



INCOG

# Progress

The Long Range Transportation Plan



## And the Survey Says .....

Our open house meetings began on Monday August 11, 2003 and ran through September 22, 2003.

A total of 13 meetings were scheduled and we had forty-one people attend one of these meetings. The Open House Questionnaire and the Tulsa Metro Trails Survey were distributed at these meetings and other settings



like the Broken Arrow Optimist Club, the Optimist Club of Tulsa, the American Indian Cham-

ber of Commerce Business Fair and the Sixth Street Task Force along with placing it on our website. We distributed an email to the transportation database to inform people of the availability to both surveys on-line. Both sur-

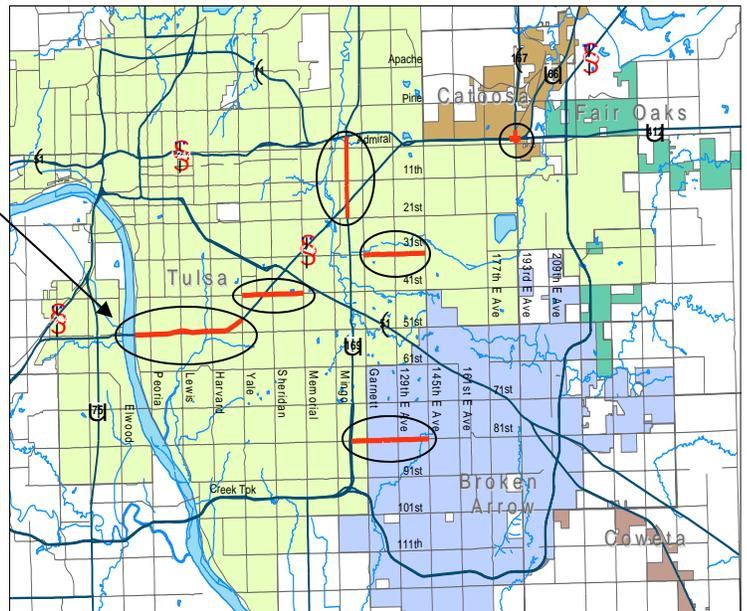
veys were available on the website until December 31, 2003.

All survey responses have been compiled and analyzed for incorporation into *Destination 2030—The Long Range Transportation Plan*. A total of 152 Open House Questionnaires were received and 65 Tulsa Metro Trails Surveys were received. You can read all the comments and responses received at <http://www.incog.org/Transportation/destination%202030>.

## Questionnaire Summary—Streets & Highways

Respondents were asked what specific streets and highways should be given priority for improvement and what type of improvement. Out of 152 respondents, 43% identified expansion of a specific roadway as their top priority. In particular, the following segments received the most mention

1. I-44 from Yale to the River
2. I-44 and 193<sup>rd</sup> Street
3. US-169 from 21<sup>st</sup> Street to I-244
4. 31st St(Garnett-145th)
5. 41st (Yale-Sheridan or Memorial)
6. 81<sup>st</sup> (145<sup>th</sup> E. Ave. to US-169)



— Mentioned Roadway Segments

Other unspecified segments of 91<sup>st</sup> Street, US-75, Broken Arrow Expressway, Lewis, Peoria and Riverside Drive received mention as well. A widely held opinion— 23% of all respondents, stated that widening of I-44 from Yale to the River should be given priority. Another 23% noted maintenance of existing roadways should be the priority.

# Survey Results



## Public Transportation—

survey participants were asked for ways to improve our transit system. Suggestions included reducing our fleet to smaller busses to improve efficiency of the system.

A dedicated funding source was another issue participants felt was necessary for the system to develop and be reliable. A small percentage suggested passenger rail service for our area and the increase of services such as carpooling and ridesharing with further development of the park and ride locations.

When asked how to lessen the negative impacts of transportation on the natural and or human environment, 29% supported greater use of alternative transportation modes like transit, bicycle/pedestrian use, and the development of light rail. Others suggested better land use and transportation planning with compact mixed use development and infill development.

**Freight Traffic**—How to improve our transportation system to better manage the anticipated growth in freight traffic? Thirty percent of survey respondents offered improvements for truck traffic such as diverting truck traffic to bypasses or reduce truck traffic on local roads, expanding the highway system to accommodate growth, encourage large freight terminal development, improve maintenance of roads, and remove tolls. Twenty percent of survey respondents offered rail solutions including increasing the overall investment in the railroad system, improving railroad crossings, update and improve rail lines, remove legal barriers to efficient rail operations and pursue rail passenger service.



Other suggestions focused on activity at the Port of Catoosa. These included deepening the channel at the Port of Catoosa, improve the road access to the port, improve/increase marketing of the port, improve rail/port interconnections, and improve rail/truck interconnections.



**Financing**—In review of the comments for funding sources for transportation projects, four comments were most prominent. More than 40% of the survey responses suggested a tax, fee, or toll of some kind with 20% of those respondents suggesting a gas/fuel tax which is dedicated to transportation or roadway maintenance. Proper budgeting, adequate management of existing funds, and making sure Oklahoma receives its fair share of federal funding, each averaged close to 5% of responses. Other comments included using tolls to pay for new roads, focusing resources on infill development, require developers to pay the cost of expanding infrastructure, and encourage more private investment.



## Destination 2030 - Public Involvement Timeline

2030 Planning Process Begins- 2002 Tulsa State Fair Opinion Survey Taken

Education Campaign—Attend civic groups, church groups, neighborhood associations, etc., to educate the public about the transportation planning process and how they can become involved

Open House Meetings Planned for Several Areas throughout the metropolitan area



September/October 2002



September 2002-July 2005



August/September 2003

**Safety**—When asked about the safety of the transportation system there were many different topics suggested. Of all the safety issues the most common suggestion with over 42% of responses, was better or greater enforcement of existing laws and regulations—this included reducing the incidents of red light running. Driver education, improved roadway design or improvement of roadway maintenance also rated high. Addressing the issues of driver behavior (i.e. road rage), impaired driving or driving with distractions, and reducing speed and aggressive driving were suggested along with reinstating the mandatory vehicle inspections, widening highways, separating commercial traffic from other traffic, illuminating highways and roadways, and coordinating or improving traffic signals.



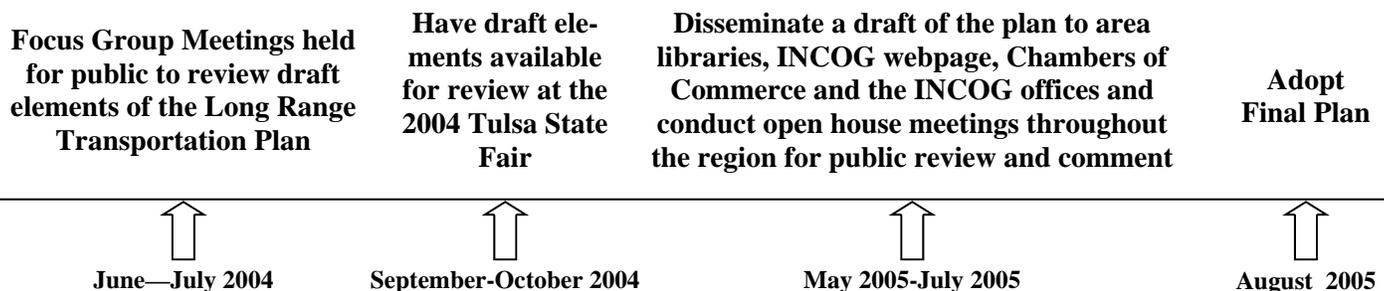
**Tulsa Metro Trails Summary**—The trails survey asked questions concerning trail condition, availability, safety, financial support and development. From the 65 completed surveys received respondents expressed the need for asphalt surface trails that are accessible from their neighborhoods with good lighting and separation of users on the system. Respondents were given a choice of a gas tax, user fee, sales tax, or a bond issue to help pay for the trail improvements and could choose all that applied—the bond issue received the greatest number of responses with 51, closely followed by a gas tax and sales tax. With regards to trail development the overriding theme was to connect to the outlying areas to provide a greater number of destinations, accessibility, and alternative transportation options. Development of a cross-town and neighborhood trail connections, the Mingo Valley Trails, and the River-parks East Bank Trail from its current location to Bixby, were specifically mentioned. Respondents clearly desire connections from the heart of town out to the existing trail network. Other trail improvements included safety measures and better maintenance of the system, increasing capacity along the River-parks system, better signage and education of the trail system at different locations along the trail—i.e. more signs showing where the system goes and what connections can be made.

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## What's Next??

At this point in the planning process we are busy reviewing the data and information received from the open house meetings and the questionnaire and survey responses. This data together with the state fair survey and vision retreat, we have begun preparing the draft elements for the long range transportation plan. After we have assembled these drafts we will hold special focus group meetings for each element in the Summer of 2004. Visit our website for further information regarding these meetings. We will send out notification of the meetings once we have the dates, times, and places determined.

**Other Pieces of Information**—Population in the transportation management area (TMA) has grown over 13% in the past decade. Current 2000 census data reveals the TMA population to be over 701,000 people. Other economic indicators of employment, population, and traffic volumes will be analyzed as a part of the planning process and incorporated into the current plan.





## Education Campaign Continues

To educate the public with regards to transportation planning and aspects of the Long Range Transportation Plan, INCOG has been attending civic group meetings, home owner association meetings, etc., to inform the public of the planning process and how they can become involved. If you have a church group, civic group, or other type of organization

*Call us Today!*  
**584-7526**

that you would like for us to present to, feel free to contact Barbara Gibson at 584-7526 to make arrangements. We would welcome an invitation to your organization! The best way to get the public more involved in the transportation planning process is to inform them about the process first! We Look forward to hearing from you and to

the opportunity to speak to your group or organization. Call us today!

### INCOG

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**We're on the Web!**

**[www.incog.org](http://www.incog.org)**

***Why Should the Public Get Involved?*** *Public collaboration and input are indispensable to the process of developing the Long Range Transportation Plan.*

*The degree of involvement of communities and stakeholders determines the quality and success of a planning process. The public outreach process and the strategies to achieve public participation in all the stages of development for Destination 2030 are outlined in the Public Involvement Action Plan. You can find this document on our website at [www.incog.org/Transportation/Transportation.htm](http://www.incog.org/Transportation/Transportation.htm).*



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*If you would like to become involved in the transportation planning efforts contact Barbara Gibson with INCOG at 584-7526 or by email at [bgibson@incog.org](mailto:bgibson@incog.org)*