



INCOG

Progress

The Long Range Transportation Plan

INCOG Board of Directors endorses *Destination 2030* Long Range Plan

The *Destination 2030* Long Range Transportation Plan (LRTP) was adopted in August and is now available to the public and member communities.

The LRTP, which looks forward 25 years to anticipate the transportation needs of the Tulsa region, was developed by INCOG.

The final LRTP was reviewed by the Technical Advisory Committee and was approved by the Transportation Policy Committee at a public hearing in July.

During the TPC meeting, members of the community were invited to present comments and questions, which were incorporated into the final plan.

At their August meeting, the INCOG Board of Directors endorsed the LRTP following a series of



The July Transportation Policy Committee meeting featured a public hearing before the *Destination 2030* Long Range Transportation Plan was approved.

public reviews of the draft and final LRTP and adoption by the Transportation Policy Committee.

The LRTP public process began three years ago with a resident survey and has continued with over 75 public open houses, retreats, and other events.

Over 2,000 residents and organization representatives have provided survey responses and other comments.

All comments received during the draft and final review process are in the final LRTP, and a summary of the comments is included in this newsletter.

Public Involvement Plan update approved



and the public as seen in this photograph).

After a 45 day public review period, the updated PIP was approved by the Transportation Policy Committee in August.

To review a copy of the new PIP or to view periodic updates for upcoming activities, visit the INCOG transportation website at www.incog.org/transportation or contact the Transportation Planning Division by phone (918.584.7526) or by email (incog@incog.org).

With the *Destination 2030* Long Range Transportation Plan completed, INCOG is looking forward to new transportation planning opportunities.

Staff will now begin efforts related to the 2035 Regional Transportation Plan, which will include an extensive public out-

reach effort beginning early in the process.

New public outreach activities and targeted groups have been identified in the updated Public Involvement Process (PIP). The PIP still includes proven strategies (including presentations to city council members



Final LRTP Public Comment Summary

A public comment period for the final LRTP was conducted from June 30 to August 4. Copies of the LRTP were available for review through the INCOG website and the INCOG offices.

Over 50 written comments were received by mail or email. All public comments and INCOG staff responses are listed in the Plan Effectiveness chapter of the LRTP (available on the web at: <http://www.incog.org/transportation/destination2030/planfinal/planfinal6-planeffectiveness.pdf>).

A summary of the comments received are listed below.

ROADWAYS AND BRIDGES - The majority of comments received related to the planned bridge across the Arkansas River from Yale Avenue to Yale Place. Comments stated opposition to either the bridge's location or necessity. In response, the modeling data and process have been extensively reviewed and the need for a bridge by 2030 to relieve the Memorial bridge and 96th Street bridge is valid. Other comments stated objections or support of specific roadway and bridge improvement projects, such as the 41st Street Bridge. Based on the transportation model, the addition of the 41st bridge provides an alternative to the I-44 bridge for local travel and improves the connectivity between west Tulsa and midtown. Additional comments included safety, signaling, and highway numbering concerns. Details on these comments and their responses are available for review in the final LRTP.

PUBLIC TRANSPORTATION - Revisions suggested by MTTA to reflect the most current transit data were made. Other comments included requests for more focus and funding for public transportation, including light rail, especially in Socially Sensitive Areas (SSAs). In response, the public transportation element of the plan comprises approximately 20% of the total cost of the recommended improvements. Without dedicated funding for public transportation, it is difficult to plan for expansion of the system with certainty. Also, although there is a significant interest in passenger rail service throughout the region, there has been limited support for funding passenger rail. And finally, Federal regulations require that recommended improvements do not disproportionately impact or benefit any particular population or segment of the region, and an analysis in the Public Transportation Element concluded that no SSAs were disproportionately impacted or benefited by improvements when compared to the overall TMA.



Public Transportation was a hot topic for those who responded in the final plan review period. Seen here are attendees of the Transit Open House held in May to review the draft LRTP.

BICYCLE/PEDESTRIAN - One comment stated that greater focus should be given to trails that may alleviate congestion, and that more emphasis should be given to those trails that would reach heavily populated areas and may thus have a larger effect on commuting. The same comment continued that Fry Creek and Riverside projects should be given higher priority. In response, the plan gives greater priority and emphasis to trails that maximize transportation options for residents. The Fry Creek trail connecting Tulsa and Bixby and the dual trails on the River Parks system are both first-tier priorities. Another comment suggested extending the 71st Street trail from Elwood west for 2 miles. INCOG staff will analyze this proposal, solicit public input, and amend the plan if necessary.

GENERAL COMMENTS - Two general comments were received. The first stated that the writer supports the plan as it was approved by the TPC. In addition, a detailed letter was received by a respondent who suggested that the LRTP change focus from congestion management to tackle issues including land-use, alternative transportation, sense of community/place, and others. In response, the plan was drafted based on the values and priorities of the region's residents (which included greater and better coordination with land development). Priority issues included safety, efficiency of the system, and reasonable financial investment and management.

L RTP Financial Constraints

The *Destination 2030* Long Range Transportation Plan is financially constrained. This fiscal constraint projects revenue that will be available to build the planned improvements as well as fund the maintenance and asset management of the system.

The plan utilized costs that were currently available as well as the latest assumptions with regard to right-of-way, utility relocation, and all reconstruction-related recommendations.

The local cities and counties improvement estimates were included in order to supplement the urban arterial cost estimates provided by the Oklahoma Department of Transportation (ODOT).

Approximately 74% of the total roadway costs reflect capital costs alone.

Public Transportation improvements account for 19% of the total estimated cost, and Bicycle/Pedestrian costs are slightly above 2%.

An estimated 44% of total revenue is expected from state and federal

highway funds and 56% is estimated from local and other sources.

For more information on costs and revenue, please see the Plan Effectiveness section (Chapter 6) of the final plan.

Destination 2030 LRTP Estimated Revenue

REVENUE SOURCE	ESTIMATED REVENUE
Local	\$1,023,213,277
ODOT (State/Federal)	\$1,644,873,438
Federal/Urbanized Area	\$262,500,000
OTA	\$53,728,000
Dedicated Transit/City/Federal	\$716,797,085
TOTAL	\$3,701,111,800

Destination 2030 LRTP Estimated Cost

FACILITY/SOURCE	OPERATING AND MAINTENANCE COSTS	CONSTRUCTION AND CAPITAL COSTS	TOTAL COSTS	PERCENT OF TOTAL
Expressways	\$75,864,000	\$616,875,000	\$692,739,000	18.75%
Turnpikes	\$13,728,000	\$40,000,000	\$53,728,000	1.45%
Arterials	\$572,975,000	\$1,165,300,000	\$1,738,275,000	47.06%
Highway Interchanges	\$0	\$250,000,000	\$250,000,000	6.77%
Intersection, Bridge & Signal Improvements	\$0	\$80,000,000	\$80,000,000	2.17%
Rehabilitation of Expressways	\$74,200,000	\$0	\$74,200,000	2.01%
Subtotal	\$736,767,000	\$2,152,175,000	\$2,888,942,000	78.21%
Percent	26%	74%	100%	
Public Transportation	\$602,750,335	\$114,046,750	\$716,797,085	19.41%
Bicycle/Pedestrian Links	\$18,000,000	\$70,036,510	\$88,036,510	2.38%
Total	\$1,357,517,335	\$2,336,258,260	\$3,693,775,595	100.00%
Percent	37%	63%	100%	

CONTACT INFORMATION

To request any of the products to the right, or if you have any questions, please contact the Transportation Planning Division of INCOG using the information below.

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How to Receive Your Copy *Destination 2030 Long Range Transportation Plan*

Executive Summary - This document is available on the website at www.incog.org/transportation/destination2030 or by request (call or email) at no cost.

Electronic Copy - The LRTP is available at your convenience at www.incog.org/transportation/destination2030. The site includes a history of the project as well as a full version of the LRTP and supporting documents.

Hard Copy Full Report - A limited number of hard-copy LRTP documents have been produced. For more information on obtaining a copy for a nominal fee, contact the INCOG Transportation Planning Division.

LRTP CD - The self-starting disc includes the full LRTP text, as well as supplementary materials and maps is available for a nominal fee. A CD can be obtained by contacting the INCOG Transportation Planning Division by phone or email.



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We've Reached the Finish Line!

***Open Now for more information on the completed
Destination 2030 Long Range Transportation Plan***

