

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.