

COMPONENT PLANS: Citywide Bicycle Network

CONNECTS:

495,000 Residents

TO:

Schools

Parks

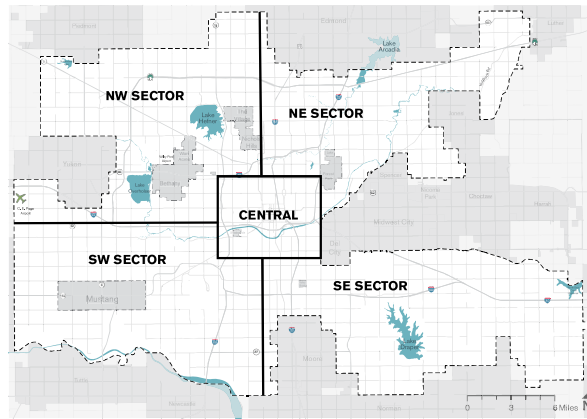
Libraries

Transit Stops

HOW DO WE BUILD THIS?

The completion of the City Wide Bicycle Network requires the construction of several bicycle facilities. The full network of bicycle facilities includes the following:

1. 150 Miles of Multi-Use Trails and Neighborhood Greenways
2. 82 Miles of Protected Bicycle Lanes
3. 38 Miles of Bicycle Lanes
4. 107 Miles of Bicycle Routes



Map 2.9 Sector Map Guide

DESCRIPTION

In addition to the projects discussed in previous pages, bikewalkokc plans a citywide bicycle network building off of the existing bicycle and trail network. The citywide network consists of all of the projects previously discussed, and additional facilities necessary for a robust, complete network of bicycle facilities. The goal of a citywide network is to create a safe, comfortable, and connected series of bicycle facilities that accommodates riders of all skill levels. A description of each facility type is provided on pages 44-47.

The citywide network was identified through extensive outreach and surveying conducted as part of the planning process. Additionally, a series of analyses helped identify roads that are safe and conducive to cycling. These analyses include the following:

- Bicycle Level of Traffic Stress (pg 52)
- Lane Reduction (pg 54)
- Collisions Analysis (pg 56)

The proposed bicycle network is the long-range plan for implementation as funding allows. The network map should be updated each year to reflect any new bicycle facilities constructed. As the City continues to grow and develop, additional roadways not included in the bicycle network may generate bicycle demand, and can be evaluated and added as part of the annual plan update. The bicycle network is divided in to five maps.

Map 2.10 serves as a guide for maps 2.11 - 2.15, which provide citywide facility details.

ON-STREET BICYCLE FACILITY TIERS

The following maps identify appropriate on-street bicycle facility types and alignments. The proposed facilities are organized using a tier system which offers a complete, cost-effective bicycle network that maximizes safety for all types of cyclists. Proposed facility types and alignments may change based on further site investigation, design constraints, and final engineering.

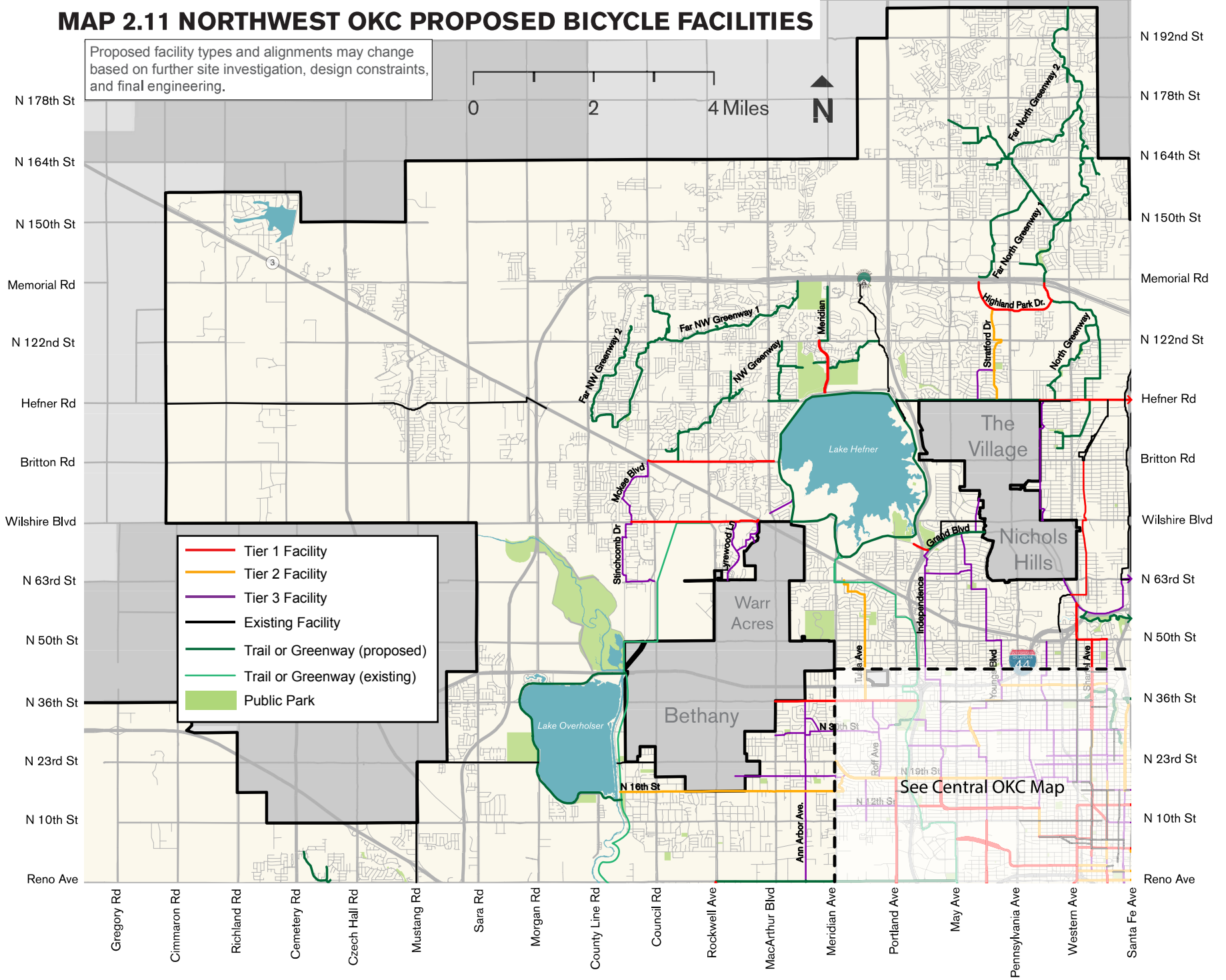
Tier 1: This classification represents the highest level of safety consideration for on-street cyclists. This classification is shown where automobile traffic and/or speeds are relatively high, but where on-street facilities are still desirable. The preferred facility type for this classification is a protected bicycle lane (see pg. 44 for description) with the option to elevate the facility to a separated multi-use trail in case of complications in design and engineering. On a given Tier 1 alignment, where curb-to-curb width narrows, a portion of the facility could be constructed as a standard bicycle lane, or if absolutely necessary, as a sharrowed bike route if traffic speeds and counts are low. These alternative facilities should be used only on limited sections of an alignment with severe constraints, such as limited right-of-way or unusual traffic circumstances.

Tier 2: This classification recommends a moderate level of bicycle infrastructure with a minimum standard of a traditional bicycle lane. Where safety risks are higher on any given Tier 2 alignment, it is appropriate to upgrade the facility to a protected bicycle lane. Physical constraints may necessitate use of sharrowed bike routes where traffic speeds and counts are low.

Tier 3: This classification is reserved for streets that are too narrow to accommodate a bicycle lane or protected bicycle lane. These are traditionally referred to as bicycle routes, which come with all of the conditions and design considerations described on page 45 of this chapter. Where street width permits, these may be upgraded to a bicycle lane, or, if funding allows, to a protected bicycle lane.

MAP 2.11 NORTHWEST OKC PROPOSED BICYCLE FACILITIES

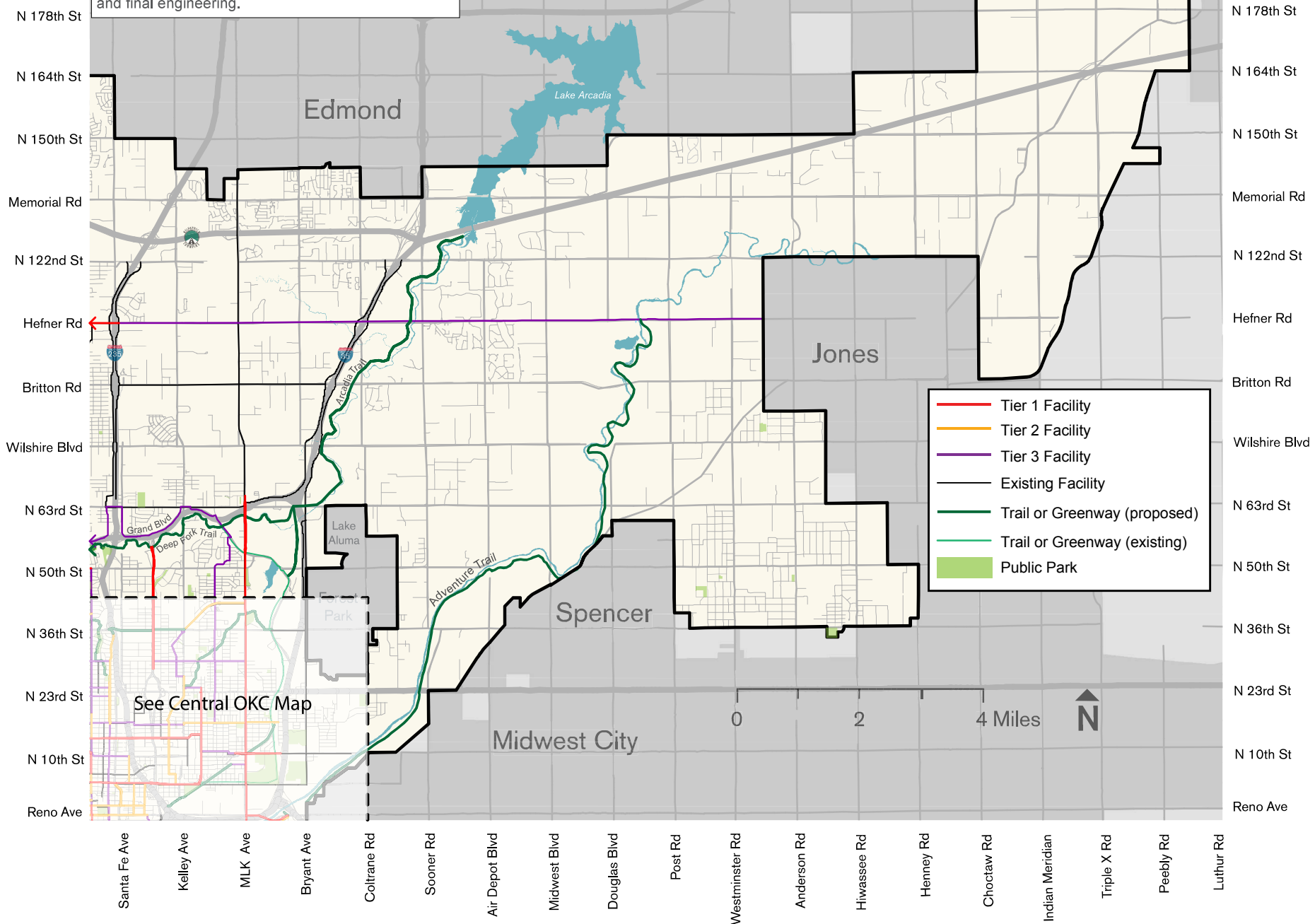
Proposed facility types and alignments may change based on further site investigation, design constraints, and final engineering.



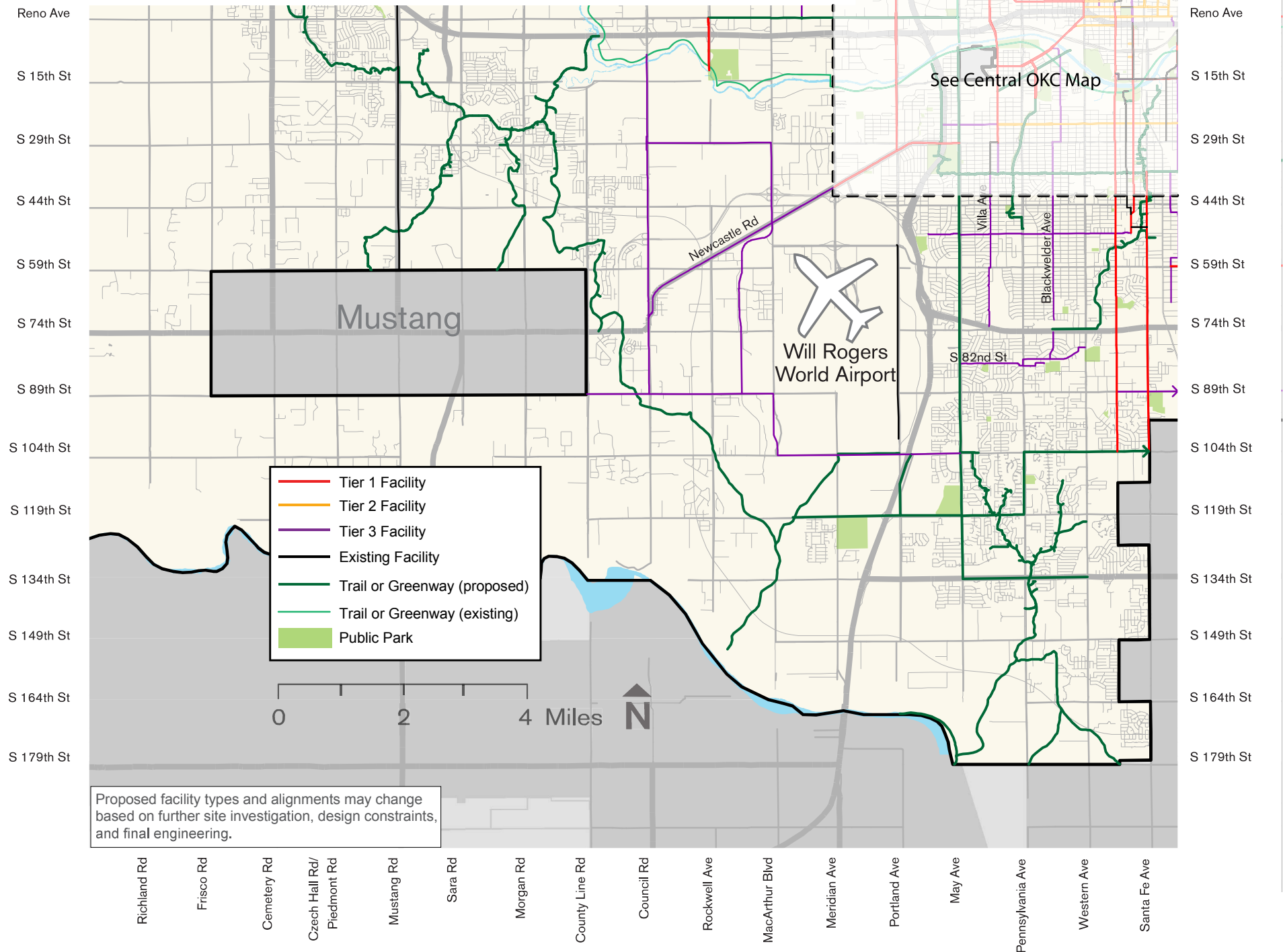
- Tier 1 Facility
- Tier 2 Facility
- Tier 3 Facility
- Existing Facility
- Trail or Greenway (proposed)
- Trail or Greenway (existing)
- Public Park

MAP 2.12 NORTHEAST PROPOSED BICYCLE FACILITIES

Proposed facility types and alignments may change based on further site investigation, design constraints, and final engineering.



MAP 2.13 SOUTHWEST OKC PROPOSED BICYCLE FACILITIES



MAP 2.14 SOUTHEAST OKC PROPOSED BICYCLE FACILITIES

