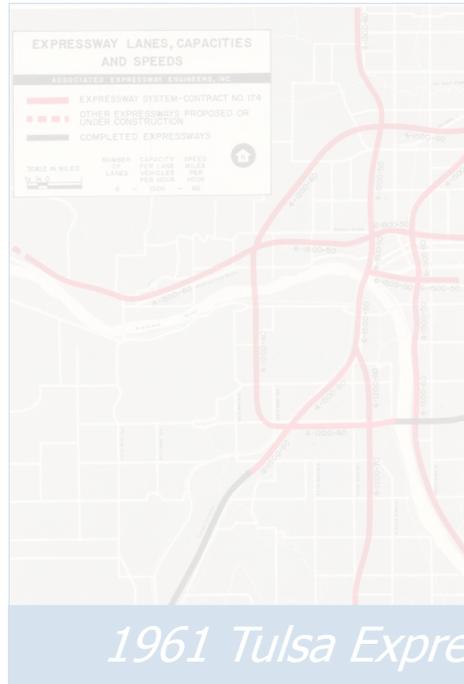


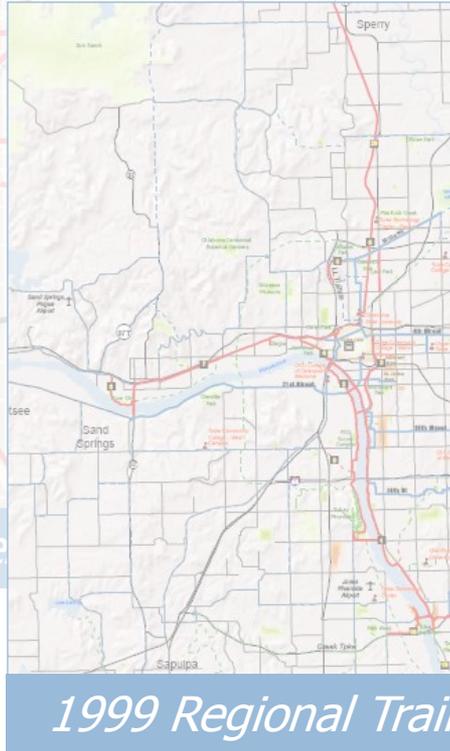


DRAFT REGIONAL TRANSIT SYSTEM PLAN
Tulsa City Council
August 23, 2011

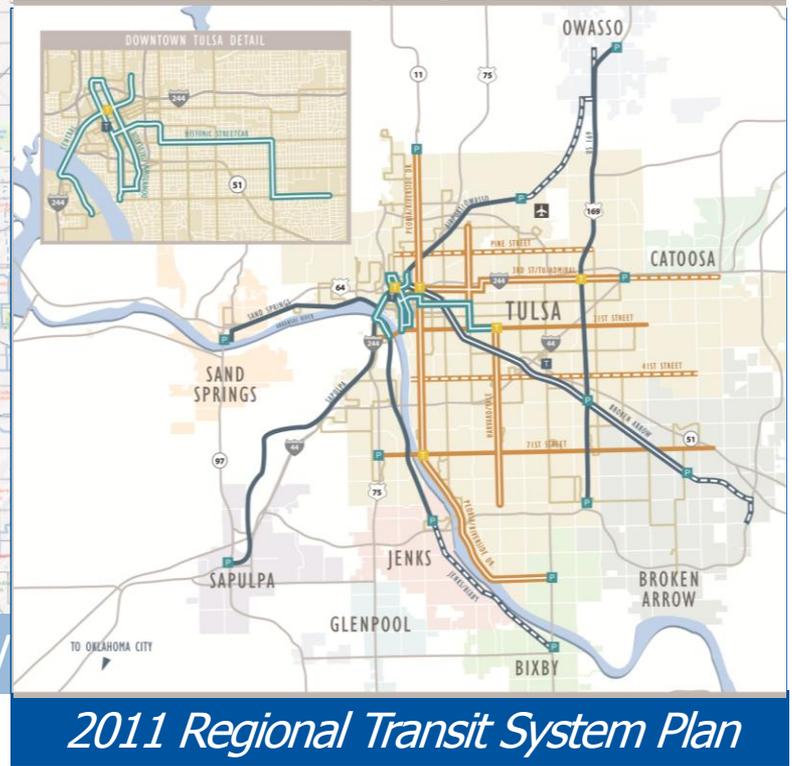
Streets & Freeways

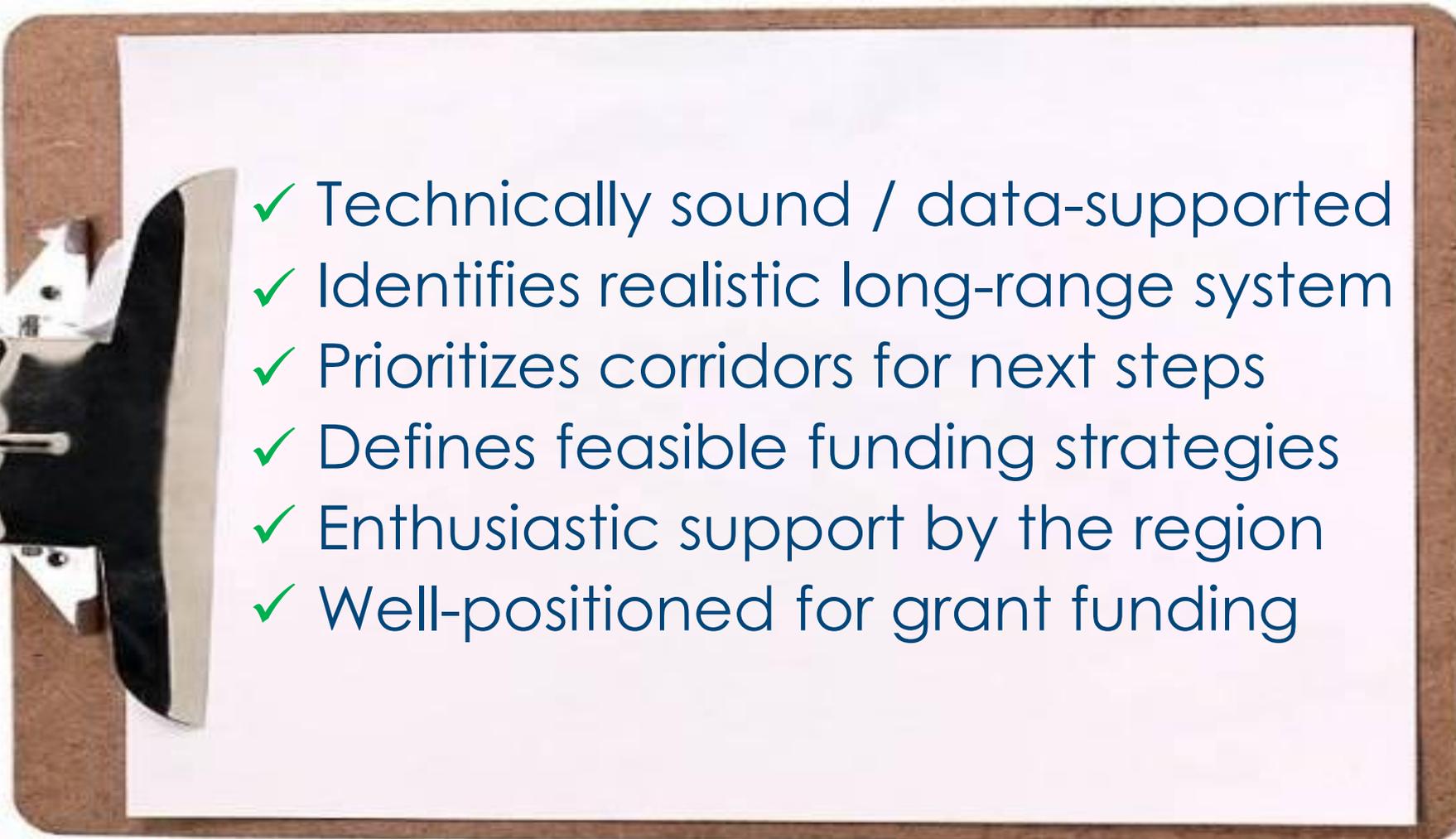


Trails & Bikeways



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

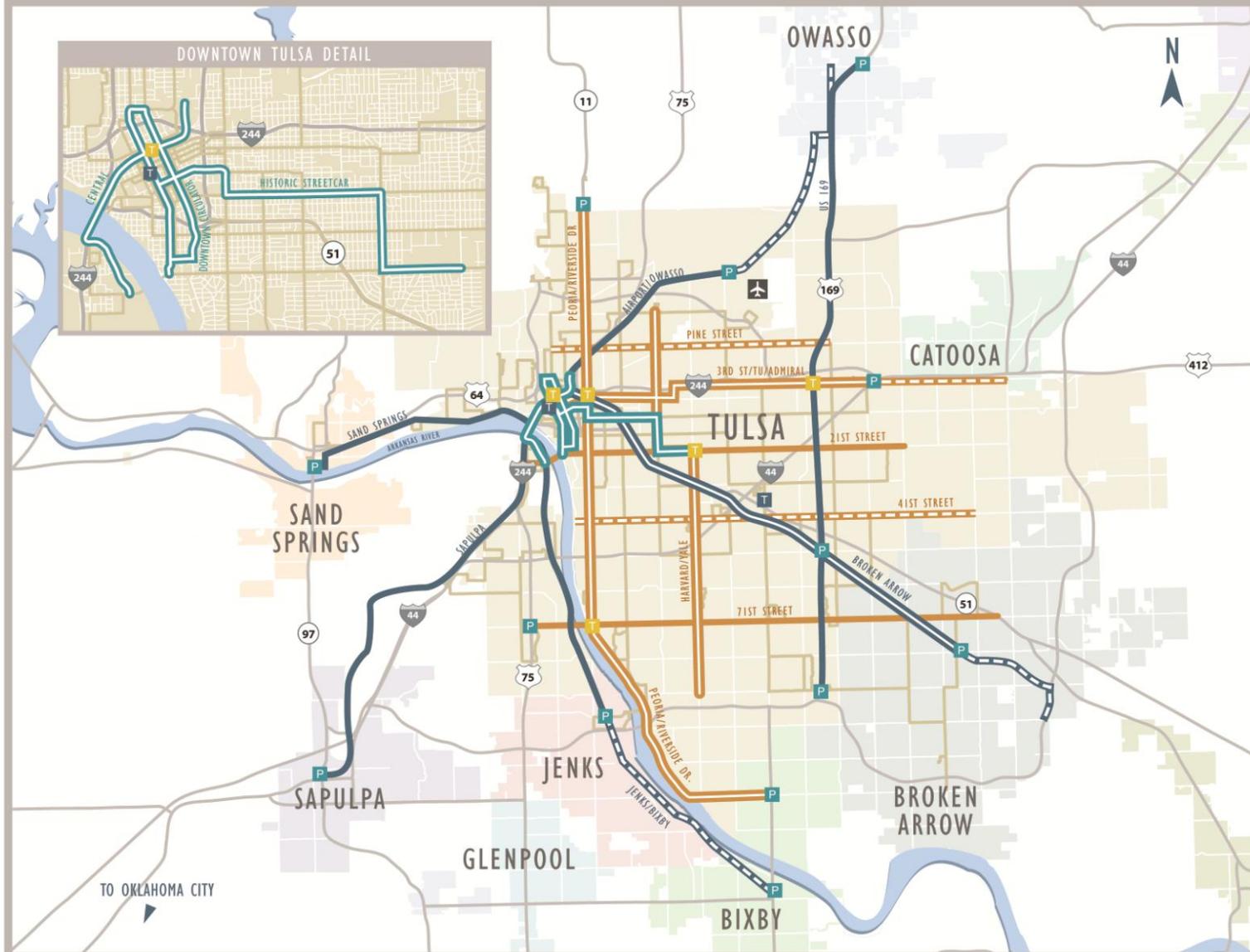
- Urban
- Commuter

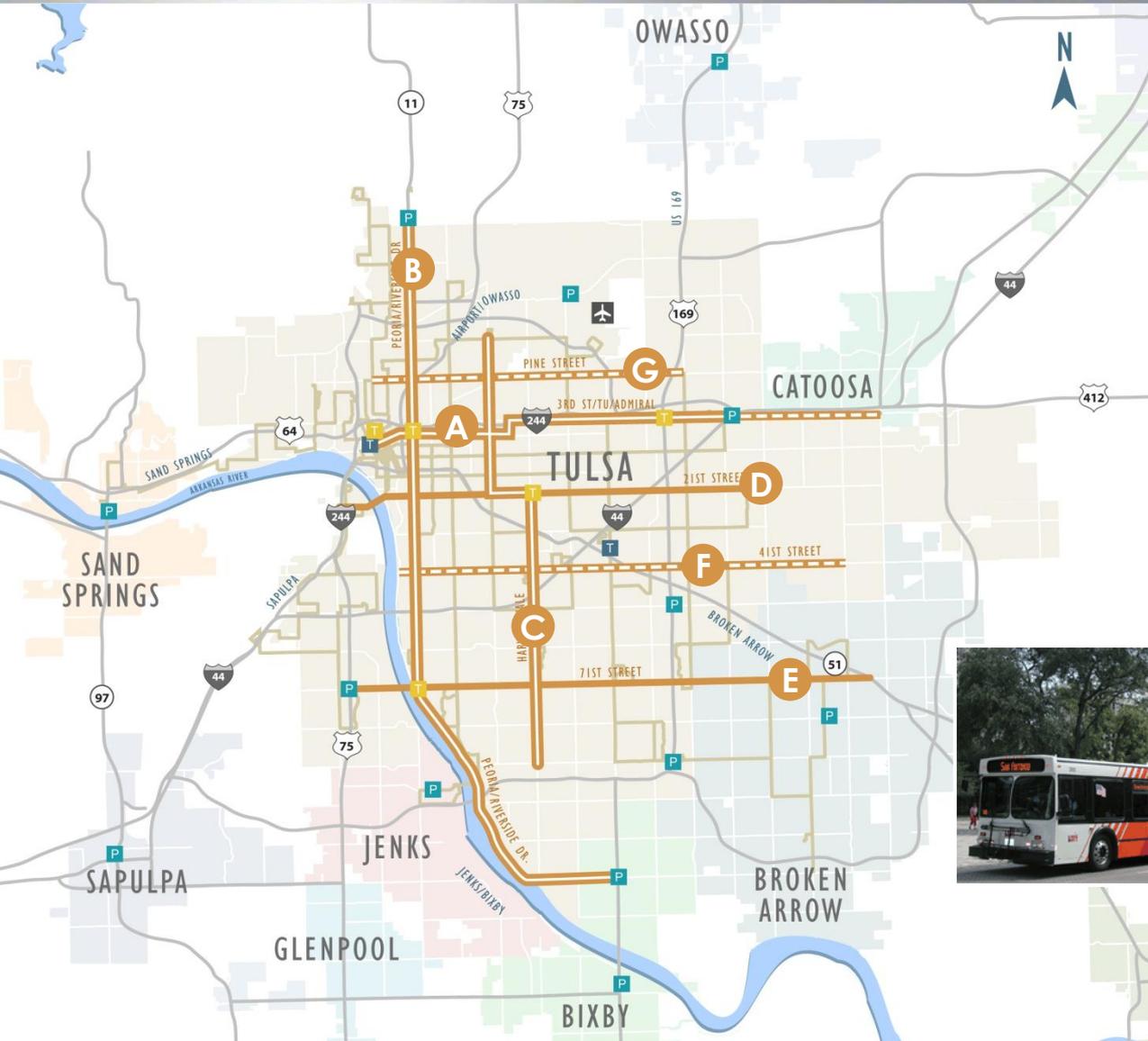
EXTENDED

- Urban
- Commuter

BUS

- Existing Bus Network





URBAN SERVICE

- A. 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

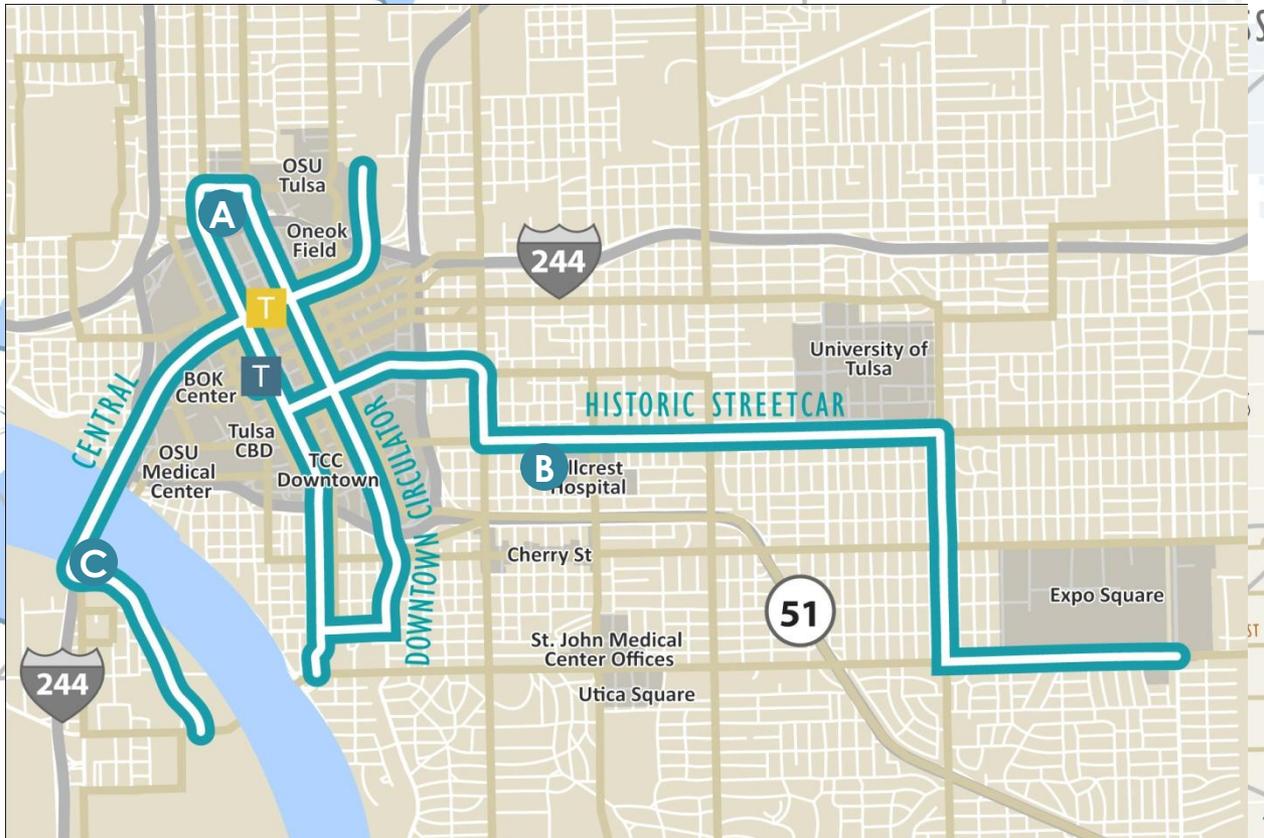


CIRCULATOR SERVICE

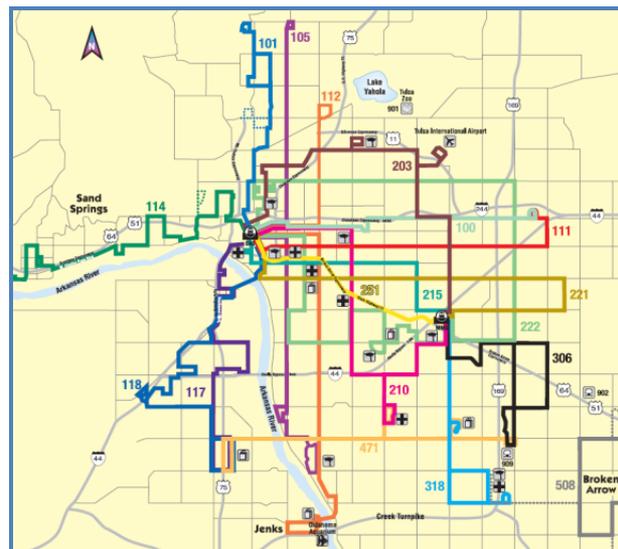
- A. DOWNTOWN CIRCULATOR
- B. HISTORIC STREETCAR
- C. CENTRAL

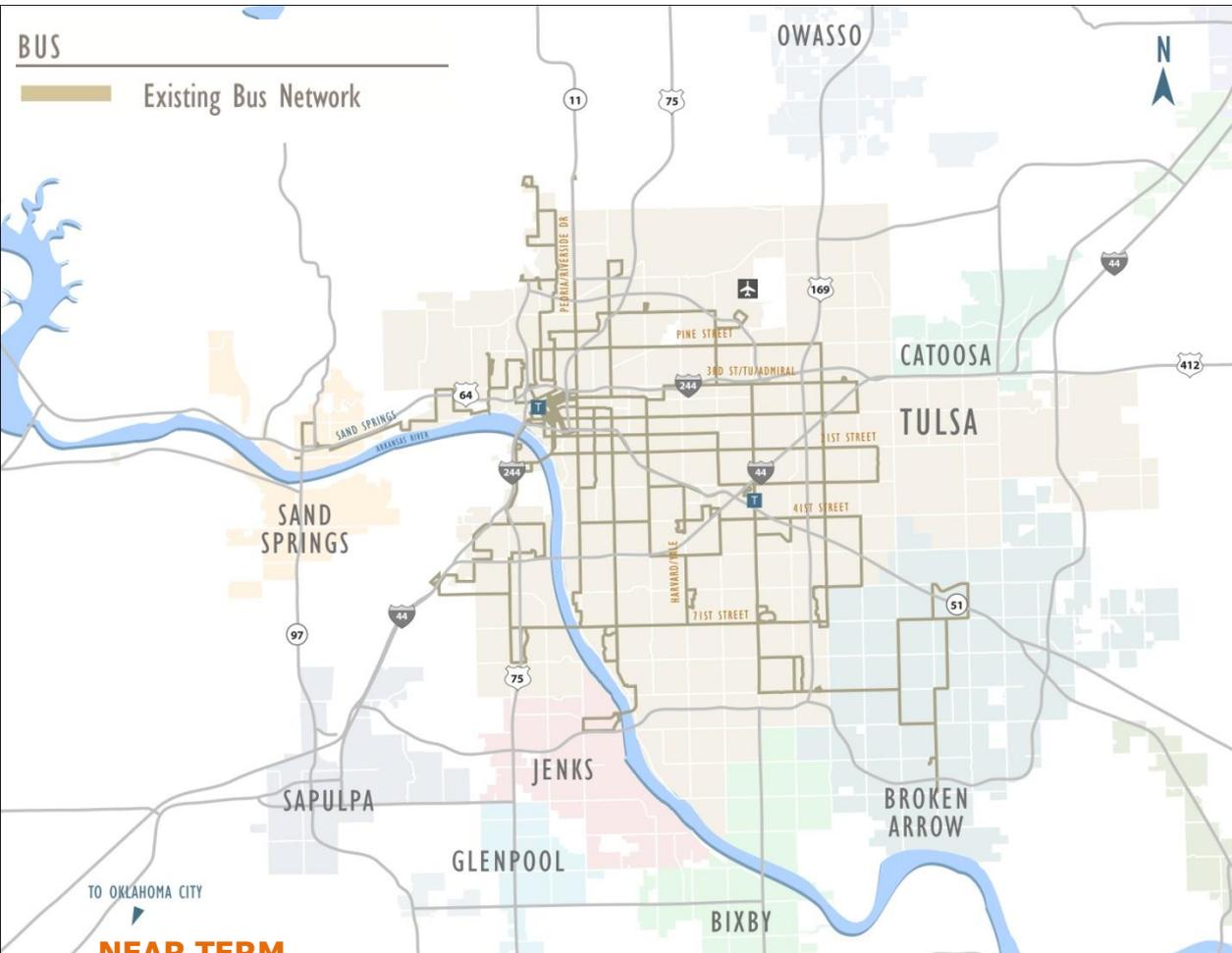
LEGEND

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



Strategy	Additional Annual Operating Resources
<i>Route Services</i>	
Standardize frequencies to clock headways	2,000 revenue hours / 0 peak vehicles / \$148,000
Timed transfers at DAS	0 revenue hours / 0 peak vehicles / \$0
Minor route modifications	-300 revenue hours / 0 peak vehicles / \$-23,000
Replace nightline service with fixed route service	1,900 revenue hours / 0 peak vehicles / \$141,000
<i>Other (Marketing, Technology, Etc)</i>	
Develop downtown route detail map	minimal
TOTAL IMMEDIATE TERM (0-1 YEAR)	\$266,000

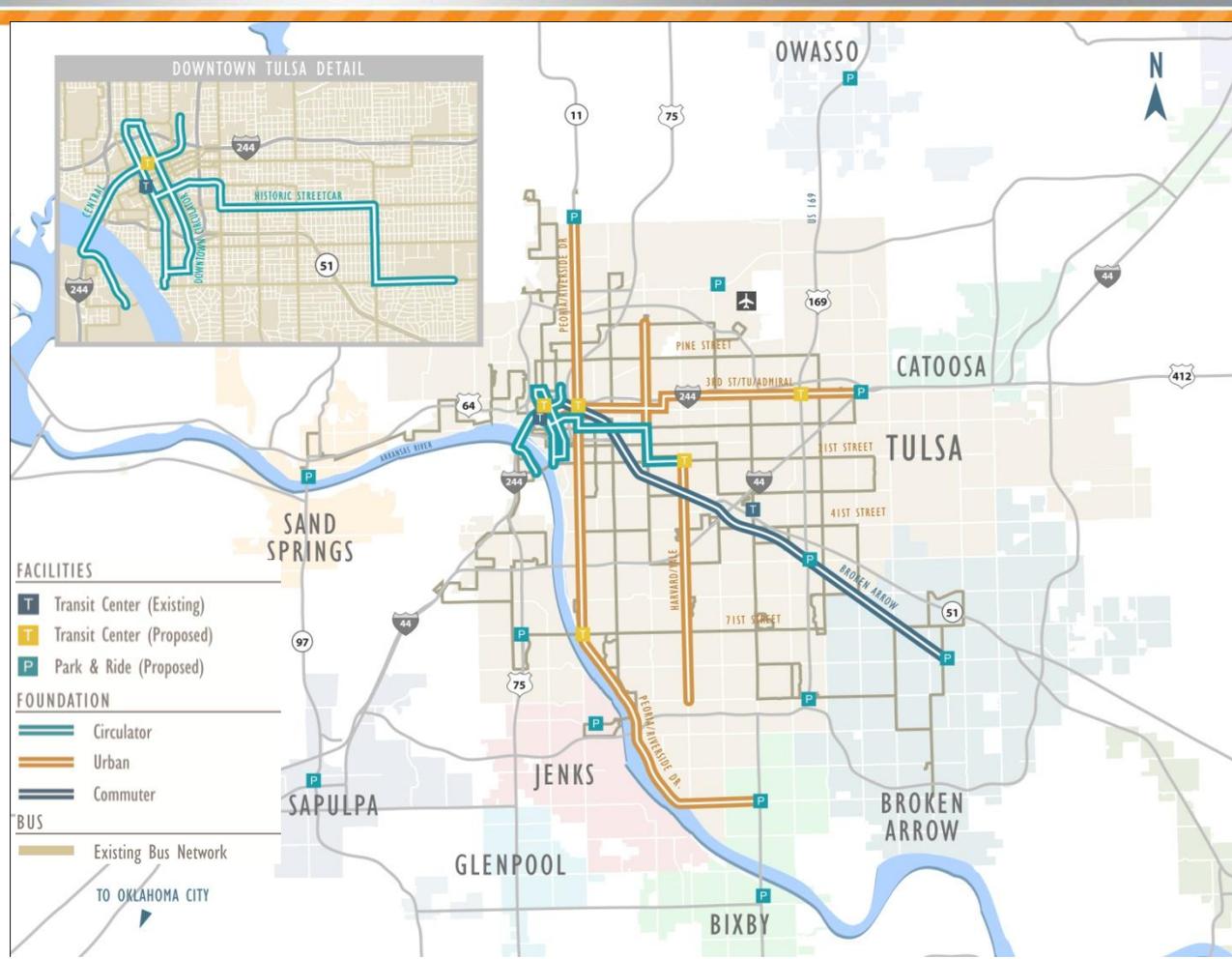




- **Conduct Alternatives Analysis for Peoria/Riverside Corridor**
- **Define & Implement Governance Structure**
- **Establish Financial Plan**
- **Construct Transit Facilities**

Strategy	Annual Operating Cost
Introduce new express "seeds" to suburban communities	\$130,000
Pilot "rapid bus" service on Peoria	\$600,000
Improve weekday headways and standardize at 30 or 60 minutes	\$2,300,000
Develop a network of super-stops (sub-hubs)	Minimal
Implement systemwide AVL program	To be determined





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

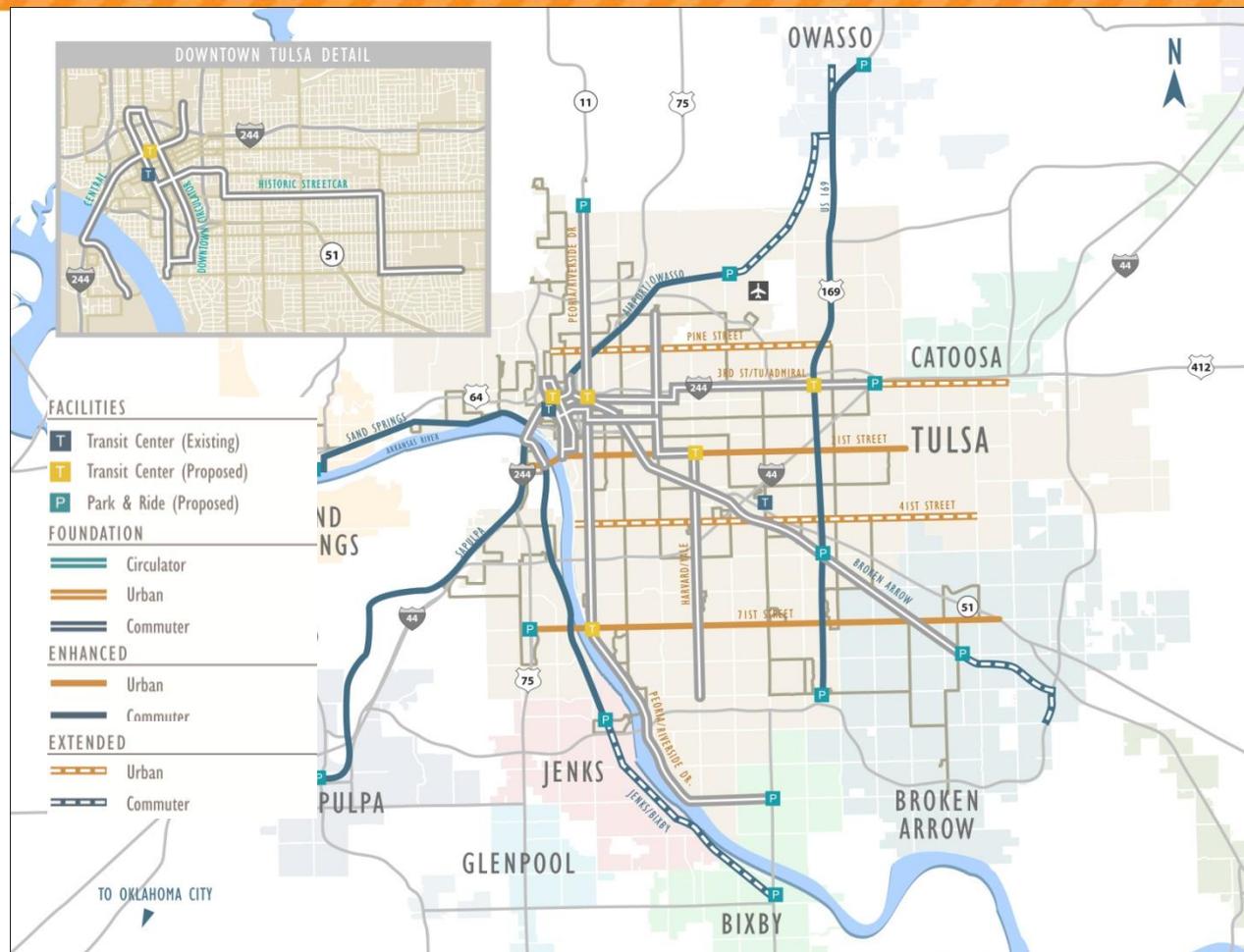
Strategy	Annual Operating Cost
Improve service frequencies for express bus service to suburban communities	\$617,000
Implement rapid bus network on 4 corridors	\$3,660,000
Expand Broken Arrow route services	\$2,218,000
Improve downtown circulation	\$1,199,000
Expand weekday and Saturday service hours	\$1,664,000
Introduce Sunday service	\$2,059,000



LONG TERM

- Improve Foundation & Enhanced Network by developing Extended corridors

Strategy	Annual Operating Cost
Introduce high capacity corridor projects on 4 urban corridors	\$4,300,000
Expand rapid bus network to 6 more corridors	\$2,858,000
Extend local route service area	\$1,763,000
Improve some weekday and Saturday headways	\$1,425,000
Expand park and ride network	minimal



1-5 years

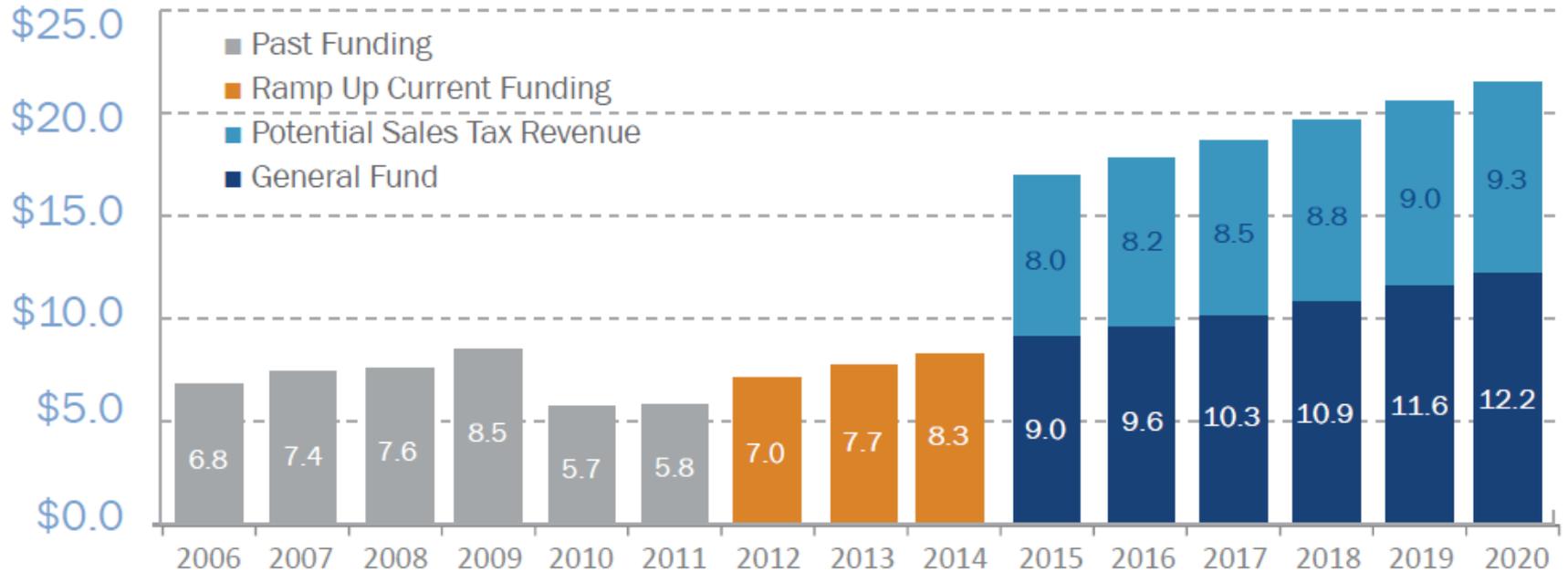
5-15 years

15+ years

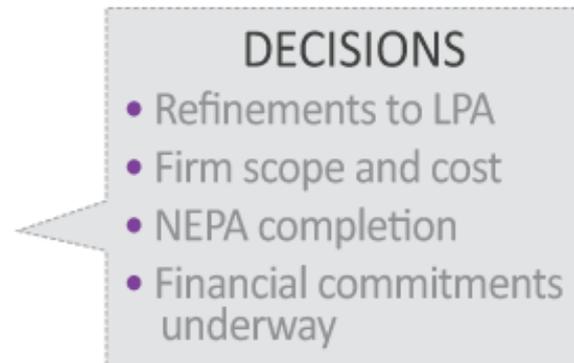
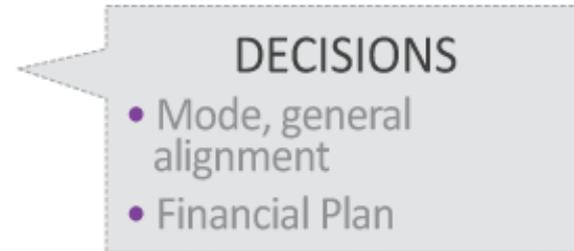


Mode	Capital Cost Range
Bus Rapid Transit (BRT) – mixed traffic	\$2 M - \$5 M
Bus Rapid Transit (BRT) – dedicated busway*	\$10 M - \$20 M
Modern Streetcar	\$20 M - \$30 M
Commuter Rail*	\$15 M - \$30 M
Light Rail Transit (LRT)*	\$40 M - \$80 M

* Excluding right of way



* Countywide Sales Tax at 0.10%



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 (October 14)
- Initiate Alternatives Analysis (Fall 2011)



QUESTIONS/COMMENTS