

# Bicycle Network Prioritization

In order for efficient and effective implementation of the bicycle network, each bicycle facility was prioritized. Prioritization takes into account many different considerations. These include the following:

- **Number of households served** - A primary factor is to prioritize bicycle facilities in locations to serve the greatest number of people with the greatest need.
- **Cost per household** - Efficient implementation means installing facilities that have the greatest “bang for buck.” This ties directly into the number of households served, and also includes the preliminary cost estimate of the facility.
- **Destinations** - Bicycle facilities that connect schools, parks, and commercial or recreational areas are prioritized over those that do not.
- **Barriers** - Bicycle facilities that provide access over barriers such as highways, water bodies, arterial streets, etc. are important to establish a well-connected transportation network.
- **Component Plan Project** - Bicycle facilities identified as part of a “component plan project” from the bicycle plan chapter are prioritized because they contribute to a more comprehensive and strategic system of expanding active transportation options.

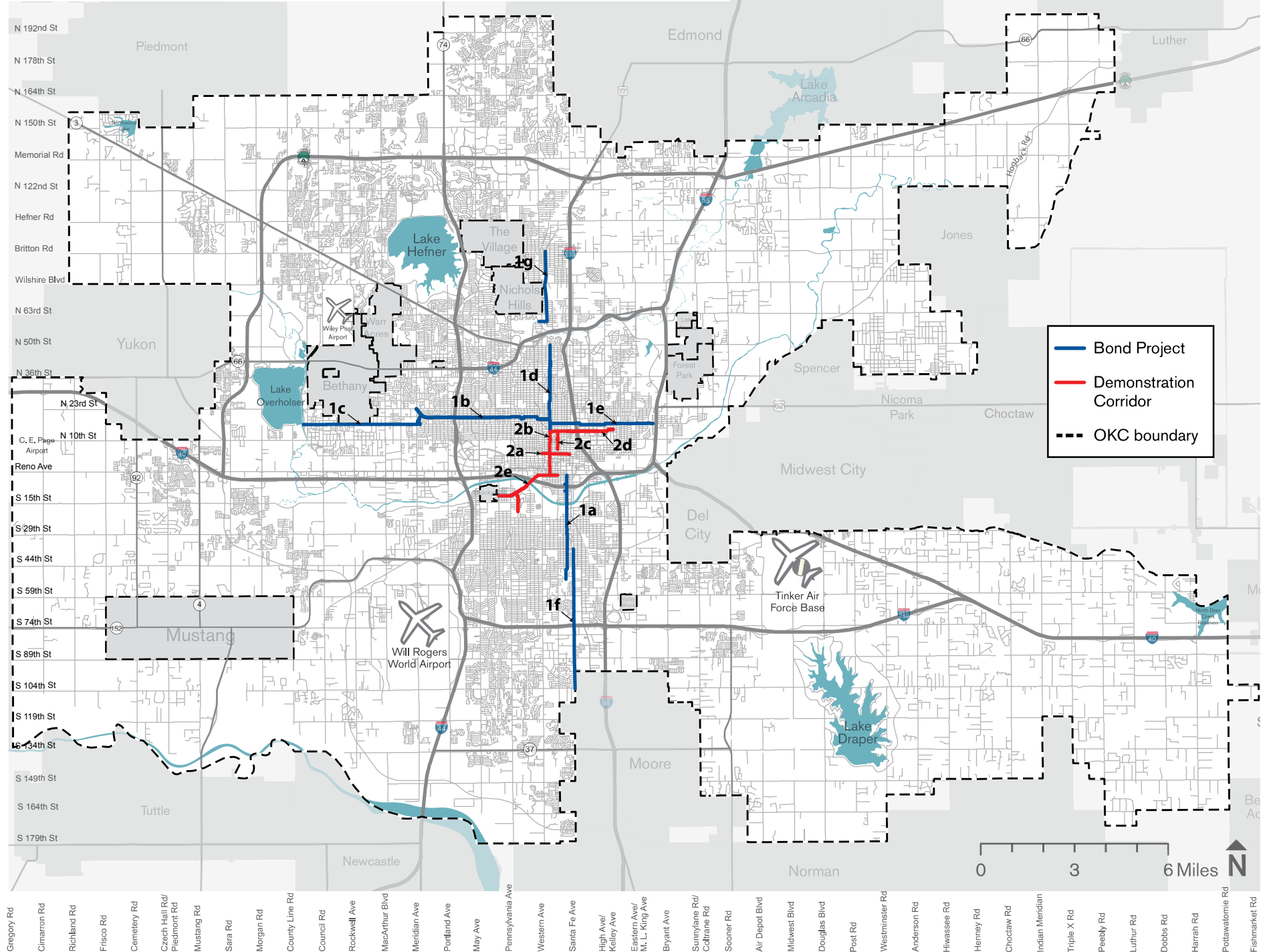
Proposed projects in this plan were ranked according to these criteria in order to build a continuous network in a strategic and thoughtful manner. The ranking of prioritized projects is not meant to be implemented in consecutive order, but rather is to identify projects of relative importance. All selected alignments are to be field verified and changes may be required.

The maps on the following pages show each tier of bike projects to better clarify the implementation of the network. Table 4.1 and Map 4.1 display the Priority 1 facilities, or those that have already received funding through general obligation bond funds or federal funds.

Table 4.1 Funded Bicycle Facilities

Map ID	Project Name
1	Crosstown Connections
✓ 1.a	S. Robinson Ave. S. Robinson connects downtown to south Oklahoma City, and connects the Convention Center, the MAPS 3 Park, the Oklahoma River, the Skydance Bridge, Wiley Post Park, the Capitol Hill Business Improvement District, and many neighborhoods. This project consists of 3.5 miles of protected bicycle lanes.
✓ 1.b	NW 19th St. to N. Shartel Ave. NW 19th St is currently an important bicycle corridor for Oklahoma City. This project aims to upgrade the existing sharrows to a dedicated bicycle lane. This east/west corridor is about 4 miles in length.
\$\$ 1.c	Far West NW 16th St. NW 16 St connects Lake Overholser to NW 19th St and completes an important east/west corridor from Lake Overholser Lake to downtown Oklahoma City. This requires 3.7 miles of bicycle lanes.
Unknown 1.d	N. Shartel Ave. This proposed facility stretches from downtown to NW 50th St and connects multiple neighborhoods, schools, and parks along the 3.8 mile corridor. This corridor consists of a protected bicycle lane, bicycle lane, and improved bicycle route where conditions allow each facility type.
✓ 1.e	NW/NE 16th St. to OUHSC The proposed facility provides a bicycle lane from the Katy Trail to OUHSC. The facility is 1.5 miles in length. Additionally, 1.75 miles of bike route connect OUHSC westward to N. Shartel Ave.
\$\$ 1.f	S. Santa Fe Ave. This project connects from the S. Grand Blvd. Trail to the north, to the City limits shared with Moore to the south. This proposed facility requires
\$\$ 1.g	N. Classen Blvd. North of I-44 there are few options better suited for bicycle lanes than N. Classen Blvd., which carries very little traffic north of the Chesapeake professional campus.
2	Watch for Me OKC Federal Grant
✓ 2.a	NW 4th St. This project calls for protected bicycle lanes along NW 4th St. to connect cyclists to the transit center, streetcar route, and existing bicycle lanes in the area.
✓ 2.b	N. Shartel Ave. This is the downtown portion of N. Shartel Ave. to connect with bike lanes to the north. This facility calls for protected bicycle lanes.
✓ 2.c	N. Walker Ave. This project connects the bicycle lanes that currently exist on N. Walker Ave. to Midtown.
Unknown 2.d	NW 13th St. NW 13th St. provides access to and from Oklahoma Health Center, access to Midtown and Automobile Alley, as well as access to nearby neighborhoods. A high level of protection is needed.
✓ 2.e	Exchange Ave., Westwood Blvd., and SW 3rd St. Exchange Ave. is a key connection across the river with low traffic, well-suited for bicycle infrastructure. Protected lanes will ensure all riders feel comfortable.

# MAP 4.1 PRIORITY 1 - FUNDED BICYCLE FACILITIES



## MAP 4.2 PRIORITY 2 BICYCLE FACILITIES

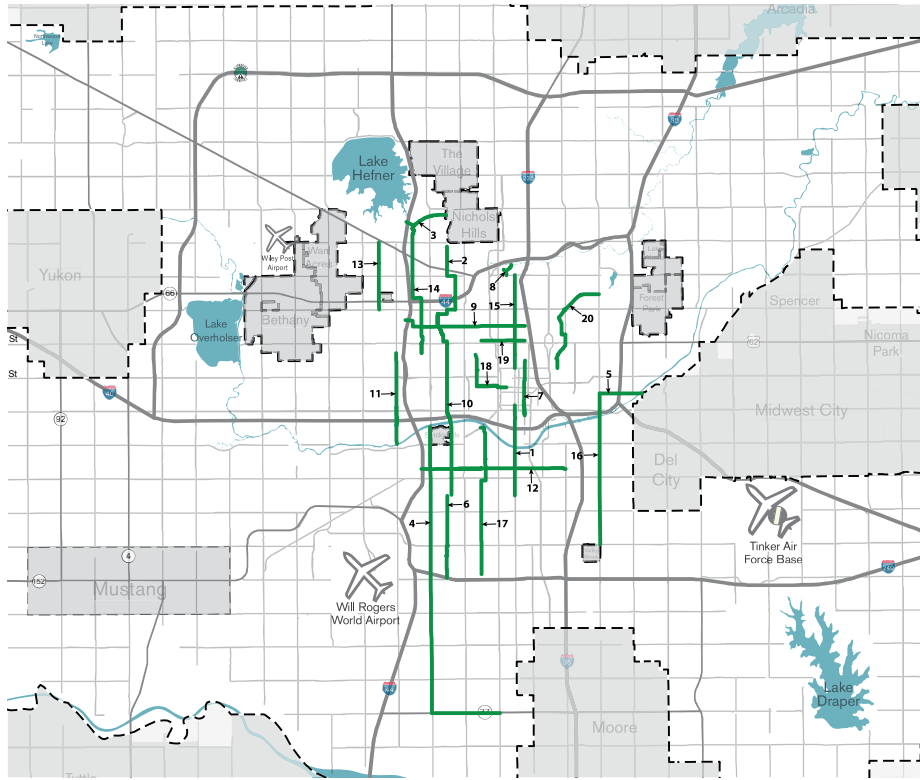


Table 4.2 Priority 2 Bicycle Projects

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

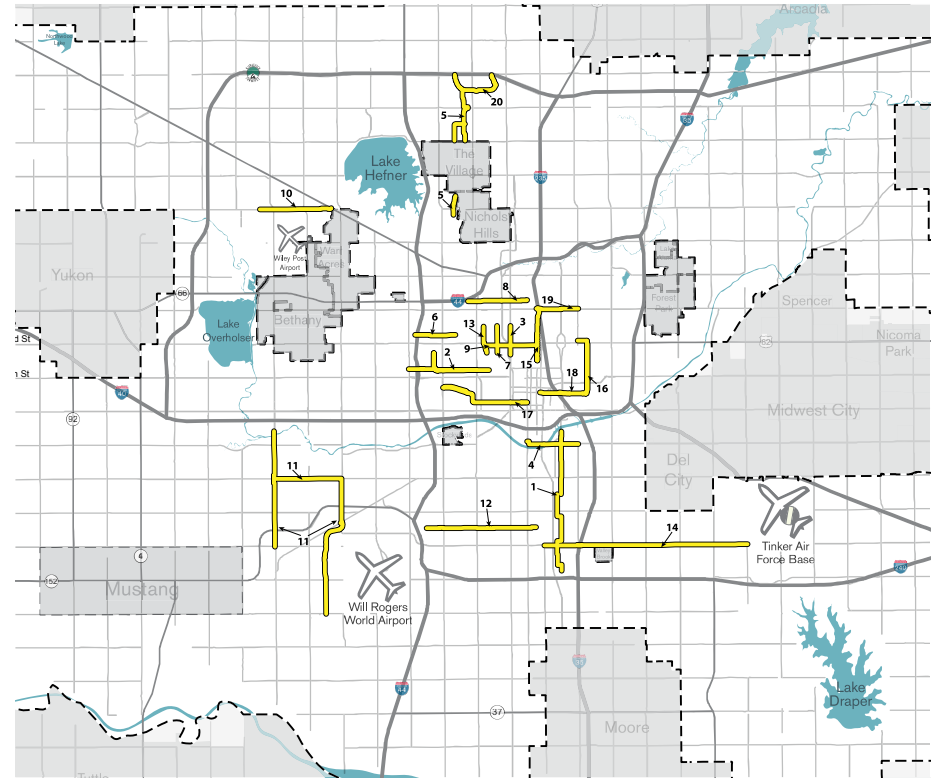


Table 4.3 Priority 3 Bicycle Projects

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.	

### MAP 4.4 PRIORITY 4 BICYCLE FACILITIES

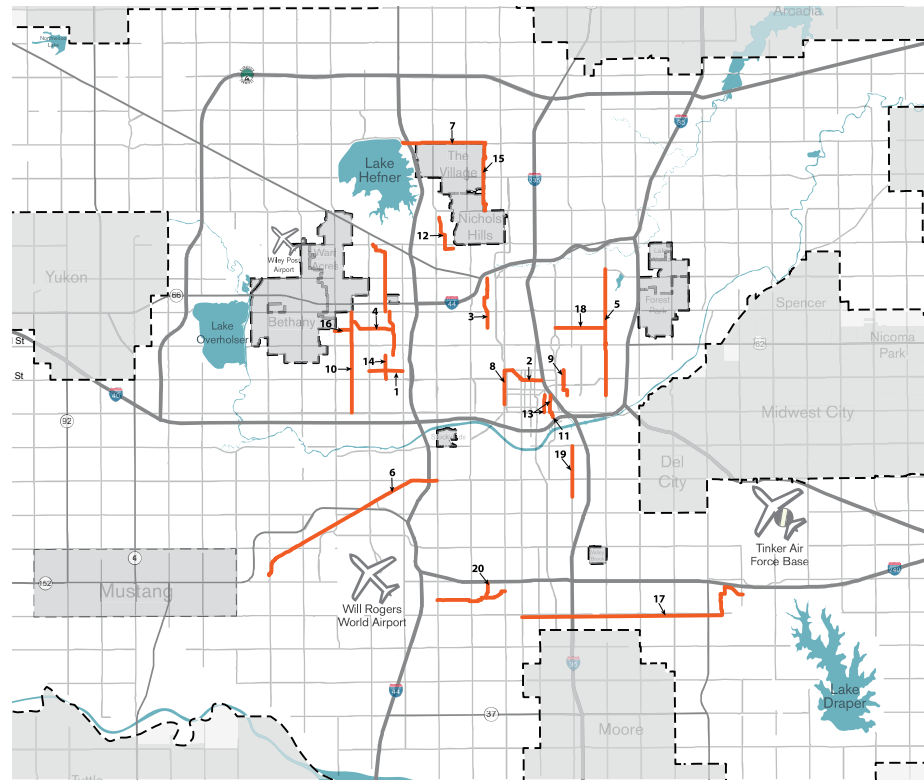


Table 4.4 Priority 4 Bicycle Projects

Map ID	Bicycle Project	Funded?	Map ID	Bicycle Project	Funded?
1	NW 12th St.		11	Bass Pro to River Connection	
2	NW 10th St.		12	NW Grand Connector	
3	OCU North Connection		13	Mickey Mantle / Joe Carter	
4	Windsor Routes		14	Tulsa Ave / Windsor Area	Partial
5	MLK Middle	Partial	15	Village Border	
6	Newcastle Rd.		16	NW 30th St. West	
7	W. Hefner Rd.		17	SE 89th St.	
8	N. Western / Classen Drive	Partial	18	NE 30th St.	
9	Phillips / Laird		19	S. High Ave.	
10	N. Ann Arbor Ave.		20	Far South Routes	

### MAP 4.5 PRIORITY 5 BICYCLE FACILITIES

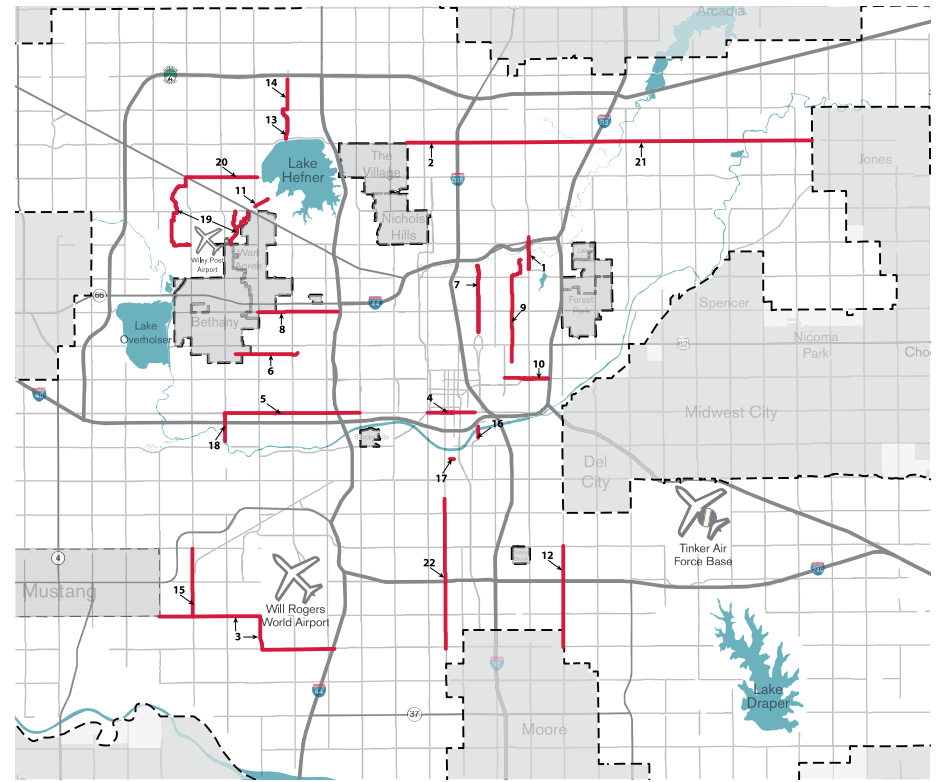


Table 4.5 Priority 5 Bicycle Projects

Map ID	Bicycle Project	Funded?	Map ID	Bicycle Project	Funded?
1	Adventure District / Eastern		12	S. Bryant Ave.	
2	E. Hefner Rd. Central	Partial	13	N. Meridian Ave. Bike Lane	
3	Mustang Connection		14	Mercy Hospital Trail	
4	Reno / Bricktown		15	S. Council Rd.	
5	Reno Trail		16	S. Lincoln Blvd.	
6	NW 19th St. Extension		17	Wiley Post Park Connector	
7	N. Lincoln Blvd.		18	N. Rockwell Ave. Bridge	
8	NW 36th St.		19	North Overholser Routes	
9	N. Prospect Ave.	Partial	20	W. Britton Rd.	Partial
10	OUHSC / Katy Trail Link	Partial	21	E. Hefner Rd. East	
11	Canal Rd.		22	South Walker Part 2	

# Recreational Trails Network Prioritization

bikewalkokc has identified several new trail facilities in addition to the not-yet-constructed trails that were carried over from the 1997 Trails Master Plan. The proposed trail network was prioritized using several criteria to weight each project in terms of impact, feasibility, and greatest need. Similar to the bicycle network prioritization, identifying and prioritizing those facilities that offer the most “bang for buck” was part of the process. The factors considered included the following:

- **Residents Served** – The number of residents within a ½-mile of a proposed facility was identified; the higher the number, the greater the score.
- **Existing Funding** – Some trail projects have existing funding, but not enough funding to construct the entire alignment. These trails were prioritized because of the momentum already behind them.
- **Connection to Existing Facilities** – Connecting into the existing trail network will ensure that the facility is useful to as many residents as possible.
- **Topography** – Trails with lower levels of elevation change were prioritized due to the difficulty and cost associated with constructing facilities in uneven areas.
- **Property Ownership** – Projects that had the fewest interactions with private property were prioritized more highly, as the cost of purchasing right of way is very expensive.
- **Developer Built** – Some projects are identified in undeveloped areas that will likely become residential subdivisions. This plan calls for the trails to be constructed as open space in these areas, reducing the priority for public funding.

Table 4.6 and Map 4.6 show the trail projects that have received funding.

Table 4.6 Funded Recreational Trail Projects

Rank / Map ID	Project Name
1	Deep Fork Trail
	This project is an integral component of completing the Grand Blvd. Loop around Oklahoma City. This project connects the existing Katy Trail to the N. Grand Blvd. Trail through Nichols Hills. Additionally, this project will provide access across the I-44 corridor that is a substantial barrier to cyclists presently.
2	S. Grand Blvd. Trail
	This trail has existing for decades and is in need of repair and improved intersection crossings. Investing in existing facilities is essential to a long-lived and useful trail network.
3	Rail Trail
	An abandoned rail corridor that connects to the Oklahoma River provides a great opportunity to add a safe crossing of the river, as well as an opportunity to get more residents to and from the trail network.
4	Edgemere Greenway
	This project seeks to provide a connection between the many parks in the surrounding areas, including Crown Heights Park, Douglas Park, Edgemere Park, Sparrow Park, and Harlow Park.
5	SW 119th St.
	Earlywine Park in southern Oklahoma City is a great recreational asset. This trail connection will increase the number of residents in the area that can access the park safely without the use of an automobile.
6	Eagle Lake Trail Extension
	This project calls for an extension of the existing Eagle Lake Trail to facilitate a connection between the trail network south of the Oklahoma River to the trails north of the river.
7	Eagle Lake to Katy Trail Connection
	One of the more difficult portions of the Grand Blvd. Loop to connect is across the Oklahoma River, a rail corridor, and the interchange of Interstate 40 and Interstate 35. This project calls for a trail, on-street, and bridge enhancements to connect riders from the eastern terminus of the Eagle Lake Trail to the southern terminus of the Katy Trail.
8	S. Grand Blvd. to River Trail Connection
	Another needed improvement to close the Grand Blvd. Loop is to better connect the Oklahoma River Trails to the S. Grand Blvd. Trail. This project will enhance the existing sidewalk between these trails into a multi-use path in order to provide a safer and more obvious connection.



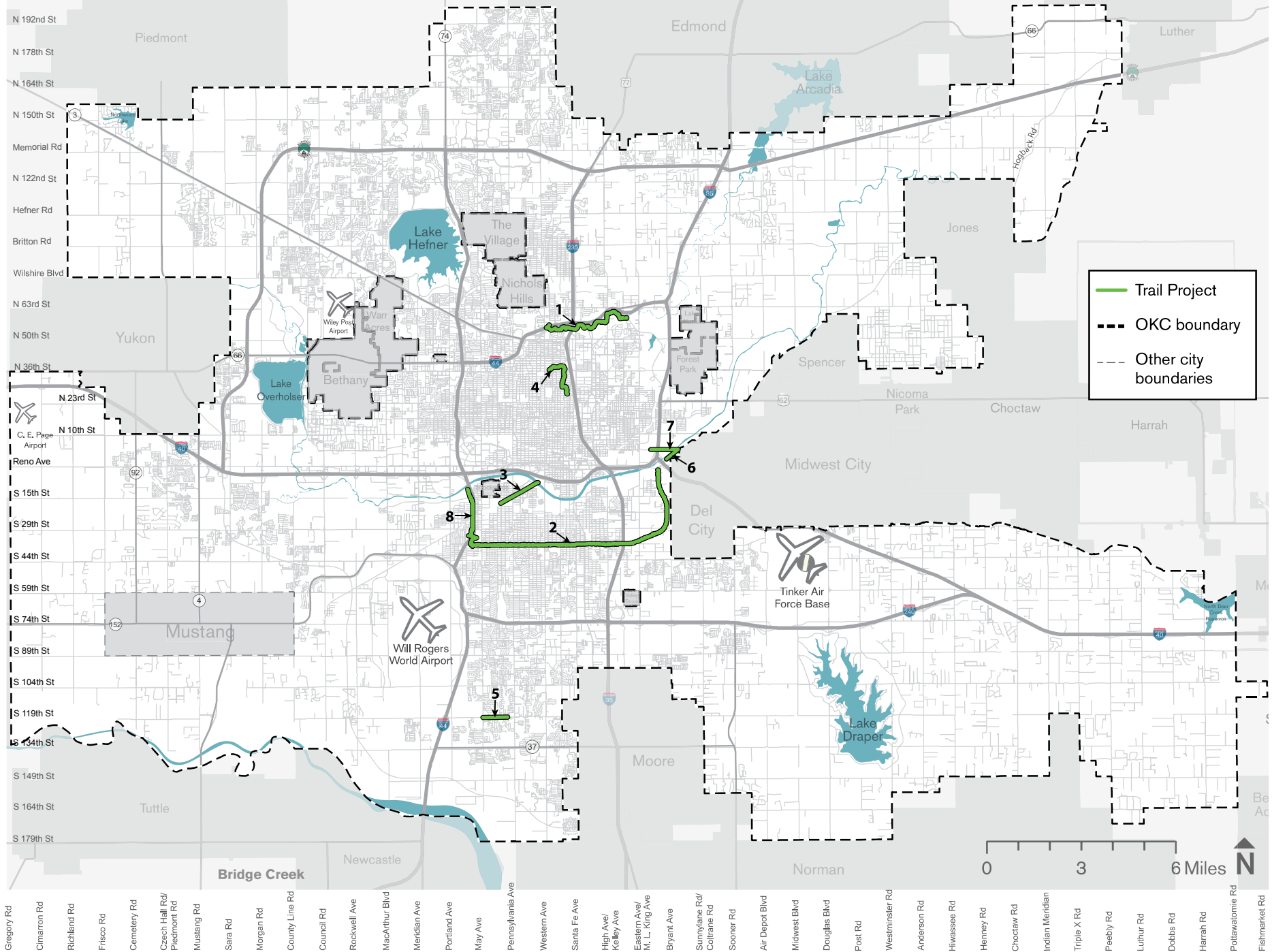
Partial



Sidewalk only



# MAP 4.6 FUNDED RECREATIONAL TRAIL PROJECTS



## UNFUNDED TRAIL PROJECTS

The remaining unfunded projects are illustrated in Table 4.7 and Map 4.7 using the same criteria discussed on page 114. There are 44 individual projects that are a combination of all of the unfunded multi-use trail and neighborhood greenway projects identified in this plan. Of note is the manner in which the greenway trails were broken into smaller projects in order to spread the distribution of greenway projects around the metro area. Though these projects are ranked, ensuring an equitable distribution of projects throughout the City is important. As additional funding becomes available over the next several decades, this list of projects will ensure that Oklahoma City is prepared to expand an already impressive trail network, keeping us competitive with cities across the country with regard to a public active recreation system.

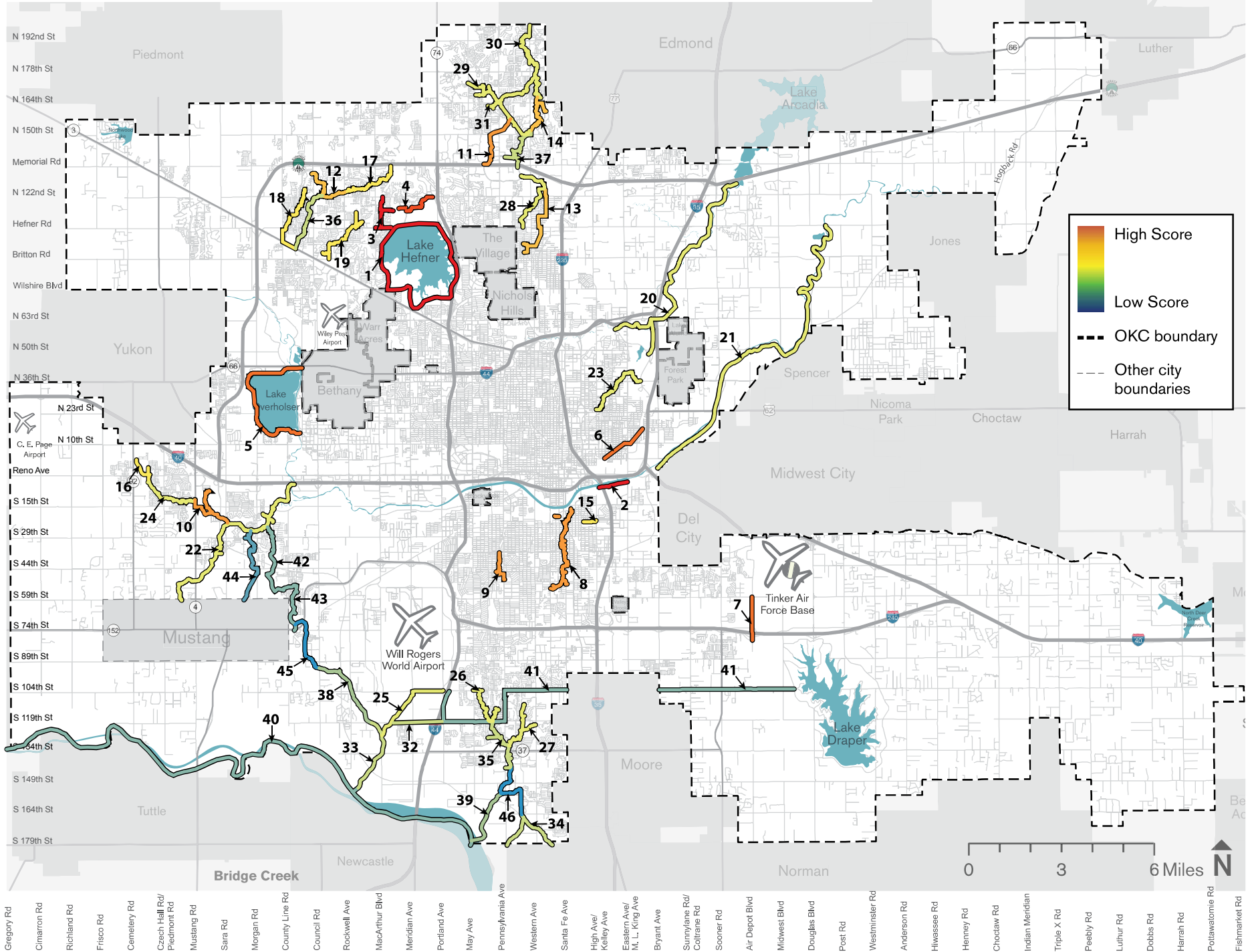
Where proposed trail alignments intersect with future turnpike projects, coordination should occur to ensure that trail connectivity is preserved.

Table 4.7 Unfunded Trail Facility Ranking

Rank / Map ID	Project Name	Mi.
1	Lake Hefner Trail Upgrade	9.1
2	OK River Trail East	0.9
3	NW Greenway Part 2	2.0
4	NW Greenway Part 3	1.5
5	Overholser Trail	5.2
6	Northeast Rail Trail	2.3
7	Air Depot Trail	1.4
8	Lightning Creek Greenway	4.5
9	Brock Creek Greenway	1.3
10	Yukon Greenway Part 1	2.6
11	Far North Greenway Part 1.1	2.1
12	Far NW Greenway Part 1.2	2.0
13	North Greenway Part 2	3.0
14	Far North Greenway Part 1.3	2.2
15	Schilling Park Greenway	0.4
16	Yukon Greenway Part 3	1.2
17	Far NW Greenway Part 1.1	2.3
18	Far NW Greenway Part 2.2	2.6
19	NW Greenway Part 1	2.9
20	Adventure Trail	9.2
21	N. Canadian East Trail	12.7
22	Wild Horse Trail	8.1
23	NE Greenway	2.4
24	Yukon Greenway Part 2	2.2
25	South Airport Greenway	2.8
26	Far South Greenway Part 1.2	2.5
27	Far South Greenway Part 1.1	2.5
28	North Greenway Part 1	2.8
29	Far North Greenway Part 2.2	3.9
30	Far North Greenway Part 2.1	4.1
31	Far North Greenway Part 1.2	2.3
32	South Lakes Spur	1.7
33	Canadian Greenway Part 1	2.6

Rank / Map ID	Project Name	Mi.
34	Far South Greenway Part 2.2	2.6
35	Far South Greenway Part 1.3	2.9
36	Far NW Greenway Part 2.1	2.3
37	Far North Greenway Part 1.4	2.4
38	Canadian Greenway Part 2	2.8
39	Far South Greenway Part 2.3	2.1
40	South Canadian River	20.1
41	104 Trail	11.7
42	Turnpike Greenway Part 2	2.9
43	Turnpike Greenway Part 1	2.3
44	Mustang Greenway	3.1
45	Canadian Greenway Part 3	2.1
46	Far South Greenway Part 2.1	2.6
Total Mileage		166.3
Miles of Greenways		86.8
Miles of Trails		79.5

# MAP 4.7 UNFUNDED RECREATIONAL TRAIL PROJECT RANKING





# Bicycle and Pedestrian Bridge Projects

Where major barriers exist that keep pedestrians and cyclists from being able to get to where they need to go, a bridge can close the gap and create an opportunity for a safe crossing. Many of the bridge projects identified in this plan have already received funding, most of which are funded completely. As funding becomes available the remaining projects can be implemented.

- ✓
- ✓
- ✓
- ✓
- ✓
- ✓

Table 4.8 Bicycle and Pedestrian Bridge Ranking

Map ID	Project Name	Funded?
1	Northwest Expressway and W. Wilshire Blvd.	Yes
	This project calls for a bicycle and pedestrian bridge across Northwest Expressway at the intersection with W. Wilshire Blvd. The primary goal of this project is to create a safe crossing for trail users who are traveling to or from Lake Hefner along the Hefner-Overholser Trail. This project has been identified for a high level of funding to create an iconic bridge to act as a gateway to Oklahoma City.	
2	N. Robinson Ave. across the Oklahoma River	Yes
	The Oklahoma River Trails system includes multi-use paths on both sides of the river. This project will assist trail users in crossing the river in order to safely access the trails on each side.	
3	Rail Trail Bridge	Yes
	An abandoned rail bridge that crosses the Oklahoma River provides a great opportunity to add a safe crossing.	
4	Interstate 35 Bridges	Yes
	The bridges on NE 4th St. that presently cross over the I-35 corridor do not have any accommodation for bicyclists and pedestrians. This project will fund improvements to facilitate safe crossings for trail users.	
5	I-44 / Deep Fork Creek Bridge	Yes
	As part of the Deep Fork Creek trail project a bridge is needed to connect riders across the creek in proximity to N. Western Ave. This will improve access for trail riders as well as transportation cyclists.	
6	I-240 Bridge	No
	This project is presently unfunded, but will be a great addition in the future to better facilitate crossing I-240, and will compliment the existing bicycle and pedestrian bridge near S. Blackwelder Ave.	

# MAP 4.8 BICYCLE AND PEDESTRIAN BRIDGE LOCATIONS

