

PUBLIC ENGAGEMENT

The 2015 Tulsa Regional Bicycle & Pedestrian Master Plan Update (Plan) project included in-depth collaboration with the public, stakeholder and community engagement focused on the following groups:

1. Steering Committee: INCOG staff, representatives from each participating community in the region and other agencies and citizen interest groups. The committee met five times during the course of the Plan process.
2. INCOG Transportation Technical Committee, INCOG Transportation Policy Committee and INCOG Board of Directors: Regular updates and information were provided to the committees and board by the INCOG project manager with support from project team.
3. Walkshops: Small scale "walking" meetings took place in all participating communities including a walk audit.
4. Community / Stakeholder Huddles and Focus Groups: Coordinated outreach efforts with key stakeholders, community groups and community planning boards throughout the region including advocates, community groups, city departments, and the business community. Interest areas for the focus groups included economics, safety, health, and education.
5. Stakeholder Retreat: Off-site retreat with key stakeholders and community partners at the mid-point of the project.

6. General Public: Included outreach through radio and news articles; open house meetings, on-line engagement and event participation. This outreach also included participation in an open streets event, Street Cred, May 2014.

7. Training - Bicycle/Pedestrian Planning and Design: Conducted one-day training for agency staff and consultants at the regional and local level.

The planning team in cooperation with INCOG staff engaged the aforementioned groups in a variety of ways throughout the course of the project: project web site, formal and informal meetings, focused stakeholder meetings, public open houses, participation in local events, community-level field activities and a comprehensive project workshop. From the start of the planning process, INCOG has frequently communicated and coordinated project deliverable reviews with each participating community and the INCOG transportation and policy committees. This robust public outreach served to keep interest level high throughout the planning process and greatly informed the recommendations and results of the study.

Steering Committee Meetings

The Steering Committee was INCOG staff-appointed by invitation. The committee included representatives from each participating community in the study, bicycle and pedestrian interest groups and partner agencies. The group provided valuable feedback and ideas for planning documents, analyses, and outreach activities. They also served as important liaisons between their respective communities or constituents and the planning process by actively sharing information and providing relevant insights to the planning team.

The committee meetings occurred in March 2014 (kick-off); October 2014 (stakeholder retreat); February 2015 (final network review, prioritization process, draft plan outline); August 2015 (regional network, final report, community tear-outs,

preparation for final public meeting), September 2015 (final plan presentation). Meeting summary highlights are as follows:

Steering Committee Meeting 1 - Kick-Off, 3/3/14

Summary:

- Introduced project team members and discussed roles
- Reviewed agenda and related activities
- Discussed and defined role of steering committee
- Reviewed key milestones and deliverables
- Discussed challenges and opportunities
- Planned for public outreach
- Reviewed draft goals and objectives
- Gathered comments/feedback

Steering Committee Meeting 2 – Stakeholder retreat, 10/29/14

Note: This committee meeting was incorporated into the project stakeholder retreat; see stakeholder retreat notes for summary.

Steering Committee Meeting 3, 2/18/15

Summary:

- Reviewed meeting goals/objectives
- Discussed environment/motivation for Go Plan adoption
- Provided a project progress report
 - Update since project retreat
 - Key action items
- Reviewed final study network
- Reviewed level of traffic stress analysis
- Outlined prioritization process

- Reviewed focus areas
- Reviewed draft outline of final plan

Facilitated discussion on the following topics:

Topic 1: Review final network

- Overview of regional and community maps
- Discussion of public presentation of maps

Topic 2: Prioritization Process

- ActiveTrans Priority Tool (APT)
- City of Tulsa
- Community level
- Regional

Topic 3: Final plan outline

- Overview of report outline
- Discussed of key elements

Final public meeting

- Discussed meeting format and function

Steering Committee Meeting 4, 8/7/15

Summary:

Plan update

- Reviewed plan status and completion timeline

Regional plan – reviewed and discussed each of the following components:

- Recommendations
- Priorities
- Costs
- Concept designs

Final Plan Document

- Reviewed outline

- Discussed revision process

Community plans (tear-outs)

- Discussed outreach required for plan revisions
- Reviewed recommendations, priorities, costs and focus areas
- Gathered feedback on community sections of plan

Final Public Meeting

- Confirmed September 17th, time and location
- Refined purpose, format and content of public forum
- Discussed promotion and outreach

Steering Committee Meeting 5 – Final plan presentation, 9/16/15

Summary: This steering committee meeting focused on review of the final plan, plan presentation and preparation for the public forum. The project team provided a presentation of the final plan, received feedback and discussed next steps in the plan adoption process. The committee expressed support for the plan and committed to work towards implementation in their respective communities.



Public Meetings

Meeting 1 – Project Kick-Off

March 3, 2014

Location: Tulsa Community College Center for Creativity

Attendees: 85 (approximately)

Media coverage: KTUL, Tulsa World, KJRH, Tulsa People

Summary: Project team member Shane Fernandez kicked off the event by introducing Dr. Gerry Clancy, President of OU-Tulsa. Dr. Clancy discussed the health impact that planning, like the GO Plan, will have on the Tulsa region. James Wagner introduced the GO Plan basics and project team. Jeff Ciabotti walked through the plan process, public involvement and timeline. Citizens were given a Q&A session with the team. Questions ranged from "Will there be a speed limit on new trails?" to "How can I give input?" Stations were set up after the presentation so that



Dozens of residents in the Tulsa region came to the first public meeting to help shape the planning process.

participants could try out the interactive web map, online survey and get information on upcoming Walkshops. Other highlights included:

- Provided input into the vision/goals for making the region more walkable and bikeable
- Solicited input on pedestrian access, bicycle connectivity and safety throughout the region
- Documented bicycle and pedestrian issues through an on-line interactive map
- Educated participants about tools to improve walking and biking - design treatments, standard and innovative accommodations and programs.
- Launched a public survey (see notes in On-line survey section)

Meeting 2 – Street Cred Open Streets Event

May 4, 2014

Southern downtown Tulsa

Summary: The project team participated with INCOG staff and project stakeholders in this open streets event. The team provided design consultation prior to the event. During the event the team's outreach focused on education and awareness about the Tulsa Regional Bicycle and Pedestrian Master Plan process and opportunities for public involvement.

Meeting 3 – Final Public Forum

September 17, 2015

Location: Tulsa Community College Center for Creativity

Attendees: 85 (approximately)

Media coverage: Tulsa World

Summary: The final meeting was conducted as a public forum. Steering committee chair Michael Hairston was the MC and provided the opening and closing remarks. Prior to presentation of the



The Streed Cred event attracted Tulsans to enjoy a redesigned Boulder Avenue.

final plan the following speakers gave remarks about the importance of moving the master plan forward:

Joani Dotson, Tulsa Health Department

Malcolm McCollam, Tulsa Tough

Blaine Young, Tulsa Public Schools

The project team provided a detailed presentation on the plan components and a broader national perspective on the benefits of becoming a bicycling and walking friendly region followed by an open mic question and answer period. Project manager, James Wagner, provided an overview of next steps toward implementation with closing remarks by Chairman Hairston. Feedback received at the public forum was overwhelmingly positive towards the plan and its future implementation.

Community/Stakeholder Huddles and Focus Groups

Summary: The listing below represents a series of community meetings and stakeholder huddles that were conducted throughout the project. This outreach was conducted with INCOG staff in coordination with the project team. The meetings served to inform, update and gather valuable

feedback from participating communities and stakeholder groups. Input gathered was especially useful on policy, program and implementation issues. Additionally, INCOG staff presented to the planning commissions of each participating community with regard to project status and team recommendations. A list of those meetings is also indicated below.

The numbers in bold below indicate focus group meetings with communities and groups in the INCOG service area including the health sector, small town councils, law enforcement, the business sector, bicycling advocates, transit agencies and parks departments among others. These meetings were conducted as facilitated group discussions around topics most important to each interest group or sector.

1. Tulsa Transportation Advisory Board, 3/3/14: 12 (KWGS coverage)
2. Kendall Whittier Task Force, 6/11/14: 10
3. Tulsa Young Professionals Urbanists, 3/17/14: 12 attendees
4. Broken Arrow City Council, 3/18/14: 40 (KOKI coverage)
5. Bicycle/Pedestrian Advisory Committee, 4/1/14: 15 attendees
6. Tulsa City Council District 6 Town Hall, 4/1/14: 15 attendees
7. Sustainable Tulsa 1st Thursday Luncheon, 4/3/14: 40 attendees
8. SW Tulsa Homebuilders Association, 4/16/14: 30 attendees
9. River Parks / Tulsa Parks, 6/9/14
10. Fleet Feet Running Club – 61st & Yale, 6/9/14
11. Tulsa Bicycle Club, 6/10/14
12. North Tulsa at Lacey Community Center, 6/10/14
13. Bicycle/Pedestrian Advisory Committee, 6/10/14
14. Tulsa Police & Tulsa Transit, 6/11/14
15. OSU open house, 6/11/14
16. Tulsa Transit Board, 8/26/14: 20 attendees

Planning Commission Meetings:

- a. Glenpool, 4/3/15
- b. Collinsville, 4/16/15
- c. Sand Springs, 4/20/15
- d. Coweta, 4/27/15
- e. Catoosa, 5/4/15
- f. Owasso, 5/11/15
- g. Broken Arrow, 5/14/15
- h. Bixby, 5/18/15
- i. Tulsa Metro Area Planning Commission (TMAPC), 5/20/15
- j. Jenks, 8/13/15

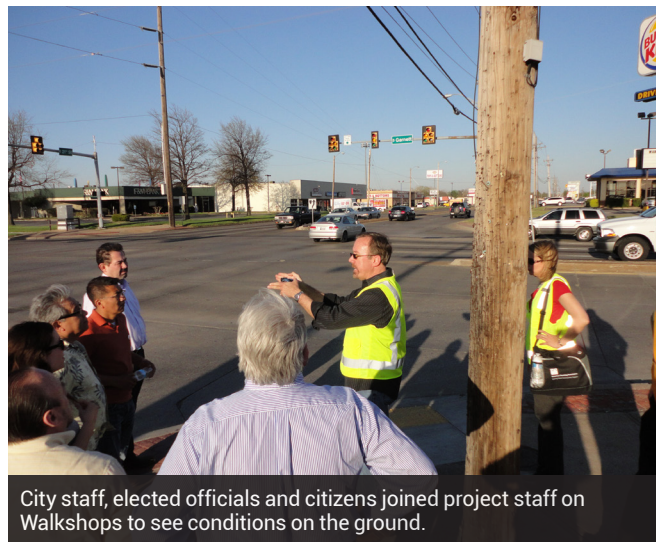
Walkshops

For detailed summaries of the Walkshops, please reference each community plan section in Chapter 6 where a summary and outcomes are provided.

INCOG staff with support from the project team conducted small scale hands-on meetings and mini walk audits in all project communities. This format gave the project team an opportunity to fully understand community hot spots and priorities related to walking. A primary result of these meetings was to identify focus areas for further study and design recommendations.

Walkshops (by the numbers):

1. Catoosa, 3/6/14: 7 attendees
2. Owasso, 3/13/14: 13 attendees (Owassoisms, Owasso Reporter coverage)
3. Skiatook, 3/18/14: 0 attendees
4. Glenpool, 3/24/14: 9 attendees
5. Collinsville, 3/25/14: 9 attendees
6. Sand Springs, 4/1//14: 15 attendees
7. Broken Arrow, 4/3/14: 24 attendees (project team participation) (TW, Fox 23 coverage)
8. Midtown Tulsa, 4/8/14: 15 attendees (project team participation)



City staff, elected officials and citizens joined project staff on Walkshops to see conditions on the ground.

9. East Tulsa, 4/9/14: 8 attendees (project team participation)
10. Coweta, 4/14/14: 6 attendees (project team participation)
11. Jenks, 4/17/14: 4 attendees
12. South Tulsa, 4/22/14: 7 attendees
13. Bixby, 4/24/14: 4 attendees
14. West Tulsa, 4/28/14: 6 attendees

Total Walkshop participants: 143

Stakeholder Retreat

October 29, 2014

Silo Event Center

RETREAT PHOTO HERE I:\Photos\Photos_DCA\PHOTOS and GRAPHICS\Project_Photos\Tulsa_OK\Project Retreat

Jointly organized by the TDG Team and INCOG staff the stakeholder retreat was an off-site day-long meeting to review the draft network, focus areas and other project deliverables. Participation in the retreat included representatives from each study community, steering committee members and other stakeholders. The meeting was an opportunity to evaluate all work to date and set the course for project completion. Highlights of the meeting included:



Small group discussion centered on policy questions, project prioritization and focus area discussion.



Planners and engineers from many jurisdictions and firms attended the design training.

Viewing Stations: WikiMap and survey results, demand analysis, network maps – bicycle and pedestrian, level of traffic stress – existing and select facilitates, and facility types.

Content: Project progress report and presentation, policy review and breakouts, network review and breakouts, community project prioritization, and focus areas presentation.

Training Workshop: Bicycle/Pedestrian Planning and Design

December 3, 2014

Location: Sand Springs, OK

Instructors: Eric Mongelli and Robert Patten

This training was conducted by the project team and was an opportunity for participants to expand their technical capacity and familiarity with best practices in bicycle and pedestrian design. The training content was based on existing design guidelines and best practices, including the AASHTO Bike Guide, AASHTO Pedestrian Guide, NACTO Urban Bikeways Guide and other resources. A presentation binder and certificate of attendance were available to participants. Attendees included staff from INCOG, agency staff from participating communities and area consultants.

Online Interactive Map/Wikimap

An online interactive map called a WikiMap was set up for the GO Plan. The map was available for public and stakeholder feedback regarding pedestrian and bicycling conditions throughout the region for approximately four months. INCOG publicized the map through its website and promotional emails and tweets about the planning effort. This outreach garnered 144 registered users, most of whom (76) listed a home zip code in the City of Tulsa. The next largest number of participants was from Broken Arrow (19) and then Bixby (10). Respondents skewed more male (69.7 percent) than female and slightly older with 92 respondents between ages 36 and 65.

These users provided over 450 comments on the map. Users were asked to add points and lines to the map that covered the following categories:

- Route I ride/walk
- Route I'd like to ride/walk
- Place I walk/bike to
- Barrier to walking
- Barrier to bicycling

For routes people already walk or bike, users were asked to rate them on a Poor, Ok, Good or Great scale. Most Poor or Ok bicycling routes were on major roads where people ride but are not completely comfortable. Many barriers to

biking were also noted along these same streets where larger intersections on arterials, especially those without traffic signals, pose challenges to safe and comfortable bicycle travel. Dangerous intersections were the most frequently noted barrier type, followed by pinch points on roads or bridges where shoulders disappear.

Most Good and Great bike routes were on existing trails or smaller streets. This input showed the popularity of longer distance regional trails as did the routes users said they would like to bike, many of which were connections between jurisdictions, rather than just within them. Trails were also popular on the routes already used by pedestrians where they feel comfortable.

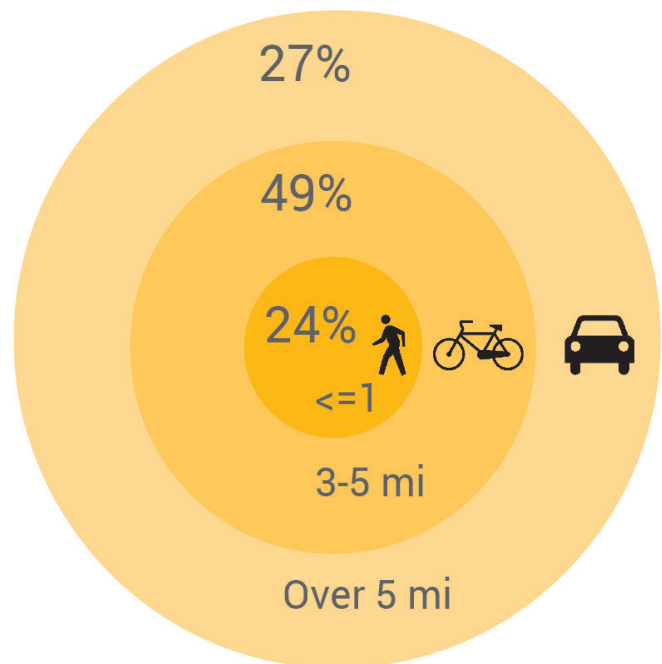
Overall, lack of sidewalks across the region was the biggest issue noted by pedestrians. Users brought up this issue on streets where they already walk but feel conditions are Poor or OK. Lack of sidewalk was the most frequently noted barrier to walking (32 responses) followed closely by dangerous intersections (31 responses).

Maps showing these results are presented on the following pages.

Online Survey

An online survey was used in the GO Plan process to understand existing regional travel patterns, attitudes toward walking and bicycling, and further detail about what types of bicycle facilities would make most residents feel comfortable biking. The survey was completed by 499 respondents, the majority of which were Tulsa residents. A slight majority (55 percent) of respondents were male, and most respondents (85 percent) were white. The majority of respondents had biked (83 percent) and/or walked (94 percent) in the last year. Further breakdown of respondent characteristics is provided in the section following this overview which includes the full survey results, including text of any write-in answers. It should be noted that the survey was not a scientific sample as there was no control enforced over who responded.

Respondents generally drive alone for most commute and non-commute trips throughout the region, but they were more likely to take other modes for the non-commute trips. This is not surprising since commute trips were identified as the longest trip type among respondents with 58 percent of respondents said that their commutes are five miles or more. The shortest trips taken by respondents are for errands, with nearly three-quarters of respondents saying these trips are three miles or less. That distance is generally considered a reasonable bike ride for an adult.



Residents of the Tulsa region generally noted that they enjoy bicycling and walking as forms of exercise and as a way to spend time with friends or family. The trails system was also supported by respondents, approximately a third of whom said it was one of the things they like best about walking and biking in the Tulsa region.

The survey was also used to assess what barriers currently prevent residents from walking or biking more and what types of improvements could induce people to take each mode more often. The widely dispersed land uses in the Tulsa region were reflected in respondents' top choice (58 percent) of what prevents them from walking more: it simply would take too long to get where they need

to go. Lack of pedestrian friendly infrastructure was the basic issue identified in the three next most popular answers. When asked about what improvements would encourage them to talk more, respondents also focused on infrastructure such as construction and maintenance of sidewalks, and construction of trails.

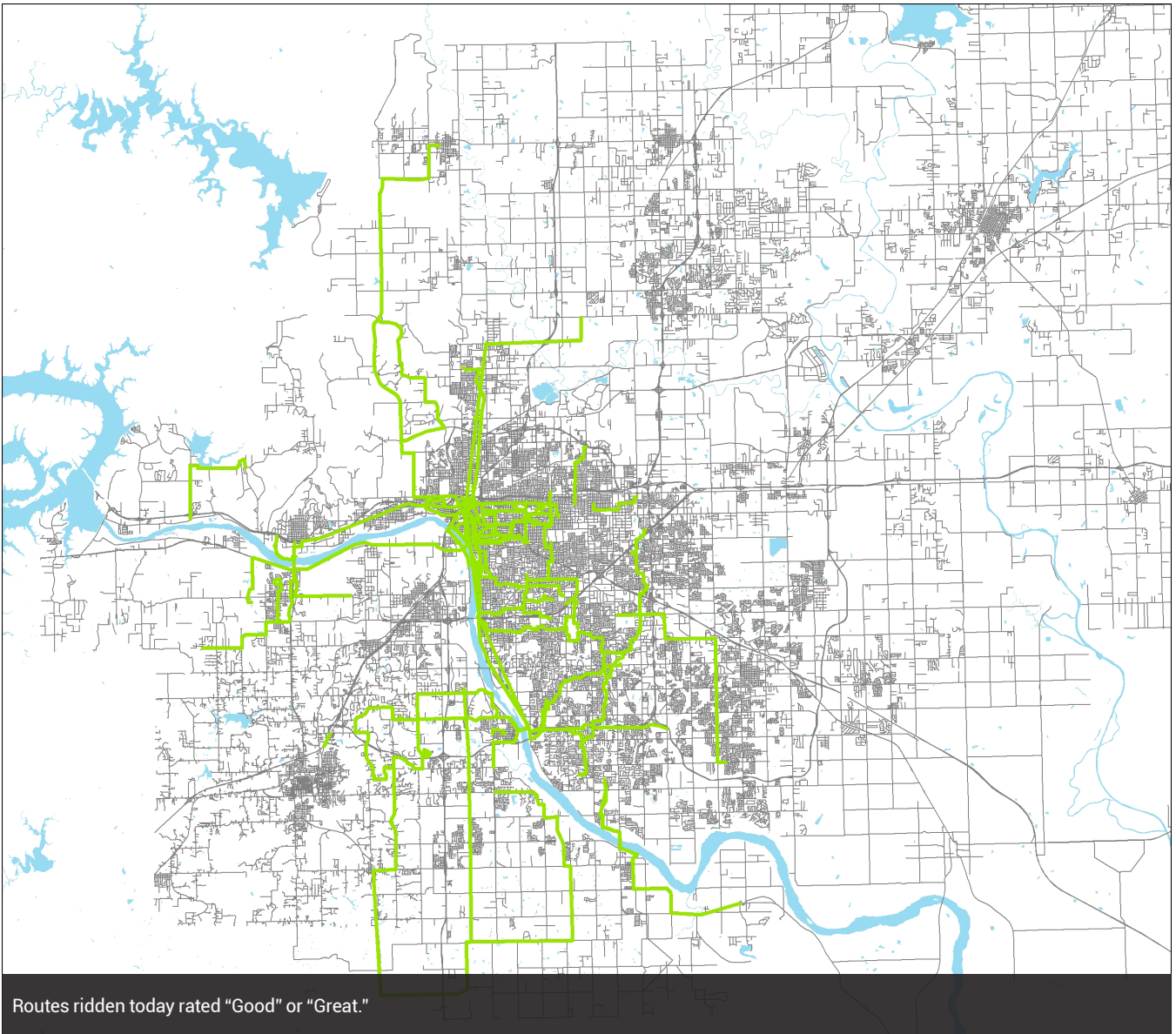
Residents say they are prevented from bicycling more by not feeling comfortable sharing the road with cars (55 percent), by a lack of bike friendly roads and trails near their home (37 percent), and by barriers to biking such as large roads (34 percent). A number of the open-ended comments also dealt with the fact that prevailing culture is not friendly to bicyclists in the region, and the need for the relationship between drivers and bicyclists to improve. Following from those comments, enforcement of existing traffic laws and education about how to safely drive around bicyclists were two of the top improvements (74 and 67 percent, respectively) respondents pointed to for helping them bike more. Improved maintenance was also important with 72 percent of respondents identifying it as important. Many commenters called for more bike lanes and trails in spite of the question being about programs rather than infrastructure.

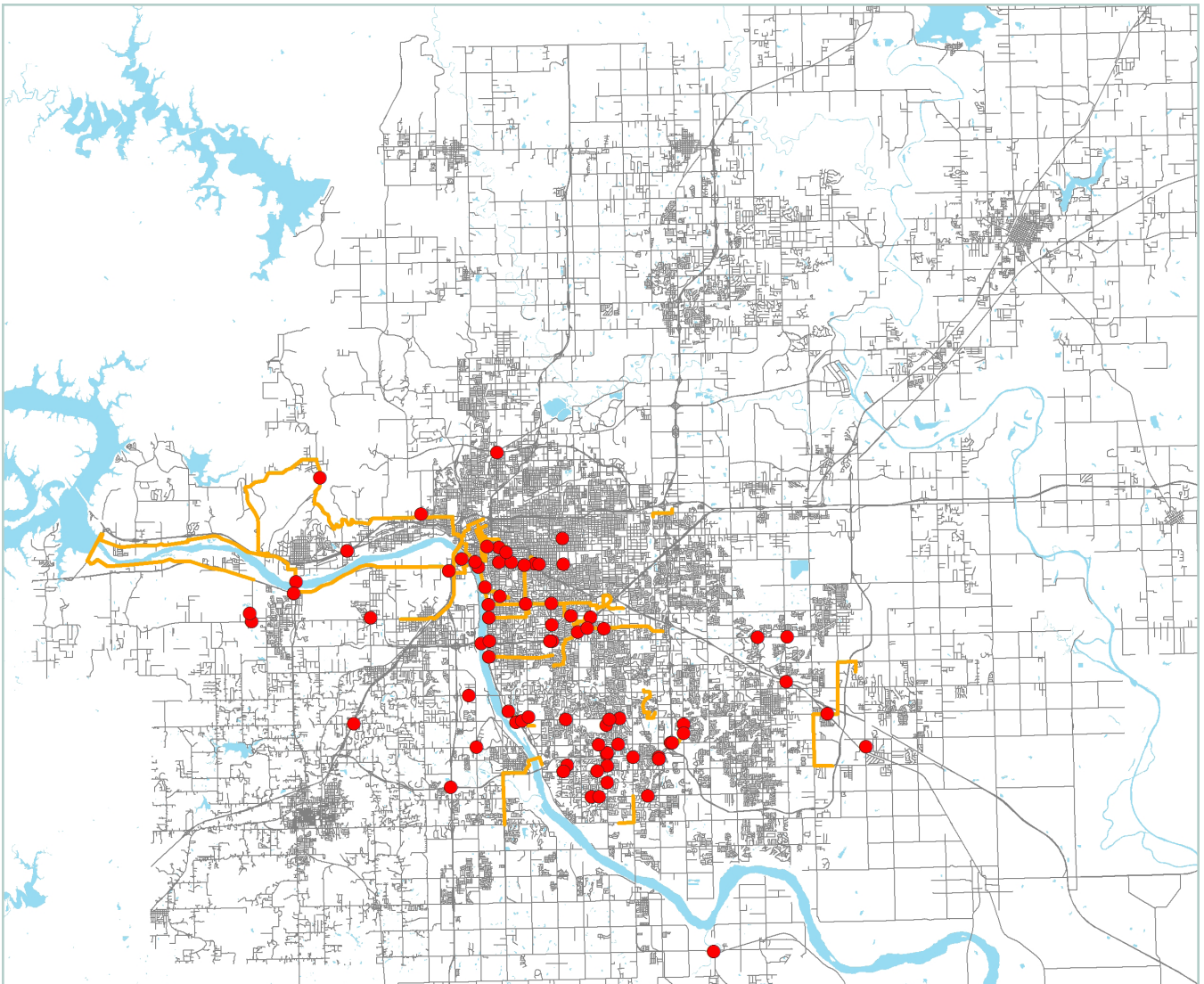
When asked directly about infrastructure, it was clear that respondents were most interested in facilities that provide greater separation of bicyclists from automobile traffic. The survey asked users to choose between two facility types based on photos of each. Results below show this trend.

Facility Preferences

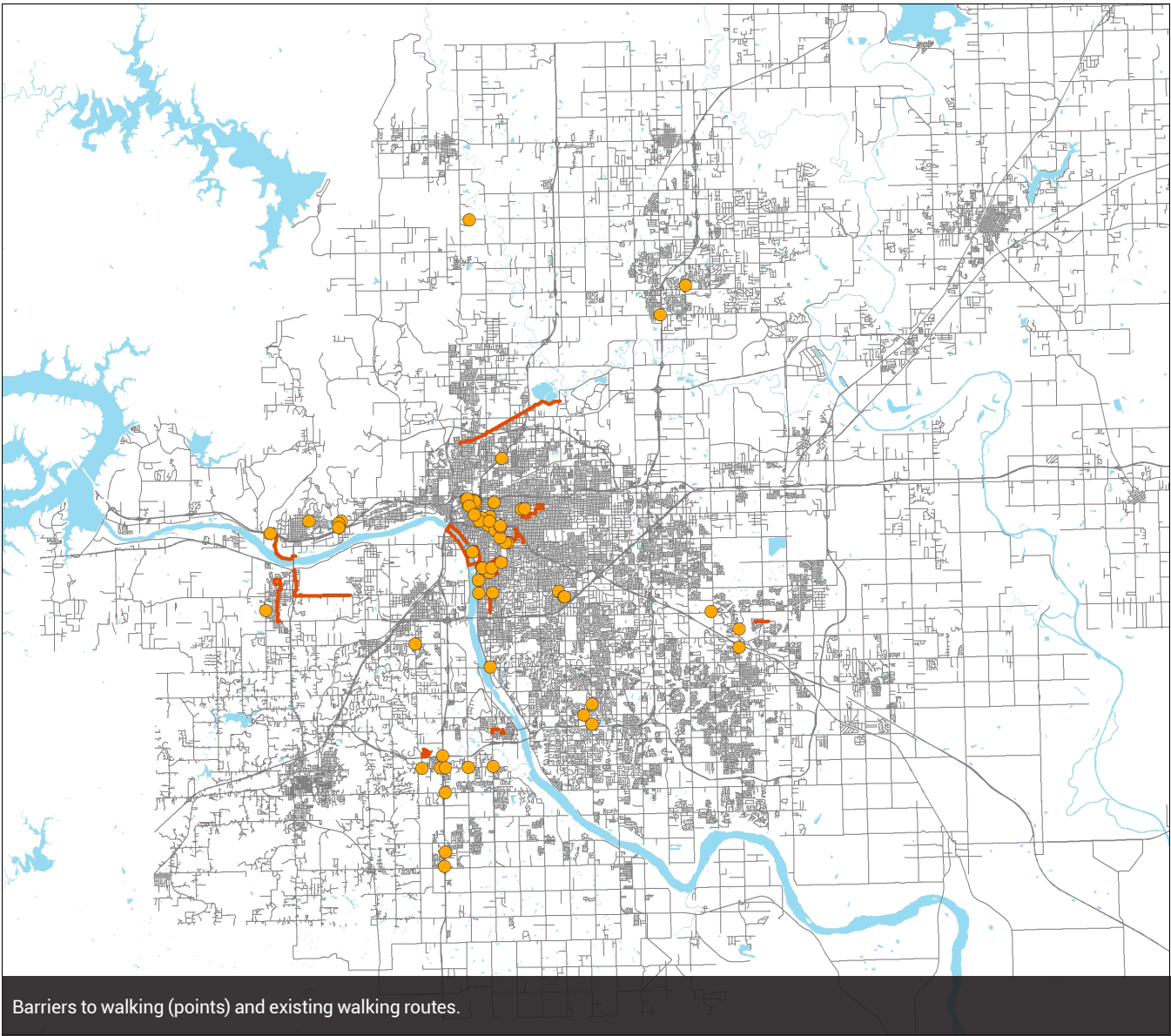
Respondents chose the photo for the facility they'd prefer to ride.



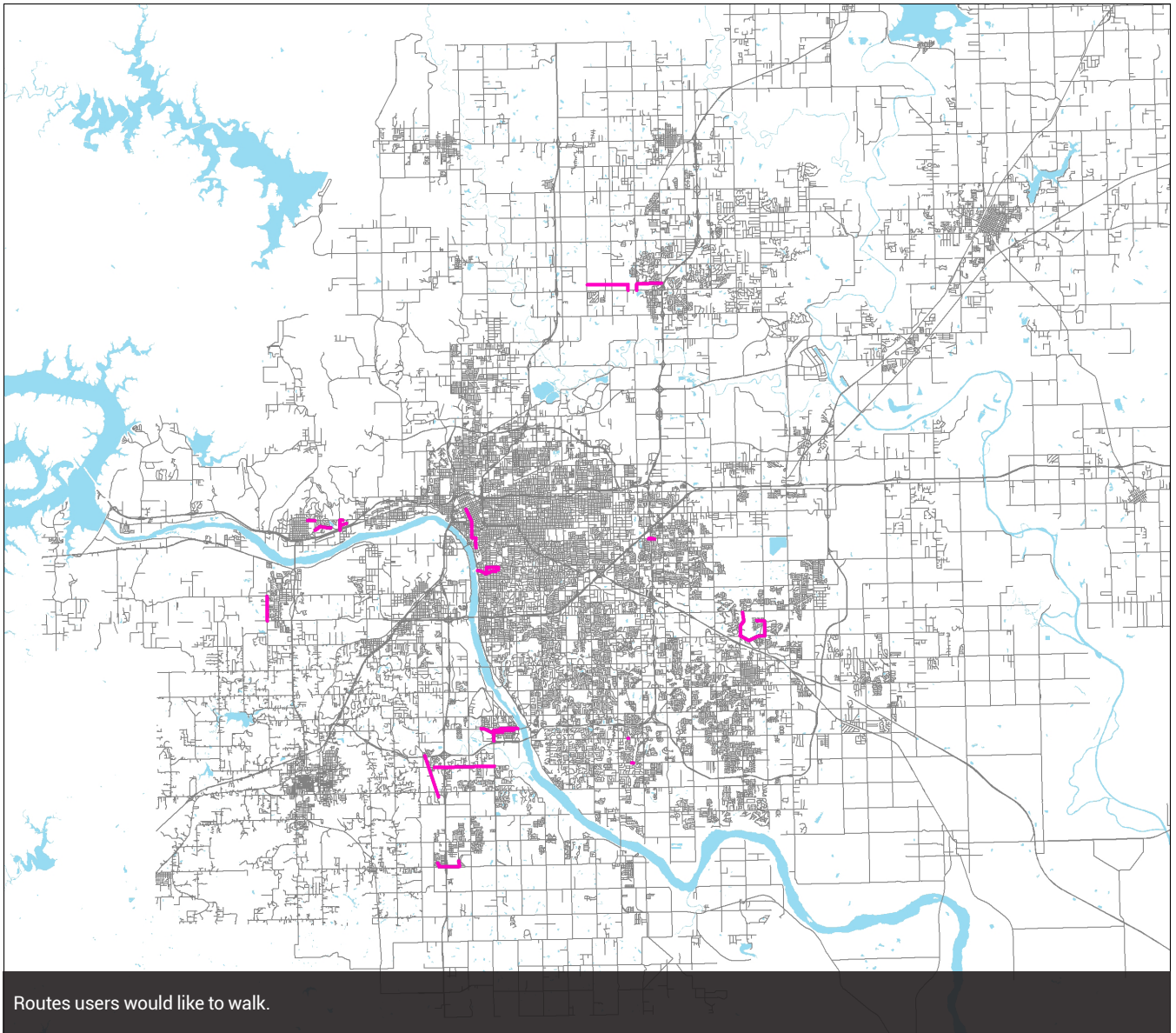




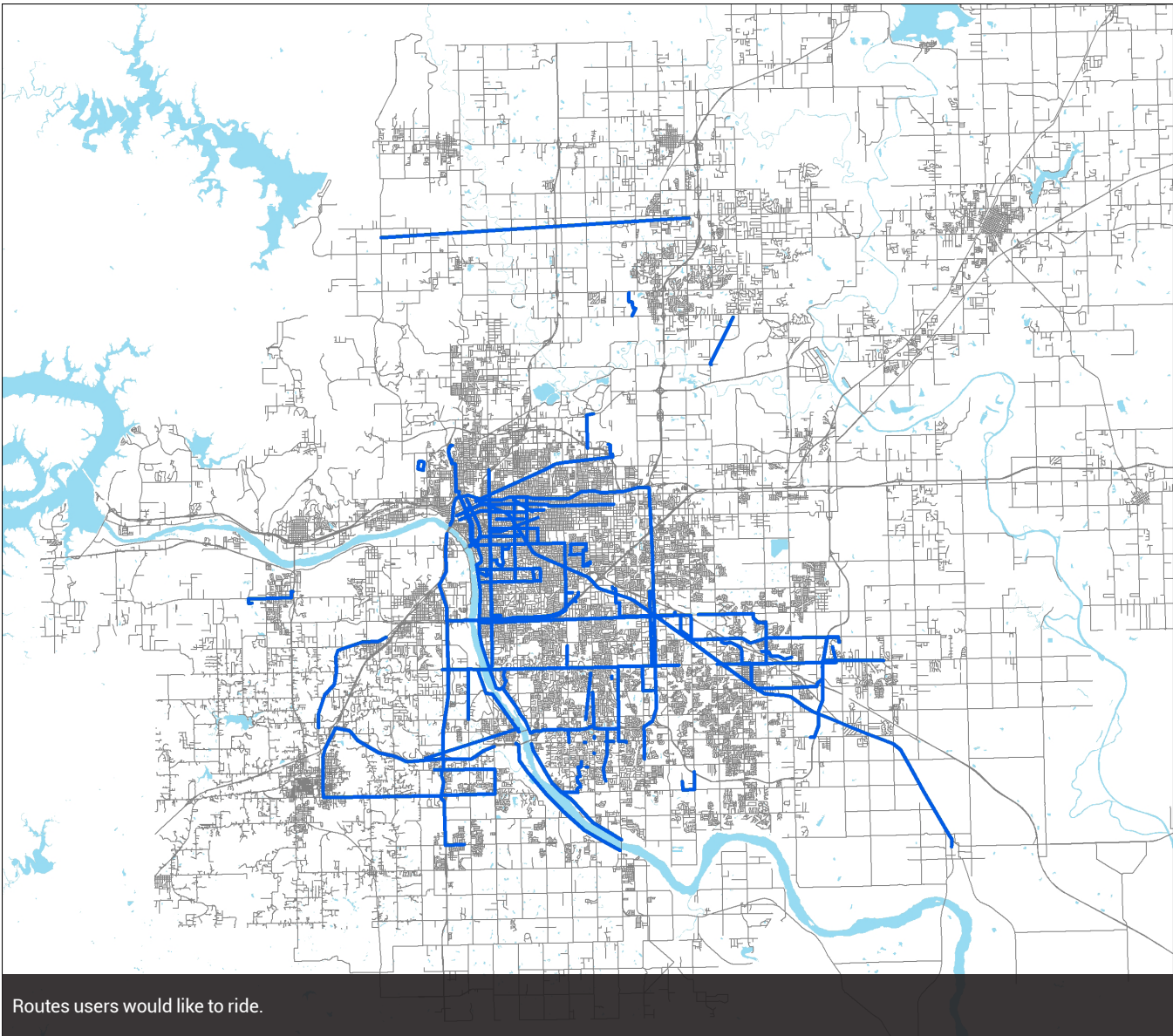
Barriers to biking and routes ridden rated "Poor" or "Ok."



Barriers to walking (points) and existing walking routes.



Routes users would like to walk.



Routes users would like to ride.

