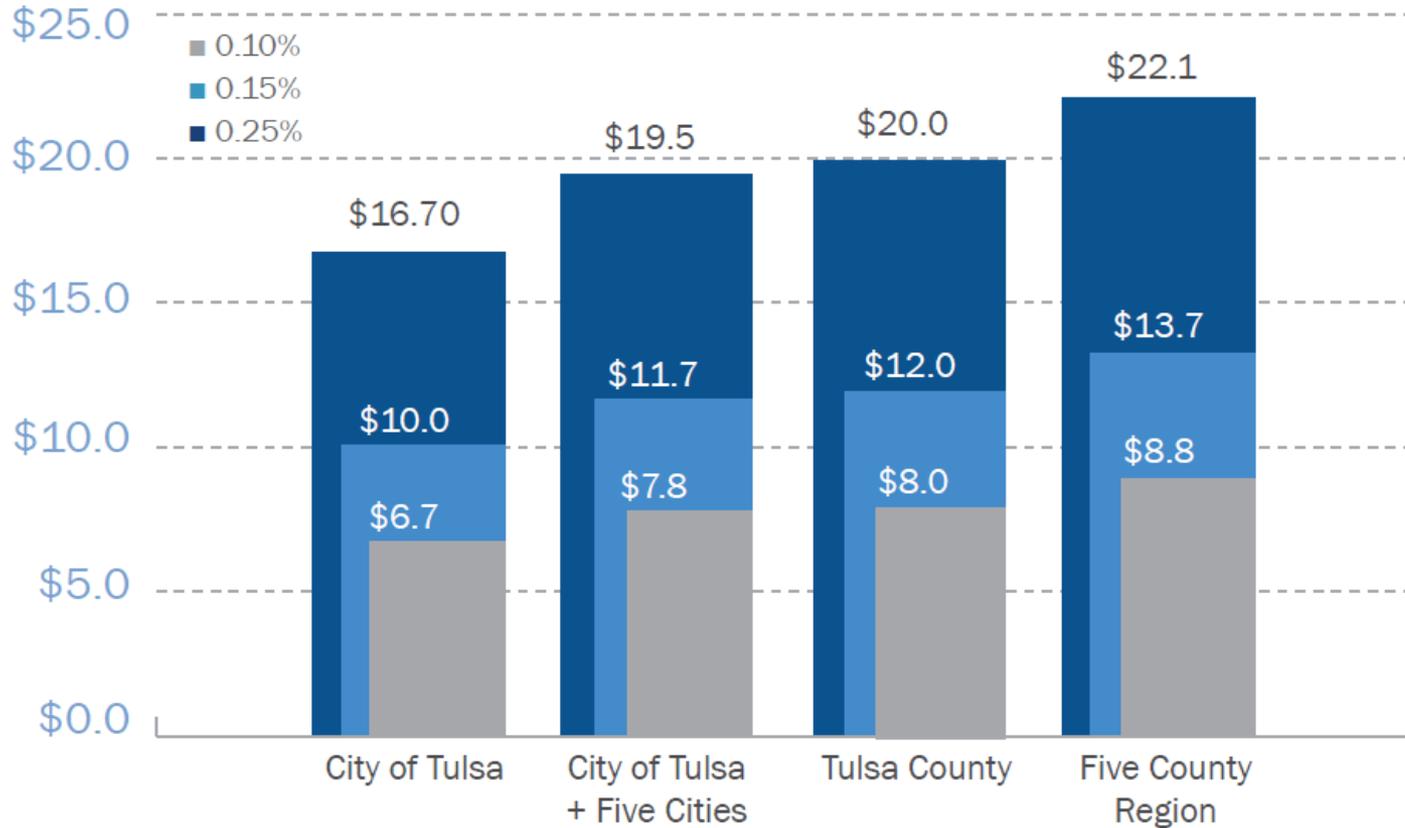


Mode	Capital Cost Range
Bus Rapid Transit (BRT) – mixed traffic	\$2 M - \$5 M
Bus Rapid Transit (BRT) – dedicated busway*	\$10 M - \$20 M
Modern Streetcar	\$20 M - \$30 M
Commuter Rail*	\$15 M - \$30 M
Light Rail Transit (LRT)*	\$40 M - \$80 M

* Excluding right of way



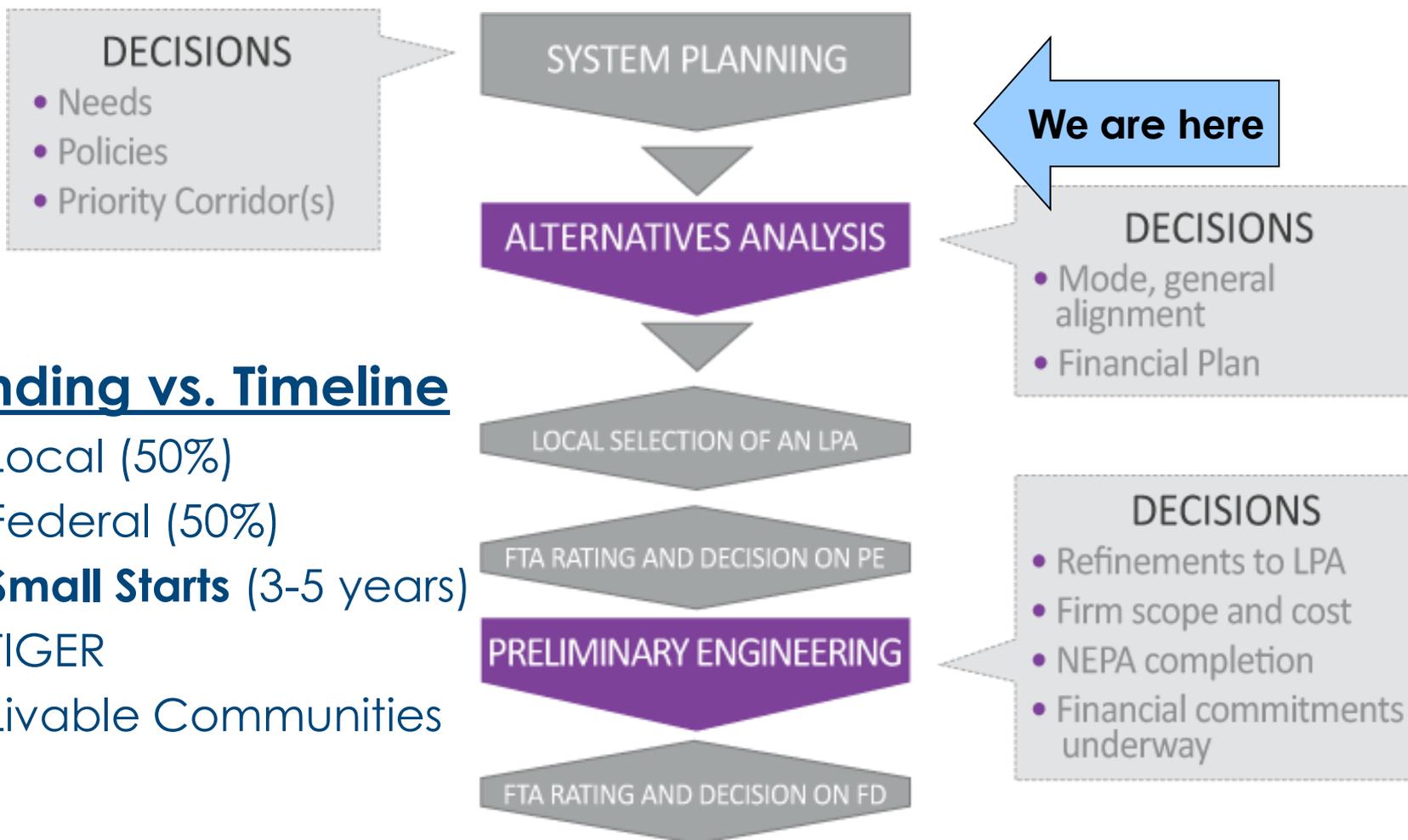
* Countywide Sales Tax at 0.10%



Dedicated Transit Sales Tax Potential

Note: Based on Oklahoma Tax Commission FY 2010 Sales Tax Collection Data and Rates.

Five Cities include: Bixby, Broken Arrow, Jenks, Owasso, and Sand Springs



Funding vs. Timeline

- Local (50%)
- Federal (50%)
- **Small Starts** (3-5 years)
- TIGER
- Livable Communities

- Transportation Technical Committee (9/21)
- Transportation Policy Committee (9/29)
- INCOG RTSP Adoption (10/13)
- Initiate Alternatives Analysis (Late 2011)



QUESTIONS/COMMENTS