

# MAPS 4

Bike Lanes, Trails, Sidewalks and  
Street Lights

#maps4

# ACTIVE TRANSPORTATION

*bringing a healthy balance  
to our transportation system*

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**Communities that make  
walking and bicycling a  
safe and easy alternative  
to driving see improved**

- ✓ Physical health
- ✓ Mental health
- ✓ Economic health
- ✓ Environmental health





# bikewalkokc

moving toward a healthy future



Adopted by Planning Commission  
and City Council in 2018

# bikewalkokc CONTRIBUTORS



## Input from Our Community

Thousands of volunteers, residents, and business owners



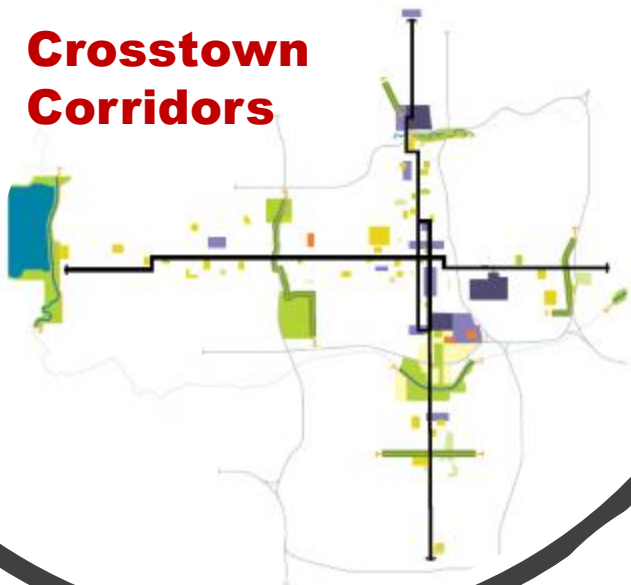
# Goals

- Make walking & cycling safe in Oklahoma City.
- Increase # of people walking & cycling for transportation.
- Increase the availability of pedestrian and bicycling infrastructure.
- Connect neighborhoods to jobs, public transit, commercial districts, schools, and parks.
- Remove barriers to walking and cycling.

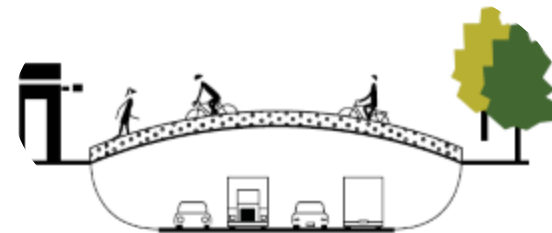


# FRAMEWORK = Bicycle Facilities + Trails + Sidewalks + Integral Projects

## Crosstown Corridors



## Downtown Walkability

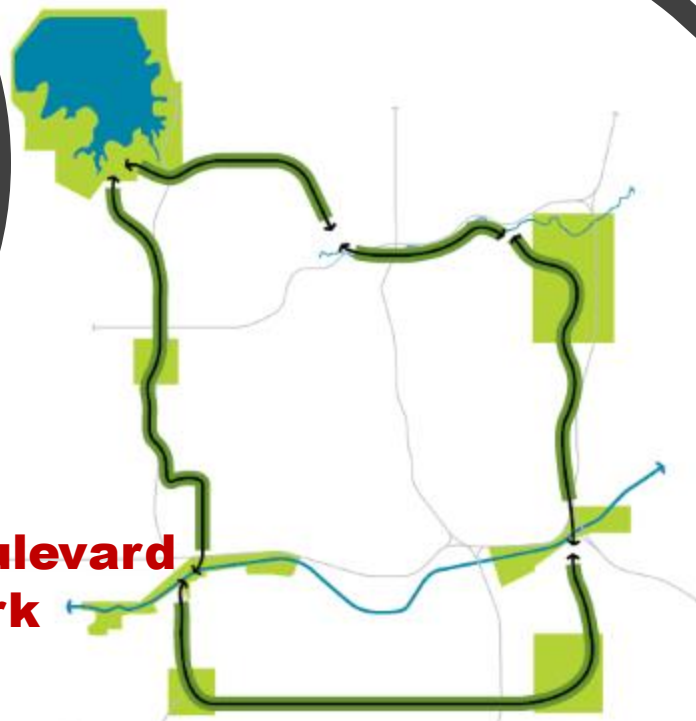


## Bicycle & Pedestrian Bridges

## Neighborhood Greenways



## Pedestrian Priority Areas



## Grand Boulevard Linear Park

## Multi-Use Trails







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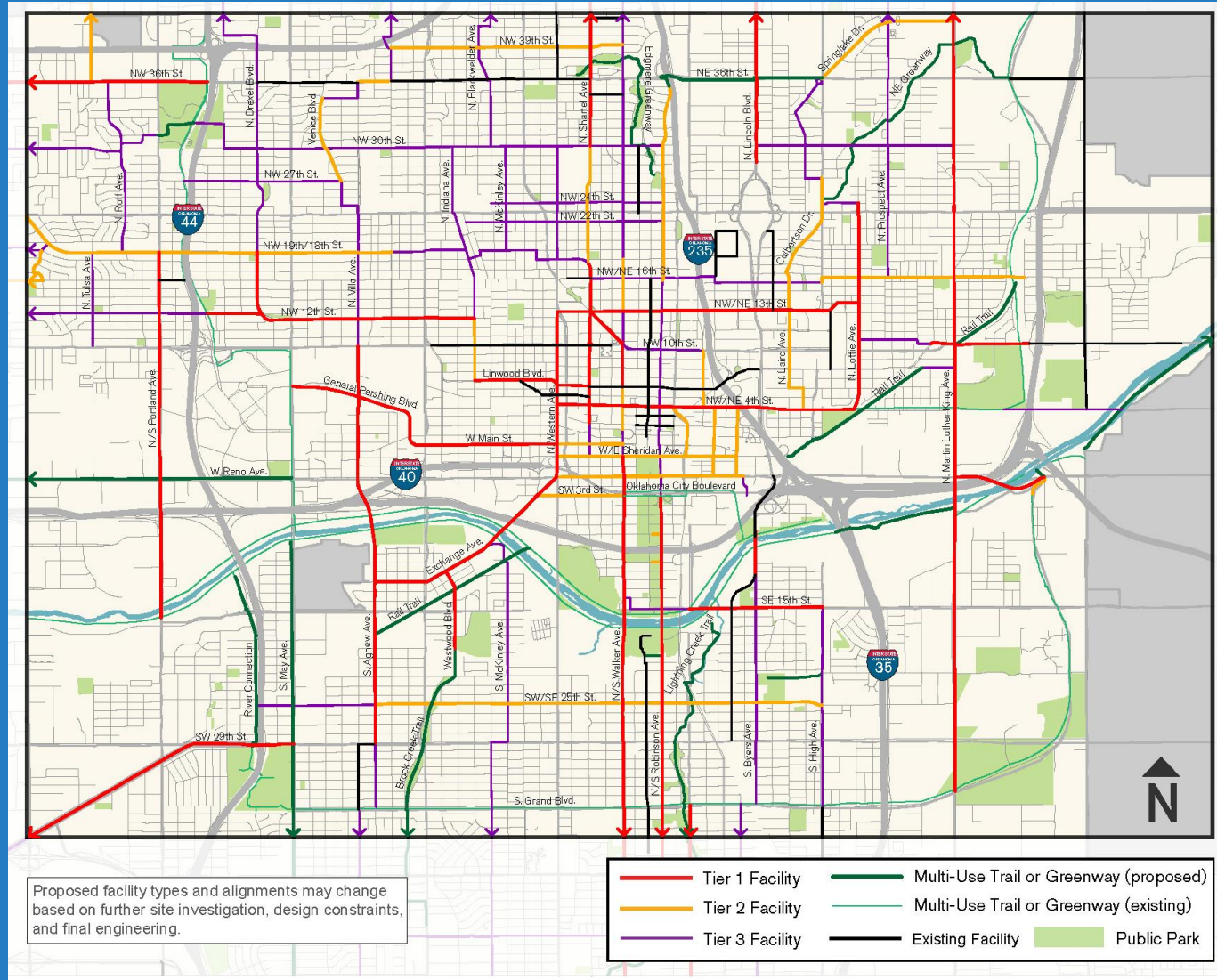
**CHAPTER 2: BICYCLE AND TRAIL PLANNING**

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## BICYCLE MASTER PLAN (center city shown)

### On-Street Network

- Proposes different types of bicycle facilities

















# bikewalkokc Facility Selection

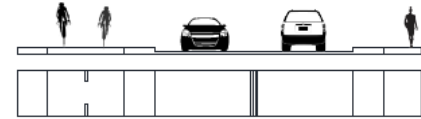
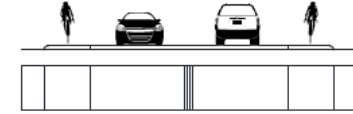
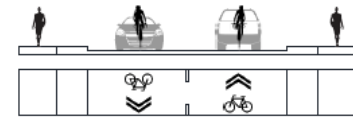
## Considerations:

- Width of street
- Traffic volume
- Traffic speed
- Cost per mile













	Bike Route
	Bike Lane
	Protected Lane
	Shoulder
	Separated Facility

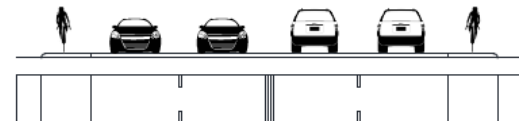
### < 30' Curb to Curb

SPEED	VOLUME		
	< 2000	2000 - 10000	> 10000
< 30 mph			
30-40 mph			
40-50 mph			
> 50 mph			















### 30' < x < 45' Curb to Curb

SPEED	VOLUME		
	< 2000	2000 - 10000	> 10000
< 30 mph			
30-40 mph			
40-50 mph			
> 50 mph			



### > 45' Curb to Curb

SPEED	VOLUME		
	< 2000	2000 - 10000	> 10000
< 30 mph			
30-40 mph			
40-50 mph			
> 50 mph			



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## Facility Types

### Tier 1

Highest level of safety required (AKA Protected)



### Tier 2

Traditional bicycle lane (AKA Dedicated)



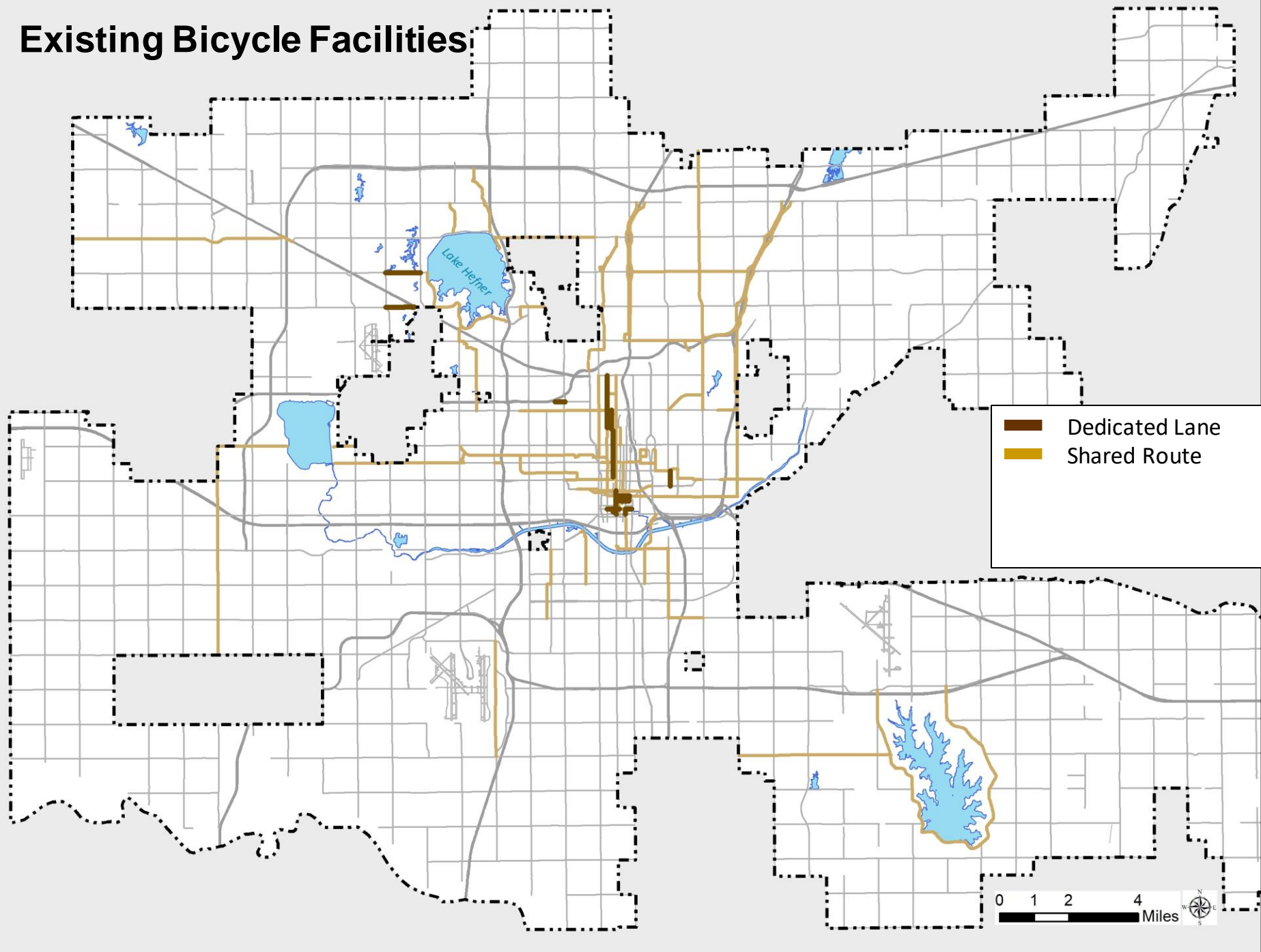
### Tier 3

Shared facility (AKA Shared Route)



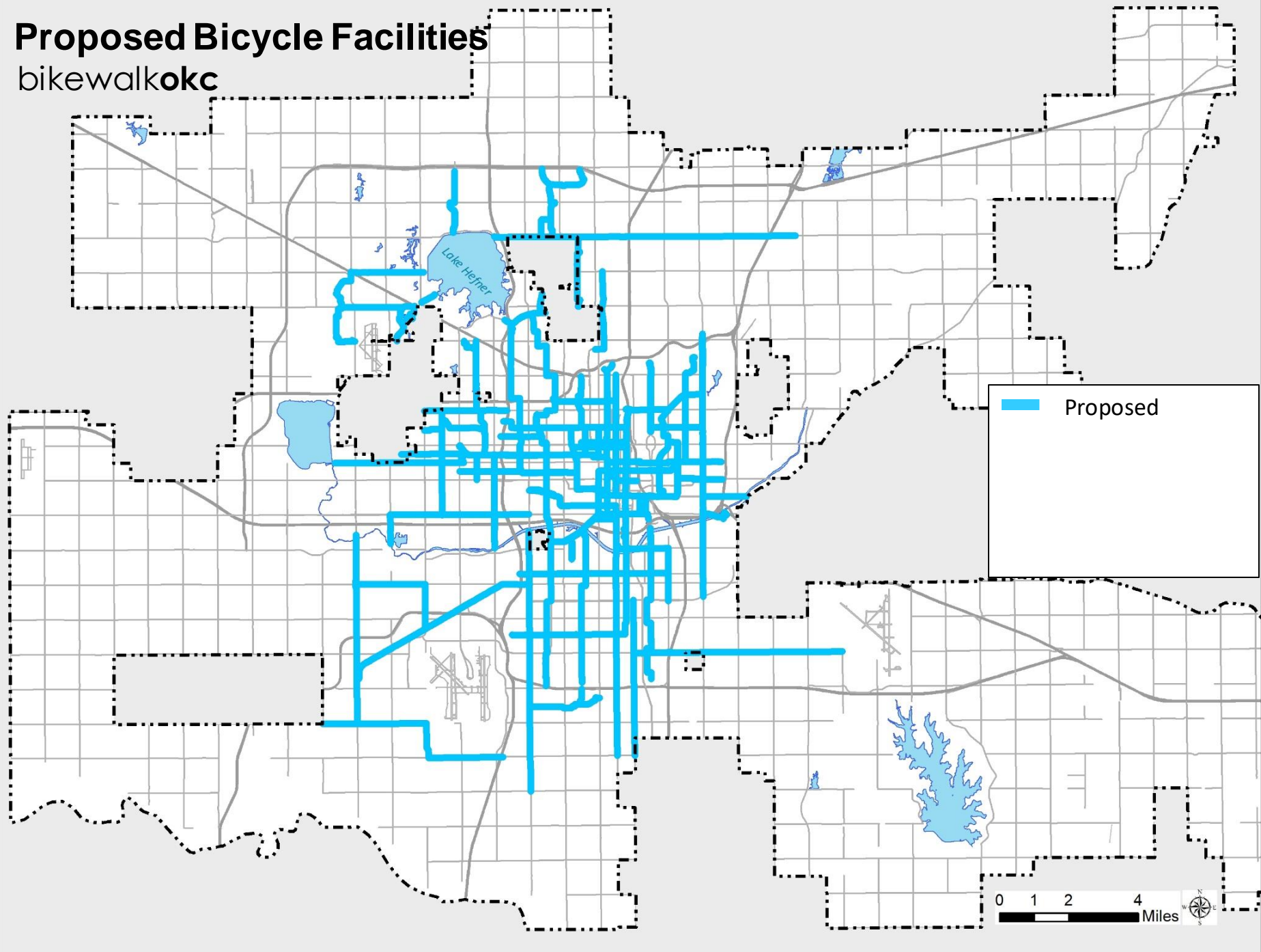


# Existing Bicycle Facilities



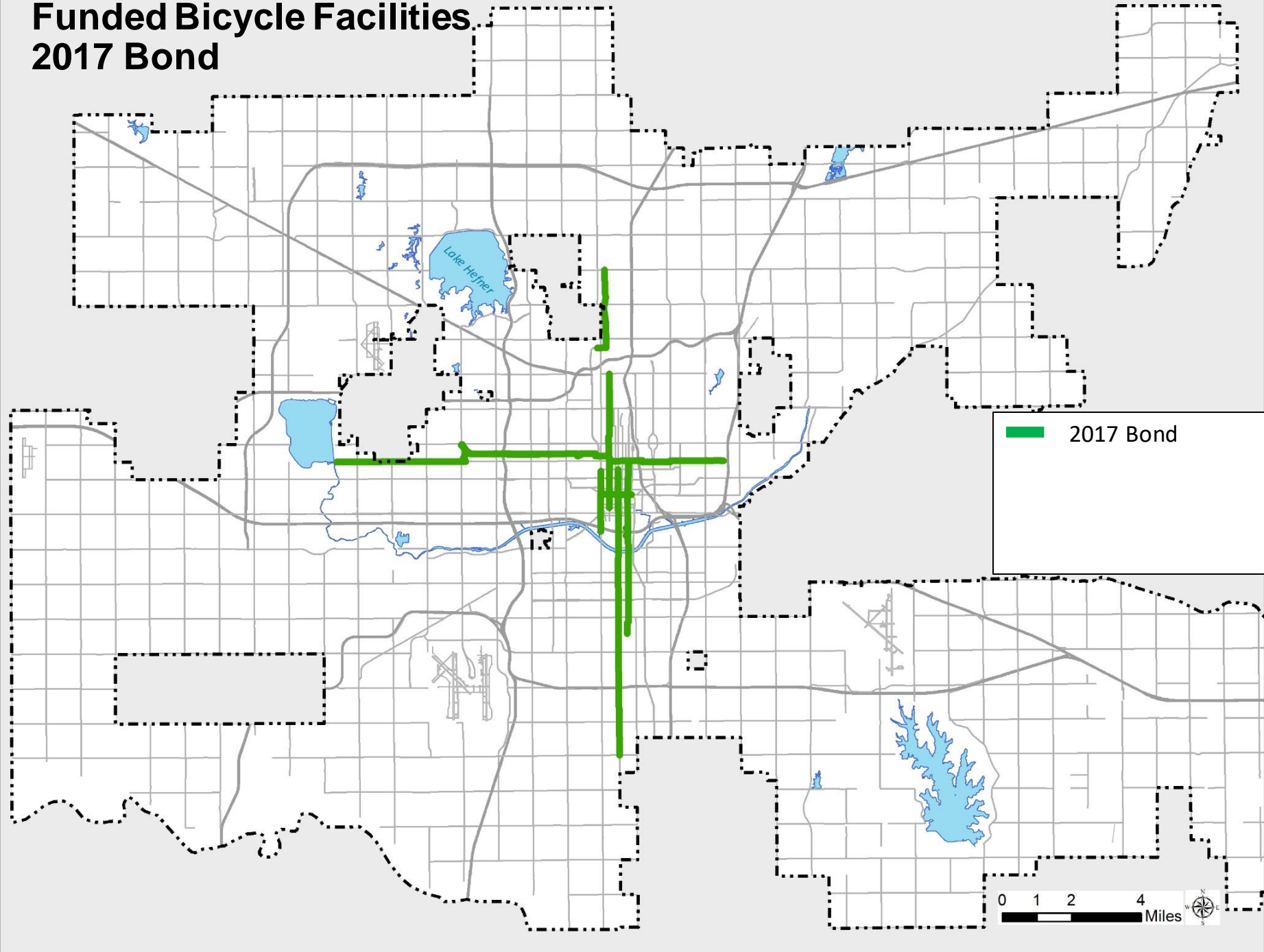
# Proposed Bicycle Facilities

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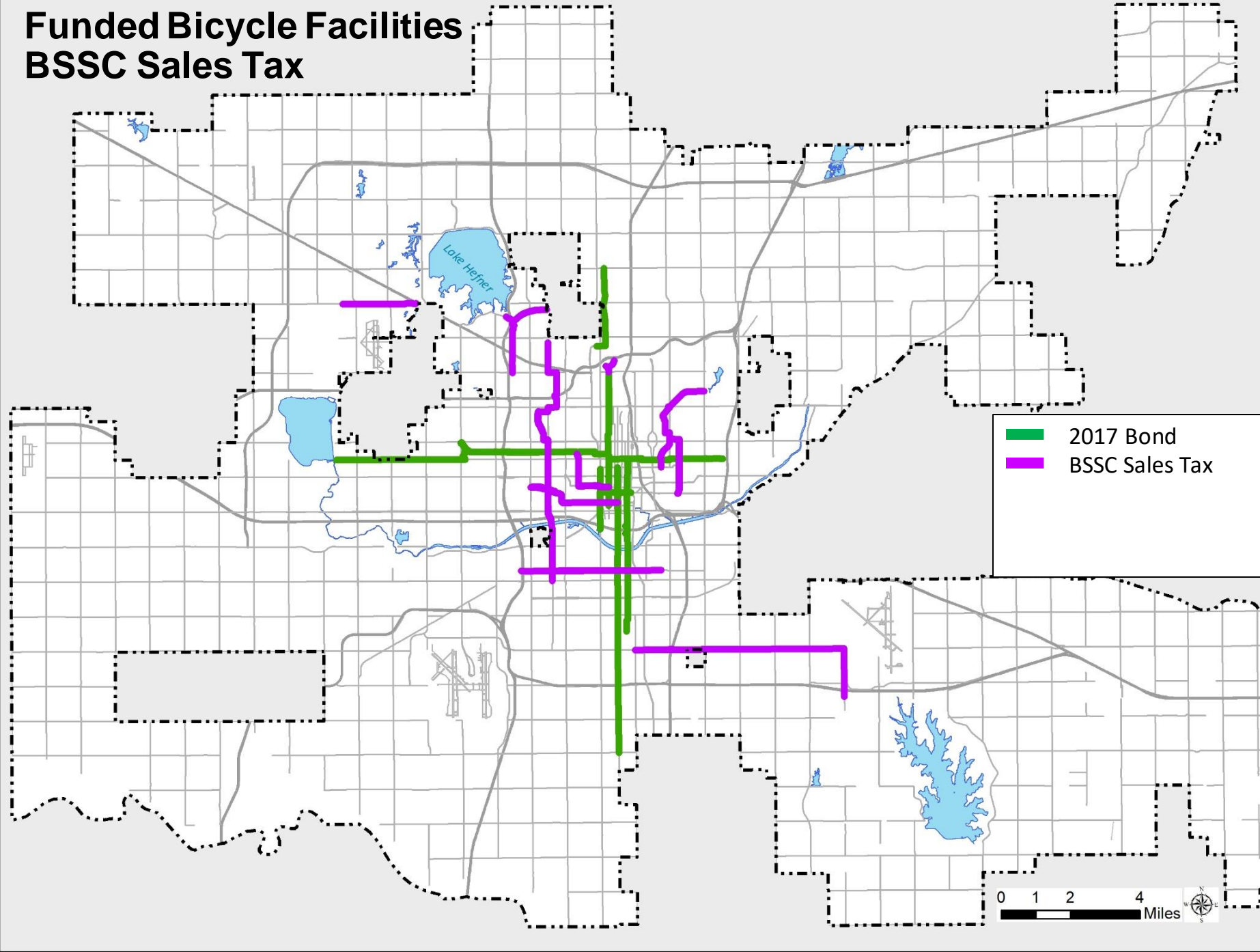




# Funded Bicycle Facilities 2017 Bond



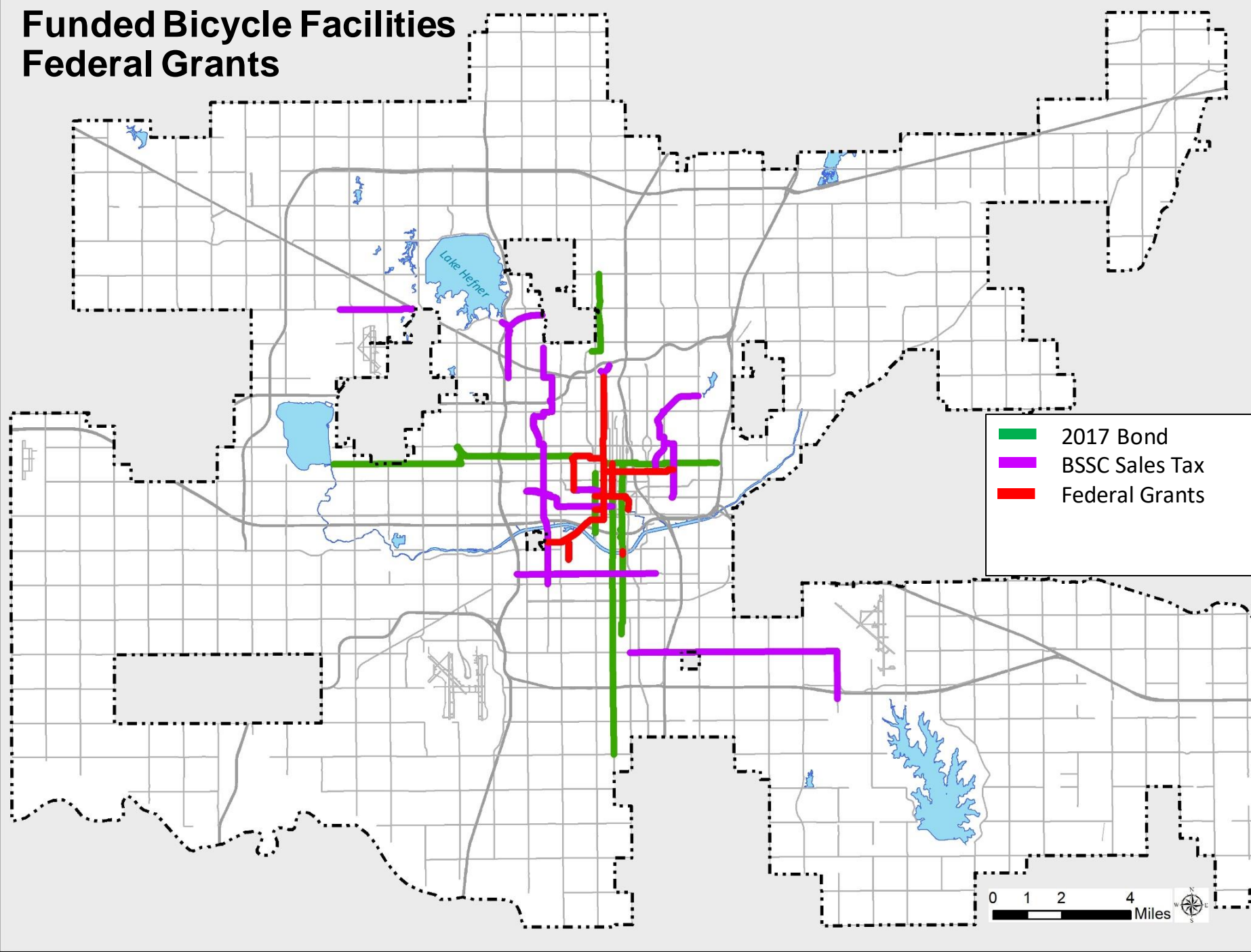
# Funded Bicycle Facilities BSSC Sales Tax



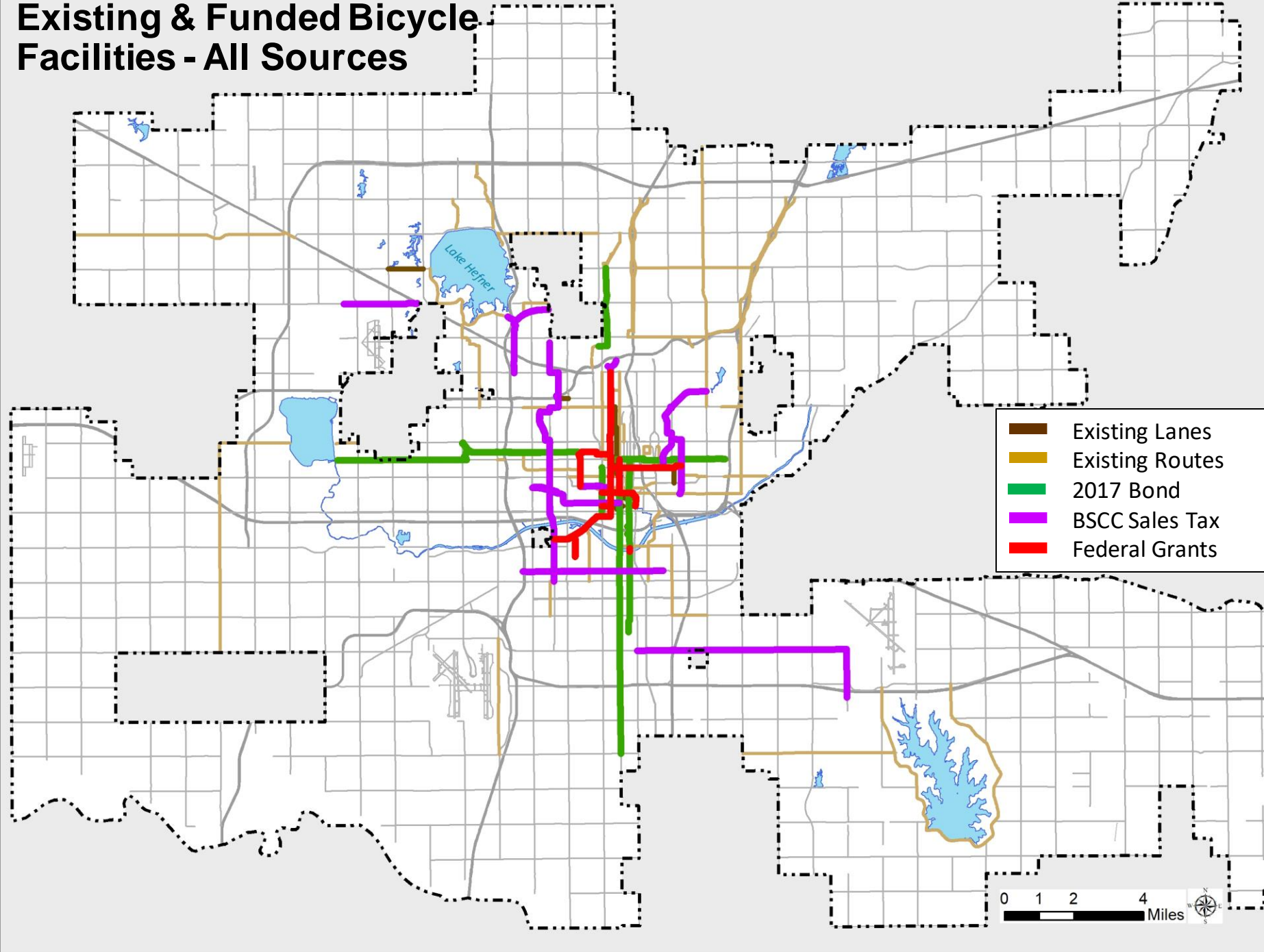


# Funded Bicycle Facilities

## Federal Grants

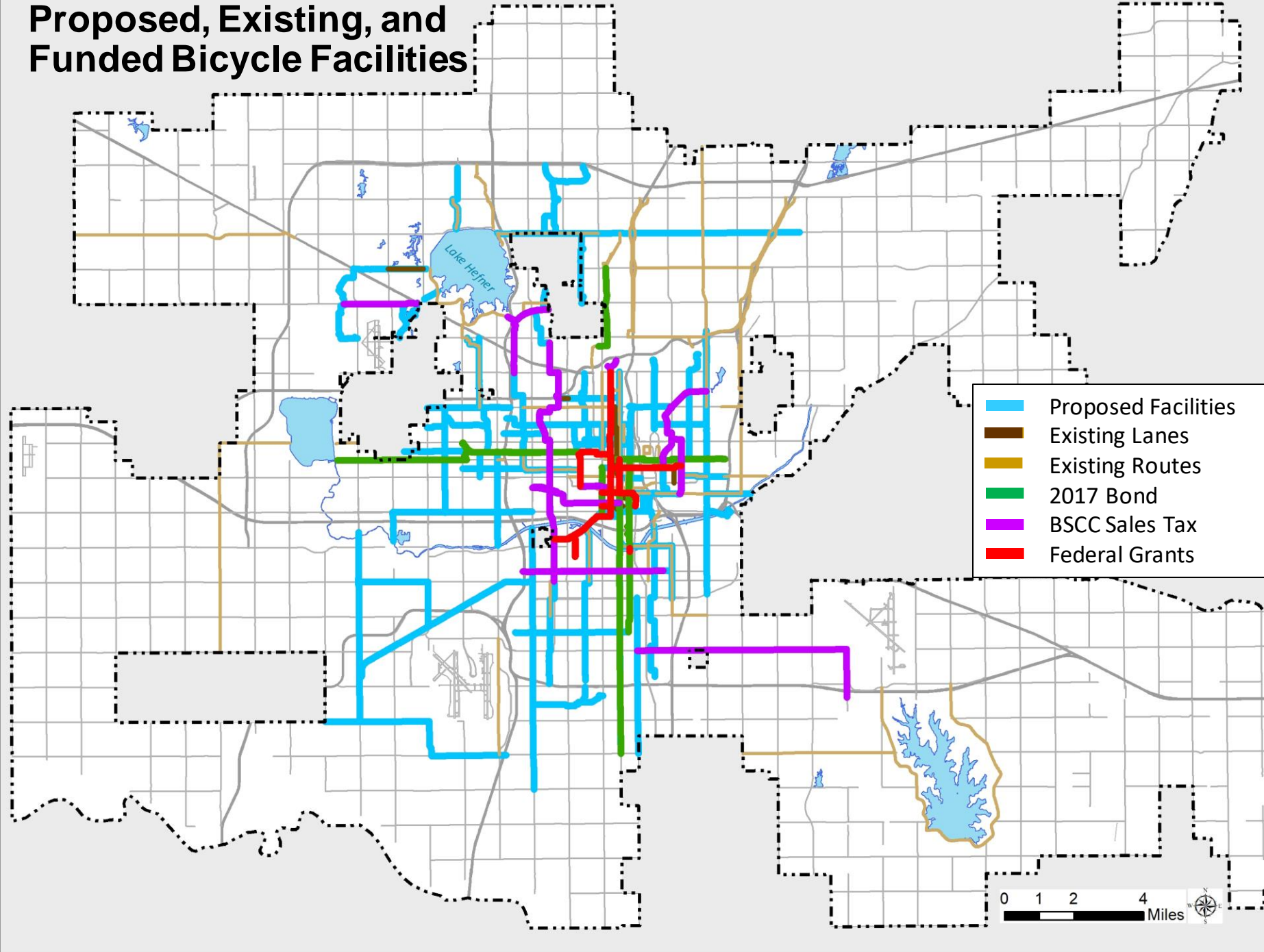


# Existing & Funded Bicycle Facilities - All Sources





# Proposed, Existing, and Funded Bicycle Facilities



# Cost Estimates

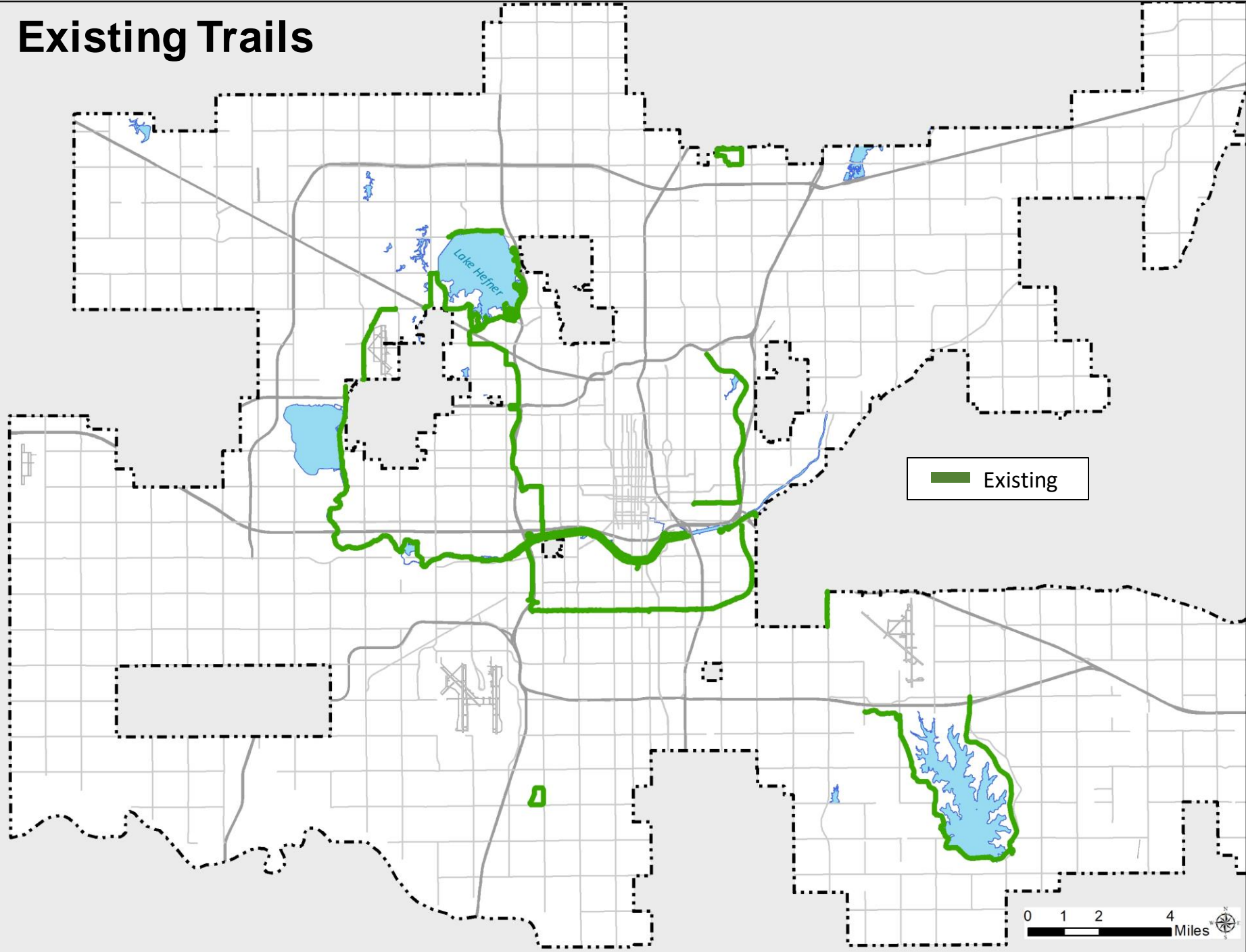


General cost per mile for bicycle facilities

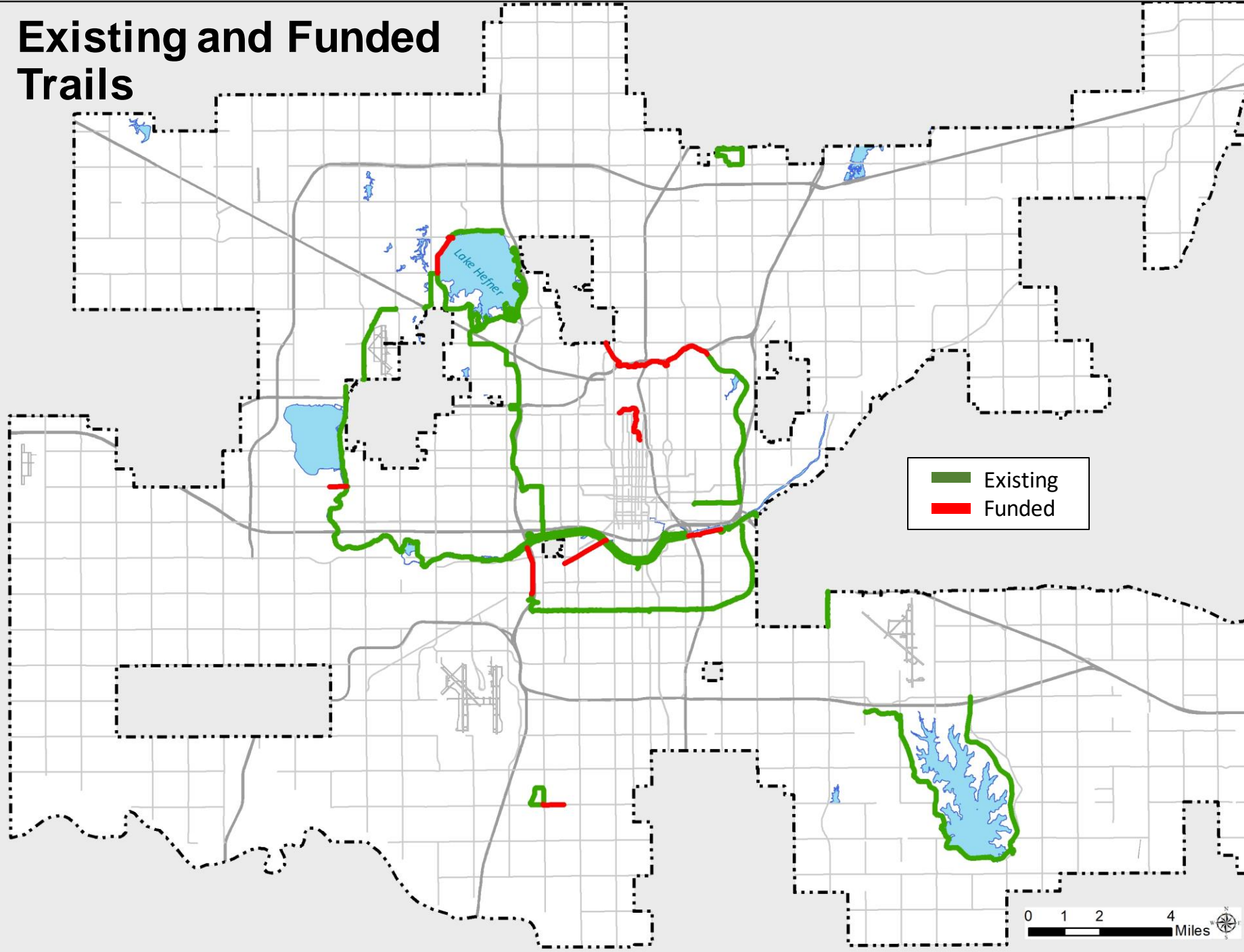
- \$350K - \$500K



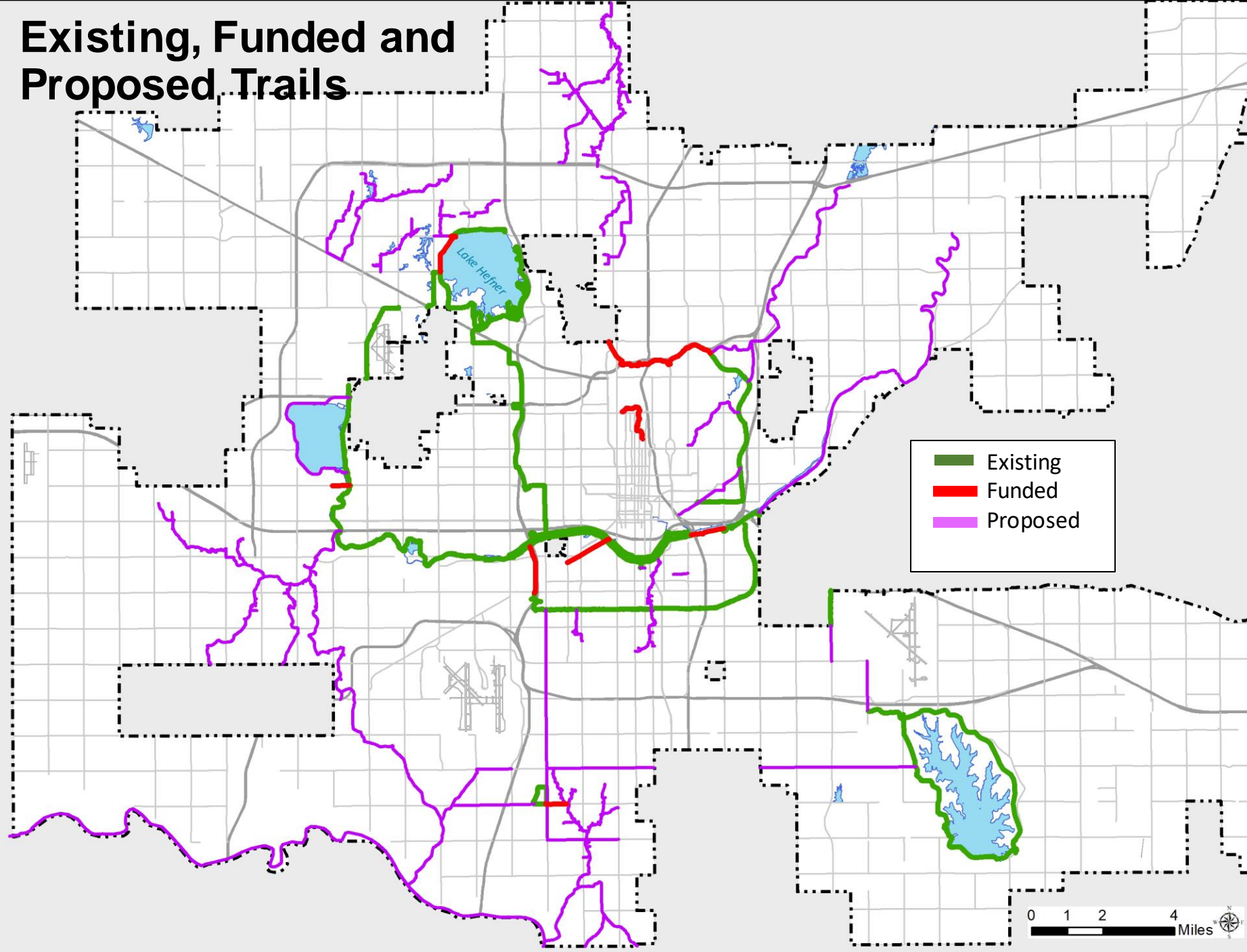
# Existing Trails



# Existing and Funded Trails



# Existing, Funded and Proposed Trails





## Needs for Existing Trails System

- Resurfacing
- Wayfinding and Signage
- Landscaping
- Water fountains
- Lighting
- Seating
- Restrooms
- Shade (trees and/or structures)



# Cost Estimates



## Estimated Cost for Trail Amenities

- \$165K to \$270K per mile

## Estimated Cost for New Trails

- Cost per mile = \$1.2M to \$1.6M



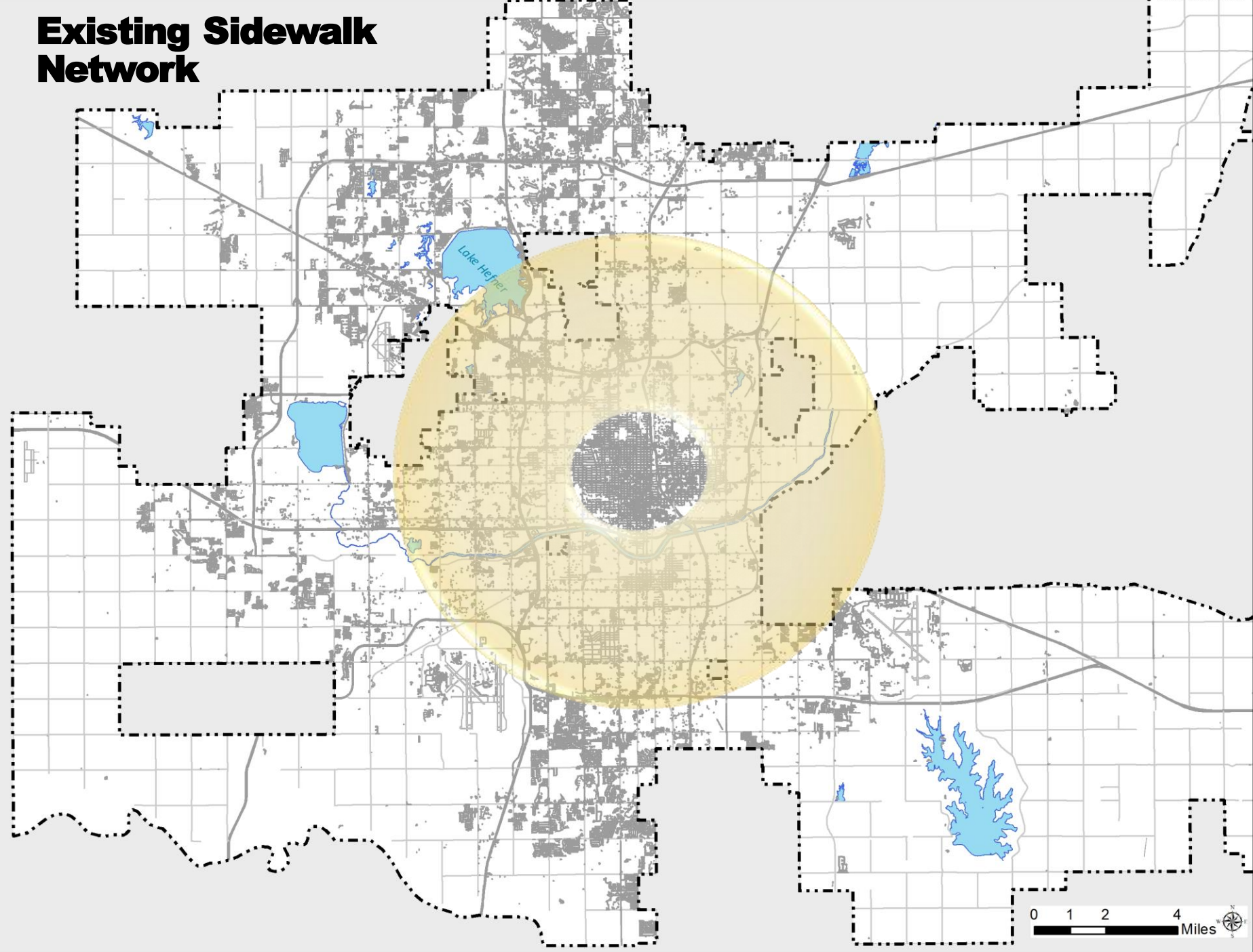


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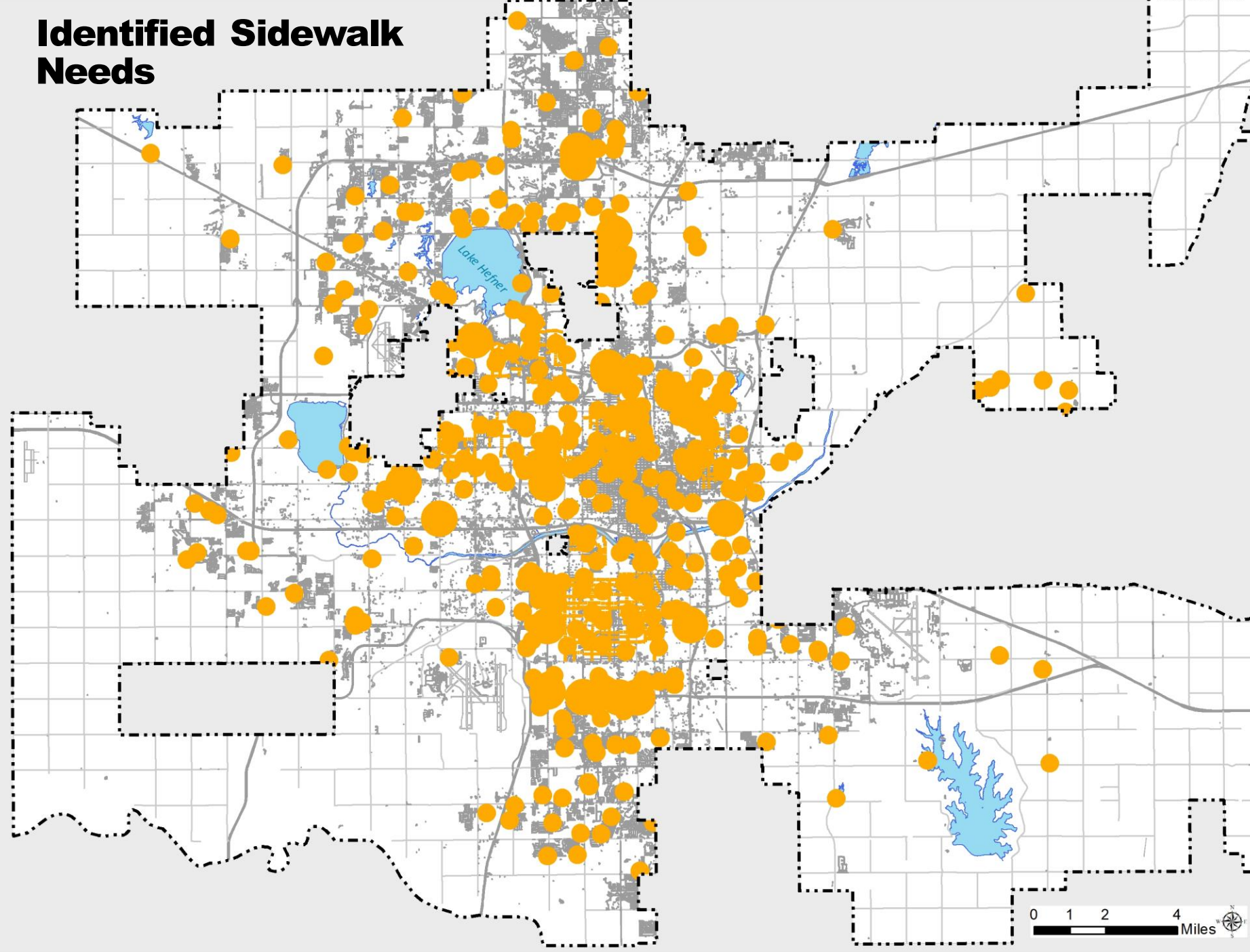
**CHAPTER 3: PEDESTRIAN PLANNING**



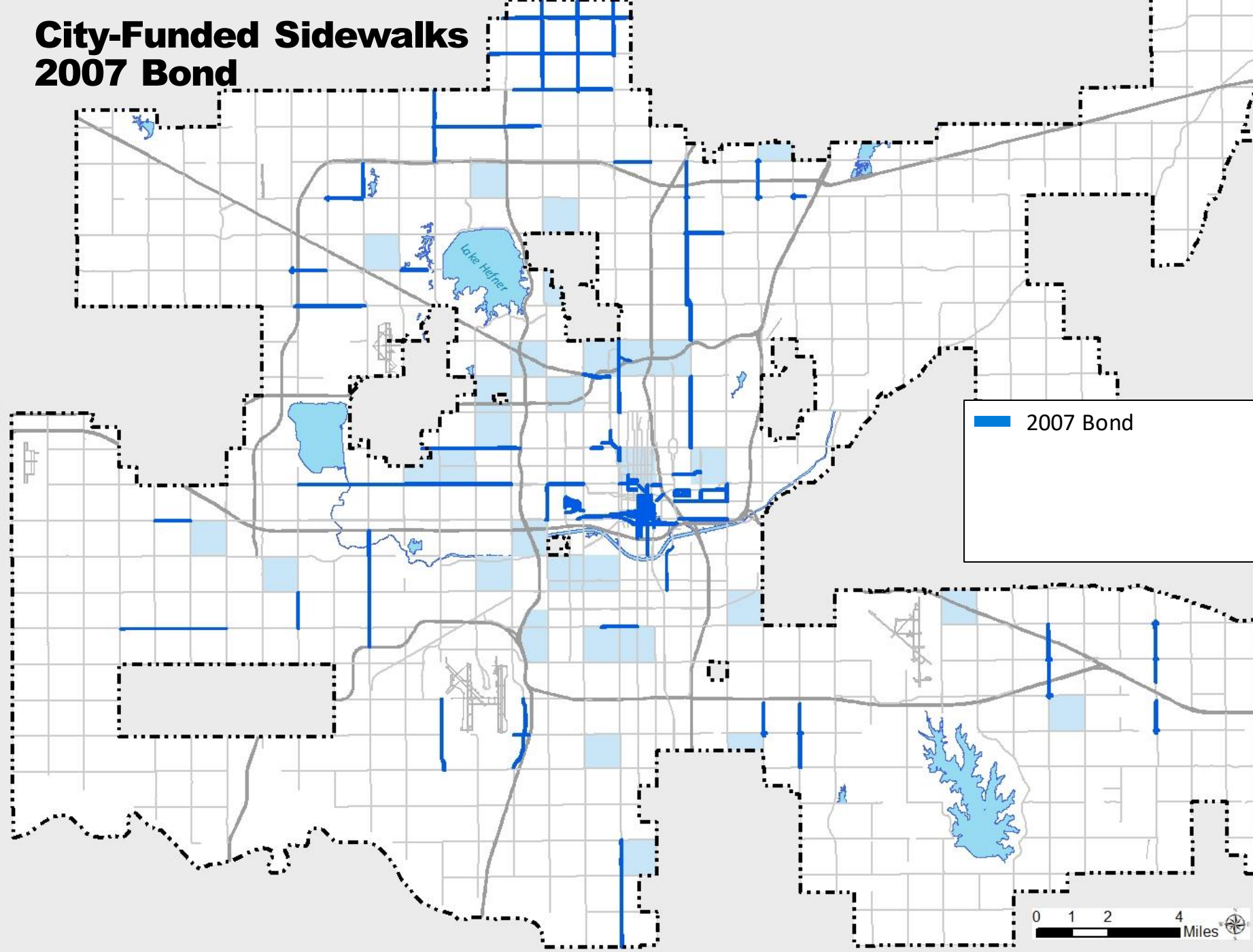
# Existing Sidewalk Network



# Identified Sidewalk Needs

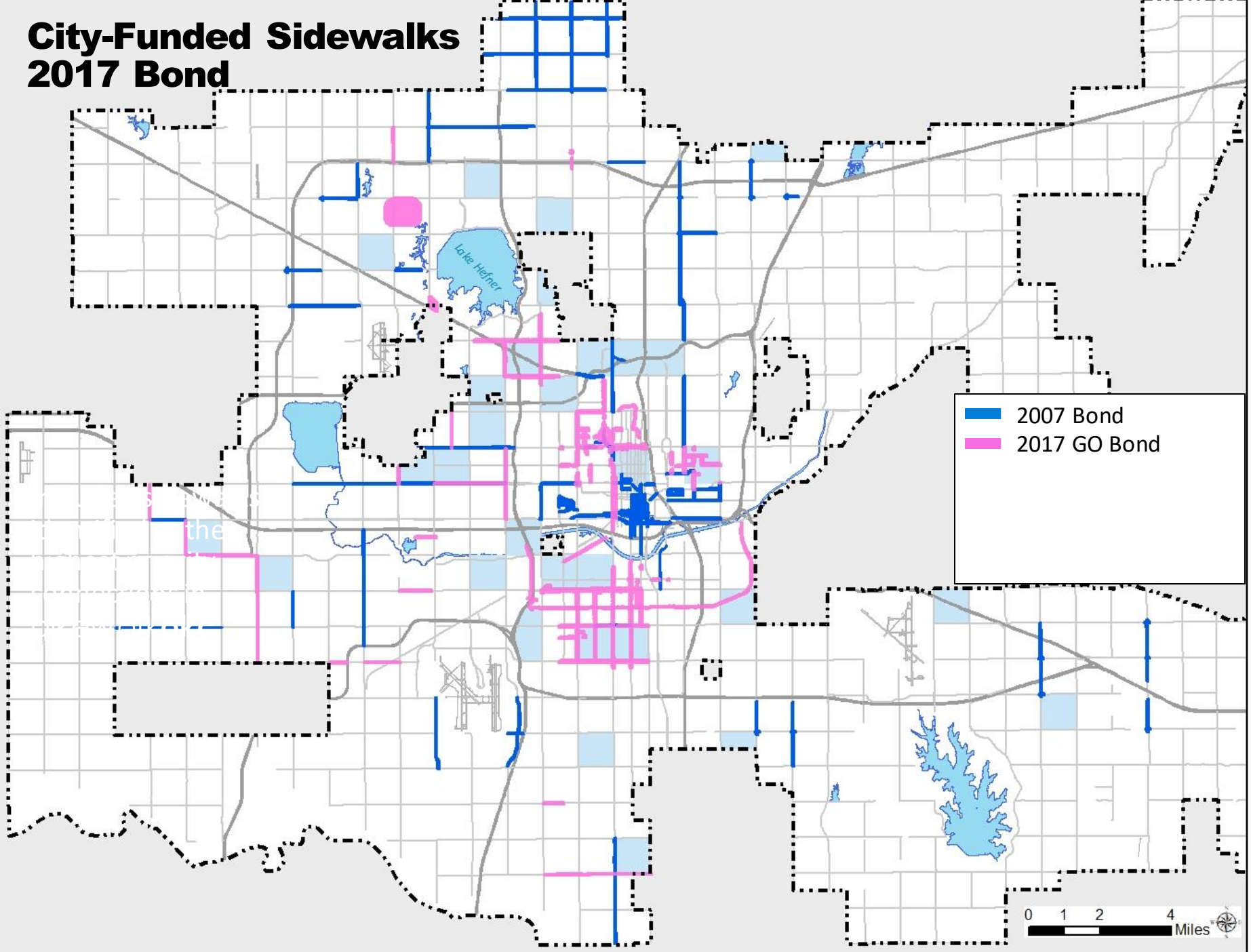


# City-Funded Sidewalks 2007 Bond

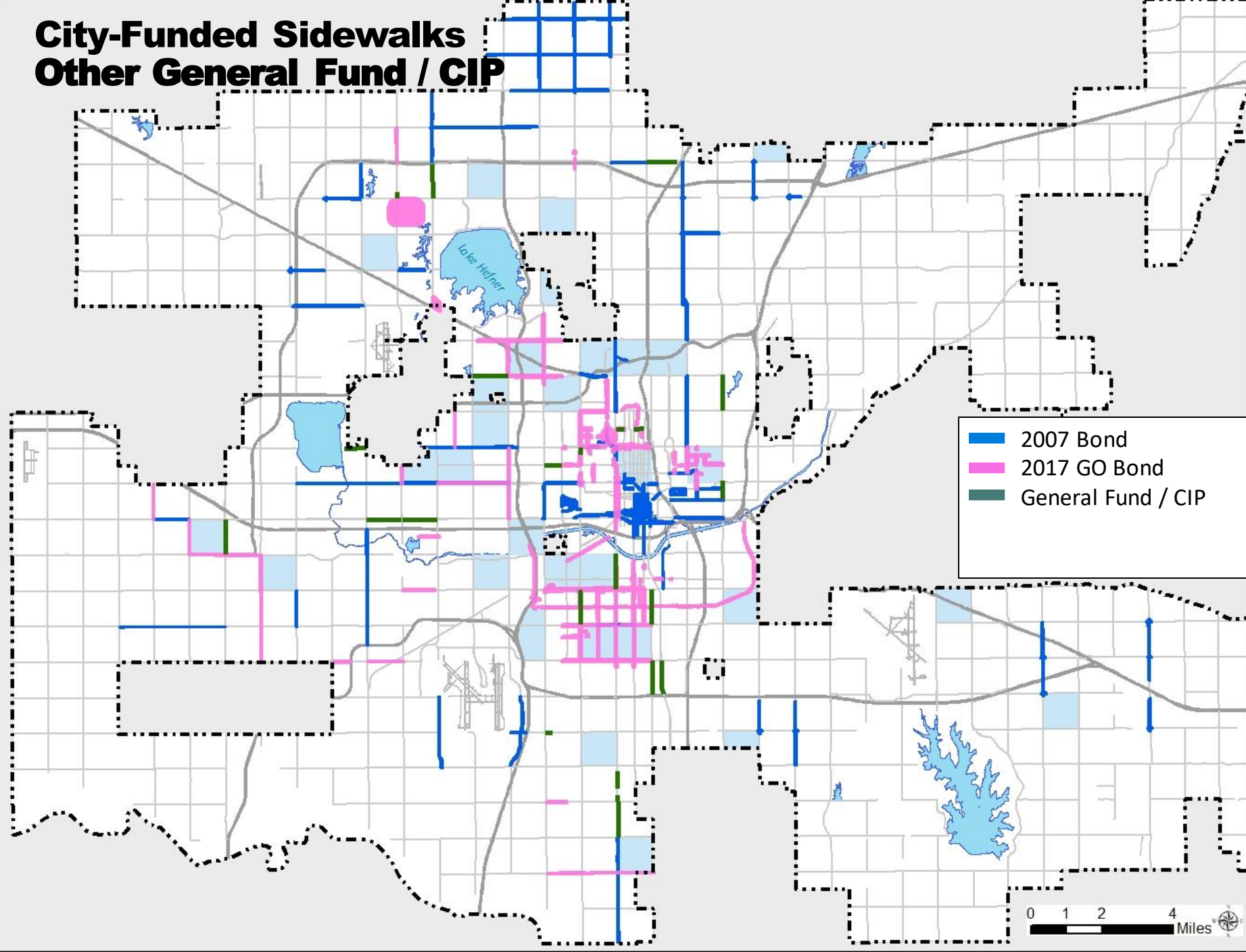




# City-Funded Sidewalks 2017 Bond



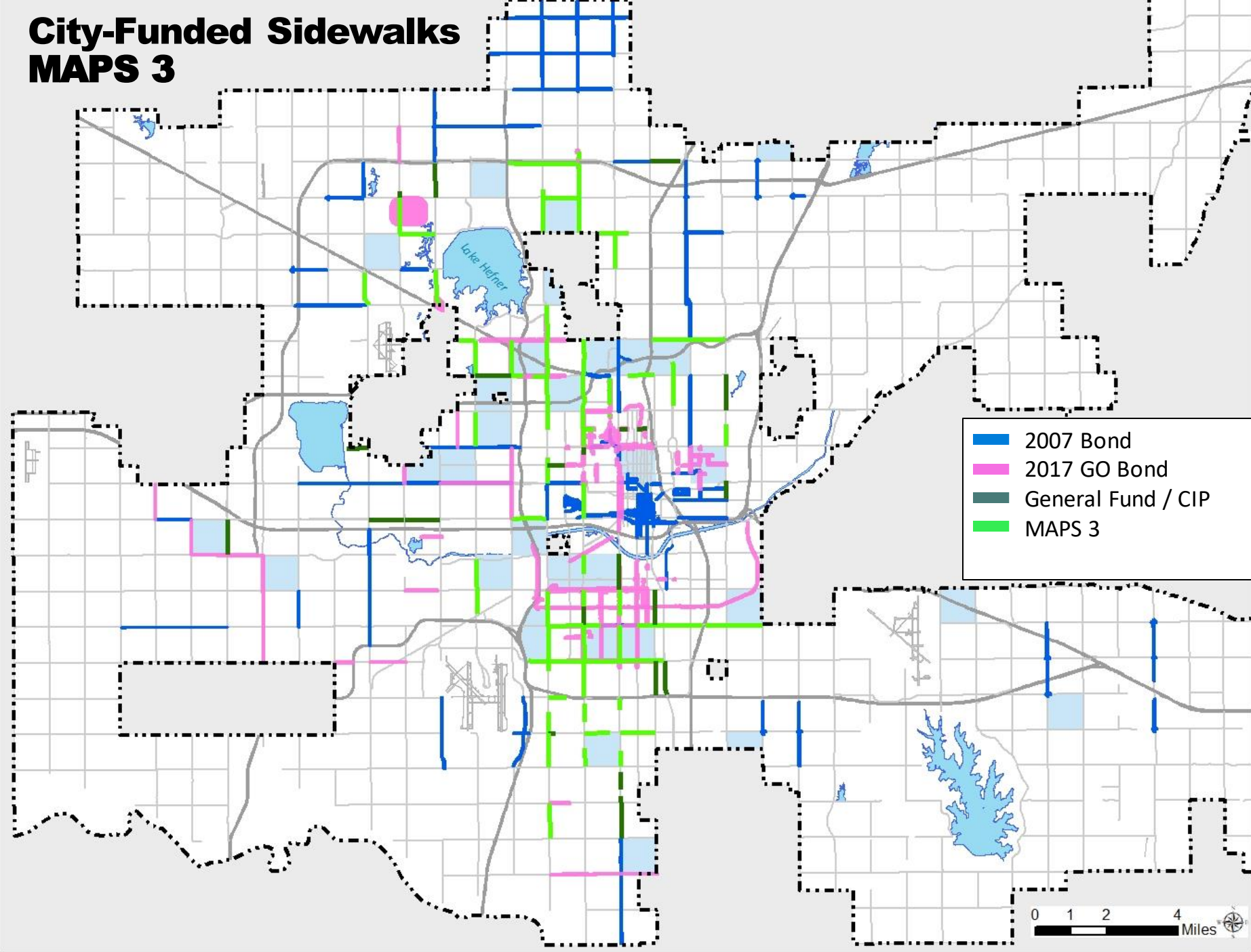
# City-Funded Sidewalks Other General Fund / CIP



2007 Bond  
2017 GO Bond  
General Fund / CIP

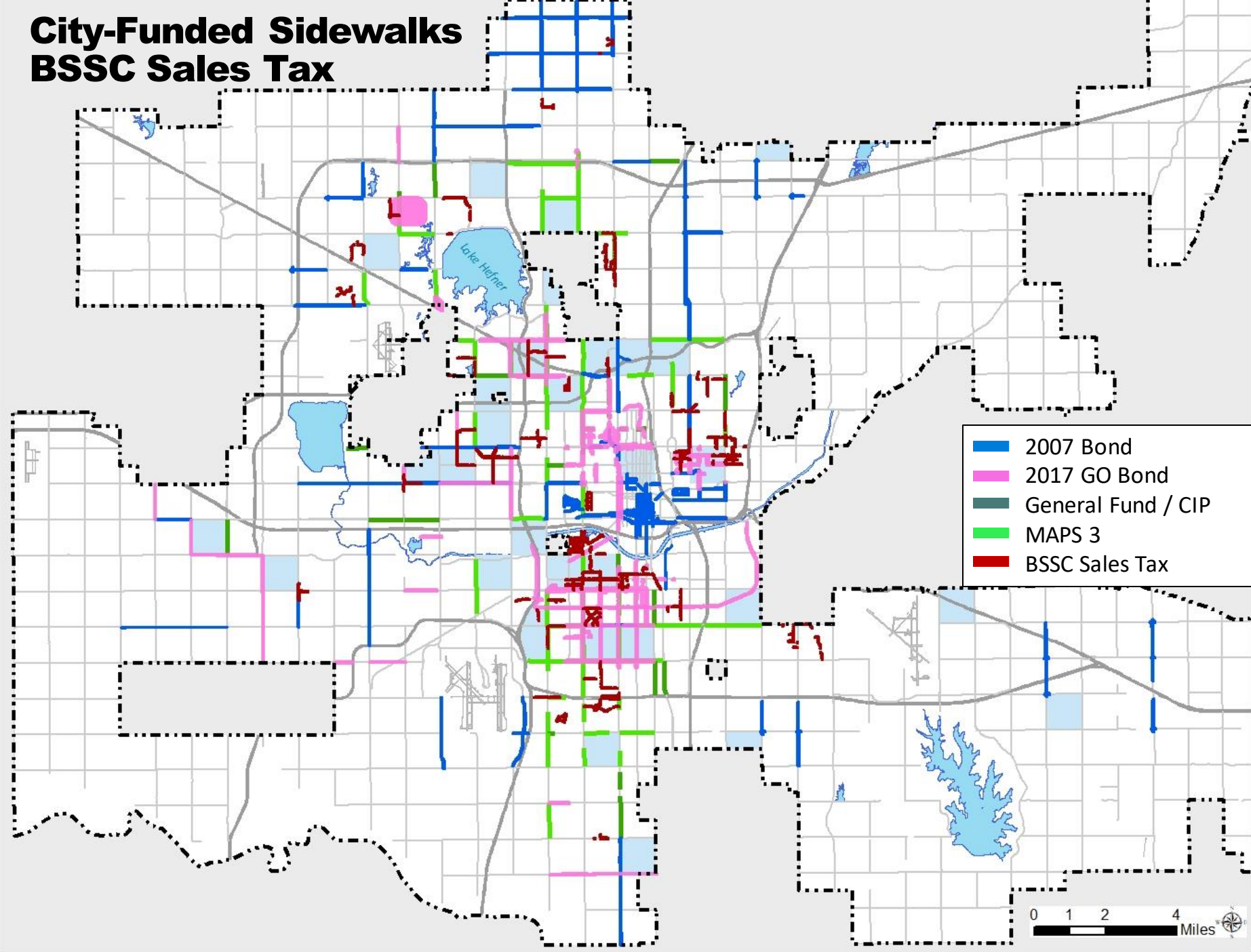
0 1 2 4 Miles

# City-Funded Sidewalks MAPS 3

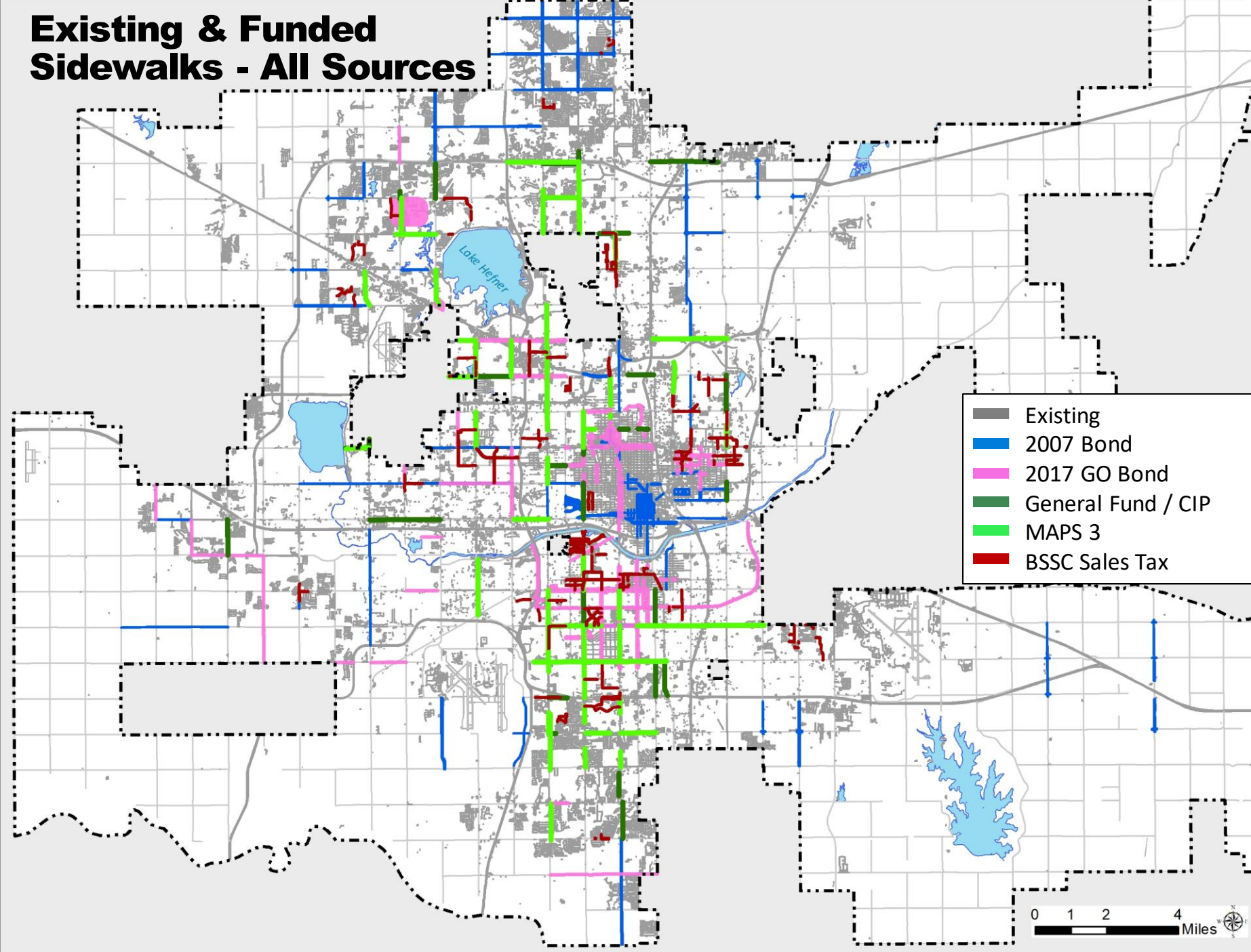




# City-Funded Sidewalks BSSC Sales Tax



# Existing & Funded Sidewalks - All Sources

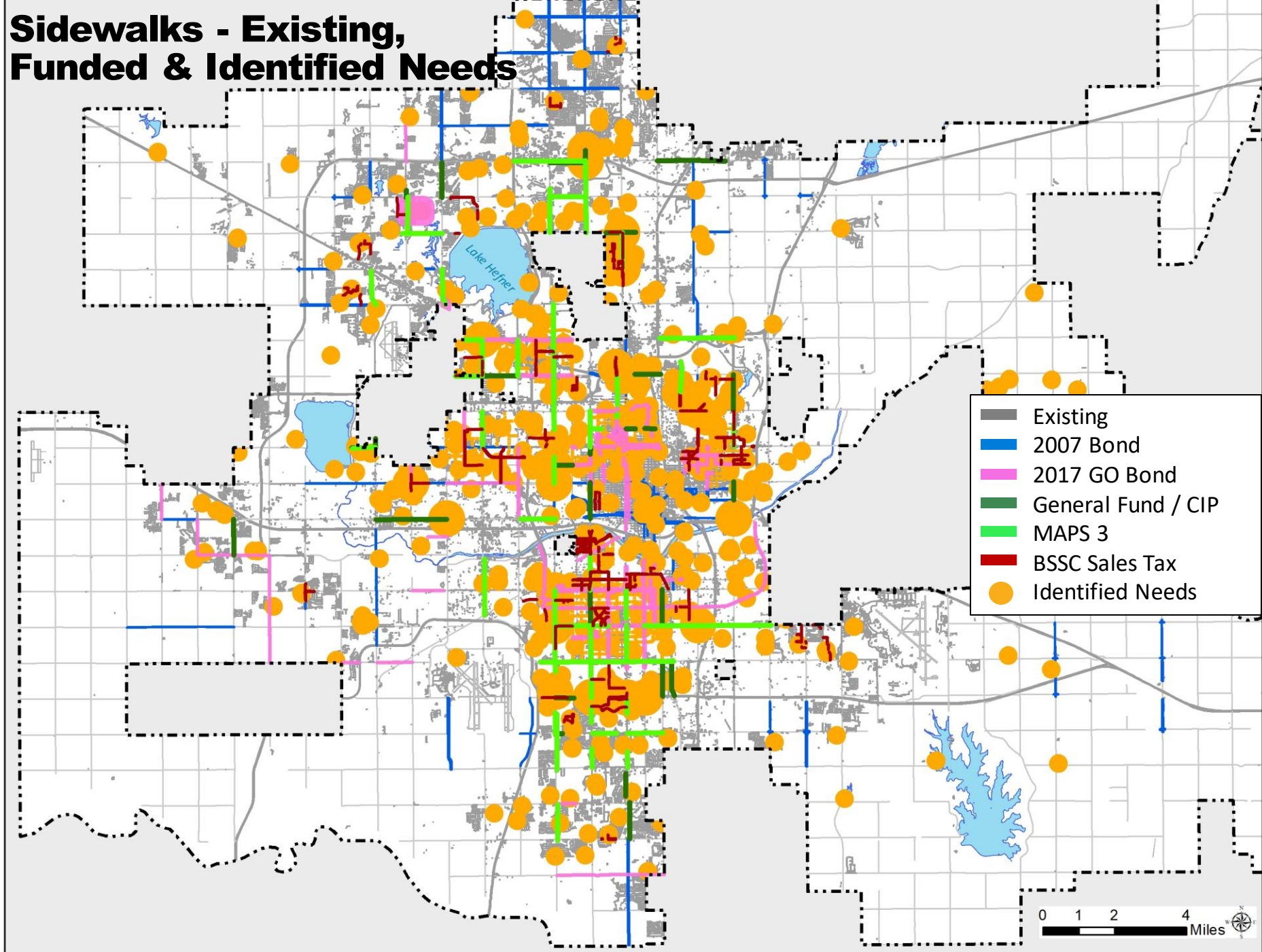


- Existing
- 2007 Bond
- 2017 GO Bond
- General Fund / CIP
- MAPS 3
- BSSC Sales Tax

0 1 2 4 Miles



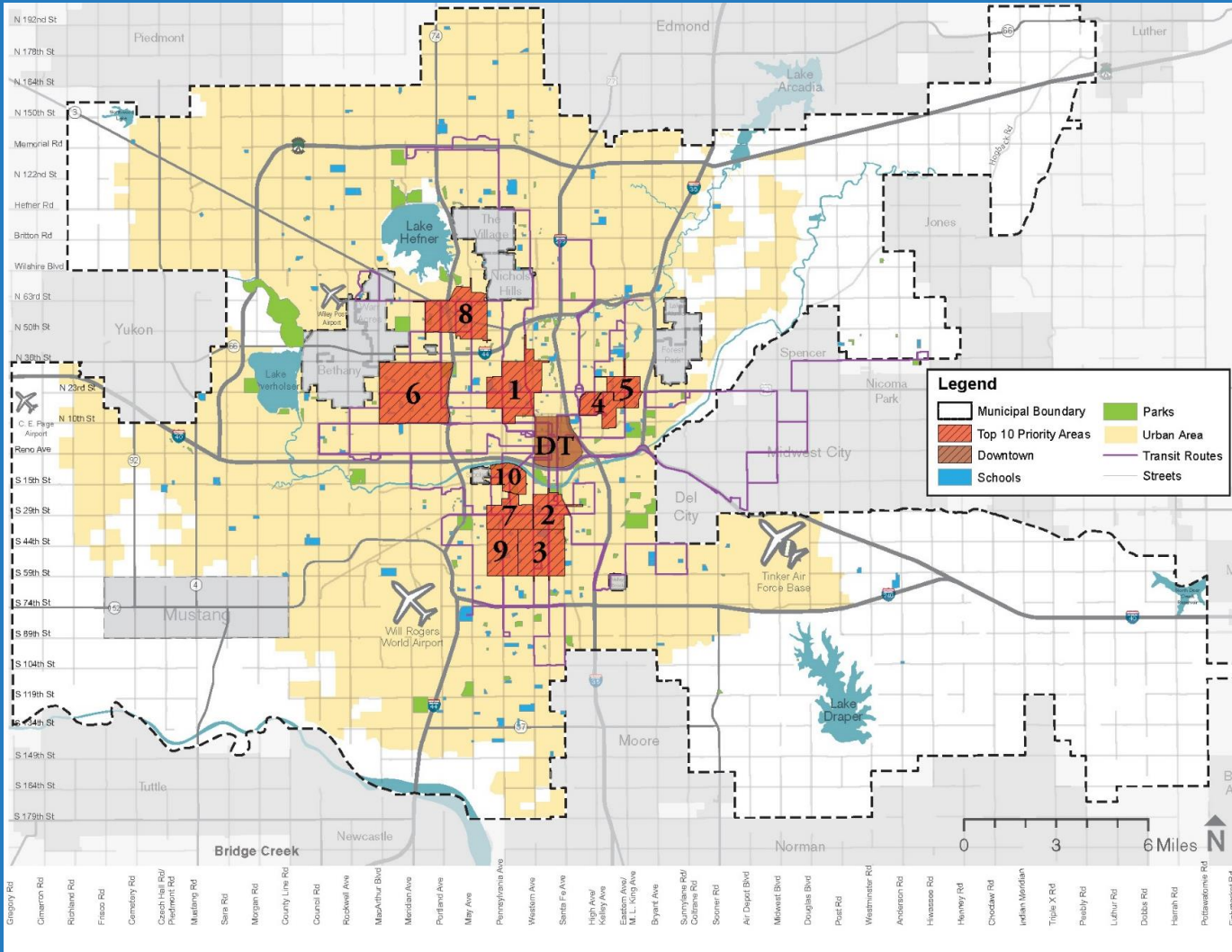
# Sidewalks - Existing, Funded & Identified Needs





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## PEDESTRIAN MASTER PLAN



Priority  
Sidewalk  
Connections

Pedestrian  
Priority Areas

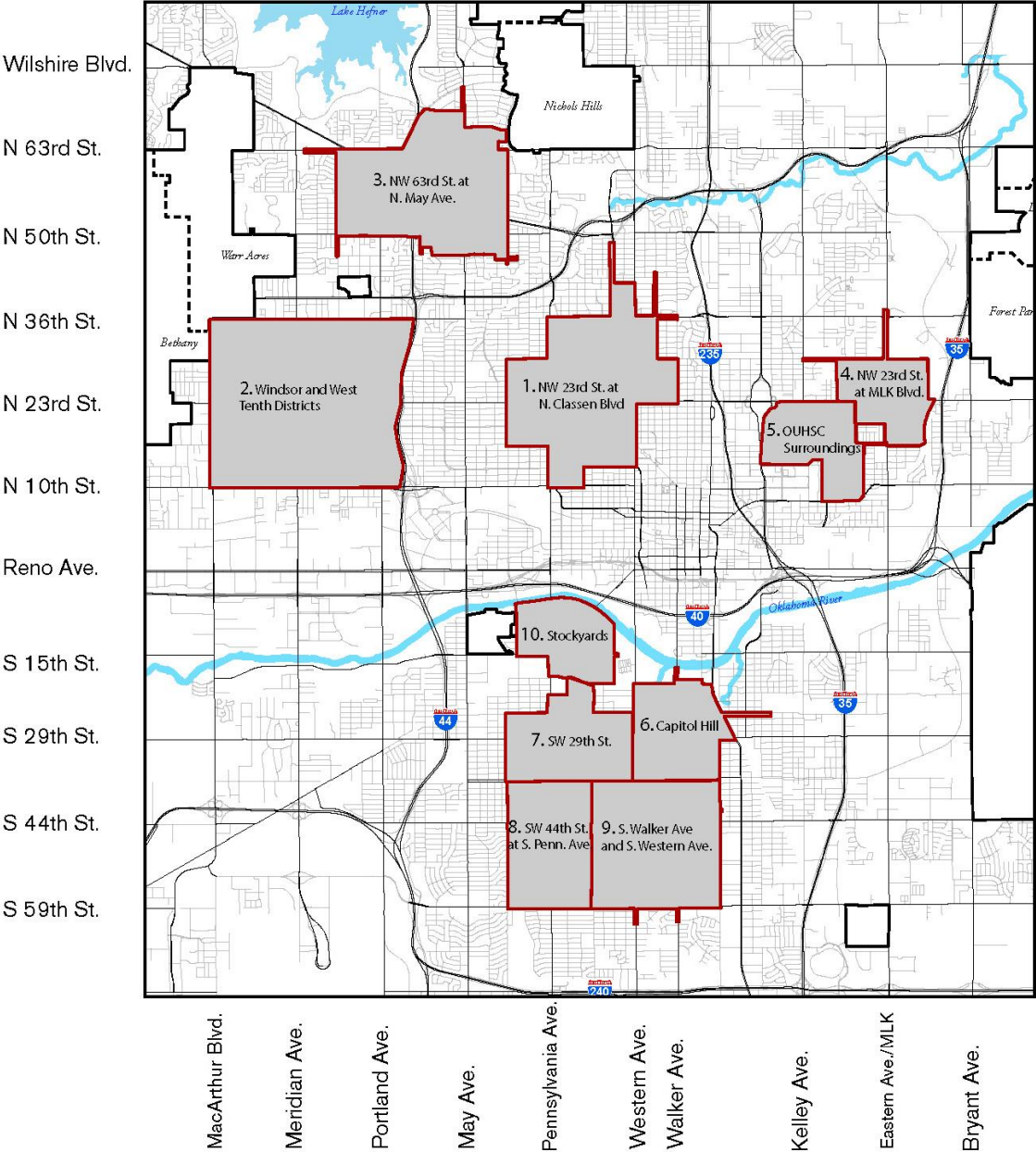
Schools

Parks

Transit

Downtown

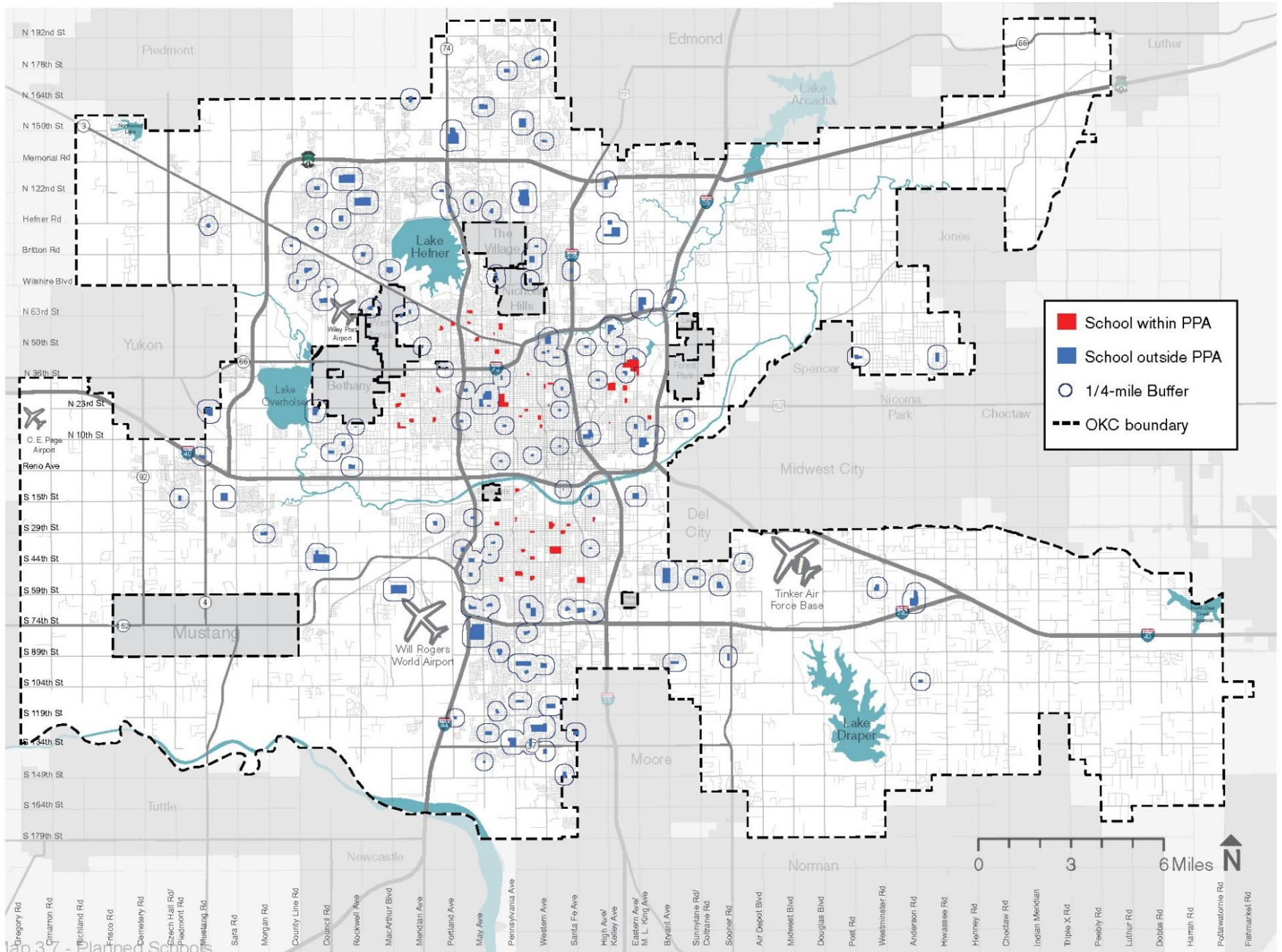
# CONNECTIONS WITHIN PEDESTRIAN PRIORITY AREAS



“Imminently walkable” areas with greater concentrations of:

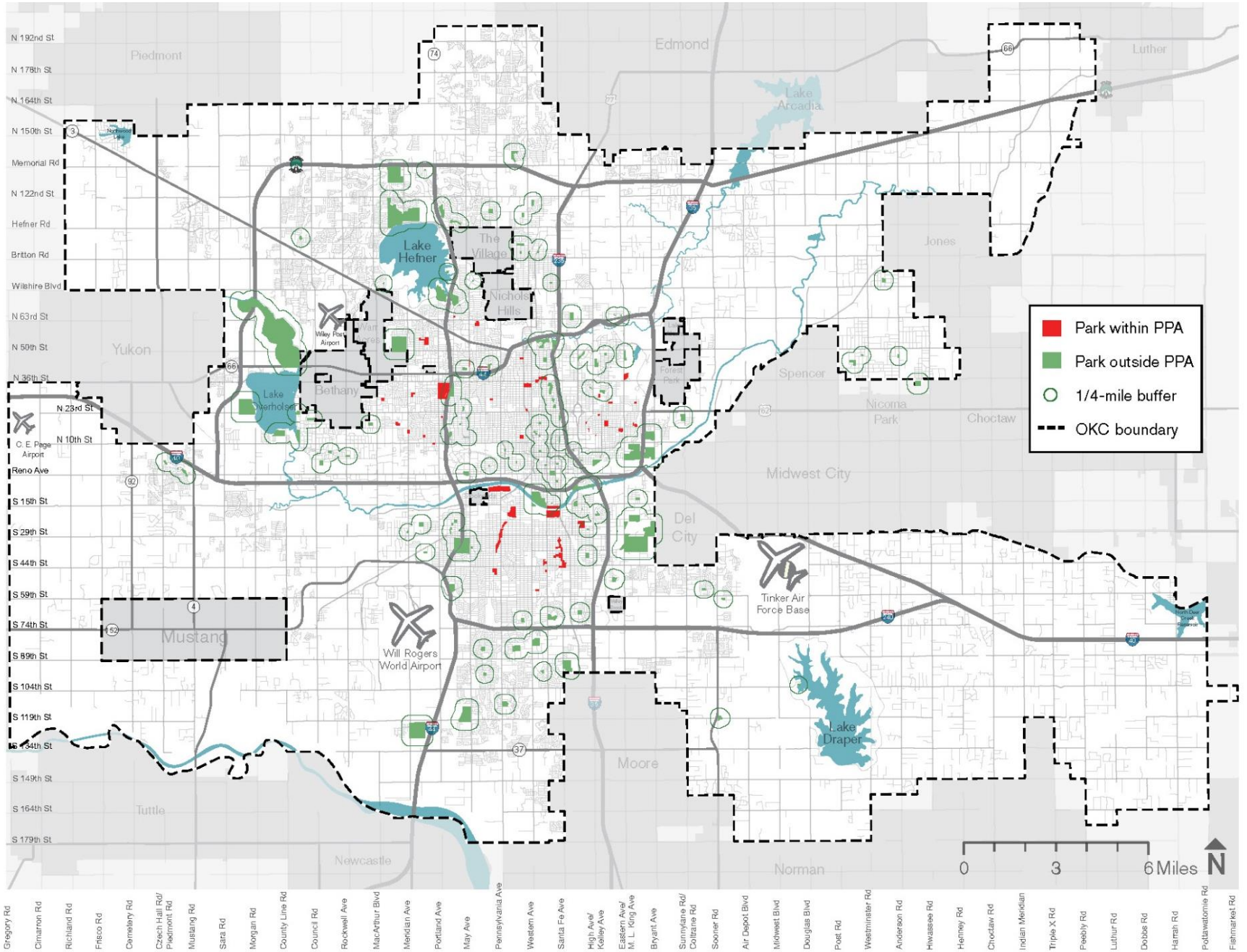
- People
- Responsive populations
- Schools
- Parks
- Transit
- Shopping
- Employment

# CONNECTIONS TO SCHOOLS

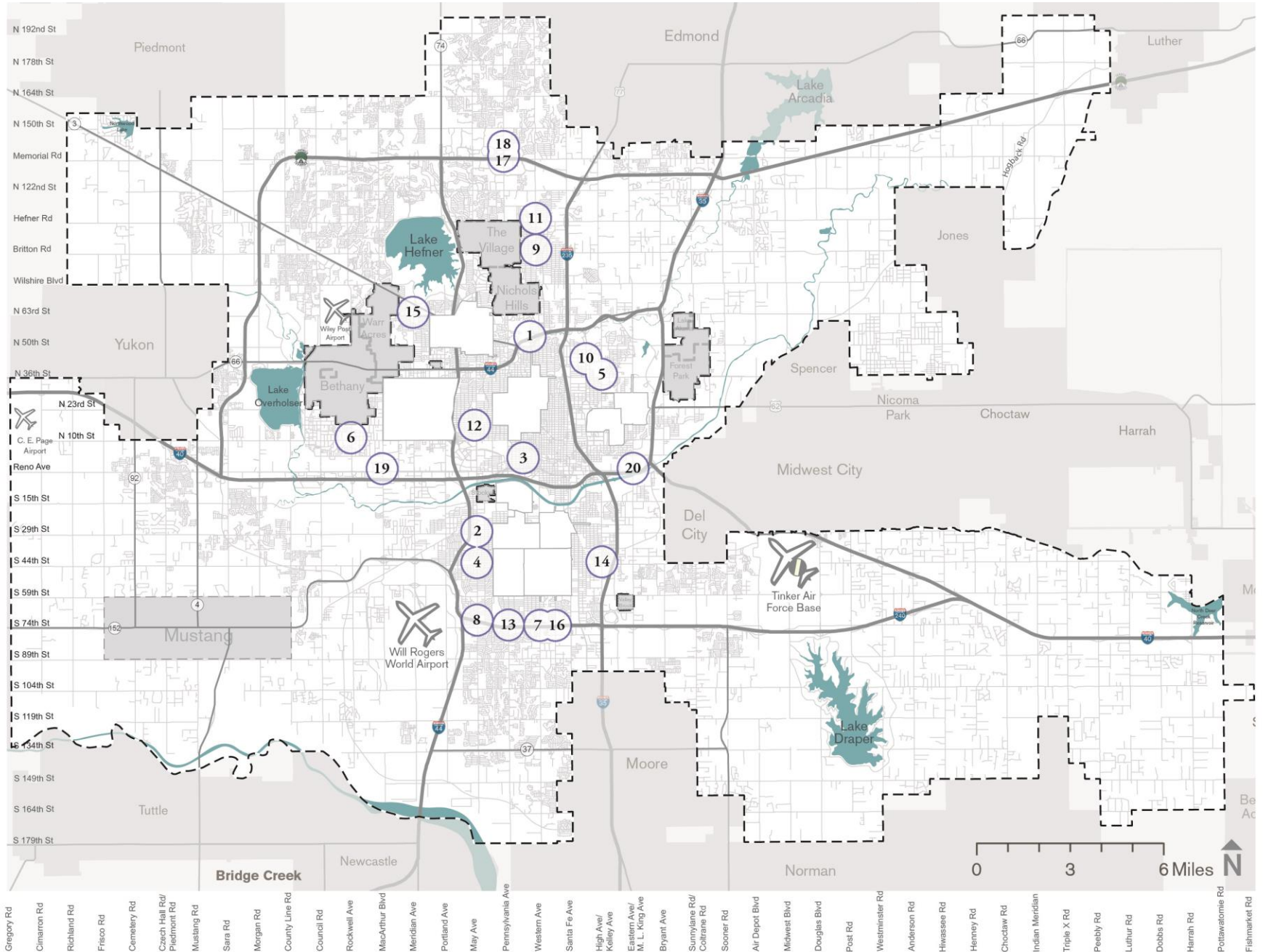




# CONNECTIONS TO PARKS



# CONNECTIONS TO TRANSIT



# Cost Estimates



## Estimated Sidewalk Costs

- \$75 - \$85 per linear foot
- \$400K to \$450K per mile



The background of the slide features a large, faint, light blue watermark of the Seal of the City of Oklahoma. The seal is circular and contains a central shield divided into four quadrants. The top-left quadrant shows a plow, the top-right shows a sheaf of wheat, the bottom-left shows a gear, and the bottom-right shows a bundle of arrows. The shield is surrounded by a wreath of cotton and wheat. The outer ring of the seal contains the text "SEAL OF THE CITY OF OKLAHOMA" and "OKLAHOMA CITY" at the bottom, with two stars on either side.

# STREETLIGHTS

# Streetlights

## Benefits include

Security in urban areas

Extends outdoor activity hours

Safety for drivers, riders and pedestrians





## Windsor District Streetlights





## **Paseo District Streetlights**



## **NW 10th Streetlights**

# COSTS

Budget: \$1.56M (10 years)

Cost/year: \$156,000

Estimated: 500 lights



# MAPS 4

Bike Lanes, Trails, Sidewalks and  
Street Lights

#maps4