

Tulsa Metropolitan Area ◆◆◆



*Destination  
2030*

**LONG RANGE  
TRANSPORTATION  
PLAN**  
*Executive Summary*

**Indian Nations Council of Governments**  
**August 2005**



The 1,200 square-mile Tulsa Transportation Management Area (TMA) is comprised of Tulsa County and portions of Creek, Osage, Rogers, and Wagoner counties. The area includes the cities of Bixby, Broken Arrow, Catoosa, Claremore, Collinsville, Coweta, Fair Oaks, Glenpool, Jenks, Kiefer, Owasso, Sand Springs, Sapulpa, Skiatook, Sperry, Verdigris and Tulsa (Tulsa Transportation Management Area map, Page 3). According to 2000 census data, the Tulsa metropolitan area has 701,580 residents, all needing reliable, convenient, and safe transportation opportunities.

The *Destination 2030* LRTP looks 25 years into the future to anticipate transportation needs for the TMA. The plan is predicated on demographic and economic assumptions and forecasts for the region. It identifies the various elements of the surface transportation systems (roadways, public transportation/transit, freight

and bicycle/pedestrian) desired for the metropolitan community and investigates how these transportation modes interrelate. To ensure financial feasibility, the LRTP summarizes implementation costs and presents a practicable funding scenario. The LRTP also summarizes the resulting impacts of these investments on society and the natural environment.

The LRTP will serve as a guide for the investment of local, state and federal resources and will become a component of the Oklahoma Statewide Intermodal Transportation Plan.

Finally, the LRTP meets the requirements of federal law, authorizing the adoption of a long-range transportation plan for the metropolitan planning area. This is an important requirement for the expenditure of federal transportation resources.

## CONTACT INFORMATION

*In developing the Destination 2030 Long Range Transportation Plan, INCOG's Transportation Planning Division has concentrated on producing a document that is both useful and comprehensive. If during your review of this document you have any questions or need additional information, please feel free to contact the Transportation Planning Division using the contact information below.*

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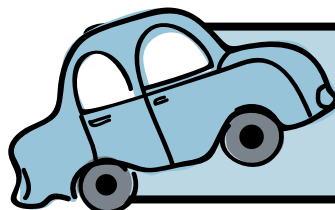
## ◆ How to Obtain a Full Version of the ◆ *Destination 2030* Long Range Transportation Plan

**EXECUTIVE SUMMARY** - This document is available on the website at [www.incog.org/transportation/destination2030](http://www.incog.org/transportation/destination2030) or by request (call or email) at no cost.

**ELECTRONIC COPY** - The LRTP is available at your convenience at [www.incog.org/transportation/destination2030](http://www.incog.org/transportation/destination2030). The site includes a history of the project as well as a full version of the LRTP and supporting documents.

**HARD COPY FULL REPORT** - A limited number of hard-copy LRTP documents have been produced. For more information on obtaining a copy for a nominal fee, contact the INCOG Transportation Planning Division by phone or email.

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



**2030 FAST FACT:** 140,000 vehicles per day will travel US-169, which will become the most heavily traveled roadway in the region.

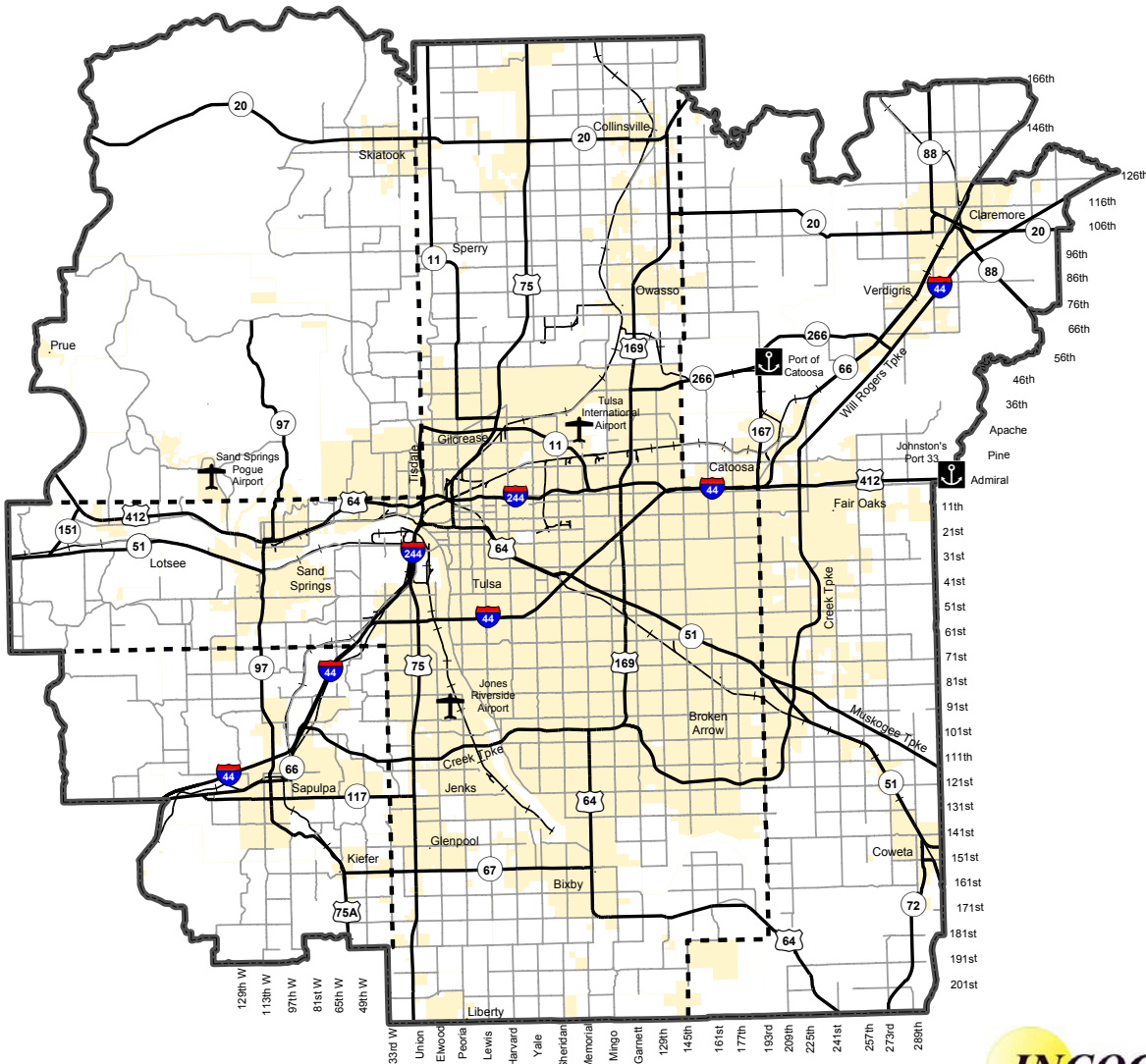


## Tulsa Transportation Management Area

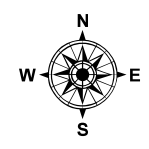


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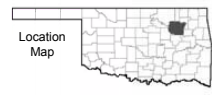
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- Highways
- Arterials
- Rail
- County Boundary
- Corporate Limits
- Transportation Management Area



Map Scale - 1:410,000



During the public outreach efforts related to the LRTP, residents defined the course INCOG should take in terms of strategic goals for the regional transportation system. Their comments resulted in the development of 2 sets of equally important goals. The Core Goals are distinct and easily categorized, while the Cross Cutting Goals fit multiple categories and affect many aspects of the transportation system.

**Destination 2030 Vision:** *The paramount purpose of the transportation system is to enhance and sustain the quality of life and economic vitality of the region. This will be accomplished by judiciously developing, maintaining, and managing a transportation system that meets the accessibility needs of people and goods in the region through safe, environmentally prudent, and financially sound means*

### Core Goals

**ACCESSIBILITY** – Create a multimodal system that provides reasonable mobility for all persons in the region

**ECONOMIC DEVELOPMENT** – Advance and support the economic well-being of the region

**ENVIRONMENT** – Respect the natural environment, support social justice, respect and serve the built environment, and be compatible with land development throughout the region

**FINANCE** – Ensure the feasibility of the transportation system by minimizing cost, wisely applying the existing resources while seeking new and innovative sources, and expanding opportunities for greater partnership with the private sector for investing in the system

### Cross Cutting Goals

**SAFETY** – Develop a transportation system that reduces fatalities and injuries and minimizes harm without compromising the benefits of the system

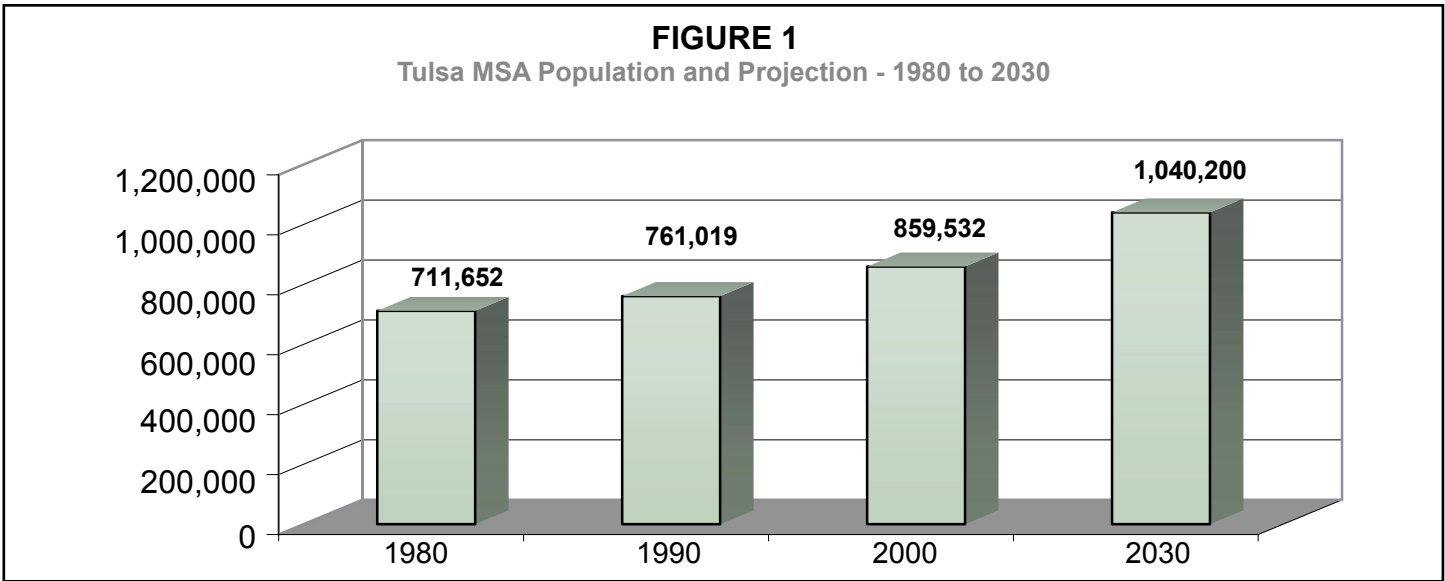
**MAINTENANCE** – Preserve and improve the condition and function of the transportation system

**EFFICIENT AND EFFECTIVE** – Promote a transportation system that provides mobility throughout the region easily, quickly, reliably and at the least cost

**MANAGEMENT AND OPERATION** – Maximize the use of technology options to advance the mobility of users and improve the management and operation of the transportation system



**2030 FAST FACT:** A goal of the Destination 2030 planning process was to ensure that no group of citizens is affected disproportionately by negative environmental or social impacts.



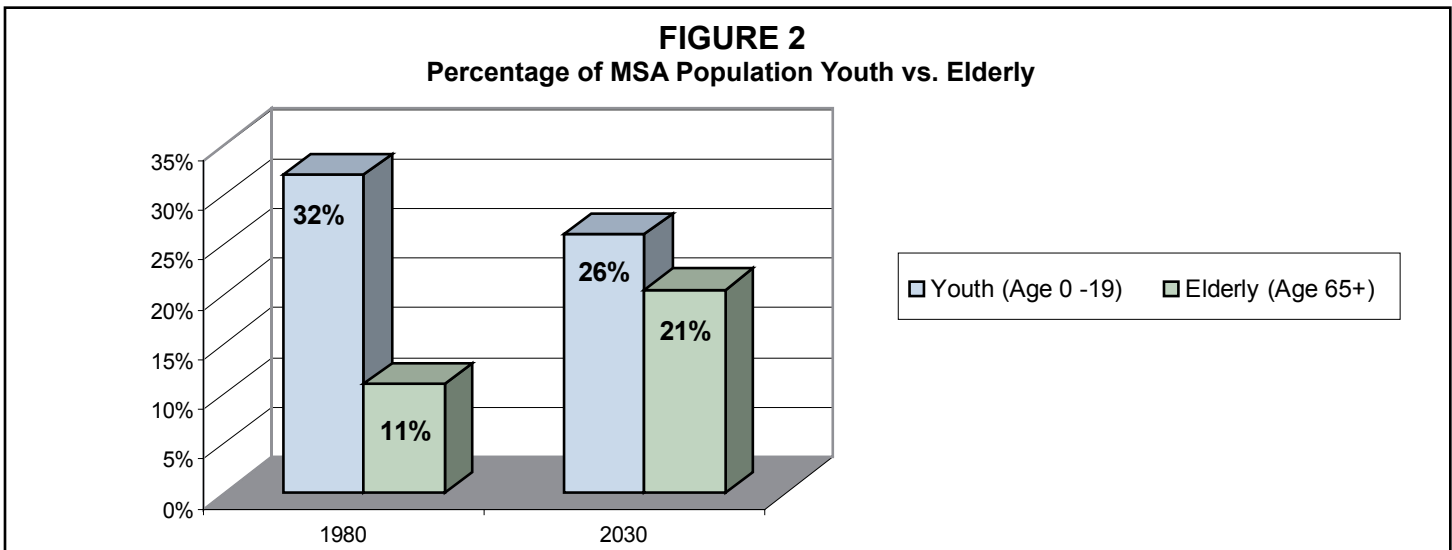
Economic and population projections provided a framework for predicting the transportation needs for 2030. Data were collected and analyzed for this purpose from the Census Bureau, Bureau of Economic Analysis, Oklahoma Employment Security Commission, and the Nationwide Personal Transportation Survey (Federal Highway Administration). Information is included for the Tulsa TMA and Metropolitan Statistical Area (MSA).

This figure is projected to grow to over 1 million residents, a 21% increase, from 2000 to 2030. The TMA is projected to grow by 23% during the same time period, with an average annual growth rate of 0.8%. The 2000 TMA population of 701,580 represents 81% of the 2030 forecasted population. Figure 1 depicts the annual population of the MSA.

**Population**

The Tulsa MSA, comprised of Creek, Osage, Okmulgee, Pawnee, Rogers, Tulsa, and Wagoner counties (the Office of Management and Budget formally added Okmulgee and Pawnee Counties in 2002) reached a population of over 859,000 in 2000.

The population’s composition is also changing. The median age of residents has risen in the past decade. In addition, the youth population (19 years of age and younger) is decreasing as the older population (65 years of age and older) increases, which shows how the percentage of older adults, as compared to other adult age groups, will increase. These changes will have significant effects on transportation needs.

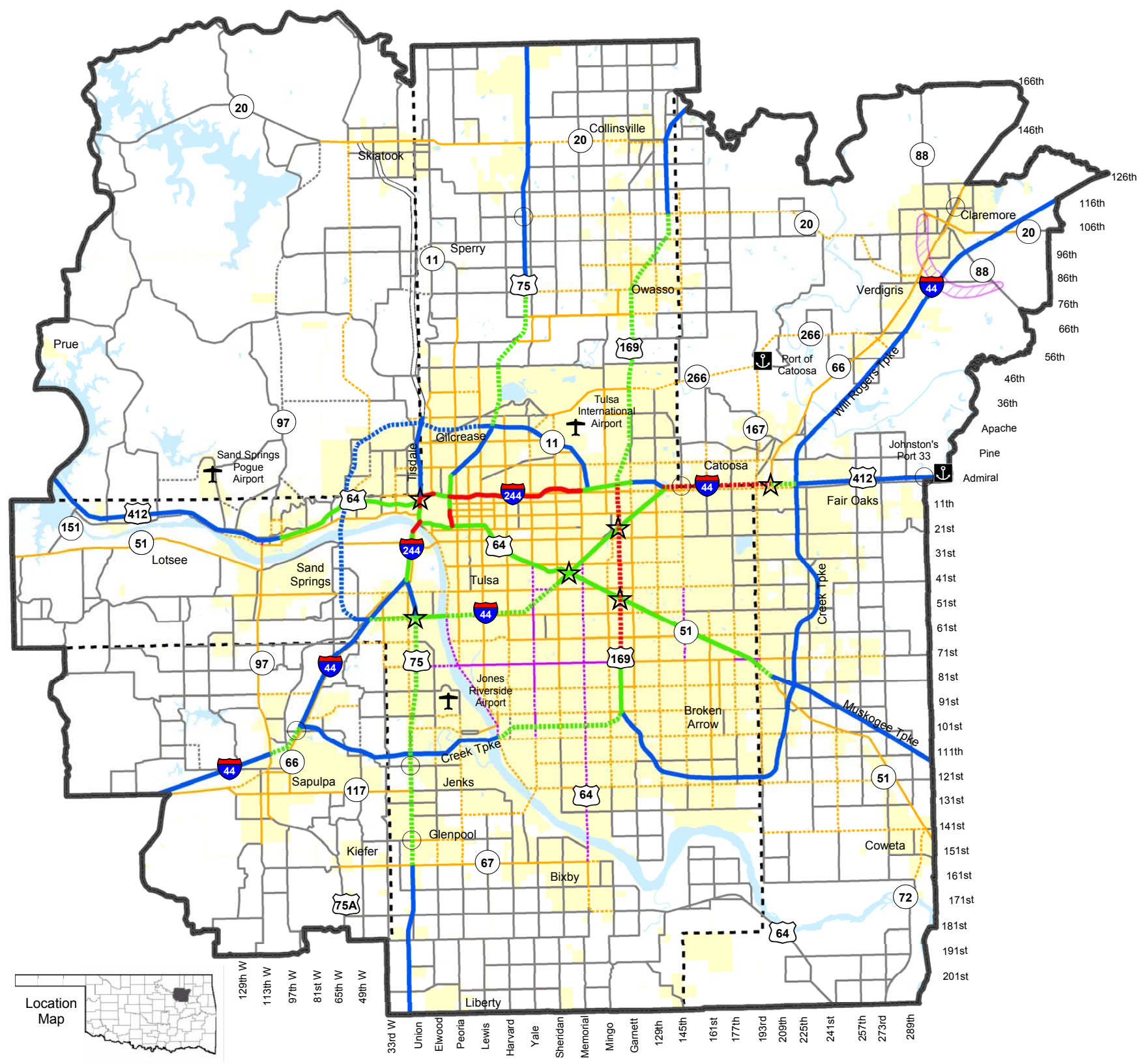






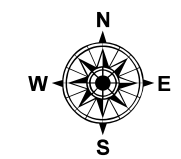
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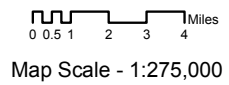


### 2030 Roadways Plan

- Expressway 8-lane, Existing
- - - - - Expressway 8-lane, Planned
- Expressway 6-lane, Existing
- - - - - Expressway 6-lane, Planned
- Expressway 4-lane, Existing
- - - - - Expressway 4-lane, Planned
- Arterial 6-lane, Existing
- - - - - Arterial 6-lane, Planned
- Arterial 4-lane, Existing
- - - - - Arterial 4-lane, Planned
- Arterial 2-lane, Existing
- - - - - Arterial 2-lane, Planned
- Proposed Corridor Beyond 2030
- ☆ Expressway Interchange
- Grade-Separated Interchange
- ODOT SH-88 Study Area
- County Boundary
- Corporate Limits
- Transportation Management Area




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Map Scale - 1:275,000



**2030 FAST FACT:** Employment projections anticipate a gain of approximately 50,000 employees from 2000 – 2030.



### Employment

Strong long-term employment growth is expected to continue for the Tulsa region based on Bureau of Economic Analysis forecasts. In 2000, total employment reached over 411,000 – an increase of approximately 50,000 (over 461,000) is projected for 2030. The Service industry sector is projected to hold the largest share of 2030's total employment at 36%.

Two industries face significant projected declines between 2000 and 2030: Farming (projected to decline by 40.4%) and Mining (projected to decline by 15.6%). The Farming (0.53%); Agricultural, Forestry and Fishing (1.39%); and Mining (1.87%) industries have the smallest projected share of 2030 total employment.

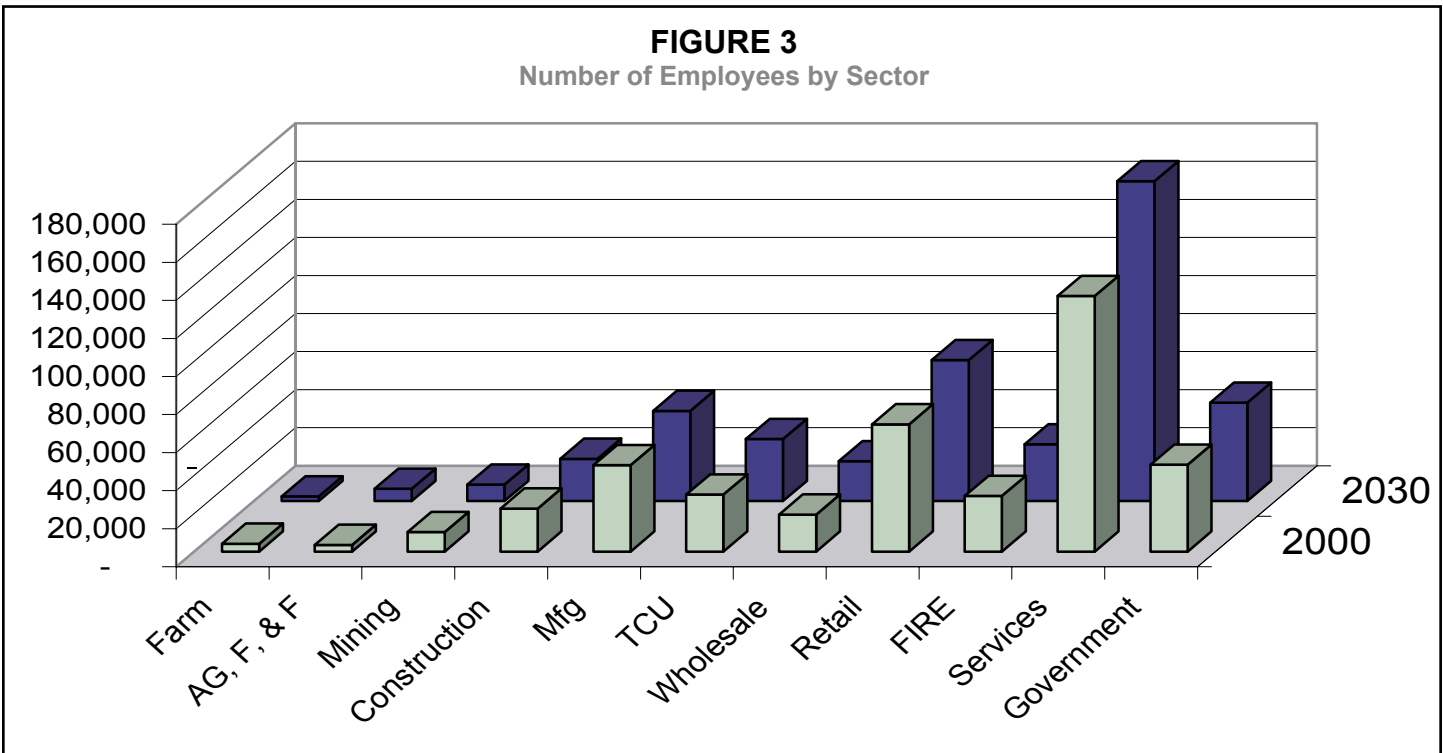
Approximately 94% of MSA employment falls within the TMA boundary. The base-year employment represents 89% of the 2030 employment forecasts. Employment growth is anticipated throughout the metro area, with

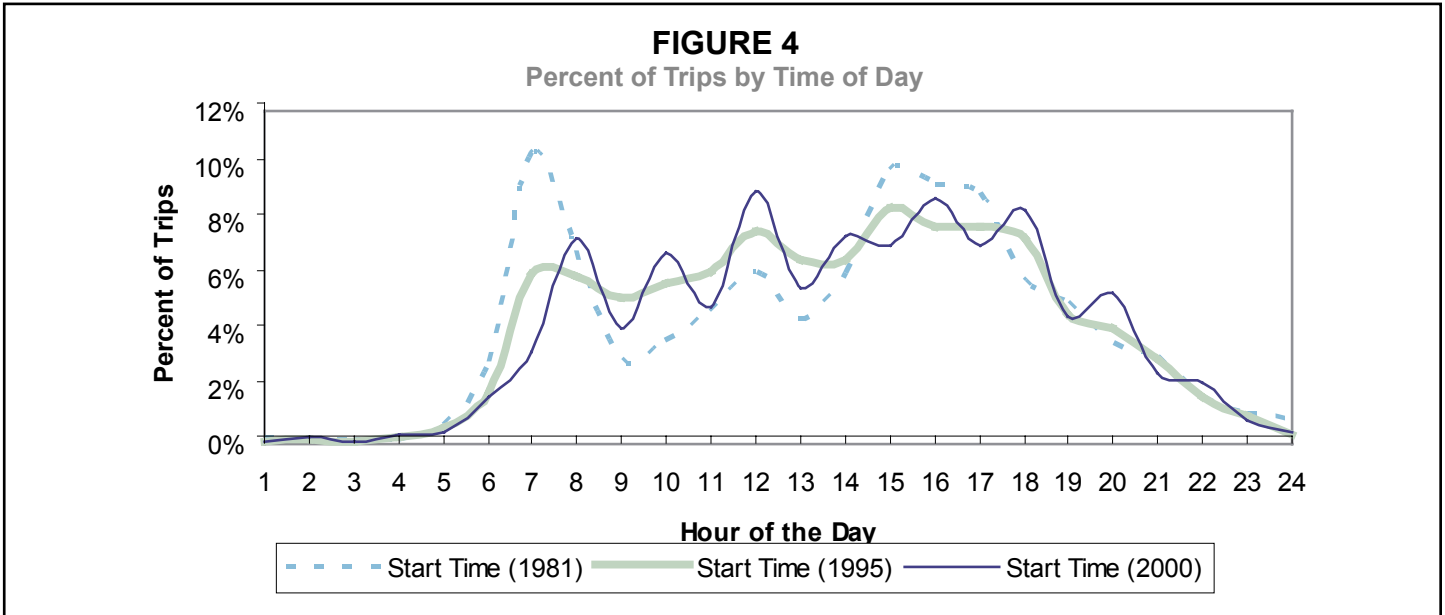
significant increases in several major employment centers including the 21st Street and Utica Avenue Corridor, the South Yale Avenue Corridor (from 61st to 71st Street South), the US-64/SH-51 (Broken Arrow Expressway) and US-169 Corridor, the Tulsa International Airport area, the Cherokee Industrial Park, and the Port of Catoosa.

### Travel Characteristics

Tulsans rely heavily on personal automobiles for transportation. During the 20 year period from 1980 to 2000, households with 0 or 1 vehicle declined dramatically, while households with 2 or 3 vehicles increased from 43% to 58% of all households. During the 1980s and 1990s the increase in trips per household was a major factor in the growth of the Vehicle Miles of Travel (VMT). In 1995 and 2000, the number of daily trips per household has stabilized at around 9 trips per household, according to the Nationwide Personal Transportation Survey (NPTS). Little has changed in trip purposes with work trips accounting for approximately 9% of all trips.

**FIGURE 3**  
Number of Employees by Sector





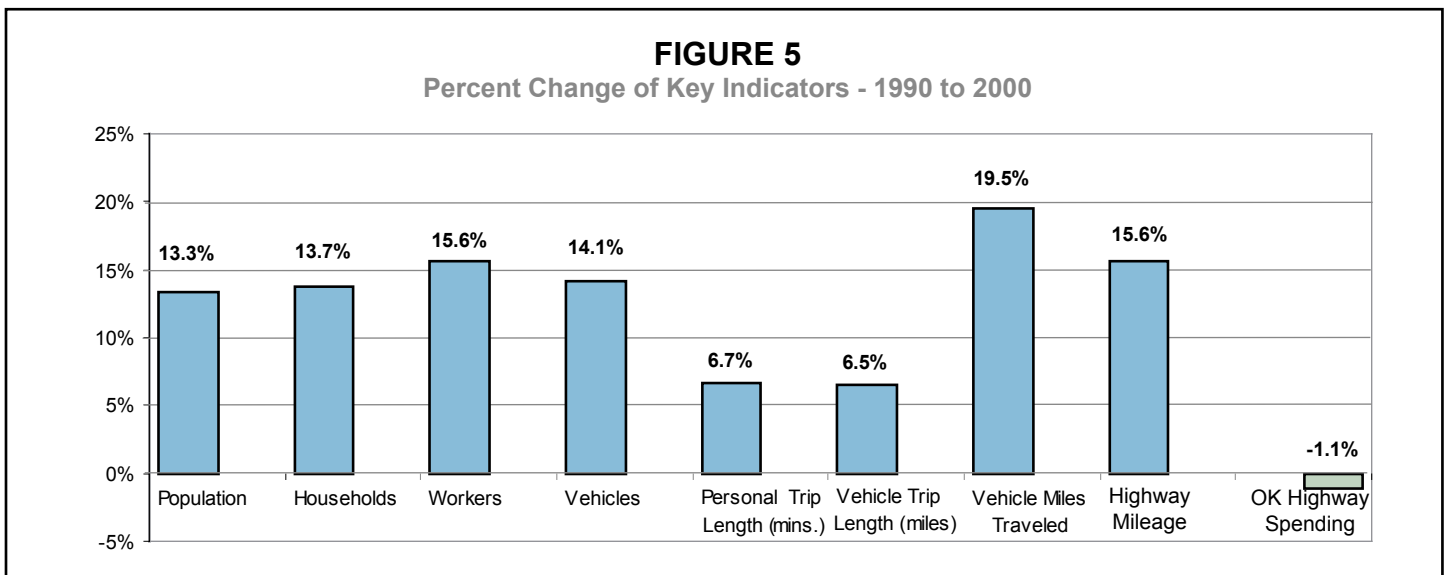
Commuter driving patterns indicate that the vast majority of commuter trips are made alone. In 1980, 72% of drivers in the Tulsa region drove alone, which increased to 81% in 2000. Carpooling, transit, and walking have all decreased as a result of this increase. Also during this time, employees working from home increased.

Trips are increasingly being spread throughout the day rather than concentrated in the traditional morning and evening rush hours (Figure 4). In 2000, the median trip length (in time) in the Tulsa area was 12.3 minutes.

Population, households, workers, and vehicles have all increased significantly while trip lengths in minutes and


trip lengths in miles have only changed slightly. Increases have occurred in the number of vehicle trips made and the total miles traveled, increasing from 1990 to 2000. Along with an increase in the number of households, Tulsa drivers are driving slightly further distances per trip, thus increasing the total number of vehicle miles traveled.

Figure 5 reveals the change in key transportation indicators from 1990-2000. National trends also reflect an increase in the use of alternative modes, which is attributed to the significant increase in total trips. Despite this increase in the number of uses, the percentage of alternative mode uses, in relation to other transportation modes, has actually decreased.





The following recommended actions are a sampling of the full issues and actions listed in the *Destination 2030* LRTP. Please see Page 2 for more information on receiving a full copy.



**2030 FAST FACT** - Cost of 2030 Improvements: \$3.6 Billion  
 Roadways Share: 78% • Transit Share: 20%  
 Bike/Ped Share: 2%

## Roadway System

**REGIONAL CONNECTIONS** - Encourage development and improvement of key metropolitan roadway linkages to Kansas City and Dallas to achieve an improved level of service.

**ENVIRONMENTAL SENSITIVITY** - Quality of life in the long term is affected by the region's concern for environmental quality. Vehicular pollution should be addressed in the primary context of automobiles and efficiency. Fuel-efficient automobiles are possible with the advent of improving and new technology.

**CONGESTION** - Support funding for roadway expansion as appropriate to address existing and anticipated congestion; actively seek funding to eliminate bottlenecks, particularly at expressway-to-expressway interchanges, identified and prioritized by regional stakeholders; and support incident-management programs with the aid of local law enforcement agencies to reduce incident-related travel delays.

**TECHNOLOGY OPTIONS** - Actively pursue the development of a regional Traffic Management Center.

**INTEGRATION WITH OTHER MODES** - Strongly encourage and support development of park-and-ride facilities along major travel corridors; support provision for bicycle/pedestrian facilities in all projects from the planning stages through final design.

**SAFETY** - Improve signage to accommodate an aging population and support consistent traffic signage on roadways and intersections throughout the region; support adequate lane width standards and provision of safer shoulders in the TMA.

**EXPRESSWAY IMPROVEMENTS** - I-44 expansion is planned between the I-44/I-244 Junction and SH-66 (8 lanes) and between the Arkansas River and Sheridan Road (6 lanes). Expansion to 6 lanes is planned for US-169 between I-244 and SH-20 (116th St. North) and US-75 from I-44 to SH-67 (151st St. South). The 4 lane Gilcrease Expressway is planned from I-44 to Lewis Avenue.

## Public Transportation

**DEDICATED FUNDING** - Establish a dedicated local source of transit funding that is independent of discretionary appropriations and thus can be used to develop long-term, multiyear capital and operating programs/plans; the funding should be collected at a regional level to support public transit services at a regional scale.

**EXPAND PUBLIC TRANSPORTATION SERVICES** - Expand the fixed-route system to suburban areas of the region for implementation of a regional service, according to the New System Design plan.

**ENHANCED SERVICES** - Establish park-and-ride facilities on the fringes of the region to provide convenient access to the public transit system.

**CUSTOMER SERVICE** - Continue implementation and technology enhancement such as real-time passenger information, automated fare payment, etc., as availability and resources allow.



## Bicycle/Pedestrian Transportation

**DEVELOPMENT PRACTICES** - Encourage the multiple use of transportation rights-of-way, including safely designed facilities for use by bicyclists and pedestrians and encourage development of residential collector streets that address bicycle/pedestrian needs.

**FACILITIES** - Encourage implementation of the Tulsa Transportation Management Area Trails Master Plan and identify gaps in the arterial sidewalk system and implement a plan to fill those gaps, giving priority to schools, churches, libraries, shopping, and other major destinations.

**SUPPORT FACILITIES** - Pursue development of a major trailhead in downtown Tulsa and encourage provision of access to showers and bicycle storage at employment centers.

**SAFETY** - Require safe design and construction practices on all roadways, and use consistent standards (American Association of State Highway and Transportation Officials - e.g. perpendicular grates, modified railroad crossings).

**EDUCATION/AWARENESS** - Support posting "Share the Road" signs and pavement marking on designated bikeways; also launch a media campaign that informs cyclists and motorists about "Share the Road" laws.

## Freight Movement

**LEGAL AND REGULATORY ISSUES** - In conjunction with the Chambers of Commerce, and local freight transporters, identify any legal and regulatory impediments to freight movement in the Tulsa area.

**ENERGY AND EFFICIENCY ISSUES** - Encourage the testing of less-polluting alternative sources of energy and their potential application in the goods movement process, particularly truck stop electrification.

**SAFETY ISSUES** - Identify the high accident locations involving freight movement in the region, including highways, railroads, railroad crossings, and waterways.

**ECONOMIC DEVELOPMENT ISSUES** - Support the use of state and local economic development programs to develop regional transportation facilities, improving industrial areas and other freight activities that have the potential to strengthen the local economy.

**PHYSICAL INFRASTRUCTURE** - Identify bottlenecks, missing links, safety hazards, and other needed components of regional infrastructure; enhance the development of the Tulsa International Airport and the Port of Catoosa through implementation of planned physical infrastructure improvements, including additional air cargo facilities, and improved, landside access, and additional dock capacity at the Port of Catoosa for general cargo, dry bulk, and container cargo; and support efforts to widen and deepen the water channel between the Port of Muskogee and the Port of Catoosa.

## Plan Effectiveness

**SOCIALLY SENSITIVE AREAS** - Encourage consideration of Socially Sensitive Areas (SSAs) in transportation planning, funding, project design, and operations.

**PLAN EVALUATION** - Conduct an annual evaluation of the actions identified under each of the LRTP elements, conduct technical and policy reviews, and effectively communicate LRTP implementation.

# INCOG BACKGROUND

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INCOG is a voluntary association of northeast Oklahoma governments in Creek, Osage, Rogers, Tulsa, and Wagoner counties. INCOG's purpose is to promote economy and efficiency in government by providing a forum for regional cooperation and by supporting members with planning, development, management, research, and coordination services.

INCOG was designated by the Governor of Oklahoma as the Metropolitan Planning Organization (MPO) for the Tulsa region in accordance with federal law. As the MPO, INCOG, in cooperation with the Oklahoma Department of Transportation (ODOT) and Metropolitan Tulsa Transit Authority (MTTA), is responsible for the development of regional transportation plans and programs for the Tulsa Transportation Management Area (TMA).

The process of developing transportation plans and programs provides for consideration of all modes of transportation and is continuing, cooperative, and comprehensive. The Transportation Policy Committee (TPC) is the forum in the local decision-making process for policy development and adoption related to transportation planning, program development, and operation within the

Tulsa TMA. Upon approval by the TPC, transportation plans and programs are forwarded to the sponsoring local governments for information and review, to the INCOG Board of Directors for endorsement, and the Tulsa Metropolitan Area Planning Commission (TMAPC) for inclusion in the Comprehensive Plan.

The Transportation Technical Advisory Committee (TAC) serves as an advisory group to the TPC, providing technical expertise in the development of transportation plans and programs for the Tulsa metropolitan area. If transportation plans or programs are deemed unsatisfactory by the TPC, these products may be returned to the TAC for additional review, analysis, and any additional recommendations.

The INCOG Transportation Planning Division staff is responsible for projects identified in the annual Unified Planning Work Program (UPWP). Staff members prepare transportation planning, policy, and program recommendations as required to complete UPWP work tasks or in response to specific requests from the TPC. Staff also provide routine technical support to the TPC, TAC, TMAPC, MTTA, INCOG Board of Directors, and various local governments and agencies.



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