

PLAN EFFECTIVENESS



Chapter 6





INTRODUCTION

This element reviews the anticipated social and environmental concerns and analysis of the planned *Destination 2030* Long Range Transportation Plan (LRTP) improvements. It also presents the cost and revenue forecasts for implementing the LRTP as well as mechanisms to evaluate the progress and status of the LRTP goals, objectives, and actions. Finally, it presents a summary of the public involvement process and the public comments on the LRTP.

SOCIAL ENVIRONMENT

“The effort to prevent discrimination must address, but not be limited to a program’s impacts, access, benefits, participation, treatment, services, contract opportunities, training opportunities, investigations of complaints, allocations of funds, right-of-way, research, planning and design.”

- Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1984

Overview of Issues, Regulations and Mission

A key consideration of any transportation-planning process is the potential effects on communities that historically have not participated in decision-making. Such communities are herein referred to as Socially Sensitive Groups (SSG). A SSG is a population within the Tulsa Transportation Management Area (TMA) that encompasses a majority percentage of minorities, Hispanics, low-income, elderly and/or children of single-parent female-headed households. As part of the National Environmental Policy Act (NEPA) process and the Executive Order on Environmental Justice (1994), the LRTP

identifies any SSG (particularly minority and/or low-income populations) that reside in proximity to planned improvements and examines issues and impacts associated with the proposed improvements.

REGULATIONS

Title VI of the 1964 Civil Rights Act states: “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Title VI prohibits intentional discrimination as well as any discriminatory policy or practice that has a negative impact on protected groups. In 1994, then-President Clinton signed Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority and Low-income Populations.” The Executive Order focuses federal attention on the environmental and human health conditions of minority and low-income populations, promotes nondiscrimination in federal programs affecting human health and the social environment, and provides minority and low-income populations access to public information and an opportunity to participate in matters relating to the environment. In 1999, the Federal Highway Administration and the Federal Transportation Administration drafted a memorandum titled *Implementing Title VI Requirements in Metropolitan and Statewide Planning*. This document clarifies the process by which metropolitan and statewide planning agencies evaluate long-range plans and potential effects on communities with high percentages of minority and low-income populations. Both orders relate directly to addressing environmental justice activities in the transportation-planning process.

MISSION STATEMENT

It is INCOG’s intent to ascertain during the planning process if any SSG would be disproportionately affected by the recommended transportation projects in the LRTP. In order to accomplish this end, it is essential for both planning organizations and implementing bodies to be conscious of possible impacts from improvements to the transportation system. Informed planners and engineers will be able to make better decisions if the LRTP includes information identifying locations of socioeconomic groups covered by the Executive Order on Environmental Justice and Title VI provisions.

TABLE 18
Proportional Impact Analysis (Estimated Miles of Roadways, Trails & Bikeways and Transit Routes)

ROADWAYS	Linear Miles			ROADWAYS	Lane Miles		
	TMA	SSA's			TMA	SSA's	
Total	2,011	509	25%	Total	6,070	1,913	31%
Planned	404	108	26%	Planned	1,913	507	26%
Existing	1,607	401	24%	Existing	4,157	1,406	33%
TRAILS & BIKEWAYS	Linear Miles			BUS ROUTES	Linear Miles		
	TMA	SSA's			TMA	SSA's	
Total	821	387	47%	Total	382	212	55%
Planned	683	299	43%	Urban Routes	247	157	63%
Funded	38	20	63%	Suburban Routes	135	55	40%
Existing	100	68	68%				

An analysis was conducted to determine if the 2030 LRTP fulfilled its mission of not disproportionately affecting any SSG. Research involved examining total linear miles for each of the transportation modes. In each of the modes, 2005 mileage was compared with projected 2030 mileage. This analysis was done for both the Socially Sensitive Areas (SSA) and the regional planning area. As *Table 18* shows, the proportionality levels between the TMA and SSAs for the different transportation modes are almost identical.

Although there are no clear ways to justify that absolute equity of transportation project planning was achieved, the table above combined with information presented in this section, suggests quantitatively and qualitatively that the planned improvements do not disproportionately affect any SSG.

Methodology for Identifying SSGs

A review of the 2000 US Census data was conducted for the TMA for potential environmental justice issues including:

1. Displacement/relocation of minority and low-income residents
2. Availability of affordable and low-income housing
3. Impact on local commute times and availability of public transportation
4. Access to bike/pedestrian trails

5. Increase in noise levels
6. Separating/bisecting minority and/or low-income neighborhoods.

The *Socially Sensitive Areas* map on Page 105 shows the greatest concentration of all the groups in the TMA comprising socially sensitive areas, particularly minority and low-income populations.

The maps on Pages 109, 111 and 113 show the TMA's greatest concentration of SSG populations in relation to TMA roadway (*Social Environment and Planned Roadways*), transit (*Social Environment and Planned Public Transportation*) and multimodal (*Social Environment and Planned Trails & Bikeways*) routes.

Because roadway plans typically have a greater physical impact on communities than do plans for transit and bike/pedestrian facilities, *Table 19* examines the list of 2030 planned roadways in relation to identified SSA neighborhoods.

Similar studies were conducted for neighborhoods affected by the planned public transportation system and the planned bicycle/pedestrian system. Results from that examination showed areas with high concentrations of minority and/or low-income households are well-served by the proposed improvements and that particular consideration should be given to those areas when specific projects are implemented.

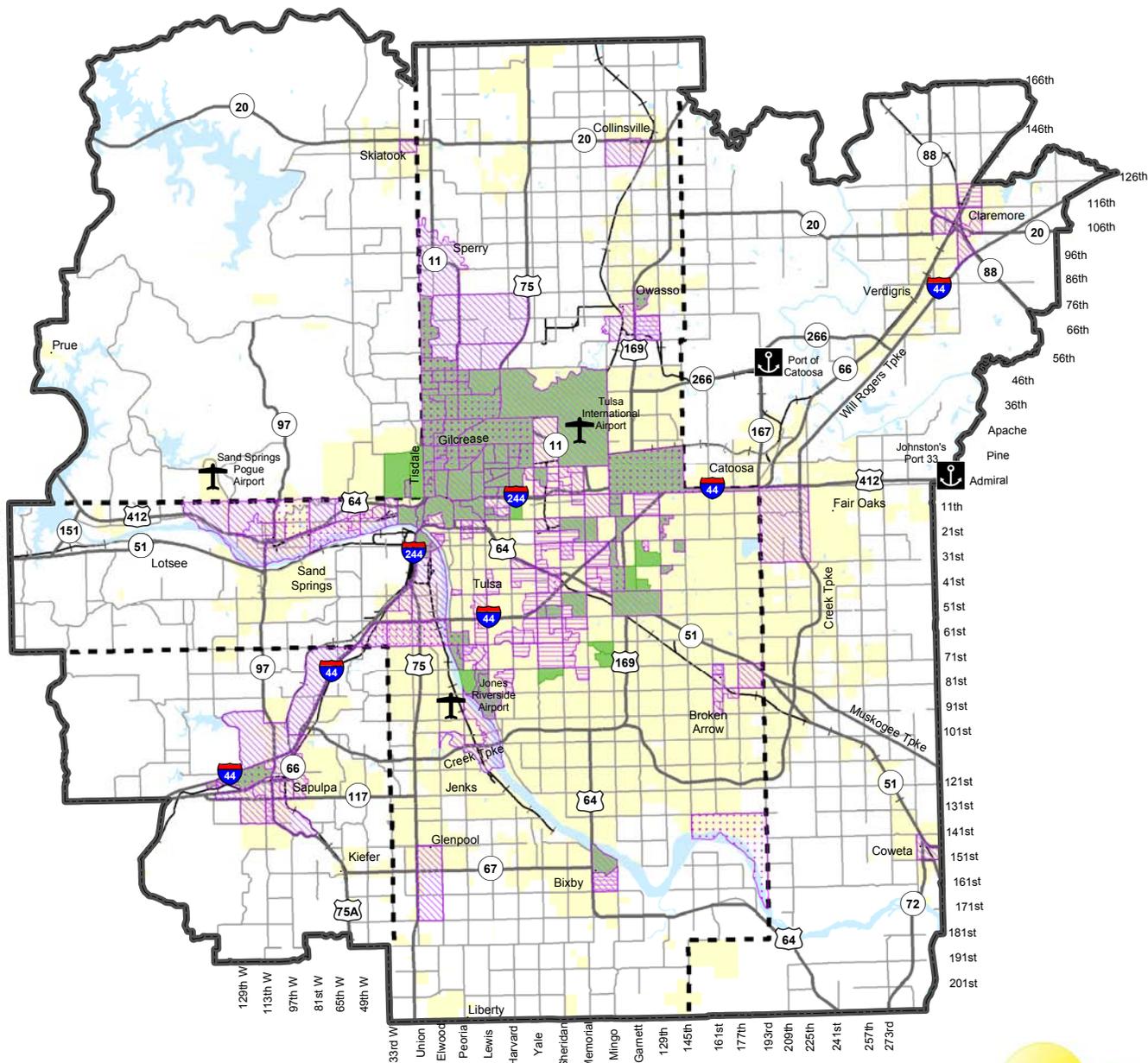
In addition to looking at the geographical impacts of the proposed improvements, a broad analysis was conducted

Socially Sensitive Areas



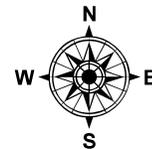
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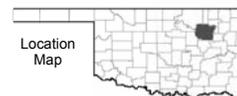


- Minorities and Hispanics
- Youth
- Elderly
- Low-Moderate Income

- Highways
- Arterials
- Rail
- County Boundary
- Transportation Management Area
- Corporate Limits



Map Scale - 1:410,000



of the mean travel time for SSA residents relative to residents of the overall TMA. Mean Commute Time for the Tulsa TMA was computed based on Census data for 2000 and compared with the SSAs for the same year. The TMA mean commute was 23 minutes when compared with the SSA commute time, which was 22 minutes. With the improvements proposed by 2030, the average speed for the entire network increases 2.4%, and therefore it is expected that the mean travel time for SSA residents will be proportional to that of TMA residents overall.

MINORITY AND LOW-INCOME

For the purposes of this LRTP and in conformance with the Executive Order, minority and low-income populations are defined as follows:

***Minority** refers to persons who are Black (having origins in any of the black racial group of Africa or African American); Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race); Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or Native American Indian and Alaskan (having origins in any of the original people of North America maintaining cultural identification through tribal affiliation or community recognition). The US Census separates Hawaiian (including people of the Pacific Islands) from Asian American.*

***Low-income** refers to household income at or below the Community Development Block Grant (CDBG) thresholds. As of 2000, the CDBG threshold was \$19,350, 50% of the area median income (\$39,260) in the Tulsa Transportation Management Area.*

Year 2000 US Census data were used to obtain minority population information, and CDBG threshold was used to identify people at low-income levels in the TMA. The total minority population in the TMA for the year 2000 was approximately 19.5% of the general population, while the low-income segment represented nearly 11% of the general population. Although the US Census data give a

demographic profile of the study area, further research was carried out to identify low-income populations and to gain a better awareness or “sense of place” within those communities. This research included insight from area planning officials and comments submitted by neighborhood and civic organization representatives, as well as the general public.

Census data indicate a range of socioeconomic and demographic characteristics within the TMA. Statistically, most of the neighborhoods situated on the northern and western fringes of Downtown Tulsa were found to have the greatest concentrations of minority populations and households with incomes below the national poverty level.



Many SSAs are lacking sidewalks that allow pedestrians linkages to bus stops and other destinations.

ELDERLY AND YOUTH

In addition to examining proposed impacts of roadway, transit, and trail projects on minority and low-income populations, areas having high concentrations of elderly and youth were also studied in order to identify possible needs for new or improved facilities. Elderly is defined as TMA residents age 65 and older. According to the 2000 US Census, 81,489 persons (11.6% of the general population) in the TMA are over age 65. Most of this group is situated within the east and southeast sections of Tulsa’s corporate limits.

The youth demographic is often overlooked in the transportation-planning process. A key indicator of youth possibly lacking adequate transportation is the number of single-parent female-headed households with children under 18. According to 2000 US Census counts, there are over 30,000 single-parent, female-headed households in the TMA, and this group represents nearly 11% of the total population.

Persons in this category, according to most statistics, live in low-income areas with little or no means of reliable transportation. Therefore, access to transportation facilities, such as transit routes and on-street bikeways, is vital and creates a dual benefit that serves not only the parent, who may need transportation to commute to work, but also the youth, who relies on safe transportation to school or community centers. The *Socially Sensitive Areas* map identifies the greatest concentration of these 2 groups within the TMA.

TABLE 19
List of Roadway Projects Impacting Socially Sensitive Areas

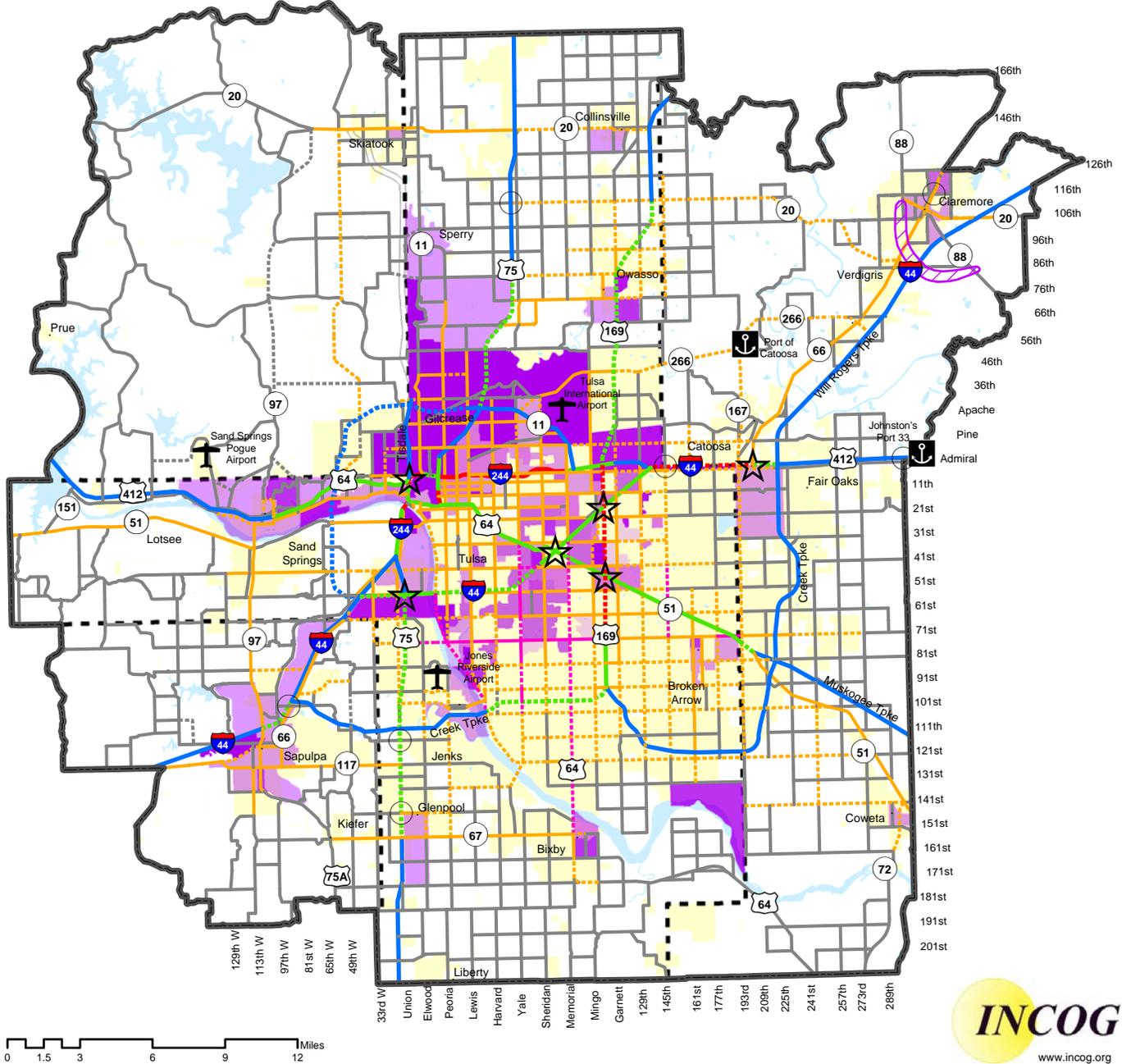
PROJECT NAME	PROJECT DESCRIPTION
I-44	Arkansas River to Sheridan Rd.
I-44 (east)	SH-66 to Creek Turnpike
I-44/Turner Turnpike	SH-97 to Creek Turnpike
I-44 (west)	I-244 to US-75
SH-20	US-75 to US-169
SH-72	SH-51 to 161st St. South
US-169	I-244 to 71st St. South
US-169	I-244 to SH-20 (116th St. North)
US-169	91st St. South to Memorial Drive
US-75	I-44 to SH-67 (151st St. South)
US-75	SH-11 (Gilcrease Expressway) to 86th St. North
Gilcrease Expressway	I-44 to Lewis Ave.
11th St. South	129th East Ave. to 145th East Ave.
12th St.	SH-97 to Adams Rd.
31st St. South	Garnett Rd. to 145th East Ave.
36th St. North	Cincinnati Ave. to Osage Dr.
49th West Ave.	61st St. South to I-44
61st St. South	Riverside Drive to Harvard Ave.
61st St. South	US-75 to 49th W Ave.
76th St. North	US-169 to 129th East Ave.
81st St. South	Lewis Ave. to SH-51
91st St. South	Delaware Ave. to 193rd East Ave.
145th East Ave.	I-44 to 41st St. South
177th East Ave.	51st St. South to 101st St. South
193rd East Ave.	I-44 to 121st St. South
Admiral Place	Garnett Rd. to 129th E Ave.
Garnett Rd.	11th St. South to Pine St.
Memorial Drive	I-44 to 151st St. South
Peoria Ave.	61st St. South to Riverside Drive
Pine St.	SH-11/Gilcrease Exp. to SH-66
Pine St.	25th West Ave. to Union Ave.
Port Road Extension	SH-11 to Sheridan Rd.
Riverside Drive	101st St. South to 121st St. South
Riverside Drive	I-44 to 101st St. South
Riverside Drive (Scenic Parkway)	Houston to I-44
Sheridan Rd.	Apache St. to 36th St. North (Port Road)
Union Ave.	51st St. South to 91st St. South
Yale Ave.	Pine St. to Apache St.

Social Environment and Planned Roadways



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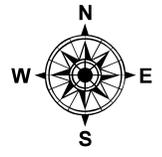
Note - The Socially Sensitive Area Factors include: Youth, Elderly, Low Income, Minorities, and Hispanic.

- 1 Factor
- 2 Factors
- 3 Factors
- 4 Factors
- 5 Factors

- Expressway 8-lane, Existing
- Expressway 8-lane, Planned
- Expressway 6-lane, Existing
- Expressway 6-lane, Planned
- Expressway 4-lane, Existing
- Expressway 4-lane, Planned
- Arterial 6-lane, Existing
- Arterial 6-lane, Planned
- Arterial 4-lane, Existing
- Arterial 4-lane, Planned
- Arterial 2-lane, Existing
- Arterial 2-lane, Planned

Interchange Reconstruction

- Expressway
- Grade-Separated
- County Boundary
- Corporate Limits
- Transportation Management Area
- ODOT SH-88 Study Area



Map Scale - 1:410,000

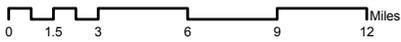
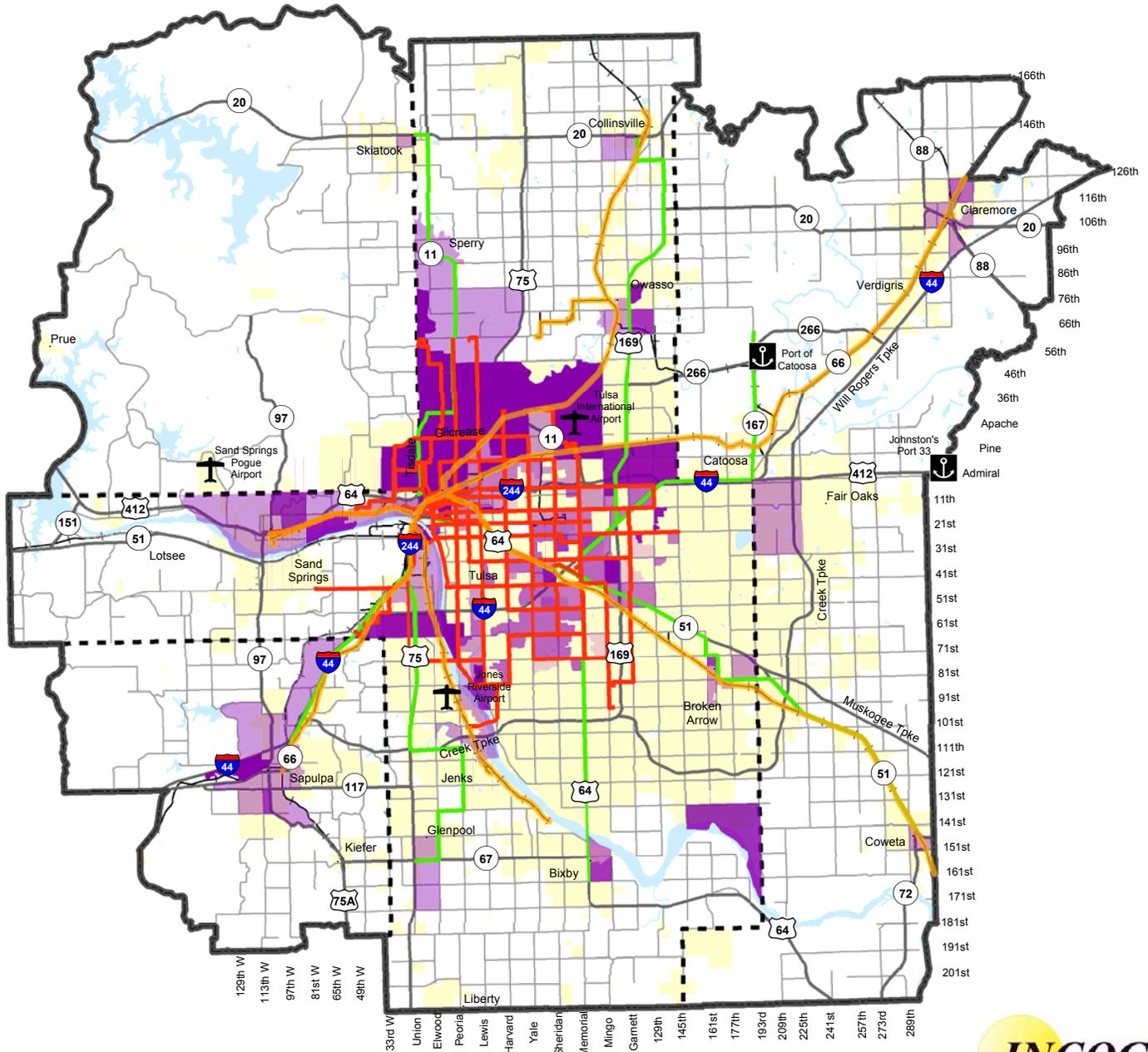


Social Environment and Planned Public Transportation



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Note - The Socially Sensitive Area Factors include: Youth, Elderly, Low Income, Minorities, and Hispanic.

- 1 Factor
- 2 Factors
- 3 Factors
- 4 Factors
- 5 Factors
- Urban Routes
- Suburban Routes
- Commuter Corridor Study Areas

- Highways
- Arterials
- Rail
- County Boundary
- Corporate Limits
- Transportation Management Area



Map Scale - 1:410,000

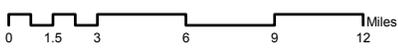
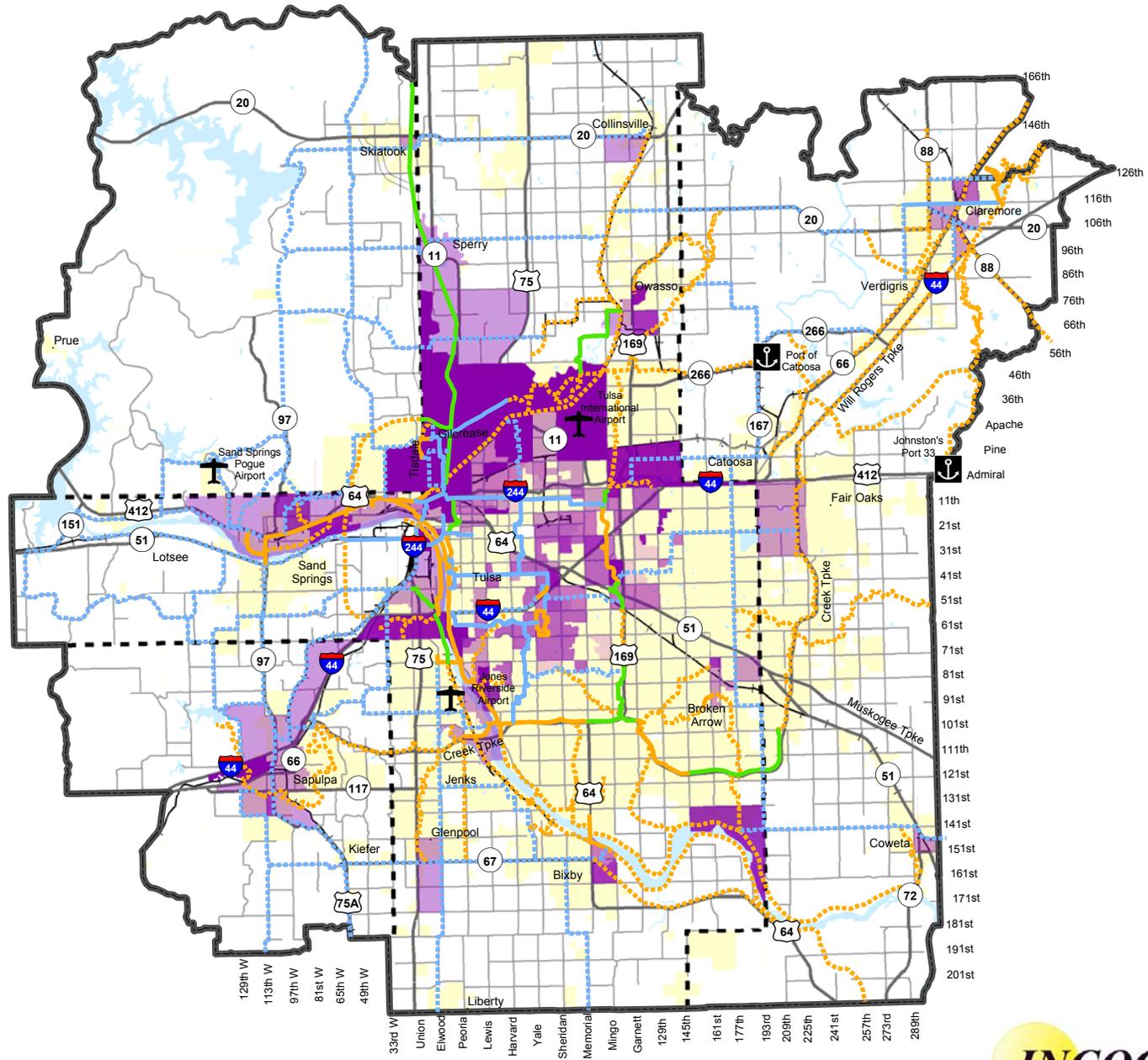


Social Environment and Planned Trails & Bikeways



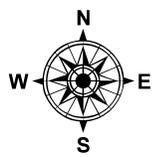
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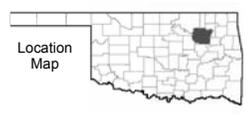


Note - The Socially Sensitive Area Factors include; Youth, Elderly, Low Income, Minorities, and Hispanic.

- | | | |
|-----------|------------------|--------------------------------|
| 1 Factor | Existing Bikeway | Highways |
| 2 Factors | Proposed Bikeway | Arterials |
| 3 Factors | Existing Trail | Rail |
| 4 Factors | Proposed Trail | County Boundary |
| 5 Factors | Funded | Corporate Limits |
| | | Transportation Management Area |



Map Scale - 1:410,000



Recommendations

The maps and tables in this section provide only a snapshot of impacted neighborhoods. Further analysis would be needed to determine the degree of impact these projects would have on SSAs with regards to potential displacement/relocation, affordable housing, noise levels, local commute times and availability of public transportation, access to bike/pedestrian facilities, and potential for separating/bisecting minority and/or low-income neighborhoods.

The primary purpose then for the figures and table noted in this chapter is to suggest, with respect to certain projects in the LRTP that directly and indirectly affect SSGs, efforts should be undertaken by implementing agencies to ensure these areas have ample opportunity for public participation in the physical planning phases. In doing so, a set of recommendations are proposed for transportation project sponsors and INCOG with respect to implementing the LRTP.

For the following recommendations, *transportation project sponsors should:*

OUTREACH

- ◆ Send newsletters, outreach materials, and/or surveys for major projects to residents in Socially Sensitive Areas (SSA) as appropriate
- ◆ Hold outreach events and community group meetings at convenient times and locations for residents
- ◆ Inform neighborhood planners of various transportation-related projects occurring in SSAs

ROADWAYS

- ◆ Identify projects with potential noise pollution issues
- ◆ Coordinate with city and neighborhood planners to minimize impediments, such as noise, or physical barriers that may separate communities
- ◆ Ensure that roadway projects do not detract from an SSA residents' quality of life
- ◆ Enhance the accessibility and mobility of residents living in minority and/or low-income areas by constructing sidewalks that serve as linkages between bus stops and other points of interest

For the following recommendations, *INCOG should:*

PUBLIC TRANSIT

- ◆ Evaluate the Public Transit Plan for the TMA , in coordination with MTTA, to
 - Ensure transit serves SSAs
 - Develop the planned system, which would provide more hours of operation and allow transit users to commute to employment centers in a more timely fashion

TRAILS AND BIKEWAYS

- ◆ Review current land-use development policies for the general area
- ◆ Advocate adherence to sidewalk policies for new developments
- ◆ Provide schools in SSAs with bicycle and pedestrian safety information
- ◆ Continue to advance the planned trails and on-street bikeways, particularly in SSAs where transportation options may be limited

NATURAL ENVIRONMENT

Environmentally Sensitive Areas

The natural environment is an important consideration in transportation planning. It is the purpose of this section to provide information that may expedite and enhance the planning, permitting, and implementation process for planned projects where environmental issues must be considered.

For the purpose of this section, various environmental considerations specific to the TMA were selected based on the data that was available for analysis on a regional basis:

- ◆ Lakes, ponds, or other water bodies
- ◆ Impaired Streams (including a ¼ mile buffer)
- ◆ 100 year Floodplain
- ◆ McClellan-Kerr Navigation System (including bordering property owned by the Army Corps of Engineers)
- ◆ Bald Eagle Habitat and Nesting Areas (including a 1 mile buffer)
- ◆ Arkansas River Least Tern Preserve
- ◆ Parks (including a ¼ mile buffer)
- ◆ Skiatook Wildlife Management Area
- ◆ Oil and Gas Wells
- ◆ Prime Farmland

These considerations were mapped, combined to create an index of environmentally sensitive areas, and compared with planned transportation improvements for roadways (*Natural Environment Areas and Planned Roadways map, Page 121*), public transportation (*Natural Environment and Planned Transportation map, Page 123*), and bicycle/pedestrian facilities (*Natural Environment and Planned Trails & Bikeways map, Page 125*). Areas showing clusters of multiple considerations adjacent to planned projects were termed Environmentally Sensitive Areas (ESA). These areas were considered in relation to planned roadway, bicycle/pedestrian, and public transportation improvements.

Effects on ESAs by bicycle/pedestrian facilities and public transportation improvements were mitigated during the planning process. However, these projects will still require permitting and interagency cooperation during implementation. Planned roadway improvements were determined to have the greatest potential impact on ESAs.

These improvements, listed in *Table 20*, will require more rigorous environmental reviews and cooperative strategies between federal, state, tribal and local agencies. It is recommended that all parties involved in any aspect of planned projects in ESAs engage the various state, tribal and federal permitting agencies early in the development of the transportation improvement. INCOG will monitor the ESAs and project proposals to ensure the early and continuous involvement of all affected agencies.

As part of its long-term planning process, INCOG strives to ensure the preservation of historical archeological sites, as identified by the Oklahoma Archeological Survey (OAS) and in cooperation with the State Historic Preservation Office of the Oklahoma Historical Society. These sites range from prehistoric occupations dating back some 9,000 years to historic manifestations of the 1930s and 1940s. According to OAS, there are over 1,650 prehistoric and historic archeological sites in the Tulsa TMA (184 in Creek County, 714 in Osage County, 330 in Rogers County, 170 in Tulsa County, and 253 in Wagoner County).

Although many of these sites fall some distance from the metropolitan areas, they remain as key features that will continue to have a bearing on the long-term directional growth patterns of the TMA. It is worth noting, however, that contrary to widely held perceptions, archeological sites can and do survive in urban environments, according to OAS. Therefore, comprehensive cultural resource studies should be undertaken with all transportation infrastructure improvements.

Air Quality Considerations

The 3 primary pollutants, Volatile Organic Compounds (Hydrocarbons), Carbon Monoxide (CO) and Nitrogen Oxides (NOx) were estimated using the federally approved Mobile 6 model for the region. The present-plus-committed roadway network and the proposed 2030 roadway network were modeled to calculate Vehicle Miles of Travel (VMT) and the average speed. The resulting estimates for these pollutants are shown in *Table 21*.

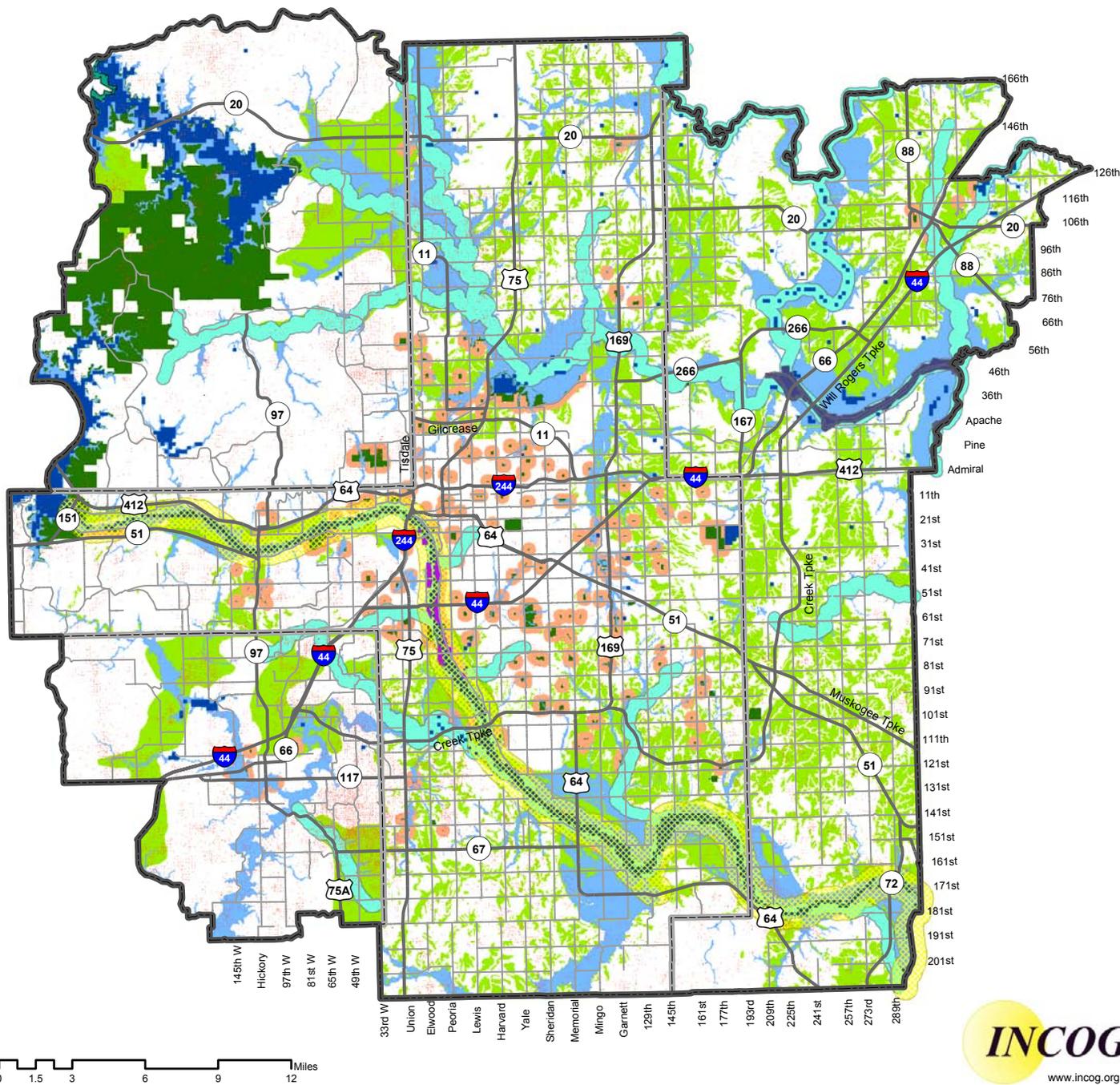
The mobile model factors for the year 2030 allows for significant reduction in mobile emissions due to newer fleets and stricter standards for automobiles. These estimates assume the national defaults for the mix of vehicles will apply to the Tulsa TMA. Therefore, based on the Mobile 6 emissions model, the transportation system will contribute less to air pollution in 2030 than it did in 2000, the base year for the LRTP.

Environmentally Sensitive Areas

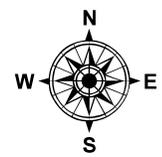


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- Transportation Management Area
- County Boundary
- Highways
- Arterials
- Lake or Pond
- Oil and Gas Wells wells
- Bald Eagle Habit and Nesting Area 1/2 Mile Buffer Zone
- Impaired Streams 1/4 mile buffer zone
- Other Sensitive Areas Arkansas River Least Tern Preserve
- Skiatook Wildlife Management Area
- McClellan-Kerr Navigation System
- Floodplains 100 year Floodplain
- Parkland Park
- 1/4 mile buffer
- Prime Farmland Prime Farmland



Map Scale - 1:410,000

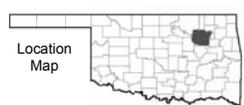


TABLE 20
List of Roadway Projects Impacting Environmentally Sensitive Areas (ESAs)

PROJECT NAME	PROJECT DESCRIPTION
I-44	Arkansas River to Sheridan Rd.
SH-97/Wilson Rd.	2 nd St. to Morrow Rd.
Gilcrease Expressway	I-44 to Lewis Ave.
41 st St. South	Riverside Drive to 33 rd West Ave. (incl. River bridge)
61 st St. South	Riverside Drive to Harvard Ave.
71 st St. South	US-75 to Arkansas River
91 st St. South	Elwood Ave. to Peoria Ave./Elm St.
101 st St. South	Riverside Drive to SH-51
Harvard Ave.	91 st St. South to 101 st St. South
Lewis Ave.	81 st St. South to 91 st St. South
Memorial Drive	I-44 to 151 st St. South
Peoria Ave.	61 st St. South to Riverside Drive
Riverside Drive	101 st St. South to 121 st St. South
Riverside Drive	I-44 to 101 st St. South
Riverside Drive (Scenic Parkway)	Houston to I-44
Yale Ave. / Yale Place	121 st - 131 st St. South (incl. River bridge)

TABLE 21
Three Primary Pollutants from Mobile Sources - 2000 and 2030

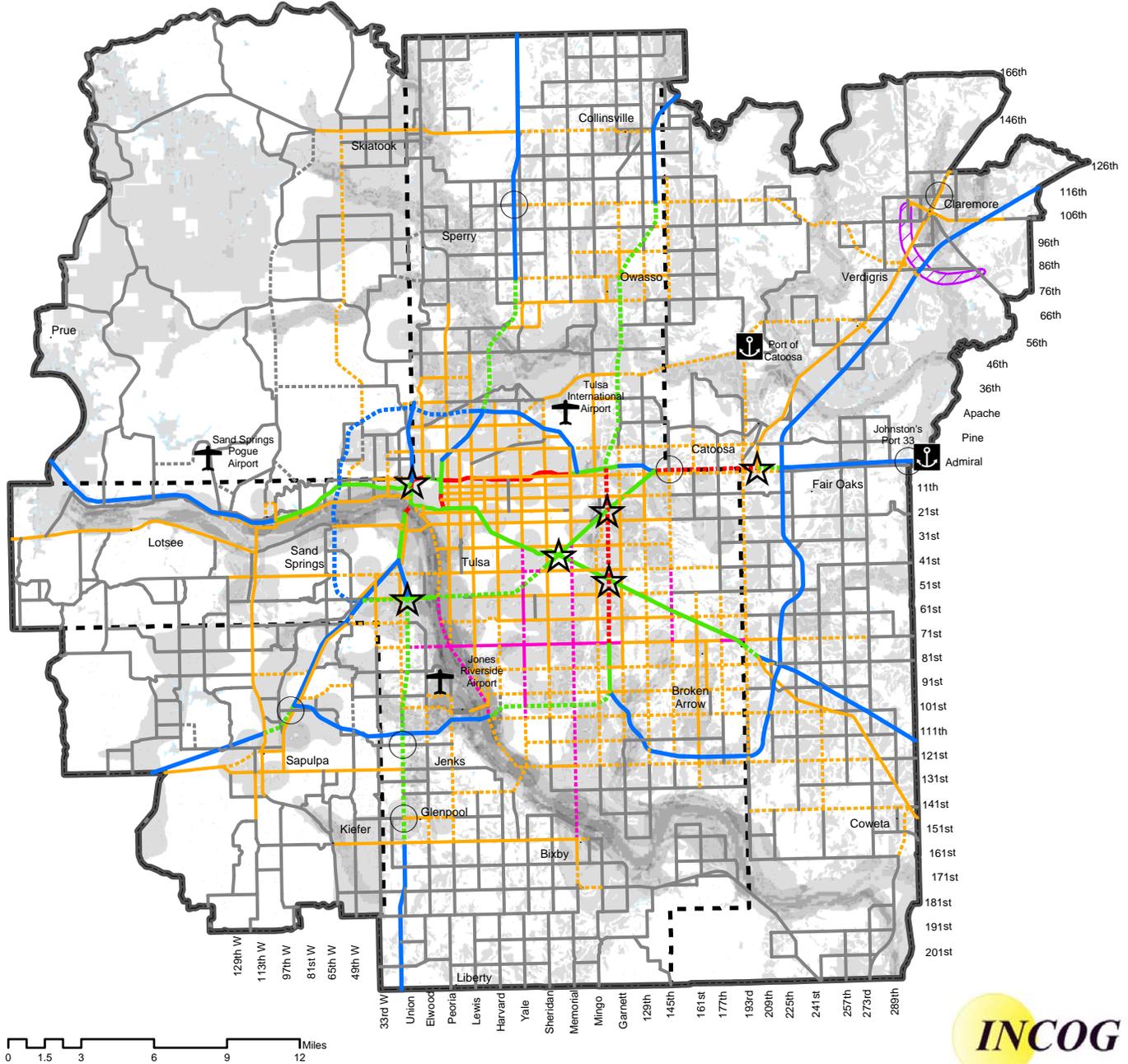
POLLUTANT	2000	2030	CHANGE IN TONS	CHANGE IN PERCENT
HC in Tons/Day	28.5	6.1	-22.4	-78.60%
NOx in Tons/Day	62.3	7.1	-55.2	-88.60%
CO in Tons/Day	344.9	133.7	-211.2	-61.20%

Natural Environment and Planned Roadways



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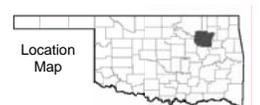
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|--|-----------------------------|--|--------------------------------|
| | Expressway 8-lane, Existing | | 1 Factor |
| | Expressway 8-lane, Planned | | 2 Factors |
| | Expressway 6-lane, Existing | | 3 Factors |
| | Expressway 6-lane, Planned | | 4 Factors |
| | Expressway 4-lane, Existing | | 5 Factors |
| | Expressway 4-lane, Planned | | 6 Factors |
| | Arterial 6-lane, Existing | | Expressway |
| | Arterial 6-lane, Planned | | Grade-Separated |
| | Arterial 4-lane, Existing | | ODOT SH-88 Study Area |
| | Arterial 4-lane, Planned | | County Boundary |
| | Arterial 2-lane, Existing | | Transportation Management Area |
| | Arterial 2-lane, Planned | | |

The various environmental considerations specific to the Tulsa TMA were selected based on the data that was available for analysis on a regional basis and include:

- Lakes, ponds, or other water bodies
- Impaired Streams (including a ¼ mile buffer)
- 100 year Floodplain
- McClellan-Kerr Navigation System (including bordering property owned by the Army Corps of Engineers)
- Bald Eagle Habitat and Nesting Area (including a 1 mile buffer)
- Arkansas River Least Tern Preserve
- Parks (including ¼ mile buffer)
- Skiatook Wildlife Management Area
- Oil and Gas Wells
- Prime Farmland



Map Scale - 1:410,000

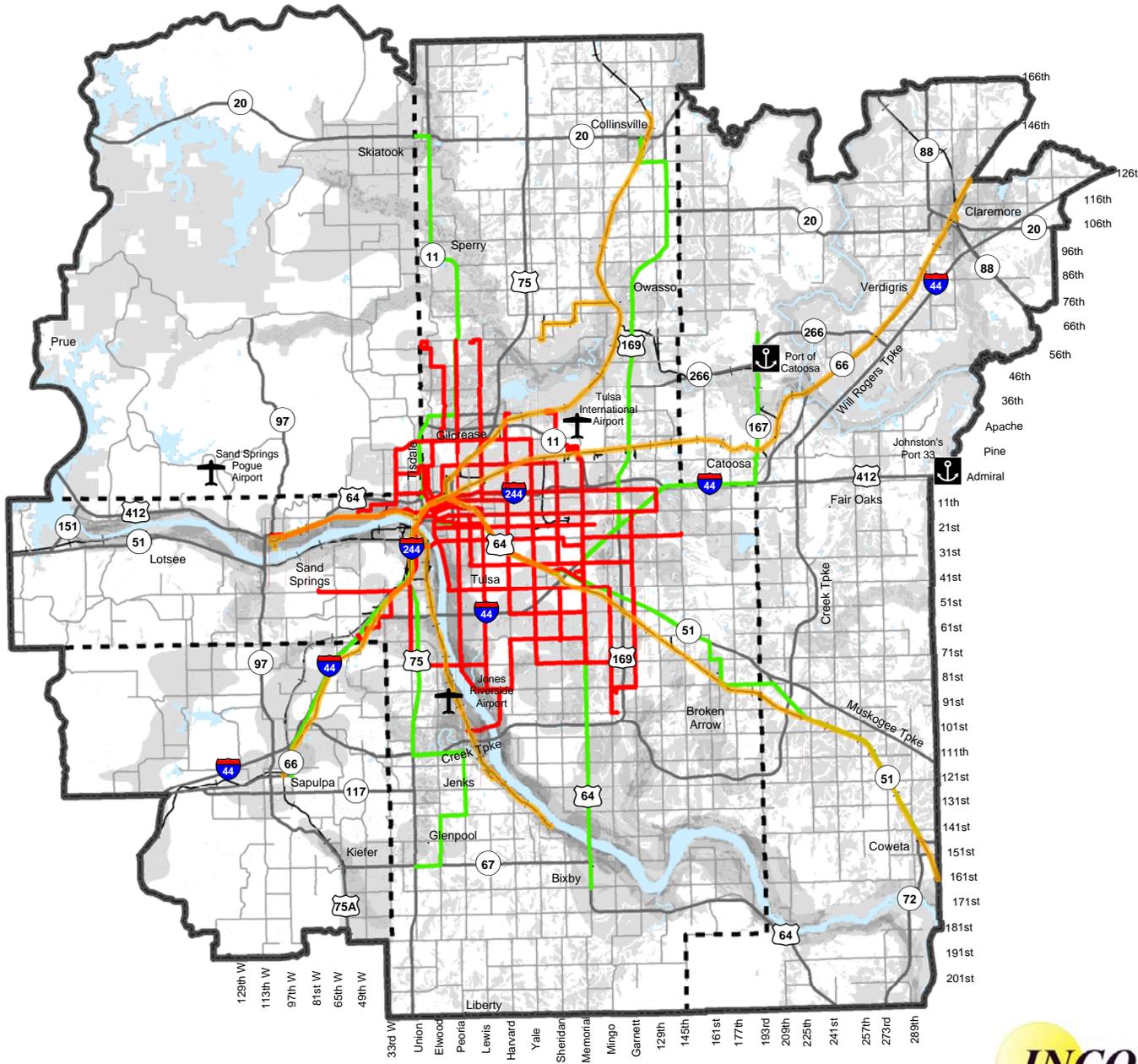


Natural Environment and Planned Public Transportation



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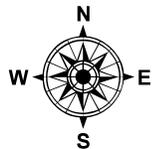


- MTTA_UrbanRoutes
- MTTA_SuburbanRoutes
- Corridor Study Areas
- Highways
- Arterials
- Rail
- County Boundary
- Transportation Management Area

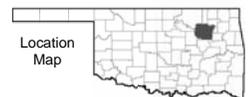
- 1 Factor
- 2 Factors
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- 7 Factors
- 8 Factors

The various environmental considerations specific to the Tulsa TMA were selected based on the data that was available for analysis on a regional basis and include:

- Lakes, ponds, or other water bodies
- Impaired Streams (including a ¼ mile buffer)
- 100 year Floodplain
- McClellan-Kerr Navigation System (including bordering property owned by the Army Corps of Engineers)
- Bald Eagle Habitat and Nesting Area (including a 1 mile buffer)
- Arkansas River Least Tern Preserve
- Parks (including ¼ mile buffer)
- Skiatook Wildlife Management Area
- Oil and Gas Wells
- Prime Farmland



Map Scale - 1:410,000

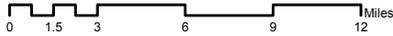
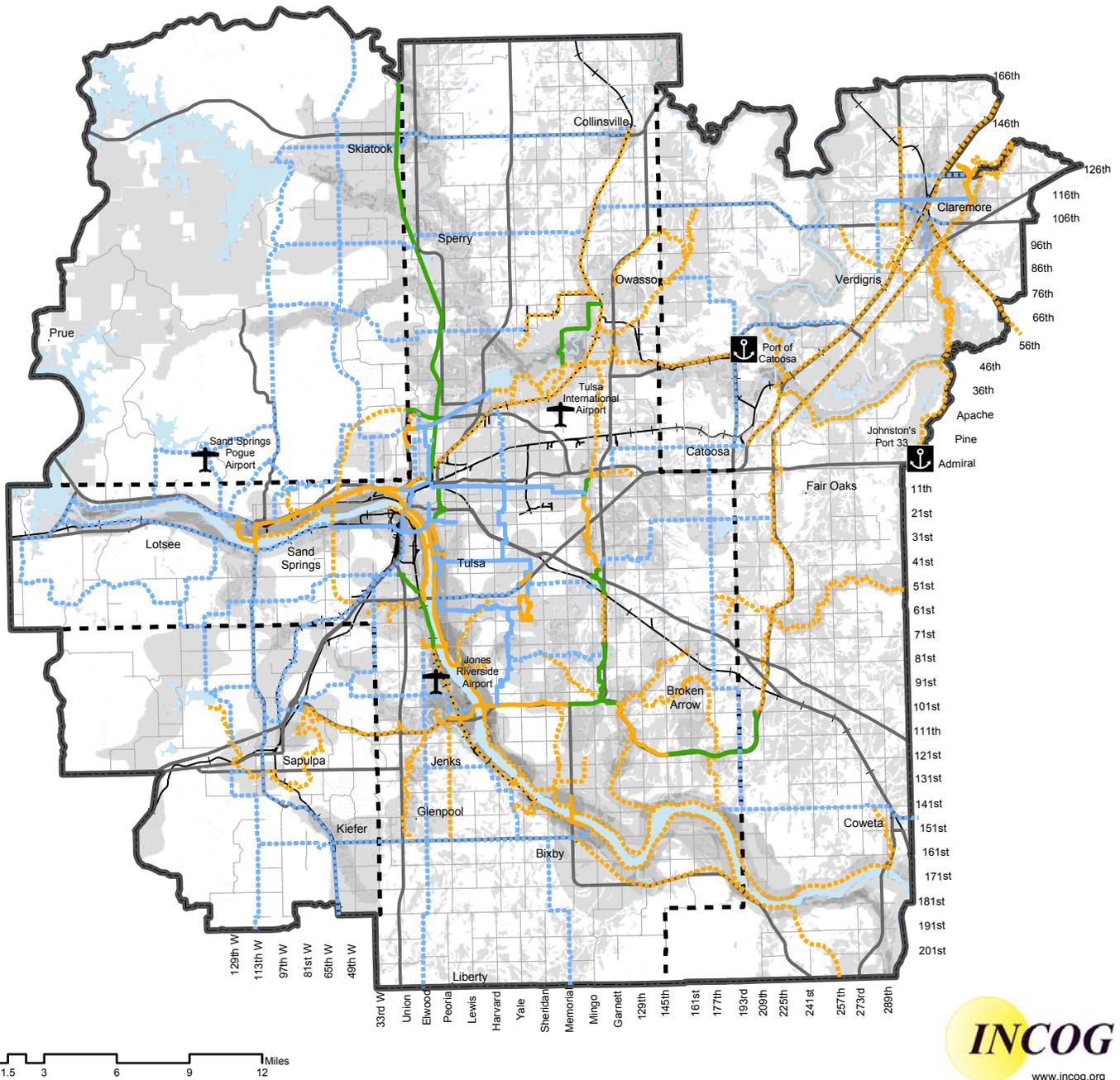


Natural Environment and Planned Trails and Bikeways



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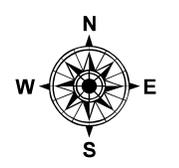
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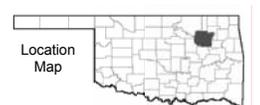
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| | Existing Bikeway | | 1 Factor |
| | Proposed Bikeway | | 2 Factors |
| | Existing Trail | | 3 Factors |
| | Proposed Trail | | 4 Factors |
| | Funded | | 5 Factors |
| | Highways | | 6 Factors |
| | Arterials | | 7 Factors |
| | Rail | | 8 Factors |
| | County Boundary | | |
| | Transportation Management Area | | |

The various environmental considerations specific to the Tulsa TMA were selected based on the data that was available for analysis on a regional basis and include:

- Lakes, ponds, or other water bodies
- Impaired Streams (including a 1/4 mile buffer)
- 100 year Floodplain
- McClellan-Kerr Navigation System (including bordering property owned by the Army Corps of Engineers)
- Bald Eagle Habitat and Nesting Area (including a 1 mile buffer)
- Arkansas River Least Tern Preserve
- Parks (including 1/4 mile buffer)
- Skiatook Wildlife Management Area
- Oil and Gas Wells
- Prime Farmland



Map Scale - 1:410,000



FINANCIAL CONSIDERATIONS

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

Cost Considerations

This 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).

Capacity improvement projects on state highways and arterials were revised to reflect 2005 dollars and were used to supplement other information. Maintenance costs are based on ODOT-supplied information for state and city projects under consideration. For transit estimates, the New System Design plan was used to update the public transportation costs. Bicycle/pedestrian system costs were estimated based on the Trails Master Plan document and adjusted for inflation, as well as on-going project estimates.

Financial adjustments were made based on the need and severity of roadway conditions and the necessary reconstruction of highways and interchanges. As a result, construction and capital costs require a significantly higher percentage than operating and maintenance costs. As shown in *Table 22*, approximately 74% of the total roadway costs reflect capital costs alone. Public Transportation improvements accounts for 19% of the total estimated cost, and Bicycle/Pedestrian costs are slightly above 2% of the total estimated expenditure.

TABLE 22
Cost and Revenue Estimates

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%	

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

Revenue Estimates

The revenue was estimated using the most recent available information from local, state and federal agencies and organizations that have historically provided funding for TMA improvements. Specifically, urbanized area revenue estimates, city bond and sales tax monies, ODOT roadway project spending, and enhancement project funds were used. The revenue available for the transit and turnpike portions of spending is assumed to come from respective entities through dedicated monies.

Local resources (cities and counties) are estimated to provide 27% of the total revenue. About 20% of the total is estimated for implementation of the Public Transportation system plan, which is contingent upon that revenue stream. *Table 22* illustrates the total cost and revenue estimate.

CORRIDOR STUDIES

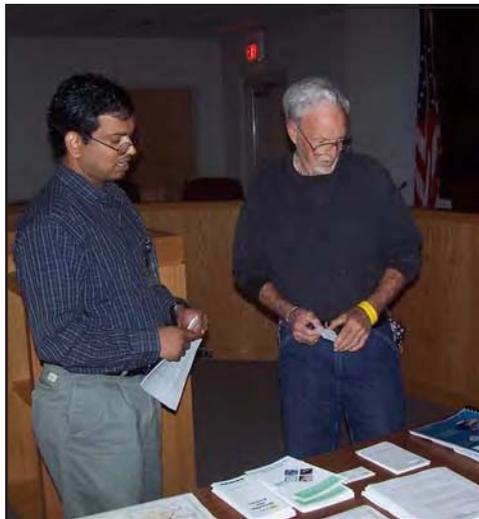
In the course of developing the LRTP, several areas or corridors were delineated for further study. Due to the complexity of issues affecting these corridors and the difficulty in identifying a single or relatively straight-forward solution addressing the projected travel demand, they were selected for more detailed study that is not feasible at the broad regional level at which the LRTP is developed. These corridors are I-44 from I-244 to Riverside Drive, US-75 from SH-11 to 86th Street North, US-169 from 71st Street South to SH-20, US-64/SH-51 (Broken Arrow Expressway) from downtown Tulsa to Broken Arrow, Riverside Drive from Denver Avenue to the Creek Turnpike, Yale Avenue from US-64/SH-51 (Broken Arrow Expressway) to 71st Street South, and Memorial Drive from I-44 to SH-67. These corridors are shown on the *Corridor Study Area* map, Page 129.

In addition to those study corridors, several commuter corridors have been identified in the Public Transportation Element. These commuter corridors were selected for

their potential development for alternative modes of transportation including dedicated High-Occupancy Vehicle lanes or High-Occupancy Toll lanes on the expressways, Bus Rapid Transit, or some form of passenger rail. Based on direction from the TMA Technical Advisory Committee and Transportation Policy Committee, INCOG will conduct an assessment of the study corridors and the commuter corridors to determine the highest priority for evaluation and implementation.

PUBLIC REVIEW AND COMMENT SUMMARY

For the development of the LRTP, INCOG conducted a continuous, extensive, and at times intensive, public education and involvement process. Since September 2002, INCOG held 5 major public outreach events, 4 newsletters were published in English and Spanish, 4 public opinion surveys were conducted, a vision retreat was held for key stakeholders from throughout the region, a contact database of over 1,500 individuals and organizations was created and maintained, numerous presentations were given to various civic and business organizations, and a dedicated web page with all related information, documents, and results was maintained. Throughout the process of developing the LRTP, guidance was provided by the TMA Technical Advisory Committee and Transportation Policy Committee during monthly meetings. Those meetings were open to the public, and all agendas and attachments were available via the web page or upon request. Through these efforts schedules, data, documents, decisions, and results were distributed to the public and the views, values, and priorities of the region were incorporated in the LRTP.



During the draft review meeting in Jenks, an area landowner discusses aspects of the plan with an INCOG staff member.

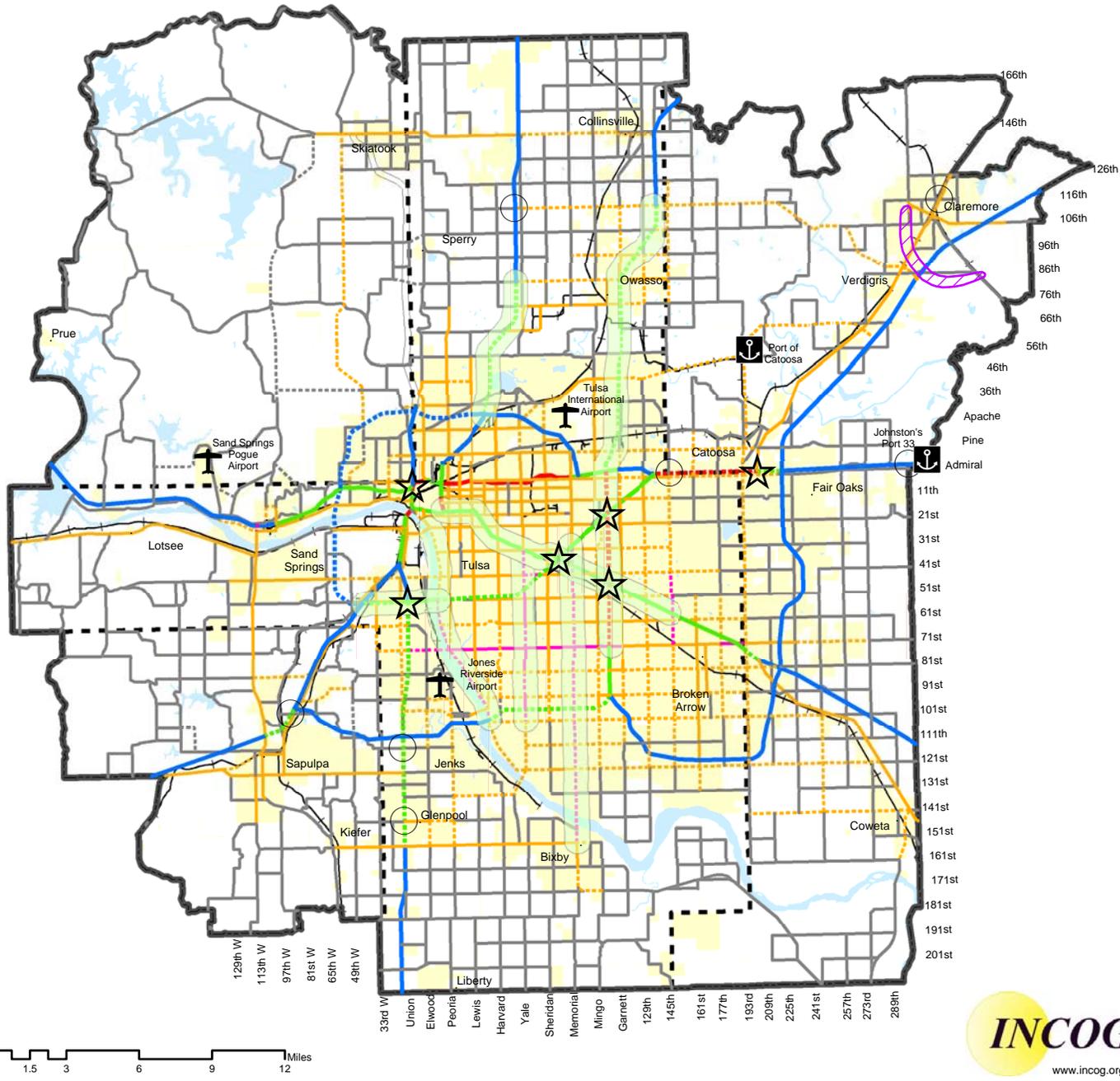
The entire body of public involvement for this LRTP is included in the *Supporting Documents*, and a summary of the public input up to the draft plan phase is included in the Introduction. *Table 23* is a summary of the comments received on the draft plan and INCOG's responses.

Corridor Study Areas



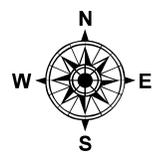
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- Expressway 8-lane, Existing
- - - Expressway 8-lane, Planned
- Expressway 6-lane, Existing
- - - Expressway 6-lane, Planned
- Expressway 4-lane, Existing
- - - Expressway 4-lane, Planned
- Arterial 6-lane, Existing
- - - Arterial 6-lane, Planned
- Arterial 4-lane, Existing
- - - Arterial 4-lane, Planned
- Arterial 2-lane, Existing
- - - Arterial 2-lane, Planned

- Corridor Study Areas
- Interchange Reconstruction**
- ★ Expressway
- Grade-Separated
- Proposed Corridor Beyond 2030
- Rail
- County Boundary
- Corporate Limits
- Transportation Management Area
- ODOT SH-88 Study Area



Map Scale - 1:410,000



TABLE 23

Draft Review - Public Comments and Responses

May 2, 2005 - Broken Arrow City Hall

Comments included questions on when the county-line Arkansas River Bridge would be built and requests for the widening of Lynn Lane to allow better access to schools and industrial properties, as well as better traffic flow in heavily traveled areas. A respondent also suggested the intersection at Lynn Lane and 51st St. should be 5 lanes due to “very heavy traffic.”

The projected travel demand by 2030 did not justify a bridge crossing of the Arkansas River at 193rd East Ave. (County Line Road.) Lynn Lane is planned as a 4-lane arterial from 51st St. South to 101st St. South. Also, the intersections of arterials are generally engineered to provide greater capacity (additional lanes) to reduce congestion.

May 2, 2005 – Glenpool City Hall

Glenpool City Council members had comments following a presentation during their May 2 meeting. Council members wanted to know why Glenpool was the “only community” in the TMA without a 6-lane highway and nominated US 75 for realignment and expansion. They also encouraged widening Peoria and Elwood to SH-67 and 141st to Peoria/Lewis Avenue.

Based on a review of the transportation model, the financial estimates over the life of the plan, and the functional plans developed by ODOT it was determined to be appropriate to extend the widening of US-75 to 6-lanes from 121st St. South to SH-67(151st St. South). The plan recommends Peoria Ave as a 4-lane arterial from 91st St. South to SH-67, Elwood as a 4-lane arterial from 141st St. South to SH-67 and 141st St. as a 4-lane arterial from US-75 to Peoria Ave.

May 3, 2005 – Transit Focus Meeting (Denver Avenue Station)

One respondent suggested special fuel rates for public transportation to cut costs and allow more buses to be available, as well as creating connections to Claremore and Catoosa. Another asked that city councilors’ names and addresses be published and distributed to bus patrons so they can personally contact them with their thoughts on bus funding and service. One respondent thought transfers should be available at more locations. The price of bus passes was deemed too high by one respondent, who mentioned San Antonio’s \$20 bus pass. Four respondents noted the bus system was doing “good work with low funding.” One of these also remarked the buses were clean and accessible, and that drivers were “almost always” courteous and punctual.

Several recommendations in the Public Transportation chapter are aimed at the issues of reducing costs, increasing efficiency and increasing funding. Connections to all communities in the TMA are included in the plan. The remaining comments, being oriented to current operational issues, were transmitted to MTTA.

Most comments centered on adding or modifying specific bus routes, adding additional express routes, and extending service to evenings and Sundays. Respondents also repeatedly mentioned shortening wait times and re-scheduling so transfers can be made despite small fluctuations in arrival and departure times.

Greater efficiency and expanded service in terms of operational hours and geographic area were specifically addressed in several of the recommendations in the Public Transportation chapter. The key factor in providing greater service is obtaining a dedicated source of funding, which is the plan’s number one recommendation.

May 4, 2005 – Rudisill Public Library

The only comment suggested contacting churches and YMCAs for future meeting coordination and locations.

A comprehensive review was conducted of the public outreach efforts during the development of *Destination 2030*. A formal amendment to the adopted *Public Involvement Process* is proposed for consideration by the TAC and TPC. Involving churches and YMCAs is included in the proposed amendment.

May 5, 2005 – Freight Focus Meeting (Port of Catoosa)	
One respondent said a study should be done to determine how full container importers have functioned since the closing of the rail intermodal facility, and what can be done in the future.	A recommendation in the Freight Movement chapter has been added to conduct such a study.
A respondent associated with the Johnstons Port 33 said he was disappointed that the TMA does not include the northern part of Wagoner County west of the McClellan-Kerr Waterway where Johnstons Port 33 is planning to expand operations. He also noted that the LRTP does not mention that SH-412P carries in excess of 2 million tons of materials by truck each year.	The TAC and TPC will consider expanding the TMA to include additional area in Wagoner and Rogers Counties after adoption the of <i>Destination 2030</i> . Although the plan does not specifically identify the volume of truck traffic on SH-412P, the construction of a grade-separated interchange with US-412 is planned due to the high volume of freight movement.
May 9, 2005 – Owasso Old Central Building	
INCOG received comments verbally regarding the importance of US-169 expansion for the City Owasso. Other improvements cited at the open house included, SH-20, 86 th Street North west of US-169 as near-term projects needed, and as a long-term project, the widening of 116 th Street N.	Improvements to US-169, SH-20, 86th St. North, and 116th St. North are all recommended in the plan. All improvements in the plan are needed by 2030, based on projected travel demand. Prioritization of highway improvements is a cooperative process between INCOG, ODOT, and the respective counties and cities. In the past, US-169 has been a high priority for improvement.
May 10, 2005 – Skiatook City Hall	
One respondent commented that Lake Road in Skiatook should be 4 lanes.	Based on the projected travel demand and financial feasibility this suggested improvement is not included in the plan. This will be reconsidered in the update of the Long Range Transportation Plan for 2035.
May 11, 2005 – Roadway Focus Meeting (Martin Regional Library)	
One respondent asked when the trail system northward from 11 th and Mingo is expected to be completed. He also asked if it will be bicycle and pedestrian friendly and whether there were plans to connect it to River Trails.	The next section of the Mingo trail from 11 th St. to Mingo Road near Admiral has recently been funded. Ultimately, the Mingo Trail will extend to Mohawk Park. The Mingo Trail will connect to the River Trails via the Creek Turnpike Trail and numerous on-street bike routes.
One respondent stated that North & South Memorial from the Airport, South to East 27 th Street, served as a “gateway street” and “front door” to Tulsa. She said the road should be resurfaced, a fifth lane should be added, and the center median should be removed.	This segment of Memorial currently is 4-lanes. The plan recommends the number of lanes for through-traffic, therefore many of the 4-lane arterials could be 5-lanes. Since this suggestion cannot be specifically addressed in the context of a long range plan, it was forwarded to the City of Tulsa Public Works Department for their consideration.
Two respondents asked for copies of the display posters used during the meeting to relay transportation facts to attendees. One would like to use these facts in an upcoming newsletter to her homeowners association.	Copies were sent to both respondents.
May 14 – Bike/Pedestrian Focus Meeting (Hicks Park)	
One respondent asked if 56 th Street North is to be widened and the bridge replaced. He also suggested distributing statistics from studies documenting the economic, crime reduction, and quality-of-life impacts trails can provide.	The Bicycle-Pedestrian chapter recommends an on-street bikeway on 66th St. North from the Cherokee Industrial Park to Osage County and beyond. A brochure of facts and figures for trails is being considered as an implementation component of the plan.

May 16 – Sapulpa City Hall	
<p>The Sapulpa City Council made numerous comments after a presentation to them during their May 16 meeting. Council members emphatically encouraged an eastbound ramp off I-44 at Hilton Road. They said the project would further encourage commercial/economic activity along the SH 66 corridor from Hilton Road south into town.</p>	<p>The suggestion to add the ramp was analyzed in the transportation model and the financial projections. Based on that analysis it was determined to be appropriate to include it as a recommendation for a grade-separated interchange.</p>
Emailed responses	
<p>One email respondent stated the LRTP should focus less on vehicle use and more on mass transit and land-use issues. He specified interest in 24/7 bus operation, HOV and light rail implementation, and land-use policies that encourage mass transit over personal vehicle use.</p>	<p>Several recommendations in various chapters of the plan give greater consideration to alternative modes of transportation, greater intergration of transportation and land use planning throughout the region, specific consideration of alternative modes in future development, and the projection of 20% of the anticipated revenue dedicated to public transportation improvements and operations, while transit will only account for approximately 1% of the total travel in the TMA. Further, the plan has identified specific corridors in the region for more detailed analysis of alternatives such as HOV/HOT lanes, bus-rapid transit, or passenger rail.</p>
<p>A second email comment requested removing the word "private" from the Roadways recommendation supporting funding a Major Investment Study for a highway from Tulsa to Wichita, Kansas, and continuing to I-70 near Hayes, Kansas.</p>	<p>The reference limiting funding to private sources was deleted.</p>
<p>Another respondent suggested 3' striped shoulders be added to all new roads, widening projects, and road-repair projects for major roads as an economical and safer alternative for bicyclists. He also noted that while the Tulsa Trails System provides a nice recreation opportunity, further expansion should focus on connecting commuters from home to work through a series of off-street and on-street corridors. In addition, he noted a media campaign should be launched stressing share-the-road laws and the benefits of bicycle commuting.</p>	<p>The plan includes specific roadway cross sections that include 14-foot outside lanes on all arterials specifically for consideration of bicycle transportation. The plan recommends a number of trails and bikeways that will be the core routes for the regional system. Those routes were identified in the development of the Trails Master Plan primarily for transportation purposes. The implementation of the trails and bikeways in the region has focused on these core routes. The suggestion to implement a media campaign to educate drivers about bicycle commuting was included in the Bicycle-Pedestrian chapter.</p>



TABLE 24
Final Plan Review - Public Comments and Responses

Environmental Agency Review	
Bureau of Land Management stated no BLM interest will be affected by the LRTP.	No response required.
Oklahoma Water Resources Board noted that flood plain permits and considerations were required because the City of Tulsa and most surrounding communities administer floodplain management regulations.	The acquisition of permits is a project-level decision that we cannot reasonably address on the broad regional level.
FEMA stated that for communities that participate in the National Flood Insurance Program, local administrators should be contacted to determine whether permits are needed	Local administrators will be contacted on a project specific basis.
Army Corps of Engineers noted that prior to any implementation, project specific information related to projects should be submitted to the Army Corps of Engineers for review and/or permitting	No response required.
Oklahoma Archeological Survey noted that there are hundreds of historical and cultural sites in and adjacent to the urban area and that a comprehensive review of potential sites should be undertaken at the initiation of any of the specific projects identified in the plan.	The Plan Effectiveness Chapter 6 has been revised to include this consideration.
The Oklahoma Conservation Commission stated they had no comments at this time but appreciated the opportunity to review the LRTP during the environmental review	No response required.
July 28 - Public Hearing	
Asked for more information on the I-44 as it relates to 51st Street, and also making Lewis to Harvard one way	Making 51st Street a one-way frontage road eastbound from Lewis to Harvard is a component of the project to reconstruct and widen I-44 from Yale to the Arkansas River. The plan includes the one-way concept and the transportation model does not show any adverse impact on the arterial streets. However, the model does not analyze the impact on the residential streets. ODOT is reviewing the issue and will present information at a public meeting in September.
Stated opposition to the bridge at Yale	The modeling data and process have been extensively reviewed and the need for a bridge by 2030 to relieve the Memorial bridge and the 96th Street bridge is valid.
State Rep. Fred Perry stated that he had received multiple comments in his office about the bridge at Yale and asked about the possibility of publicly funding the project	The modeling data and process have been extensively reviewed and the need for a bridge by 2030 to relieve the Memorial bridge and the 96th Street bridge is valid. Most of the improvements recommended in the plan are anticipated to be publicly funded and there is no requirement for either publicly or privately funding any particular project.
Stated that he had some ideas for restructuring the MTTA public transportation system and asked for an opportunity to further discuss his plan with MTTA and FHWA representatives	After the Public Hearing, Mr. Guy met with MTTA and FHWA representatives and presented his information for their review. No materials or information were transmitted or presented to INCOG.

Roadways and Bridges	
Stated specific traffic signal and signage changes to improve congestion management	A significant component of the congestion management system is the improvement of the signals as well as coordinating the signals in corridors, particularly across jurisdictional boundaries.
Asked what homes will be affected by the widening of Wilson Avenue in Sand Springs	The acquisition of right-of-way is a project-level decision that we cannot reasonably address on the broad regional level.
Commented he was not in favor of making 51st a one-way street.	This is an impact of the planned widening of I-44 from Yale Avenue to the Arkansas River. This concern has been communicated to the Oklahoma Department of Transportation for their review.
Mayor Commented that Glenpool is in full support of the Plan, especially expanding Hwy 75 to 6 lanes from 151st and the grade separated exchange at 141st.	No response required.
Commented that widening projects should be considered before major development, and that more widening should be done on specific streets to relieve congestion and encourage new businesses. Also commented that seeing specific target dates for projects would be helpful.	In the City of Tulsa and the unincorporated portions of Tulsa County, the anticipated right-of-way is preserved as much as possible in the land development process. Specific project implementation is prioritized by the respective communities. With over 1,300 lane-miles of recommended improvements, it would be nearly impossible to reasonably prioritize those improvements.
Comments include: designating the Creek Turnpike I-644, and support of Gilcrease Drive as a freeway, grid-based transit system, and rail system from Tulsa to Broken Arrow. Also supports park-and-ride facilities and bike lanes and trails.	INCOG supports designating the turnpikes with a numerical designation. The plan includes the entire Gilcrease from US-75 west and south to I-44 as an expressway/parkway. The Public Transportation chapter includes recommendations that address the planned fixed-route transit system, passenger rail feasibility studies and the implementation of more park-and-ride locations.
Encouraged expansion of Highway 266 to a four-lane divided highway to better handle increased traffic	That expansion is included in the Plan.
Extend 111th Street South from Yale to Riverside	Based on the projected travel demand by 2030 this improvement is not warranted. However it will be considered again within the next 5 years in the update of the plan for 2035
Said the expansion of the highway to the Port would help traffic situation	That expansion is included in the Plan.
Expressed concern over placement of the bridge at Yale and having it built/operated by a private entity. He wrote that the bridge project should be acceptable to all parties involved.	The modeling data and process have been extensively reviewed and the need for a bridge by 2030 to relieve the Memorial bridge and the 96th Street bridge is valid.
Recommended the intersection at 71st Street and Union Avenue be redesigned and the new design be constructed now while 71st Street is closed to traffic.	Although the Plan does recommend improving 71st and Union, it is up to the respective governments to prioritize the implementation of those improvements. The reconstruction of 71st and US-75 is an ODOT responsibility whereas the 71st and Union intersection is the responsibility of the City of Tulsa. Tulsa has not identified that improvement as an immediate priority.
Stated Figure 14, in addition to the cross-sections, should include more details on the spacing of intersections, street furniture, light poles, etc., and that expressways and busier arterials include pedestrian underpasses and overpasses. Also asked what the plan is for Houston between Riverside and 12th and for Riverside between Houston and Southwest Blvd.	Figure 14 is not intended to specify designs of the roadways but rather to indicate right-of-way requirements for consideration in the environmental clearance once the project is initiated.

Roadways and Bridges (Continued)	
Stated that the Gilcrease Expressway has proven to be a waste of money and that, in the future, INCOG should prioritize and fund projects on a regional basis and not allow community/county funding to dictate the projects that are completed.	All of the recommendations are generated from a regional analysis of the transportation system. Funding availability is a consideration in the financial constraint analysis that is conducted after the proposed improvements are identified. The Gilcrease Expressway/Parkway is a necessary component addressing regional travel demand and although there is some funding identified from local sources, approximately 80% of the funding is from federal sources.
Two people sent emails siting objections to bridge at Yale and widening of Yale to Creek Turnpike	The modeling data and process have been extensively reviewed and the need for a bridge by 2030 to relieve the Memorial bridge and the 96th Street bridge is valid. Further, even without the bridge, Yale will need to be widened from the Creek Turnpike to 111th Street South.
Nineteen People sent written comments explaining their objections to the bridge at Yale	The modeling data and process have been extensively reviewed and the need for a bridge by 2030 to relieve the Memorial bridge and the 96th Street bridge is valid.
The Homeowners for Fair Zoning and South Tulsa Citizens Coalition expressed opposition to the bridge at Yale.	The modeling data and process have been extensively reviewed and the need for a bridge by 2030 to relieve the Memorial bridge and the 96th Street bridge is valid.
Supports moving the bridge at Yale to 121st and Delaware in the Plan. He also wondered why Riverside was changed from 6 lanes in the 2020 Plan to 4 lanes in the 2025 Plan. Lastly, he said he didn't feel public outreach has been properly conducted, especially concerning the Yale Bridge.	The long range Plan analyzes the transportation system of the region as a whole and in comparing the alternatives of the location of the terminus of the Yale bridge there was little difference in the resulting traffic volumes on the various affected roadways. Therefore, the final location of the terminus of the bridge is an engineering level decision beyond the scope of the Plan. Riverside Drive was recommended as a six-lane facility in previous plans due to the projected travel demand primarily to the Central Business District. In developing the 2025 plan the projected travel demand did not warrant the expense of 6-laning Riverside Drive, so it was retained as a 4-lane facility. The public outreach for the 2030 plan has been the most extensive for any long range transportation plan conducted by INCOG. The entire public involvement process has been documented and is available for review at the INCOG offices.
Objects to the bridge at Yale and widening of Yale Ave.	The modeling data and process have been extensively reviewed and the need for a bridge by 2030 to relieve the Memorial bridge and the 96th Street bridge is valid. Further, even without the bridge, Yale will need to be widened from the Creek Turnpike to 111th Street South.
Objects to the bridge at Yale and widening of Yale south of 91st Street	The modeling data and process have been extensively reviewed and the need for a bridge by 2030 to relieve the Memorial bridge and the 96th Street bridge is valid.
Supports the bridge at Yale	No response required.
Objects to widening Yale	Even without the planned bridge across the Arkansas River the projected travel demand warrants the widening of Yale south of the Creek Turnpike.
Objects to widening Yale for 101st to 111th Street South due to potential removal of Oak trees.	Based on the projected travel demand by 2030 this improvement is warranted. The issue of potentially removing Oak trees is a project-level analysis the we cannot reasonably address on the broad regional level.
Objects to widening Yale south of 101st Street South	Based on the projected travel demand by 2030, this improvement is warranted.
Supportive of bridge at 57th W. Ave.	No response required.

Public Transportation	
MTTA suggested revising the public transportation chapter to reflect the most current data from MTTA.	Revision were made as noted
Is encouraged by the recommendation to improve the coordination of land use and transit planning.	No response required.
Said he believes the plan did not focus enough on rail options and gave specific ideas for implementing a light rail system	Although there is significant interest in passenger rail service throughout the region, there was limited support for funding passenger rail, which tends to be a rather expensive system to initiate and maintain. Therefore, the plan does not include specific passenger rail implementation, but it does identify corridors that should be studied to determine the feasibility of passenger rail service.
Stated a higher percentage of proposed bus routes (currently 55%) should be provided to SSAs, since SSGs rely more on public transportation	Federal regulations require that recommended improvements do not disproportionately impact or benefit any particular population or segment of the region. The analysis conducted in the Public Transportation element concluded that the SSAs and SSGs are not disproportionately impacted or benefited by the proposed improvements when compared to the overall TMA.
Said there should be greater emphasis on funding for public transportation and that the Scenic Parkway for River Parks should retain the current character	The public transportation element of the Plan comprises approximately 20% of the total cost of the recommended improvements, both capital costs as well as operating and maintenance costs. Without a dedicated source of funding for public transportation, it is difficult to plan for expansion of the system with certainty.
Bicycle/Pedestrian	
Commented 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. He also thought the Fry Creek and Riverside (dual tread) projects should be moved up in priority.	The Plan gives greater priority and emphasis to trails that maximize the transportation options for residents. The Fry Creek trail connecting Tulsa and Bixby and the dual trail on the River Parks system are both in the first tier of priorities.
Extend the 71st Street Trail from Elwood west for 2 miles.	Staff will analyze this proposal, solicit public input, and amend the plan if necessary.
General Comments	
Person said he supports the Plan as it was approved	No response required.
In an detailed letter, it was suggested that the LRTP change focus from congestion management to tackle issues including land-use, alternative transportation, sense of community/place, and others. He also stated he believes the 41st Street bridge should be removed from the LRTP until final plans for the Arkansas River are completed.	The plan was drafted based on the values and priorities of the residents of the region. Throughout the public involvement process the greatest concerns were safety, efficiency of the system, and reasonable financial investment and management. Greater and better coordination with land development is a significant recommendation of the plan. Finally, 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 mid-town.

DESTINATION 2030 PLAN EVALUATION

The *Destination 2030* LRTP embodies the vision of the TMA for a sound regional transportation system. The LRTP provides accessibility, environmental integrity, economic opportunity, and financial feasibility as well as enhances overall safety, efficiency, and total management of the existing transportation system. Included in the LRTP are numerous roadway capacity improvements corresponding

to the region's continual growth and urbanization, completion and implementation of the regional Trails Master Plan, improved transit commuter corridors, and other measures augmenting the transportation system. These enhancements and the region's commitment to sustaining the environment will further stimulate the TMA's quality of life.

It is critical that the recommendations of the LRTP are pursued to the most reasonable extent possible. To that end, the LRTP evaluation establishes the following measures to evaluate the goals, objectives and the actions proposed in the plan.

- ◆ **Conduct an annual evaluation of the actions identified under each of the LRTP elements** - The actions proposed under the Roadways, Public Transportation, Bicycle/Pedestrian and the Freight Movement elements are specific and often relate to a collaborative process among various agencies. A structured review between plan periods (approximately 1½ to 2½ years after adoption of the LRTP) with identified stakeholders to advance the issue and the proposed action is also necessary. This review will enhance and strengthen the planning process.
- ◆ **Conduct technical and policy reviews** – A review of specific actions related to Transportation Demand Management (TDM), Transportation System Management (TSM) and Intelligent Transportation System planning, Transit funding, Trails Master Plan implementation, and freight movement improvements will be necessary as part of the above review. Public input and building public-private partnerships in these areas will be necessary at key milestones.
- ◆ **Effectively communicate during LRTP implementation** – Policymakers should be informed and further actions should be sought as needed. Relaying timely information to the transportation system users is also necessary. Immediately upon adoption of the LRTP, INCOG, in cooperation with relevant agencies and users groups as appropriate, should conduct an analysis of planned improvements and develop a list of the priority unfunded improvements.
- ◆ **Develop technical measures that exemplify the planning process and the transportation facilities in general** - Examples include regional trail user counts, investments in safety or air quality improvements, average travel speeds on expressways and primary arterials, and total transit users.
- ◆ **Scrutinize planning assumptions as a means of achieving necessary plan evaluation** - The growth rate of employment and population near- and mid-term should be evaluated to determine if actual growth rates are consistent with the forecasts. Other evaluation criteria should include vehicle data, trip-related information, and cost and revenue assumptions, as more current data becomes available.
- ◆ **Measure customer access and accountability to the LRTP** - These can be measured from regional policymakers' evaluation of the planning process and their input into the process. Identified stakeholders can be surveyed to determine their involvement in the LRTP and to identify any deficiencies in the process

