

bikewalkokc

Plan
Update
Advisory
Group

May 12, 2021 Meeting #3

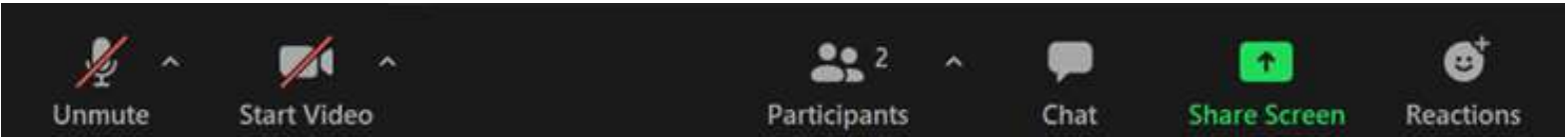


I. WELCOME

AND HOUSE TIPS







MUTE DEVICES



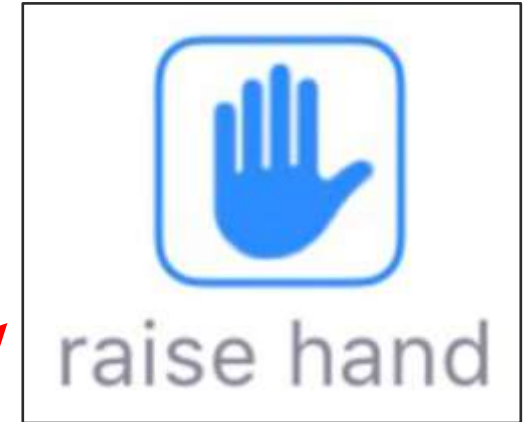
RAISE
HAND

View

Participants (2)

- LC Lakesha Cundiff Dunbar (Me)  
- JS Jennifer Swann (Host)  

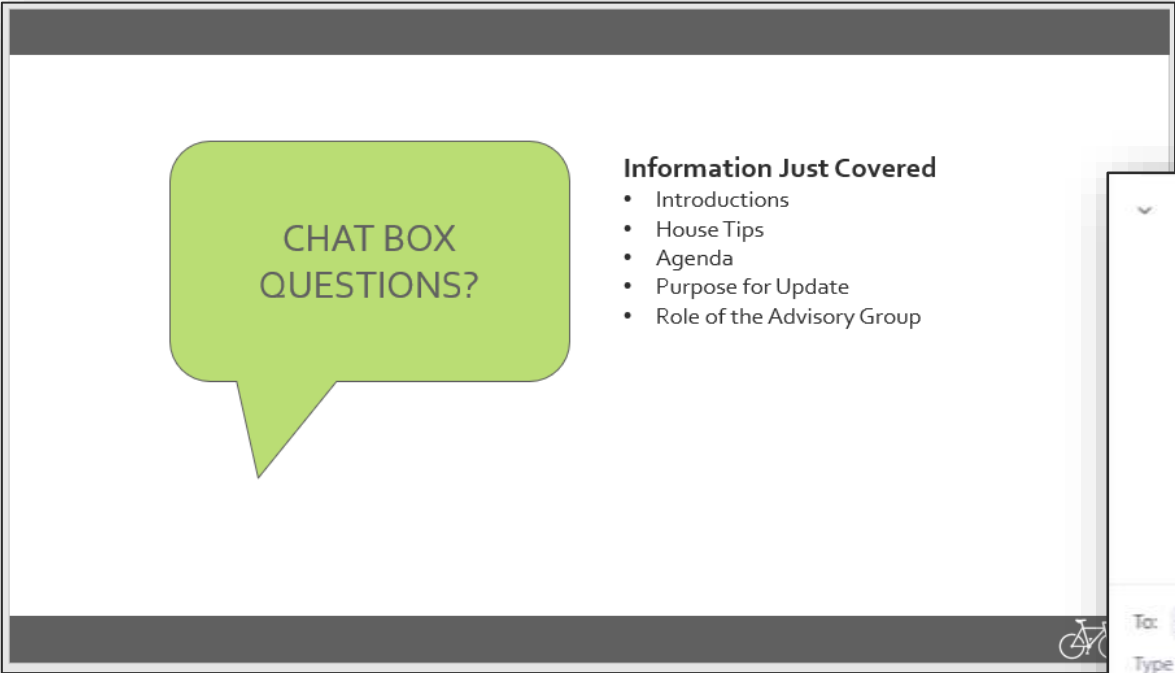
Invite Unmute Me Raise Hand



Unmute Start Video Participants 2 Chat Share Screen Reactions



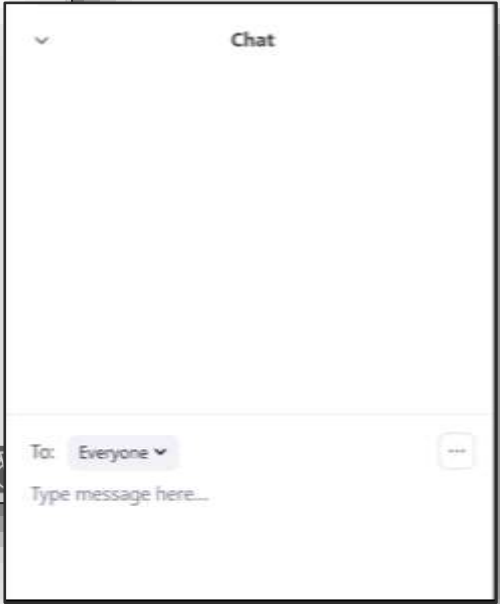
QUESTIONS



CHAT BOX QUESTIONS?

Information Just Covered

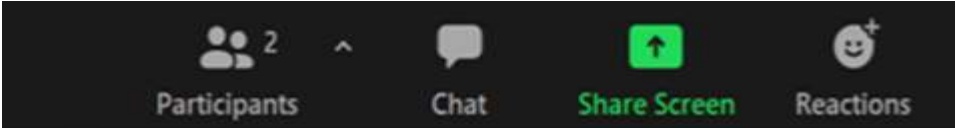
- Introductions
- House Tips
- Agenda
- Purpose for Update
- Role of the Advisory Group



Chat

To: Everyone

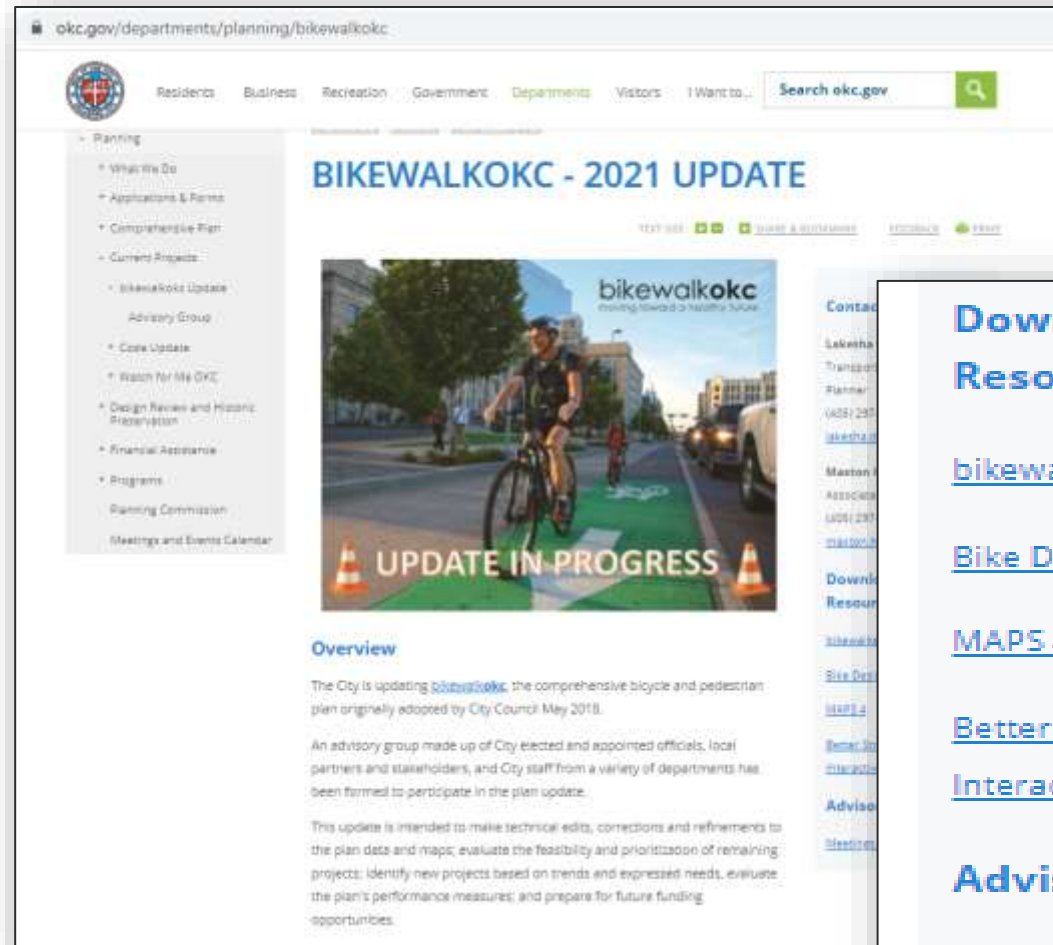
Type message here...



Participants 2 ^ Chat Share Screen Reactions



BIKEWALKKOKC 2021 UPDATE WEBPAGE



Downloads & Resources

bikewalkokc.org

[Bike Design Standards](#)

[MAPS 4](#)

[Better Streets, Safer City](#)

[Interactive Maps](#)

Advisory Group

[Meetings, Agendas, & Tasks](#)

<https://www.okc.gov/departments/planning/bikewalkokc>



ADVISORY GROUP WEBPAGE

okc.gov/departments/planning/current-projects/bikewalkokcupdate/bikewalkokc-advisorygroup

Residents Business Recreation Government Departments Visitors I Want to... Search okc.gov

BIKEWALKOKC UPDATE

DEPARTMENTS » PLANNING » CURRENT PROJECTS » BIKEWALKOKC UPDATE »

BIKEWALKOKC ADVISORY GROUP

TEXT SIZE: [A] [A+] [A-] SHARE & BOOKMARK FEEDBACK PRINT

Purpose

The Advisory Group will provide overarching review and recommendations for the 2021 update of bikewalkokc. This update is less of a re-do and more like a refinement of the plan. The Advisory Group includes some City elected and appointed officials, local partners and stakeholders, and City staff from a variety of departments. The group's participation will provide a variety of perspectives and ideas, and will add transparency to the process.

Advisory Group Members

ELECTED AND APPOINTED OFFICIALS

City Councilmembers
James Cooper, Ward 2
Joseph Hamon, Ward 5

Meetings

Meeting #1	January 13, 2021
Agenda	Presentation
	Recording

Advisory Group
Coming soon!

Committee
Hal McKnight, Chair

Community and Neighborhood

<https://www.okc.gov/departments/planning/current-projects/bikewalkokcupdate/bikewalkokc-advisorygroup>



CHAT BOX
QUESTIONS?



Information Just Covered

- House Tips
- Webpage reminders



II. TODAY'S AGENDA AND RECAP



AGENDA AND OVERVIEW

AGENDA
THE CITY OF OKLAHOMA CITY
bikewalkokc Plan Update
ADVISORY GROUP
May 12, 2021

Join Zoom Meeting

Meeting URL: <https://okc.zoom.us/j/93741000845>

Meeting ID: **937 4100 0845**

Join by Telephone Dial: **(Toll Free)**

888 475 4499 or 833 548 0276 or 833 548 0282 or 877 853 5257

Meeting ID: **937 4100 0845**

- I. **Welcome and House Tips**
- II. **Today's Agenda and Recap**
- III. **Homework #2 Review-** *(Present Homework Responses)*
- IV. **Step Three – Project Implementation and Action Plan**
- V. **Homework #3 Assignment** *(Discuss homework assignment)*
- VI. **Comments & Questions**
- VII. **Meeting Wrap Up & Adjourn**



RECAP MEETINGS #1 AND #2

Meeting #1

- Purpose for Update
 - Role of Advisory Group
- Plan overview, status, accomplishments
- Plan Update Tasks: What's Going into the Update
- Step One: Pedestrian Planning
 - Assigned Homework #1
 - PPA Prioritization Tutorial

Meeting #2

- Introduced Web Page
- Reviewed Homework #1
 - Propose boundary changes and additional projects for PPAs
 - Identify key pedestrian corridors
 - Identify locations for safe pedestrian crossings
- Step Two: Bicycle and Trail Planning
- Assigned Homework #2



PLAN UPDATE APPROACH AND SEQUENCE

Step 1

- Pedestrian Planning

Step 2

- Bicycle and Trail Planning

Step 3

- Project Implementation Process and Action Plan



III. HOMEWORK #2 REVIEW



HOMEWORK RESPONSE REVIEW

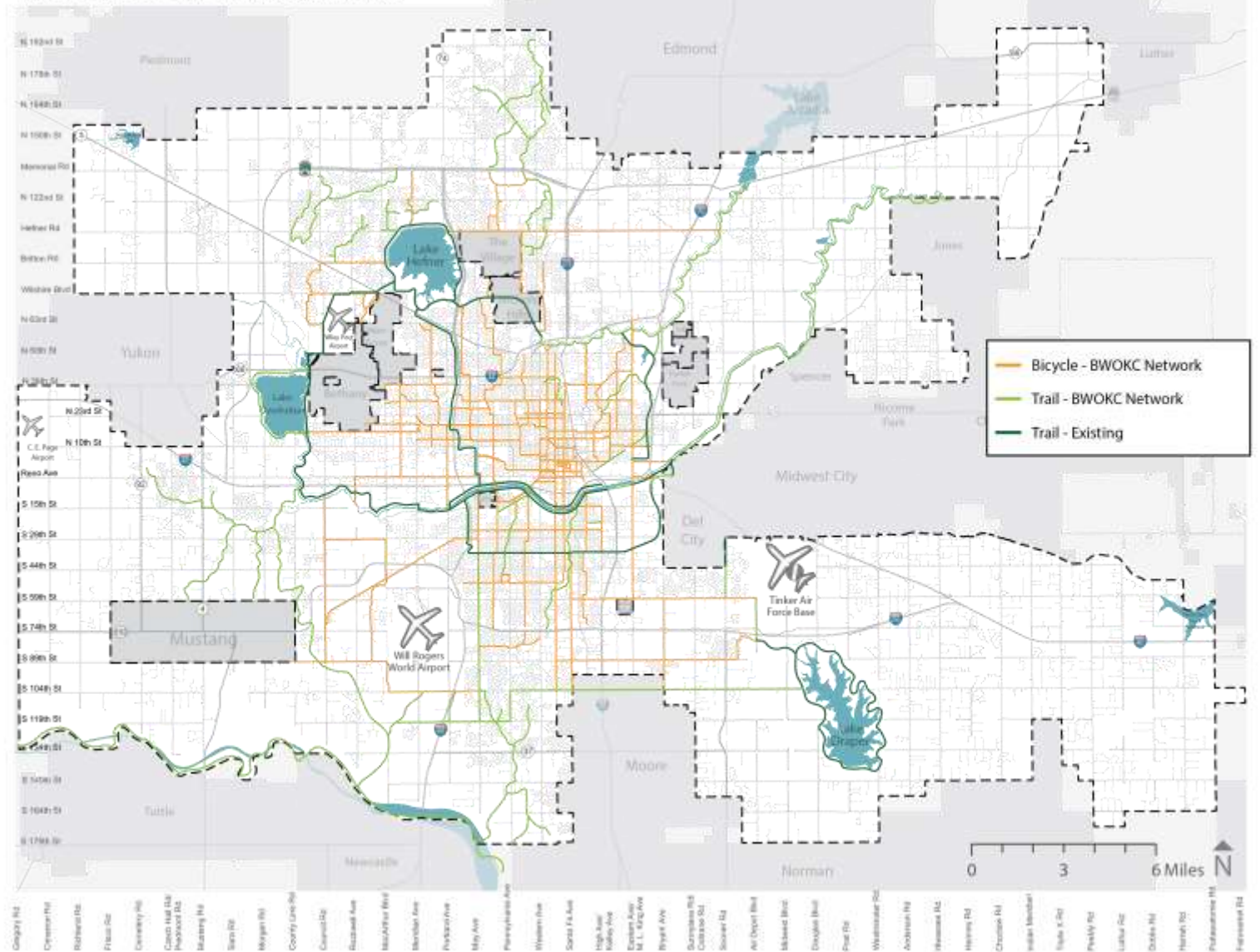
Homework #2 Assignment

1. Bicycle network requests
2. Bridge connection requests
3. Trail network requests
4. Safe crossings requests



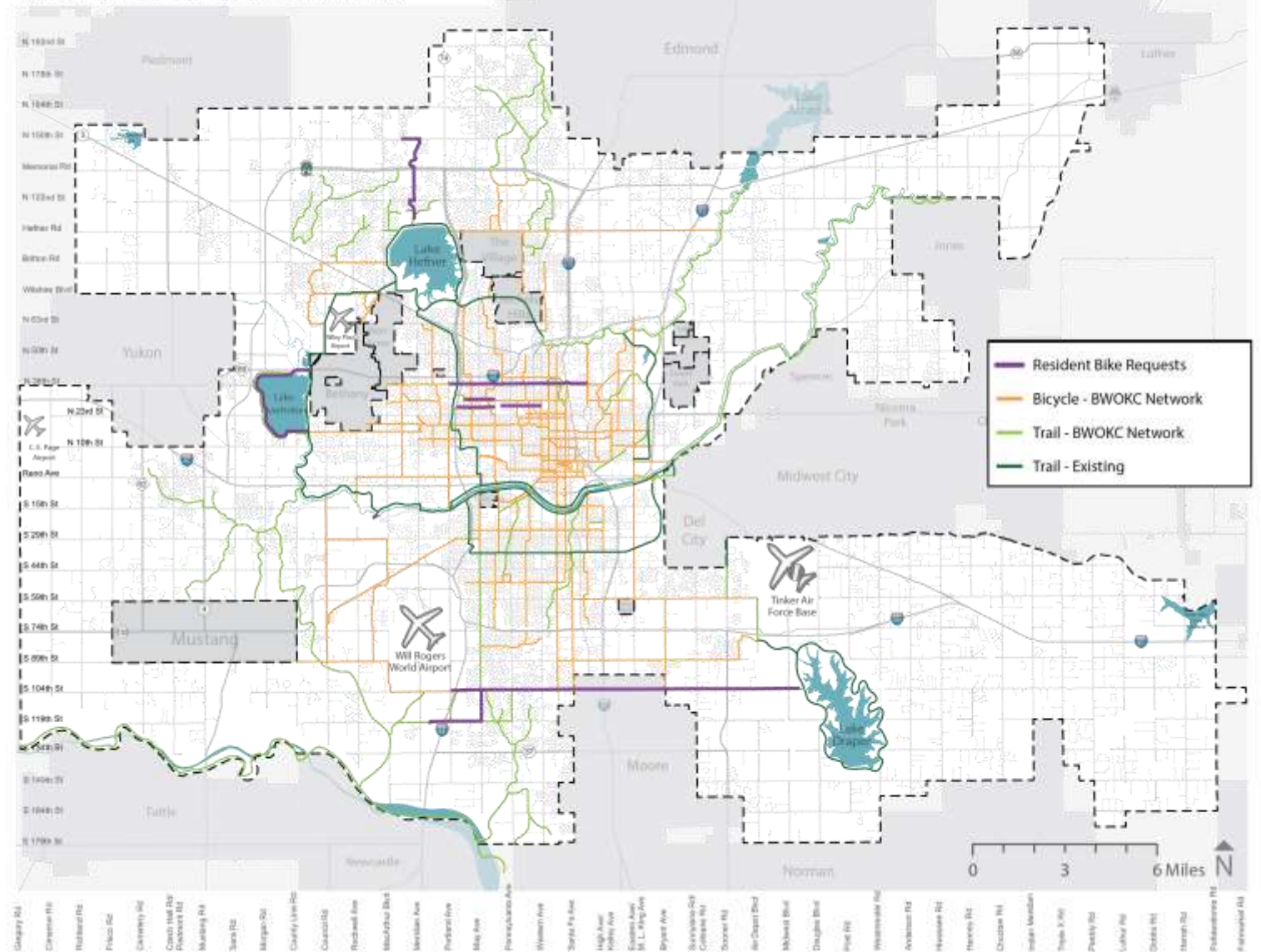
BIKEWALKOKC BIKE & TRAIL NETWORK

MAP 2.3 BICYCLE NETWORK PLAN



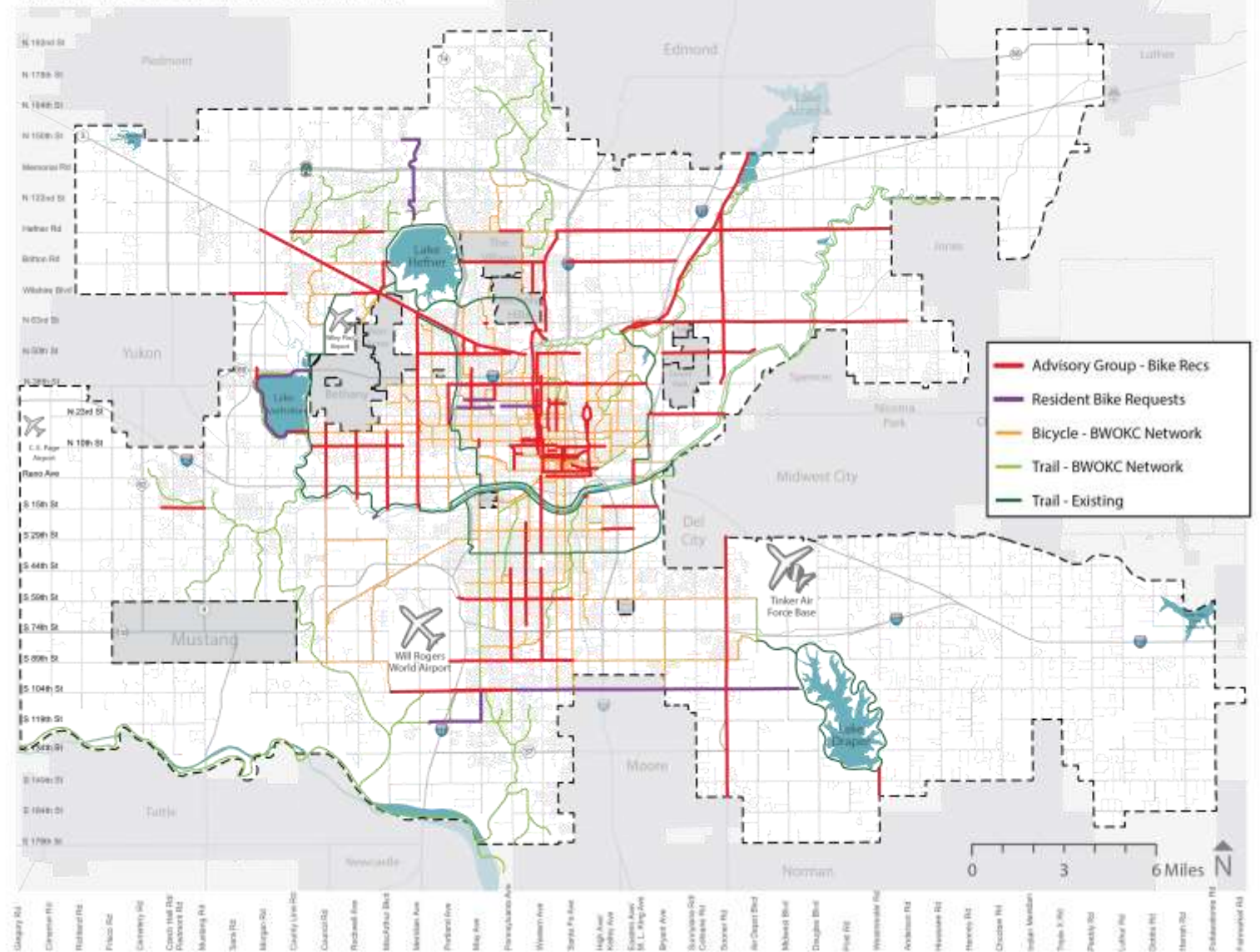
RESIDENT BICYCLE & TRAIL REQUESTS

MAP 2.3 BICYCLE NETWORK PLAN



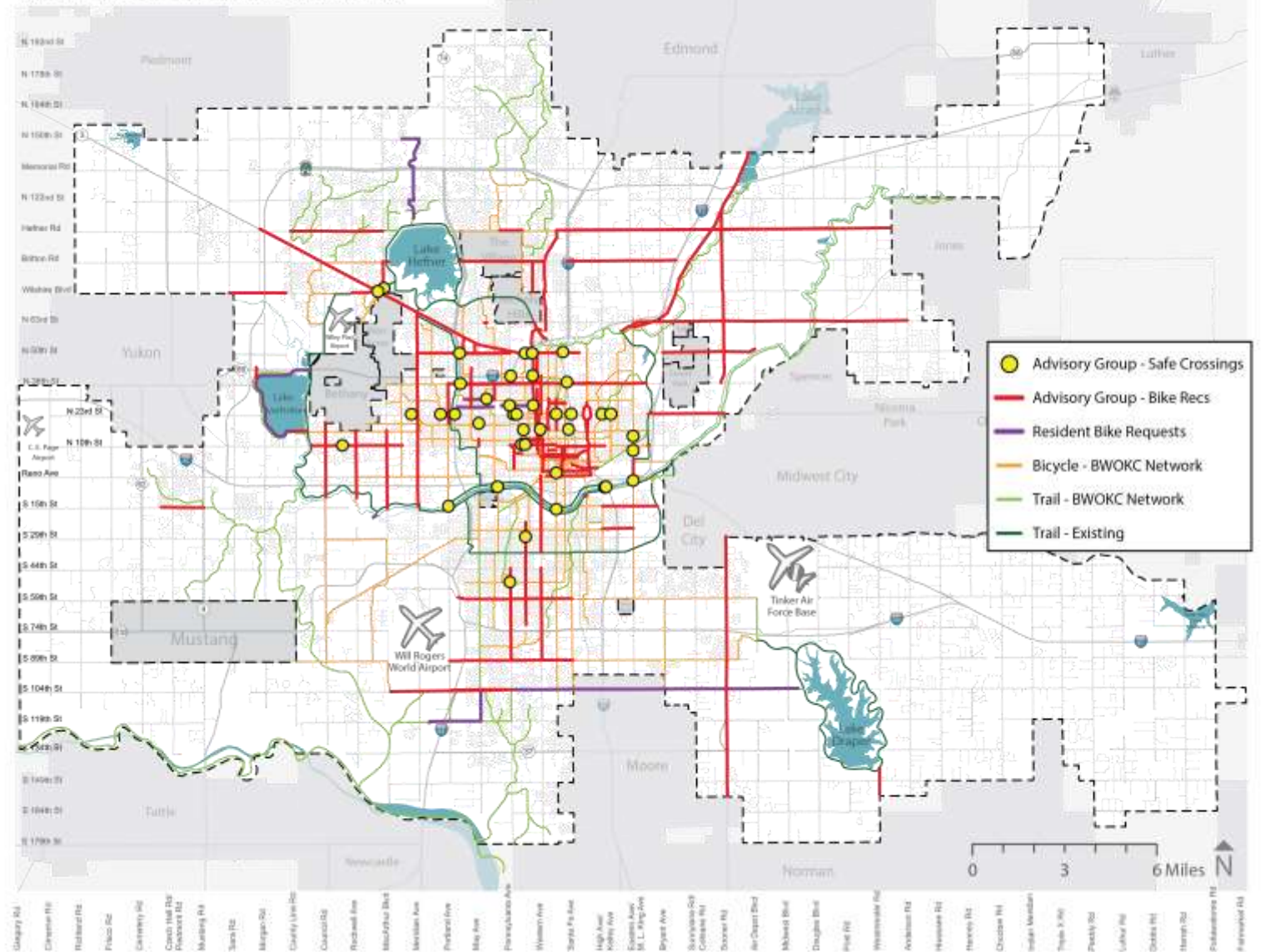
ADVISORY GROUP BICYCLE & TRAIL REQUESTS

MAP 2.3 BICYCLE NETWORK PLAN

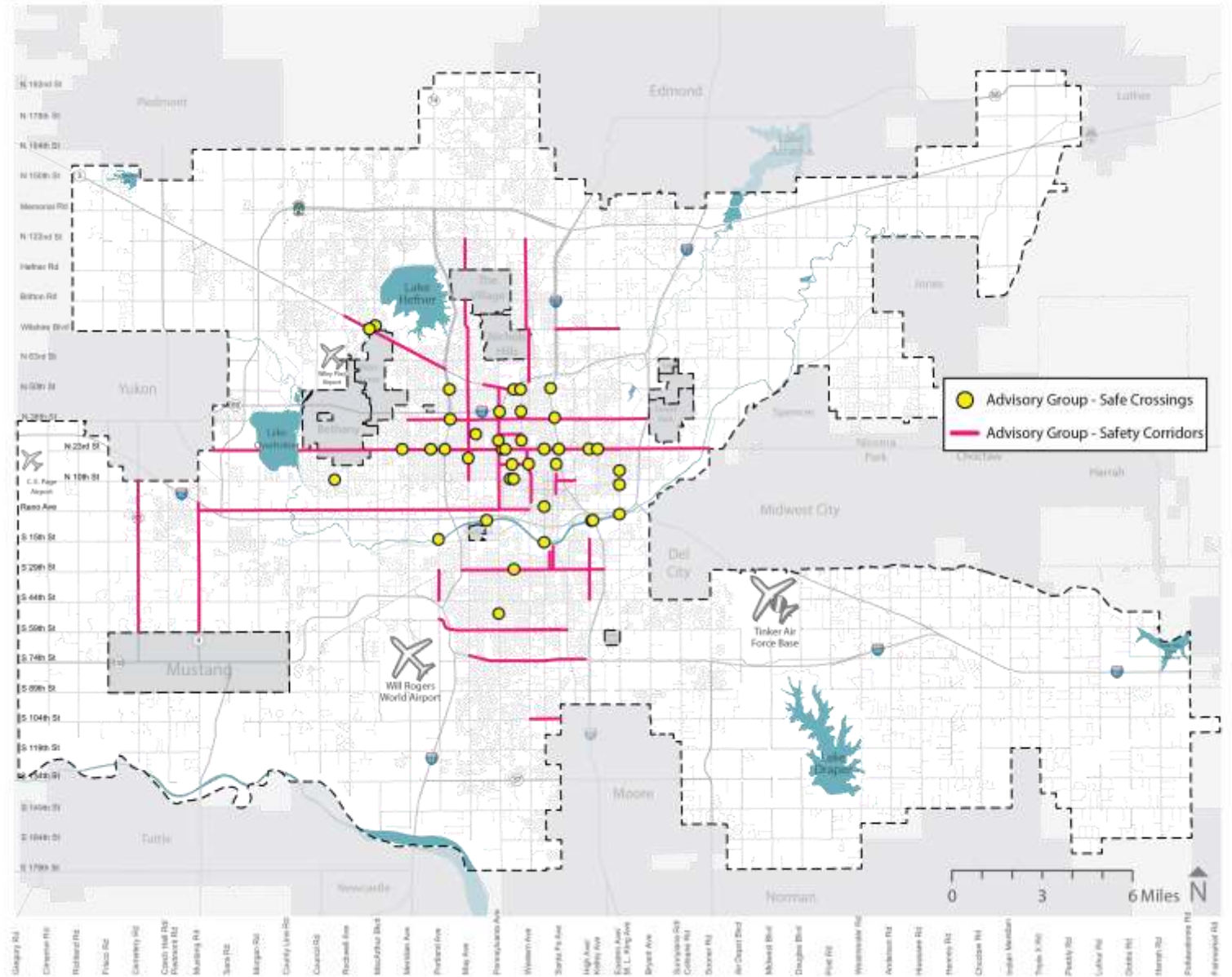


ADVISORY GROUP SAFE CROSSINGS & BRIDGES REQUESTS

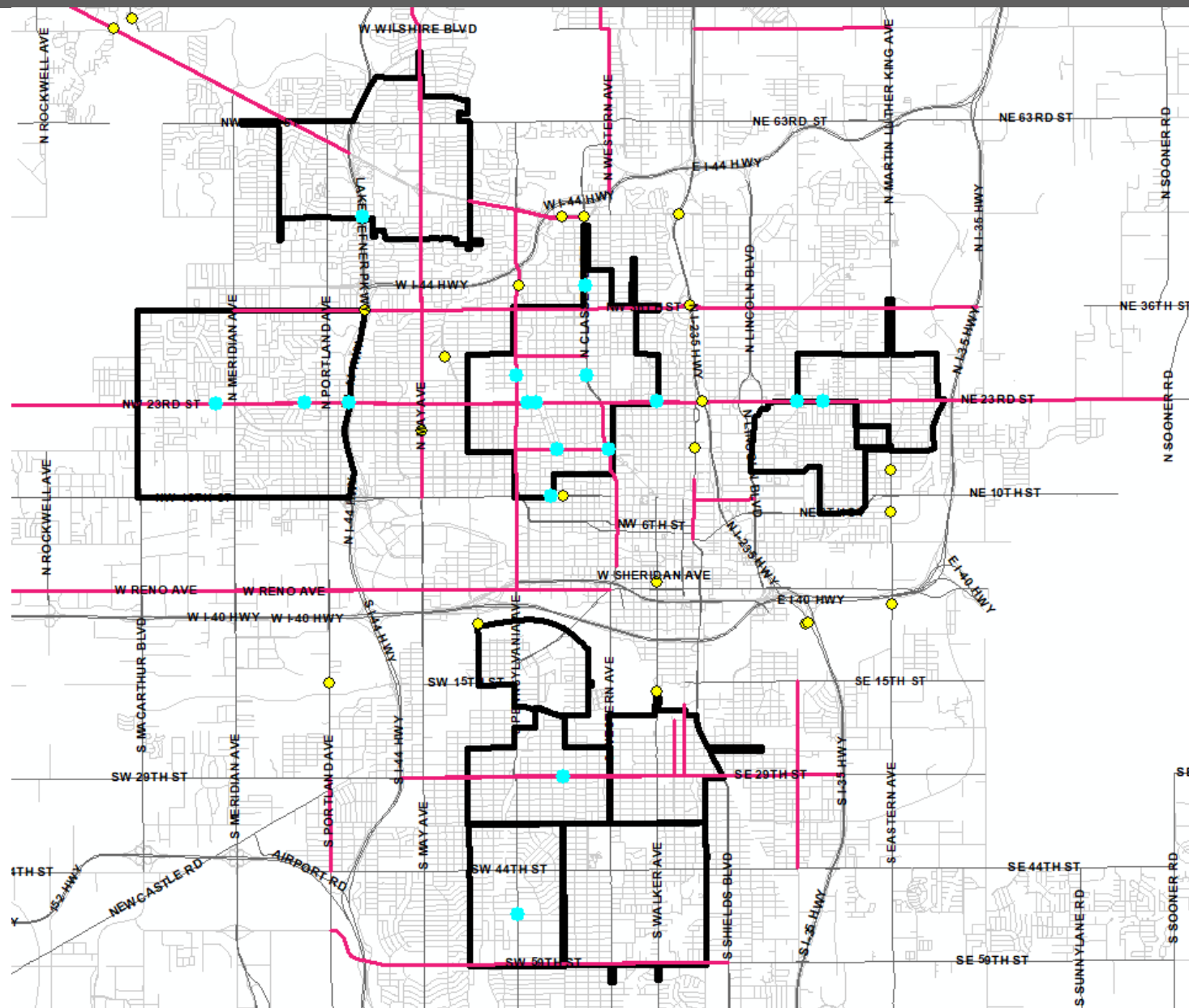
MAP 2.3 BICYCLE NETWORK PLAN



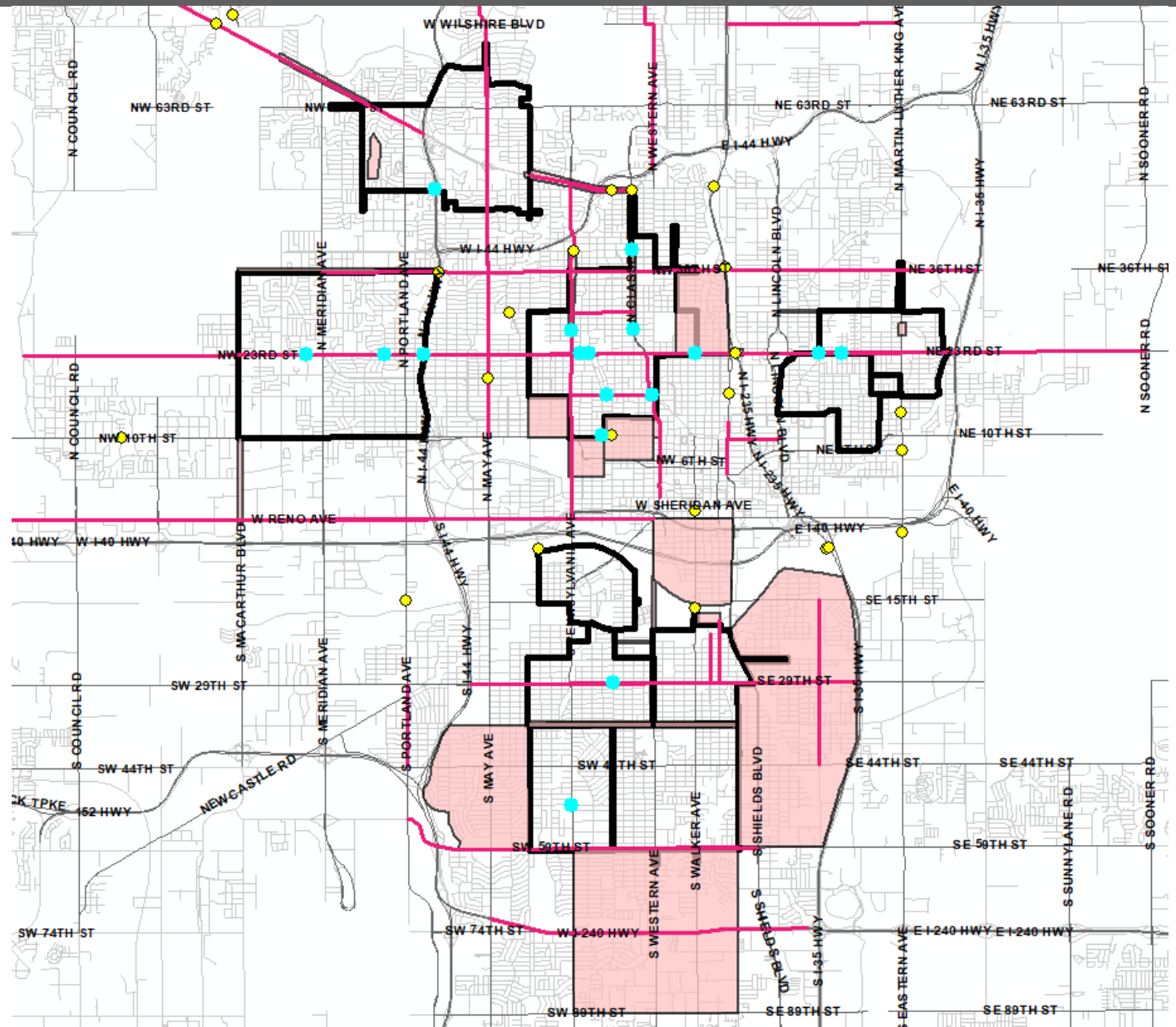
SAFE CROSSINGS WITH SAFE CORRIDORS



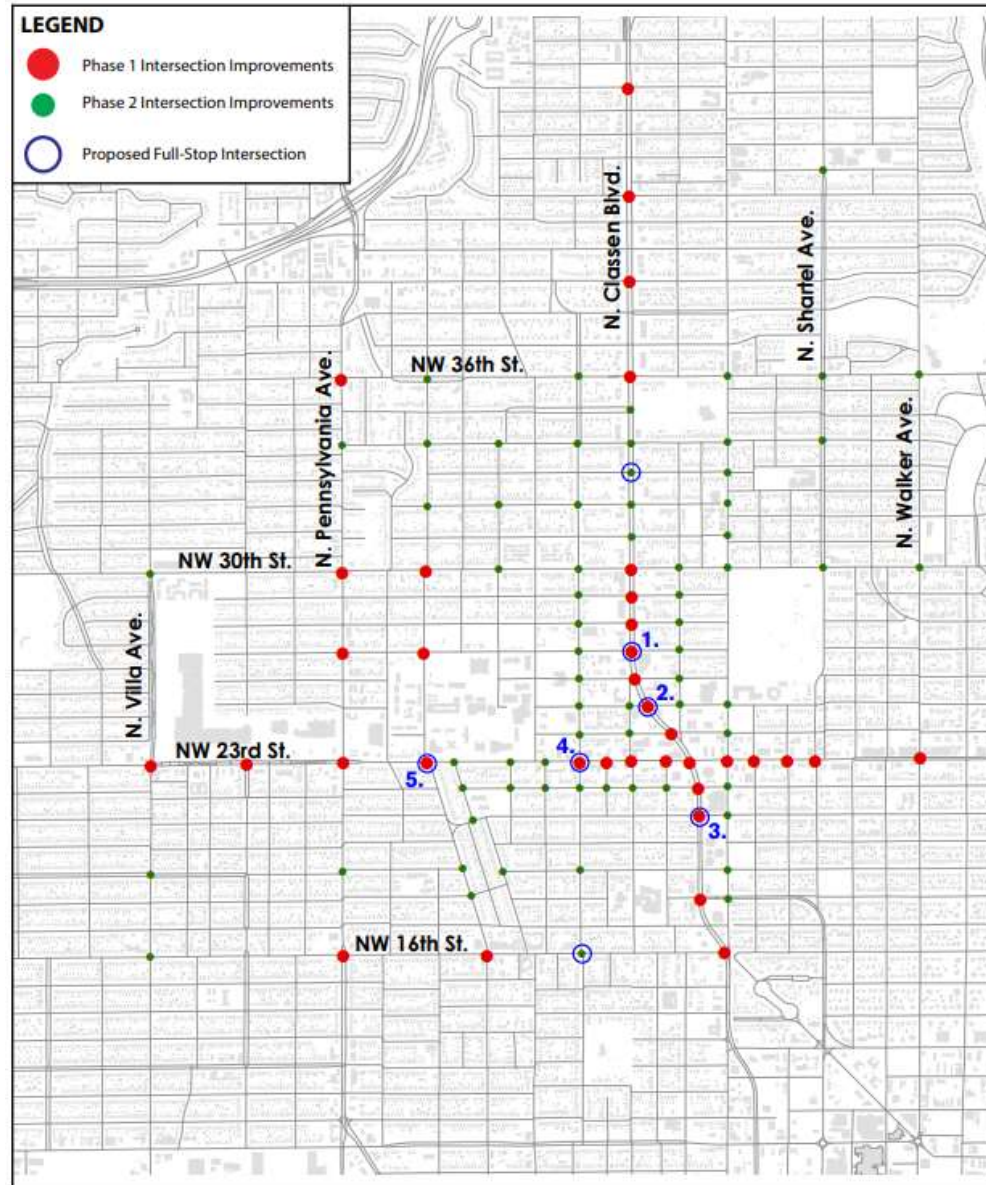
SAFE CROSSINGS
AND CORRIDORS
WITH
EXISTING PPAS



SAFE CROSSINGS
AND CORRIDORS
WITH
EXISTING PPAS
+
PPA EXTENSION
RECOMMENDATIONS



PPA CROSSING ANALYSIS



PROPOSED INTERSECTION IMPROVEMENTS

This plan calls for 31 intersections to be improved (addition of pedestrian infrastructure elements) as a part of Phase 1 improvements, including 5 new full-stop intersections. Phase 2 calls for an additional 66 intersections to be improved, with an additional 2 full-stop intersections. Phase 1 full-stop improvements are as follows:

North Classen Boulevard

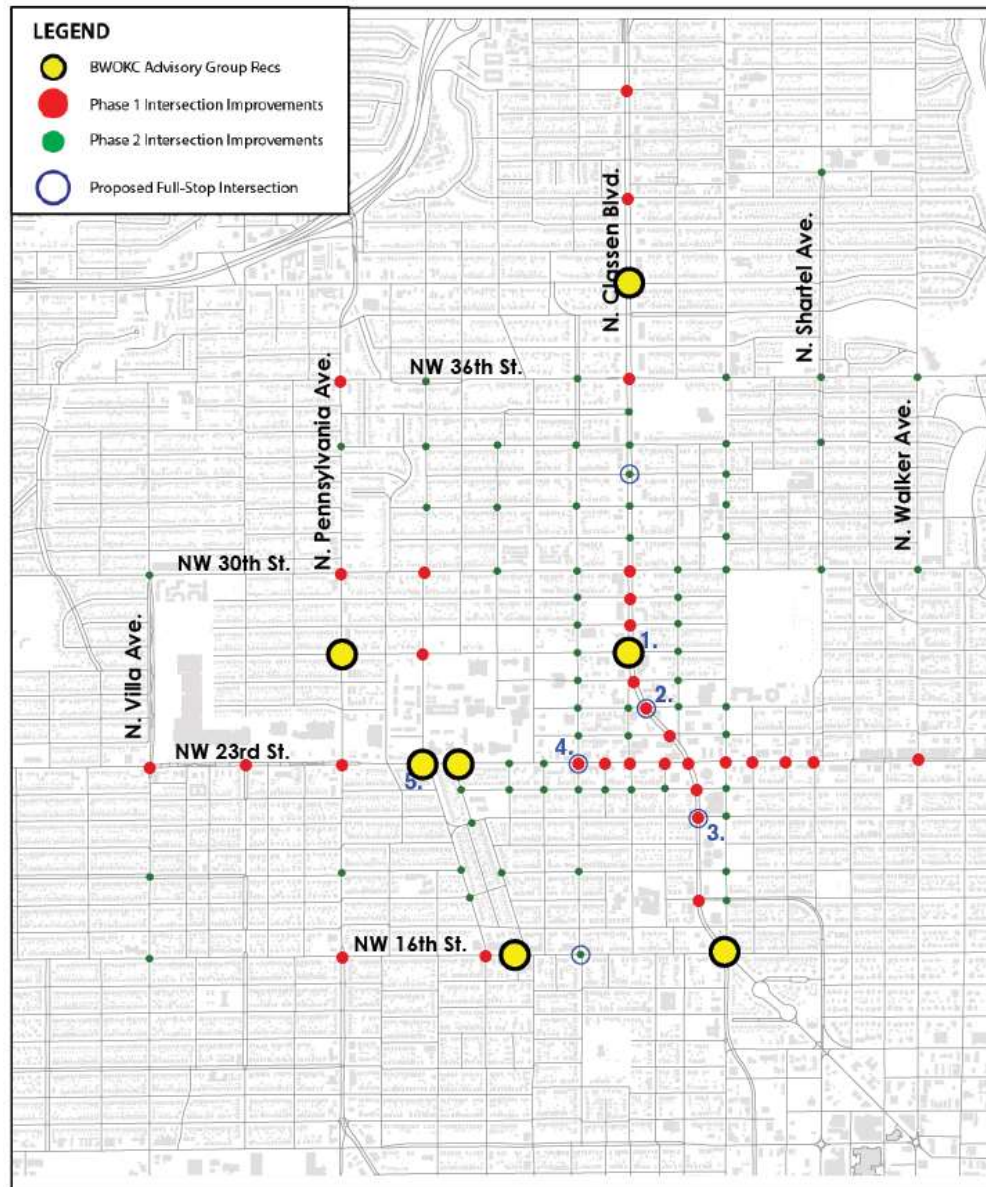
1. NW 27th St. - This location is one of two proposed full-stop intersections in the Asian District. This street flanks the north side of Oklahoma City University and already has some of the best streetscaping and crosswalks in the city.
2. NW 25th St. - This location is one of two proposed full-stop intersections in the Asian District. This street flanks the south side of Fairlawn Cemetery, as well as Military Park, which has recently been completely rebuilt. This stop, in conjunction with the stop at NW 27th St., will allow for full realization of the investments made to pedestrian infrastructure in the Asian District.
3. NW 21st St. - This location reduces the gap between safe pedestrian crossings from 5 blocks to 3, and delineates the southern end of the district.

Northwest 23rd Street

4. N. McKinley Ave. - This location aligns with the eastern boundary of OCU, reduces distance between safe pedestrian crossings, and aligns with a bicycle project identified in the bike plan.
5. N. Kentucky Ave. - This location provides a full-stop intersection on the west boundary of OCU, increasing walkability for students and residents.



PPA CROSSING ANALYSIS



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CHAT BOX
QUESTIONS?



Information Just Covered

- Homework #2 review
 - Bicycle & Trail requests
 - Crossings & Bridges requests



IV. STEP THREE

PROJECT IMPLEMENTATION AND ACTION PLAN



PROJECT 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.

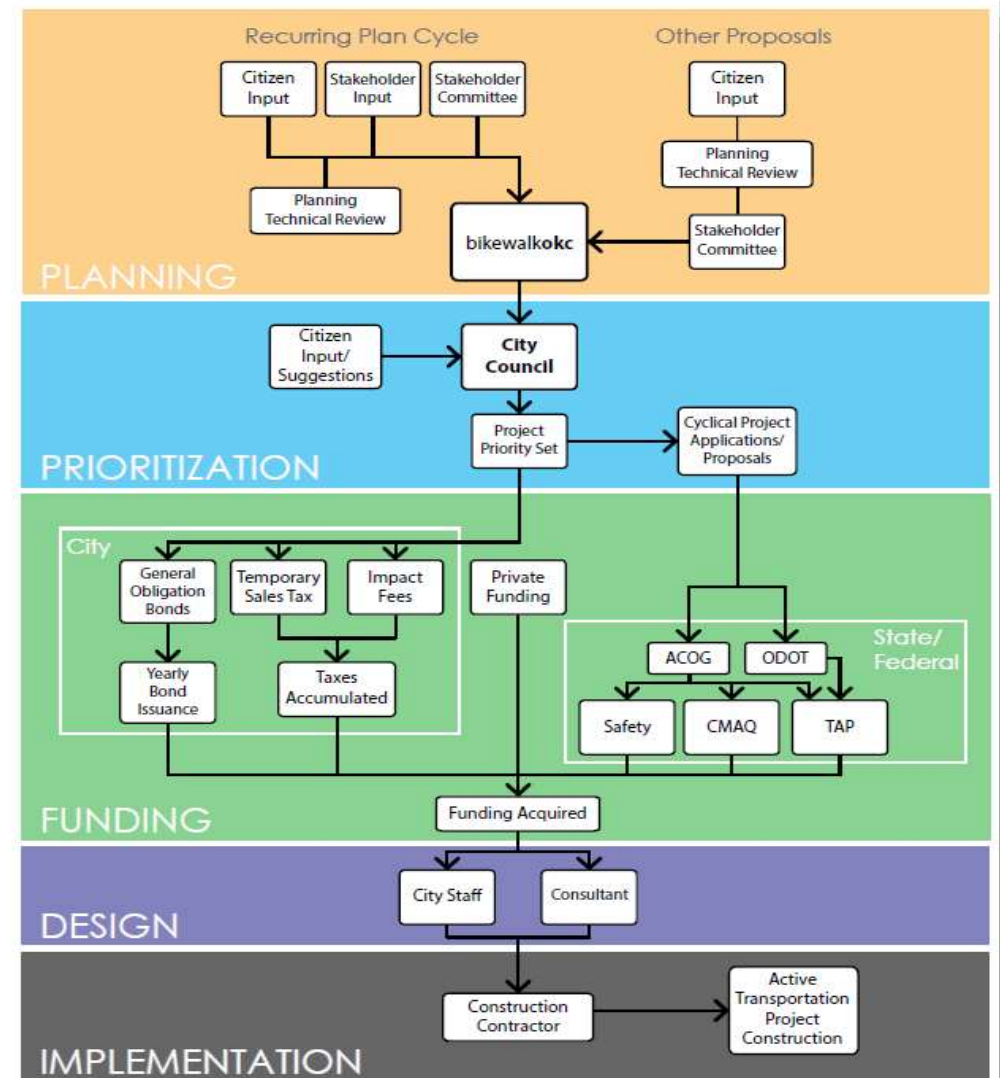
Diagram 4.1 shows the flow of events and the entities involved in the active transportation project implementation process, from the beginning stages of planning to construction of a facility. The flowchart depicts a typical process; however, some projects may require a slightly different process. This 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 Opportunities

This section provides a list and description of local and federal funding sources. Since all of the federal funding opportunities require a local match, local funding should often be reserved to serve as match and leverage greater amounts of federal funding. Additionally, seeking partnership with surrounding municipalities will increase the likelihood of successful applications for competitive funding streams. There are many opportunities to partner with nearby cities, such as Edmond, Moore, or Midwest City. Several projects proposed in this plan were identified with this in mind.

LOCAL FUNDING

General Obligation Bond

In the past, GO Bond funding was used to pay for sidewalks when part of road reconstruction and resurfacing projects. This has led to several miles of new sidewalks within Oklahoma City. Until the 2017 Bond Election, sidewalks were not included as stand alone projects. The 2017 Bond includes multiple pedestrian and bicycle projects as individual projects, many of which are identified as priority projects in this plan.

Metropolitan Area Projects (MAPS)

MAPS is Oklahoma City's capital improvement program for projects that enhance the quality of life in Oklahoma City. MAPS is funded by a temporary one-cent sales tax approved by city voters. MAPS 3 included 36 miles of sidewalks and 32 miles of trails and made up 6 percent of the cost of the total MAPS 3 program (or about \$48 million). Facilities identified in bikewalkokc could be considered for funding in future MAPS projects.

Sponsors

Private businesses and local industries can provide support of bicycle and pedestrian facility construction projects through donations of cash, services, labor or materials. Not-for-profit organizations can also hold fund raising events to gain support from businesses and organizations.

A sponsorship program can provide contributions from

bicycle and running clubs that want to assist with the development of a specific bike route. Projects can include rest stops, benches, landscaping, signage, bike racks, and litter elimination programs. Plaques or signage are usually installed as recognition of their efforts.

Public-private relationships are an opportunity for projects to be completed while giving participants a sense of ownership in a project. Projects like the installation of bike racks or bike lockers adjacent to a business, or an adopt-a-bike route program fall into this category.

FEDERAL FUNDING

Surface Transportation Block Grant (STBG) Set-Aside Program

Under the Fixing America's Surface Transportation (FAST) Act, funding for bicycle and pedestrian infrastructure is within the STBG Transportation Alternatives (TA) Set-Aside Program. The TA Set-Aside also includes funding for bicycle and pedestrian projects such as safe routes to schools and recreational trails. Funding for the Set-Aside is set at \$850 million from FY2018 to FY2020. Under the previous transportation bill, MAP-21, the Oklahoma City Urbanized Area (UZA) received approximately \$1.4 million per year for transportation alternative projects.

Congestion Mitigation and Air Quality (CMAQ)

The FAST Act continued the CMAQ program with the intent of funding projects that help state and local governments meet the requirements of the Clean Air Act. Nationwide funding levels for this program are as follows:

- 2016 - \$2.309 billion
- 2017 - \$2.360 billion
- 2018 - \$2.405 billion
- 2019 - \$2.449 billion
- 2020 - \$2.499 billion

The State of Oklahoma has received approximately \$10 to 11 million per year in CMAQ funding. Eligible projects or program include bicycle and pedestrian

projects that are not exclusively recreational and reduce vehicle trips including:

- Paths
- Bike racks
- Sidewalks
- Education programs
- Public transportation marketing
- Alternative fuel conversion
- Rideshare website

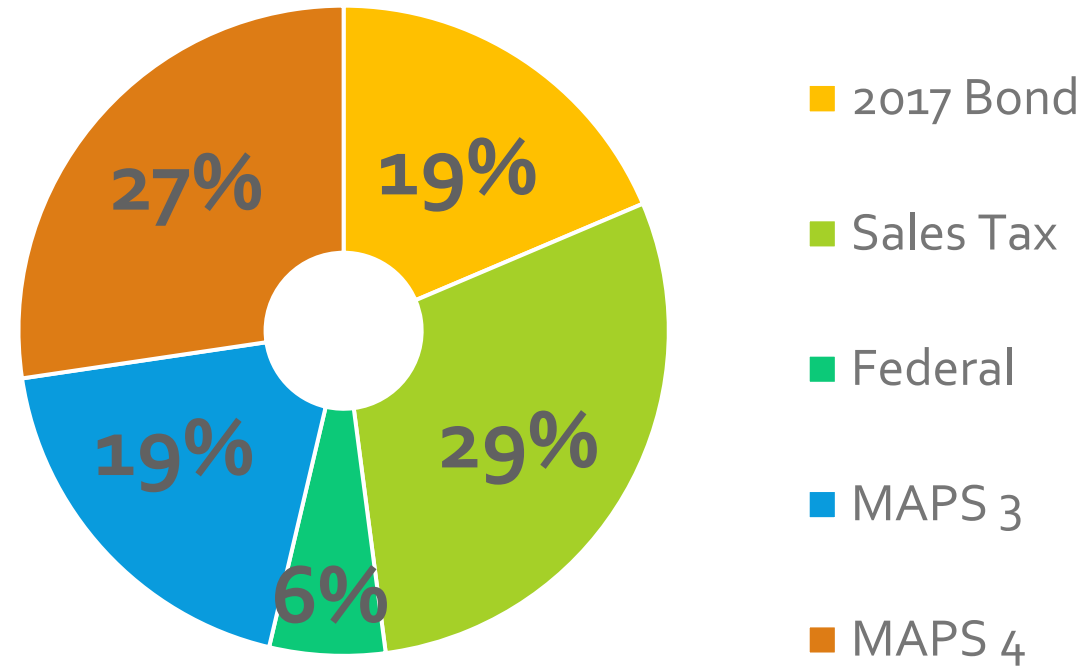
TIGER Discretionary Grants Program

The Department of Transportation's Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants Program was created as part of the American Recovery and Reinvestment Act of 2009 with the purpose of funding road, rail, transit and port projects that achieve critical national objectives, including livability, economic competitiveness, environmental sustainability, and safety. In 2015, three of the 39 projects selected were specific to bicycle and pedestrian projects and 13 projects contained significant bicycle and pedestrian improvements. Grant amounts range from \$1 million to \$25 million per project. Total funding for TIGER is in the range of \$500 million per year. As of January 2017, the TIGER program has been continued.



FUNDING OPPORTUNITIES

% Funding By Source



Over \$300 Million



ONGOING MAINTENANCE

Ongoing System Maintenance

Proper maintenance is critical for bicycle and pedestrian facility longevity, safety, comfort, and cost savings. In order for continued promotion and encouragement of active transportation, the facilities should be clean, surfaces smooth, and free of any hazards. Ongoing maintenance ensures system sustainability and communicates to the public the value of the system.

ROUTINE MAINTENANCE

Routine maintenance includes the removal of debris from sidewalks, bike lanes, trails, and intersections. This could be regular sweeping, trash pickup, trimming of limbs, or edging grass. Additionally, routine maintenance includes filling holes, repairing cracks, and replacing damaged signs. After a snow event, snow and ice should be removed from active transportation facilities in addition to the streets.

REMEDIAL MAINTENANCE

Remedial maintenance is necessary after a facility has been in use for multiple years and is in need of replacement or repair of major components. This type of maintenance includes resurfacing, bridge replacement or repair, restriping or repainting. These types of maintenance items may occur every 5 to 10 years or on an as-needed basis. Inspection of remedial maintenance items should be completed on a regular basis.

NETWORK STEWARDSHIP AND ENHANCEMENT

An important element of on-going maintenance activities is stewardship, which refers to the long-term care and oversight of Oklahoma City's active transportation network as a resource that adds value to the community and enhances the quality of life for the residents. The active transportation organizations and clubs within Oklahoma City add much value to the region. These clubs should be encouraged to volunteer to help keep the facilities free of debris and to identify problems as they arise. Adopt-a-facility programs can be made available

for clubs interested in providing ongoing routine maintenance of a bicycle or pedestrian facility.

MAINTENANCE BUDGETING

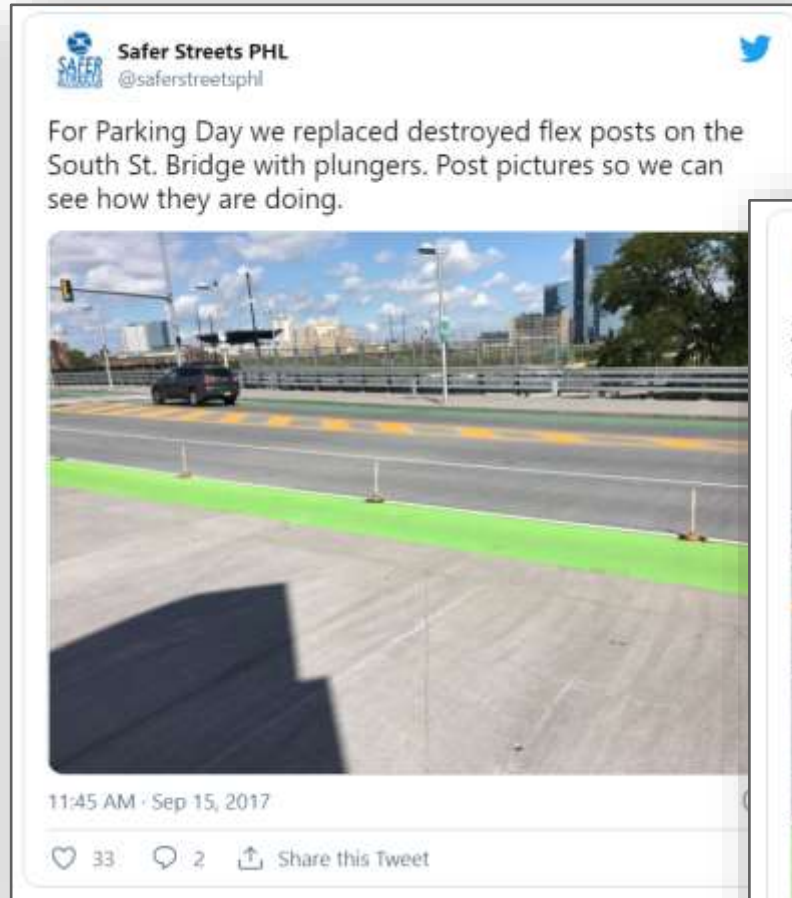
As the city continues to expand its active transportation systems, it is critical that maintenance budgets increase correspondingly. Maintenance costs should be budgeted annually within the Parks and Recreation maintenance budget for trails, and within the streets maintenance budget for on-street bicycle facilities. Costs for maintenance depend strongly on the type of facility. For example, bicycle routes have a relatively low maintenance cost per mile, compared to the maintenance cost per mile for multi-use paths, which is significantly higher.

MAINTENANCE FUNDING

For projects funded in the 2017 General Obligation Bond and the 2017 Community and Neighborhood Enhancement Program, a portion of the funds allocated for active transportation projects, whether sidewalks, bike lanes, or trails, should be set aside for maintenance projects. This plan recommends that 10% of the secured funding be allocated in this manner. These funds will help to sustain the capital assets that are already managed by the City, while the majority of the funding from these elections will be spent on new facilities. This manner of funding maintenance is not a long-term fix, but will help to ensure asset stability until future funding opportunities present themselves.



ONGOING MAINTENANCE TACTICAL URBANISM



<https://www.phillyvoice.com/philly-cycling-activists-strike-again-parking-day-plunger-protest/>



ONGOING
MAINTENANCE
STREET SWEEPER



Sweeper Example



STAFFING/ RESOURCE NEEDS

Staffing/Resource Needs

TRAFFIC AND TRANSPORTATION COMMISSION

The Planning Department, along with support of the Traffic and Transportation Commission should be responsible for ensuring this plan is implemented and updated accordingly. The Traffic and Transportation Commission will need to expand their role and expertise to hear and rule on transportation decisions for bicycle and pedestrian facilities. The Planning Department should be responsible for commenting and providing reports as needed to ensure the Commission has the information to make decisions. Multiple City departments may be involved in reviewing and providing input on cases, as necessary.

BICYCLE AND PEDESTRIAN COORDINATOR

The City of Oklahoma City has designated a planner as the Bicycle and Pedestrian Coordinator. This role currently accounts for about 40 percent of the employee's annual work plan. In order to execute the action items in this chapter, more staff capacity and time will need to be dedicated. The Bicycle and Pedestrian Coordinator's future work plan should consist of the following:

1. Lead efforts to complete action items listed in the tables on pages 148 and 149.
2. Continue utilizing and improving the processes of pedestrian planning used in this plan to comprehensively plan the pedestrian infrastructure of Oklahoma City.
3. Maintain the ~~OkC~~ website that contains information on the status of bicycle and pedestrian projects as well as maps for trails and existing bicycle facilities. City staff will keep the website up-to-date so all residents and visitors will have valid information when using the bicycle and pedestrian network.
4. Seek grant funding to implement projects listed in this plan. *Grants require monthly reports*
5. Work closely with Public Works and Parks and Recreation Departments, Association of Central

Transportation Program Added to Planning Strategic Plan

And Contract Administration

Oklahoma Governments (ACOG), Central Oklahoma Transit and Parking Authority (COTPA), future Regional Transit District, Oklahoma Department of Transportation (ODOT), the Neighborhood Alliance, MAPS Office, and Oklahoma City Public Schools to implement projects in this plan.

6. Establish and execute annual goals for completion of new bicycle infrastructure.
7. Create a yearly report documenting the status and ongoing actions for bicycle and pedestrian projects.
8. Maintain and update bicycle-friendly and pedestrian-friendly applications through the League of American Bicyclists and Walk Friendly Communities on a yearly basis.
9. Create conceptual designs for individual bicycle projects from this plan.

To include: • Consultant • Plan Review • Budget

NATIONAL NETWORKING

The Bicycle and Pedestrian Coordinator and other City staff should participate in networks related to active transportation such as the Association of Pedestrian and Bicycle Professionals (APBP), the Transportation Research Board (TRB), National Complete Streets Coalition, the National Association of City Transportation Officials (NACTO), and others. Involvement with these groups will benefit Oklahoma City by ensuring that staff is aware of best practices around the country, creating partnerships between Oklahoma City and other cities, and increasing access to grants and technical assistance.

ITE

GRANT MATCH FUND

A large portion of transportation improvement projects are funded by federal, state, or other outside funding sources. These grants almost always have some sort of "match" requirement, where municipalities will often be required to contribute 20% or greater to the funding of a project, while the grant will cover the remaining 80% or less of the project cost. Presently, there are no dedicated funds for grant match opportunities for active transportation projects. Because of this, many

Should this be moved to Funding Opportunities page??
Utility Bond + Sales Tax as Grant Match.

opportunities cannot be pursued due to the inability to contribute matching funds. *Staff Capacity to apply & manage the grants.*

In order to address this issue, money should be set aside to allow for quick turnaround on grant applications that are competitive. In the case of an 80/20 match, the City of Oklahoma City would receive four times as much money in return to fund the project, making it a vastly more cost-effective way to fund projects than more traditional sources like the general fund or general obligation bond funds.

9. Perform Measures
10. Court Program
11. Development Reviews/Traffic Commission Review
12. Bike Red Alert System
13. Merge Work & Me. Education Campaign

Grant & Other Application Opportunities Bike



STAFFING/ RESOURCE NEEDS



Currently Managing
Over \$300M in capital funds
Over 100 projects
Multimodal coordination
Public Engagement



What we do that's not listed

- Performance Measures
- Count Program
- Bike Ped Newsletter
- Watch for Me Campaign
- Attend Events

What we would like to add

- Traffic and Transportation Commission Reviews
- Planning Commission Reviews
- Development Reviews
- Grant applications



MEASURING PERFORMANCE

Measuring Performance

Continual monitoring of implementation progress is essential to the success of bikewalkokc. Baseline measurements of key data like bicycling and walking activity, crash rates, miles of facilities, program participation numbers, and mode share provide a point of comparison to determine the impact of infrastructure projects and supporting education and enforcement programs. The City of Oklahoma City Planning Department will establish the baseline of bicycle and pedestrian counts and performance measures in order to monitor plan and policy success. The performance measures staff will use for annual monitoring are included in Table 4.19.

Upon establishing baseline counts, City staff will create a report card for tracking performance every two years. Staff will develop this report card based on the performance metrics established within this plan. The report card will be helpful in tracking progress and can be used to show support for additional facility and program improvement.

Table 4.19 Performance Measures

Accessibility Measures				
Performance Measure	Bike/Trail (within 1/4 mile)	Pedestrian (street with a sidewalk)	Desired Trend	Data Source
% of Jobs with access	20.8%	40.5%	Increase	Master Active Transportation GIS Map
% of Population with access	11.0%	34.4%	Increase	
% of Transit stops with access	16.7%	42.9%	Increase	
% of Schools with access	14.5%	53.8%	Increase	
% of Parks with access	35.5%	34.8%	Increase	













Facilities Measures			
Performance Measure	Baseline	Desired Outcome	Data Source
New Miles of On-Street Bicycle Facilities	8.83 miles	Increase	Master Active Transportation GIS Layer
New Miles of Multi-Use Trails	73.33 miles	Increase	
New Miles of Sidewalk	1,088.82 miles	Increase	PEAT Survey
PEAT PPA 1 - NW 23rd St. at N. Classen Blvd.	57%	70% or higher	
PEAT PPA 2 - Windsor & West Ten Districts	43.2%	70% or higher	
PEAT PPA 3 - NW 63rd St. at N. May Ave.	37.7%	70% or higher	
PEAT PPA 4 - NE 23rd St. at N. MLK Jr. Ave.	52.6%	70% or higher	
PEAT PPA 5 - OHC Surroundings	44.9%	70% or higher	
PEAT PPA 6 - Capitol Hill District	43.1%	70% or higher	
PEAT PPA 7 - SW 29th St. District	24.6%	70% or higher	
PEAT PPA 8 - SW 44th St. at S. Pennsylvania Ave.	38.5%	70% or higher	
PEAT PPA 9 - S. Walker Ave. and S. Western Ave.	37.2%	70% or higher	
PEAT PPA 10 - Stockyards City	33.5%	70% or higher	
PEAT Downtown	63%	85% or higher	









Usage and Satisfaction Measures			
Performance Measure	Baseline	Desired Trend	Data Source
Mode Split	Car Alone: 83.1% Carpool: 10.2% Transit: 0.45% Walking: 1.58% Bicycling: 0.32% Taxi/Other: 0.98%	Shift from automobile trips to walking, bicycling, and public transit	ACS B08006
How satisfied are you with bicycling in OKC?	Excellent: 5% - Fair: 43% - Poor: 53%	Higher level of satisfaction	bikewalkokc survey
How satisfied are you with walking in OKC?	Excellent: 6% - Fair: 49% - Poor: 45%	Higher level of satisfaction	



ACTION PLAN CATEGORIES

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 bikewalkokc.	
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 bikewalkokc.	













ACTION PLAN CATEGORIES

ACTION PLAN

STANDARDS UPDATES		
1	Adopt the NACTO Urban Bikeway Design Guide for design and facility location standards.	
2	Roadways being reconstructed or resurfaced should incorporate proposed bicycle facilities (subject to traffic study). Non-local bicycle routes on two-lane roadways should receive a 6' to 8' shoulder where feasible.	
2	Develop design standards for bus stops and transit stations that consider location, make connections to sidewalks and bicycle routes/trails, and provide safe, comfortable and attractive waiting areas for riders.	

SYSTEMS UPDATES		
1	Improve traffic signals along bicycle facilities to ensure cyclists are detected automatically.	
2	Incorporate automatic pedestrian signal phasing, split phasing, scramble phasing, Leading Pedestrian Interval (LPI), and other methods in business districts, commercial corridors, pedestrian priority areas, and other locations.	

PROMOTIONAL EFFORTS		
1	Allocate a yearly budget for safety campaign outreach and projects.	
2	Develop educational materials for communicating the importance of active transportation infrastructure.	
2	Work with schools, youth groups, and other parties to provide education and encouragement programs about bicycle and pedestrian safety.	

RESEARCH EFFORTS		
1	Explore the feasibility of the City assuming responsibility for sidewalk maintenance in all areas of the city.	
1	Study the impact of plan implementation on responsive or vulnerable populations. Evaluate potential health outcomes and incorporate findings to ensure projects and policy changes have positive impacts.	
1	Research best practices to ensure that private dockless bike share systems do not cause the pedestrian realm to become inaccessible.	
2	Evaluate the feasibility of a fee-in-lieu-of system for sidewalk variances granted by the Board of Adjustment.	
2	Study what changes need to be made to City ordinances in order to better accommodate active transportation.	
3	Evaluate the intersections and street segments in the urbanized area of Oklahoma City using the Pedestrian Environment Assessment Toolkit (PEAT) approach.	
3	Monitor the use of the bicycle racks on EMBARK buses, and determine what other infrastructure improvements should compliment this service.	



CHAT BOX
QUESTIONS?



Information Just Covered

- Project Implementation
 - Funding Opportunities
 - Ongoing System Maintenance
 - Staffing/Resource Needs
 - Measuring Performance
 - Action Plan



V. HOMEWORK #3 ASSIGNMENT



ADVISORY
GROUP
HOMEWORK #3

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

1. Review Project Implementation (pgs. 142 – 149)
2. Provide Comments on Project Implementation
3. What would you like to know from the public?

Expect to receive by email:

- Link to online survey worksheet

Homework Due Date:

To Be Announced



CHAT BOX
QUESTIONS?



Information Just Covered

- Homework assignment #3
 - Project Implementation comments



VI. COMMENTS & QUESTIONS



CHAT BOX
QUESTIONS?



ANNOUNCEMENTS

Let the Good Times Roll!
OKLAHOMA CITY
FRIDAY, MAY 21, 2021

Celebrate Bike to Work Week with a community bike ride into Downtown OKC!

Please plan to meet at Bicentennial Park between 7:45 and 9:00 am. We'll gather for socializing, entertainment, and delicious coffee. Ride OKC will host the "Slowest Bike Race" and Downtown OKC will sponsor coffee from Junction Coffee. Join one of our group rides or ride on your own. Come help raise awareness of bicycling for fun, fitness, and transportation!

- 1 PLAZA DISTRICT | MEET IN FRONT OF BAD GRANNIES**
7:30am | 2.75 MILES | HOSTED BY SPOKIES
- 2 MESTA PARK | MEET AT THE AMPHITHEATER**
7:40am | 1.5 MILES | HOSTED BY RIDE OKC
- 3 STARS AND STRIPES PARK | MEET AT SOUTH PARKING LOT**
7:00am | 9.5 MILES | HOSTED BY OKLAHOMA BICYCLE SOCIETY (OBS)
- 4 OLIVER PARK | MEET AT THE SOUTH PARKING LOT**
7:30am | 3 MILES | HOSTED BY OBS
- 5 MOORE | MEET AT THE STATION AT CENTRAL PARK**
6:45am | 11.5 MILES | HOSTED BY OBS
- F BICENTENNIAL PARK**
PLEASE JOIN US BETWEEN 7:45 AND 9:00am

BIKE MONTH

VISIT ACOGOK.ORG/BIKECENTRAL FOR DETAILS & INTERACTIVE MAP

- May Bike Month
- Bike-to-Work Day May 21st
- Watch For Me Campaign
- Newsletter



TIMELINE NEXT STEPS

bikewalkokc Plan Update Timeline

Revised Schedule	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							12th				
Public Input/Review											
Advisory Meeting #4									14th		
Draft Document Reviews											
Study Session - Planning Commission											9th
Plan Adoption - Planning Commission											23rd
Plan Adoption - City Council											28th



CLOSING THOUGHTS



Contact:

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maxton.harris@okc.gov



VII. MEETING WRAP UP & ADJOURN

