

# PLANiTULSA: Our Vision for Tulsa

## ***Comments and Responses Summary as of January 13, 2009***

The following comments were made on the Draft Vision. These comments were made by the public, PLANiTULSA Citizens' Team members, and the staff. The majority of these comments were logged into the PLANiTULSA website. The first column shows the comment as made (these are not edited); and the second column summarizes the recommended changes or clarifies the comment. When the comments are general opinions that do not need a response, the second column is left blank.

<b>Vision Comment</b>	<b>Action</b>
This fine document seems to be lacking in consideration of the importance of Tulsa's arts history and particularly the importance of Public Art in our community. Tulsa was one of the first cities in America to establish a percent for art program in 1969 and has been cultivating this treasure ever since. It would be a nice enhancement to the Vision for Tulsa if there was some recognition of the importance of Public Art and possibly even some mention of what is considered the standards for successful percent for arts programs in other communities such as Seattle, WA.	Tulsa art heritage and public art is included in the Land Use Chapter and policies. In addition add "art" into the Vision introduction.
What about SW Tulsa? This is an opportunity area in the City of Tulsa. Riverbank, transportation infrastructure, good schools, underdeveloped. A small-area workshop was held in this area but the plan seems weak in addressing the opportunities here.	Vision and plan maps are changed to show more growth and revitalization in these areas.
<ol style="list-style-type: none"> <li>1. Connecting TU and TCC to downtown is good. Include ORU too,</li> <li>2. Keep the architectural integrity of the Brookside and Cherry street neighborhoods.</li> <li>3. Include bike lanes</li> <li>4. Keep green areas on all major road ways</li> <li>5. Get rid of all the beauty marring billboards</li> <li>6. Create a permanent farmer's market</li> </ol> <p>Good job!</p>	Oral Roberts University is served by Lewis, which is designated as a multi-modal corridor.
Haven't seen the final plan but I am a strict preservationist. Hope we keep our historic neighborhoods, historic!	The value of Tulsa's historic assets is acknowledged throughout Vision and Plan.
Once again 51st to 71st on S. Peoria is left out - NOTHING is set for this area - Brookside is being built up - Cherokee Casino and on to Jenks and South Tulsa at 81st on is built up with nice apartments - and we are the 'south ghetto' along S. Peoria with Cash and Pawn shops, bars and rent-a-center shops amidst NICE single family homes both east and west of S. Peoria. The apartments at 61st and S. Peoria - just east of Peoria and south of 61st have CONSTANT problems - police sirens	Vision and plan maps were changed to show more substantial growth and revitalization, area is designated with a multimodal corridor.

Vision Comment	Action
<p>nightly with helicopter runs, gunshots - drug dealers on corners hanging around - so you're planning in a few years to widen 61st from Riverside to Lewis - what are you going to do with those apartments!!!??? We've been left out once again. WHY????</p>	
<p>I am one of the proponents of scenario D. I want to see the downtown and adjacent neighborhoods developed with housing, condos, apartments, services, art galleries, restaurants, artists' studios, theaters, museums, pedestrian safe access between facilities and attractions. All of these things make Tulsa a city that will attract visitors and perhaps new residents. When visitors come to a city they come to the heart of the city, not the outlying areas. And when they do come, they want to see a thriving active city. I am in favor of all the things suggested in Scenario D. As a table facilitator at one of the neighborhood workshops, I can say that I did contribute to and support the efforts to build this vision.</p> <p>Now, having said that, I do agree that parts of C and D should be combined as they have been for the vision of the future of our city. Perhaps that will be more acceptable and perhaps more palatable to those who have abandoned the downtown and midtown areas for homes in far South Tulsa and who didn't contribute input to the original workshops but who voiced their objections not suggestions after the fact.</p> <p>So, the bottom line to this feedback is that I will support the vision as proposed by PLANiTULSA.</p>	
<p>Important to have emphasis on storm water retention (like new gardens) to minimize impact of development on local water quality and reduce impact of flooding downstream.</p> <p>Could use more urban wild spaces – like small prairie or woodland plots for urbanites to enjoy.</p> <p>Ann Arbor has a great park system throughout the city.</p>	<p>Addressed in Parks, Trails, Open Space and Environment Chapter</p>
<p>Overall, it's a good plan with important emphasis on multi-use development, natural spaces within the city, sustainable development, and transportation. We'd like to see more trolley and/or rail within the city, especially in midtown. However, we're most interested in making the plan as specific, practical, and actionable, so that it won't remain unused!</p>	<p>No change required in plan, Midtown area will be served with high-quality transit service</p>
<p>I just hope that things really get started on this. I was reading about how OKC is getting together with their MAPS3 program and will be initiating progress for light rail and urban development. I really hope Tulsa does not drop the ball on this. i hate to beat a dead horse, but I hope that when my kids are teenagers, they will not have to drive 9 miles to go to interesting and entertaining parts of town (IE 71st and memorial, 101st and memorial, and Jenks Riverwalk) and can instead have a vibrant</p>	

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<p>river with entertainment and food as well as a built up downtown with all kinds of art, entertainment, dining, parks, and urban housing. Hopefully a hybrid between choice C and D will happen and things can get done.</p> <p>I think a good example of a smaller city that really revitalized their downtown and urbanized it very well is SLC. Salt Lake City is not a huge city, but it has beautiful parks downtown, light rail, plenty of lofts, downtown dining, condos, apartments and some really nice looking outdoor malls that mix outdoor retail shopping, condos, dining, recreation/fountains all in one. I know Tulsa is not Dallas, so I do not expect that kind of a downtown, but I hope we keep up with Oklahoma City's progression of downtown, and I think it would be nice to come closer to how San Antonio utilized their river and how Salt Lake city revitalized their downtown before the 2002 Olympics. Please Tulsa, I want my kinds to have a city where they can find all their dining, entertainment, arts, and recreational needs close to downtown as well as being a place where young adults and young families can find a job.</p>	
<p>Positives: Great practical emphasis on neighborhood centers Value of existing neighborhoods, especially historic/older districts Emphasis on changes in zoning to eliminate unnecessary parking and single use zones Inclusion of "green" options, like bike lanes, community gardens, urban wilderness value, etc.</p> <p>Negatives: Not enough vision for changes in transportation – we'd like to see more trolleys (especially in midtown) and rail options</p>	
<p>To help in combating hunger, poverty, food deserts and sustainability in our region, I would like to see community gardens throughout the city. They not only grow food and flowers which feed the body and soul but also grow community as neighbors got to know and begin to feel a responsibility and kinship for/with each other.</p>	<p>Integrate concepts into neighborhood and community planning, so they are included in neighborhoods when desired.</p>
<p>No mention anywhere of climate change, changing demographics, peak oil, globalization.... Tulsa is immune to the outside world, is it? For a comprehensive Plan, this seems less than comprehensive.</p>	<p>The concepts and policies in the PLANiTULSA plan are designed to address the issues associated with climate change by improving energy efficiency of buildings and transportation systems, as well as enhancing Tulsa's natural environment.</p>
<p>My wife and I own land located near 105th and South Delaware Ave. We have over 1500 front feet on South Delaware Ave. and Arkansas River Frontage. In the enclosed jpg attachment is a copy of the "Jenks/South Tulsa Riverfront Concept Plan" That rendering was adopted as part of the Arkansas River Corridor Master Plan. In that rendering our land is shown in the very near bottom left and is labeled as Proposed Mixed Use Development Area. In regards to Planitulsa comments and</p>	<p>Vision and plan maps were changed to show more mixed-use growth and revitalization.</p> <p>Area is served by multimodal corridor transportation designation.</p>

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<p>input, our concerns are as follows:</p> <ol style="list-style-type: none"> <li>1. Please reconcile and incorporate into all of your renderings and documentation the elements of the Arkansas River Corridor Master Plan.</li> <li>2. Please extend on your renderings the public transit line to 106th street and South Delaware Ave. to be in proximity of the proposed south Tulsa/Jenks Dam and Pedestrian Bridge.</li> <li>3. Please designate on Planitulsa renderings and documentation all of our property as a proposed mixed-use urban village commercial riverfront development center which would include retail, restaurants, office, multifamily residential, and entertainment venues.</li> </ol> <p>Your attention to this matter is greatly appreciated. Thank You, I took a look at the map and the proposals...so far so good.</p>	<p>Area is served by multimodal corridor transportation designation, which supports mixed-use development types.</p>
<p>I want a public vote for the final approval of the PlaniTulsa Comprehensive plan update. I am very disturbed by the last minute changes made in regards to having the city do it's own planning, I see this as a lack of transparency and want the Council to investigate and find out who requested it and why in detail these recommendations were changed. I think any correspondence on this issue during the period the results were released and the recommendations were changed should be made public.</p>	
<p>Beyond the bridge alignment, I would like to know how Tulsans and City staff alike can better communicate and coordinate with external partners such as State and Federal departments, private foundations, etc. when 'improving' our community. My primary concern is the widening of I-44, the seeming disregard for the residents immediately abutting the improvements and the City's position of Catch-22 (not my drainage problem - call ODOT...not our noise problem - call COT Public Works). Congrats to all who spent time and thought drafting PlaniTulsa. Wishing all of us the patience to endure the growing pains.</p>	<p>Strategic Plan recommends consolidating development-related activities into one department. This would increase customer service and promote more coordinated responses.</p>
<p>Preserving and expanding our city's urban forest is integral to the development of Tulsa. This has not been addressed. Greenery increases livability. Nearly every rendering in your beautifully executed work, shows trees. They are necessary for noise control, for temperature/shade/comfort in this hot city, beauty, and so on.</p> <p>Please add your support of regreening Tulsa to your plan. Everyone loves trees. (Look at the River Parks!) We need more shaded trails for both our seniors and our juniors. Thanks for listening.</p>	<p>The Parks, Trails, Open Space and Environment chapter includes a goal with specific policies 1.43-1.49.</p>
<p>Very impressed and excited about the plan. As a native Tulsan, now starting my family here, I am very optimistic about Tulsa's future but we absolutely need to implement a plan like this in order for the city to reach it's full potential. I support putting this vision into action!</p>	

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<p>Wanted to remind you to include the significant impact trees can have on stormwater -- reducing the amount of water going into the system, and making it much cleaner. Incorporating trees throughout the city, in every neighborhood and commercial area - not just clumped in parks or rec areas -- is the best way to do this. Here is a great article detailing some of the many ways trees should be used in an urban setting to reduce impact on stormwater system: <a href="http://www.forestsforwatersheds.org/reduce-stormwater/">http://www.forestsforwatersheds.org/reduce-stormwater/</a></p>	<p>In the Parks, Trails, Open Space and Environment chapter the first goal and set of strategies specifically address stormwater management and the use of green streets. The Transportation Chapter also supports the use of street trees (which mitigate runoff, provide shade, and enhance neighborhoods).</p>
<p>Great plan and vision. Let us all carry the vision forward to the next phase.</p> <p>Editing comments: pg. 24 Highways and Freight second to the last sentence, "This will alleviate help prevent..."seems to need another word - alleviate what? pg. 41 Use Context Sensitive Solutions CSS used throughout the paragraph, but CSD used under illustration.</p>	<p>Corrected</p>
<p>I would like the guiding principle that addresses the health disparities in our community put back in the plan. In fact, I would like much more emphasis on creating a healthy city, particularly important are active transportation and fitness, food security and nutrition, health care access and the many connections between urban form and public health.</p>	<p>Guiding Principles Updated</p>
<p>I would also like to see funding for replenishment of the Tulsa tree canopy as a result of natural disasters, insect infestations or removal of trees due to age or infrastructure installations.</p> <p>It is critical in determining how Tulsa's Tree Canopy is growing to establish a baseline study of the current canopy. Funds for this study can be taken from the Economic Development resources. I firmly believe that the percentage of tree canopy can improve livability, clean air and water as well as decrease the effects of urban heating (this could be codified by another study, if funds were available).</p> <p>I respectfully request that you include strong language and achievable mechanisms to insure that Tulsa's tree canopy increases in the future.</p> <p>Thanks for providing this forum for my thoughts.</p>	<p>The Parks, Trails, Open Space and Environment chapter includes a goal with specific policies 1.43-1.49. The Transportation Chapter also supports the use of street trees (which mitigate runoff, provide shade, and enhance neighborhoods).</p>
<p>I like how PlanitTulsa worked, but you need to publicize the process more now and how results were achieved. Metlock misrepresented your efforts and other politicians may do the same. You need to remind people that they were invited into the process and that the people of Tulsa made these decisions. People forget so quickly. Thanks a lot.</p>	
<p>I am a member of The Tree Advisory Committee which was formed at the request of the Mayor of Tulsa in 2006/2007. We have worked with PSO/AEP with tree related</p>	

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<p>problems as well as being a liaison with homeowners and their concern with City tree trimming in the Parks.</p> <p>In our Strategic Plan, our Mission Statement is: "Growing Tulsa's urban forest for the 22nd century".</p> <p>Our Vision Statement is: "To transform Tulsa's aging urban forest through a well managed and thoughtfully designed forestry initiative that enables Tulsa to maintain and enhance its beauty while integrating highly reliable electric service with improved public safety and increased community awareness".</p> <p>In our Strategic Plan, we have set as a major Key Performance Measure</p> <p>A Increase the city's tree canopy.</p> <p>Description: Increase percentage of tree canopy by 3% per year through a variety of mechanisms (partnerships with utilities, landscape companies, etc.) Plan to complete Land Sat imaging in FY '08 (cost estimated at \$167,000) to establish baseline and update minimum of every five (5) years. - NEED TO GET THE LAND SAT IMAGING PLANNED, FUNDED &amp; SCHEDULED FOR THIS FALL OR SPRING OF 2009. NEED TO IDENTIFY FUNDING BY CONTACTING MAYOR ABOUT REGREEN TULSA MONIES.</p> <p>*Baseline to be established in 2008 Source: Land Sat Images</p> <p>It is my desire and hope for the new Comprehensive Plan to aggressively promote the planting of trees in new neighborhoods through credits given to the Development Community when obtaining Permits for these new properties.</p>	<p>The Parks, Trails, Open Space and Environment chapter includes a goal on increasing Tulsa's tree canopy; policies 1.43-1.49 provide specific strategies; policy 1.45 states the city will set "annual targets for increasing tree canopy in concert with population and development density increases;" Specific targets will be determined administratively, rather than in the policy document.</p>
<p>So how does any of this get done without the monetary resources that are needed? If you could stimulate business in Tulsa you can collect more taxes and fund some of the projects in your strategy.</p> <p>I don't see any change without redirecting short-term and long-term goals to centralizing the city of Tulsa.</p> <p>Build a downtown grocery store or two!</p> <p>Bring back the shopping, the movies, the bowling to downtown. Go back to the 50's in short!</p> <p>Where does the Mayor stand on any of this?</p>	
<p>The report is terrific . . . so much better and more understandable than I anticipated.</p> <p>Now my biggest concerns are:</p>	

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<p>1. the adoption of the recommendation to consolidate all of the scattered planning groups into one centralized, well-staffed, well organized entity in order to support and encourage private development</p> <p>2. revise the zoning ordinance to support the plan.</p> <p>3. the plan should NOT be put up for a vote of the general public. YIKES! We had great participation in the PlaniTulsa effort and ALL Tulsans have been given adequate opportunity for input. Those that have not participated will likely not take the time to educate themselves in order to make an informed decision.</p> <p>4. That proper funding will be derailed by special interest groups (such as the firefighters union) that are not looking charged with looking at the overall financial requirements of the City of Tulsa. Shame on the firefighters and their union - Councilor Martinson was the ONLY person who had the ability and took the time to understand the whole picture. Tulsa is much poorer for their (probably illegal) meddling in the election.</p> <p>5. That the new administration won't adequately insure that the plan is carried through.</p> <p>6. That George Kaiser, himself, won't buy into and whole-heartedly support the plan. This perhaps should have been my #1 concern. I've heard that Mr. Kaiser doesn't care for or care about planning, he just want to "do it", with the "it" being whatever project HE chooses in whatever manner that HE chooses to execute it. His largess is a blessing and a curse. We run the risk of Tulsans loosing touch with how much it costs for projects that are typically paid for by taxpayers AND we will loose the authenticity of a variety of "looks". In other words, Tulsa's look will become "George Kaiser World".</p> <p>7. The overwhelming deep pockets of the George Kaiser Family Foundation will persuade parts of the plan to be over ridden by whatever the GKFF (and their Tulsa Community Foundation and their BOK) wants to do instead. We headed in the right direction, but this is just (a very important) step towards Tulsa's future.</p>	
<p>On pg 28 of the Vision, the arrows in graphic for parking appear to be backwards; arrows should start in the parking area (with a graphic circle) and end on the parking lot (with an arrow point). It looks like the suggestion is that parking be moved from the lots in the rear of buildings to the streets in front.</p>	
<p>Whatever plan we go with, we need a better way to fund public amenities like Tulsa Parks and public transportation. Yes, we need good streets. But we might not need quite so much police and fire if we had a public transportation system that did not require an hour and a bicycle to get to/from a job, that operated on Sundays so people could go to church, and that went to/from parks where children could learn to be part of teams instead of gangs, and families and adults could relax in healthy ways.</p>	<p>In the Parks, Trails, and Open Space chapter policy 1.123 states the city will, "pursue alternative funding to implement Plan," although this is not specific the plan states action will occur.</p>

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<p>Parks and public transportation should be near the top of the priority lists instead of the first thing cut out of every single budget. These are a better use of public funding than some big copycat river project trying to turn a perfectly beautiful living prairie river into a canal. The tourism dollar may be drawn to Tulsa by the BOK center, but the long term business relocation dollar will come here for quality of life.</p>	
<p>Too many commas in letter and intro.  Transportation: No mention of walking as method of transportation. So no investment in sidewalks?  Clumsily written: "This strategy includes making better use of advanced transportation modeling and information technologies to guide investments and realigning planning and infrastructure finance practices to fund them".</p> <p>The following conspicuously omits to refer to the necessity for Public Works investment to reflect planning strategy - or is that what is meant by 'capital planning'? If so, it should be made much more explicit.  "Organize city planning and development functions to implement the vision. Enhance coordination of long range planning, zoning administration, current planning, capital planning, community development and economic development functions to move major projects and initiatives forward."</p> <p>Q To a visitor from Boston to Tulsa: "What did you think of Downtown?  A: "I saw about two people. It made me appreciate Boston"</p> <p>Bad grammar:  "Adequate space for expanding businesses into downtown, along main streets, or in employment centers should be easy to find."  Obscure:  "Transit should be designed as a consumer good, to attract people without a vehicle, as well as people who do, with its quality and benefits."</p> <p>Spelling?  "Development and zoning policies should be easily understood, workable and result in predicable development."  I suggest that the following understates the very strong performance and preference for the centered city strategy: an amazingly strong consensus from so many people. The current wording makes the results sound vague and shapeless. A missed opportunity that also makes it easier for some people to argue for a 'vote' of some kind. If the report doesn't make this clear, it could easily be used to delay, prevaricate, obscure and impede progress.  "There was substantial support for Centered City, which envisions restoring</p>	<p>Walking is included in vision and plan</p> <p>Clarified/corrected language</p> <p>Changed capital planning to infrastructure planning</p> <p>Clarified language</p> <p>Clarified language</p>



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<p>downtown as the region's center of housing and employment. At the same time, New Centers was also popular, with its focus on complete communities of single-family homes in proximity to neighborhood centers with shopping and community amenities. Finally, Tulsans were supportive of Main Streets, and a renewed emphasis on making the city's corridors more pedestrian-friendly, transit-friendly, and livable."</p> <p>The following should be in caps:  "Strong support for new possibilities-instead of continuing with current trends-indicates a strong desire by Tulsans to change direction."  Add a photo of the kind of urban homes that people would like, in addition to the two boring pictures at this point:  "Our Vision also recognizes the need for an expanded range of housing options, like apartments and condos.</p> <p>The following seems absolutely insane. Does it follow from what respondents said or from what we know about the rest of the 21st century? I see no justification for it. It seems to be advocating continued low density sprawl.  Plan Chapter: Land Use  "In keeping with Tulsa's tradition of single-family neighborhoods, new neighborhoods will consist mostly of individual homes."</p> <p>Add 'and angled' to the following sentence: "These areas typically will have wider sidewalks, street trees, and parallel parking to provide some separation between traffic and the pedestrian."  How about addressing appalling school design which precludes or demeans access on foot in the following:  "Parks, schools and churches will continue to be important community assets, and will be protected and maintained. With walking and biking investments, school-aged children will be able to walk to and from school, as they did for much of Tulsa's history".  I very much hope that in the following chapter, we get to grips with the toxic effect of surface parking.  Light Rail: Just for info I haven't seen any case for allocating money to a Broken Arrow rail connection. I'm with Jack on this. Let's think straight before we prioritize something, spend money, then discover it doesn't work, then blame rail as a bad idea. The following are much more important and relevant than a Broken Arrow connection:  "Initially, Tulsa will invest in two or three key corridors with frequent bus service to downtown from North and East Tulsa. Over time, key housing and employment developments will add riders, and enhancements will spread throughout the city."</p>	<p>Images improved.</p> <p>Added "angled"</p> <p>Clarified language</p> <p>Addressed in Transportation and Land Use</p> <p>Recommendations for transit include alternatives analyses to evaluate feasibility.</p>

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<p>Does the following mean we can get rid of the inner dispersal noose?  "Freight travel and distribution will be improved through strategic investments to disentangle freight and local traffic. Freight routes, which historically were routed through downtown, will be shifted to the Gilcrease Expressway Extension."  I find the following discouragingly timid. Be more imaginative. Anyone up there read Shoop yet? Or studied other cities?  Smart Parking  While transit, biking and walking are important pieces of the transportation system, Tulsans, generally, will still own and drive cars. The city's approach to parking will make optimal use of the land along main streets, downtown, and in new centers to better support pedestrian-friendly places. New centers, downtown and other gathering places will be served by parking districts, which provide just the right amount of parking capacity. Offices usually do not need parking spaces in the evenings, when restaurants and residences do, so these uses can share the same spaces over the course of the day. New development will no longer be required to provide large amounts of on-site parking for the one or two days a year it is used, but will be able to use public spaces already on the street and public lots or garages that serve many businesses. This will not preclude builders from including additional parking on-site, but lower minimums will allow the marketplace to determine how much parking is needed."  Likewise I find the following section exasperatingly wimpy. The first para needs to be turned around completely:  The process will begin modestly, by acknowledging that transportation defines communities. In the same way that roadways spur development today, transit and livable streets will fuel the new economy which will focus on entrepreneurialism, retaining younger people and creating an urban experience.  Replace the above with something like:  "Transit options and 'living' streets designed for the pedestrian help create an urban experience that attracts new businesses and young people in the 21st century economy."  Get rid of 'fuel the economy' - it confuses new and old economies. Get rid of the 'modestly' sentence. It both sounds wimpy and confuses by implying that transportation is the only thing that defines a community.  Tulsa will implement this new vision and create sustainable communities by:</p> <ul style="list-style-type: none"> <li>• Redesigning key streets into main streets and corridors with many transportation options. (MANY?? HOW MANY?)</li> <li>• Revolutionizing freight commerce by building a state-of-the-art facility that combines rail, truck, barge and air cargo.</li> <li>• Using new technology that helps traffic signals better manage transit and cars.</li> <li>• Implementing real-time travel information systems that alert drivers and transit</li> </ul>	<p>Parking is discussed in more detail in the plan chapters.</p> <p>Clarified language</p> <p>Clarified language</p> <p>The Plan chapters discuss in more detail</p>

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<p>riders to congestion or delays.</p> <ul style="list-style-type: none"> <li>• Redesigning streets so they support options in addition to cars, while also being context sensitive to neighborhoods, businesses and the environment. (TURN POINT THIS AROUND: IT SOUNDS APOLOGETIC. HOW ABOUT "REDESIGNING STREETS TO FOSTER TRANSIT CHOICE AND TO SUSTAIN NEIGHBORHOODS, LOCAL BUSINESSES AND THE ENVIRONMENT".</li> <li>• Forging funding partnerships that reward the private sector or building sustainable projects that complement walking, biking and transit.</li> </ul> <p>I think the street designs shown in the document are all horrific. Not a single instance of a 2-lane street or an alley, or a passageway. And is it only me who has read research telling us that medians inhibit pedestrian movement and therefore economic viability of surrounding businesses? We really must start reading the research and studying best practices very carefully. If we don't we'll be as guilty of the same things for which I criticize Public Works right now: lazy, outmoded thinking. We only get one shot at this.</p> <p>Just to let you know that London recently not to adopt the following strategy. It decided to sustain and improve a world-class environment instead.</p> <p>"Pursue business retention and recruitment efforts that build on existing and emerging industry clusters." And "Stimulate job growth in target cluster industries, such as health care and aerospace, which provide good wages and that are expected to grow."</p> <p>What does the following mean? It sounds like a whiff of policy with a sprinkling of physical design:</p> <p>"Create an environment that welcomes new ventures, particularly those generated by the creative class."</p> <p>The picture that goes with the following shows a 4-lane highway and a median as a 'neighborhood street'!!!!</p> <p>New neighborhoods and centers will be designed as complete communities with a variety of uses and transportation options.</p> <p>You might have considered showing a picture of the Village At Central Park at this page, in terms of sustainable development. Compact urban form (not to mention rowhome format) contributes more to urban energy efficiency than any number of gizmos, and you address this to some extent in the following para.:</p> <p>"Growth and development strategies that embrace sustainable practices will yield financial benefits as well. Well built compact communities will be more fiscally sustainable by reducing maintenance costs and reducing waste over the long term".</p> <p>Endless schematics of 4-lane roads with medians. Is it because someone likes drawing them or because this is the only possibility given any consideration??!: Medians and 4-lane roads kill independent retail businesses.</p>	<p>Cross-sections in the plan chapters show a wider range of different street types.</p> <p>Conceptual illustration included of how the same facility can be designed to respond to different environments.</p> <p>Images updated</p>

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<p>Is Public Works strategy and organization encompassed in the following section:  "Step 6: Organize Planning and Development Functions for Implementation  Taking PLANiTULSA to BUILDiTULSA  Our Vision for Tulsa lays out an ambitious agenda for change that will require a high degree of coordination and skill to accomplish. The city will adopt the comprehensive plan, but most of the key projects will be built by the private sector. Therefore, it is crucial that the process of development is clear and easy to follow. Cities that have been successful implementing visionary plans have carefully coordinated their long-range and current planning, capital improvement, economic, and redevelopment programs to reinforce one another."  No mention anywhere of climate change, changing demographics, peak oil, globalization.... Tulsa is immune to the outside world, is it? For a comprehensive Plan, this seems less than comprehensive.</p>	

Vision Comments – Transportation Section	Action
<p>I think the street designs shown in the document are all horrific. Not a single instance of a 2-lane street or an alley, or a passageway. And is it only me who has read research telling us that medians inhibit pedestrian movement and therefore economic viability of surrounding businesses? We really must start reading the research and studying best practices very carefully. If we don't we'll be as guilty of the same things for which I criticize Public Works right now: lazy, outmoded thinking. We only get one shot at this.</p> <p>Just to let you know that London recently not to adopt the following strategy. It decided to sustain and improve a world-class environment instead.</p> <p>The picture that goes with the following shows a 4-lane highway and a median as a 'neighborhood street'!!!!  New neighborhoods and centers will be designed as complete communities with a variety of uses and transportation options.  You might have considered showing a picture of the Village At Central Park at this page, in terms of sustainable development. Compact urban form (not to mention rowhome format) contributes more to urban energy efficiency than any number of gizmos, and you address this to some extent in the following para.:</p> <p>"Growth and development strategies that embrace sustainable practices will yield financial benefits as well. Well built compact communities will be more fiscally</p>	<p>These examples were to illustrate how a road passing through several different environments could be designed to have the same capacity but respond to land uses.</p> <p>Added photo as example.</p>

Vision Comments – Transportation Section	Action
<p>sustainable by reducing maintenance costs and reducing waste over the long term".            Endless schematics of 4-lane roads with medians. Is it because someone likes drawing them or because this is the only possibility given any consideration??!            Medians and 4-lane roads kill independent retail businesses.            Is Public Works strategy and organization encompassed in the following section:</p>	
<p>I'm excited about the PLANiTULSA vision. Specifically: promoting sustainability and density with appropriate/sensitive infill; protecting historic neighborhoods and architecture; encouraging mixed-use concepts that combine housing with office or retail; the importance of smart/shared parking to reduce costly asphalt wastelands; developing pedestrian- and transit-friendly infrastructure; investment in public transit to make it a viable, efficient and affordable option for all Tulsans; and the importance of developing downtown as a vibrant, urban core.</p> <p>I also strongly support the proposed strategies (6 steps) for achieving our vision.</p> <p>One concern/suggestion: I noticed that on the transportation map, both Harvard Ave and 11th Street are identified as "commuter corridors," which I understand to be auto-focused.</p> <p>However, both of these arterials have long stretches in which numerous historic, retail storefronts remain extant. In addition, the adjacent neighborhoods remain walkable due to the smaller lot size, traditional street grid, and sidewalks.</p> <p>Tulsa should work to emphasize redevelopment of walkable neighborhood centers along this asset, not relegate it to car-centric development.</p> <p>While Rt 66 is certainly a "driving draw" to 11th street, it's important that tourists on the Mother Road slow down and discover unique Tulsa destinations along the way (and find a diverse array of shopping, dining, entertainment venues to support). It should not just be about driving.</p> <p>In the case of Harvard Ave, you'll see evidence of a strong tradition of walkable "main street" type development, especially north of 21st. (But areas as far south as 41st could reclaim the distinction of "neighborhood center" with the right zoning and incentives.)</p> <p>These areas should be identified as "main streets" because of their potential for significant infill and redevelopment of a walkable, mixed-use, urban fabric.</p>	<p>Both Harvard and 11th streets have been designated as multi-modal corridors, rather than commuter corridors.</p> <p>Vision map has been modified so Harvard from 11<sup>th</sup> to 21<sup>st</sup> has been designated as a Main Street. Harvard at 41<sup>st</sup> has been designated a center.</p>
<p>The concept does not appear to change or address land use needs along the 11th Street/Route 66 Corridor, an area recognized by a majority of groups participating in</p>	<p>11<sup>th</sup> Street adjacent to TU has been designated a Main Street.</p>

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<p>the citywide visioning process and those who participated in the TU/neighborhood planning session as a unique and underutilized asset. Specifically, those who participated in the TU area workshop overwhelmingly supported the main street concept from TU east to Sheridan. The map does not appear to reflect any of the desired development patterns proposed at that workshop. It does not reflect the intrinsic value and tremendous potential of Route 66. Its primary and best potential lies in its history. A mainstreet would provide that hometown feel, create walkability, increase access to services, and encourage economic development for small businesses. Vision 2025 provided funding for enhancements that reflect the historic value of Route 66. The plan should recognize and build upon that investment and vision.</p>	
<p>Tapping into the historical value of Rte 66 would be a wise and vital move for the revitalizing the 11th St area. This would be a great pedestrian/shopper-friendly area, similar to Brookside and Cherry St. My cousin is a producer for a documentary film group. Their current project involves an 84 year old man driving across the country in a 1935 London taxi to reconnect with his estranged wife. They started in New Mexico and just last week came along 66 right through Tulsa. They along the Sheridan-Yale stretch of 11th (old 66) to film in front of the old travel motels. This is exactly what they are looking for in the history of 66. It's definitely an untapped resource!</p>	<p>11<sup>th</sup> Street adjacent to TU has been designated a Main Street.</p>
<p>I think that Route 66 should take on more of a Cherry Street feel. There are many of the original buildings along 11th Street which could be renovated, maintaining when possible the art deco feel, the tile roofs, etc. There is plenty of parking (unlike Cherry Street) as there are many empty lots. The potential is exciting and would be a boon for a part of Midtown Tulsa (Peoria to Sheridan) which could use a shot in the arm!</p>	<p>11<sup>th</sup> Street adjacent to TU has been designated a Main Street.</p>
<p>Transportation is my personal issue with Tulsa so I'm very excited to see that I will hopefully gain access to streets with sidewalks and public transportation that doesn't confuse me.</p>	
<p>Spend 50% of all money on sidewalks and boulevard all avenues. Make EVERYTHING walkable.</p>	
<p>First, let me say thank you for doing what you are doing and I think it is great. I do have two concerns. One specific to where I live and one general comment.</p> <p>South Tulsa Bridge: This is a lightening rod issue that will trump everything else in PlaniTulsa to those of us that live in South Tulsa. I think a bridge is needed but it needs to be connected to Riverside. Riverside needs to be a major parkway.</p> <p>Light Rail: I do not think that the demographics or population/economic density will support a light rail system. I have lived in several big cities and the three things required to make public transportation viable on a mass scale like light rail is 1) it</p>	<p>New bridge alignments were removed from the vision map. This issue will continue to be considered as part of INCOG's regional transportation planning efforts.</p>

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<p>must significantly reduce commute time (given our light traffic conditions, this won't happen), 2) very expensive parking (you can park downtown in a class B spot for a couple of dollars a day) and 3) you need a concentration of jobs (our downtown is too spread out and not enough concentration).</p>	
<p>There are a number of references to biking as a way to travel in Tulsa in the plan. Biking has also been mentioned in the past few years as something the city should promote and support. Unfortunately, no one told the people who plan and design streets in Tulsa. I am not aware of any new streets built in any part of the city that provide space for cyclists. Regardless of the success or acceptance of the larger plan, is PlaniTulsa going to have any influence on the design of new streets to include bike lanes?</p>	<p>The plan supports and prioritizes walking and biking as travel modes; the specific design of new facilities will be determined through the Context Sensitive Solutions process described in the Transportation Chapter.</p>
<p>I'd like to see a vibrant downtown that attracts young professionals; fast and affordable mass transit to downtown; more bike lanes and continued development of bike and walking paths throughout Metro Tulsa. I'd like to see neighborhood shopping developments and eating places that could be accessed by walking or biking and avoiding heavy traffic that necessitates car transport.</p>	
<p>Adoption of this plan, which by all accounts, has been produced in the most transparent, inclusive, and open way, is an imperative step on the path our city must take ensure that it's future is prosperous, it neighborhoods and citizens are safe, and that it's quality of life takes a backseat to no one in this part of the country. If we are to have vibrant economy, beautiful streets with room for all forms of transportation, a bustling downtown, convenient and quality public spaces, an effective public realm (government), a strong and healthy tax base, neighborhoods and conveniences that appeal to young folks, families, and our aging population; <b>WE MUST ADOPT THIS PLAN</b> as step number one. If we are to see our institutions of education, from early childhood education to our 4-year universities, meet the needs of our city and our region, we must adopt this plan. If we want Tulsa to return to the relevance many of us remember, but many more of us only hear about in history books, we must adopt this plan.</p> <p>Is it perfect? Not yet...but it is a great start. I am pleased with much of what has been done thus far. A balanced approach to all phases this plan addresses:  Land Use; an emphasis on downtown, with focused development on our existing assets and potential new centers of commerce and vibrancy; New main streets, and new neighborhoods rising out of neglected areas. The potential for a variety of new types of housing and services is huge in these areas.  Transportation and Housing; a diversification of our transportation options. No single public investment does more to stimulate private investment than transportation. Our investment in streets and highways has proven that, if you build it, they will come; and nationwide there is widespread proof that transit investments bring as much, if</p>	

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<p>not more, private investment around those improvements as well. We must permit mixed use and transit oriented development as a viable development standard. We must encourage urban living downtown, we must create streets that are safe for cyclists and pedestrians (WE NEED BIKE LANES and SIDEWALKS) and we must value the strength of our existing neighborhoods.</p> <p>Parks and Open Space: Jan Gehl, a famous planner and architect, claims that, in designing a city, it is the space BETWEEN the buildings, not the buildings themselves that is most important to our civic and social health. Our parks are a vital part of our community. We must ensure that they are protected and that new public spaces are usable and convenient retreats for Tulsans. Our public realm; our streets and sidewalks must be accessible for all citizens.</p> <p>Economic Development: Investment in our quality of life is critical to the continued vibrancy of our economy. Cities of the future will be competing, first and foremost for talent: young people who will be the future of large companies, small business, and creative life. We must invest in higher learning; we must encourage original and interesting neighborhoods and culture. We must understand that diversity is strength, not a weakness.</p> <p>Sustainability: Environmental and Fiscal. Speaks for itself. We must build our community so that it doesn't tax our environment or our pocketbook with burdensome problems. Design smartly, and run efficiently.</p> <p>I do have to say, there are a few changes, particularly in the Transportation section that I'd like to see, starting with some clarification on terminology. For example, Harvard is designed as a "commuter corridor". I don't know what that means, but Yale is already a primary arterial for a large portion, and thus has the necessary ROW, plus it passes several major development areas including, the St. Francis/Warren Plaza area, which is a large employment center; 41st and Yale, which is a huge shopping area and the location of OU-Tulsa; The Fairgrounds and 21st and Yale, another commercial hotspot, intersects with the BA Expressway and potentially a Light Rail line, which could connect the area to downtown via transit; and comes very close to the Airport. It would seem that Yale, not Harvard would make the most sense to implement a complete streets policy, including BRT, making it the central North/South commuter spine. Additionally, I think a BRT line on 71st street makes sense, connecting the US-75 and SH-169. 71st is also a primary arterial, and has the existing ROW to implement a BRT line. The "Big Boxes" on 71st will, one day be redevelopment opportunities, and will more likely attract quality redevelopment if there is a proper transit option in place. On a smaller scale, I would expand the 15th Street "Main Street" designation all the way to Harvard, rather than stopping at Lewis. I also think that our On-Street Bikeway policies need to be reexamined. With the rising popularity of cycling as a legitimate commuter option,</p>	<p>Harvard has been designated as a multi-modal corridor, rather than as a commuter corridor.</p> <p>To reflect the importance of Yale as a transportation spine and location of several employment centers, it has been designated for Bus Rapid Transit.</p>



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<p>the opportunity of conflict between cyclists and automobiles is only going to increase unless something is done to provide drivers and cyclists with a safe, visible system that gets cyclists where the need to go, and provides an obvious designation that cycling is permitted. In many communities around the nation, particularly in Portland, Oregon, designated bike lanes have shown to be a successful way to encourage cycling while keeping cyclists safe. Their safety statistics are public and indisputable. Over the past decade, cycling ridership has increased by more than 10 times, yet, because of the awareness provided by the physical bike facility, reported injuries and fatalities have remained the same. Considering the two most recent bicycle/auto related deaths that have occurred in Tulsa in the last few months, we must consider this. On a final note, as we challenge ourselves to create the kind of place that is a truly great place live, that we keep the core principle that makes Tulsa such a unique place: our civility and respect for our fellow citizens.</p>	<p>Transportation modeling results supported a commuter corridor on 71<sup>st</sup>, but significant centers along 71<sup>st</sup> are supported by north-south multimodal corridors and BRT lines (e.g. Harvard, Yale, and Peoria)</p> <p>15<sup>th</sup> Street Main Street designation has been extended to Harvard.</p>
<p>I'm a member of the Tulsa bicycling advocacy group, an instructor with the League of American Bicyclists, and a life-long bicycle commuter. At present, there is not a comprehensive transportation plan that includes bicycling interests, so I have to wonder how the PlaniTulsa document decided that bike lanes be included in both new and existing development. The advocacy group opposes bike lanes for a variety of reasons, but chief among them is the added complications they cause at intersections. Tusla already has some bike lanes along Archer and Mohawk Blvd that are ill-designed and ill-maintained, yet we're supposed to believe that adding additional lane miles will lead to improvements. I'm sure the idea came from some well-meaning people with limited bicycling experience. Please, if you're intending to include bicycle planning in PLANiTULSA, contact the advocacy group for expert advice. Otherwise, it's like building interstate highways designed by blind people with no knowledge of driving.</p>	<p>The plan supports and prioritizes walking and biking as travel modes; the specific design of new facilities will be determined through the Context Sensitive Solutions process described in the Transportation Chapter.</p>
<p>Hello, I applaud the many references to bicycle paths through the city, but feel that even more effort should be made to incorporate this pollution free obesity fighting transportation mode into future city concepts. In case you may not be familiar with cutting edge designs, I would like to inform you of the existence of fully enclosed all weather 3 wheel bicycle prototypes not to mention the possibility of adding electric boost to such types which could make biking to work or shopping pleasurable and practical, if the infrastructure was there to allow that to happen. My other comment is that air pollution must be considered and should take a prominent place in planning for a new and more vibrant Tulsa. As a citizen who spends at least 2 hours outside each and every day within the city limits, I can tell you that air pollution spoils my sense of well being while outdoors more than half of those days. Though worse in summertime, winter too yields many days with the fresh air mixed with fumes from automobiles and from industrial sources. Taking a deep breath outside in Tulsa is more often than not taking a serious risk with one's health. I worry about my health</p>	

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<p>and the health of many others I see exercising on heavily air polluted days along Riverside and elsewhere. While attempting to improve their health, they may actually be harming it. Please take into account the damage that ozone and particulates, as well as chemical releases from industrial sources can do and work that into your plans.</p>	
<p>Not enough emphasis on rapid transit in midtown, especially to “main street” areas like Cherry Street and Brookside.</p>	<p>Midtown area will be served with high-quality transit service</p>

<b>Bridge Alignment Comments</b>
<p><b><i>NOTE: New bridge alignments were removed from the vision map. This issue will continue to be considered as part of INCOG's regional transportation planning efforts.</i></b></p>
<p>Contrary to the impression given by the South Tulsa Citizens Coalition, there is strong opposition to a 121st and Riverside alignment for any south Tulsa bridge. Unlike the neighborhoods that have come out against a 121st and Yale alignment, a 121st and Riverside alignment, especially if done as suggested by the STCC in the past, would have a direct impact on a neighborhood, namely Wind River. Besides the convoluted design that would be necessary for a 121st and Riverside alignment, the residents of Wind River object to such an alignment because of the complex intersection that would be created at or very near to neighborhood entrances, the nonutility of dedicated park land (for Cousins Park) that would necessarily result, the irrationality of forcing a connection on Riverside instead of logically using a primary arterial, and the inefficient routing of traffic. Residents of Wind River are of course concerned about infrastructure improvements in the areas around the area of any bridge connection. Most residents in Wind River are all for widening of both Yale (from the Creek Turnpike to 121st) and Riverside/Delaware/121st (from Sheridan to the Creek Turnpike). While the views of the STCC and like-minded residents should certainly be respected, please understand that there is nothing close to a homogeneous view on this topic within south Tulsa.</p>
<p>I know PLANiTULSA will ultimately have nothing to do with what really happens in Tulsa, but if I'm wrong, I think it's essential for you to fight against any new bridge to Bixby. Creating one would be like pulling the drain plug in a bathtub. Businesses would migrate even further South than they already have. I would like to see incentives for businesses and residents to occupy existing structures in downtown and midtown. I would also like to see an enormous property tax increase on any businesses South of 71st to discourage further growth in this direction. Fighting urban sprawl is the key to a functional and beautiful city. People are already commuting to Tulsa from over an hour away. We Website feedback need to discourage this with incentives for living in Tulsa, and disincentives for development outside of Tulsa.</p>
<p>I strongly disagree with putting a bridge connecting Bixby to Tulsa at Yale for numerous reasons. This will benefit Bixby much more than Tulsa. Yale cannot handle the traffic it gets right now let alone much more. Tractor trailer traffic will be dangerous to the children and schools along Yale. It is not very far from Memorial which already connects Bixby &amp; Tulsa. It would be much better to connect at Riverside which would benefit the new businesses along Riverside.</p>

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Tom Adelson sent a letter to the STCC saying he doesn't think a bridge is even needed! Now there is a novel idea. Finally someone with some future vision for the City of Tulsa!

It is obvious that Riverside Dr is a better corridor. Please do not destroy the good neighborhood and make Tulsa another Detroit!

Making Yale Avenue the traffic interconnect for the proposed Jenks bridge does not seem to make any sense. Why would you put significant additional traffic on a narrow, poorly maintained, 2 lane road that runs primarily through residential areas? It seems more logical to route the traffic at the north end of the proposed Jenks bridge to Riverside Drive. Your draft map should be changed to show Riverside Drive as the interconnect for the north end of the proposed Jenks bridge.

I feel that the bridge would better suit the city's needs being placed at Riverside Drive. I am opposed to a bridge at South Yale. Thank you

I strongly disagree with the plan to have the South Tulsa Arkansas River bridge's northern connection point be at Yale. Please change the connection point to Riverside Drive.

As a citizen of South Tulsa, I respectfully request you to reconsider the Yale connecting point for the bridge. Yale can't even handle the traffic currently on it, and this would bring much more traffic to an area that is primarily residential, not commercial. There are also several schools in the area, and the increased traffic flow would bring great risk to the safety of our children. A Riverside connection is so much more logical. The area is predominantly commercial and has access to the turnpike, a win-win.

Whatever happened to listening to the will of the people?

Please reconsider the entry point for the S Tulsa Bridge alignment as you now show it. It seems to me that the most logical route should surely be down Riverside Drive rather than Yale. I understand there may be more initial cost involved in the second route; however, the ongoing expense of infrastructure expense, disturbance of a large number of previously established neighborhoods, and safety provisions for a large elementary school etc. would seem to more than offset any possible initial differences in cost. If you were searching for a way to upset the largest number of homeowners, disturb traffic to the greatest extent possible, and create a dangerous environment for anyone travelling on a Tulsa street (especially for children and parents dropping off children at school) then surely dropping S Tulsa bridge traffic onto Yale Avenue would be the way.

South Tulsa bridge is in the right place, Riverside has an overwhelming amount of traffic and it would be nice to have some of the traffic dispersed among other roads. But first and of utmost importance is to rebuild the infrastructure of our current roads before the bridge is built. Yale and Riverside are nightmares to travel in the mornings. We have to leave 40 minutes ahead of time to get my son to school which, at any other times is 5 to 10 minutes.

I see the PlaniTulsa comment that the location of the South Tulsa Toll Bridge has been changed on the map and I see that yes it has. However it still does not show that it connects to Riverside Drive. This is the location that the majority want....not the way you have it currently on the map. PLEASE change the location of the landing point on the northside of the river to merge onto Riverside Drive. Thank you!

As the population of South Tulsa has all voted to have the bridge access at Riverside and not Yale why has this come up again?

MY VOTE and neighborhood vote is RIVERSIDE bridge access.

Listen to the people.

You have got to be kidding! This is a city wide planning tool. You put out a draft version of the city wide planning tool and ask for comments. You receive a large number of comments regarding the Yale bridge which affects the entire city. And, then you have the nerve to put the statement you just posted about the Yale bridge and act like it isn't your problem and that you had nothing to do with it. Let's see, I believe "transportation" is one of the parts / chapters / versions (whatever you want to call it) of the PLANiTULSA process. You get feedback that isn't to your liking regarding the "transportation" part of your draft version city wide plan and instead of saying thank you for

## Bridge Alignment Comments

your comments, noting as part of the comment process and reporting the comments back to the appropriate people, you try and make it not your problem. UNBELIEVABLE!!!!

First, I thought this was PLANiTULSA not PLANiJENKS or PLANiBIXBY or PLANiINCOG. This plan is supposed to be about the future of Tulsa and not its suburbs.

Second, INCOG is run by a bunch of developers and their friends (not to mention the mayors of Tulsa suburbs like Bixby and Jenks who don't give one flip about Tulsa).

Third, I believe that it is your recommendation for the City of Tulsa to break away from INCOG and to do its own planning. Why? Probably because INCOG doesn't care about the actual City of Tulsa. INCOG cares about regionalism.

For all of these reasons, for PLANiTULSA to simply say we got it from an INCOG map, is ridiculous!!! Let's me ask you something else, have you really put the citizens will on these draft versions of your plan or have you just put together a bunch of draft versions that INCOG and its Board have signed off on?

Why don't you go back to the last City of Tulsa transportation plan (note City of Tulsa, not INCOG around 1998 or so) and the Yale bridge is actually an East to West bridge connection 121st and Riverside in Tulsa to 121st and ??? in Jenks. Why didn't you use that plan?

In conclusion, PLANiTULSA is supposed to be a planning tool for the next 20 to 30 years for the City of Tulsa. Well, the Yale bridge is part of that future plan. By the number of comments you have received on the plan, I would say that it is a major issue for City of Tulsa in the future and, instead of dismissing it as not your problem, you had better deal with it.

The bridge should be moved from Yale to Riverside Drive.

No bridge connection with Yale...Riverside makes so much more sense for so many reasons!

The Bridge should connect to Riverside drive and not Yale, and not until Riverside is modified for all the extra traffic, and that cost should be on whoever builds the bridge and plans to profit from the bridge. They are creating the problem and they should be the ones to correct the problem, not the citizens of Tulsa.

As a concerned resident in a neighborhood at 112th and Yale in South Tulsa, I strongly encourage you to reevaluate your position regarding the South Tulsa Bridge project. Particularly, the connection of Yale Ave. as the main feeder to the bridge. This area is a beautiful, peaceful residential section that would be virtually destroyed by the extra traffic, specifically the semis and construction vehicles.

An added concern as a parent is Southeast Elementary school at the corner of 111th and Yale. The east side of the playground is directly bordered by Yale Ave. One accident is all it would take for a car/truck to end up on the playground and cause serious damage/injury. Just watching the way dump trucks drive along the roads today can cause alarm and concern for safety. Children are able to walk and bike to school relatively safely these days.

Please reconsider the logistics of this plan. Lets not ruin another beautiful residential area of town. They are too few and far between these days. As always, we are not against the bridge in general, just specifically the connection at 121st and Yale. Please, please think about our children and quality of life in South Tulsa.

Thank you for your consideration.

Sep 24 2009 - 9:06am

Dear Fellow Citizens,

Concerning your recently released Vision for growth plan I am responding to ask you to adjust the connection point of the South Tulsa Bridge from Yale Avenue to Riverside Drive.

I don't know if you had time to consider this point carefully. Many, many hours of research has been done by neighborhoods and the City of Tulsa on this issue.

You may not be aware that the Yale connection point has been strongly opposed by south Tulsa neighborhoods, Tulsa Mayor Kathy Taylor,

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and a majority of the Tulsa City Council. All of the above favor the Riverside Drive connection. Please change your Draft Plan to reflect this majority request and preference.

Please consider changing the plan for the bridge that your proposal mentions connecting to S. Yale and take it to the West to Riverside Ave. (or Blvd). After speaking with many area residents in the S. Yale corridor from 101st to 121st Street, I have not heard of anyone that desires the bridge to flow directly into Yale Ave. If there is to be a bridge between Memorial and the Creek Nation (or 91st bridges), please plan for access that will flow directly into Riverside Ave, as there is much more land available to widen lanes and have a smoother traffic flow if the bridge is located further west.

I live in a neighborhood along Yale, south of the Creek Turnpike. There is a great deal of traffic on Yale, which is only two lanes at this location and primarily abutted by neighborhoods and schools. Jenks Southeast Elementary School is at 101st & Yale. Town & Country School is on 101st Street about a block east of Yale. Jenks Middle School is on 101st between Yale and Riverside Drive. During morning and evening rush hours, the cars and school buses are bumper to bumper. If the South Tulsa Bridge is to be built at some point, the northern connection has to be at Riverside Drive, not Yale. Yale cannot handle the increased traffic that a bridge connection would bring. Channeling the traffic up Riverside Drive makes sense for many commercial reasons as well since it has numerous shops, restaurants, gas stations, a casino with entertainment, an entrance onto the Creek Turnpike, the River Park with biking and walking paths, and not the least of all, a direct path to downtown. The only connection point that should ever be considered for the bridge is to Riverside Drive.

We would like to see the South Tulsa bridge's northern connection point change from Yale Avenue to Riverside Drive.

I am responding to Planitulsa's placement of the south Tulsa bridge at Yale. Where have you been for the past four years? The South Tulsa Citizens Coalition fought a lawsuit all the way through the Oklahoma Supreme Court against the developers and Cities of Jenks and Bixby from building the south Tulsa private toll bridge at Yale and winning! Please be aware that the citizens of Tulsa paid for the entire lawsuit in order to prevent the developers and two mayors from taking Tulsa land by eminent domain for the bridge at south Yale. The City of Tulsa should really have paid to fight that battle especially because the land on Tulsa property for the bridge and surrounding areas can produce badly needed tax revenues for the always cash-strapped City. Now the developers, Jenks and Bixby mayors, and the Creek Indians want to take the Tulsa land for the private toll bridge. Why is Planitulsa wanting to give away valuable Tulsa land? The infrastructure of south Yale won't handle the traffic. It will lower the value of one of the most beautiful and valuable residential areas in Tulsa. The logical place for the bridge is up Riverside that is next to the Arkansas River where a 4-6 lane road can be built without harming a residential area, where the traffic will flow up Riverside that can handle the traffic better than a 2-lane residential road, and where the traffic will be funneled to downtown Tulsa and the Creek Casino better than up Yale. For planning purposes, Planitulsa has sure missed the proverbial boat. Are you aware when INCOG first placed the dotted line across the Arkansas River in south Tulsa at Yale, it was to show in 20-25 years south Tulsa would need a bridge SOMEWHERE but not necessarily at Yale just somewhere in south Tulsa? It was a dotted line to show that it was not a permanent plan for the placement of the bridge to be at Yale. It is unfortunate that the developers and surrounding mayors in their greedy haste to build a private toll bridge misinterpreted the map and then went on to not only pay \$1 million for the architectural plans for the bridge but purchased as much property at Yale and 121st as possible. That was also before they ever got any feedback from anyone in the area about the bridge plans. It is quite obvious that the developers and two mayors don't want to pay to revise their architectural plans to be able to take the bridge up Riverside. It's beside the point that none of them have ever built a bridge. It also seems quite obvious that

The bridge needs to take traffic up Riverside to the Casino and to downtown Tulsa and not into a residential neighborhood such as south Yale where the infrastructure can't handle the traffic. It's also important to mention here that Tulsa's budget cannot afford to widen Yale probably for many years to come. It's also important to mention that INCOG's plan still shows a dotted line at south Yale over the Arkansas River.

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I would like to mention here that every square inch of the U.S.A. has federal planners who are paid with all our tax dollars to study population growth, traffic trends, and development and make long-range plans for planned growth development. They suggested the need for a bridge in 20-25 years with a dotted line and said SOMEWHERE in south Tulsa there would be a need for a bridge at that time. We paid these federal planners with our hard-earned tax dollars to tell us this. So why is Planitulsa ignoring INCOG, our federal planners? So now we come to all the efforts of Planitulsa and you don't seem to be aware of the two court cases about this bridge, one of which went all the way through the Supreme Court of Oklahoma that said this bridge will not be built as planned at south Yale by these developers who are now trying to go around this decision by using the Creek Indians. Why is Planitulsa ignoring the Oklahoma Supreme Court? Planitulsa doesn't seem to be aware that Mayor Cathy Taylor is against the bridge at south Yale. Why is Planitulsa ignoring our own mayor on this subject?

Most if not all of our Tulsa City Councilors are against the bridge at south Yale. So why is Planitulsa ignoring our City Councilors on this subject?

There are over 100 homeowners associations in Tulsa who are members of the STCC and against the placement of the bridge at south Yale. Why is Planitulsa ignoring so many homeowners in Tulsa?

Further, there is land involved at 121st and Yale that would be required to land the downtown Tulsa by way of the Creek Casino and bypassing the residential part of south Tulsa and without a private toll. There is a win-win solution to this situation and Tulsa won't have to give away any land.

If the bridge goes down Yale:

- (1) You would destroy hundreds of full grown Oak Trees.
- (2) You would endanger the traffic flow and members for 5 churches.
- (3) You would endanger the children of 3 schools (several hundred from Jenks S.E. and Jenks Middle)
- (4) You would create an unsafe traffic flow in an already crowded area.
- (5) You would create a traffic problem for the access of a fire station.
- (6) You would create hundreds of lawsuits due to the devaluation of property.

If the bridge goes down Riverside:

- (7) You would have to straighten a very dangerous curve which has already claimed several lives.
- (8) You would destroy no significant tree growth.
- (9) You would not create any of the dangerous conditions outlined above.
- (10) You would greatly improve traffic flow down Riverside and have a more clear and free access to Creek Turnpike, I44 and downtown Tulsa.

Please move the bridge from Yale to Riverside.

bridge at this area. Some of this land was deeded to Tulsa with a specific purpose and if not used for that purpose reverts back to the original owners. Why is Planitulsa ignoring this issue and willingly wanting to lose this land?

Has Planitulsa been asleep at the wheel? In my opinion, the fact that this private toll bridge has been a major issue in Tulsa for five years and Planitulsa has ignored this in its planning, the credibility of Planitulsa's plan is a big question in my mind. Please wake up and put the bridge going up Riverside directly to

Could you move the bridge across the river to cross at Riverside rather than at Yale. There a fewer homes on Riverside & it is a less congested thru way.

It has come to my attention that PlaniTulsa has chosen the northern connection point of the future South Tulsa bridge to be Yale Avenue. This is a mistake. I live right of Yale and 97th and already the traffic so bad I have trouble exiting my neighborhood either traveling north or

## Bridge Alignment Comments

south on Yale. If the bridge is connected to South Yale, the traffic will even be worse and widening Yale to four lanes will not help! I had the mistaken belief that PlaniTulsa was city-wide process to update Tulsa's Comprehensive Plan. Promising to bring a new vision that is inclusive and reflects the needs and dreams of all it's citizens. Obviously, you don't mean this statement, since the citizens of South Tulsa are against the bridge connecting to South Yale. So who is running PlaniTulsa? Not the citizens!

Please, please don't even consider Yale Ave for the Bridge Connection. It only makes sense to keep Riverside Dr as the location. You will destroy the atmosphere of Tulsa with this oversight.

Please change the Bridge from Yale crossing to Riverside location. It just makes more sense!

I believe the northern connection point for the proposed south Tulsa bridge should be on Riverside, not Yale.

As a mom and resident along Yale Ave. I am always surprised how the debate over the bridge connection on Yale continues to reappear. There is obviously some "money" to be made by this move because the connection to Riverside makes so much more sense, with the more advanced commercial development along Riverside. Someone is trying to develop this Yale route without thinking of consequences, such as an elementary school nearby the Yale route with children that cross at the intersection. One child involved in an accident is not worth the risk to such a small change of roads from Yale to Riverside. Please reconsider your Yale developmental plans, not just for the neighborhoods affected but also for the safety of our school children in the vicinity.

I am asking PLANiTULSA to change the South Tulsa bridge's northern connection point from Yale Avenue to Riverside Drive. I have contacted all City Councilors and the Mayor and asked them to formally object to the current Draft Plan from PLANiTULSA, specifically the portion of the plan pertaining to the northern connection point of the South Tulsa bridge.

I don't understand the rational of having the proposed bridge being attached to Yale. Riverside Parkway is the logical connection point and is already positioned to handle the north/south flow. this impacts minimal neighborhoods, schools and churches. traffic flow would be more conducive to this area currently being developed for commercial use.

Would like to see the South Tulsa Bridge connect to Riverside Drive and NOT Yale Ave.

Please change the northern point of the South Tulsa bridge to connect to Riverside Drive rather than to Yale Avenue. This southern section of Yale has become mostly residential and can barely handle the local residential traffic; adding more traffic to include commercial as well would be disastrous.

It's hard to believe that Planitulsa has drafted the north landing of a proposed South Tulsa bridge to be at Yale. This makes me wonder how tuned in this study was with Tulsa history. Lord knows, that location has been under severe scrutiny for many years and even had an Oklahoma Supreme Court ruling against it. No less than 50 articles have been written about it in the Tulsa World. Certainly, feedback from almost every member of the 5,000 strong STCC would urge the bridge to align with Riverside not Yale. If the study group did not hear this already, please listen now.

It seems apparent the road should run down riverside. It a parkway like so many we find in Dallas. Who wants to travel across the river to stop and go traffic, pot holes, and have to wind around to end up on Riverside. Its where most of the traffic will be headed. Let's use some logic here, build a better city.

I would like you to take the following facts under consideration and move the connection point of the South Tulsa Bridge connection point to Riverside: To go down yale: 1) you must destroy hundreds of full grown Oak Trees. 2) You will endanger the traffic flow and members for 5 churches 3) you will endanger the children of 3 schools (several hundred from Jenks S.E. and Jenks Middle) 4) you will create an unsafe traffic flow in an already crowded area. 5) you will create a traffic problem for the access of a fire station. To go down Riverside: You will

## Bridge Alignment Comments

have to straighten a very dangerous curve which has already claimed several lives. You will destroy no significant tree growth You will not create any of the dangerous conditions outlined above. You will greatly improve traffic flow down Riverside and have a more clear and free access to 169.

The bridge in south Tulsa should connect to Delaware Avenue a/k/a River Road, not Yale Avenue.

This is the only map I've seen that aligns the bridge at Yale Avenue which leads me to my next question of who told you to draw the map this way or who gave you this map drawn this way?

We ask that you please consider changing the connection point of the South Tulsa Bridge from Yale to Riverside Drive. It makes more sense for the traffic to flow down Riverside since Yale is a 2 lane street through many neighborhoods. Thank you for this consideration.

I along with the majority of my neighbors are adamantly opposed to any bridge being attached to South Yale avenue. This would route far too much traffic through this residential neighborhood and past an elementary school. Traffic should be connected to Riverside Drive which is being developed for commercial use.

I believe that the South Tulsa Bridge, which your plan has connecting with Yale Avenue on the north side of the river is ill advised and does not take into effect the neighborhood, the schools and the configuration of the community. The only obvious alternative is to connect to Riverside Drive. This is a major objection of those in the area, and for good reason.

As a member of the South Tulsa Citizens Coalition, and as a member of the Lexington Homeowners Association at 112th and Yale, I am shocked to find out that PLANiT Tulsa has placed the Northern landing point of the proposed bridge crossing at Yale, even after the huge outcry against this location, the lawsuit to stop the bridge being placed there which we won, and the fact that there is land deeded to the City of Tulsa which would prevent this location being used.

Please, please, PLEASE! Pay attention to the constituency on this issue. Put the northern connection point of the bridge at Riverside, a far more logical and non-confrontational location.

Thank you for your time and consideration.

The Planitula map shows a new bridge in south Tulsa over the Arkansas River. I am very strongly against this bridge connecting to Yale. It should connect to Riverside drive.

The future South Tulsa bridge should be moved from Yale Avenue to River Road.

Who told you the bridge should be placed at Yale Avenue?

The last City of Tulsa transportation plan has the bridge headed in an East/West direction located at 121st and River Road.

I have attended numerous INCOG meetings where this bridge has been brought up and INCOG has stated that a bridge is needed "somewhere in the vicinity" of 121st and Yale in 20 years or so. "Somewhere in the vicinity" doesn't mean Yale Avenue.

The future South Tulsa bridge should be moved from Yale Avenue to River Road.

Please reconsider putting the Northern point for the bridge in South Tulsa to the much more reasonable point at Riverside, NOT Yale Avenue.

The Yale Avenue northern point is opposed by a great majority of citizens whom it would affect. Thanks!

I do not agree with the plan where you have the toll bridge connection at Yale.

The bridge alignment should be altered to exit at Riverside Drive instead of Yale Ave. Yale Avenue to the Creek Turnpike is predominately residential and includes an elementary school at 101st. I live at 121st and Yale, work at 71st and Yale, but take Memorial to get to work to avoid the morning "Yale Crawl".

Riverside Drive makes much more sense for the bridge alignment due to all of the commercial development along the Arkansas River.

I object to the northern connection point of the future South Tulsa bridge being placed at Yale Avenue. The better northern connection point



## Bridge Alignment Comments

is Riverside Drive a/k/a River Road.

I am somewhat mystified by why PLANiTULSA would place the northern connection point of the future South Tulsa bridge at Yale Avenue when (i) an overwhelming majority of the neighborhoods oppose such a connection, (ii) the Southwest corner of 121st and Yale Avenue is owned by the City of Tulsa and is deed restricted that it must be used for a public park and (iii) Tulsa Mayor Kathy Taylor and majority of the Tulsa City Council oppose such a connection.

I respectfully request that the northern connection point of the future South Tulsa bridge be changed from Yale Avenue to Riverside Drive.

I do not understand how the City could possibly approve a toll bridge in South Tulsa. The Indian tribe involved wants to purchase private land and have it converted to Indian land. Then the tribe can build commercial stores and ventures at the base of the bridge that are not subject to state and local taxes. The same is happening in other parts of Tulsa. All to Tulsa's detriment. If this trend of converting private land to Indian land continues and grows, local businesses may find it hard to compete against a competitor that does not have to pay taxes or adhere to other costly state and local regulations.

## TMAPC QUESTIONS REGARDING PLANITULSA VISION STATEMENTS

October 7, 2009

### Regarding the Arkansas River Corridor Study and Plan:

- No reference is made to this adopted plan in the Vision document. How will the resultant comprehensive plan address this existing plan?

The vision document is meant to summarize the big picture aspirations and ideas that came out of the PLANITULSA public input, scenario, and analysis process. Because the vision is designed for the average citizen, it must be selective in how many concepts it puts forward so that it is meaningful but not overwhelming. Existing plans, like the Arkansas River Corridor Study and Plan and other documents will be referenced in the Policy Plan.

The following language that was added at the suggestion of the INCOG staff reinforces this concept: *“The PLANITULSA plan will not invalidate existing plans in the City. The plan will guide future efforts and decisions, be they new initiatives or updates, to these existing plans over time.”*

### Regarding Other Adopted Area Plans/Neighborhood Plans:

- How will the resultant comprehensive plan deal with these adopted plans, all of which were developed with extensive neighborhood participation?
- How will the resultant comprehensive plan address the specificity that is incorporated into the smaller area plans (to the individual lots and blocks)?

We are integrating the existing District Plan areas and Neighborhood plans as components of the draft plan map. This plan map will be designed with plan categories at block- and parcel-level resolutions. It is a lengthy and iterative process to integrate these existing planning areas; currently, the District and Neighborhood plans are not available in GIS format. We anticipate working with the City, INCOG, and the TMAPC to ensure that the final plan map incorporates the goals and concepts of these earlier plans.

One of the recommended implementation strategies is to review Neighborhood Plans and update them with key implementation steps that will help promote the kind of development they envision.

The most important way that adopted small area plans can be implemented is to use them to guide zoning recommendations and development-related decisions so the vision reflected in these plans become a reality.

### Regarding the Adopted Metropolitan Area Development Guidelines:

- These have been the foundation for the adopted comprehensive plan and future development since the early 1970s. Are these to be set aside, and if so, what will replace them?
- The Development Guidelines gave specific dimensions for such things as Medium Intensity nodes, Corridor districts and the downtown. The Vision document appears to be much less precise. How will the Plan document address this issue?

Some elements of the Metropolitan Area Development Guidelines should be retained; we will recommend that policies that are not in alignment with the broader goals of the PLANiTULSA vision be amended or removed. The Policy Plan document will incorporate those goals and policies which are in harmony with the vision. We expect this will be an iterative process.

The vision document is an illustrative document, and the scale of the features (e.g. downtown, centers, main streets) does not reflect actual planning districts or zones. Instead, the features are designed to convey to the ordinary reader the shape and emphasis of future growth and transportation investments.

The Policy Plan and map will lay out dimensions and criteria for plan categories, districts, downtown, etc. For example, the 2009 Tulsa Downtown Area Master Plan boundaries will be integrated into the comprehensive plan map.

### Regarding Areas of Stability and Areas of Change, as Identified in the Vision Document:

- How will these be addressed, vis-à-vis the Development Guidelines?
- How are we to interpret the areas of change and stability map in the Vision document if this is a representation of what we should expect in the Comprehensive Plan when reviewing zoning cases?

The images used in the vision document to portray areas of change and stability were for illustrative purposes. The intent was to show that single family neighborhoods are not considered areas of change, but commercial areas and underutilized land are anticipated to change.

The actual areas of stability and areas of change map will be carefully drafted in collaboration with planning staff. It will serve two functions:

- 1) As the policy plan is developed, this map will serve as a “screen” layer in the development of the plan map to ensure that areas of stability (e.g. single family neighborhoods) are given a plan category designation that will not permit inappropriate redevelopment.

- 2) After plan adoption, the areas of stability and change map will serve as a guide for implementing the plan. For instance, a subject area's proximity to an area of stability could be a criterion for making a zoning district change.

Regarding the Central Business District:

- The Vision document shows a significantly expanded CBD, yet the adopted District One Plan for the downtown shows its boundaries as the Inner Dispersal Loop (IDL). The expanded boundaries from the Vision document also include Mid-Town neighborhoods that do not necessarily regard themselves as part of the downtown. How will the resultant comprehensive plan address this issue?
- How will the resultant plan address revitalization of the CBD, as has been identified as a desire in numerous previous studies and adopted plans?

The downtown circle depicted on the vision map is dimensionless, and was intended to convey the importance of downtown as a regional center. However, we will adjust the final vision map to avoid any confusion about the boundaries of downtown, and the plan map will use the 2009 Tulsa Downtown Area Master Plan boundaries.

The policy plan will include specific strategies for the revitalization of downtown and other areas needing redevelopment. Public private partnerships with foundations, strategic partnerships with higher education, transportation investments, and specific components of the 2009 Tulsa Downtown Area Master Plan are a few of the recommendations.

Regarding Location of Future Single-Family Residential Development:

- The Vision document identified some 31,000 new single-family residences to be located within the City. How will the resultant plan address distribution of these?
- Will these new units replace existing single-family units or result in a net gain of 31,000 units?
- Will the new plan address the issue of clearance of multiple lots and replacement with single units on those lots (McMansions)?

The 31,000 single-family units cited in the vision represent a total net increase in newly constructed homes over the life of the plan. This figure was based on a housing needs analysis that was conducted for the city based on growth forecasts and demographic trends. The results of this analysis estimated that

about 2/3 of Tulsa's future housing need would be in the form of single family homes. Scenario T was designed to match that housing need; single-family homes in the scenario modeling were placed on vacant land.

**Draft Scenario T housing allocation:**

<u>Single Family</u>	<u>Townhomes</u>	<u>Multi-Family</u>
30,454	3,702	12,125
66%	8%	26%

In actuality, the city has much greater land capacity than was used by any of the scenarios, including Scenario T, so this figure is in no way an upper limit. The City has over 31,000 acres of vacant land in its current boundary. We estimated the current zoning as having a capacity of over 87,000 units.

The policy plan will include the results of the scenario output, including the housing forecast and mix. These will exist in a GIS map and can be summarized by any area desired. Over the life of the plan, these targets will allow the city to measure whether the plan and zoning code are enabling the market to produce the housing types needed in the city.

It is assumed that virtually all of these will be constructed on vacant land; they will not replace existing homes. The issue of teardowns and McMansions (those new houses that are out of scale with the existing neighborhood) is not ordinarily addressed at the comprehensive plan level. Instead, this is a zoning issue, and should be addressed in neighborhoods where it is a concern. Remedies for these problems include overlay districts that prescribe design guidelines or language amendments to underlying zoning districts. Within the comprehensive plan, the stability/change map can be used in conjunction with policies to strengthen existing neighborhoods.

Excellent work has been done on the issue of teardowns around the country and we would be happy to discuss the issue further. This website provides a wealth of information: <http://www.preservationnation.org/issues/teardowns/>

Regarding Job Creation:

- How will the resultant plan address the proposed creation of some 50,000 new jobs in a land use plan format?
- What data will be used to back that proposal up?
- How will those proposed new jobs be distributed?
- Will existing adopted plans be used as a basis (i.e., the Cherokee Industrial Plan, Southwest Tulsa Plan, Crutchfield Neighborhood Plan, etc.)?

The vision outlines an economic development strategy that is aimed at capturing the city's proportional share of future job growth in the region, as forecasted by INCOG. The target of 40,000 jobs in the document [not 50,000, as noted above] represents a citywide goal, and sets the standard by which the performance of the comprehensive plan should be evaluated.

One of the goals of this approach is to align the comprehensive plan's land use policy, zoning and implementation steps to ensure that there is adequate zoning capacity to build the buildings for the market to locate those jobs in the city. How those jobs are distributed is up to the marketplace. Strategies that focus on job creation, retention, entrepreneurship and public/private partnerships will be included in the economic development strategy.

The comprehensive plan will not replace existing plans, but one of the recommended strategic steps is to update those plans which need more specific implementation elements.

#### Regarding Transportation Plans:

- What modeling techniques have been used?

Traditionally, an approach known as the "four-step process" has been used for regional transportation planning analysis in Tulsa. This process has four basic phases:

1. Trip generation: the number of trips to be made
2. Trip distribution: where those trips go
3. Mode choice: how the trips will be divided among the available modes of travel
4. Trip assignment: predicting the routes those trips will take

The modeling completed for PLANiTULSA expanded the third step of this process to more accurately forecast how land use changes affect transit, walking and biking modes. The relationship between mixed-use urban densities and greater use of these modes has been well documented nationally.

The PLANiTULSA analysis helped emphasize this transportation-land use connection as a viable alternative to the expansion of automobile facilities on Tulsa's streets. INCOG staff was encouraged by these findings and is currently expanding its modeling capabilities to include transit, walking and biking trips.

- The conceptual drawings of street layouts in the Vision document do not agree with current standards for street design and dimension. How will the resultant plan reconcile this discrepancy?

These cross sections were created to illustrate how one stretch of road could be designed to support different types of land uses, while maintaining the same overall capacity. Our transportation consultant, Kimley-Horn, has been working closely with INCOG, the City of Tulsa Public Works department and ODOT to devise a set of context sensitive roadway classifications that will work with INCOG's current roadway standards. Accompanying this response is a draft version of these cross sections.

Kimley-Horn is also creating a context sensitive solutions process for public works that will be tested using street segments in Tulsa. This calibration of best practices will create a process for ascertaining appropriate street design as development and re-development takes place.

- The cross-section for Residential Streets on page 27 of the Vision document indicates a four-lane boulevard configuration with sidewalks and bike paths. This is not consistent with adopted standards for Residential Streets, nor does the right-of-way dedication exist at the present time. How will the resultant plan address that?

Agree. The images that appear in the draft vision document were for illustration only, and did not represent existing streets in Tulsa. This cross section will be replaced with one from the accompanying draft of street cross sections that are contained in the Transportation Chapter.

Regarding the Planning Districts/Ongoing Public Participation:

- Will the resultant plan continue to recognize the individual Planning Districts?
- See above regarding specificity of Planning District maps. Staff relies on those for individual zoning case reviews. How will the resultant plan address this need?

We will consider including district plans after more discussion with the city and incog. We will include by reference all existing neighborhood plans in our current draft.

We are currently engaged in converting the District Plan maps from CAD to GIS format, so that they can be overlaid on the plan map. The new plan map will be the policy document on which zoning districts and rezonings will be based. We expect that the information contained in the 20 district plans will be folded into the new land use plan map.

However, in order to make the District Plans more accessible and usable, we recommend folding their general broad-based goals and policies into the comprehensive plan, while retaining and clarifying the essential distinct goals and

policies of each district. If this is done we may not need the district plans, as a modern GIS based planning system allows for ready access to any scale, and district plans are a response to a paper based planning system.

Regarding the Proposed Reduction in Parking Requirements:

- You repeatedly state that current parking requirements here are excessive. What objective or industry standard do you propose to use in establishing minimum parking requirements?
- How will the resultant plan address possible loss of businesses, tax base and employment due to local preference for less parking if businesses' models require more parking than our minimum requires?

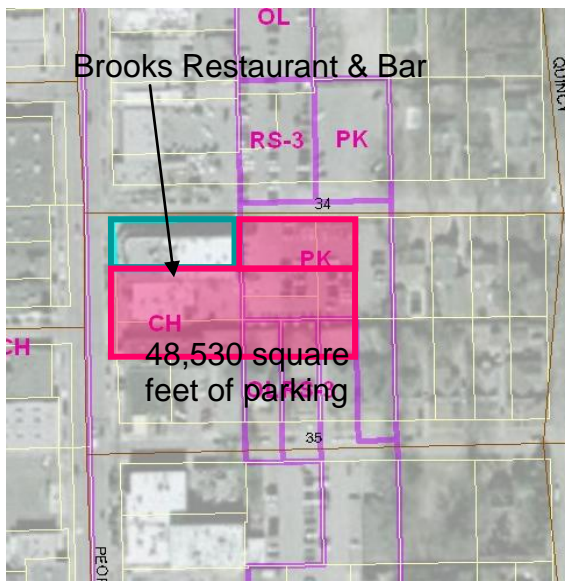
Regarding the second question, if firms want more parking they can provide it – nothing in our recommendation includes limiting the amount of parking, rather the amount required by regulation by the City.

Many national studies and books have documented the flaws in the practice of requiring high amounts of off street parking, But more specifically for Tulsa, our analysis of the zoning code has illustrated that Tulsa's parking minimums hinder any kind of infill development. There are three points – 1) Successful business districts exist in inner Tulsa that have far less than the required minimum parking, and thrive, and are even cherished by Tulsans, 2) The construction of these areas under the current codes would require so much parking that the charm and efficiency of the districts would be lost; and 3) the expense of providing so much parking makes infill development unfeasible.

Brook Restaurant and Bar Example:

<u>Use Unit</u>	<u>Parking Required by Code</u>	<u>Use Floor Area</u>	<u>Parking Spaces Required</u>	<u>Square Feet of Parking Required</u>
Dining establishment other than Drive-in	1 per 100 Square feet of floor area	11,286	113	48,530





The Urban Land Institute has developed a shared parking model that we and many cities and business have used successfully in other communities. It uses nationally-derived data about time of day and other parking demand aspects to estimate how much parking is needed. We will demonstrate how a shared parking district strategy can provide perfectly adequate parking facilities by combining some required off street parking, on street parking, and public or private parking lots of structures. This is very common in cities with main streets, downtowns or other kinds of urban districts.

Because this is a key component of the PLANiTULSA strategy, John Fregonese would like to walk through an example with the TMAPC during the October 28 working session.

Regarding Need for Zoning Code Amendments:

- Do you envision the need for a whole new Zoning Code to implement the Vision and the new comprehensive plan, or do you believe that tweaking the existing code to better address mixed-use and smaller lot sizes, for example, is the thing to do?

The zoning code will need to implement the goals of the vision and comprehensive plan. Some of these concepts, including typical infill buildings, mixed use development and “neo-traditional” or new residential neighborhoods with a tightly designed mixture of housing and businesses are not sufficiently provided for by the existing code. At the very least, we recommend reorganizing and editing the zoning code to align with these goals, an adding new districts and chapters.

For example:

- The assumption that infill and mixed-use development should be done under the auspices of the PUD process should be replaced with zoning

district categories that permit the kind of prototypical buildings that will support mixed-use, walkable places. Pre-planning and zoning those parts of the city where infill is encouraged will enable the marketplace to more easily provide those products and places.

- Revising the allowed uses to better align with PLANiTULSA goals. There are a number of uses that are currently permitted in some districts that undermine the community's goals for those areas (e.g. mini-storage in main street areas)
- Ensuring that adequate set-back requirements support walkable places.
- Integrating a form-based approach may be necessary for some districts.
- Designing and implementing a process and implementation tools for parking districts (e.g. overlay zone)
- Designing a section that allows new residential districts to be planned with a variety of housing types and adequate businesses in a design that facilitates walking and biking.

**STAFF COMMENTS**  
**OUR VISION FOR TULSA, DRAFT/FALL 2009**  
**PLANiTULSA**  
**September 22, 2009**

Page number:

Comment:

3. Item 3. Clarify. Does “connectivity” refer to transportation modes, street/subdivision designs or types of infill access?

“Connectivity” refers primarily to street network design.

The large circle for the downtown creates confusion or the illusion that downtown will expand beyond the IDL to 21<sup>st</sup> Street and Lewis Avenue.

The vision document is an illustrative document, and the scale of the features (e.g. downtown, centers, main streets) does not reflect actual planning districts or zones. Instead, they are designed to convey to the ordinary reader the shape and emphasis of future growth and transportation investments.

However, we understand that the neighborhoods surrounding downtown are sensitive to being “overrun” by downtown type development. As we discussed at the last Citizens’ Committee meeting we will modify the downtown circle on the Vision map to more closely reflect the downtown area.

The plan and map will lay out dimensions and criteria for plan categories, districts, downtown, etc. For example, the 2009 Tulsa Downtown Area Master Plan boundaries will be integrated into the comprehensive plan map.

- 10-11. Delete multi-modal bridge at 41<sup>st</sup> and the Arkansas River into West Tulsa.

We understand that this bridge is not an officially proposed alignment. We added it to illustrate an idea for improving connections between the South West Tulsa area with the main part of the city.

While we feel like it is appropriate to show this potential connection give this is a long-term vision, we can remove the bridge if is not feasible, or distracts from broader vision concepts.

Delete the Jenks node (not in City of Tulsa).

Agree.

Indicate all of the Tulsa Community College campuses. This information was provided to the consultants in 2008.

Our initial approach was to limit educational institutions shown on the vision to larger campuses, in order to avoid overwhelming the map. We can add the additional campuses if necessary.

Indicate LaFortune Park, Chandler Park, and O'Brien Park. This information was provided to the consultants in 2008.

LaFortune Park – agree, will add  
Chandler Park – is located outside the city limits  
O'Brien Park – is located outside the city limits

13. Sidebar, Downtown Tulsa Master Plan: Cite specific references to the many existing plans that will remain a part of the Comprehensive Plan, including the Arkansas River Plan, the Tulsa Trails Plan, the various master drainage plans and the many small area plans. These have been furnished to the consultants in 2008.

The vision is a summary of the big picture aspirations and ideas that came out of the public input, scenarios, and analysis process. The document must be selective in how many concepts it puts forward so that it remains accessible to the average reader. The Arkansas River Corridor Study and Plan will be referenced in the Policy Plan, as will the Tulsa Parks Master Plan, Trails Plan, and other open space plans recently completed.

The following language that was added at the suggestion of the INCOG staff reinforces this concept: *“The PLANITULSA plan will not invalidate existing plans in the City. The plan will guide future efforts and decisions, be they new initiatives or updates, to these existing plans over time.”*

- 21-23. Transportation Plan Chapter: See previous notes on pages 10 and 11 regarding Tulsa Community College, the 41<sup>st</sup> Street/Riverside multi-modal bridge, various parks, Jenks node.

Will reflect changes made on Vision Map.

Show above-noted parks on map (page 22).

Will reflect changes made on Vision Map.

The adopted Tulsa Trails Master Plan map should be reflected on this map. It was provided to the consultants in 2008.

The Transportation Map reflects existing and proposed trails as provided by INCOG in GIS format. We are cross checking our data with INCOG staff.

24. Walking and Biking: fourth line, change “dangerous” to “inconvenient”. The City’s policy now is to extend sidewalks unless expressly waived in all new development. The term “dangerous” is inflammatory and misleading.

Walking may be only inconvenient for many parts of the city, but the line between inconvenient and dangerous is a fine one, especially on major streets. We recommend retaining this language.

Same section, seventh line down, insert at end of sentence beginning “The city will continue to develop” “... and expand its network of parks and trails implementing the map indicating the adopted Trails Master Plan.” This map and plan were provided to the consultants in 2008.

Agree.

25. Smart Parking: Eleventh line from beginning, replace “New development will no longer be required to [provide large amounts of on-site parking]” with “New development will be discouraged from providing large amounts of on-site parking.”

This phrasing emphasizes for the reader that Tulsa’s parking requirements are excessive and more closely reflect the intent of the changes than the recommended language..

Caption “One Size Does Not Fit AL” should read “One Size Does Not Fit All”.

Agree.

Illustration labeled as “Residential Street” should be better labeled as “Residential Arterial Street” and then labeled as such on the legend.

Diagrams are for illustrative purposes. Specific streetscape design guidelines will be outlined in the Transportation Chapter of the comprehensive plan.

33. Nature in the City: Second paragraph, fifth line, change to “The Arkansas River Corridor will continue...” (add “Corridor”). Same sentence, add following “...preserved...” by implementation of the Arkansas River Corridor Master Plan.” This plan was furnished to the consultants in 2008.

Agree.

Delete “...by stormwater management and pollution control efforts.”  
Add “rowing” after “canoeing” in last line.

We are not sure why this should be removed. Are storm water management and pollution control efforts not a component of protecting the Arkansas River Corridor?

We’ll be glad to add rowing to canoeing

Last line, delete “and” after “rowing” and add after “other water sports”, “...and with riverfront gathering places and mixed use development at strategic locations.”

Agree – perhaps other water related sports should be added as well.

40. Step 3. Develop a New Transportation Strategy: second line, replace “established” with “maintained”. The City and County already have, and have had for many years, strong ties with other transportation entities in the region.

Agree

See reworked narrative from INCOG Transportation Manager for text from “Create Livable Networks” to end:

*Step 3. Develop a New Transportation Strategy*  
*To meet the vision formed through the PLANiTULSA process, a high level of coordination must be maintained between the city and other key agencies, notably the Indian Nations Council of Governments (INCOG), Tulsa Transit, the Tulsa Parking Authority, and the Oklahoma Department of Transportation. These agencies should have a comprehensive understanding of the multi-faceted transportation and land-use challenges and a consensus approach for solving them.*

*The following programs, strategies and policies would address these common issues:*

*Create Livable Networks*

*Tulsa has an orderly street grid and a well-planned highway network. However, our typical approach to traffic congestion consists of expanding car capacity. We should focus our efforts to helping people get where they want to go and shortening their trips altogether by diversifying land uses along corridors. This is the essence of a livable network—corridors become places as well as transportation facilities.*

Original

Create Livable Networks

Tulsa has an orderly street grid and a **vast** highway network. However, our current approach to traffic congestion consists of expanding car capacity **at the expense of all other factors**. We should **redirect** our efforts to helping people get where they want to go and shortening their trips altogether by diversifying land uses along corridors. This is the essence of a livable network—corridors become places as well as transportation facilities.

Recommend keeping: “at the expense of other modes of travel” as this underscores the fact that there are tradeoffs required to expand the transportation modes offered.

On “focus”—agree.

*Improve Transportation Modeling Techniques*

*The local transportation decision-making process should employ the best travel demand modeling available. Modeling allows policy makers to consider pragmatic transportation investment strategies that take into account a number of factors. These include analysis of transportation types that support pedestrians and mixed uses, network-based transportation alternatives that take a look beyond near-term vehicle capacity and delay, and scenarios that consider land-use changes and their impact on transportation. The city, in collaboration with surrounding communities, should continue to work with INCOG in changing modeling capabilities to include consider these additional factors. Tulsa should also support standard modeling methodologies and capabilities both for INCOG and other member jurisdictions, so transportation and land use planning efforts can be further coordinated and evaluated.*

Original

Improve Transportation Modeling Techniques

The local transportation decision-making process should employ the best travel demand modeling available. Modeling allows policy makers to consider pragmatic transportation investment strategies that take into account a number of factors. These include analysis of transportation types that support pedestrians and mixed uses,

network-based transportation alternatives that take a look beyond near-term vehicle capacity and delay, and scenarios that consider land-use changes and their impact on transportation. The city, in collaboration with surrounding communities, should continue to work with INCOG to improve modeling capabilities to include consideration of these additional factors. Tulsa should also advocate for standard modeling methodologies and capabilities both for INCOG and for member jurisdictions, so transportation and land use planning efforts can be well coordinated and evaluated.

Agree.

#### *Manage Transportation Assets*

*Many cities use Intelligent Transportation Systems, which optimize signals, meter on-ramps, and track transit vehicles. Combined with a Transportation Operations Center, this data can be used to provide real-time information to motorists, transit users, and transportation agencies. Finally, under a Transportation Management Program, the city could work directly with large employers and institutions to reduce overall traffic demand with rideshare, car-pool, and transit pass programs.*

Original [No change]

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#### *Use Context Sensitive Solutions*

*Context sensitive solutions (CSS) is an approach to transportation design that ensures new facilities are well integrated with existing communities and serve all potential users, from motorists to pedestrians. CSS employs flexibility in project development and design to balance safety, mobility, economic development, and environmental issues for new and redesigned urban transportation facilities. The city should use this approach by adopting the Institute of Transportation Engineer's Recommended Practice for Context Sensitive Urban thoroughfares and Complete Streets Guidelines and consider the following broad policy changes. A more thorough description of CSS is on page 27.*



Original

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Agree.

#### *Modernize Transportation Funding*

*In cooperation with their regional transportation agencies, many cities, such as Dallas, Seattle, and the San Francisco have reallocated a portion of their discretionary federal and state transportation programs from road-building to programs and strategies that expand transportation choices. Tulsa, in collaboration with surrounding communities, should advocate at INCOG for consideration of a similar allocation of funds to support improved integration of land use and transportation. For example, Sustainable Development grant programs use discretionary federal and state transportation funds to support desired developments and planning efforts. These competitive grant programs support projects that enhance the effectiveness of transit, improve accessibility and mobility, and expand housing choices. Funds can be awarded to help fund infrastructure for mixed use and transit-supportive projects, or to fund public planning efforts.*

Original

#### Modernize Transportation Funding

In cooperation with their regional transportation agencies, many cities, such as Dallas, Seattle, and the San Francisco have reallocated a portion of their discretionary federal and state transportation programs from road-building to programs and strategies that expand transportation choices. Tulsa, in collaboration with surrounding communities, should advocate at INCOG for a similar reallocation of some discretionary funds to support improved integration of land use and transportation. For example, Sustainable Development grant programs use discretionary federal and state transportation funds to support

desired developments and planning efforts. These competitive grant programs support projects that enhance the effectiveness of transit, improve accessibility and mobility, and expand housing choices. Funds can be awarded to help fund infrastructure for mixed use, transit-supportive projects, **or to community groups to fund planning efforts.**

Agree.

41. Change existing photo to reflect motorists driving on right side of roadway.

Agree.

- 43, Step 6: Organize Planning and Development Functions for Implementation: second paragraph, ninth line, delete “long-range planning and”; as INCOG has been funded by the City of Tulsa in recent years to do long-range city planning, change “contract” to “agreement”.

Agree to change “contract” to agreement.

Do not remove “long range planning and” as this sentence is correct as written and indicates that INCOG is staffing the long range planning function: *“While the city is leading PLANiTULSA, long range planning and zoning is staffed by INCOG under contract with the City, and the Tulsa Metropolitan Area Planning Commission (TMAPC) with both county and city appointees is the key planning advisory body and is responsible for both zoning and comprehensive planning.”*

Third paragraph, twelfth line, change to “...into a Community or City Development Department...”.

Agree to add the words “or City” as follows and clean up the sentence to read: *: These changes could also consider the consolidation of some or all of the following development-related functions into a Community or City Development Department within the City of Tulsa: small area planning, long range planning, capital planning, economic development, community development, zoning administration and development permitting.”*

## **Addendum: Additional information on building the Land Use Map**

The land use map development is being undertaken with the goal of a more specific map as the final outcome. This means that the map will detail the Plan District Categories of PLANiTULSA, and be relevant to a parcel level of specificity so that it can inform zoning, capital planning, etc.

There are 9 separate pieces of data or information that are going into this map.

### **1. The vision map**

The published map is just circles and buffers. We are currently digitizing actual boundaries for the centers (using items such as the Crowley downtown plan and the scenario T buildout for guidance). We are also digitizing the different levels of corridors. We first considered buffers for the corridors to get things started. However, after review we found that they just didn't match with the irregular block shapes and orientations without a more 'hands on' approach. What we are going for is roughly 1.5 traditional Tulsa blocks for mainstreets and up to ¼ mile for corridors – neither ending at a street ROW unless necessary. We're also using the Change/No Change map to avoid changes in unwanted areas.

### **2. The Scenario T “build scenario”**

This is being used as a guiding layer for detailing the new centers, neighborhoods, and other plan features

### **3. Tulsa Land Use**

We have this layer ready to go and it will be used in the “plan map sandwich” – the GIS approach by which we combine many relevant Tulsa maps to identify the range of possible occurrences. We feed this data into a decision matrix so that we can break the vision down to smaller pieces and designate the plan categories.

### **4. Tulsa Zoning**

This layer is also ready to go and will be used in the plan map combining process

### **5. Tulsa District Plans**

Unfortunately all of these are in CAD with no spatial registration that will allow simple conversion to GIS. After several attempts, we think we have a method that will work to get them registered to Tulsa. We will be sending the GIS versions back to INCOG so they can use them as well. These maps have a hierarchy of intensity that will be included in our GIS process, with four primary categories, low, med, high and special district. There is sometimes a narrative that describes these categories in detail, but the definitions can vary. Due to the variability, other than for special districts, the general hierarchy will play the biggest role in using these maps to help designate plan land use categories.

## **6. PLANiTULSA comp plan district names**

Underway – This is also a crucial step in the text draft. We need to have actual plan district names to implement our building blocks. There can be no plan map without category names. We have put together a draft list/matrix that we are reviewing internally. We'll want you to take a look at these in the near future to make sure we're not missing anything. For now we also put in potential zoning designations under each category so that we could see if we've got it all covered. However, we're only proposing using the plan district names at this point. These names will be used in the map decision matrix as the assignments for each polygon.

## **7. Change/No Change map**

This map was converted from poly to raster to remove the noisy polygons. We will go back to polys and edit the map as suggested (to match the landscape).

## **8. Matrix of unique type combinations**

This will be the product of the map sandwich. Accordingly, we can't begin the assignment process until we've identified the unique combinations.

## **9. Dissolve/Identify process**

The matrix will be used in development of a series of queries and calculations that will deliver a polygon land use map (full of slivers and overlaps). We'll then combine this to Parcel geography, and dissolve the internal polygons to get a clean map of just the Plan Land Use Categories.

After we've got the map draft done, there will be much to discuss with city and INCOG staff. Delivering the draft map along with the text is perfect timing. The map will help define the plan categories, and the plan categories will define the map. One other variable we are working on is using the stability map to inform this process, while still allowing for the stability map to be updated independently through a joint review with your team.