

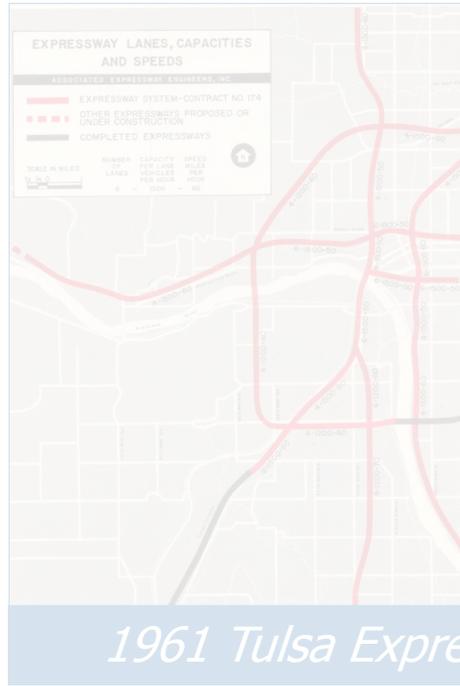


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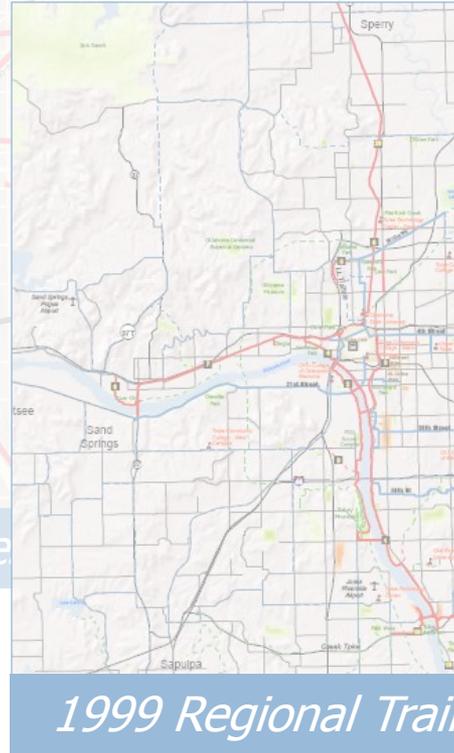
**DRAFT REGIONAL TRANSIT SYSTEM PLAN**  
**City of Tulsa Transportation Advisory Board**

**August 2, 2011**

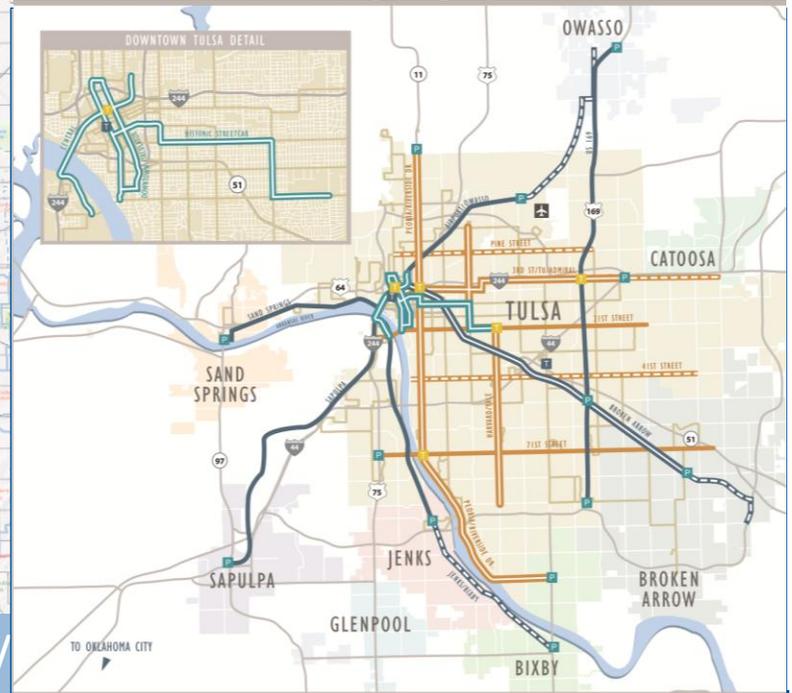
## Streets & Freeways

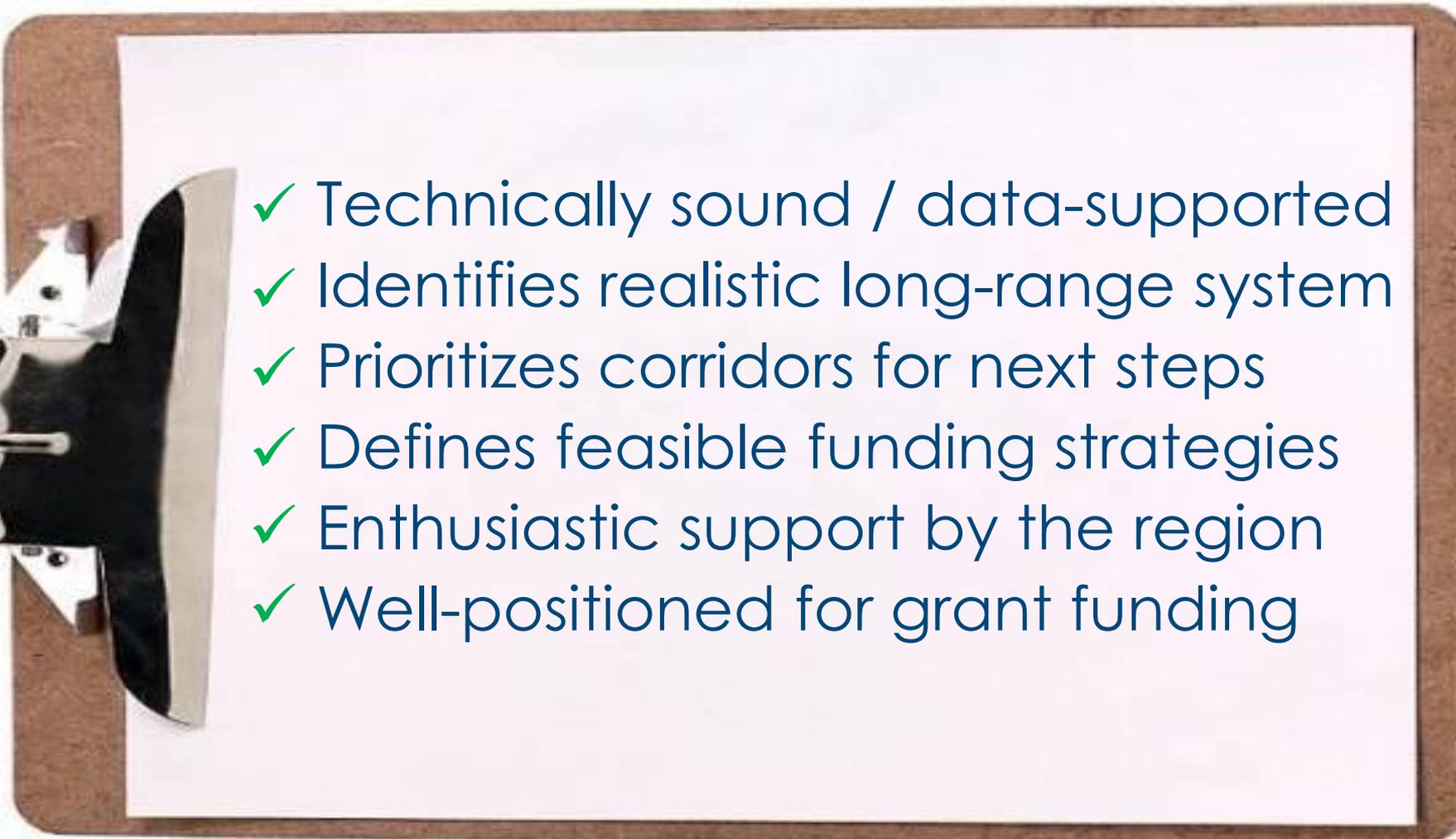


## Trails & Bikeways



## 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

## DRAFT

### FACILITIES

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

### FOUNDATION

- Circulator
- Urban
- Commuter

### ENHANCED

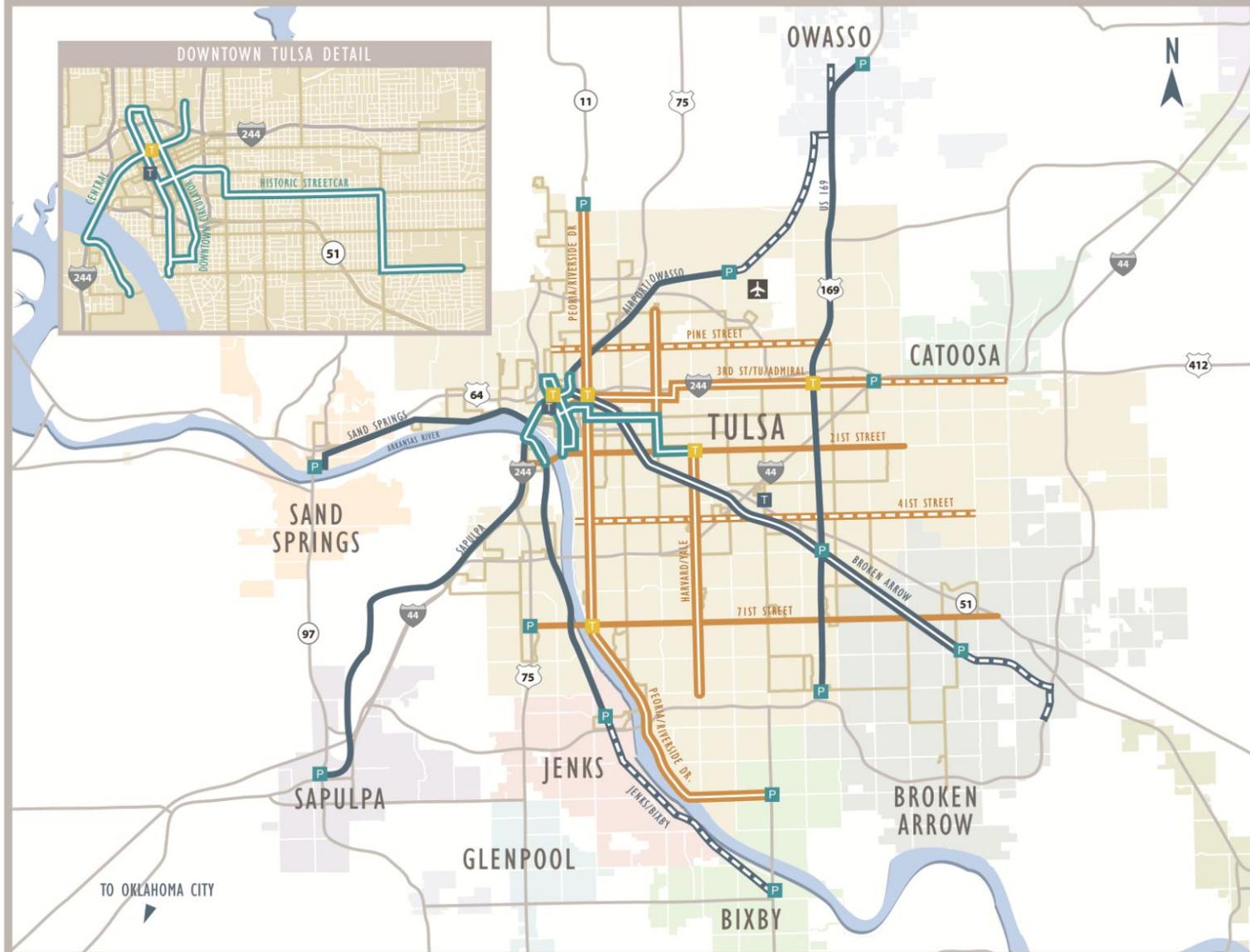
- Urban
- Commuter

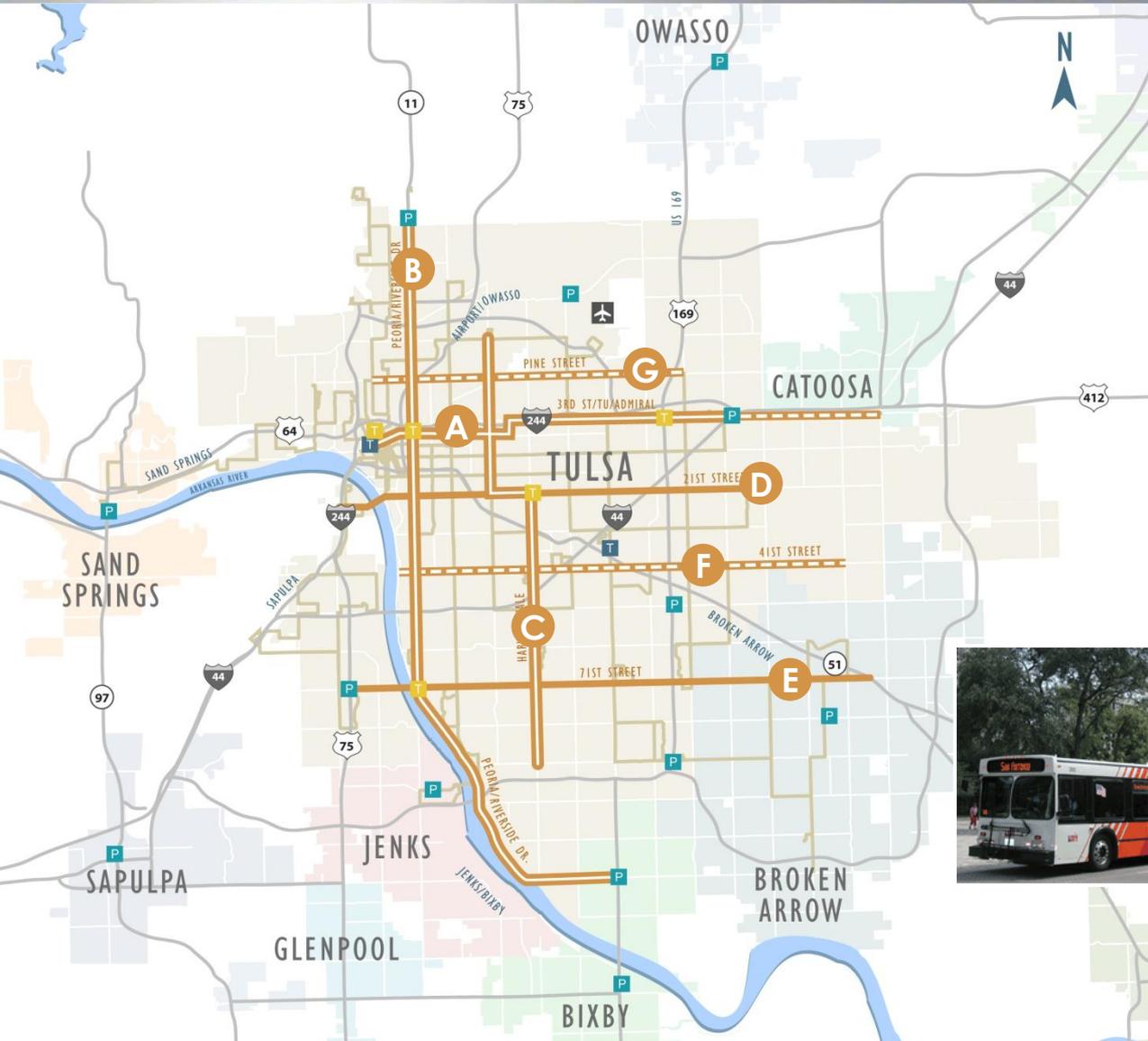
### EXTENDED

- Urban
- Commuter

### BUS

- Existing Bus Network





## URBAN SERVICE

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





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

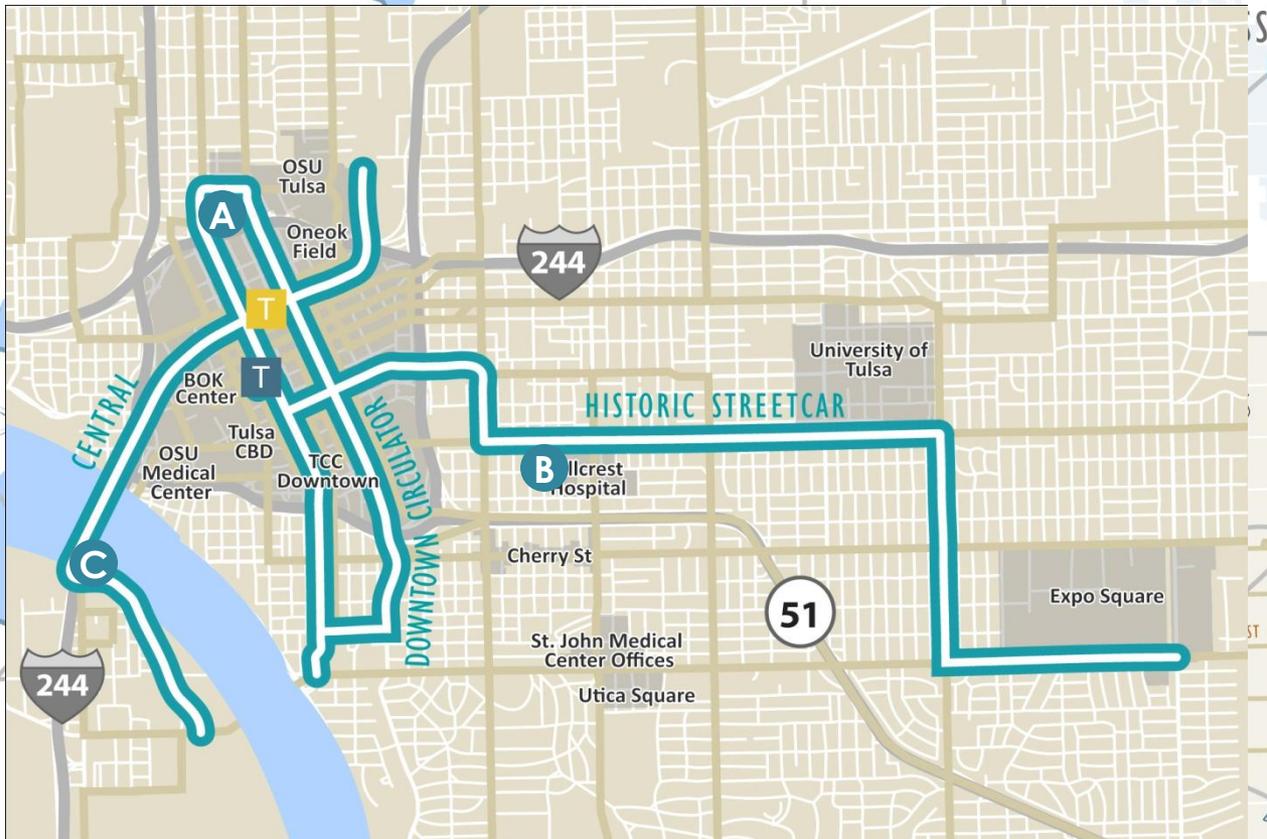


## CIRCULATOR SERVICE

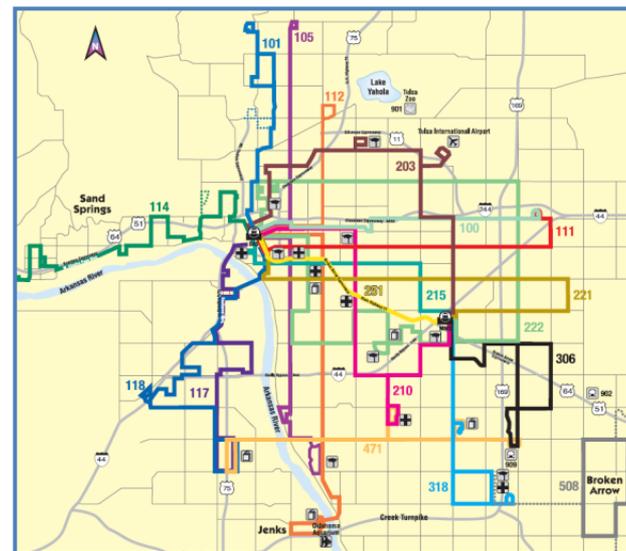
- A. DOWNTOWN CIRCULATOR
- B. HISTORIC STREETCAR
- C. CENTRAL

### LEGEND

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

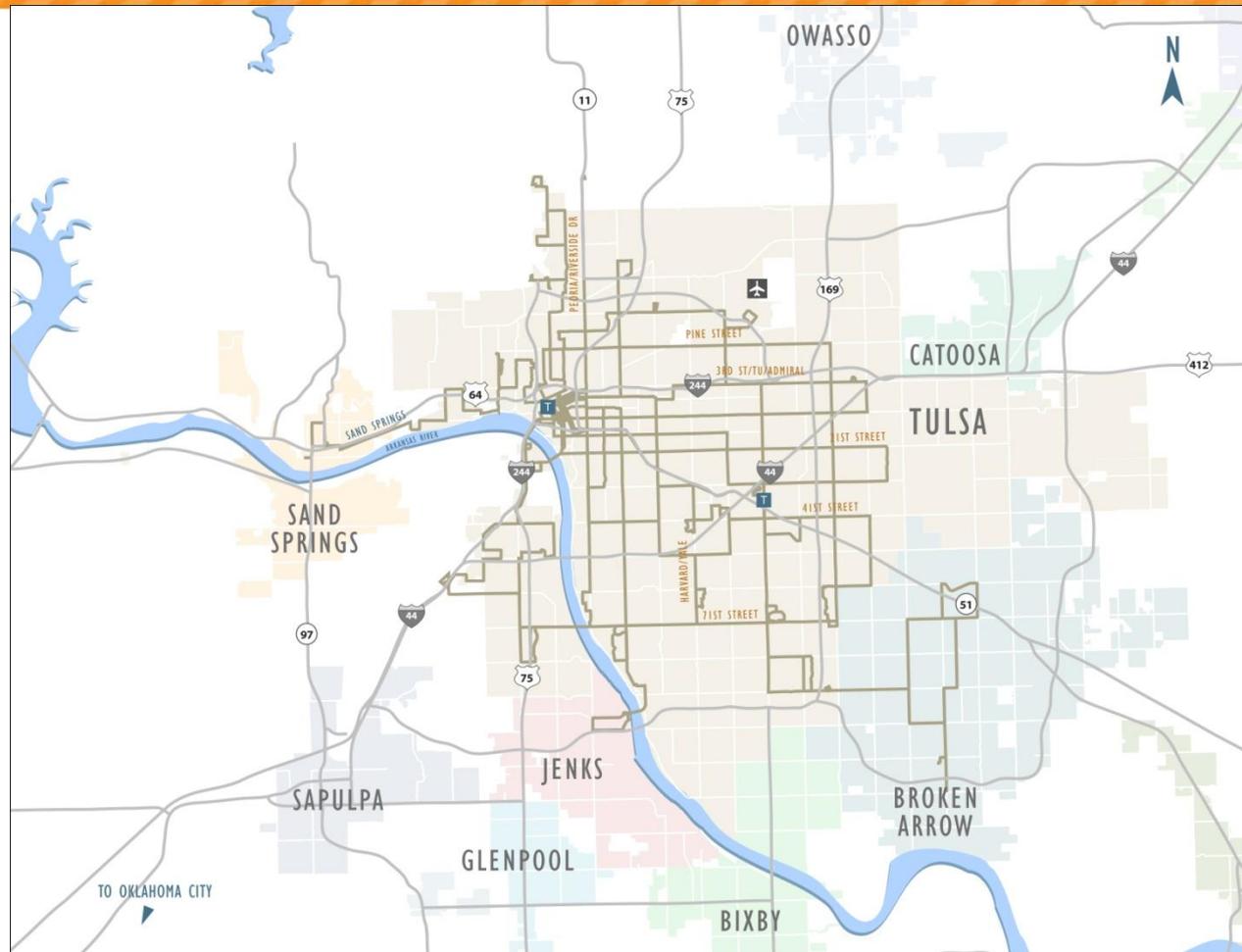


- ▶ Set standard service frequency system-wide to every 30/45/60 minutes
- ▶ Implement timed transfers at transit centers
- ▶ Simplify circuitous routing
- ▶ Replace Nightline service with evening & night service hours on key routes
- ▶ Develop downtown detail transit map
- ▶ Pursue aggressive rebranding, 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

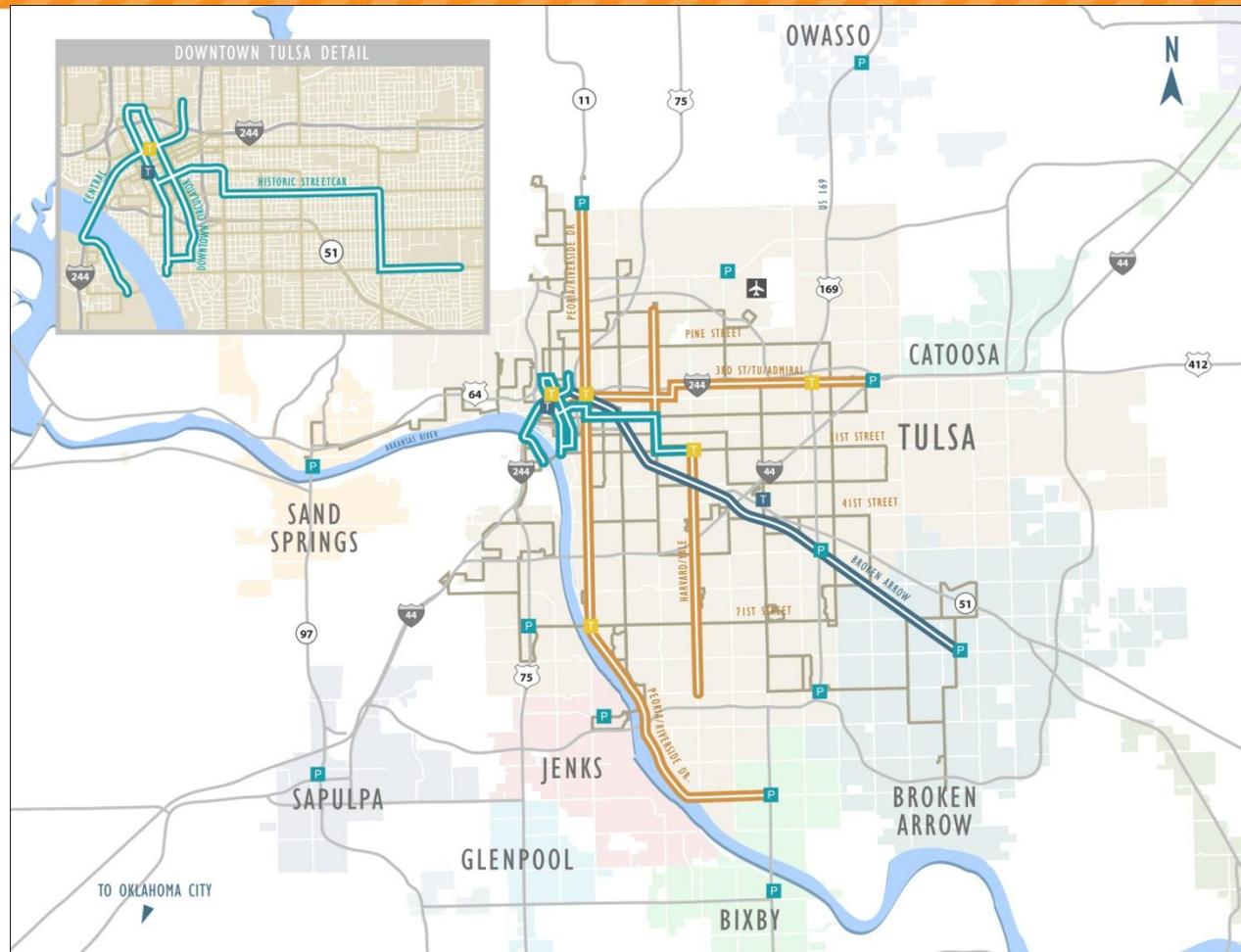
- T** Transit Center (Existing)
- T** Transit Center (Proposed)
- P** Park & Ride (Proposed)

#### FOUNDATION

- Circulator
- Urban
- Commuter

#### BUS

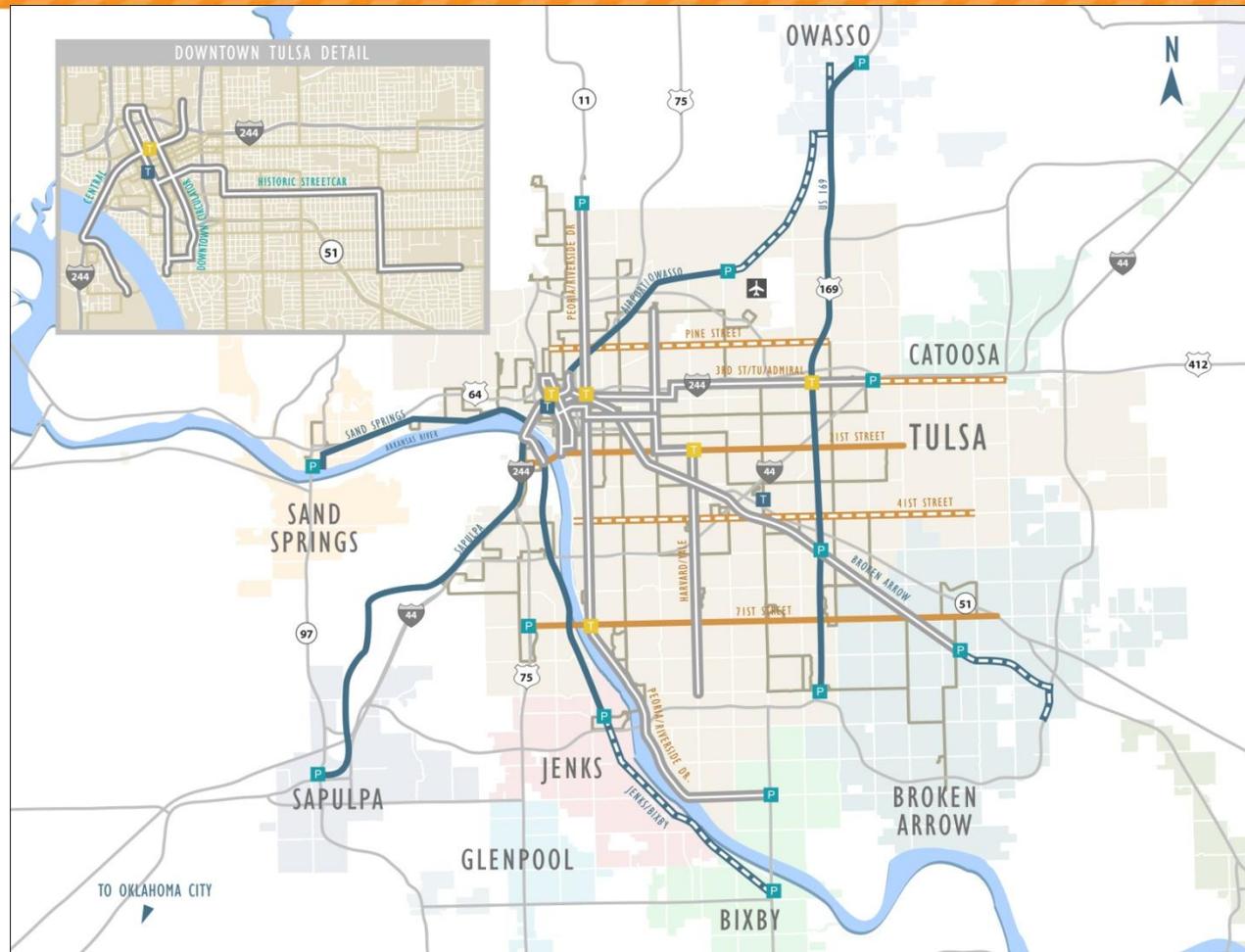
- Existing Bus Network



NEAR TERM

MID-TERM

RTSP IMPLEMENTATION



NEAR TERM

MID-TERM

LONG TERM



## 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

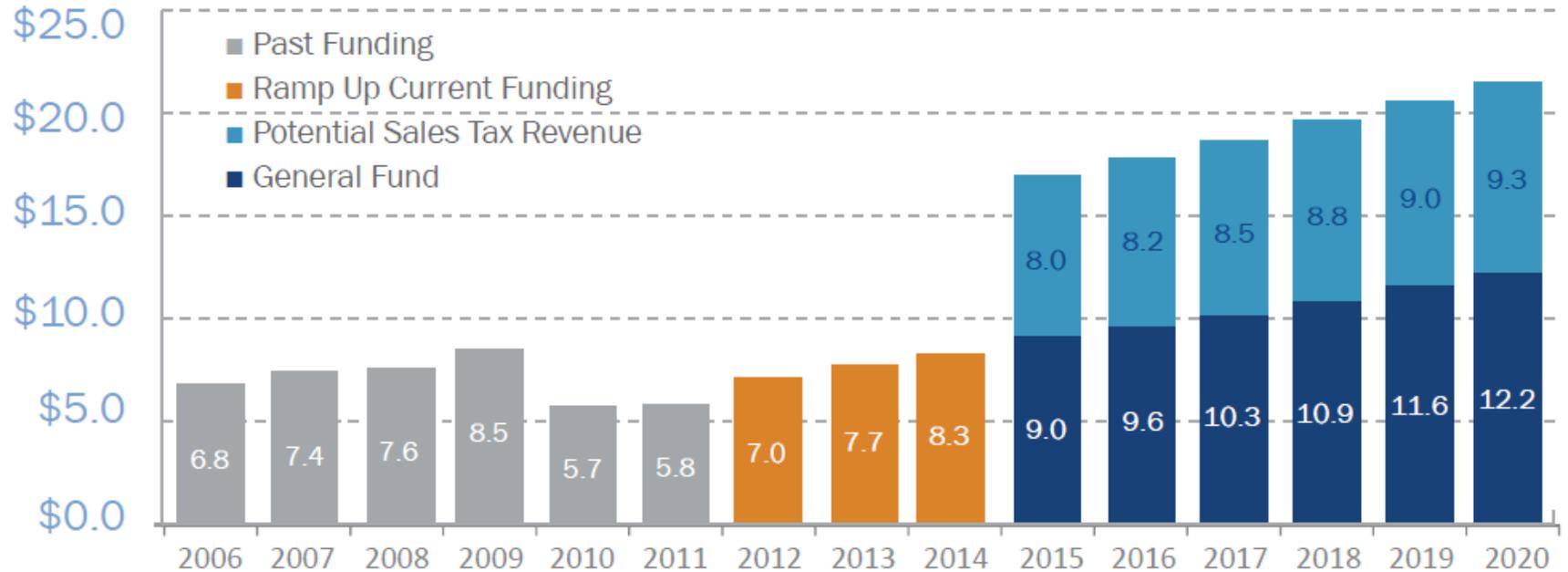
### EXTENDED

- Urban
- Commuter

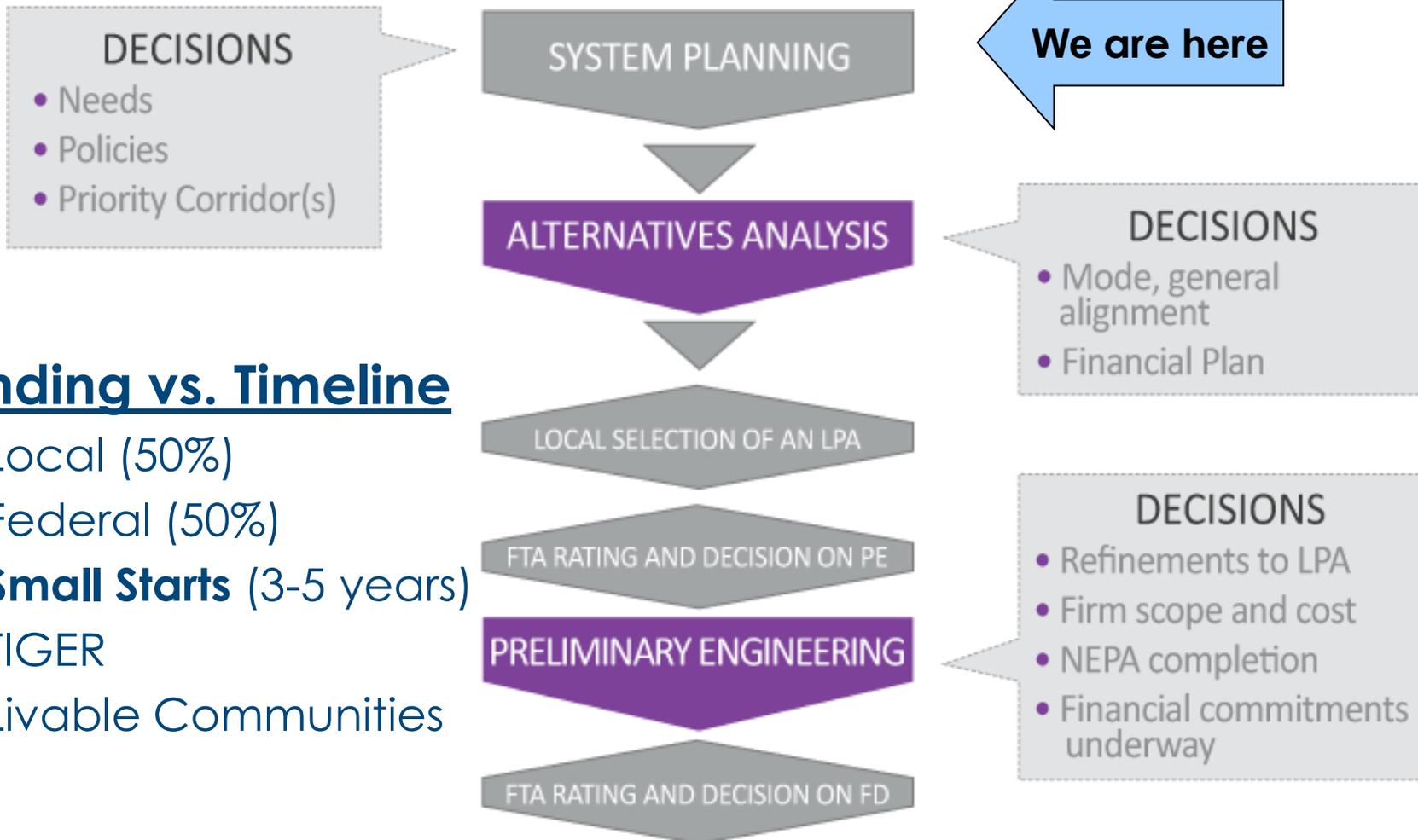


Mode	Capital Cost Range
Bus Rapid Transit (BRT) – mixed traffic	\$2 M - \$5 M
Bus Rapid Transit (BRT) – dedicated busway*	\$10 M - \$20 M
Modern Streetcar	\$20 M - \$30 M
Commuter Rail*	\$15 M - \$30 M
Light Rail Transit (LRT)*	\$40 M - \$80 M

\* Excluding right of way



\* Countywide Sales Tax at 0.10%



## Funding vs. Timeline

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

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



## QUESTIONS/COMMENTS

Please Send Comments to Kasey Frost

[comments@fastforwardplan.org](mailto:comments@fastforwardplan.org)