

City Council District	Comment	Comment Category
	<p>Too much is being done to subsidize motorists in this city and not enough is being done to actually reduce street maintenance cost or improve walkability and bikeability in this city.</p> <p>No further improvements or maintenance for motorists should be made until every major thoroughfare has quality, protected bicycle lanes with barriers to keep motorists out, and signal priority for cyclists, pedestrians and transit at every intersection.</p> <p>No further improvements or maintenance for motorists should be made until Tulsa Transit has enough services running on enough routes with enough frequency and long enough hours of operation that every Tulsan can walk to their nearest bus stop and get where they need to go in a reasonable time frame without having to look at a schedule or spend three hours each way doing it.</p>	
District 1	To frame this package as primarily a streets and highways package is a massive insult to everyone in this city when we lack basics like the ability to walk or bike safely or the ability to take public transportation without that itself taking up as much time as a full time job.	Bike & Pedestrian Safety
District 1	What can the city do about the trash all over the city, particularly highways and areas of the unsheltered	Homelessness & Cleanliness
	<p>Will the submission of requests for IOT Park funding in writing be accepted and entered into the lists for top priority park projects already begun, yet not finished, while this round of IOT Funds will help complete 1st priority initiatives needing completion?</p> <p>There is also a secondary priority list of needed projects offered to advance the sustainability of activities, programming, special events, social & sporting connectivity.</p> <p>Again, will a submitted list of park needs after much thoughtful consideration be accepted and brought forth in deciding who is considered in making the final selections for receiving IOT Funding?</p> <p>██████████ ██████████ North Tulsa Community Taskforce</p>	
District 1		Parks
District 2	The crosswalk at Riverside Pkwy/S Delaware Ave and E 101st St is extremely dangerous. The crosswalk will indicate WALK but it is not protected from traffic turning left (south) on to S Delaware from 101st St. There is a sign that says to Yield and to pedestrians but this is ignored by drivers and I've almost been hit several times. Please make the crosswalk protected for the short amount of time it takes to cross the street and do not allow cars to turn left while the Walk sign is on. Thank you!	Bike & Pedestrian Safety
District 2	I would like to have funds allocated to clean up trash being left by the homeless in south and Central tula. I am sad to see a beautiful city turn into a trash can.	Homelessness & Cleanliness
	<p>Dear Ms. Jeanne Cue,</p> <p>My name is ██████████ and I have lived at ██████████ for over 30 years. I would like to see lasting road and drainage improvements of South Delaware Ave between 81st and 91st Streets with the passage of the Improve Our Tulsa Proposal. The volume of traffic and heavy trucks on this section of Delaware Ave. is now at the highest level ever due to the many employees of the CityPlex Towers to the north, and patrons and suppliers to Home Depot to the south, in addition to regular traffic flow accessing the Creek Turnpike to the south. This section of S. Delaware Ave as been pothole patched and repatched over and over and it floods during any heavy rain downpours due to its drainage issues. It is not a safe road to drive. It is my understanding that this section of South Delaware may have been on a list for improvements for over many years but keeps getting "bumped" down the list by other projects. I am supporting the Improve Our Tulsa Proposal in hopes that South Delaware Ave will finally get the road improvements that we have long been awaiting.</p> <p>Gale Clark</p>	
District 2		Streets - Rehab
District 2	I'm a professional driver on a daily scheduled route of N. & S. 75 several times a day, 5 days a week, all day up till 3:30 pm. The west side of Tulsa could definitely use a new top surface. It's rough on the suspension of the van I'm transporting with. When do you have it scheduled for replacement?	Streets - Rehab
District 3	This is regarding the homeless population. I have seen many homeless heading south and east on Riverside from 96th street area by the bridge where there are always panhandlers into our neighborhoods along Riverside towards Memorial. I oftentimes see them on bikes either driving by or coming out from the river... One new thing is panhandlers showing up at Yale and 111th. Lots of homeless and panhandlers next to the Neighborhood Walmart at 9411 S Delawars Ave- safety issue especially if you are out and about with small children.	Homelessness

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District 3	Sidewalks for Admiral and not painted lines that will fade and does not make a barrier as well as a curb. It is safer and it beautifies a street much better (just leave the fake brick out)	Pedestrian Safety & Sidewalks
District 4	Improve Our Tulsa by helping River Parks Authority achieve its requested goals so that they can maintain and operate the new Zink Lake.	River Parks
District 4	<ul style="list-style-type: none"> - Need continued funding and prioritization for sidewalk gaps, particularly around the more walkable downtown adjacent neighborhoods - More street lighting along sidewalks, trails and areas with heavy foot & bike traffic - Funding for housing and other supporting resources for Tulsa's unhoused population 	Pedestrian Safety, Sidewalks, Homelessness
	<p>We need to focus on making the community accessible and safe for everyone. As a member of the BPAC, an avid cyclist, and a human who walks places whenever practicable (I drive also), I hope the City will emphasize safe connections between key destinations. Schools, parks, and neighborhoods need to be connected to give kids and families the option of traveling safely to and between the places they spend the most time. You will serve more people by improving sidewalks, crossings (including mid-block or mid-mile options on arterials), and trails that connect these important destinations than you will with millions of dollars dedicated to street widening.</p> <p>Please consider the following as you determine the most appropriate allocations for these funds:</p> <ul style="list-style-type: none"> - More people died in auto/ped or auto/cyclist crashes in Tulsa in 2021 than by homicide. - Tulsa ranks one of the worst states (#41) in the nation for pedestrian fatalities. - There are more than 70 miles of gaps in our existing sidewalk network. - Improving one mile of sidewalks costs a fraction of one mile of a wider arterial street; it also allows more people to use alternative modes of transportation, reducing the demand for additional vehicle lanes. - Many transit stops are not accessible by safe sidewalks, forcing transit users to walk in the street or across uneven lawns and unpaved areas to reach essential transportation services. - The Go Plan, several neighborhood and small area plans, and the Parks Master Plan include inventories and recommendations for pedestrian improvements; implement the plans already adopted as City policy. They represent both community and political support for the recommended projects. <p>The Improve Our Tulsa program is billed as a resource for "quality of life" improvements. The City should be very deliberate in making multi-modal transportation networks that are complete and not piecemeal. Please use this program to make it easier for Tulsans and visitors to move safely around the community, especially those who don't have or choose not to use a car. Our quality of life, the long-term benefits and return on investment, and the equitable allocation of resources must be prioritized when deciding the most impactful way to use these public funds.</p> <p>"Considering communities with better walkability are often connected to higher incomes, better health and longevity, more knowledge-based industries, more liberal social attitudes and less violent crime, the researchers controlled for these variables. In additional analyses considering these factors, walkability remained closely connected to upward economic mobility." (Rice University, Kinder Institute for Urban Research; https://kinder.rice.edu/urbanedge/living-walkable-neighborhoods-makes-children-richer-when-they-grow-new-study-finds#:~:text=Considering%20communities%20with%20better%20walkability,researchers%20controlled%20for%20these%20variables)</p>	
District 4		Bike & Pedestrian Safety, Sidewalks

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	<p>the City will emphasize safe connections between key destinations. Schools, parks, and neighborhoods need to be connected by sidewalks and bike lanes to give kids and families the option of traveling safely to and between the places they spend the most time. You will serve more people by improving sidewalks, crossings (including mid-block or mid-mile options on arterials, with flashing lights & signs that say "stop when flashing" or similar), and trails that connect these important destinations than you will with millions of dollars dedicated to street widening.</p> <p>Remember that the cost of maintaining sidewalks and bike lanes is SIGNIFICANTLY LESS than the cost of maintaining roadway.</p> <p>Consider the following as you determine the most appropriate allocations for these funds:</p> <ul style="list-style-type: none"> - More people died in auto/ped or auto/cyclist crashes in Tulsa in 2021 than by homicide. - Tulsa ranks one of the worst states (#41) in the nation for pedestrian fatalities. - There are more than 70 miles of gaps in our existing sidewalk network. - Improving one mile of sidewalks or bike lanes costs a fraction of one mile of a wider arterial street; it also allows more people to use alternative modes of transportation, reducing the demand for additional vehicle lanes. - Many transit stops are not accessible by safe sidewalks, forcing transit users to walk in the street or across uneven lawns and unpaved areas to reach essential transportation services. - The Go Plan, several neighborhood and small area plans, and the Parks Master Plan include inventories and recommendations for pedestrian improvements; implement the plans already adopted as City policy. They represent both community and political support for the recommended projects. <p>The Improve Our Tulsa program is billed as a resource for "quality of life" improvements. The City should be very deliberate in making multi-modal transportation networks that are complete and not piecemeal. Please use this program to make it easier for Tulsans and visitors to move safely around the community, especially those who don't have or choose not to use a car. Our quality of life, the long-term benefits and return on investment, and the equitable allocation of resources must be prioritized when deciding the most impactful way to use these public funds.</p>	Bike & Pedestrian Safety, Sidewalks
District 4	"Considering communities with better walkability are often connected to higher incomes, better health and longevity, more knowledge-based industries, more liberal social attitudes and less	
	<p>I would like to see the following projects included in this bond issue:</p> <ol style="list-style-type: none"> 1) playground equipment for Lake View Park in North Tulsa (they have not had playground equipment for at least 40 years) 2) sidewalks from Memorial High School along Hudson Ave to E 51st St (they have not had sidewalks for the students along Hudson since 1962) 3) improved sidewalks and streetscaping along Admiral Blvd. west of Lewis -- this retail district needs accessible, safe sidewalks to allow visitors to access their stores without tripping or walking in the street 4) traffic calming street design and pedestrian crosswalk signal in the Meadow Gold district on 11th street where pedestrians risk their lives to cross 11th street to visit stores and restaurants 	Parks, Bike & Pedestrian Safety, Sidewalks
District 4		
	<p>With the Housing and Neighborhoods \$\$: can we please spend \$1-2M to restore the Park Place/Briarglen Neighborhood pool, which is now hosting a pile of spare hardware?</p> <p>This is a very important family resource in the Briarglen Neighborhood, which is a square mile of residential housing. This helps children have healthy social outdoor recreation and activity in the summer and helps the parents too. I realize it's not in my district, but it's very important in that neighborhood.</p> <p>With the available Tulsa Facilities \$\$ being \$163M more than was planned: can we possibly use \$31M to cover the upcoming cost of the electric water meter updates for the city of Tulsa? This cost was said to be slated to be passed on to residents through the water billing in the Tulsa City Council meeting in which it was discussed. There was no discussion of not wanting this update, but if you're going to force this on residents because it makes meter reading more convenient, then why should homeowners have to foot the bill for this?</p> <p>Along with the inconvenience for the majority of Tulsa homeowners, who do NOT have newer homes with internal shut-off valves, who consequently will have to call someone out from the city water department to turn off their house's water before ANY plumbing repairs can be begun, and then call AGAIN for a water department employee to turn their water back on, paying this \$31M cost for these "updated technology" wireless meters is not something any of us, Tulsa homeowners, are or have been asking for.</p>	Neighborhoods, Utilities
District 5		

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	<p>Hello my name is [REDACTED] and I have a great idea to improve the economy and address the chronic homelessness in the Tulsa and surrounding areas using much of existing infrastructure and resources already available within our community. Some funding will be required but will cost much less than existing agencies in existence today targeting chronic homelessness in and around the Tulsa Oklahoma area.</p> <p>Forever Home lending program based on the existing need within our community. By utilizing the existing homes that have fallen into disrepair not addressed by property owners or management firm's hired to maintain the properties causing public safety concerns the property in violation of code enforcement and may be torn down or possibly auctioned off. By creating a home lending program based on proven sobriety program graduates within our community along with sweat equity so-to-speak by doing whatever the applicant is able to do within the scope of even the most challenging of physical abilities designed to create ownership mentally of approved recipients so that caring for the house. All approved applicants are required to keep the cleanliness of the home satisfactory and any and all needs of repairs reported to Homes for Life house lending program maintenance department in a timely manner. The image of Tulsa in giving Tulsa the ability to have an improved first impression especially when companies that are potentially considering to locate in our community. Rather than the mover's and shaker's of businesses first impression to include the tent cities of chronically homeless people along the highways, creek's, and vacant property all across the Tulsa metro area. The key cause of habitual chronic homelessness in our community is substance abuse and addictions. Even tobacco can create homelessness for some with limited income and unaddressed nicotine addictions.</p> <p>Each recipient will upon the graduation of a licensed partnership sobriety program will be housed in a completely remodeled home loaned to them for life as long as they live or upon recipients health becomes medically necessary for licensed skilled nursing care around the clo.</p> <p>Once a recipients has passed away or for quality of life it becomes medically necessary that recipient's require around the clock skilled nursing facility care the same home will return to active refurbishment status of the Homes for Life (HFL) house lending program. All the needed repairs reported in the inspection for renovations and procedures will be completed by intern's if the local community colleges and with volunteers and contractors that partnership with local sobriety program graduates. HFL hope's to participate in active community service requirements for person's so ordered by the local community Court order for individuals found guilty of violation of current existing local state and federal laws.</p> <p>HFL I believe will set the standard protocol for our great local community efforts towards addressing our community's chronic homelessness within the Tulsa Oklahoma area.</p> <p>Private property owners and corporate sponsorship will be required for HFL lending program. Therefore I asked for the local community Representative and State and Federal Senate join us in rewriting the Tax credit law's regarding the private and corporate sponsorship and donated property or cash donations be a total and complete tax deductible expense credit the same year the donation is given. HFL hope's to be exempt from all tax as a nonprofit organization designed to improve the quality of life for all Tulsa's current and future residents.</p> <p>It is my belief that particularly the think outside of the proverbial box apply here. Addressing the key core issues that creates and then perpetuates our community's chronic homelessness, substance abuse and addictions. People who are homeless by whatever means are prone to abuse drug's and alcohol. I felt the deep feeling inside that my community did not care. 3 years homeless.</p>	Homelessness & Housing
District 5		
	<p>The one lane roads in South Tulsa along with the housing boom in South Tulsa and Bixby have created a perfect storm of unbearable traffic. This includes Sheridan Road all the way south to Riverside/121st St. It will become even worse with the new school being built at 9238 S Sheridan Rd. The two lane Riverside/121st St is crowded as well and has become dangerous with high speeds and several crashes as people try to turn into neighborhoods (for ex 118th St and Riverside). The traffic on Riverside heading North towards 101st St is oftentimes at a standstill. Essentially if you live in South Tulsa you are always fighting traffic and danger as there are no turning lanes and cars get rear ended. There is also an issue as Yale runs into Riverside/121st/Delaware due to the ampount of traffic- its almost impossible to turn left as you are heading South. Another one is the narrowing of 81st Street between Yale and Sheridan with lots of traffic backing up due to Holland Hall. Even adding another lane heading east would easily solve this problem as most people are trying to get into Holland Hall,</p>	Streets - Widening
District 7		
	<p>I see mention of \$15 million dollars in neighborhood revitalization projects. How are those projects chosen? Will there be a grant available to HOA's etc?</p> <p>Thank you, [REDACTED]</p>	
District 7	District 7 Resident	Neighborhoods

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	<p>I have talked with countless people in our district about the biggest issues we are facing, and by far the number one issue is the congestion and overcrowding of our streets in south Tulsa. We are very disappointed to see that this is being overlooked.</p> <p>We have to face heavily congested traffic due to undersized streets every single day. In addition to the inconvenience, this traffic causes road rage incidents, accidents, and is very unsafe for our community. As you know, there have been in influx of people moving to our area the last several years, with little being done to relieve the congestion on many streets. The worst area we face is on Mingo south of the creek turnpike bridge, to 101st. The road is too narrow and causes further traffic jams, which back up all the way beyond St Francis South. There is also an elementary school on this stretch, which adds to the congestion and safety concerns for the children that attend there.</p> <p>There are many other areas that are also undersized already and will continue to get worse as more people move to the area. I have checked the project map and it looks like the city is planning to resurface many of these roads, with no plans to widen them. This seems like a waste of taxpayer dollars and doesn't address the real issue. As one of the largest tax bases in our city, we do not feel that we are being heard and this proposal certainly reflects that. I hope our concerns get addressed prior to the vote.</p>	Streets - Widening
District 7		
District 8	<p>River Parks Authority (RPA) has a specific proposal for \$5m for a new Maintenance HQ that would be centrally located in the RPA system. The current Maintenance HQ is far north (creating many inefficiencies), and is far too small for current needs, causing valuable equipment to be stored outside in the elements. Funding the RPA proposal would have a significant impact on the effectiveness and efficiency of RPA's small, lean staff and increase its ability to make good use of RPA's resources. RPA (and it's property Turkey Mountain) is a jewel in Tulsa's crown, and we need to give the small RPA staff the tools they need to do the job well.</p>	River Parks
District 8	<p>We need the promised traffic light at 76th and Yale. We were promised the light when Yale was widened between 71st & 81st. This is a blind intersection when we attempt to turn north on Yale. We have been blown off over our concerns for the safety of this intersection for years. The traffic going north on Yale from 81st to 71st travels at excessive rates, we cannot see traffic until it crests the hill north of 77th St. There have been numerous accidents and at least three fatalities since the mid 1970s. Speeds have not been reduced with police presence. We need a traffic light to allow the residents of three editions to exit safely. We provided a petition with more than 600 signatures which the city ignored. We have asked media for help and we have asked TPD for continued speed checks. TPD agrees this is a dangerous intersection. The city engineer claims the city lowered the hill and we should be able to get out between the swarms of cars when lights at 71st and 81st change. We cannot see through the hill, and the swarms of cars are 3 lanes wide in each direction and there is little let up, particularly during rush hour. Are our lives not worth the cost of a traffic light?</p>	Traffic Engineering (Signal)
District 8	<p>South Sheridan traffic is ridiculous! Sheridan needs to be widened. As a homeowner in the area of 107th, there are many times of the day when Northbound traffic is backed up from the 101st St light to South of 107 th St.. it's a 3-4 light trip through 101st. I try to be home by 4:00 pm because of long traffic delays. Heaven help us when the school opens at 97th and Sheridan!</p>	Streets - Widening
District 8	<p>The roads are beginning to be replaced in my area but the traffic is still a mess. The roads are in poor condition. Sheridan between 81st and 101st are congested all the time and need widened. There need to be traffic signals installed on 81st between Memorial and Sheridan once they complete the new 5 lane road.</p>	Streets - Widening; Traffic Engineering
	<p>I live next to the construction on 91st and yale. I appreciate the street widening, but wonder if the money couldn't be better spent on changing one of the new lanes into bicycle lanes. It would improve the safety for cyclist and drivers alike. I've known two people who ride to work daily that have been hit by cars, both hospitalized and one didn't survive the trauma caused even at a low speed collision.</p> <p>Sidewalks on both sides of the road and bicycle lanes would go far to improve the health and safety of our city.</p>	Streets - Widening; Bike Safety, Public Transit
District 8	<p>(Also I'm fully in support of a trolley and better bus funding if that comes up)</p>	
District 8	<p>South Tulsa roads, (anything south of and including 91st St.) is a quagmire most of the time. Widening and providing left turn lanes is imperative if we want to provide safety and a quality of life situation. Improving intersections is also vital, some (like Mingo/101st) is almost impassable. Like a obstacle course.</p>	Streets - Widening
	<p>I would ask the City what they plan to do on upcoming street projects that would allocate these extended funds to the construction companies when they don't hit their deadlines? I see the proposed number for construction completion incentives in Improve Our Tulsa package is \$4 million dollars.</p>	
District 8	<p>Are there penalties for missing deadlines because I see no need for incentives for deadline completion if there are no consequences for deadline delays?</p>	Streets - Incentives
District 8	<p>Sheridan needs to be widened from 81st to at least 121st.. and will be even worse when the new school opens in the fall.</p>	Streets - Widening
	<p>I will vote for IOT3, but surely we can find more than \$30M for widening our streets in 2-Lane Tulsa? How much for street widening is in the \$2.4B wants the mayor discussed that had no fluff? I bet we could spend \$2.4B on just project for streets that should have been completed 10-15 years or more ago.</p>	
District 8	<p>I am not against any projects in IOT3 as presented by the mayor. Probably for all or most of them, but we have to do more to prioritize our streets. Check out Peoria Ave. between 11 & 21 Streets, just awful..... and the list could go on and on.</p>	Streets - Widening

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District 8	You've been using the third penny sales tax now for how long and the roads are worse than ever what makes us think that it's gonna get any better as you try to extend this ???? Just asking all roads are bad not just South Tulsa. All roads are bad there anywhere you can't go that you don't run into construction are falling in a pot hole!!! I looked at the city planners and the people that are in charge of wonder what the heck you doing with all our money it is definitely time to be accountable instead to add more funds to the problem find out what the heck is going on with the money that you got	Streets - Rehab
District 8	The traffic in south Tulsa is terrible. The roads need to be widened especially Sheridan with the addition of a school at 98th and then more housing going in south of 121st. We also need to get another bridge to cross the river at 121-131st. Such a loss of production and time just sitting and waiting on traffic. Or having to go way out of the way to get across the river.	Streets - Widening
District 8	Has anyone tried to go NORTH or SOUTH on Sheridan from 101st down to 121st around noon or at the end of a workday? It's a parking lot. Same with Memorial down to Bixby, the late-day homeward bound work traffic has increased 100-FOLD over the last 10 years, literally a mile or more of cars from 121st down to 151st/161st on Memorial, it's the craziest thing I have ever seen. Definitely need to address another way into Bixby to alleviate some of the traffic.	Streets - Widening
District 8	I really liked the iot3 presentation I saw a few years ago at Hardesty Library, but the new format is so much better! I was at Schusterman and the venue was spectacular. Such a shame the turnout was so light.... I assume it was due, at least in part, to cold rainy weather. Thank you	Town Hall Format
District 9	River Parks has been doing a great job with Turkey Mtn and Trail improvements and should be included in the next Vision package.	River Parks
District 9	As a resident of district 9, a River Parks user, and RPA Board Member, I would like for you to consider the inclusion of funding for a new RPA maintenance facility in the Improve our Tulsa package. River Parks is THE highest use trail and park system in the city, yet operates a maintenance hub out of a 40 year facility that has not received capital funding since the formation of RPA. I understand a huge focus in this package is on upgrading city maintenance facilities and I would hope you would consider providing carve out funding specific to replacing the maintenance facility used to maintain the highest use park system in the City. Thanks and feel free to reach out to me if you have questions...[REDACTED]	River Parks
District 9	I run at River Parks almost every day and to help maintain these trails for 1000s of daily Tulsa park users, River Parks needs to be included in this next package. Please consider adding funding for that organization.	River Parks
District 9	Dear Mr. Fowler, I wanted to take an opportunity to comment on the 2023 Improve Our Tulsa proposal. As a 45 year resident of Tulsa, I have voted for every improvement package presented and will certainly vote for this one. But I am concerned about the amount suggested for the PAC. This was magnified when I attended last night's wonderful performance by Patti LuPone. At the beginning, Mark Frie mentioned the importance of voting in August which was certainly appropriate for the event. But when he mentioned that the City's \$79.7mm was part of a \$240mm plan, I was floored. When consultants came up with a \$330mm plan a few years ago, I thought that was a complete waste of money as that is not a realistic number for our city. The PAC Trust should have given the consultants a realistic number to work from. Please understand that I am a huge arts fan. We attend events at the PAC many, many times a year. Other than my support for the OkEq Equality Center, the arts in Tulsa receives much of my financial support. I donate every year to nearly every organization that utilizes the PAC. And I do understand that there are significant maintenance needs that have accumulated over these many years. But I am concerned that the large city investment proposal is going to draw a significant pushback from voters. To me, it is important to come up with the necessary improvements that many surveys have supported, more bathrooms (particularly for females), center aisle in Chapman (which I understand every arts group supports except maybe Celebrity but is important for flow especially with an aging community) and other vital repairs. I would also keep the ask below the \$47.5mm for the safety center and not rely on much additional funding from the private sector. I think the number below the safety center will be more understandable to voters and the private sector has so many other asks that need funding. While Mark mentioned the need for expansion, I am not sure what he is referencing given all the other venues and new proposed venues (ie First Church of Christ Scientist). I express these thoughts with great appreciation for how strong our arts are and need continual support. But I wouldn't want an overly aggressive ask for the PAC to doom the package and lead to a large ask of the private sector which would impact so many other important programs. And anything that can be done to move more funding to streets (citizens' number one issue other than safety) would gain support. It is surprising that after about 10 years of increased street funding the city has not moved the needle on the streets index (still in the mid 60s). I think the condition of streets like Peoria, Utica near Hillcrest, Harvard, etc etc is what continues to be a huge frustration for voters. Thanks for your consideration. I am going to send this note to Lori and Crista as I know them and know they will have important input with their artistic backgrounds. Regards, [REDACTED]	PAC