



January 2026

RE: Proposed Route 66 BRT Tracy Park Station in Tulsa, Tulsa County, Oklahoma

MetroLink Tulsa invites you to provide feedback on the proposed Bus Rapid Transit (BRT) station at Tracy Park for the planned Route 66 AERO BRT line. The proposed Route 66 AERO BRT station will be on the north-east corner of Tracy Park along 11th Street and will be consistent with the existing Tracy Park AERO BRT station along Peoria Avenue.

Please review the attached letter and exhibits, which explain the purpose and location of the proposed station in more detail. You may submit comments or questions via an online comment form at the link provided below.

MetroLink Tulsa and the City of Tulsa will also hold in-person meetings, including a dedicated neighborhood meeting for the Tracy Park Neighborhood Association. Dates and times for these meetings will be announced at a later date. These sessions will provide an opportunity to speak directly with the project team and share feedback.

All comments and questions can be submitted through the online comment form at <https://tinyurl.com/RT66BRT>. A member of the project team will respond if applicable.

Thank you.

Section 4(f) Decision Process
Route 66 AERO BRT CE
Tracy Park

Overview

The potential Section 4(f) property is Tracy Park. The station proposed to be constructed as the Tracy Park eastbound (EB) station, part of the Route 66 AERO Bus Rapid Transit (BRT) project, will have a minor impact to Tracy Park's property. Tracy Park is within a parcel owned by the City of Tulsa Parks and Recreation Department (Tulsa Parks). Tulsa Parks manages the park.

Metropolitan Tulsa Transit Authority (MTTA) finds that:

- Tracy Park is a 4(f) resource.
- A majority of impacts to Tracy Park are temporary (0.02 acres of 0.03 total acres impacted), and the affected area contains no recreational features.
- The permanent right of way (ROW) acquisition, which is part of the Tulsa Parks parcel, is mostly within the current sidewalk area.
- A small ROW acquisition outside the existing sidewalk is required to make the station ADA-accessible and provide a level boarding platform. As with the existing Tracy Park AERO BRT station on Peoria Avenue, the proposed Tracy Park EB station requires a level boarding platform that is larger than a typical MetroLink bus stop; therefore, minor impacts to Tracy Park are unavoidable.
- These minor impacts are minimized by using the least amount of property necessary for construction of the station.
- The addition of the Tracy Park EB station provides an important link between the proposed east-west Route 66 AERO BRT project and the existing north-south Peoria AERO BRT route; and
- A *de minimis* impact finding is appropriate.

Step 1: Is it 4(f)?

Tracy Park is a linear park along 11th Street that is approximately 3.3-acres and sits within the Tracy Park Historic Neighborhood District. The park is located at 1134 South Peoria Avenue and includes a playground/picnic area, tennis courts, a splash pond, and formal gardens. There are multiple access points and areas for parking. It is administered by Tulsa Parks.

► FTA CONCURRENCE POINT

Step 2: Is there a use of the 4(f) property?

The Route 66 AERO BRT Tracy Park EB station footprint will impact approximately 0.03 acres of Tracy Park, with a majority of that (0.02 acres) being temporary construction easement. The impacts involve grading and contouring required for station construction. The area of the park impacted is the north-eastern most portion of the property on the south side of E 11th Street (Route 66). This portion of the park does not contain any recreational resources. No recreational uses will be permanently or temporarily impacted.

► FTA CONCURRENCE POINT

Step 3: Can the 4(f) property be avoided?

The construction of the Tracy Park EB station as part of the Route 66 AERO BRT project is necessary to provide a connection to Tracy Park and to the Peoria AERO BRT route and station which is also located within Tracy Park along Peoria Avenue. The minor impacts to Tracy Park property cannot be avoided due to the need for the station to be ADA accessible and provide accommodation for level boarding. The Tracy Park EB station location has been part of the transit planning process since the implementation of the Peoria AERO BRT line in 2019. The construction of the station, as well as all stations within the Route 66 AERO BRT project, will be consistent with the AERO BRT branding and architecture used for the existing Peoria AERO BRT southbound station at Tracy Park.

► FTA CONCURRENCE POINT

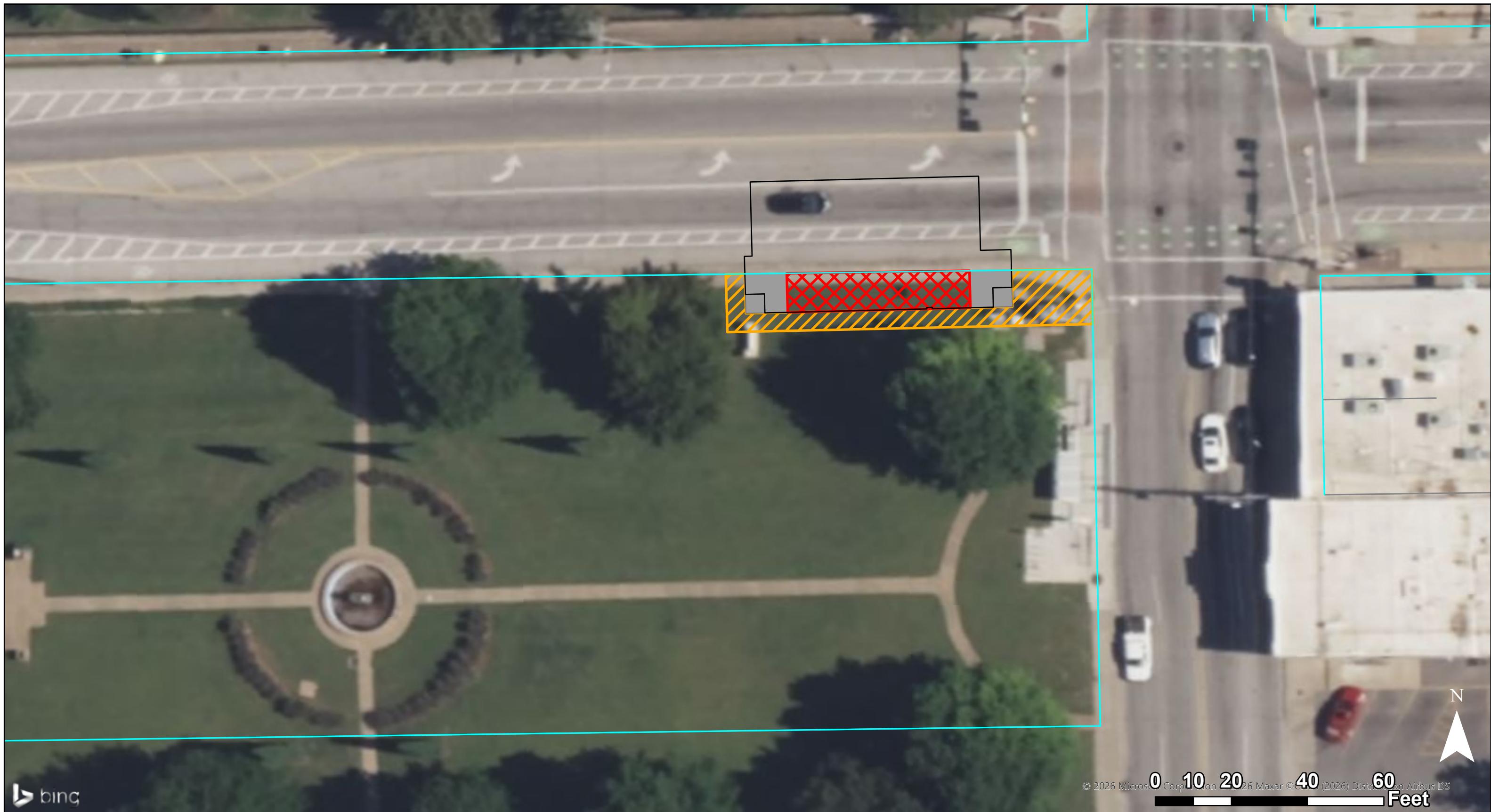
Step 4: Can the impacts to the 4(f) property be minimized?

The grading impacts to Tracy Park have been minimized by impacting the least amount of property necessary to construct the Tracy Park EB station.

► FTA CONCURRENCE POINT

Step 5: What documentation is needed?

The portion of Tracy Park property being impacted is primarily open space. A public notice and comment period will be implemented for the *de minimis* finding as required in the Federal Transit Administration (FTA) Section 4(f) Evaluations Standard Operating Procedure (SOP). All received comments and responses will be documented within the project file and written concurrence from the city of Tulsa and FTA will be obtained. As a result, a *de minimis* finding is appropriate and a formal Section 4(f) evaluation is not required.



- Proposed Peoria EB Construction Limits
- Parcels
- Temporary Construction Easement
- Permanent Utility Easement
- Permanent ROW Acquisition

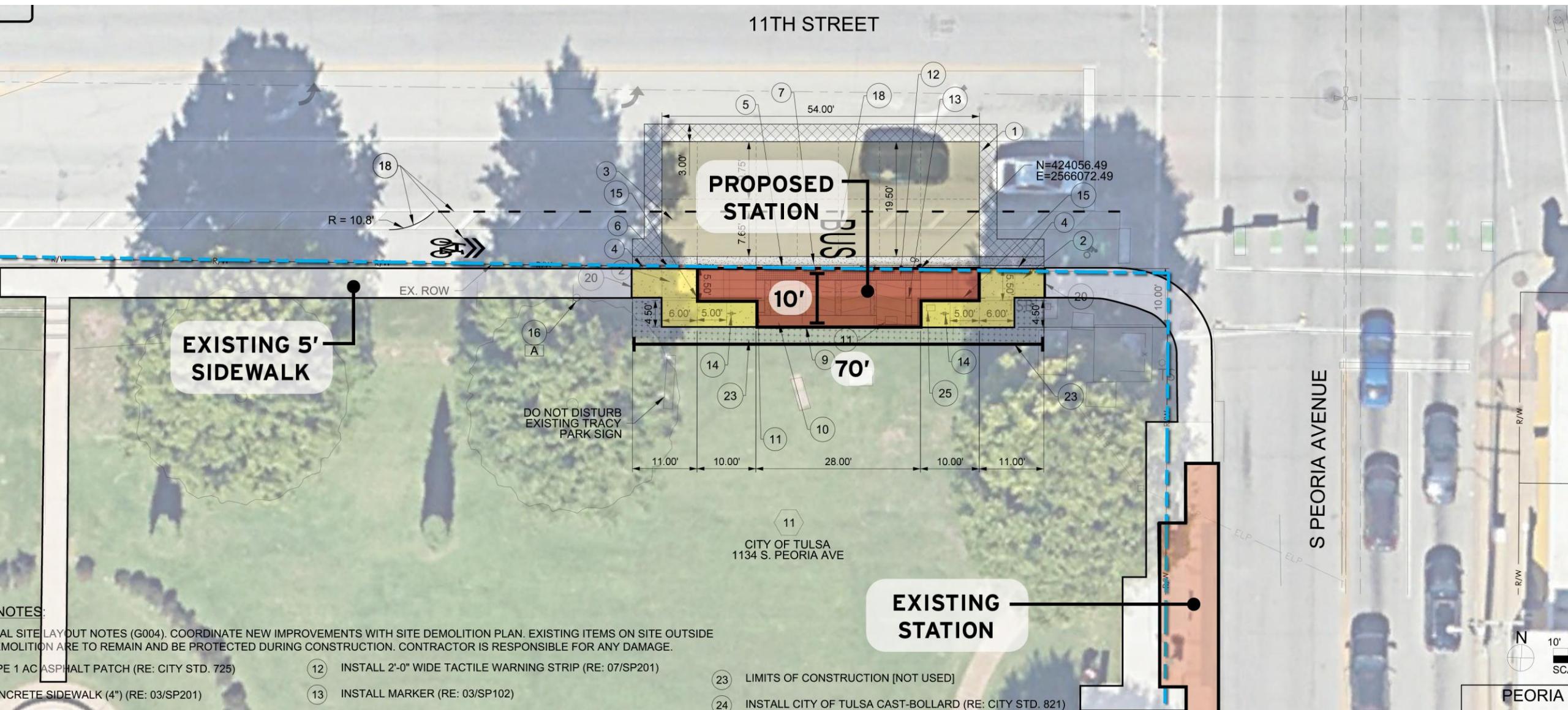
Proposed Tracy Park EB AERO BRT Station Location
Figure 1



Existing 11th and Peoria Station



Proposed Route 66 AERO BRT Station – Plan View



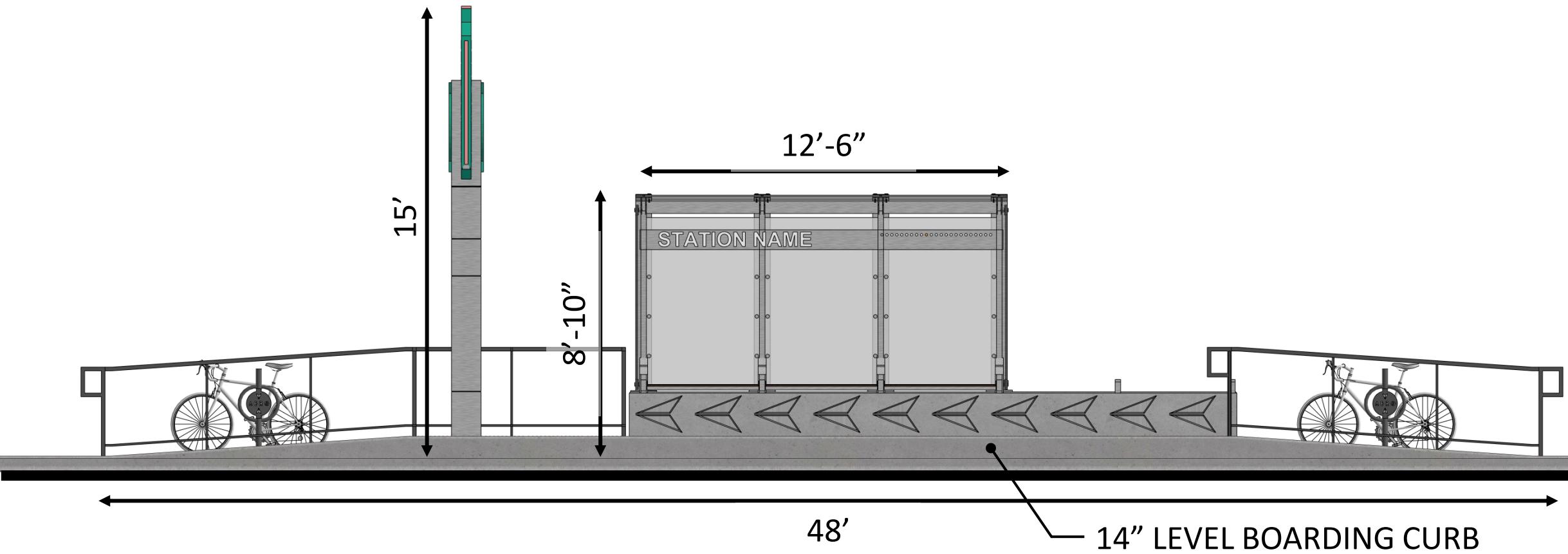


Route 66 BRT

Proposed Route 66 AERO BRT Station – Street View



Proposed Route 66 AERO BRT Station – Typical Elevation



[Click here to leave comments or questions.](#)