

bikewalkokc

moving toward a healthy future
2024 Update



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Oklahoma Bicycle Society (OBS)

Oklahoma Earthbike Fellowship

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Special Thanks

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“To have the city we all want, we have to prioritize pedestrians and cyclists in ways that we didn’t for a long time. There are a lot of residents and potential residents who want those options, and it is important that we provide them, for any number of reasons. Yes, it can be challenging for a 620-square-mile city, built around the automobile as we are. But we are making the transition. Unprecedented investments are underway with more to come. It will require patience and persistence, but we will ultimately be a city that offers options and meets the needs of pedestrians and cyclists.”

- Mayor David Holt



Major Taylor Cycling Club of Oklahoma City and Students from FD Moon Middle School

EXECUTIVE SUMMARY

The desire to have a walkable, bikeable city for both leisure and transportation has been gaining momentum over the past decade. Although we have a great start with a significant number of facilities already constructed, Oklahoma City is still young, and has a way to go to build a comprehensive, connected, and safe bicycling and pedestrian network. This plan, **bikewalkokc**, aims to transform the bicycling and walking experience within Oklahoma City to substantially improve the quality of life and health of our residents.

One of the goals of the City's comprehensive plan, **planokc**, is for Oklahoma City to be a community that offers people many safe options to travel to where they want to go - by foot, bicycle, or motorized vehicle. This requires investment in building and maintaining a multi-modal transportation network, complete with high quality trails, bicycle facilities, and sidewalks. With these improvements, residents and visitors to Oklahoma City will be able to get where they need to go while enjoying an active lifestyle.

Since its adoption by the City Council in 2018, **bikewalkokc** has been very effective as a tool for directing and prioritizing funds for bicycle and pedestrian improvements across the city. This 2023 update of **bikewalkokc** adds new projects and addresses new issues identified in the process of implementing the original plan. The analyses in the 2018 plan still being relevant, this update focuses on continuing the work by identifying the next set of priority projects. With the incorporation of a new round of public input and a new advisory board, this updated 2023 plan proposes the addition of new pedestrian priority areas, the reprioritization of bike and trail network, and many other improvements.

Purpose

The need for this plan and its associated projects is articulated in **planokc**, which calls for a bicycle and pedestrian master plan that addresses the needs of users of all skill levels. **bikewalkokc** is Oklahoma City's

bicycle and pedestrian master plan. **bikewalkokc** fulfills **planokc**'s directive to prioritize bicycling and walking as a favored form of transportation needing considerable attention. This plan guides the long-range construction of cycling and sidewalk networks. These future networks consist of prioritized projects, which will be built as funding allows.

A focus on active transportation infrastructure will bring a healthy balance to our transportation system, allowing people to comfortably travel or recreate on our trails, bike lanes, and sidewalks. The human, economic, and environmental benefits to this future will be substantial.

Outcomes

The expected outcomes that drove the planning process include:

- Neighborhoods connected to jobs, schools, and services via bicycle and pedestrian infrastructure
- Residents empowered to choose an active lifestyle
- Sidewalks that are useful, accessible, and connected
- Trails used for commuting and recreation
- Safe streets that support transportation options

Bicycle and Trails Plan

bikewalkokc consists of two interrelated plans in one: the Pedestrian Plan and the Bicycle and Trails Plan. The Bicycle and Trails Plan details a transformative expansion and improvement of the city's network. The objective is to create a safe and comfortable bicycle network between homes, businesses, schools, parks, and other destinations most frequented.

The proposed projects in this plan will give residents the opportunity to cycle safely to a destination in or

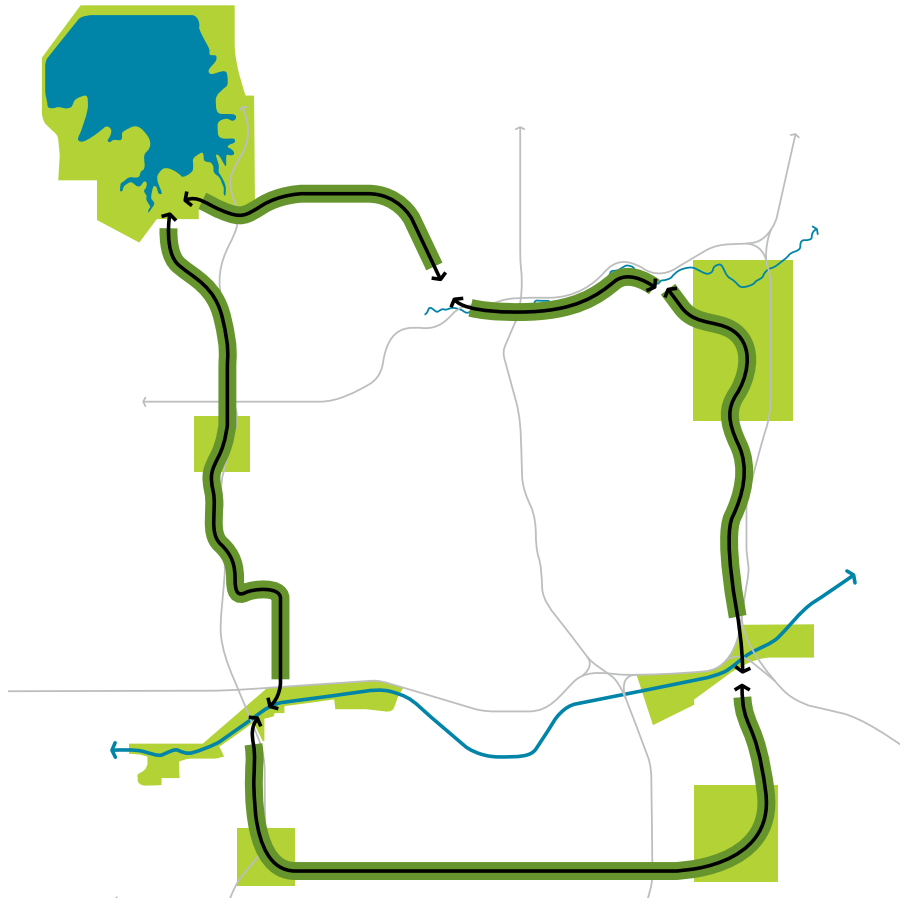
near their neighborhood, while also allowing them to comfortably and safely reach regional destinations.

Pedestrian Plan

The Pedestrian Plan was developed to facilitate comfortable, safe walking to destinations within or close to neighborhoods, such as schools, parks, businesses, transit stops, and friends. It focuses on areas of greatest need so that truly walkable environments can benefit the large group of people – including children, senior citizens, and those with low incomes – who cannot or choose not to rely on automobile transportation. Efforts will be focused on 20 identified Pedestrian Priority Areas and on transit stops, schools, and parks.

Integral Projects

The following pages describe projects or groups of projects that together form the framework of this plan and the future bicycle and pedestrian networks. These projects will deliver a greatly enhanced quality of life for our community while contributing to the city's attractiveness as a destination and place to call home.



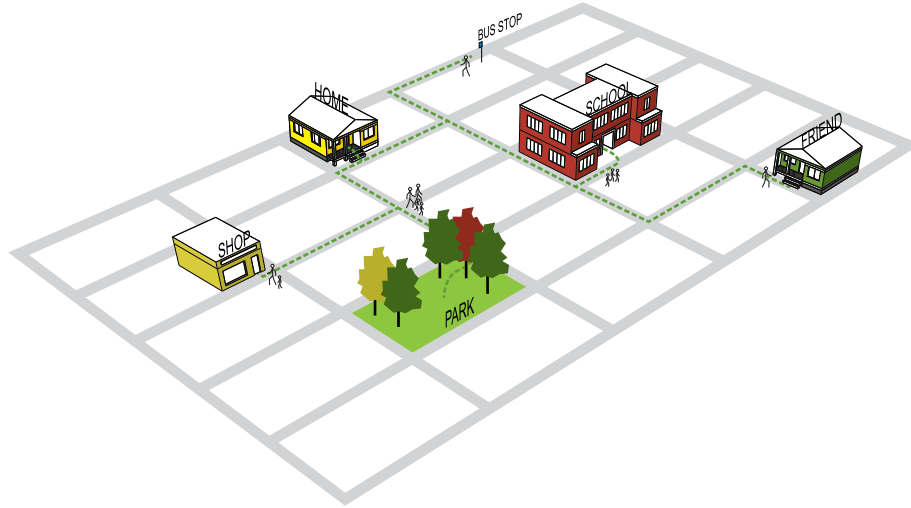
GRAND BOULEVARD LINEAR PARK

The completion of the Grand Boulevard Linear Park will “close the loop” by constructing and enhancing a seamless belt-line of trail around central Oklahoma City. This trail will enhance residents’ quality of life by connecting neighborhoods via a dedicated trail to other parts of the city. Residents in proximity to this historic resource will be able to go for short or extended runs, bicycle rides, or just walk their dog in a relaxing green environment. A substantial portion of the Grand Boulevard Linear Park is constructed; however, the loop needs to be completed by constructing the Deep Fork Creek Trail, upgrading the southwest section from sidewalk to trail, and including safe crossings of I-35 and the Oklahoma River. The Grand Boulevard loop is discussed further in Chapter 2, page 36.



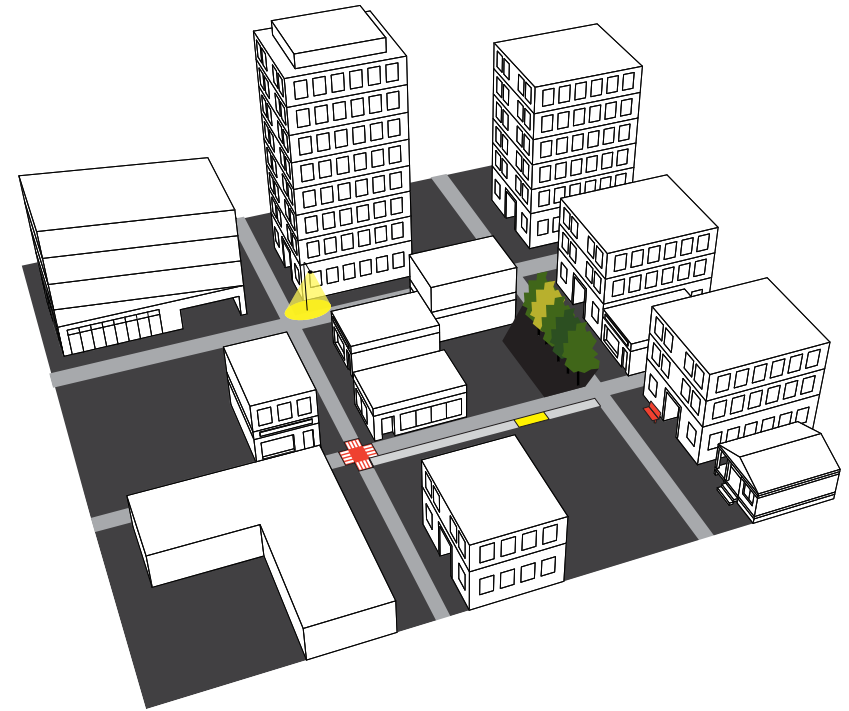
CROSTOWN CORRIDORS

Specific improvements on existing roads across the city will create two crosstown corridors for cycling—one east-to-west and one north-to-south. These safe, comfortable and continuous corridors will connect people to a variety of daily or weekly destinations, which are now only accessible by car. The corridors will serve as cycling arterials, allowing people of all skill levels to cycle to near and far destinations. The corridors will connect to local cycling facilities to provide seamless routes to a myriad of locations throughout the city. The Crosstown Corridors are discussed in more detail in Chapter 2, page 38.



PEDESTRIAN PRIORITY AREAS

This plan identifies twenty Pedestrian Priority Areas (PPAs) based on an analysis that examined a variety of criteria. The PPAs represent the best opportunities in Oklahoma City to create walkable areas that facilitate lifestyles not reliant on automobiles as the primary means of transportation. New sidewalks and improved intersections will afford residents, especially those with disabilities, the opportunity to get to nearby destinations safely and comfortably. Additional details about the PPAs are presented in Chapter 3, page 70 and Chapter 4, page 102.



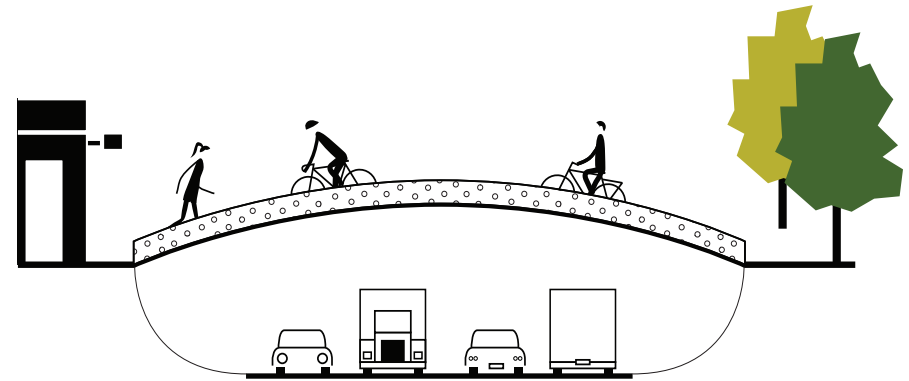
STREET ENHANCEMENTS AND PLACEMAKING

Following up on the success of bikewalkokc to address major network gaps throughout the downtown area, this updated plan considers how street enhancement projects can be designed to address the needs of the surrounding districts and neighborhoods. Based on experiences with street enhancement projects in commercial districts, such as Automobile Alley, the new approach will involve incorporating commercial districts into a new Street Enhancements and Placemaking pedestrian component plan. Further details can be found in Chapter 3, page 74.



REGIONAL AND NEIGHBORHOOD TRAILS

Trails constructed since 1997 have created a strong foundation for moving Oklahoma City to the next level of a connected recreational and transportation trail network. This plan includes upgrades of existing trails along with 163 miles of new multi-use trails for walking, running, and cycling. A new recreational trail will soon be complete along the Oklahoma River connecting to Katy Trail, and new trails will eventually connect to the neighboring communities of Edmond, Mustang, Yukon, and Del City. While many trails are located in natural areas, others are located in urban areas along streets to provide safe, convenient transportation along important corridors. Other proposed trails are located in areas of opportunity, including abandoned rail corridors or highway right-of-way. The trail network is discussed further in Chapter 4, page 98.



BICYCLE AND PEDESTRIAN BRIDGES

Oftentimes barriers such as interstates, highways, rivers, railroads, or creeks make it impossible, difficult, unsafe or uncomfortable for residents to walk or cycle to nearby parks, shops, or schools. In these cases, a bicycle and pedestrian bridge may be the only feasible solution. Surveys and analysis identified several locations for bicycle and pedestrian bridge projects. In addition to removing barriers within our pedestrian and bicycle network, these bridges can also be noticeable, attractive statements about the value our community places on active living. More information about the topic is available in Chapter 4, page 100.

BICYCLE AND PEDESTRIAN SAFETY ENHANCEMENTS

Important as the basic bike and pedestrian infrastructure is, there is often more work to be done to improve overall safety and comfort of the street for people outside of motor vehicles. Chapter 1 of this plan includes a section calling for safer street designs that will not only complement sidewalk and bike lane projects, but also decrease safety risks and make streets more walkable and bikeable altogether. In 2023, Oklahoma City received a \$800,000 federal grant under the Safe Streets and Roads for All (SS4A) program to develop its first “Vision Zero” safety plan. The goal of Vision Zero plans is to achieve a roadway system with no traffic related fatalities and serious injuries.

Crossings at both intersections and mid-block should be as painless as possible for those walking or rolling along city streets. A number of design elements, such as highly visible crosswalks, curb bumpouts, tight turning radii, and pedestrian refuge islands work together to significantly improve safety and comfort levels for crossing pedestrians.

Bike routes that require cyclists to share the same space as cars can often be less safe and comfortable than desired. In those cases where traffic speeds are too high for a shared route, traffic calming elements may be used to lower vehicle travel speeds. In a similar vein, striped bike lanes that are not protected also benefit from traffic calming devices.

In general, traffic calming enhancements serve all road users by decreasing serious and fatal collisions for pedestrians, cyclists, and drivers alike. Different streets may require a unique set of traffic calming elements, but all will benefit from a combination of tools. Street lighting and reflective paint increase visibility, road diets and medians reduce speeds and create space for other purposes, and street trees and urban vegetation provide shade and permeable space for pedestrian comfort, improved drainage, and lower urban temperatures during extreme heat events.



National Association of City Transportation Officials (NACTO) graphics show the before (top) and after (bottom) examples of a neighborhood commercial corridor street design.

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