

Action Plan

The following pages outline the approach for plan implementation. This plan is a collection of capital improvement projects, but it also has recommendations for City policies and ordinances, with the goal of improving safety and equity for people taking non-motorized trips.

The timeline below illustrates the plan for assessing progress of the implementation of bikewalkokc, as well as the schedule for future plan updates. The performance measures identified on page 132 will be updated every two years. This will allow enough time for changes in these measures to manifest, and with these updates every two years, the City will have data to guide the next iteration of the bicycle and pedestrian plan. On the third cycle of performance evaluation, a full plan update will occur. Every two years the project lists from this plan will be evaluated for completion of projects and feasibility of remaining projects. Additionally, new projects should be identified that respond to the trends in performance measures, new public input, and a continuation of the approach to identify priority needs established in this plan.

Action Categories

The core of bikewalkokc is comprised of key bicycle and pedestrian projects discussed in this chapter; however, there are several other categories of actions beyond performance evaluation and capital improvement projects that will be necessary to accomplish the goals of this plan. These categories are as follows:

POLICY UPDATES

Internal policies related to capital improvements should be updated to reflect the importance of active transportation and recreation. Policies that govern the development review process for subdivisions, redevelopment projects, and commercial development should also be modified to include the principles of active transportation, as well as to ensure that as each new development comes in to Oklahoma City, our active transportation network is strengthened.

CODE AND REGULATIONS UPDATES

In order for many of the projects in this plan to flourish and function in their intended fashion, modifications need to be made to Oklahoma State Statutes, the City’s municipal codes and subdivision regulations. Many City and State ordinances related to pedestrians and bicyclists are out-dated and have become counterproductive with regard to improving walking and cycling.

STANDARDS UPDATES

Best practices in the design of active transportation and recreation facilities change rapidly, and it can be difficult to keep up with the state-of-the-practice approach. New standards can be adopted in several areas to better accommodate the needs associated with active transportation and recreation.

SYSTEMS UPDATES

Transportation systems largely favor automobiles, making it difficult for pedestrians and cyclists to travel on most streets. Modifications to our traffic control systems

can be made in such a way as to not disrupt automobile traffic while accommodating non-motorized traffic.

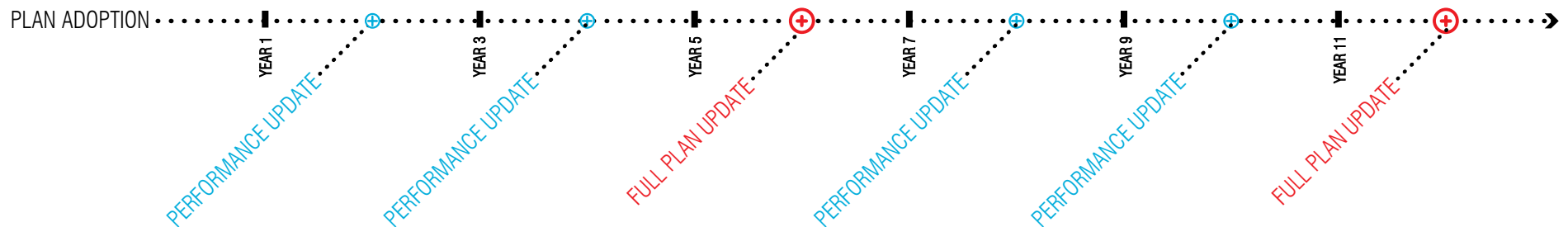
PROMOTIONAL EFFORTS

With all of the changes that are set to occur with the adoption of this plan, education will be required to ensure that all users of new facility types are aware of their responsibilities. Education campaigns should focus on transportation safety, public and personal health, and the environment.

RESEARCH EFFORTS









Research projects should be conducted in order to move this plan forward into future iterations. These projects should gather data to use for future plan updates, as well as looking to other cities to determine best practices in the field for any given subject. This approach will allow for partnerships with higher education, increasing the capacity of the Planning Department.

The City’s Bicycle and Pedestrian Coordinator along with the Traffic and Transportation Commission are charged with overseeing and pursuing the execution of these updates and efforts. The following pages detail each of these categories, citing specific examples and grouping them into a phased approach.








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

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.	