

bikewalkokc

Plan
Update
Advisory
Group

January 13th, 2021 Kick-Off Meeting



I. WELCOME

Geoff Butler



II. INTRODUCTIONS

Kim Cooper-Hart



ADVISORY
GROUP
INTRODUCTIONS

ELECTED AND APPOINTED OFFICIALS

COUNCILMEMBERS

James Cooper, Ward 2

Jobeth Hamon, Ward 6

Mark Stonecipher, Ward 8

PLANNING COMMISSION

Scott Cravens - Chair, Ward 8

Asa Highsmith, Ward 6

TRAFFIC & TRANSPORTATION COMMISSION

Rob Littlefield, Ward 2

JB Scheuelein, Ward 6

OKC TRAILS ADVISORY COMMITTEE

Hal McKnight, Chair

CNEAB

Kris Dahlgren, Ward 6



ADVISORY
GROUP
INTRODUCTIONS

LOCAL PARTNERS AND
STAKEHOLDERS

Association Central OK Governments (ACOG)
Bike Oklahoma
Citizen Advocates
Downtown Partnership (DOKC)
Institute for Quality Communities (IQC)
Neighborhood Alliance
Oklahoma Bicycle Society (OBS)
Oklahoma Earthbike Fellowship
OKC Public Schools (OKCPS)
Oklahoma Department of Transportation (ODOT)
Community and Stakeholder Experts
The Alliance for Economic Development



CITY STAFF

Chief of Staff to City Council

COTPA - EMBARK

COTPA - Spokies

Parks and Recreation

Planning

Public Works - Paving

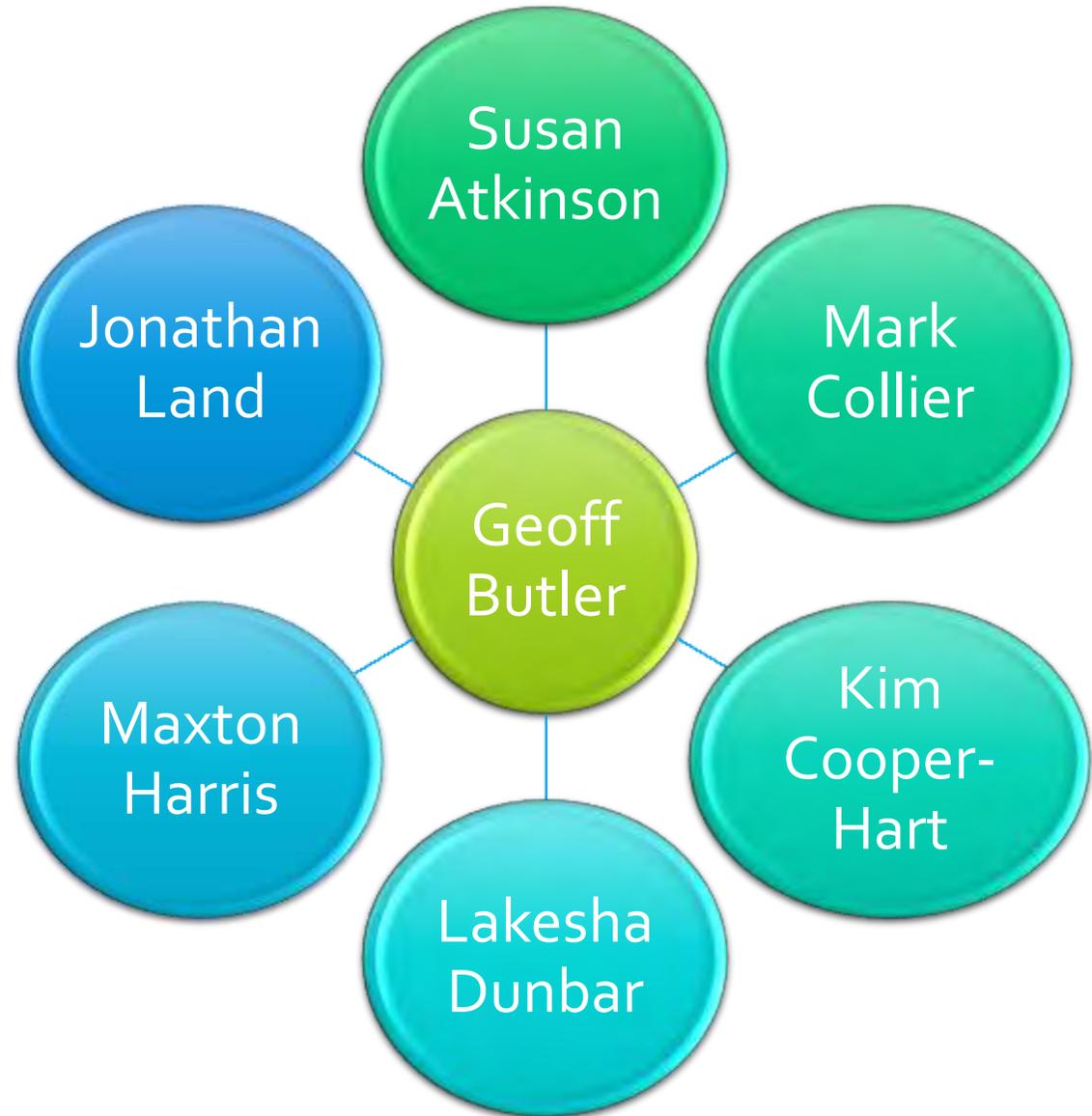
Public Works - Traffic Management

OKCPD Bike Patrol

ADVISORY
GROUP
INTRODUCTIONS



PLANNING STAFF



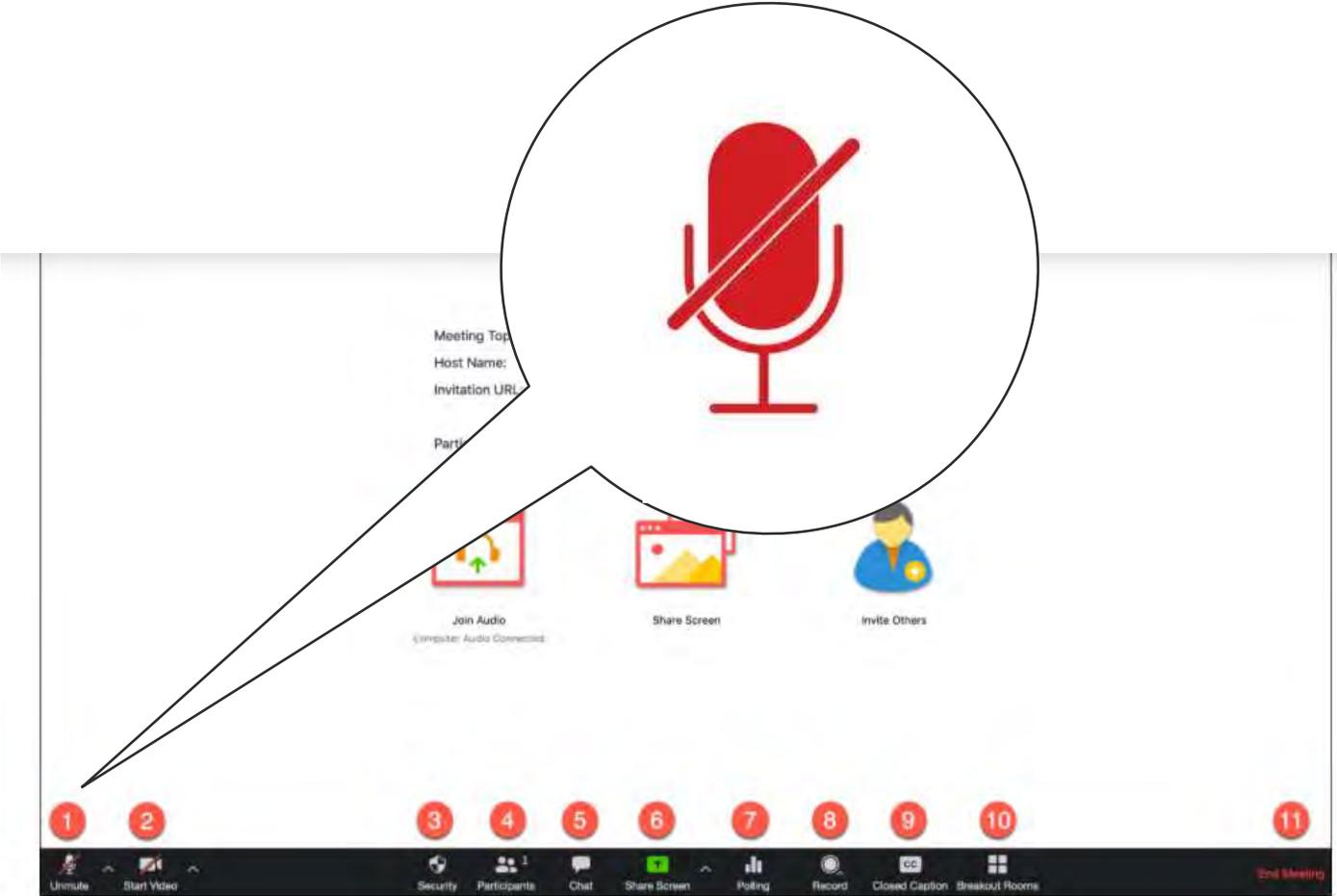
III. HOUSE TIPS

FOR A GOOD MEETING

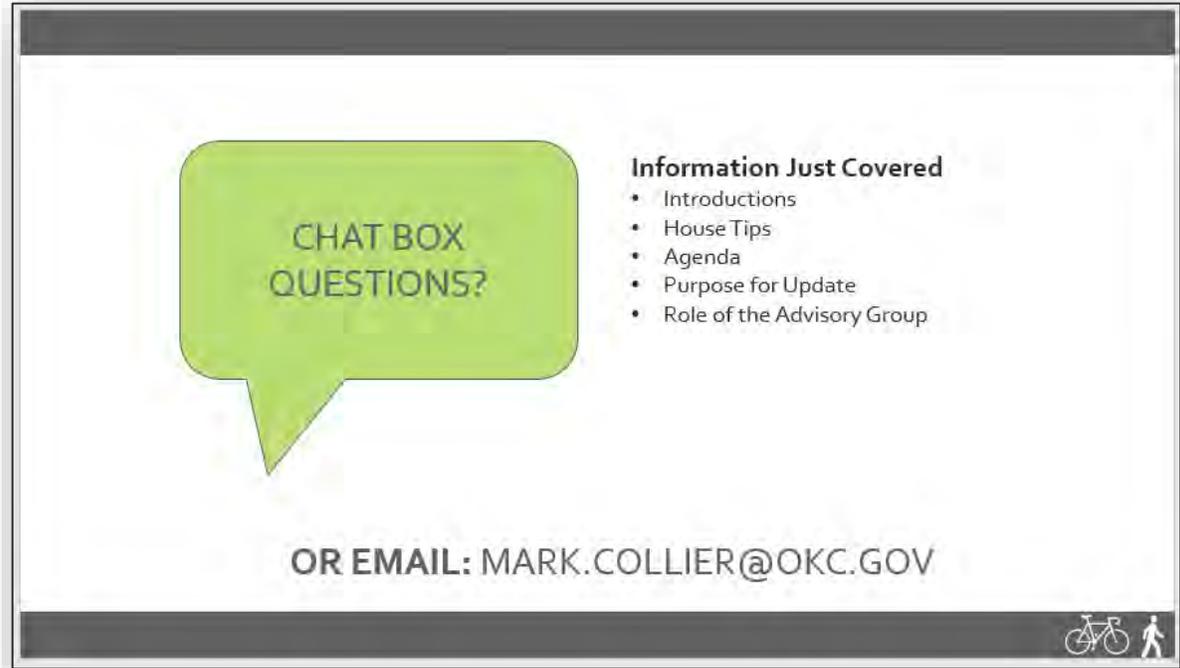
Susan Atkinson



MUTE DEVICES



QUESTIONS

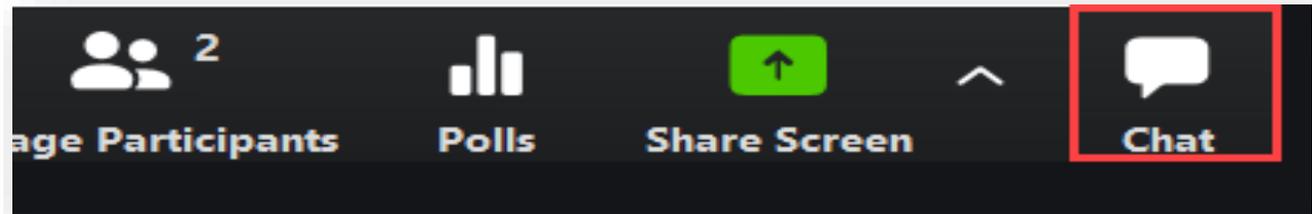


CHAT BOX QUESTIONS?

Information Just Covered

- Introductions
- House Tips
- Agenda
- Purpose for Update
- Role of the Advisory Group

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2
Manage Participants Polls Share Screen Chat



Email: mark.collier@okc.gov



CHAT BOX
QUESTIONS?

Information Just Covered

- House Tips

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IV. TODAY'S AGENDA

Lakesha Dunbar



AGENDA AND OVERVIEW

AGENDA

THE CITY OF OKLAHOMA CITY
bikewalkOKC Plan Update
ADVISORY GROUP
January 13, 2021

- I. **Welcome**
- II. **Introductions**
- III. **House Tips**
- IV. **Today's Agenda**
- V. **Purpose for Update:**
 - a. **Role of Advisory Group**
 - b. **Purpose and Objectives**
- VI. **Plan overview**
- VII. **Status and Accomplishments**
- VIII. **Plan Update Tasks: What's Going into the Update**
- IX. **Step One: Pedestrian Planning**
 - a. **Homework Assignment**
 - b. **PPA Prioritization Tutorial**
- X. **Meeting Wrap Up**
 - a. **Timeline**
 - b. **Questions**
 - c. **Closing Thoughts**
- XI. **Adjourn**



V. PURPOSE FOR UPDATE

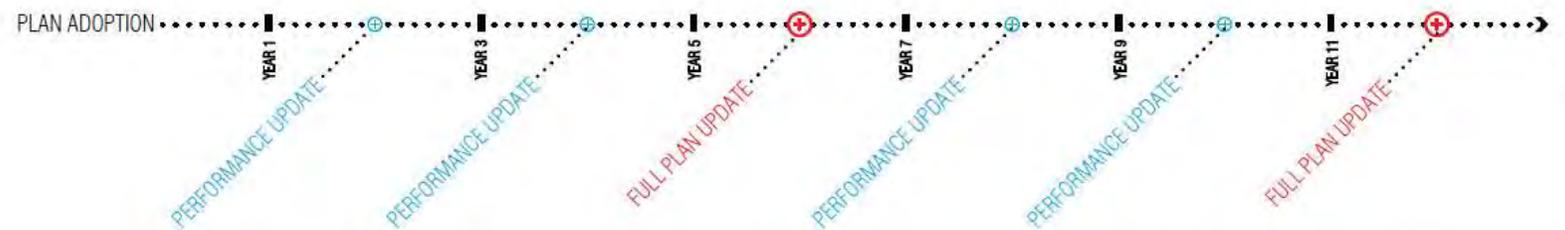
ROLE OF ADVISORY GROUP

Lakesha Dunbar



CURRENT UPDATE

- Make technical edits – corrections, refinements, updates to data and maps
- Evaluate feasibility of remaining projects and how they are prioritized
- Identify new projects based on public input, trends, and needs
- Evaluate the plan's Performance Measures (p. 146)
- Prepare for continued implementation through MAPS 4 and potential 2027 GOB



ADVISORY GROUP ROLE FOR THE CURRENT UPDATE

First of all: **Thank You** for being part of this update!

The Advisory Group is part of the overall team to:

- ▶ Contribute perspectives, expertise and ideas
- ▶ Provide transparency to the process



CHAT BOX
QUESTIONS?

Information Just Covered

- Agenda
- Purpose for Update
- Role of the Advisory Group

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VI. PLAN OVERVIEW

Maxton Harris



WHY THE PLAN
CAME TO BE



- Called for in Comprehensive Plan

planokc



bikewalkokc



PLAN GOALS

Walking and cycling is safe in Oklahoma City.



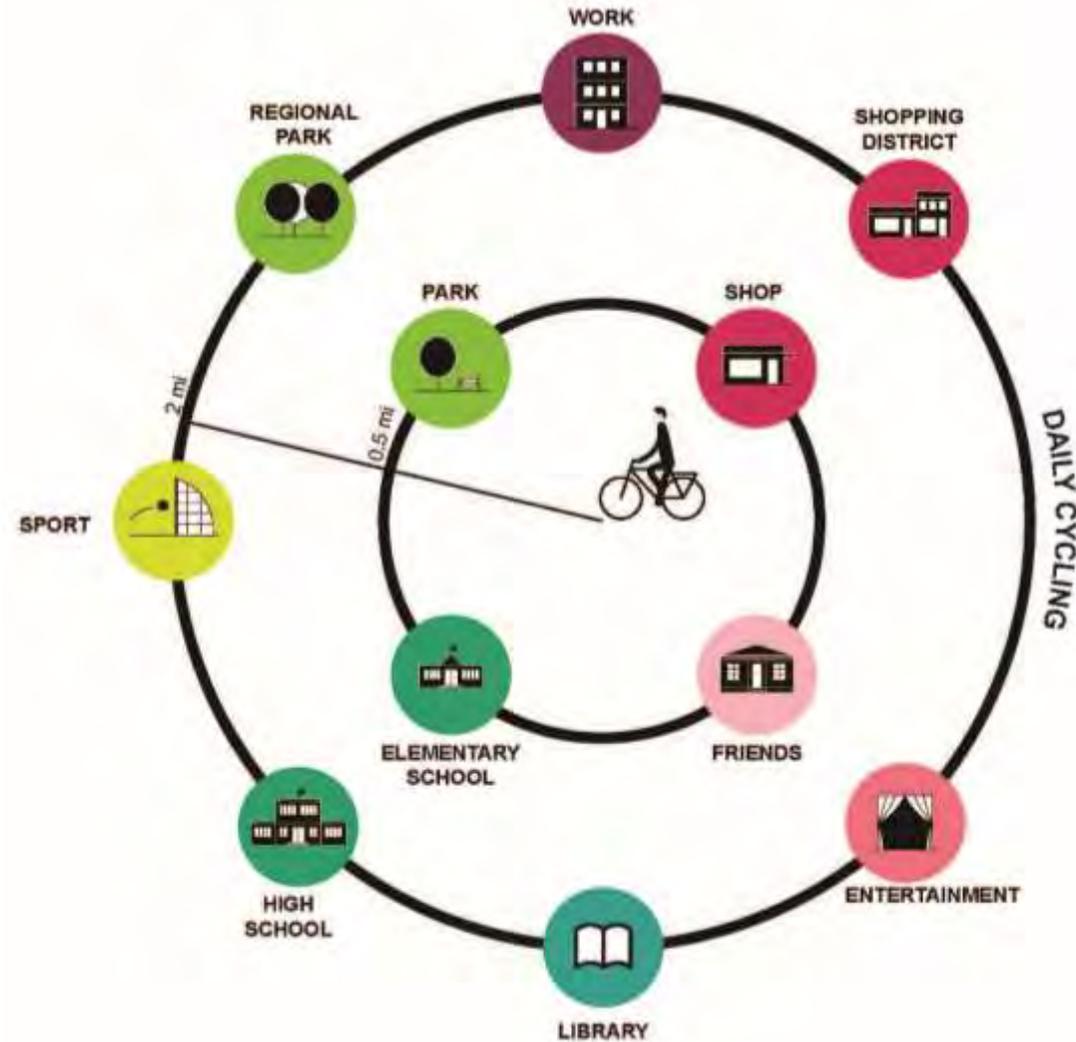
PLAN GOALS

Greater numbers of people are walking and cycling for transportation



PLAN GOALS

Neighborhoods are connected to jobs, public transit, commercial districts, schools, and parks.



PLAN GOALS

Barriers to walking and cycling are removed.



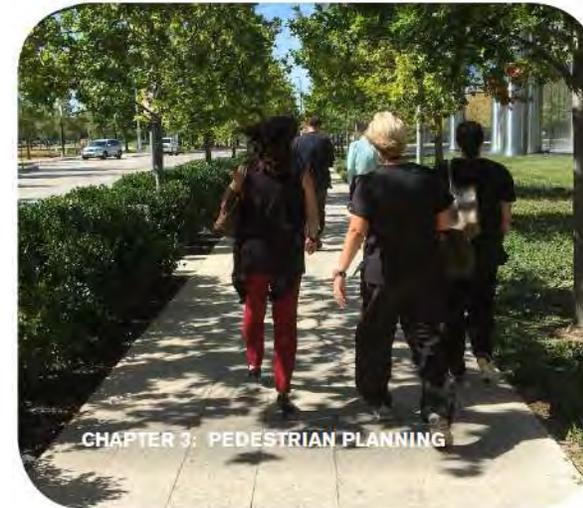
bikewalkokc Plan Organization

Chapter 1:
Introduction

Chapter 2:
Bicycle and
Trail Planning

Chapter 3:
Pedestrian
Planning

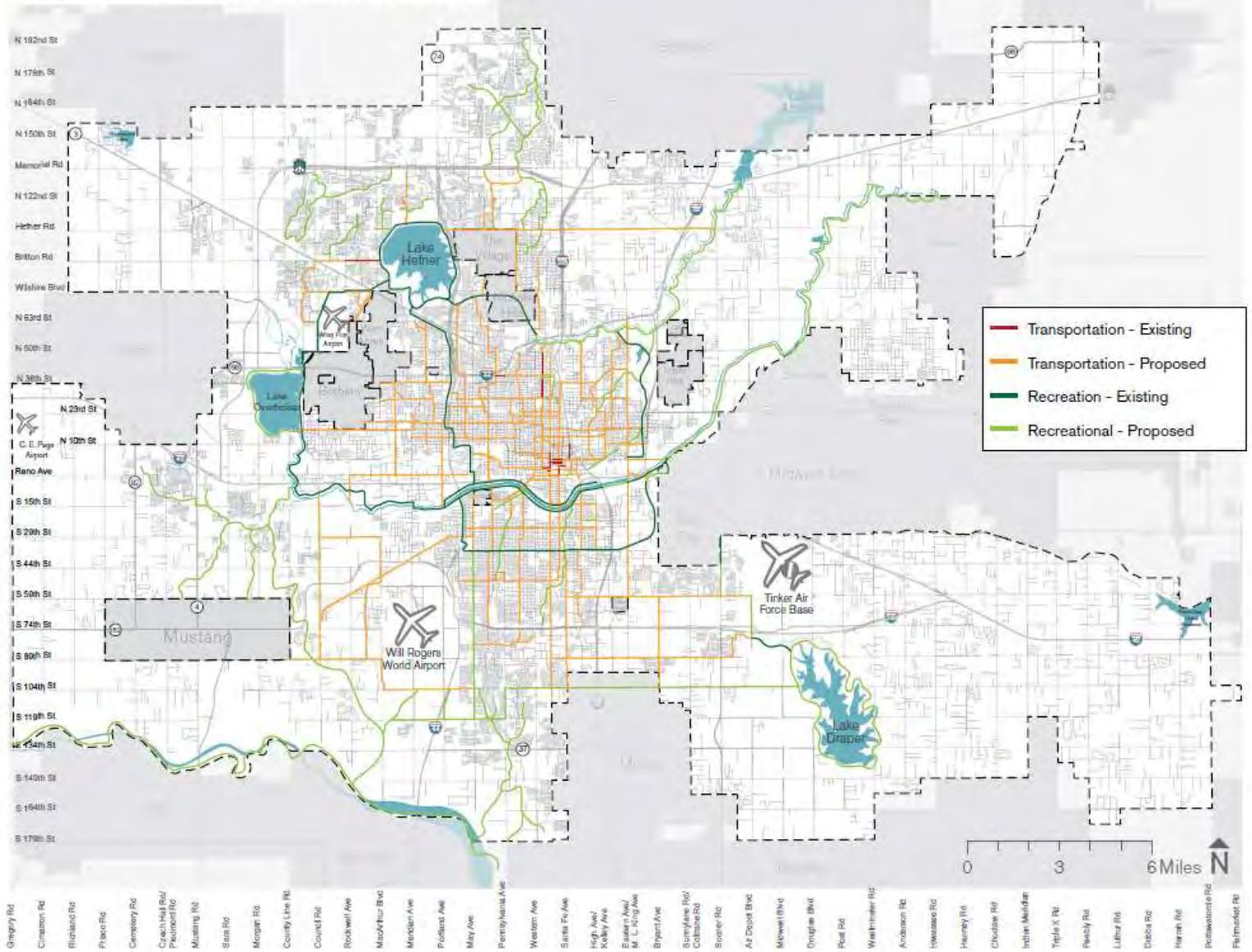
Chapter 4:
Implementation



How bikewalkokc is Used

- Used to build prioritized projects
- Coordinating and prioritizing projects with Public Works
- Selecting projects for ACOG and federal funding opportunities

MAP 2.3 BICYCLE NETWORK PLAN



CHAT BOX
QUESTIONS?

Information Just Covered

- Plan Overview
- Why the plan
- Plan Goals
- Plan Organization
- How the plan is used

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VII. STATUS AND ACCOMPLISHMENTS

Lakesha



PLAN IMPLEMENTATION

Project Implementation

There are many steps involved in the implementation of an active transportation project. The process often takes a substantial amount of time, with each phase of the process depending on many factors including funding, political enthusiasm, contract negotiations, and more.

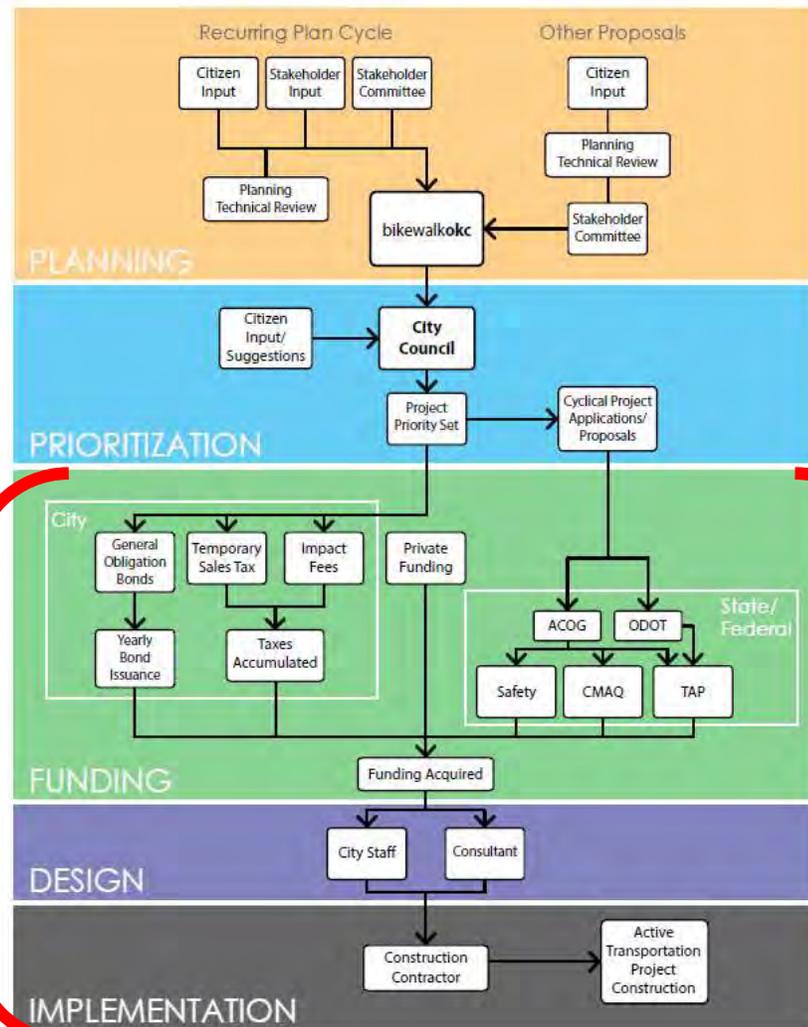
Diagram 4.1 shows the flow of events and the entities involved in the active transportation project implementation process, from the beginning stages of planning to construction of a facility. The flowchart depicts a typical process; however, some projects may require a slightly different process. This demonstrates the multiple inputs and steps in a very thorough process, complete with stakeholder involvement and several checks and balances. The City's goal is to ensure that its investments reflect the desires and needs of all users, and that projects given highest priority are those that have the greatest impact on the largest number of people.

FUTURE FUNDING APPORTIONMENT

In order to ensure even implementation of all portions of the pedestrian plan, it is important to properly apportion available sidewalk monies to each of the component plans: Pedestrian Priority Areas (PPAs), Transit, Schools, Parks, and Downtown. It should be noted that because the PPAs contain a high concentration of schools, parks, and transit stops, the largest percentage of funds should go toward the completion of the PPA projects. Below is the recommended split of funds for sidewalk project funding:

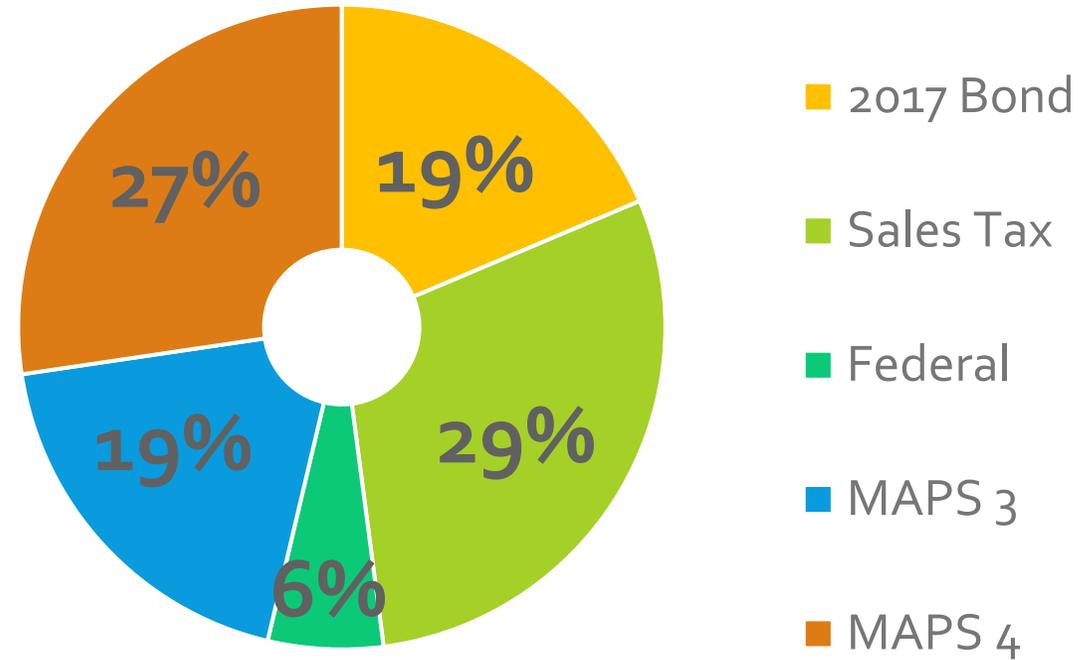
Project Type	% of Funds
Pedestrian Priority Areas	60%
Downtown	5%
Schools	15%
Parks	10%
Public Transit	10%

Right: Diagram 4.1 Project Implementation Flow Chart



FUNDING OPPORTUNITIES

% Funding By Source

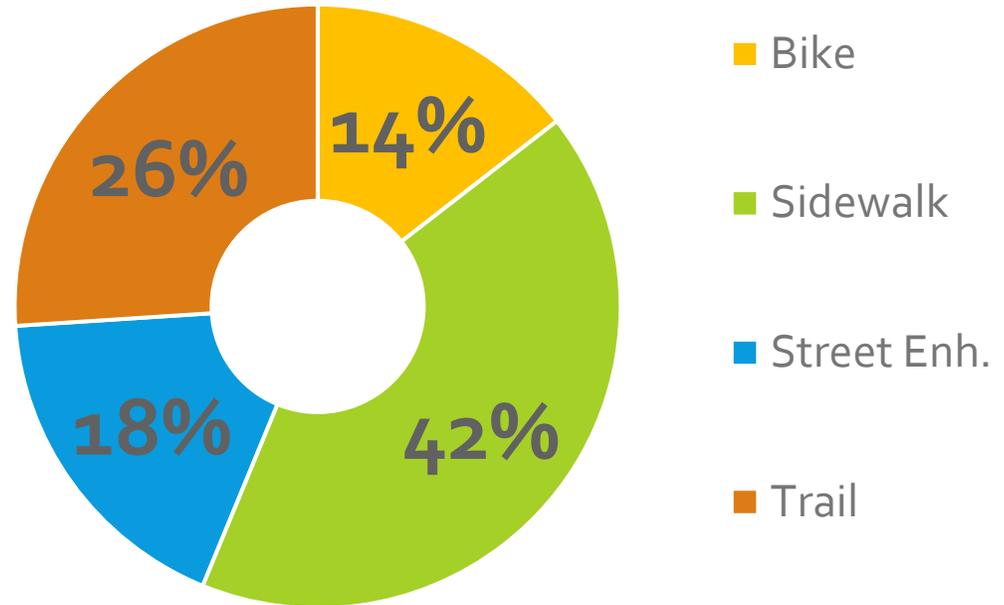


Over \$300 Million



FUNDING OPPORTUNITIES

% Funding by Project Type



Over 125 Projects



EXAMPLE OF FUNDED BIKE PROJECTS

MAP 4.2 PRIORITY 2 BICYCLE FACILITIES

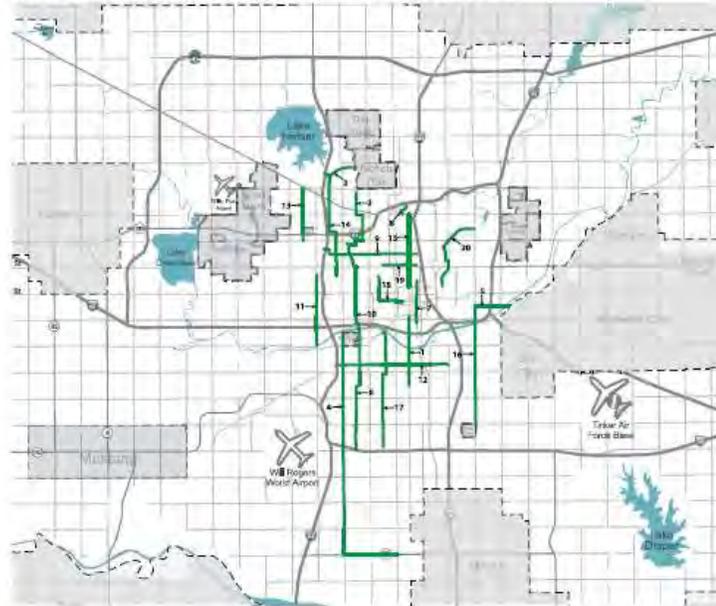


Table 4.2 Priority 2 Bicycle Projects

Map ID	Bicycle Project	Funded?	Map ID	Bicycle Project	Funded?
1	S. Walker Ave. Part 1	Partial	11	Portland Ave.	Partial
2	Villa Ave. North	Partial	12	SW/SE 25th St.	Partial
3	Grand Blvd./Independence Ave.	Partial	13	N. Tulsa Ave.	
4	S. May Ave.		14	Independence/Drexel Ave.	
5	NE 4th St. Trail Connection		15	N. Walker Ave.	Partial
6	Villa Ave. South	Partial	16	S. Eastern Ave.	
7	N. Robinson Ave. Downtown		17	McKinley/Blackwelder Ave.	
8	N. Shartel Ave. to Deep Fork	✓	18	N. Indiana Ave./Linwood Blvd.	✓
9	NW 30th St.		19	NW 24th St.	
10	Villa Ave. Central	Partial	20	N. Springlake Ave.	Partial

MAP 4.3 PRIORITY 3 BICYCLE FACILITIES

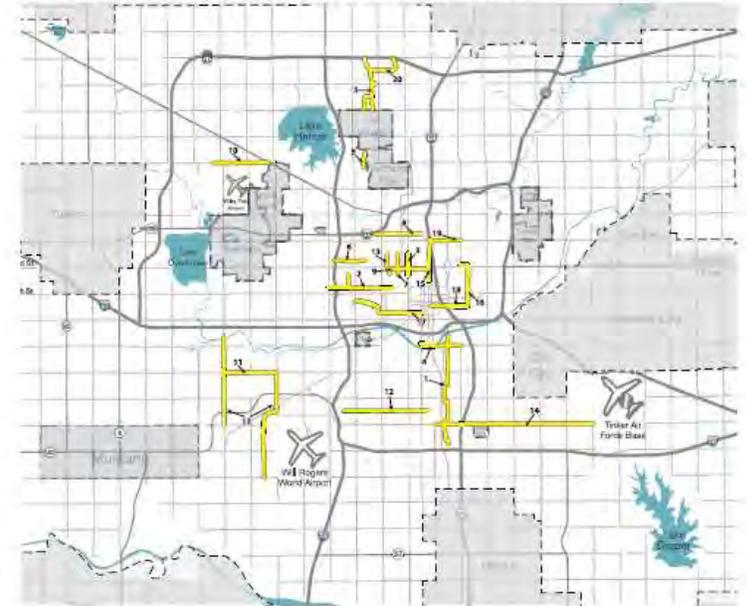
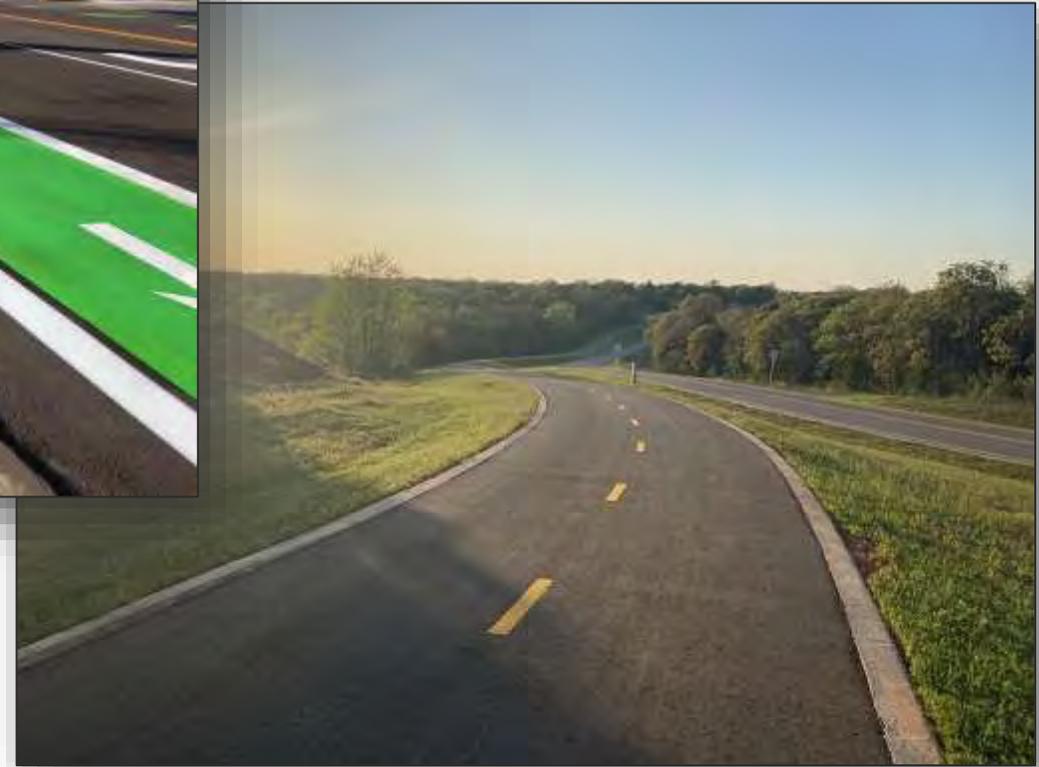


Table 4.3 Priority 3 Bicycle Projects

Map ID	Bicycle Project	Funded?	Map ID	Bicycle Project	Funded?
1	Byers/Stiles Ave.		11	Western Rural Routes	
2	NW Drexel Blvd./NW 12th St.		12	S. 51st St.	
3	N. Western Ave.	Partial	13	N. Indiana Ave.	
4	SE SW 15th St.		14	SE 59th St.	
5	Stratford Dr./Greystone Ave.		15	N. Robinson Ave.	Partial
6	NW 27th St.		16	N. Lottie Ave.	✓
7	N. McKinley Ave.		17	General Pershing Blvd.	✓
8	NW 39th St.		18	NE 4th St.	
9	NW 22nd St.		19	NE 36th St. Trail	
10	W. Wilshire Blvd.	Partial	20	Highland Park Dr.	

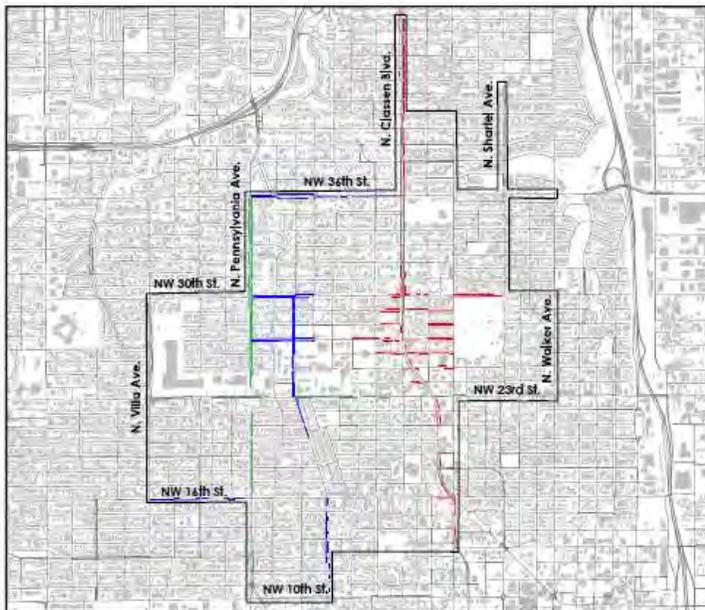


NEW
BIKE LANES
AND
NEW TRAILS



PHASE 1 PROJECTS FOR PEDESTRIAN PRIORITY AREAS (PPAS)

EXAMPLE OF FUNDED SIDEWALK PROJECTS



NW CLASSEN BLVD. AT NW 23RD ST.

- ✓ 1. Along N. Classen Ave. from NW 13th St. to NW 48th St.; and the area bounded by and including N. Blackwelder Ave., N. Shartel Ave., NW 30th St., and NW 25th St. **Bond Sidewalks**
- ✓ 2. Along N. Pennsylvania Ave. from NW 36th St. to NW 10th St.; and along NW 23rd St. from N. Villa Ave. to N. Western Ave. **Bond / STBG**
- ✓ 3. Area bounded by and including NW 36th St., N. Classen Blvd., NW 10th St., and N. Villa Ave. **Bond / STBG**

CAPITOL HILL

- ✓ 1. Along S. Western Ave., S. Walker Ave., S. Harvey Ave., and S. Robinson Ave. from the Oklahoma River to SW 29th St.; and along SW 25th St. from S. Western Ave. to S. Central Ave.; and along SW 29th St. from S. Western Ave. to S. Shields Blvd. **Bond Sidewalks / Street Enh.**
- ✓ 2. Along S. Western Ave., S. Walker Ave., S. Harvey Ave., and S. Robinson Ave. from SW 29th St. to S. Grand Blvd. **Bond / STBG**



NEW SIDEWALKS



Over 130 Miles of funded Sidewalks



CHAT BOX
QUESTIONS?

Information Just Covered

- Plan Status and Accomplishments
 - Funding Opportunities Received
 - Design Standards
 - Sidewalk and Bike Project Check Lists

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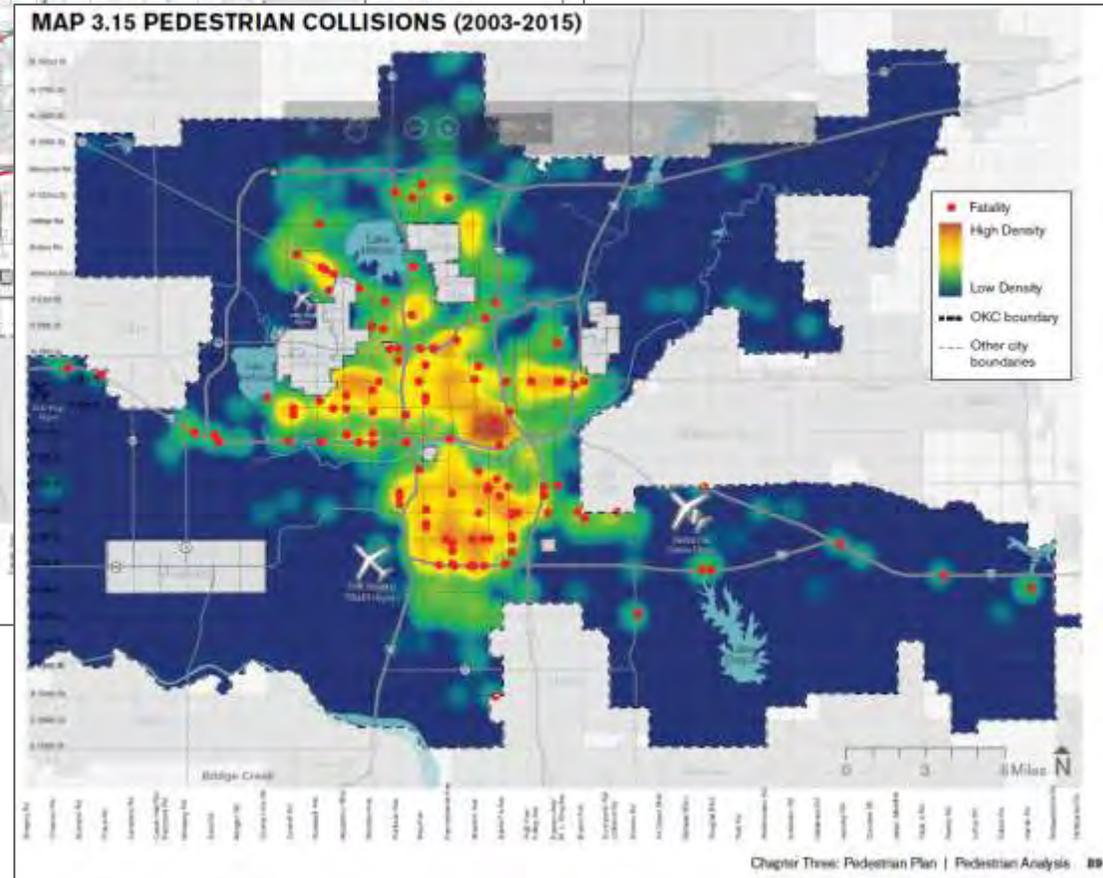
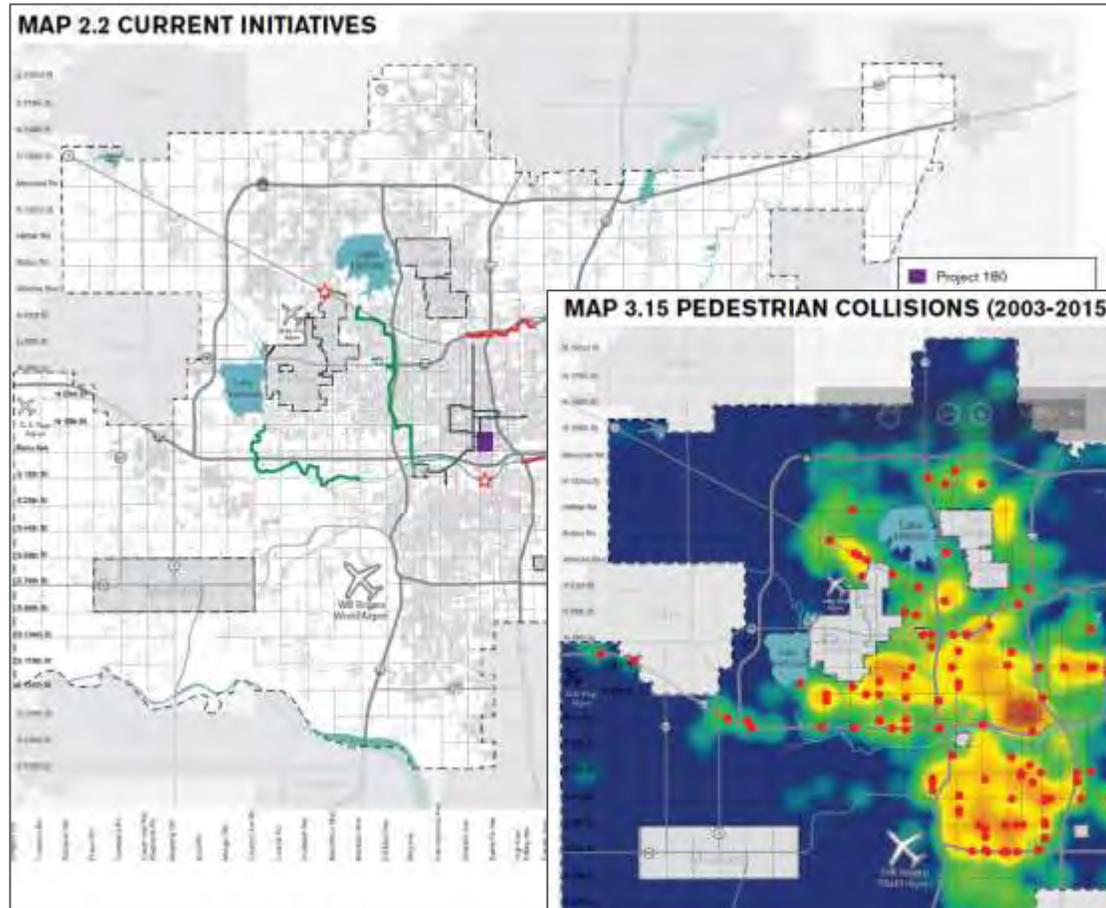
VIII. PLAN UPDATE TASKS

WHAT'S GOING INTO THE UPDATE

Max



PERFORM
TECHNICAL
EDITS

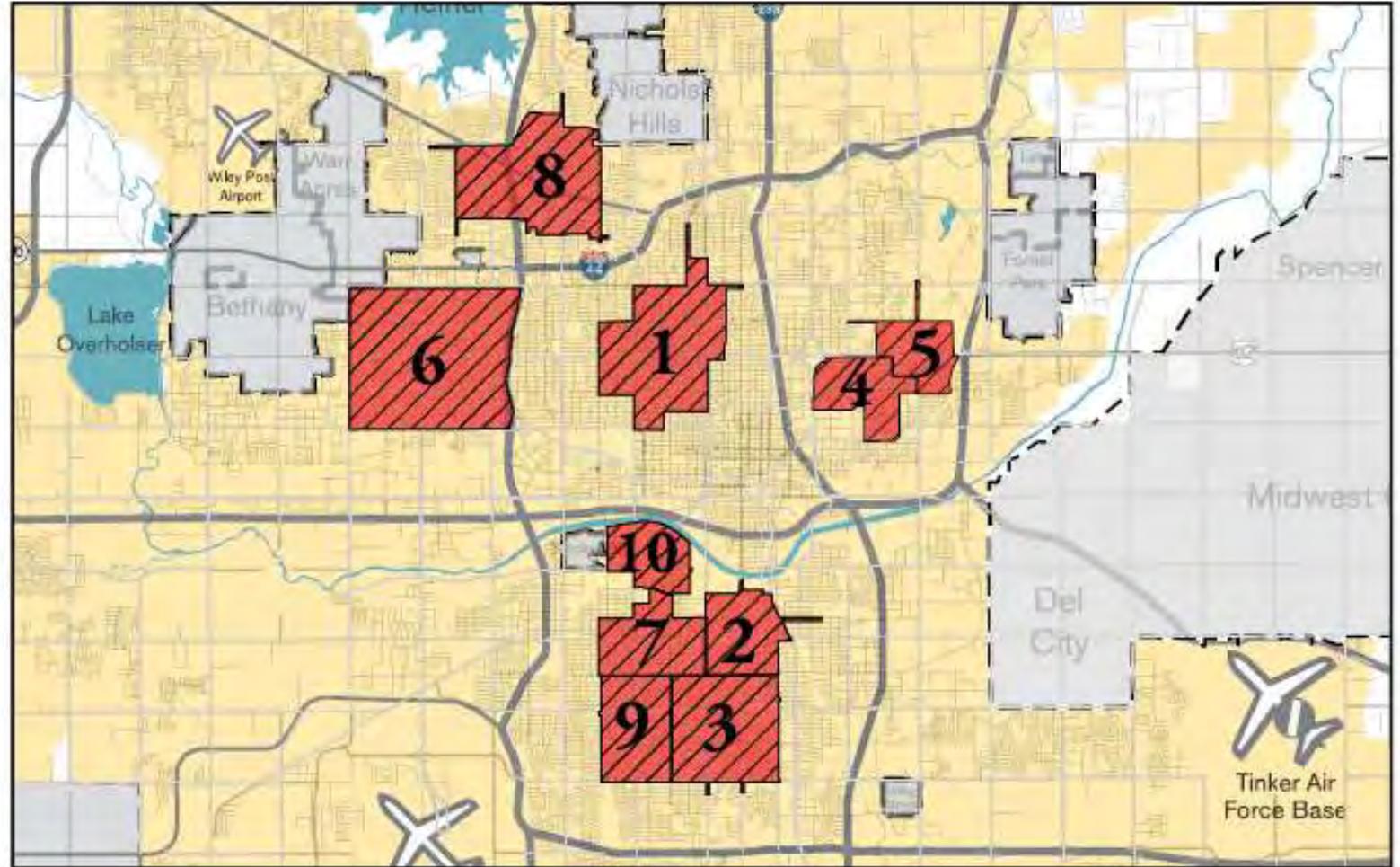


ADDRESS
COUNCIL AND
RESIDENT
REQUESTS

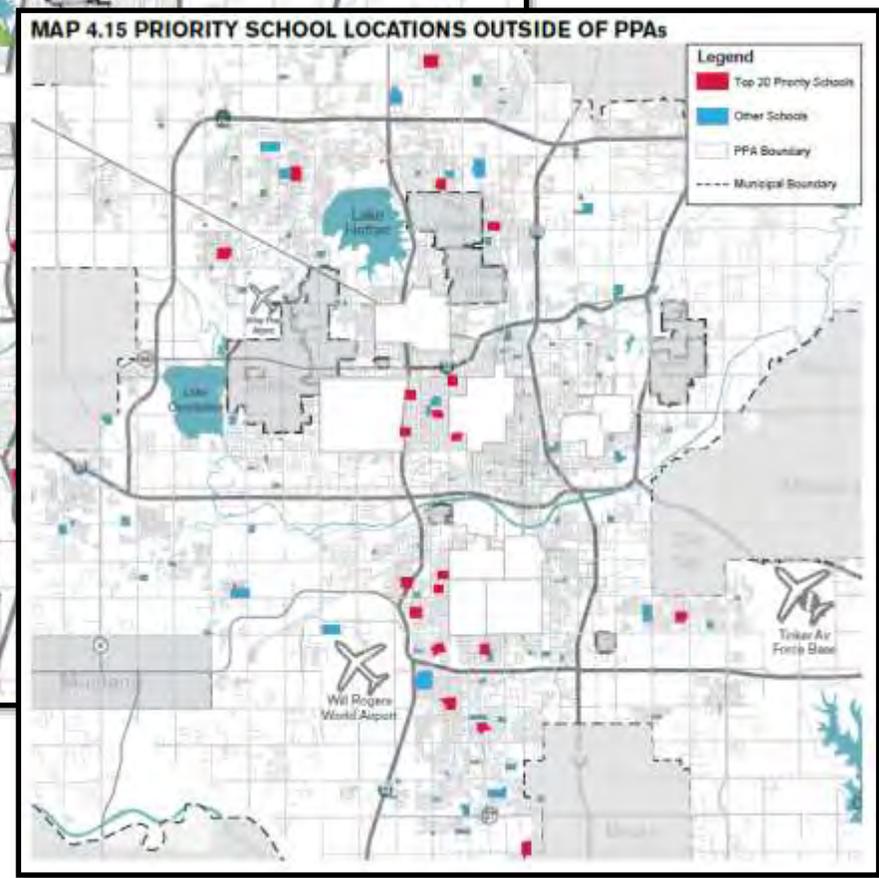
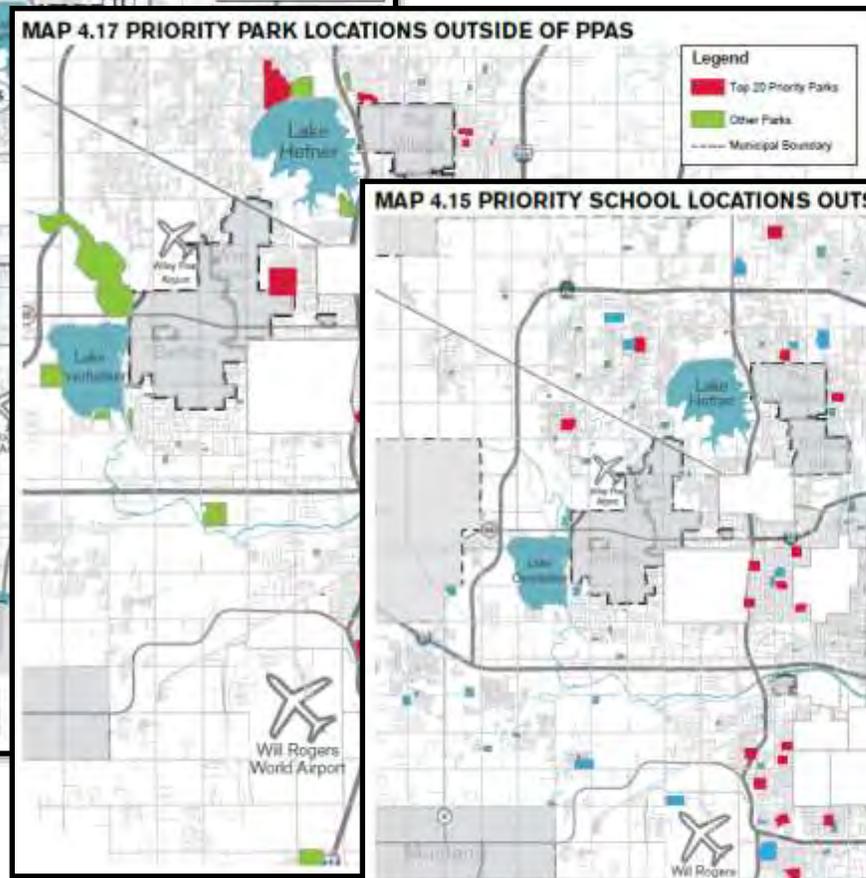
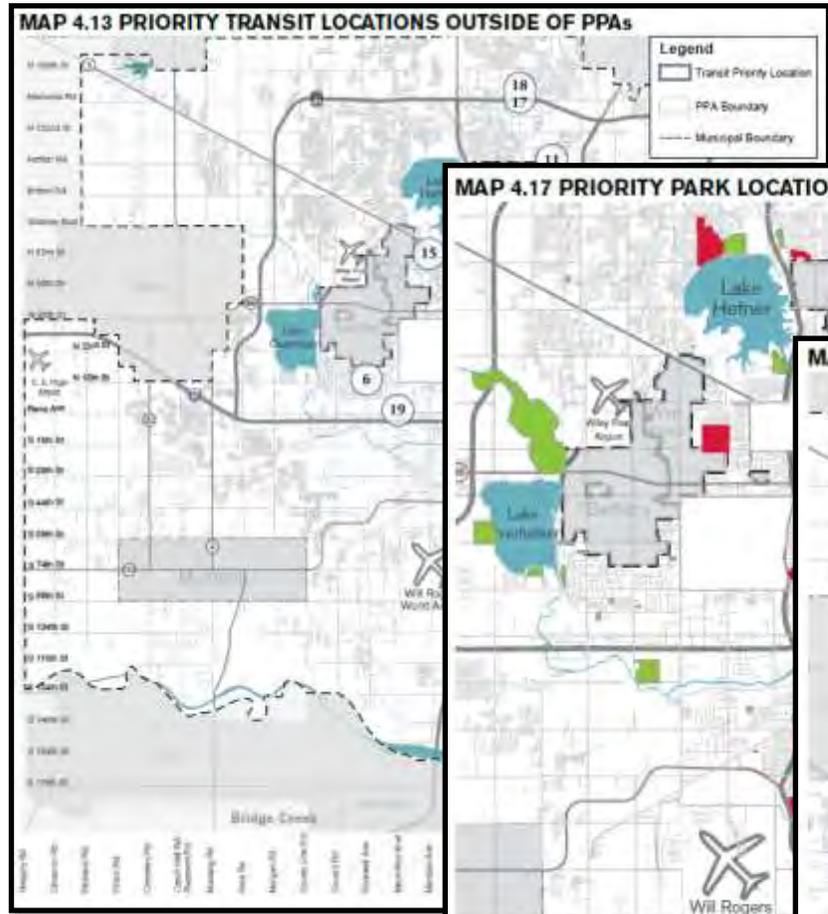


RECOMMEND
ADJUSTMENTS
TO PEDESTRIAN
PRIORITY AREAS
(PPAs)

MAP 4.9 PEDESTRIAN PRIORITY AREAS



REVIEW ADDITIONAL PRIORITY AREAS



REVIEW PRIORITIZATION PROCESSES

SIDEWALK NETWORK PRIORITIZATION METHOD SUMMARY

bikewalkokc, the City's bicycle-pedestrian master plan, serves as a long-range guide to implement a safe and connected active transportation system. This plan was developed in collaboration with user groups, stakeholders, City staff, and the public, paired with extensive research, study/data analysis and best practices. The plan identifies 81 unfunded projects, grouped by priority.

Due to the nature of pedestrian activity, which differs from automobile and bicycles in that pedestrians travel shorter distances, are more limited by fatigue, and benefit more greatly from a high density of land uses, the approach for project prioritization differs from the bicycle network and the trails and greenways projects. bikewalkokc calls for the funding for sidewalks to be distributed in five ways:

1. Pedestrian Priority Areas
2. Access to Schools
3. Access to Public Transit
4. Access to Parks
5. Downtown

Each of these components contributes to the completion of the broader pedestrian plan in bikewalkokc, and each has their own prioritization strategy.

Pedestrian Priority Areas

The strategy for identifying Pedestrian Priority Areas was based on criteria that looked at infrastructure, land uses that generate pedestrian activity, as well as the residents of Oklahoma City that are most likely to benefit from a walkable built environment. Those criteria were as follows:

Criteria Group	Description
1. Design and Safety	This criteria group looked at what infrastructure currently exists (sidewalks, buffers, # of driveway cuts, signalization, crosswalks, ADA ramps), as well as what safety concerns exist (Roadway speed, # of travel lanes, collision history). Areas with a low rate of existing infrastructure and high rate of safety concerns are prioritized more highly.
2. Density	This criteria group looked at where people currently live and play. The criteria for this group include population density, employment density, and activity density.
3. Demand Generation	This criteria group looked at the density of land uses that generate pedestrian activity. That includes the following: parks, transit stops, trails, supermarkets/grocery stores, facilities, government facilities, and multi-family housing.
4. Demographics	This criteria group identified the responsive population groups for sidewalk improvements as directed in bikewalkokc: households without access to an automobile, households with disabilities, and the elderly/very elderly.

SCHOOL PRIORITIZATION PROCESS

Schools are prioritized for pedestrian improvements using the following process:

Step 1: Identify all existing schools within the city limits of Oklahoma City.

Step 2: Group the schools based on the likelihood of students walking to the school.

1. Elementary and Middle Schools
2. High Schools
3. Charter Schools, Magnet Schools, and Private Schools
4. Colleges, Technical Schools

Step 3: Create ¼-mile, ½-mile, and 1-mile buffers from school sites using the street network.

Step 4: Rank schools by the number of households within the buffer distances.

Step 5: Use this list as the prioritization strategy for pedestrian improvements near schools.

Step 6: Those schools that fall into a pedestrian priority area are excluded since they have already been identified.

Using this approach, projects can be identified that improve walkability at public schools, and can be used to form the basis of a Safe Routes to School plan for Oklahoma City. Table 3.1 includes the top 20 highest ranking schools based on the process described above. See Appendix P2 for a complete ranking of schools in Oklahoma City.

Table 3.1 School Prioritization

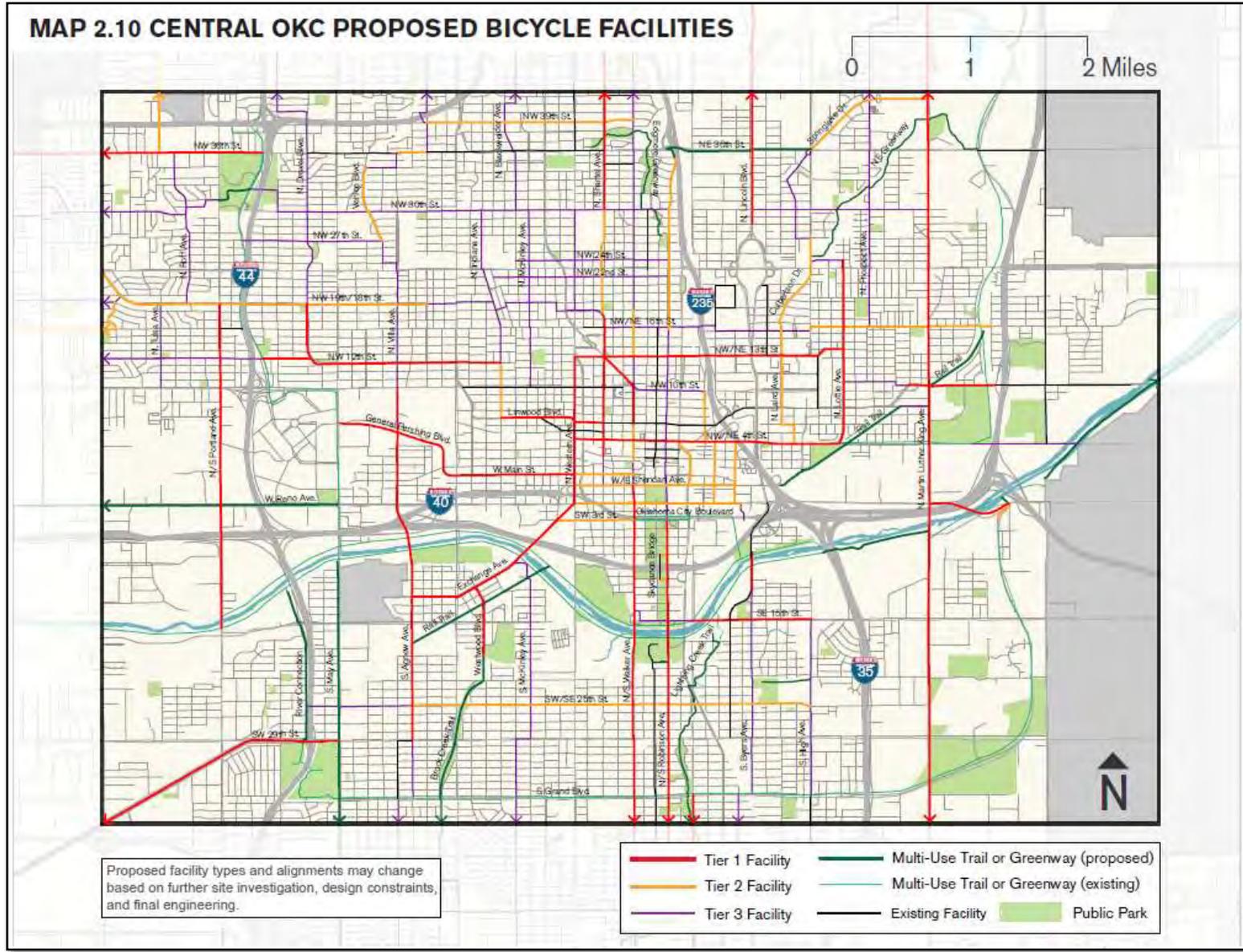
Rank	Schools
1	Fairview ES
2	Sequoyah ES
3	Cleveland ES
4	Hartwood ES
5	Princess Queen ES
6	Hillcrest ES
7	Stand Waste ES
8	Rosewood ES
9	Van Buren ES
10	Artline ES
11	Northridge ES
12	Lawnwood ES
13	Madison ES
14	Kinggate ES
15	Adams ES
16	Highland Park ES
17	Jesse L Dennis ES
18	Stonegate ES
19	Angus Debo ES
20	Barton ES



Special safety features are often included in pedestrian improvements near sensitive uses like schools and parks.



RECOMMEND BIKE AND TRAIL PROJECT ADJUSTMENTS



DEVELOP
CORRIDOR
AND
SAFE CROSSING
COMPONENT



REVIEW IMPLEMENTATION & ACTION PLAN

ACTION PLAN

CODE REGULATION UPDATES		
1	Create ordinance language to define "bike boxes".	
1	Add to the definition of "pedestrian" in Chapter 32 of the Municipal Code to include people using a walker, wheelchair, motorized mobility scooter, and other medical-related devices.	
1	Update the definition of "Bicycle Route" to reflect the changes made in this plan.	
2	Require sidewalks on both sides of streets in the urban Land Use Typology Areas of the comprehensive plan.	
2	Adopt a bicycle parking ordinance that establishes guidelines for bicycle parking linked to land uses.	
2	Require right-of-way to be set aside for bicycle and trail facilities as (re)development projects coincide with proposed facilities in bikewalkoc.	
2	Revise subdivision regulations to include connectivity standards and guidelines that require greater street connectivity, and provide allowances for pedestrian and bicycle connections when street connectivity cannot be made.	
2	New developments should upgrade bicycle and pedestrian facilities along connector and arterial streets.	
3	Revise development standards to require sidewalks with concrete transit stop pads along existing and planned transit routes.	
3	Encourage shower and locker facilities in new developments to facilitate active transportation.	
3	Require recumbent bicycles to be fitted with a flag or other visual element to account for the low-profile nature of the vehicle.	
3	Work with Municipal Counselor's office to determine elements of the code that should be added, amended, or removed.	

POLICY UPDATES		
1	Begin regular maintenance programs of all bicycle and pedestrian facilities (sweeping, repainting, etc.). This includes trails, bicycle lanes, and sidewalks.	
1	Establish requirements for providing alternative pedestrian and bicycle routes when construction activity prohibits the use of existing facilities. For example, when a construction site needs to occupy the space for pedestrians or bicyclists' facilities, alternative temporary facilities should be provided.	
2	Accommodate bicyclists and pedestrians on new and existing roadway bridges, underpasses, and interchanges, as well as on any other roadways that are impacted by a bridge, underpass or interchange project.	
2	Prioritize microsurfacing on streets with bicycle facilities.	
3	Incorporate a bicycle and pedestrian facilities checklist into the plat and development review process.	
3	When approving projects that improve the level of service for vehicular traffic, ensure that they do not negatively impact the walkability or bikeability of the area.	
3	Set level of service goals to improve the performance of pedestrian and bicycle facilities.	
3	Require developers to install greenway trails as part of their development when project overlaps with the trails map of bikewalkoc.	



PLAN UPDATE APPROACH AND SEQUENCE

Step 1

- Pedestrian Planning

Step 2

- Bicycle and Trail Planning

Step 3

- Project Implementation Process and Action Plan



CHAT BOX
QUESTIONS?

Information Just Covered

Plan Update Tasks

- Perform Technical Edits
- Address Council and Citizen Requests
- Recommend additions to PPA's
- Recommend Bike and Trail Project Adjustments
- Develop Corridor and Safe Crossing Component
- Review Implementation and Action Plan

Plan Update Approach and Sequence

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IX. STEP ONE

PEDESTRIAN PLANNING

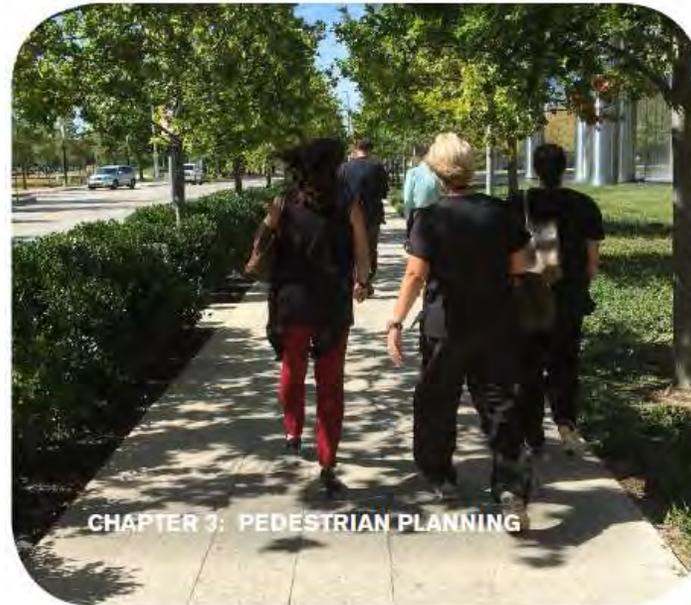
Lakesha



STEP 1 PEDESTRIAN PLANNING

Get acquainted with Chapters 3 & 4

- Pedestrian Area Components
 - Prioritization Processes
 - Project Priorities



PEDESTRIAN PRIORITY AREAS (PPA'S)

Chapter 3:
Pages 68 – 73
Pages 92 - 95
&
Chapter 4:
Pages 120 - 133

COMPONENT PLANS: Pedestrian Priority Areas

Goal:

"Create walkable areas that connect people to their daily needs."

Responsive populations:

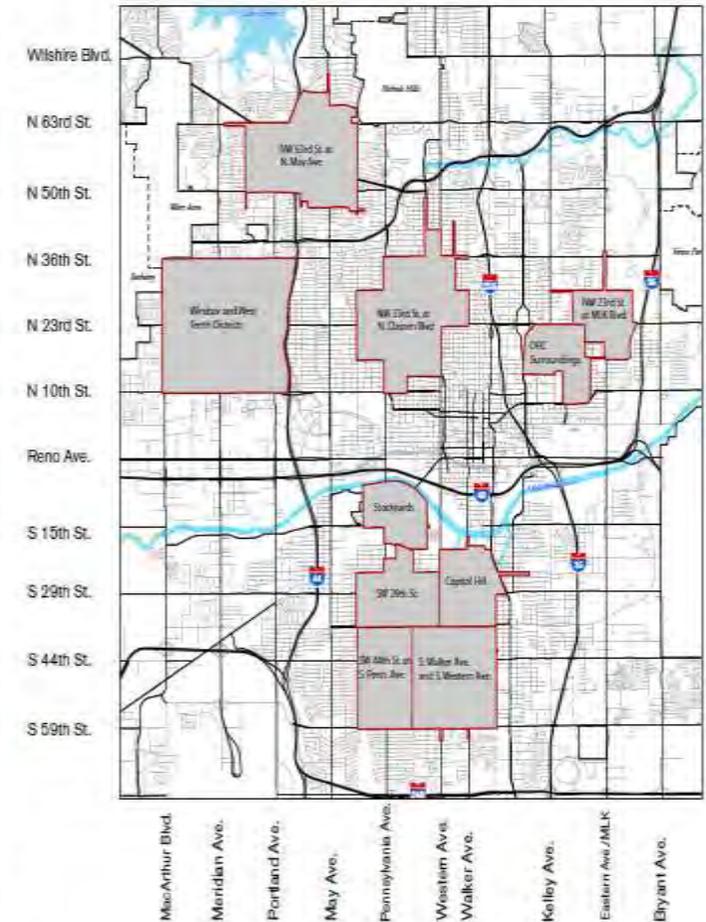
- Households without access to an automobile
- The disabled
- The elderly and the young
- Households in poverty
- Transit riders
- School users
- Park users
- Churchgoers
- Shoppers/Customers

Funding sources:

- General obligation bonds
- Sales tax initiatives

JUSTIFICATION

Through a prioritization process, a list of 10 Pedestrian Priority Areas (PPAs) was generated. These areas were selected based on the density of high-scoring intersections from the analysis detailed on pages 26-31. Once identified, the boundaries of the PPAs were determined based on detailed site investigations and strategic approaches to maximize the improvement to walkability that the smallest amount of pedestrian infrastructure improvements could have. The PPAs (in no particular order) are identified by key commercial districts, major intersections, or major corridors, whichever is the most readily identifiable "place" that the PPA boundaries encompass. These are described on pages 69-73.

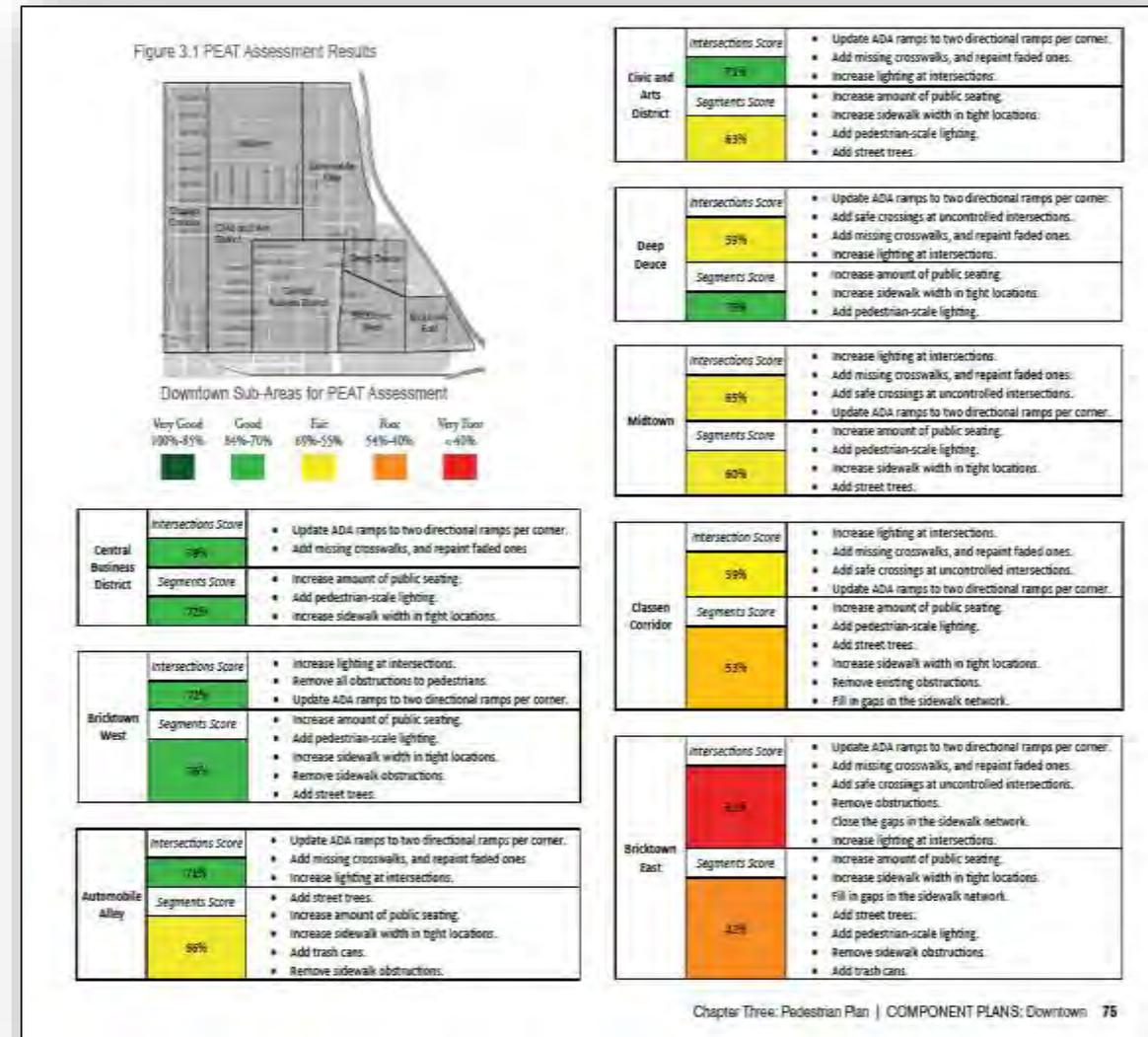


Map 3.4 - Pedestrian Priority Areas



DOWNTOWN AREA

Chapter 3: Pages 74-75 Pages 96-99 & Chapter 4: Pages 134-135



TRANSIT AREAS

Chapter 3: Pages 76 – 77 Pages 100-101 & Chapter 4: Pages 136-137

COMPONENT PLANS: Access to Transit

Goal:

"Make the pedestrian component of transit ridership convenient, safe, and dignified."

Responsive populations:

- Households without access to an automobile
- Households in poverty
- The elderly and the young
- General transit riders
- Potential transit riders

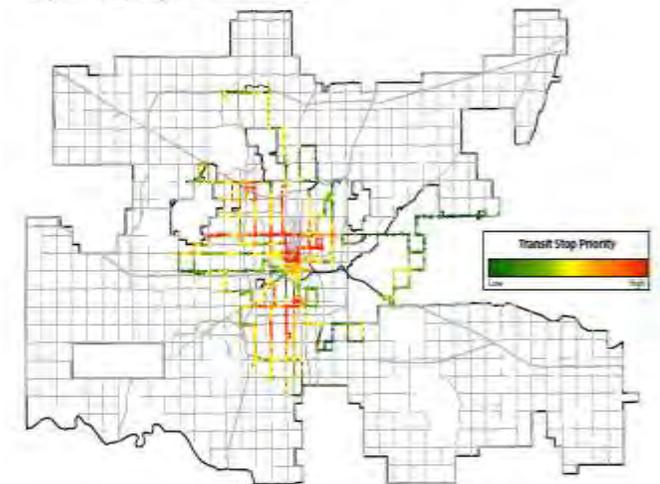
Funding sources:

- General obligation bonds
- Sales tax initiatives
- Tax Increment Financing allocations
- Federal funds

JUSTIFICATION

Transit routes and stops need sufficient pedestrian infrastructure in order to be best utilized. When transit stops are disconnected from pedestrian infrastructure, riders are placed at higher risk of collision with automobiles, those with disabilities are limited in their ability to utilize the transit system, and people who do not currently use public transit are less likely to choose to do so because it is more difficult to use. With this in mind, public transit routes and stops were primary criteria in the Pedestrian Priority Areas (PPAs). 509 transit stops have been addressed through in-depth sidewalk and intersection planning in each of the PPAs. This accounts for 37.7% of the 1,350 transit stop locations in the EMBARK bus system.

Map 3.5 - Transit Stop Prioritization Score



TRANSIT STOP PRIORITIZATION

Beyond the 509 stops already addressed in the PPAs, the remaining 841 stops in the system have been prioritized for improvements by using a score generated from a number of criteria. Those criteria include:

1. Boarding and alighting
2. Population density
3. Employment density
4. Activity density
5. Proximity to supermarkets and grocery stores
6. Proximity to healthcare facilities
7. Proximity to parks
8. Proximity to trails
9. Proximity to schools and colleges
10. Proximity to government facilities
11. Proximity to multi-family residential

Each transit stop location was ranked based on these criteria, which together illustrate the significance and potential of each of the stops to be as useful to riders as possible. See Appendix P1 for the complete ranked list of transit stops.

Map 3.5 shows the scoring of each of the transit stops in the EMBARK system. The stops in red represent the highest priority for pedestrian improvements based on the previously mentioned criteria. These hot spots are primarily located within the PPAs, adding further justification to the PPA selection process (see pages 68-73). Map 3.6 shows the locations of the 509 stops already addressed in this plan, and the similarity to the high priority stops in Map 3.5 is apparent.



SCHOOL AREAS

Chapter 3: Pages 78 – 79 Pages 102 - 103 & Chapter 4: Pages 138 - 139

COMPONENT PLANS: Access to Schools

Goal:
"Create a safer environment for children and families to walk to neighborhood schools."

- Responsive populations:**
- Children
 - Families
 - School faculty and staff
 - Neighborhood residents

- Funding sources:**
- General obligation bonds
 - Sales tax initiatives
 - Safe Routes to Schools funding
 - Transportation Alternatives Program (TAP)

JUSTIFICATION

Children and families should be able to walk to and from neighborhood schools on safe, convenient, and comfortable facilities. A walkable area around a school provides many benefits, such as less dangerous traffic around schools, more options for physical activity for children, and improved use of the school's athletic facilities by all neighboring residents.

The PPA plan and downtown plan address 50 of the 206 schools in the city. Each of the remaining 156 schools have been prioritized according to the following methodology.

SCHOOL PRIORITIZATION PROCESS

Schools are prioritized for pedestrian improvements using the following process:

- Step 1:** Identify all existing schools within the city limits of Oklahoma City.
- Step 2:** Group the schools based on the likelihood of students walking to the school.
1. Elementary and Middle Schools
 2. High Schools
 3. Charter Schools, Magnet Schools, and Private Schools
 4. Colleges, Technical Schools
- Step 3:** Create ¼-mile, ½-mile, and 1-mile buffers from school sites using the street network.
- Step 4:** Rank schools by the number of households within the buffer distances.
- Step 5:** Use this list as the prioritization strategy for pedestrian improvements near schools.
- Step 6:** Those schools that fall into a pedestrian priority area are excluded since they have already been identified.

Using this approach, projects can be identified that improve walkability at public schools, and can be used to form the basis of a Safe Routes to School plan for Oklahoma City. Table 3.1 includes the top 20 highest ranking schools based on the process described above. See Appendix P2 for a complete ranking of schools in Oklahoma City.

Table 3.1 School Prioritization

Rank	Schools
1	Fairview ES
2	Seqoyah ES
3	Cleveland ES
4	Hawthorne ES
5	Prize Queen ES
6	Hillcrest ES
7	Strand Water ES
8	Bearwood ES
9	Van Buren ES
10	Artins ES
11	Northridge ES
12	Lanwood ES
13	Madison ES
14	Kingstone ES
15	Adams ES
16	Highland Park ES
17	James L Dennis ES
18	Stonegate ES
19	Angie Debo ES
20	Barton ES



Special safety features are often included in pedestrian improvements near sensitive uses like schools and parks.



PARK AREAS

Chapter 3: Pages 80 – 81 Pages 104 - 105 & Chapter 4: Pages 140 - 141

COMPONENT PLANS: Access to Parks

Goal:

"Create opportunities for physical activity by connecting people to neighborhood parks."

Responsive populations:

- Children
- Families
- Neighborhood residents

Funding sources:

- General obligation bonds
- Sales tax initiatives
- Parks and Recreation Department
- Transportation Alternatives Program (TAP)

JUSTIFICATION

Oklahoma City has high rates of chronic illnesses such as diabetes and obesity. These diseases are linked to a lack of physical activity; therefore, providing residents with safe and convenient access to their closest neighborhood park may help improve health outcomes.

The TPA plans and downtown plan already address 45 of the 155 parks in the city. Each of the remaining 110 parks have been prioritized according to the following methodology.

PARK PRIORITIZATION PROCESS

Parks are prioritized for pedestrian improvements using the following process:

- Step 1:** Identify all existing parks within the city limits of Oklahoma City.
- Step 2:** Create ¼-mile, ½-mile, and 1-mile buffers using the street network.
- Step 3:** Rank parks by the number of households within the buffer distances.
- Step 4:** Use this list as the prioritization strategy for pedestrian improvements for parks.
- Step 5:** Those parks that fall into a pedestrian priority area are excluded since they have already been identified.

Using this approach, projects can be identified to improve pedestrian access to all of the parks in the city as funding becomes available. Table 3.2 includes the top 20 highest ranking parks based on the process described above. See Appendix P-3 for a complete ranking of parks in Oklahoma City.

Table 3.2 Parks Prioritization

Rank	Parks
1	Woodson Park
2	Dolene Youth Park
3	Sellers Park
4	Siler Park
5	Oliver Park
6	Denniston Park
7	Gurton Park
8	Wayman's Park
9	Reed Park
10	Red Paper Park
11	Riviff Creek Park (West)
12	Edgemere Park
13	Burton Park
14	Mike Dover Park
15	Sunny Park
16	Eauvine Park
17	Syl Goldman Park
18	May Park
19	Quail Creek Park
20	Douglas Park



Parks with equipment that facilitates physical activity are an asset for all age groups.



Connecting people to nature has been shown to reduce negative mental and physical health outcomes.



ADVISORY GROUP HOMEWORK

Provide recommendations and guidance through the bikewalkokc Plan Update online survey tool

1. Propose boundary changes and additional projects for PPAs
2. Identify key pedestrian corridors
3. Identify locations for safe pedestrian crossings

Expect to receive by email:

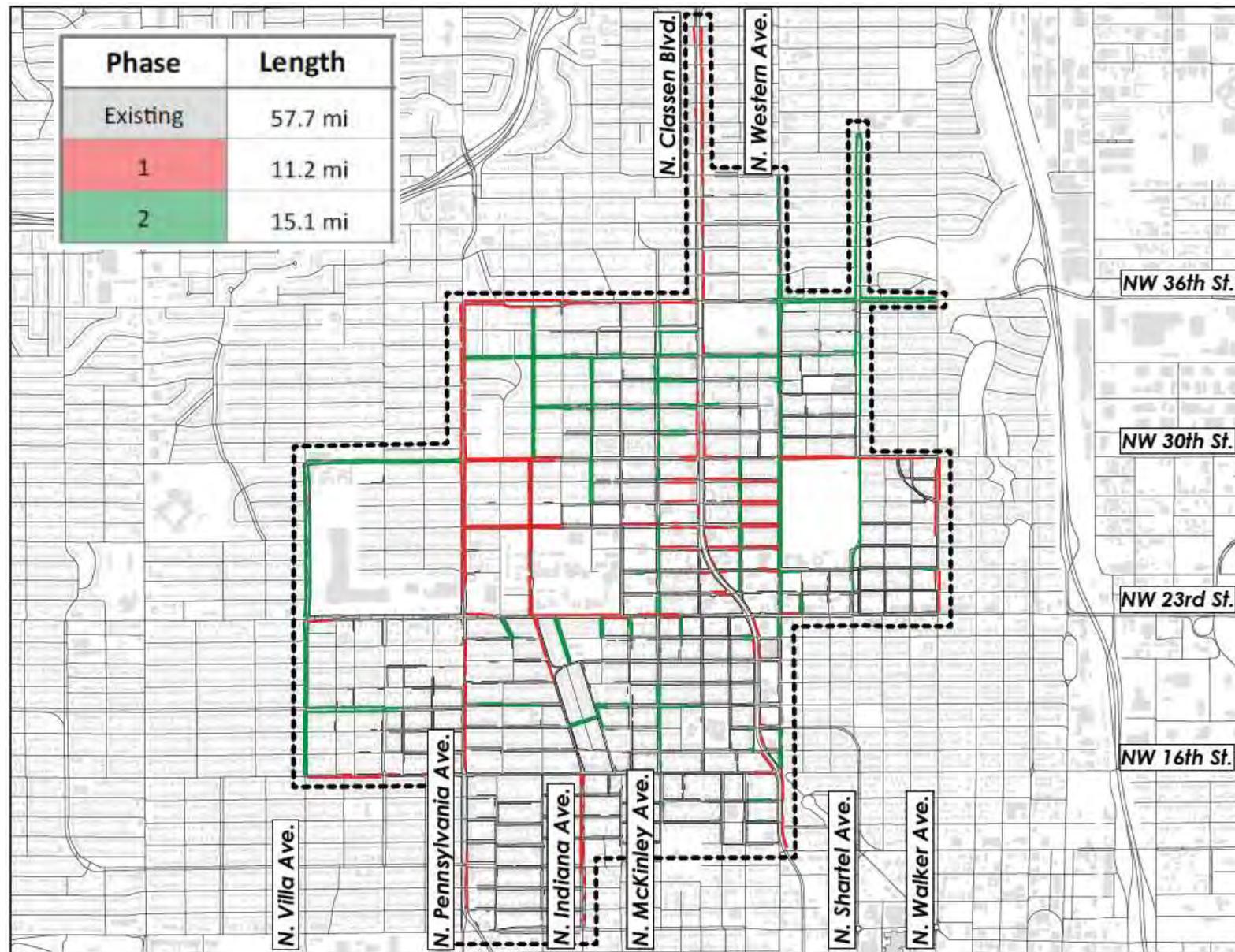
- Link to online survey
- Link to resource documents



Homework Due Date: **Monday, February 1st**



PROJECT PRIORITIZATION



CHAT BOX
QUESTIONS?

Information Just Covered

Step One – Pedestrian Planning

- Getting Acquainted with Chapters. 3 & 4
 - Pedestrian Priority Areas
 - Downtown Area
 - Transit Areas
 - Schools Areas
 - Parks Areas

Advisory Group Homework

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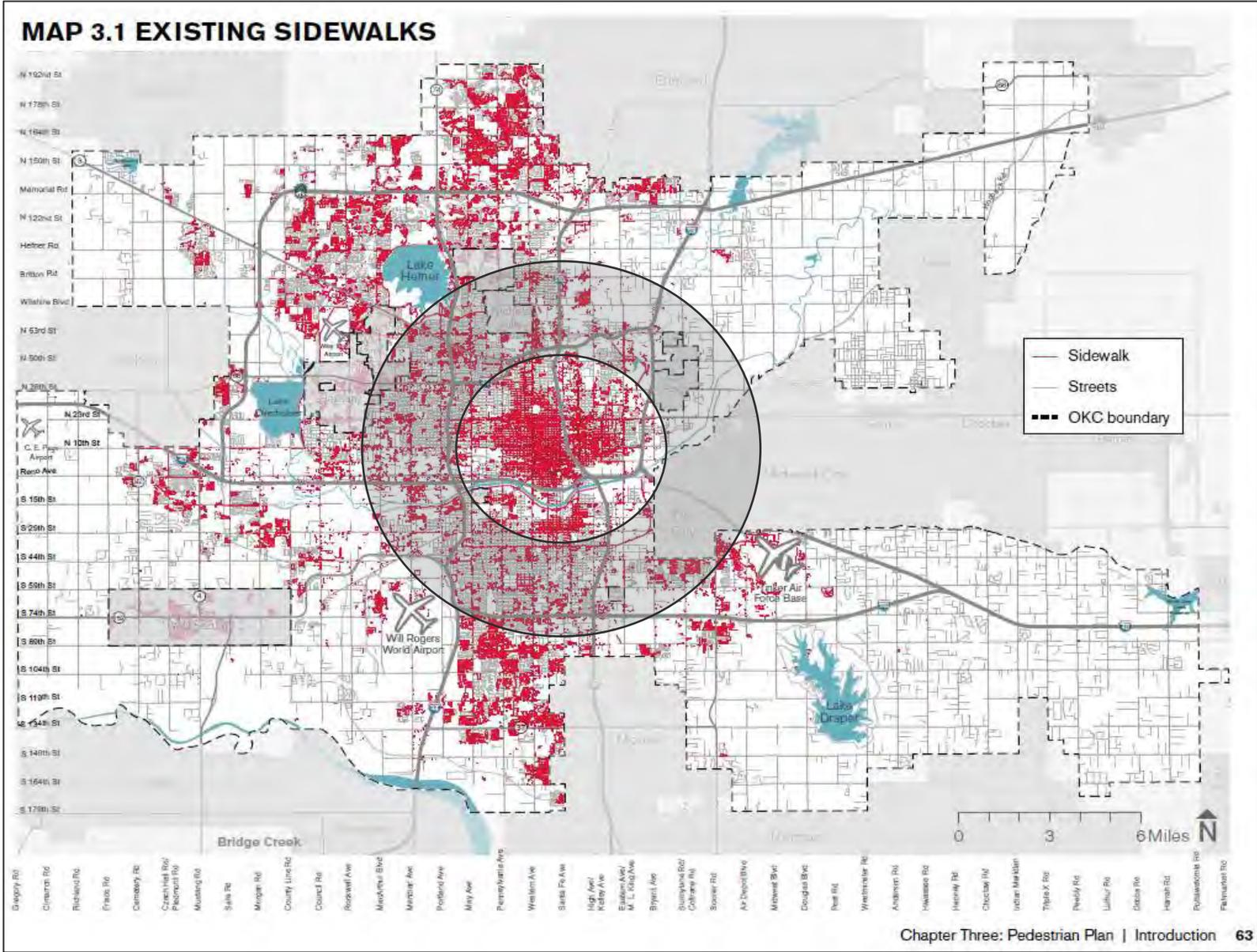


HOW WE PRIORITIZE PEDESTRIAN PROJECTS

1. Responsive Populations
2. Connectivity to Schools and Parks
3. Connectivity to Existing Networks
4. Neighborhood Revitalization
5. Urban Commercial Districts
6. Field Assessments

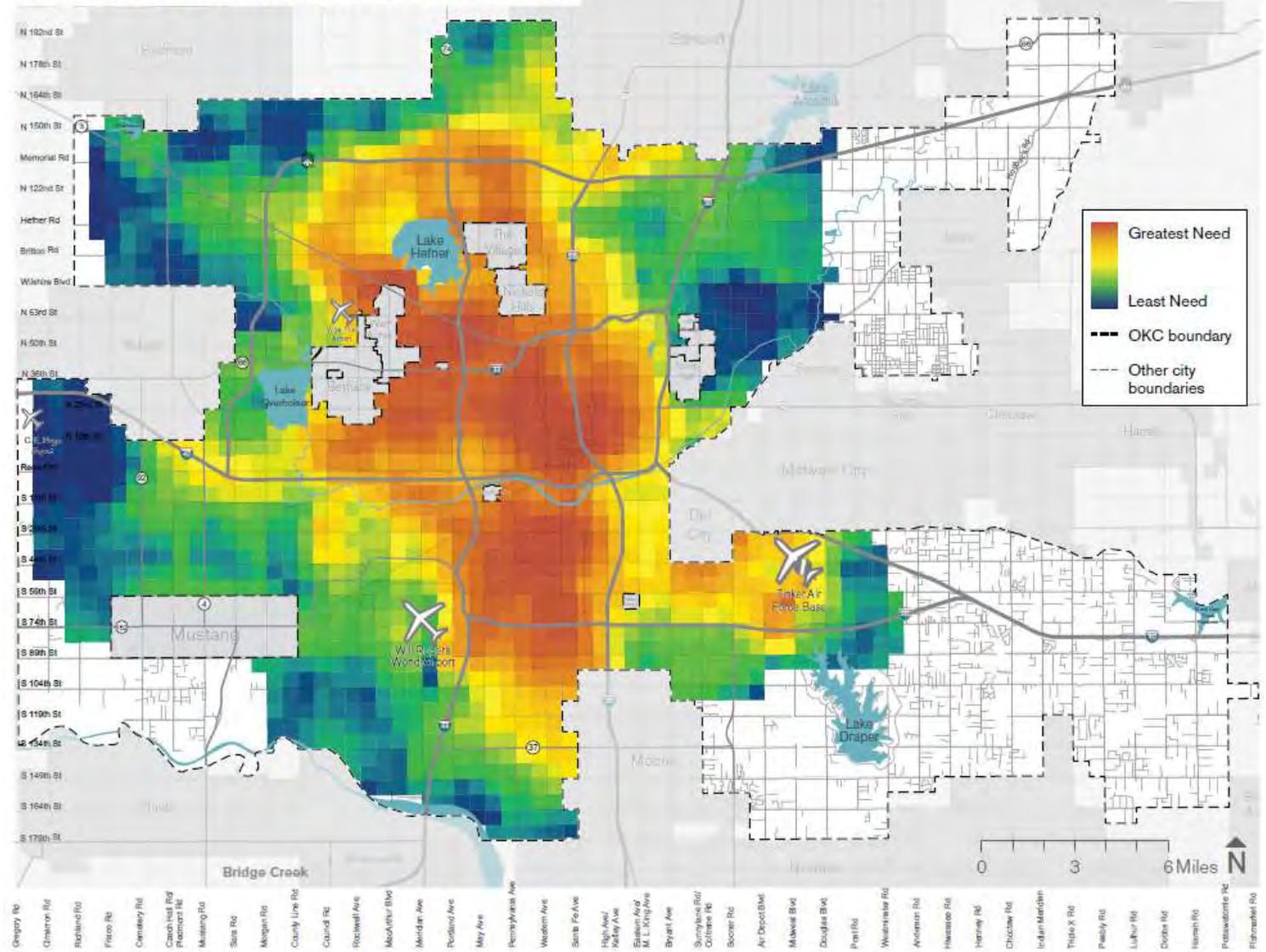


EXISTING FACILITIES



PRIORITIZING PEDESTRIAN PROJECTS (PGS 83-89)

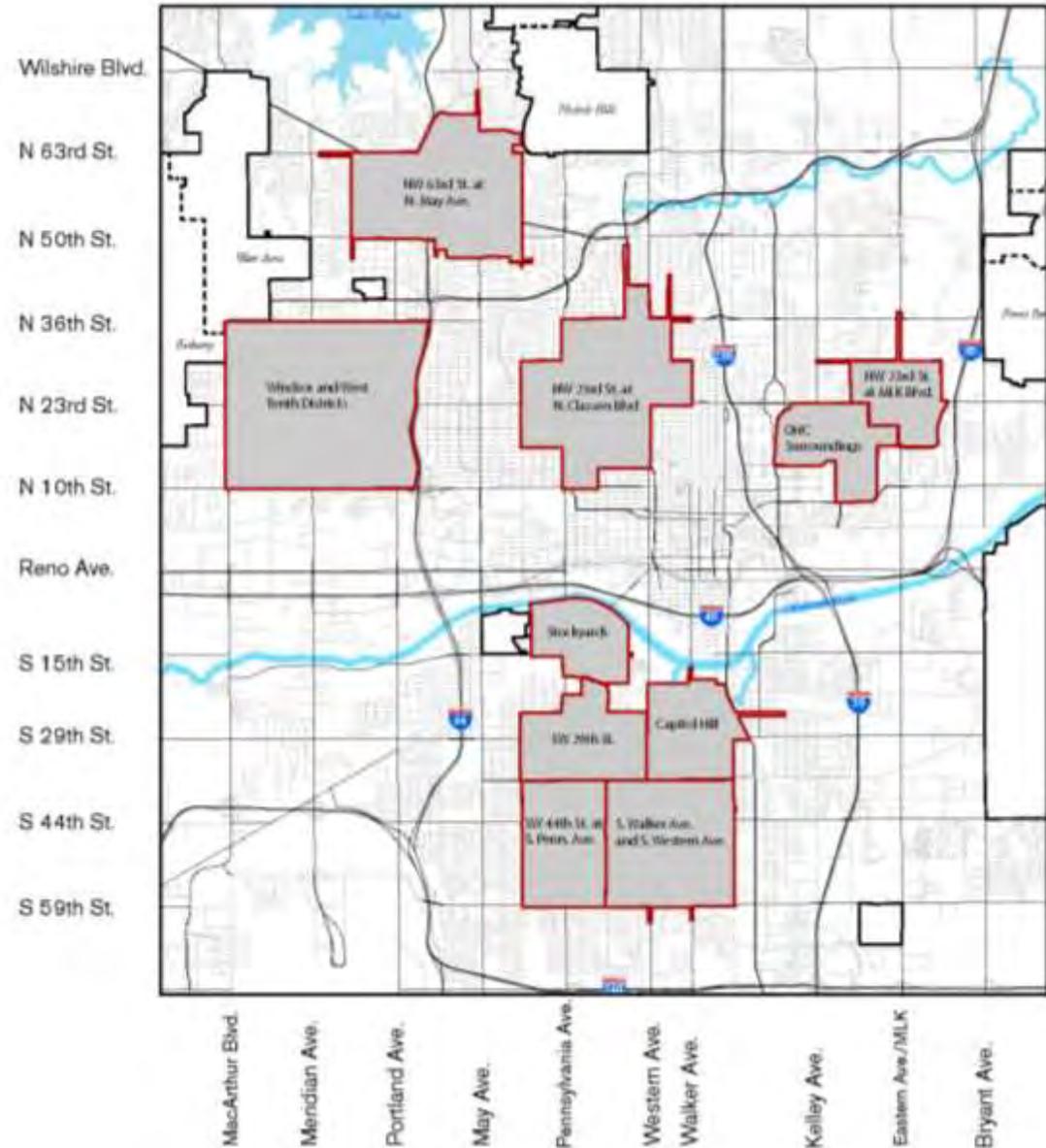
MAP 3.9 PEDESTRIAN NEEDS ANALYSIS



10 PPAs

Responsive Populations:

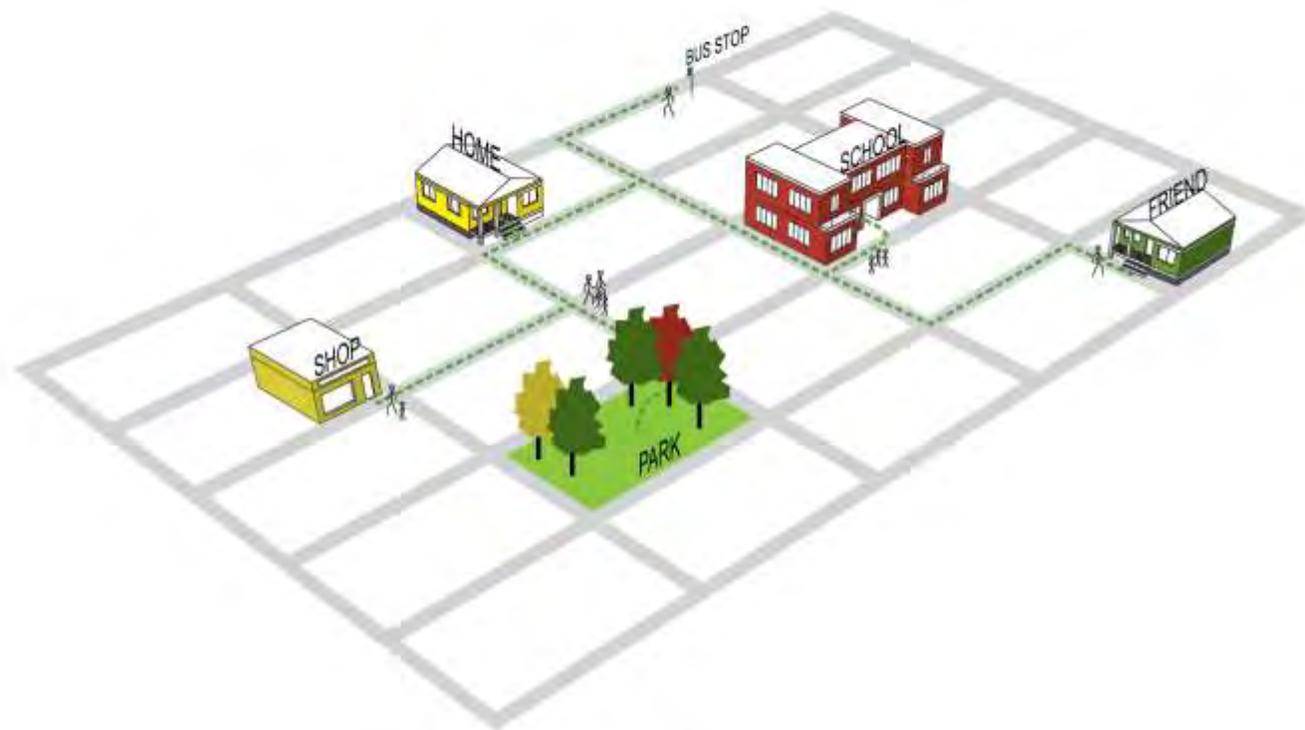
- Households without access to an automobile
- Those with disabilities
- Aging populations
- Low-income households
- Transit riders
- School users
- Park users
- Churchgoers
- Shoppers/Customers



PEDESTRIAN PRIORITY AREAS (PPAs)

Responsive Populations:

- Households without access to an automobile
- Those with disabilities
- Aging populations
- Low-income households
- Transit riders
- School users
- Park users
- Churchgoers
- Shoppers/Customers



PROJECT PRIORITIZATION

- PHASE 1 PROJECTS

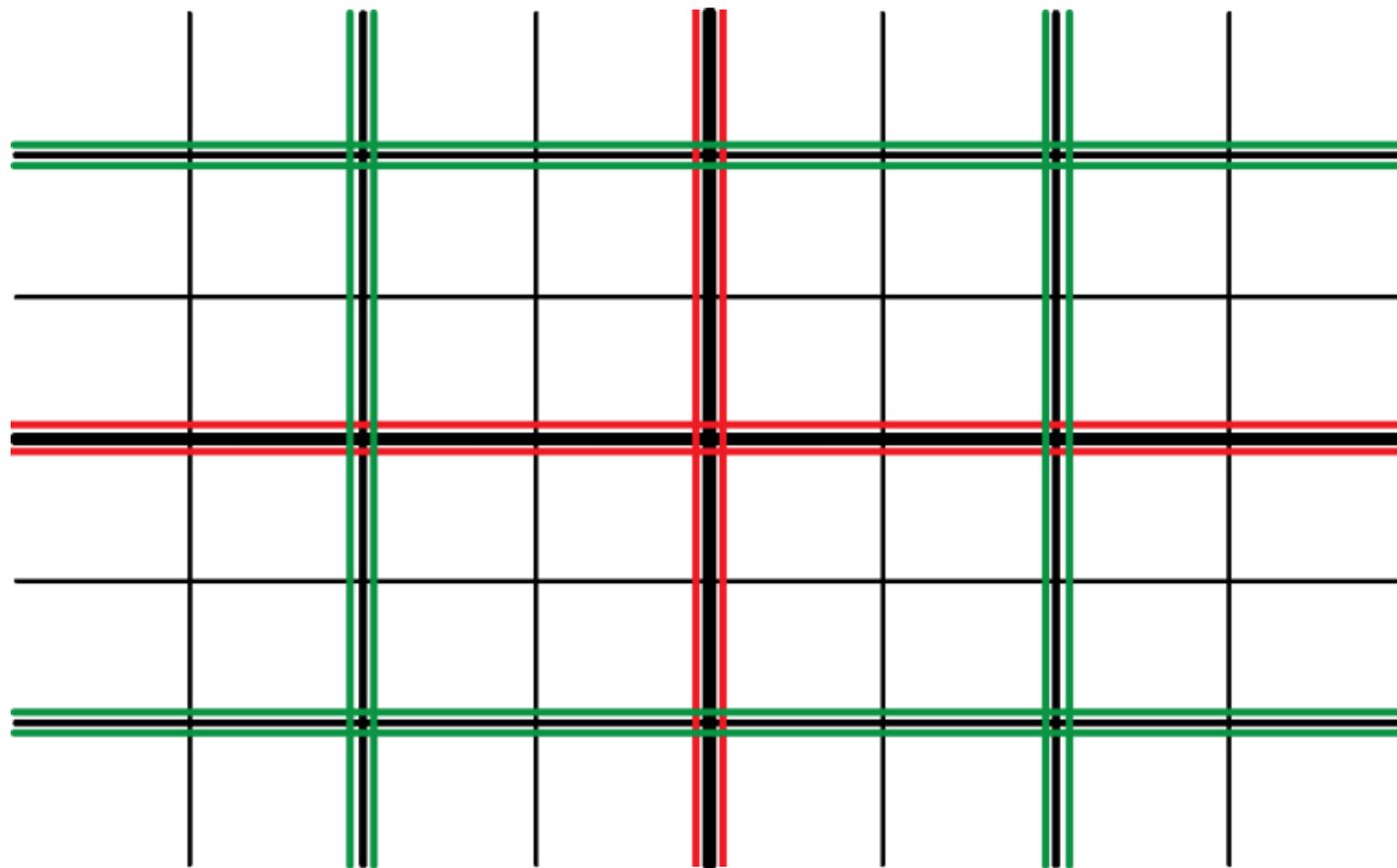
- Prioritizing major roads
- Transit routes
- Access to pedestrian-generating land uses

- PHASE 2 PROJECTS

- Connect neighborhoods to phase 1 sidewalks
- Closing gaps between streets with sidewalks



PROJECT PRIORITIZATION

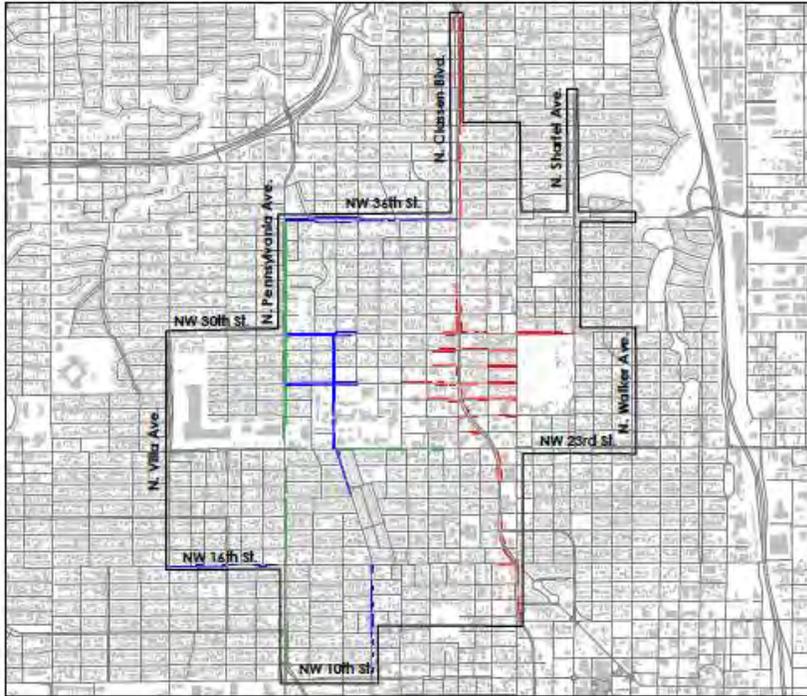


Phase 1 

Phase 2 

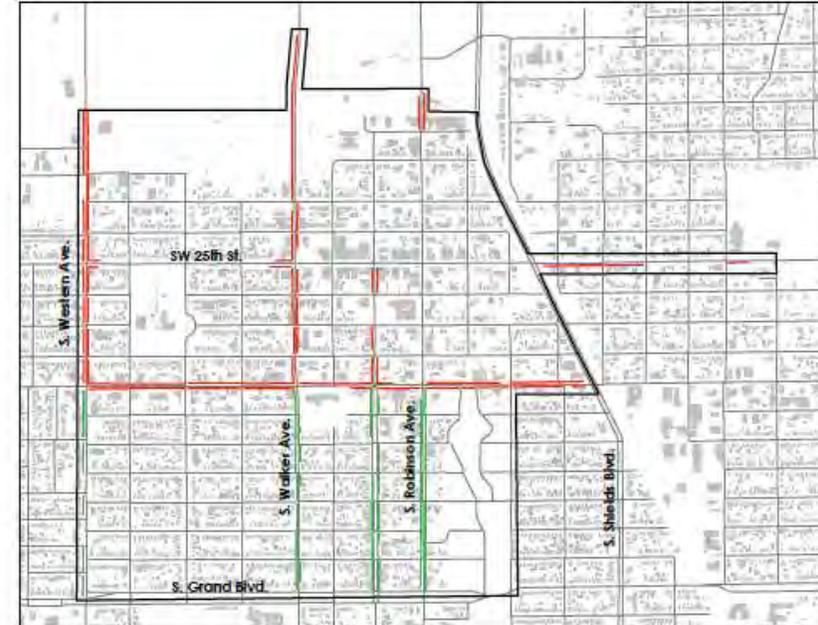


PHASE 1 PROJECTS FOR PEDESTRIAN PRIORITY AREAS (PPAS)



NW CLASSEN BLVD. AT NW 23RD ST.

1. Along N. Classen Ave. from NW 13th St. to NW 48th St.; and the area bounded by and including N. Blackwelder Ave., N. Shartel Ave., NW 30th St., and NW 25th St.
2. Along N. Pennsylvania Ave. from NW 36th St. to NW 10th St.; and along NW 23rd St. from N. Villa Ave. to N. Western Ave.
3. Area bounded by and including NW 36th St., N. Classen Blvd., NW 10th St., and N. Villa Ave.

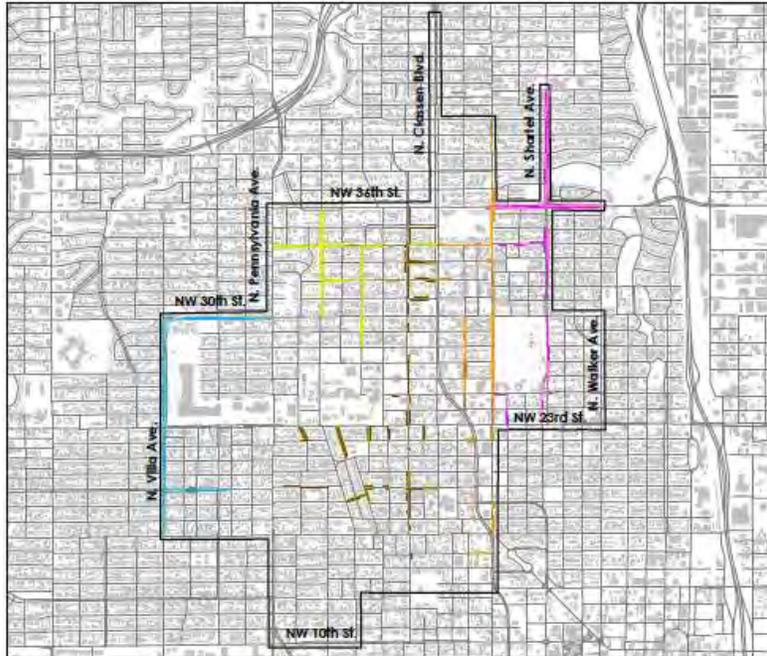


CAPITOL HILL

1. Along S. Western Ave., S. Walker Ave., S. Harvey Ave., and S. Robinson Ave. from the Oklahoma River to SW 29th St.; and along SW 25th St. from S. Western Ave. to S. Shields Blvd. and along SW 29th St. from S. Western Ave. to S. Shields Blvd.
2. Along S. Western Ave., S. Walker Ave., S. Harvey Ave., and S. Robinson Ave. from SW 29th St. to S. Grand Blvd.

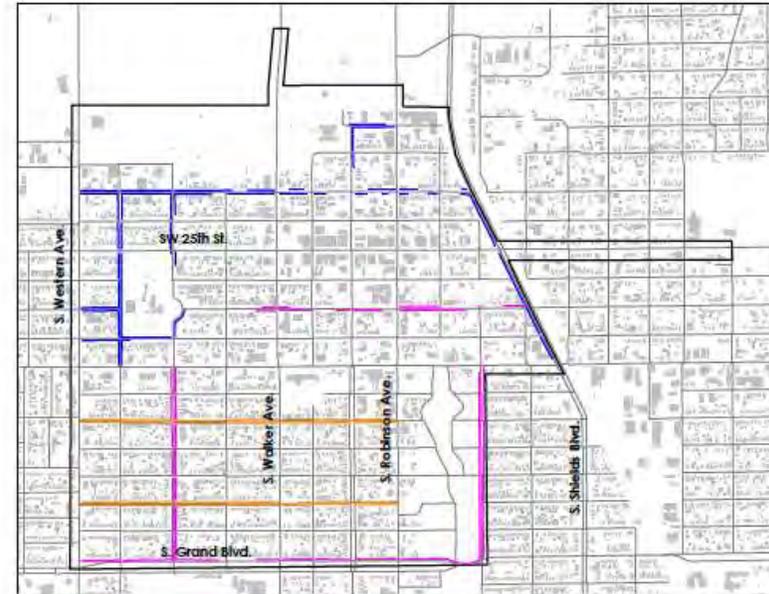


PHASE 2 PROJECTS FOR PEDESTRIAN PRIORITY AREAS (PPAS)



NW CLASSEN BLVD. AT NW 23RD ST.

1. In the area bounded by NW 43rd St., N. Walker Ave., NW 23rd St., and N. Western Ave.
2. In the area bounded by NW 41st St., N. Western Ave., NW 14th St., and N. Klein Ave./N. Ellison Ave./N. Classen Blvd.
3. In the area bounded by NW 30th St., N. Villa Ave., NW 16th St., and N. Pennsylvania Ave.
4. In the area bounded by NW 36th St., N. Classen Blvd., NW 14th St., and N. Kentucky Ave.
5. In the area bounded by NW 36th St., N. Classen Blvd., NW 28th St., and N. Villa Ave.



CAPITOL HILL

1. In the area bounded by SW 21st St., S. Shields Blvd., SW 29th St., and S. Western Ave.
2. Along SW 27th St. from S. Lee Ave. to S. Shields Blvd.; and along S. Santa Fe Ave. from SW 29th St. and S. Grand Blvd.; and along SW Grand Blvd. from S. Western Ave. to S. Santa Fe Ave.; and along S. Shartel Ave. from SW 29th St. and SW Grand Blvd.
3. Along SW 31st St. from S. Western Ave. to S. Robison Ave.; and along SW 34th St. from S. Western Ave. to S. Robison Ave.



CHAT BOX
QUESTIONS?

Information Just Covered

PPA Project Prioritization Tutorial

- Criteria used for analysis
- Project Phasing
- List of projects

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X. MEETING WRAP UP

Lakesha



TIMELINE

bikewalkokc Plan Update Timeline	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept
Approval of Advisory Group											
Email Invite											
Advisory Meeting #1			13th								
Advisory Meeting #2				10th							
Staff Draft Plan Updates											
Advisory Meeting #3						14th					
Public Input/Review							5th - 2nd				
Draft Document Reviews								16th - 7th			
Advisory Meeting #4									14th		
Plan Adoptions										19th	28th



CHAT BOX
QUESTIONS?

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CLOSING THOUGHTS



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maxton.harris@okc.gov



XI. ADJOURN

