

**Comments from What About Rail?
Public Open House - April 24, 2008**

Comment	Zip Code
Another plus for having a passenger train is all the parking that could happen along the rail. I would like see Tulsa lose the oil ties and evolve into a newer greener city. We should be the trend setters and not the trend followers. It's time to think ahead. This is not the time to be scared of change, but to embrace it.	74106
As there are quite a number of citizens who don't or can't own their own automobile(s), surface, public transportation from urban rail and bus mass transit to all types of intercity rail and motorcoach is of paramount importance. Otherwise, access to most of the "outside" world and much of Tulsa and good jobs is denied. Both urban transit systems (in most cities) and the USA's (not to mention North America) intercity railway and motorcoach are too small and skimpy to meet today's and future needs - especially in view of the Peak Oil developing crisis and the end of age of the automobile as a cheap and democratic transportation. I could have used good train service between here and Chickasha today!	73018-3830
Denver and Austin good choice to compare different approach. I hope Tulsa plans for a future that will use the knowledge provided tonight. Field of Dreams - "Build it and they will come." Get past planning very soon and do it.	74145-5917
Excellent and inspiring speaker from Denver. Important to overlay comprehensive plan with transportation plan. Focus on mixed-use development zoning changes, allow for pedestrian friendly neighborhoods, more bike paths in business districts, rather than on the outskirts or riverparks only. Expansion of the existing bus routes to offer every 15 minute, consistent stops. Consistency is the key. Then offer hubs, from the suburbs to downtown, for special events. Buses need to run on recycled vegetable oil (biofuel) and hybrid electric, since buses do frequent stops and starts. Thank you for starting the dialogue.	74008
Existing rail link along Broken Arrow Expressway could be dedicated to passenger rail link. Am concerned that decision, like in Austin, TX, to allow mix use will entail delays, congestion on the rail link, and unpredictable service. Where could the freight rail line/traffic be shunted/relocated, if it must remain? No mention of rail link between Tulsa and Oklahoma City. Right of way exists.	74112-2733
Good forum. Please post presentations online. I can help in any way. Please let me know.	74136
Good job. Let's have more open houses for transportation. Keep the presentation to about 1 - 1 1/2 hour, though.	74106
Great comments, hopefully the beginning of a conversation. Would like to see this continued interactivity (blogs, forums, etc.) and outreach to underrepresented communities. Thanks!	74119
Great Concept. We need it now. How will we get it funded. %city, %state, %local? How long to design and document? How long to construct? What are projected on-going fixed expenses? How much to ride? Where will the station nodes and collector lots be? Will a new authority be created to oversee? How much involvement by city, government, and county government? How much involvement by existing railroads?	74119
Great info. Wonderful speakers. Impressive crowd.	74112
If railroads had not been invented they would be. Why? Most economical method of mass haul, not only of goods, but people, too. This open house is a step in right direction to re-dole cost of highways into metropolitan areas. Think cost of land when widening highways! Think railroads to carry people!	74135-7646
I'm very excited for Tulsa to be moving in this direction	74114
Interesting - Thanks! I would love to think I lived in a progressive enough place to tackle this.	74105
Metropolitan Tulsa Planning/INCOG really needs to think in terms of knitting South-North-East-West areas of Tulsa together. Very excited to hear Jack Crowley's vision for a West Tulsa to OSU/Langston area downtown rail line. Rail ought to be an important consideration in Tulsa's upcoming comprehensive plan. Agree that sports is an attractor. Should connect Tulsa Oilers, as well as bbers and OKC basketball and local universities with public transit. Fascinated by transit being planned and developed with the commercial development community - public/private partnership would be ideal.	74136
Thanks to INCOG and others like Patrick Fox for pushing this issue to the front of the stove. I'm 67 years old and my two sons (36 and 39) would not consider Tulsa, primarily because of our love affair with the car, along with its backward views, as a place to settle and have a career. Both have visited or lived in countries (i.e. Japan, Germany, China) that have mass transit with rail playing an important role in economic growth and development of the cities in which they lived. I might have seen more of my sons had Tulsa been with it. It is sad that a group like Leadership Tulsa, Inc. (I was the first president) didn't get with this as the rail lines shut down and became running, biking, and walking trails (we couldn't take political stands because of our bylaws).	74112-6824
Too many speakers, too little time. Let this be the beginning! Let's have more of these sessions. Many thanks for getting this conversation started.	74053-0652
We desperately need rail service to Tulsa. Traffic is growing from bad to worse. Bus service is poor, especially to South Tulsa. I face traffic jams going to my sister's at 8829 S. Kingston and the Faith United Methodist Church on 91st Street. More traffic means more fuel consumed, and higher prices at the pump. We need suburban train service from Broken Arrow along UPRR line that is in part, center of Broken Arrow Expressway. We need impact fees levied on motor vehicles to pay for this.	74105-3134
What about Mag-Lev System? TOD Placement. Station first or community first? Informative and good for Tulsa? Great future, next step?	74012
What opportunities are there to learn more about this and volunteer to promote it?	76104