APPENDIX P.1 - PEDESTRIAN PRIORITY AREA PLANS AND PROJECT LISTS

Pedestrian Analysis

PEDESTRIAN PRIORITY AREAS

The methodology for creating the pedestrian plan is based on the identification of key Pedestrian Priority Areas (PPAs) around the city, including downtown. Ten PPAs were selected through a comprehensive analysis that took into account a variety of criteria, such as land use, public transit, infrastructure conditions, public safety concerns, demographics and more. The plan assesses the individual contexts and conditions within each of the PPAs and downtown, and makes recommendations for improvements to allow pedestrians to safely and efficiently access key destinations, like public transit, schools, and parks.

Process and Analysis: Pages 84-91

PRIORITIZATION APPROACH

The following analysis and criteria were used to generate pedestrian prioritiy areas. These criteria were normalized by demographic characteristics that determine the likely impact on populations within the city limits.

Pedestrian Level of Service

This measure evaluated street segments for the existing design and pedestrian infrastructure. The criteria include:

- Sidewalk
- Sidewalk Buffer
- Number of Driveways
- Roadway Speed
- Number of Lanes

Intersection Design

This measure evaluated intersections for existing design and pedestrian infrastructure. The criteria include:

- Signals
- Crosswalks
- Ramps
- Collisions
- Speed
- Lanes

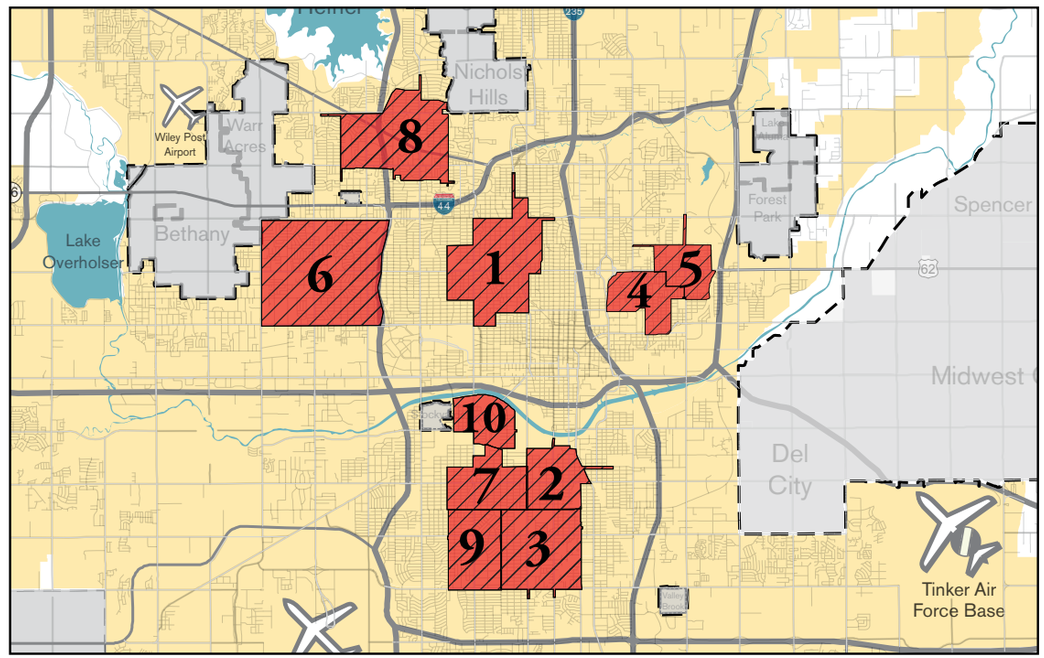
Pedestrian Demand Generation

This measure determined the proximity of intersections to the following criteria:

- Transit Stops
- Schools
- Parks
- Trails
- Supermarkets
- Grocery Stores
- Healthcare Facilities
- Government Facilities
- Multi-Family Housing
- Population Density
- Employment Density
- Activity Density

Justification

Through a prioritization process, a list of 10 Pedestrian Priority Areas (PPAs) was generated. These areas were selected based on the density of high-scoring intersections from the analysis detailed on pages 26-31. Once identified, the boundaries of the PPAs were determined based on detailed site investigations and strategic approaches to maximize the improvement to walkability that the smallest amount of pedestrian infrastructure improvements could have. The PPAs (in no particular order) are identified by key commercial districts, major intersections, or major corridors, whichever is the most readily identifiable "place" that the PPA boundaries encompass. They are as follows:



Label	Pedestrian Priority Areas (PPAs)	Phase 1 Mi	Phase 2 Mi
1	NW Classen Blvd. at NW 23rd St.	10.6	15.1
2	Capitol Hill District	5.2	9.4
3	S. Walker Ave. and S. Western Ave. Corridors	10.0	20.3
4	OHC Surroundings	3.8	5.7
5	N. Martin Luther King Jr. Ave. at NE 23rd St.	7.7	7.8
6	Windsor District and West 10th St. District	13.7	14.7
7	SW 29th St. District	6.9	18.6
8	NW 63rd St. at N. May Ave.	15.9	26.8
9	SW 44th St. at S. Pennsylvania Ave.	5.2	15.1
10	Stockyards City	5.1	7.7
	TOTAL Miles	84.1	141.2
	$65 per linear ft. (5-foot width) COST	$28.9M	$48.5M
	PPA Complete Cost	$77.4M	

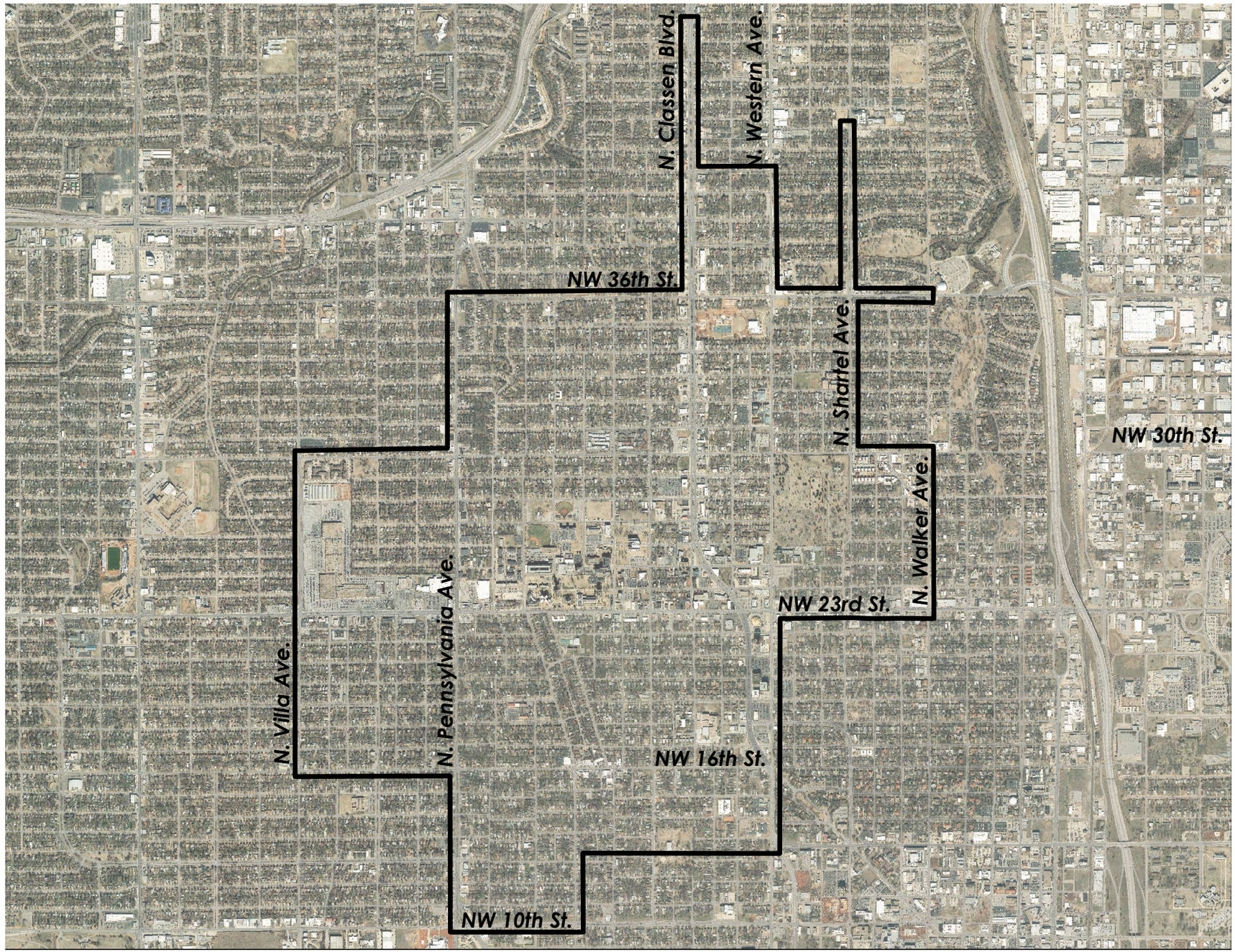
PEDESTRIAN PRIORITY AREA 1:

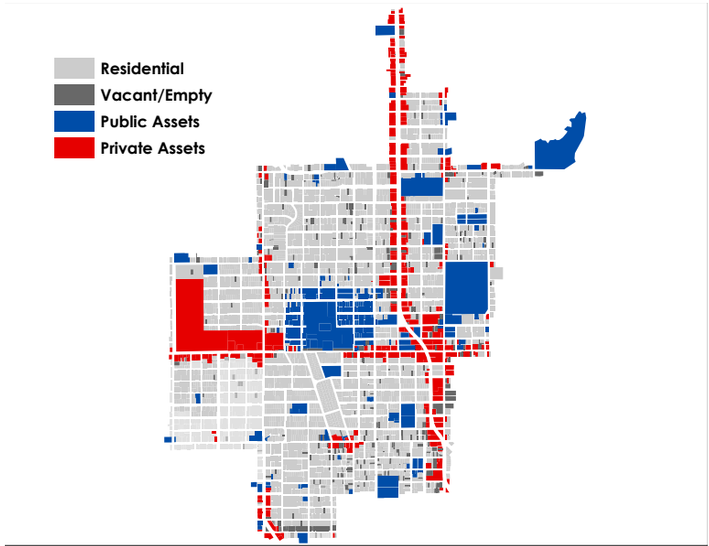
N. Classen Blvd. and NW 23rd St.

PPA 1

N Classen Blvd. & NE 23rd St.

Of all the areas of the city analyzed to determine the potential for walkability, the area surrounding the intersection of NW 23rd St. and N. Classen Blvd. shows the greatest level of potential. There are a great number of land uses that generate pedestrian activity, but at present the primary streets in the area are barriers to safety and walkability. Being in such close proximity to the downtown area, this study area, if made completely walkable, could fundamentally change the culture of the inner city toward a more urban lifestyle, providing opportunities for economic development, healthier lifestyles due to active living, and cost savings to those who live and work in the area by lowering the need to own and operate a motor vehicle to get to daily needs.

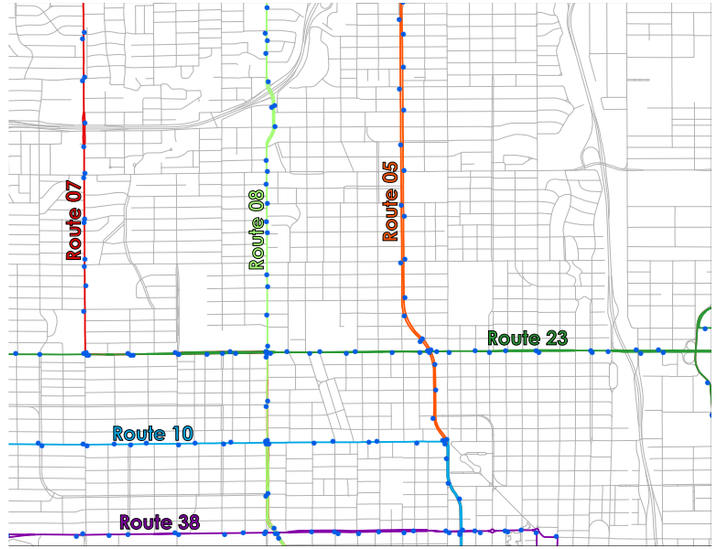




LAND USE

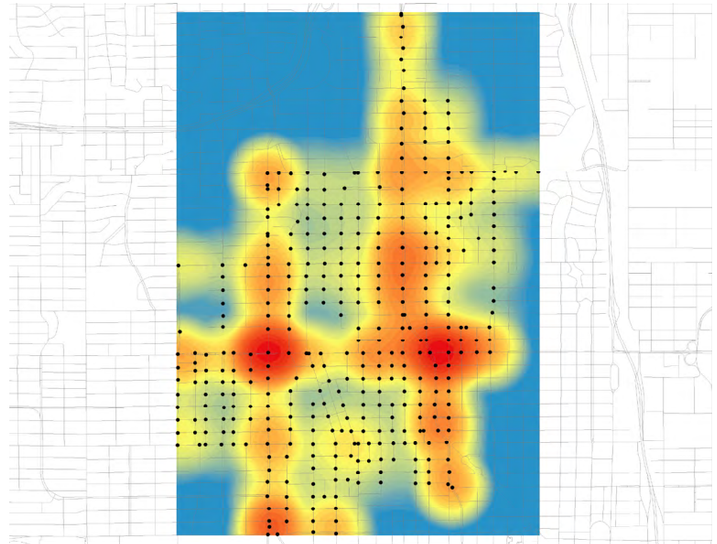
61.6% of the land use in this area is occupied residential, making up the largest land use type in the node. Public assets makes up 18.5% of the land uses in this area, most of which is located in the OCU campus, Fairlawn Cemetery, and the large Trinity School property on NW 36th St. Private assets make up 14.7% of the land area in this node. These assets are primarily located along the N. Classen Blvd. corridor and the NW 23rd St. corridor. The Shepherd Mall parcel, though split between public and private assets, is quite large, perhaps out of scale with the rest of the private assets in the node. Only 5.2% of land is vacant or empty in this area, significantly lower than Node 1 (MLK Blvd. & NE 23rd St.). The Classen-Ten-Penn neighborhood has the highest density of vacant land.

Considering the density of pedestrian-generating land uses that flank both sides of N. Classen Blvd. and NW 23rd St., ensuring safe crossing of the street, closing the gaps between existing crossings, is of the utmost importance in order to create a walkable environment.



TRANSIT

There are six transit routes that traverse this area: Routes 5, 7, 8, 10, 23, and 38. These routes are aligned with N. Classen Blvd., N. Pennsylvania Ave., NW 10th St., and NW 16th St. Along these routes are 83 separate bus stops, evenly distributed along the primary roads. The stops with the highest rates of bus riders either boarding or alighting are located at the intersection of NW 23rd St. and N. Classen Blvd. as well as the intersection of NW 23rd St. and N. Pennsylvania Ave. Routes 5 and 23 have the highest ridership in the entire transit system, making this node one of the busiest transit regions in the city. This highlights the importance of filling in the gaps in the sidewalk network and increasing safety and accessibility with regard to crossing the major streets in the area.



COLLISIONS

The intersection of NW 23rd St. and N. Classen Blvd., as well as the intersection of NW 23rd St. and N. Pennsylvania Ave. have the highest rates of and most dangerous instances of motor vehicle collisions, making it essential to consider their design for the sake of pedestrians. The intersection of NW 10th St. at N. Pennsylvania Ave. is also a hot spot with regard to the number and severity of collisions. The arterial corridors of N. Classen Blvd., N. Pennsylvania Ave. and NW 23rd St. all present a challenge to safety for pedestrians, cyclists and drivers alike.

Between the years of 2003 and 2013, 71 pedestrians were struck by motor vehicles, as well as 42 cyclists. Only 1 pedestrian fatality occured during the same time period, though severe injury was common. 10 of the 71 pedestrian collisions occurred at the intersection of NW 23rd St. and N. Pennsylvania Ave., which is widely known to be a dangerous intersection. Design decisions that allow for safer crossings at existing intersections as well as additional crossings that are more frequent will reduce the rate of injury collisions.

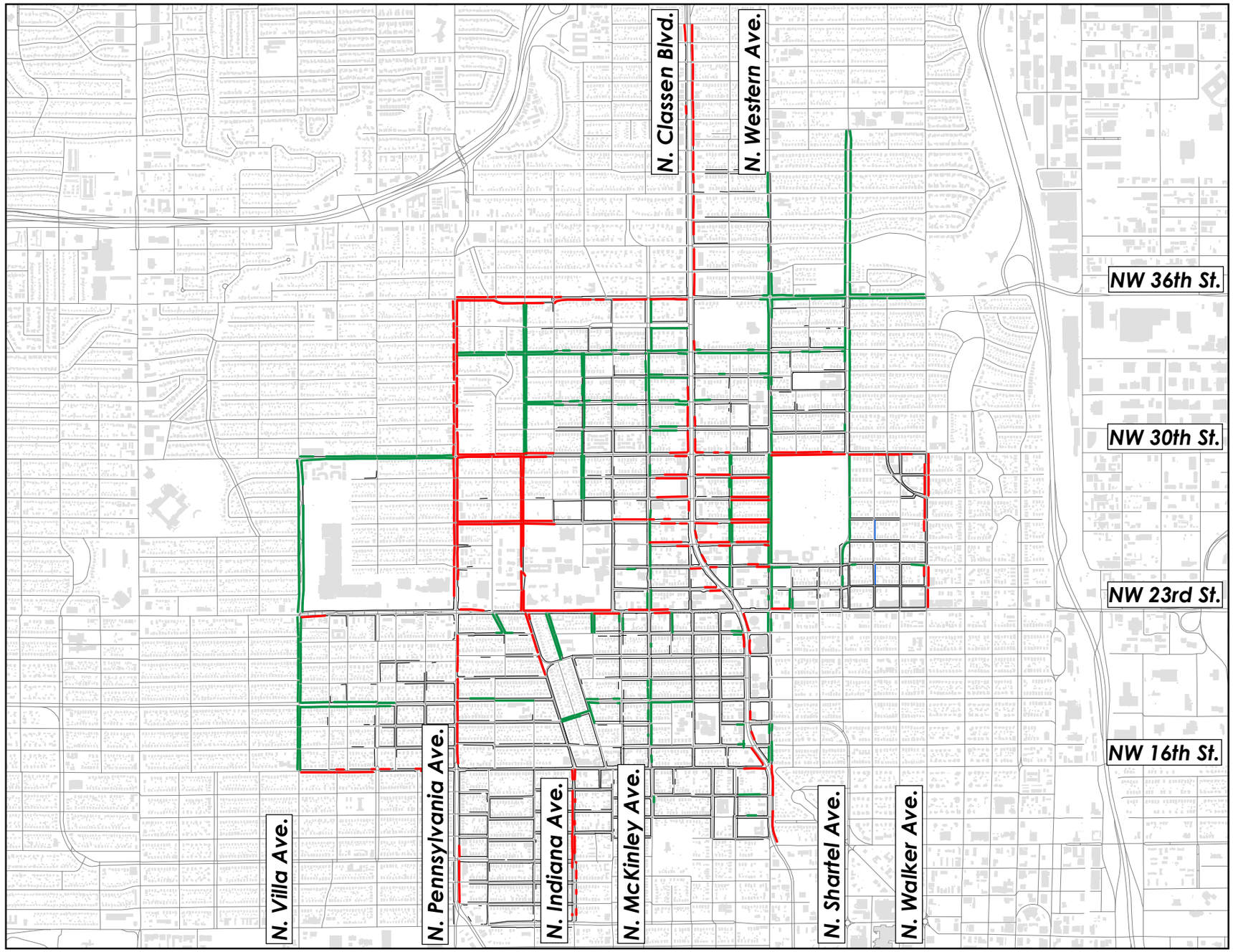
PROPOSED SIDEWALKS

Of primary concern in this PPA is filling in gaps in the sidewalk network on primary streets: NW 23rd St., N. Classen Blvd., NW 36th St., and N. Pennsylvania Ave. Additionally, connecting key resources, such as the Asian District, the Plaza District, OCU, Memorial Park, the Western Avenue district, and the Uptown 23rd district, is a high priority. These phase 1 improvements have the added benefit of completing the sidewalk network along transit corridors, making transit a more viable option, and expanding accessibility for those with disabilities.

The phase 2 sidewalks continue this trend, adding sidewalks along N. Villa Ave., N. Western Ave., and N. Shartel Ave., as well as creating a grid where most homes are no more than a block away from the sidewalk network. Phase 2 also facilitates access to the primary corridors.

39% of the streets in this PPA have existing sidewalks. If phase 1 is implemented, 49% of the streets will have sidewalks. Phase 2 implementation would lead to 62% of the streets having sidewalks.

Phase	Length
Existing	57.7 mi
1	11.2 mi
2	15.1 mi



CLASSEN & 23RD PPA	LENGTH (feet)
PHASE 1	**59372**
N CLASSEN AVE	**6983**
E	
NW 48TH ST TO NW 16TH ST	5036
W	
NW 48TH ST TO NW 16TH ST	1947
N KENTUCKY AVE	**7498**
E	
NW 36TH ST TO NW 10TH ST	2781
W	
NW 36TH ST TO NW 10TH ST	4717
N PENNSYLVANIA AVE	**10892**
E	
NW 36TH ST TO W PARK PL	6696
W	
NW 36TH ST TO W PARK PL	4196
N WALKER AVE	**2428**
E	
NW 30TH ST TO NW 23RD ST	1289
W	
NW 30TH ST TO NW 23RD ST	1139
N WESTERN AVE	**1031**
E	
NW 41ST TO NW 13TH ST	1031
NW 16TH ST	**2375**
N	
N VILLA AVE TO N CLASSEN BLVD	681
S	
N VILLA AVE TO N CLASSEN BLVD	1694
NW 23RD ST	**3793**
N	
N VILLA AVE TO N OLIE AVE	2737
S	
N VILLA AVE TO N OLIE AVE	1056
NW 24TH ST	**360**
N	
N DOUGLAS AVE TO N CLASSEN BLVD	185
S	
N DOUGLAS AVE TO N CLASSEN BLVD	176
NW 25TH ST	**650**
N	
N BLACKWELDER AVE TO N OLIE AVE	167
S	
N BLACKWELDER AVE TO N OLIE AVE	483
NW 26TH ST	**2036**
N	
N MCKINLEY AVE TO N WESTERN AVE	1585
S	
N MCKINLEY AVE TO N WESTERN AVE	451
NW 27TH ST	**7879**
N	
N MAY AVE TO N WESTERN AVE	2890
N MCKINLEY AVE TO N WESTERN AVE	914
S	
N MAY AVE TO N WESTERN AVE	2934
N MCKINLEY AVE TO N WESTERN AVE	1142
NW 28TH ST	**1774**
N	
N MCKINLEY AVE TO N WESTERN AVE	515
N MILITARY AVE TO N WESTERN AVE	624
S	
N MILITARY AVE TO N WESTERN AVE	635
NW 30TH ST	**6760**
N	
N MAY AVE TO N SHARTEL AVE	2966
S	
N MAY AVE TO N SHARTEL AVE	2847
N SHARTEL AVE TO N WALKER AVE	947

CLASSEN & 23RD PPA	LENGTH (feet)
NW 36TH ST	**4913**
N	
N PENNSYLVANIA AVE TO N WALKER AVE	1565
S	
N PENNSYLVANIA AVE TO N WALKER AVE	3348
PHASE 2	**79884**
N BLACKWELDER AVE	**337**
E	
NW 23RD ST TO NW 22ND ST	197
W	
NW 23RD ST TO NW 22ND ST	139
N BRAUR AVE	**324**
E	
NW 23RD ST TO NW 22ND ST	324
N CLASSEN AVE	**110**
W	
NW 48TH ST TO NW 16TH ST	110
N FLORIDA AVE	**4105**
E	
NW 23RD ST TO NW 22ND ST	324
NW 34TH ST TO NW 28TH ST	1866
W	
NW 23RD ST TO NW 22ND ST	317
NW 34TH ST TO NW 28TH ST	1598
N GATEWOOD AVE	**1871**
E	
NW 19TH ST TO NW 18TH ST	360
NW 23RD ST TO NW 21ST ST	702
W	
NW 23RD ST TO NW 21ST ST	808
N KENTUCKY AVE	**4667**
E	
NW 36TH ST TO NW 23RD ST	2316
W	
NW 36TH ST TO NW 23RD ST	2350
N MCKINLEY AVE	**6179**
E	
NW 36TH ST TO NW 14 ST	5014
W	
NW 36TH ST TO NW 14 ST	1165
N MILITARY AVE	**2687**
E	
NW 30TH ST TO NW 24TH ST	762
W	
NW 30TH ST TO NW 24TH ST	1925
N OLIE AVE	**471**
E	
NW 24TH ST TO NW 23RD ST	313
W	
NW 24TH ST TO NW 23RD ST	158
N SHARTEL AVE	**8842**
E	
NW 35TH ST TO NW 24TH ST	3177
NW 43RD ST TO NW 36TH ST	2515
W	
NW 35TH ST TO NW 24TH ST	623
NW 43RD ST TO NW 36TH ST	2526
N VILLA AVE	**9307**
E	
NW 30TH ST TO NW 16TH ST	4477
W	
NW 30TH ST TO NW 16TH ST	4830
N VIRGINIA AVE	**693**
E	
NW 23RD ST TO NW 22ND ST	349
W	
NW 23RD ST TO NW 22ND ST	344

CLASSEN & 23RD PPA	LENGTH (feet)
N WESTERN AVE	**9878**
E	
NW 41ST TO NW 13TH ST	4704
W	
NW 41ST TO NW 13TH ST	5174
NE 34TH ST	**877**
N	
N PENNSYLVANIA AVE TO N SHARTEL AVE	362
S	
N PENNSYLVANIA AVE TO N SHARTEL AVE	515
NW 14TH ST	**151**
N	
N KLEIN AVE TO N CLASSEN BLVD	151
NW 15TH ST	**347**
N	
N KLEIN AVE TO N CLASSEN BLVD	347
NW 17TH ST	**107**
N	
N KLEIN AVE TO N CLASSEN BLVD	107
NW 18TH ST	**851**
N	
N INDIANA AVE TO N GATEWOOD AVE	445
S	
N ELLISON AVE TO N CLASSEN BLVD	113
N INDIANA AVE TO N GATEWOOD AVE	294
NW 19TH ST	**5014**
N	
N VILLA AVE TO N DOUGLAS AVE	2101
S	
N VILLA AVE TO N DOUGLAS AVE	2913
NW 22ND ST	**547**
N	
N ELLISON AVE TO N CLASSEN BLVD	176
N PENNSYLVANIA AVE TO N INDIANA AVE	225
S	
N ELLISON AVE TO N CLASSEN BLVD	145
NW 25TH ST	**821**
S	
N SHARTEL AVE TO N WALKER AVE	363
S	
N BLACKWELDER AVE TO N OLIE AVE	458
NW 30TH ST	**4760**
N	
N MAY AVE TO N SHARTEL AVE	2287
S	
N MAY AVE TO N SHARTEL AVE	2472
NW 31ST ST	**684**
N	
N MCKINLEY AVE TO N CLASSEN AVE	286
S	
N MCKINLEY AVE TO N CLASSEN AVE	397
NW 32ND ST	**2881**
N	
N KENTUCKY AVE TO N MILITARY AVE	1706
S	
N KENTUCKY AVE TO N MILITARY AVE	1176
NW 33RD ST	**1238**
N	
N MCKINLEY AVE TO N WESTERN AVE	501
S	
N MCKINLEY AVE TO N WESTERN AVE	738
NW 34TH ST	**6576**
N	
N PENNSYLVANIA AVE TO N SHARTEL AVE	2698
S	
N PENNSYLVANIA AVE TO N SHARTEL AVE	3878

CLASSEN & 23RD PPA	LENGTH (feet)
NW 36TH ST	**4943**
N	
N PENNSYLVANIA AVE TO N WALKER AVE	2421
S	
N PENNSYLVANIA AVE TO N WALKER AVE	2522
Grand Total	**139256**

PROPOSED INTERSECTION IMPROVEMENTS

This plan calls for five new full-stop intersections as a phase 1 approach to improve walkability in this area. An additional two full-stop intersections are proposed as a part of phase 2. 31 other intersections should be studied for needed improvements in phase 1, and 66 in phase 2. 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.

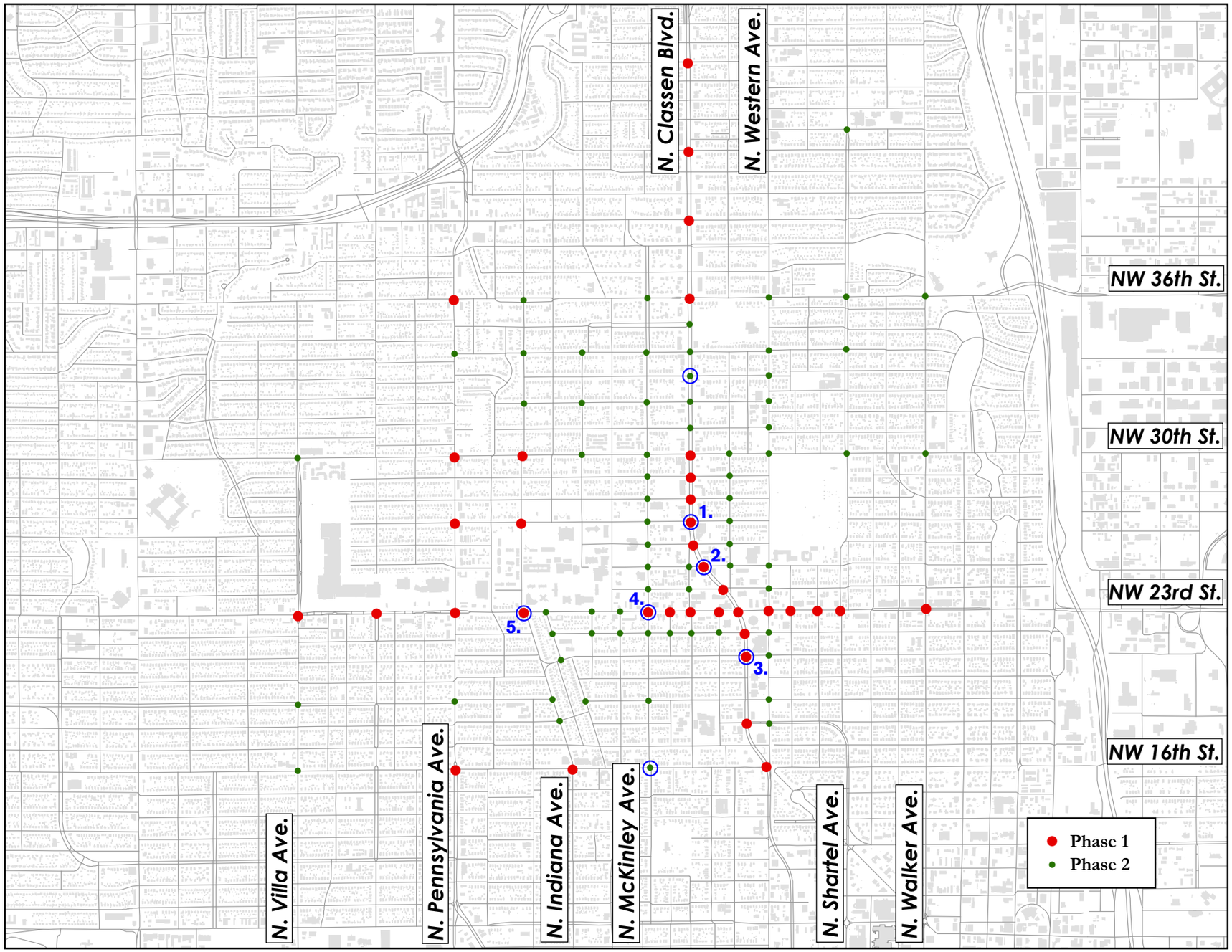
2. NW 25th St. - This location is one of two proposed full-stop intersections in the Asian District. This street flanks the south side of Fairlawn Cemetery, as well as Military Park, which has recently been completely rebuilt. This stop, in conjunction with the stop at NW 27th St., will allow for full 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.



Classen & 23rd	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 1					
NW 23rd St. and N. Villa Ave.	82	4	1	0	0
NW 23rd St. and N. Youngs Blvd.	33	4	3	1	3
NW 23rd St. and N. Pennsylvania Ave.	100	0	0	0	0
NW 23rd St. and Indiana Ave.	33	5	4	1	4
NW 23rd St. and N. McKinley Ave.	35	6	4	1	3
NW 23rd St. and N. Brauer Ave.	40	4	3	0	4
NW 23rd St. and N. Douglas Ave.	40	4	4	1	3
NW 23rd St. and N. Ellison Ave.	48	2	3	1	3
NW 23rd St. and N. Western Ave.	77	4	3	1	0
NW 23rd St. and N. Olie Ave.	45	4	3.25	1	2
NW 23rd St. and N. Francis Ave.	40	5	4	1	3
NW 23rd St. and N. Shartel Ave.	75	4	0	4	0
NW 23rd St. and N. Walker Ave.	55	4	3	1	1
N. Pennsylvania Ave. and NW 36th St.	54	6	2.5	4	0
N. Pennsylvania Ave. and NW 30th St.	61	8	2	4	1
N. Pennsylvania Ave. and NW 27th St.	33	6	4	2	3
N. Pennsylvania Ave. and NW 16th St.	75	4	3	1	0
N. Classen Blvd. and NW 46th St.	40	7	3	0	4
N. Classen Blvd. and NW 42nd St.	50	2	3	0	4
N. Classen Blvd. and NW 39th St.	92	0	2.25	0	0
N. Classen Blvd. and NW 36th St.	100	0	0	0	0
N. Classen Blvd. and NW 30th St.	69	1	0	4	4
N. Classen Blvd. and NW 29th St.	67	4	0	0	4
N. Classen Blvd. and NW 28th St.	67	4	0	0	4
N. Classen Blvd. and NW 27th St.	63	2	0	1	4
N. Classen Blvd. and NW 26th St.	60	3	0	1	4
N. Classen Blvd. and NW 25th St.	65	2	0	1	4
N. Classen Blvd. and NW 24th St.	60	3	1	1	4
N. Classen Blvd. and NW 23rd St.	86	1	0	2	0
N. Classen Blvd. and NW 22nd St.	40	4	4	1	4
N. Classen Blvd. and NW 21st St.	44	4	4	0	4
N. Classen Blvd. and NW 18th St.	73	0	0	4	3
N. Classen Blvd. and NW 16th St.	47	6	3.75	4	1
N. Kentucky Ave. and NW 30th St.	27	6	4	2	3
N. Kentucky Ave. and NW 28th St.	25	8	4	1	3
N. Indiana Ave. and NW 16th St.	72	4	0	0	0
N. Military Ave. and NW 24th St.	51	1	3.25	0	3
Totals	57%	136	79	46	87

Classen & 23rd	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 2					
N. Classen Blvd. and NW 35th St.	45	1	2	1	4
N. Classen Blvd. and NW 34th St.	69	0	2	0	3
N. Classen Blvd. and NW 33rd St.	69	0	2	0	3
N. Classen Blvd. and NW 32nd St.	63	0	2	0	4
N. Classen Blvd. and NW 31st St.	72	0	1.75	0	3
N. Pennsylvania Ave. and NW 34th St.	25	6	4	2	4
N. Pennsylvania Ave. and NW 19th St.	36	6	4	0	3
NW 22nd St. and N. Gatewood Ave.	24	6	3	1	3
NW 22nd St. and N. Florida Ave.	34	8	1.75	1	3
NW 22nd St. and N. Blackwelder Ave.	50	0	4	0	3
NW 22nd St. and N. McKinley Ave.	42	4	4	0	3
NW 22nd St. and N. Brauer Ave.	35	3	4	1	3
NW 22nd St. and N. Douglas Ave.	38	4	4	1	3
NW 22nd St. and N. Ellison Ave.	54	2	4	0	3
NW 22nd St. and N. Western Ave.	39	4	3.75	1	3
N. McKinley Ave. and NW 36th St.	56	3	0	1	3
N. McKinley Ave. and NW 34th St.	33	8	4	2	3
N. McKinley Ave. and NW 32nd St.	33	8	4	0	3
N. McKinley Ave. and NW 30th St.	56	2	2.5	1	3
N. McKinley Ave. and NW 29th St.	46	2	4	0	3
N. McKinley Ave. and NW 28th St.	42	4	4	0	3
N. McKinley Ave. and NW 27th St.	38	3	4	1	3
N. McKinley Ave. and NW 26th St.	40	3	3	0	3
N. McKinley Ave. and NW 25th St.	44	3	4	0	3
N. McKinley Ave. and NW 24th St.	40	5	4	0	3
N. McKinley Ave. and NW 19th St.	50	4	4	0	3
N. McKinley Ave. and NW 16th St.	50	4	2	0	3
N. Western Ave. and NW 36th St.	89	0	3	0	0
N. Western Ave. and NW 34th St.	27	8	4	1	3
N. Western Ave. and NW 33rd St.	31	8	4	0	3
N. Western Ave. and NW 32nd St.	24	6	3	1	4

N. Western Ave. and NW 31st St.	31	7	4	2	2
N. Western Ave. and NW 30th St.	56	5	1.5	2	1
N. Western Ave. and NW 25th St.	39	5	2.75	2	2
N. Western Ave. and NW 24th St.	31	7	4	2	2
N. Western Ave. and NW 21st St.	35	5	3	2	3
N. Western Ave. and NW 19th St.	40	6	3.5	0	3
N. Western Ave. and NW 18th St.	67	2	0.75	1	1
N. Military Ave. and NW 30th St.	35	4	4	1	3
N. Military Ave. and NW 29th St.	31	5	4	1	3
N. Military Ave. and NW 28th St.	38	6	4	0	3
N. Military Ave. and NW 27th St.	31	6	4	0	3
N. Military Ave. and NW 26th St.	42	5	4	1	3
N. Military Ave. and NW 25th St.	52	2	4	0	3
N. Kentucky Ave. and NW 36th St.	21	8	4	2	3
N. Kentucky Ave. and NW 34th St.	17	8	4	2	3
N. Kentucky Ave. and NW 32nd St.	25	8	4	1	3
N. Indiana Ave. and NW 19th St.	38	4	3	0	3
N. Indiana Ave. and NW 18th St.	44	4	4	1	3
N. Florida Ave. and NW 34th St.	24	6	3	0	4
N. Florida Ave. and NW 32nd St.	25	8	4	1	3
N. Florida Ave. and NW 30th St.	40	4	4	0	3
N. Florida Ave. and NW 23rd St.	29	4	2	2	4
N. Gatewood Ave. and NW 23rd St.	21	4	2.5	3	4
N. Gatewood Ave. and NW 21st St.	26	4	2	2	4
N. Gatewood Ave. and NW 19th St.	26	6	3	0	4
N. Douglas Ave. and NW 25th St.	44	3	4	2	2
N. Douglas Ave. and NW 24th St.	29	8	4	1	3
N. Villa Ave. and NW 30th St.	53	4	2	2	2
N. Villa Ave. and NW 19th St.	33	8	4	0	2
N. Villa Ave. and NW 16th St.	50	8	1.5	1	1
N. Blackwelder Ave. and NW 23rd St.	54	5	1	2	2
N. Shartel Ave. and NW 36th St.	89	0	3	0	0
N. Shartel Ave. and NW 34th St.	38	8	4	0	1
N. Shartel Ave. and NW 30th St.	54	4	2.75	3	0
N. Walker Ave. and NW 36th St.	89	2	2	0	0
N. Walker Ave. and NW 30th St.	42	5	2.75	1	3
Totals	57%	303	213.75	55	183

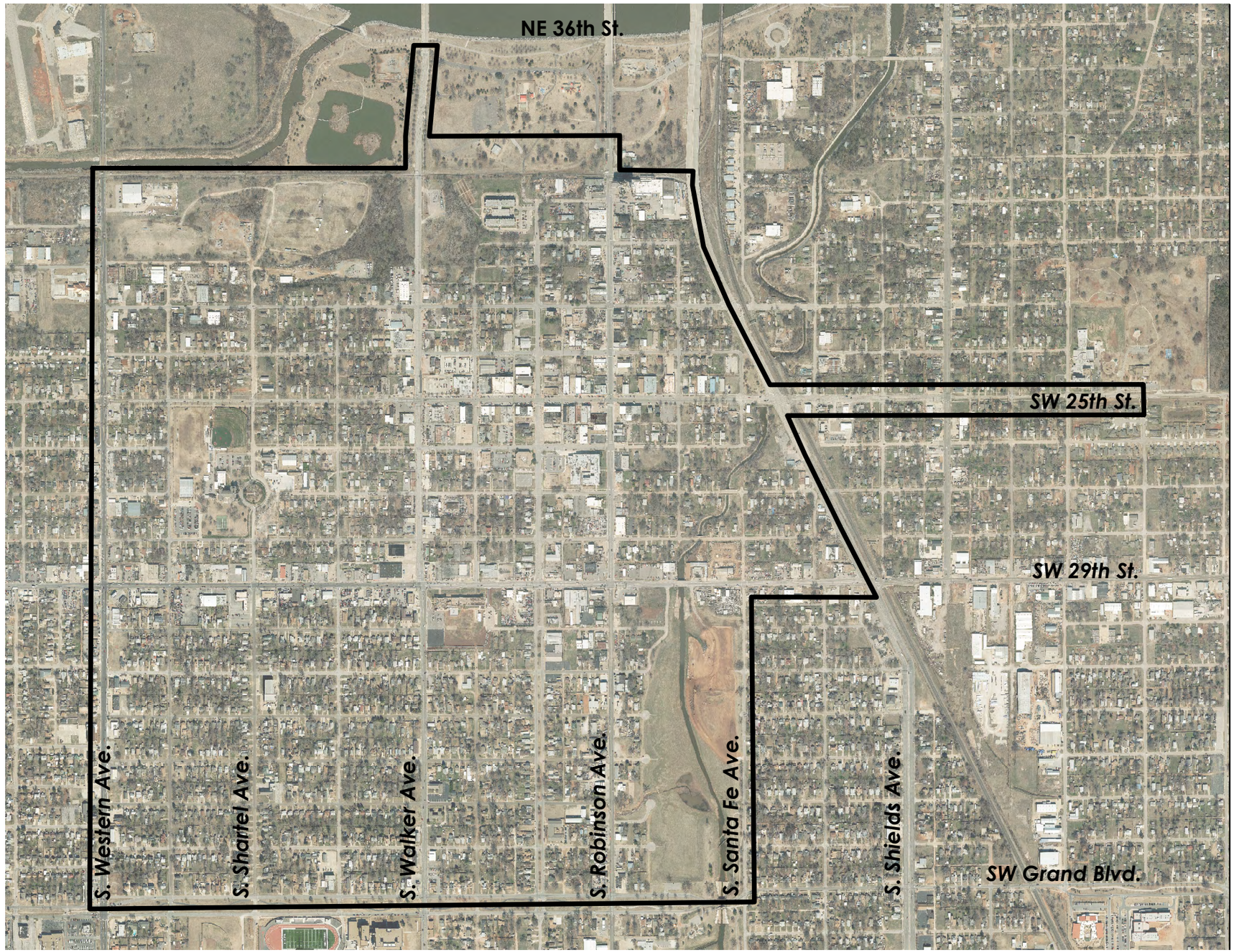
PEDESTRIAN PRIORITY AREA 2:

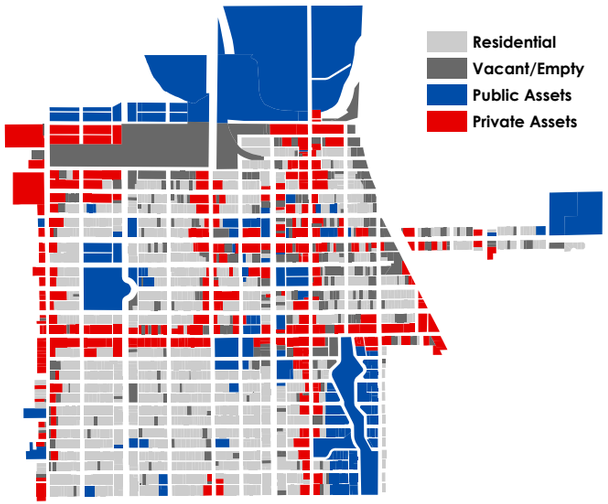
Capitol Hill

PPA 2
Capitol Hill

The Capitol Hill district just south of the Oklahoma River is one of the best opportunities in the city for future development both in terms of real estate and culture. Rates of carlessness are double the average for the city in this area, and median income for the ZIP code that covers this area is 4th lowest in the metropolitan area. Greater than 50% of the population is ethnically Hispanic, and 1 in 5 residents of this node are disabled.

Due to its urban nature, and the amount of transit opportunities in the area, filling in the gaps in the existing sidewalk network, as well as improving the ability to cross busy roads safely is essential. This node can provide access to both the S Grand Boulevard trail and the Oklahoma River trails network, arguably making it the best place to access the trails network in Oklahoma City.

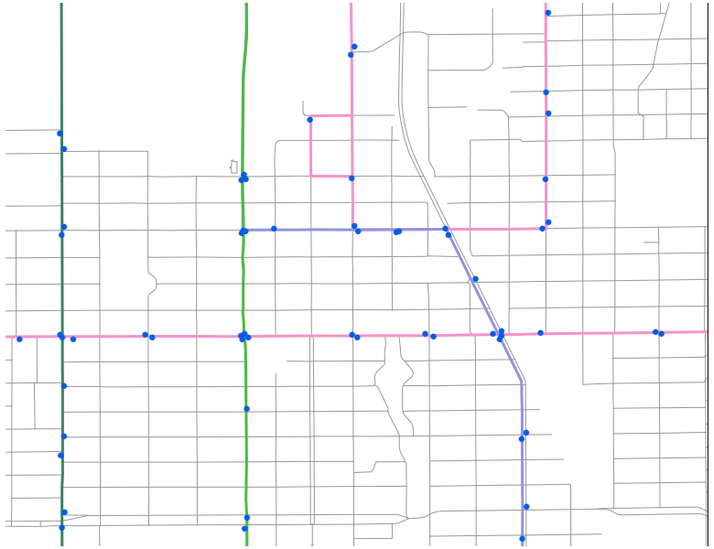




LAND USE

The Capitol Hill node has many great opportunities in terms of walkability due to the diversity of land uses in the area. 35.3% of the area is occupied residential, and most of the neighborhoods are surrounded by land uses that are likely to generate pedestrian trips. 30% of the area in this node is public assets, the largest portions being Wiley Post Park along the Oklahoma River, and Lightning Creek Park along the Lightning Creek drainage culvert in the southeastern corner of the node.

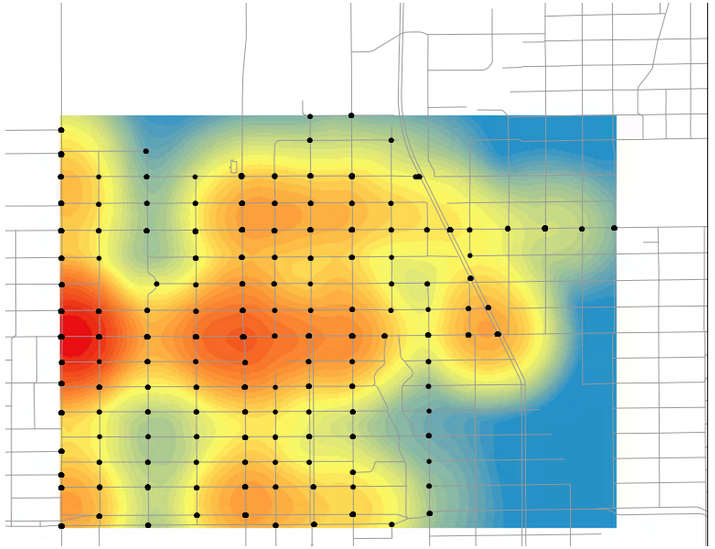
Private business interests make up 18.7% of the land area in this node, focused along the major arterials of S. Western Ave., S. Walker Ave., S. Robinson Ave., and SW 29th St. However, the Capitol Hill commercial district along SW 25th St. 37.2% of the land use in this area is occupied residential, making up the largest land use type in the node. Both community assets and private business assets make up roughly 21%. Similarly 20.5% of the land use in this area is unproductive with relation to walkability and pedestrian activity, whether undeveloped, vacant right-of-way, or surface parking lots. Notice the checkered pattern of undeveloped property in the northwest corner of the land use map for this node. When compared to the neighborhood in the southeast corner of the node, there will be significant challenges to creating a vibrant walkable community.



TRANSIT

There are four transit routes that traverse this PPA: Route 11, Route 13, Route 14, and Route 40. Route 11 provides both daytime and nighttime service and connects the Capitol Hill area with SW 29th St. and downtown, as well as travelling east-west along Reno Ave. Routes 13 and 40 provide north-south connections along S. Western Ave. and S. Walker Ave. respectively, providing access to the I-240 corridor. Route 14 is the sole route that connects to the southeast quadrant of the city. There are 47 bus stops within this PPA, generating a great deal of daily ridership, primarily focuses at the intersection of SW 25th St. and S. Walker Ave., as well as the Andrews Care assisted living facility at S. Harvey Ave. and SW 21st St.

All three of the major transit corridors in this PPA almost completely lack sidewalks. This severely hinders the movement of transit riders in this area, which is counterproductive considering the high amount of retail and commercial uses in the Capitol Hill and SW 29th St. business districts. Additionally, there are likely many children and elderly people who use transit in this area to get to and from school and/or assisted living facilities, making it even more important to provide sufficient pedestrian infrastructure.



COLLISIONS

The intersection of S. Western Ave. and SW 29th St. has the highest incidence rate of automobile collisions in this PPA, while the entire stretch of SW 29th St. is problematic for collisions between vehicles, pedestrians, and cyclists. Between the years of 2003 and 2015 there were 40 pedestrian collisions, 6 of which resulted in a pedestrian fatality. This accounts for an incredible 40% of transportation-related deaths in the area. During this same time period there were 18 collisions with bicyclists; however, no deaths resulted from these collisions.

The high rate of pedestrian fatalities in this area is no doubt a result of a conflict between the land use and transportation functions in the area. The land use is laid out in what should be a very walkable area – higher density housing, a mix of commercial, retail, office and residential uses – while the transportation network is highly auto-centric with the major roads all being high-speed, multi-lane roads with very insufficient pedestrian and transit infrastructure. This must change if we are to protect the lives and rights of all road users in the city.

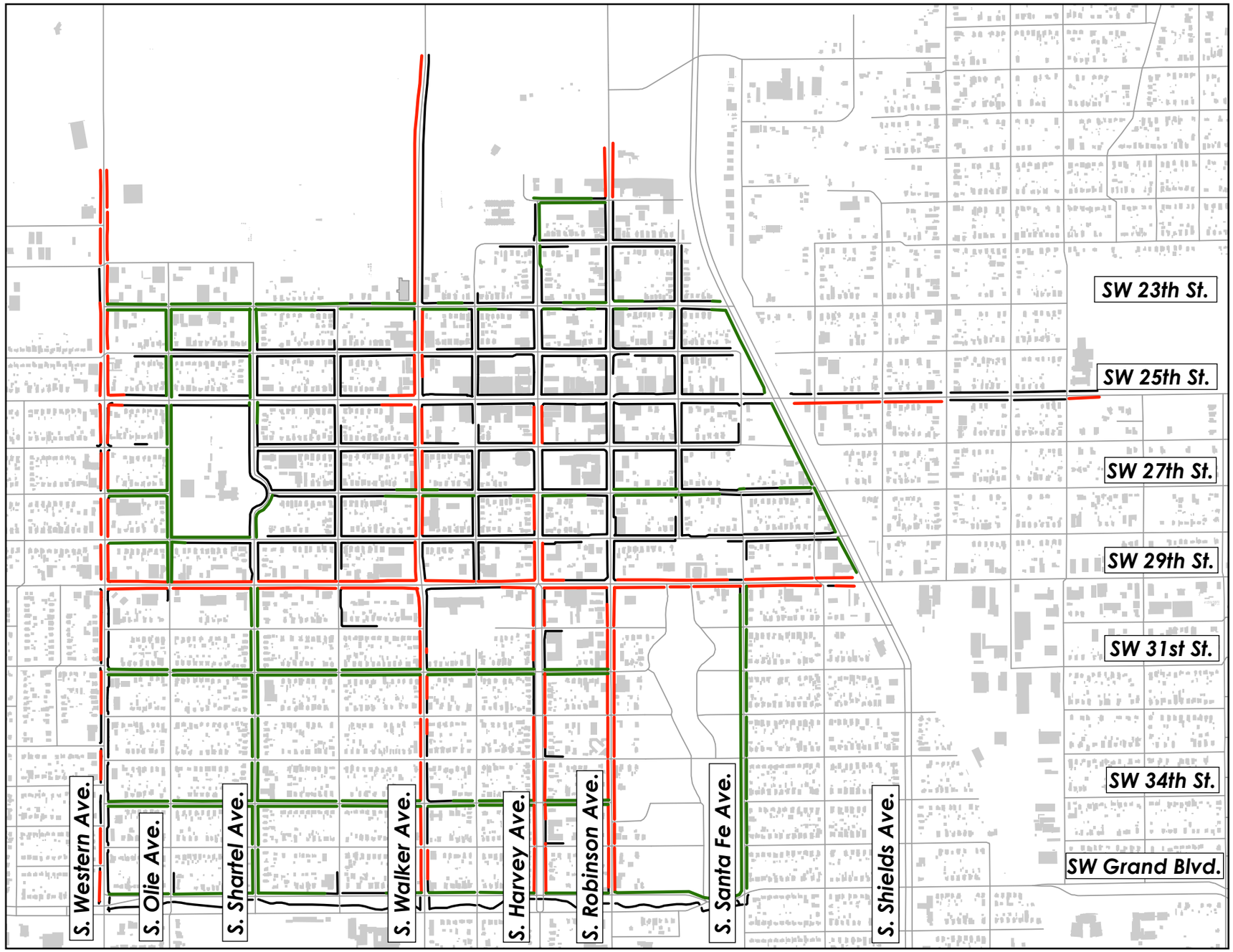
PROPOSED SIDEWALKS

The Capitol Hill area of Oklahoma City is the most traditionally urban area of the city south of the Oklahoma River. The dense mixture of residential, retail, and commercial land uses is well-suited for a high level of walkability. Presently, much of the area has sidewalks; however, there are significant gaps in the network, particularly along major streets that are most dangerous for pedestrians.

Phase 1 improvements are focused on filling those gaps on major streets including: S. Western Ave., SW 29th St., S. Walker Ave., and S. Robinson Ave. In addition to filling these gaps, Phase 1 improvements seek to better connect the area to the Oklahoma River and trails, Wiley Post Park, as well as improving access across the river into the downtown area. Phase 2 sidewalk improvements seek to fill gaps in the sidewalk network in the pockets of residential that fill the gaps between the major commercial corridors and arterials. Both phases improve connectivity to the S. Grand Blvd. multi-use trail, which can connect people to and from Capitol Hill with a high level of safety and effectiveness. These improvements will provide residents with a greater level of opportunity to participate in the economic, civic, and community realms of Oklahoma City, and is a necessary step to bring Capitol Hill up to a level comparable to many areas north of the river.

Currently, 37.8% of the sidewalk network exists in this area. Adding the improvements recommended in Phase 1 would increase this to 54.2%, while the Phase 2 improvements would result in 75.9% of the sidewalk network to be completed.

Phase	Length
Existing	16.4 mi
1	7.11 mi
2	9.38 mi



CAPITOL HILL PPA	LENGTH (feet)
PHASE 1	**37526**
S HARVEY AVE	**4949**
E	
SW GRAND BLVD TO SW 21ST ST	2190
W	
SW GRAND BLVD TO SW 21ST ST	2760
S ROBINSON AVE	**5269**
E	
SW 21ST ST TO SW 17TH ST	444
SW GRAND BLVD TO SW 29TH ST	2295
W	
SW 21ST ST TO SW 17TH ST	393
SW GRAND BLVD TO SW 29TH ST	2137
S WALKER AVE	**8069**
E	
SW GRAND BLVD TO OKLAHOMA RIVER	1980
W	
SW GRAND BLVD TO OKLAHOMA RIVER	6089
S WESTERN AVE	**7073**
E	
SW GRAND BLVD TO SW 21ST ST	2864
W	
SW GRAND BLVD TO SW 21ST ST	4209
SW 25TH ST	**2082**
N	
S WESTERN AVE TO S WALKER AVE	306
S	
S SHIELDS BLVD TO S DURLAND AVE	1426
S WESTERN AVE TO S WALKER AVE	351
SW 29TH ST	**10083**
N	
S WESTERN AVE TO S SHIELDS BLVD	5191
S	
S WESTERN AVE TO S SHIELDS BLVD	4892
PHASE 2	**49521**
S HARVEY AVE	**477**
E	
SW GRAND BLVD TO SW 21ST ST	477
S OLLIE AVE	**4051**
E	
SW 29TH ST TO SW 23RD ST	2083
W	
SW 29TH ST TO SW 23RD ST	1968
S SANTA FE AVE	**4686**
E	
SE 29TH ST TO SE GRAND BLVD	2244
W	
SE 29TH ST TO SE GRAND BLVD	2442

CAPITOL HILL PPA	LENGTH (feet)
S SHARTEL AVE	**6034**
E	
SW GRAND BLVD TO SW 23RD ST	3089
W	
SW GRAND BLVD TO SW 23RD ST	2945
S SHIELDS BLVD	**2219**
W	
SW 29TH ST TO SW 23RD ST	2219
SE GRAND BLVD	**4393**
N	
S WESTERN AVE TO S SANTA FE AVE	4393
SW 21ST ST	**1010**
N	
S HARVEY AVE TO S ROBINSON AVE	476
S	
S HARVEY AVE TO S ROBINSON AVE	533
SW 23RD ST	**6380**
N	
S WESTERN AVE TO S SHIELDS BLVD	3086
S	
S WESTERN AVE TO S SHIELDS BLVD	3294
SW 27TH ST	**4102**
N	
S LEE AVE TO S WALKER AVE	160
S WALKER AVE TO S SHIELDS BLVD	940
S WESTERN AVE TO S OLLIE AVE	485
S	
S LEE AVE TO S WALKER AVE	254
S WALKER AVE TO S SHIELDS BLVD	1787
S WESTERN AVE TO S OLLIE AVE	477
SW 28TH ST	**1230**
N	
S WESTERN AVE TO S SHARTEL AVE	642
S	
S WESTERN AVE TO S SHARTEL AVE	587
SW 31ST ST	**7594**
N	
S WESTERN AVE TO S ROBINSON AVE	3795
S	
S WESTERN AVE TO S ROBINSON AVE	3799
SW 34TH ST	**7344**
N	
S WESTERN AVE TO S ROBINSON AVE	3565
S	
S WESTERN AVE TO S ROBINSON AVE	3779
Grand Total	**87046**

PROPOSED INTERSECTION IMPROVEMENTS

This plan calls for 17 new full-stop intersections, including four in Phase 1, and thirteen in Phase 2. In total, there are 10 intersections to improve in Phase 1, as well as 35 intersections in Phase 2.

S. Walker Ave.

1. SW 27th St. – A safe crossing at this location accomplishes several things. It reduces the distance between safe crossings on S. Walker Ave., a commercial corridor. It also facilitates safe movements for school children and their families.

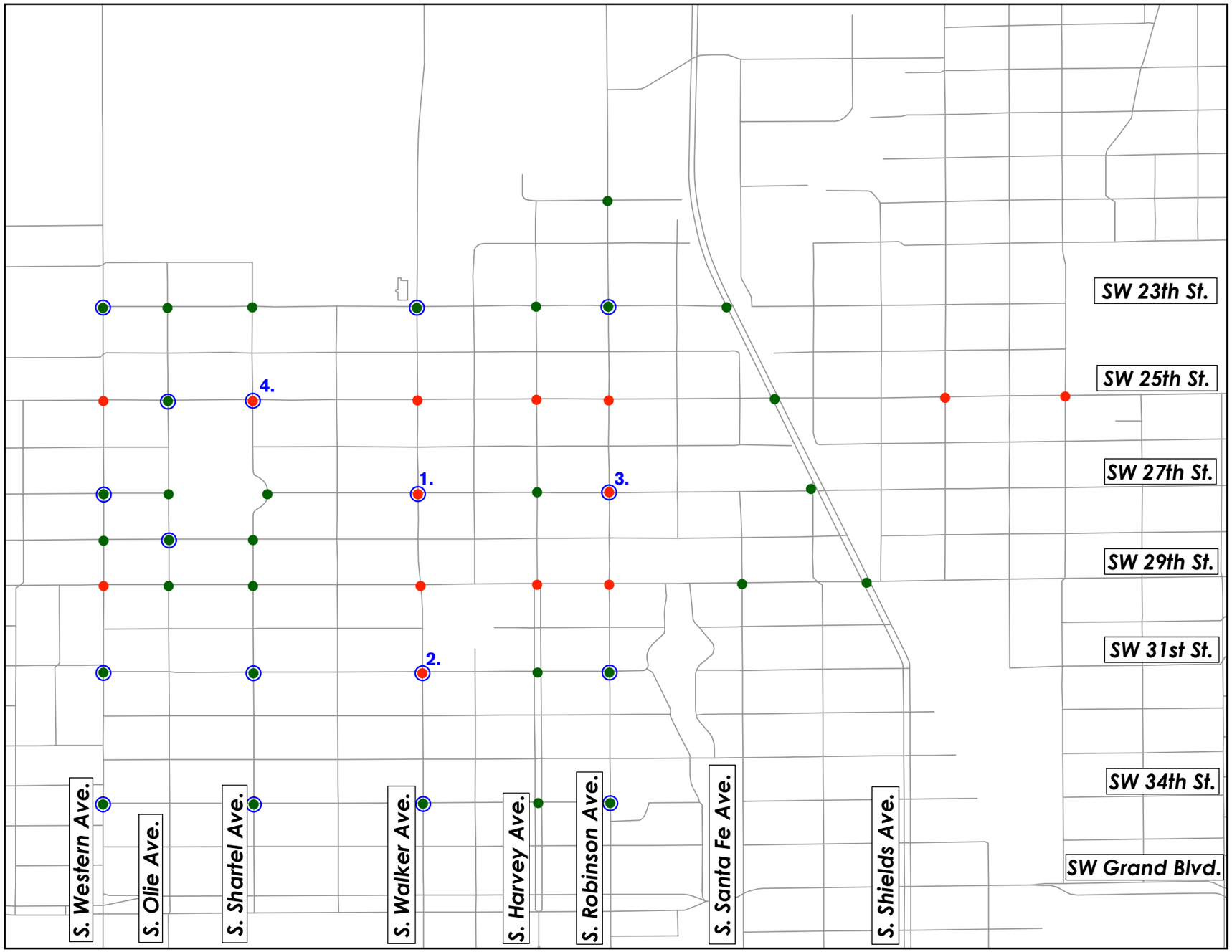
2. SW 31st St. – This location is well-suited for a safe crossing because of the proximity to Lee ES. This location also decreases the gap between safe crossings between SW 29th St. and S. Grand Blvd., which is presently a half-mile distance. In such an urban area, this distance does not correspond with how pedestrians move.

S. Robinson Ave.

3. SW 27th St. – A safe crossing at this location accomplishes several things. It reduces the distance between safe crossings on S. Robinson Ave., a commercial corridor. It also facilitates safe movements for school children and their families. This, coupled with the intersection at S. Walker Ave. and SW 27th St., can help activate the area between Capitol Hill and La 29 to be a better-performing commercial area.

S. Shartel Ave.

4. SW 25th St. – Presently, there is no safe crossing at this location to provide access to and from Mt. St. Mary Catholic High School. There is already a safe crossing at the southeast corner of the school, and this would mirror that crossing, though SW 25th St. is a higher risk for pedestrians, making this a greater priority.



Capitol Hill	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 1					
S. Byers Ave. and SW 25th St.	51%	4	2.25	3	3
S. Central Ave. and SW 25th St.	81%	4	1	2	1
S. Harvey Ave. and SW 25th St.	77%	3	2.5	1	1
S. Harvey Ave. and SW 29th St.	89%	0	2.5	0	0
S. Robinson Ave. and SW 25th St.	57%	3	2.5	1	1
S. Robinson Ave. and SW 27th St.	74%	0	1.25	0	3
S. Robinson Ave. and SW 29th St.	84%	0	1.5	2	0
S. Walker Ave. and SW 25th St.	78%	4	2.25	2	1
S. Walker Ave. and SW 27th St.	29%	8	4	4	3
S. Walker Ave. and SW 29th St.	75%	1	3	2	0
S. Walker Ave. and SW 31st St.	25%	6	4	3	3
S. Western Ave. and SW 25th St.	86%	2	1	2	0
S. Western Ave. and SW 29th St.	75%	4	3	0	2
Totals	68%	39	30.75	22	18

Capitol Hill	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 2					
S. Harvey Ave. and SW 23rd St.	54%	4	4	0	3
S. Harvey Ave. and SW 27th St.	42%	8	3	2	3
S. Harvey Ave. and SW 31st St.	27%	8	4	3	3
S. Harvey Ave. and SW 34th St.	13%	8	4	4	3
S. Olie Ave. and SW 23rd St.	33%	6	4	1	4
S. Olie Ave. and SW 25th St.	13%	8	4	4	3
S. Olie Ave. and SW 27th St.	23%	6	4	4	3
S. Olie Ave. and SW 28th St.	10%	6	3	4	3
S. Olie Ave. and SW 29th St.	13%	8	4	4	3
S. Robinson Ave. and SW 21st St.	25%	5	4	4	3
S. Robinson Ave. and SW 23rd St.	79%	1	0	2	2
S. Robinson Ave. and SW 27th St.	74%	0	1.25	0	3
S. Robinson Ave. and SW 31st St.	17%	8	4	4	3
S. Robinson Ave. and SW 34th St.	21%	6	3	2	3
S. Sante Fe Ave. and SW 29th St.	29%	8	4	0	4
S. Shartel Ave. and SW 23rd St.	61%	4	3	4	0
S. Shartel Ave. and SW 25th St.	13%	8	4	4	3
S. Shartel Ave. and SW 27th St.	33%	6	3	4	2
S. Shartel Ave. and SW 28th St.	19%	6	3	4	3
S. Shartel Ave. and SW 29th St.	54%	3	3	2	3
S. Shartel Ave. and SW 31st St.	15%	8	4	4	3
S. Shartel Ave. and SW 34th St.	13%	8	4	4	3
S. Shields Blvd. and SW 23rd St.	73%	4	1.5	2	0
S. Shields Blvd. and SW 25th St.	29%	6	2	4	2
S. Shields Blvd. and SW 27th St.	39%	7	3	4	0
S. Shields Blvd. and SW 29th St.	13%	8	4	4	2
S. Walker Ave. and SW 23rd St.	31%	6	4	3	3
S. Walker Ave. and SW 34th St.	33%	6	4	2	3
S. Western Ave. and SW 23rd St.	24%	6	3	0	4
S. Western Ave. and SW 27th St.	50%	4	4	0	4
S. Western Ave. and SW 28th St.	50%	4	4	0	4
S. Western Ave. and SW 31st St.	50%	4	4	0	4
S. Western Ave. and SW 34th St.	57%	4	3	0	4
Totals	34%	192	110.75	83	93

PEDESTRIAN PRIORITY AREA 3:

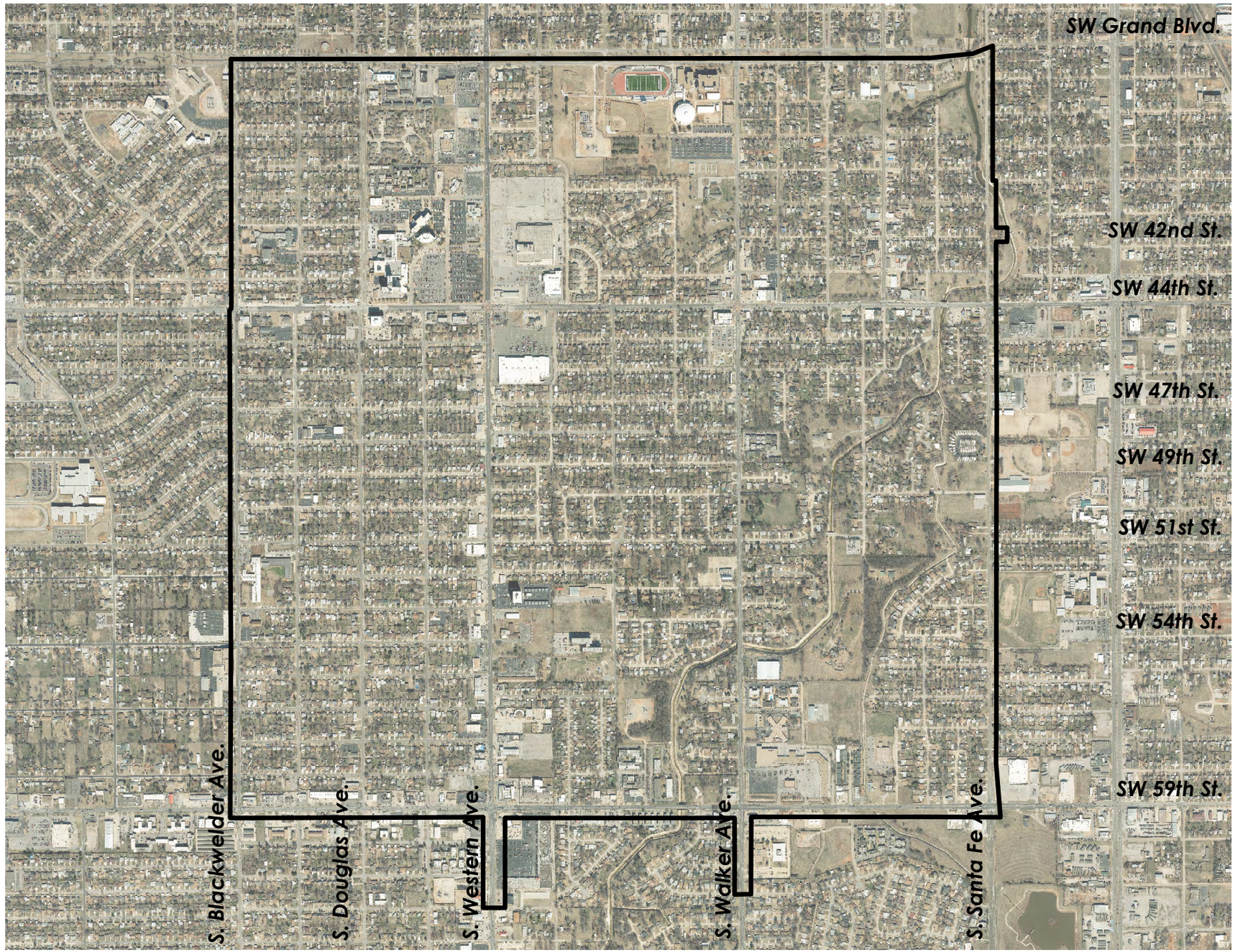
S. Western Ave. and S. Walker Ave. Corridors

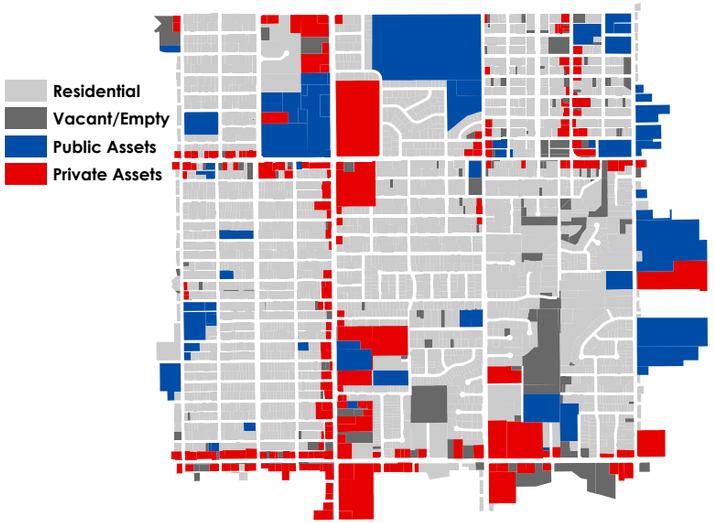
PPA 3

S. Western Ave. &
S. Walker Ave. Corridors

The S. Western Ave. and S. Walker Ave. corridors act as a double spine for the southside from the Oklahoma River, all the way down to the I-240 corridor. Between S. Grand Boulevard and SW 59th St. in particular, a diversity of land uses and a great deal of residential property create conditions well-suited for a walkable community. Presently, however, the sidewalk network is sorely lacking.

The population in the area is very diverse with large numbers of White, Hispanic, and Native American households. Carlessness is more than double the rate of the city as a whole, and many transit routes criss-cross the node. All of these factors, plus the high rate of disability among the population in the area, emphasize the great need for improvements to the sidewalk network and safe crossings of major arterial streets.





LAND USE

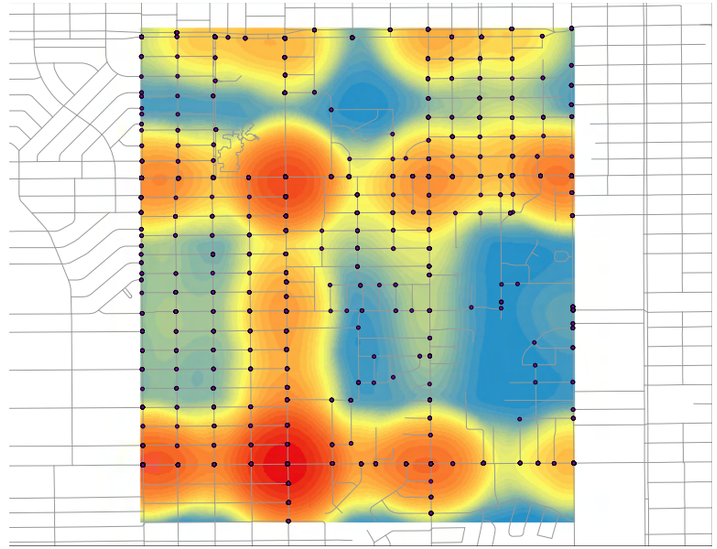
Residential land use makes up 59% of this PPA, making it the largest land use type in the area. Public assets, such as parks, schools, and churches make up 18% of the land use in this area, while private assets, such as retail, commercial, and office properties make up an additional 16% of the total land use. The remaining 7% is vacant or underutilized land.

There is relatively little vacant land among the residential neighborhoods in this PPA; however, there are many "missing teeth" along the primary commercial corridors, in particular along S. Western Ave., SW 44th St., and SW 59th St. Major land uses in the area include Capitol Hill HS, Integris Hospital, the large Sears at the corner of S. Western Ave. and SW 44th St., as well as the Lightning Creek drainage area that provides a great deal of green space for residents. A large Target store recently closed, and the Sears property is at risk of closure as well, indicating the fragility of the commercial corridors in this area. With fewer options for residents to access close by, it is imperative that pedestrian infrastructure that supports public transit be implemented.

TRANSIT

There are two transit routes that traverse this PPA: Route 13 and Route 40. Route 13 provides both daytime and nighttime service, while Route 40 provides only daytime. These routes align with the two predominant north-south arrterials in this PPA, S. Western Ave. and S. Walker Ave., both providing connections between the I-240 corridor and suburbs in the south to downtown in the north.

There are 34 transit stops in this PPA with the highest density of boardings and alightings occurring at where the routes intersection with SW 59th St. This corridor is one of the most dangerous for pedestrians in the entire city, which is reflected in the collision data. Without proper improvements to the pedestrian infrastructure that supports public transit, it is unlikely that a substantial reduction in collisions will occur.



COLLISIONS

The locations in this PPA that present the highest risk of automobile collision are at the intersection of S. Western Ave. and SW 44th St., as well as S. Western Ave. and SW 59th St. These locations match up with some of the most used transit stops in the area as well, illustrating the risks that pedestrians face when in this area. Between the years of 2003 and 2015 there were 84 pedestrian collisions, 4 of which resulted in a pedestrian fatality, accounting for 36% of transportation fatalities in the area. In that same time period 28 cyclists were involved in a motor vehicle collision; however, zero deaths resulted from these collisions.

This PPA accounts for nearly 6% of all pedestrian deaths in the city. This is likely due to the environmental condition of being on the outer edge of the inner loop of Oklahoma City, where there are few sidewalks, rare safe crossings, and higher speeds on major arterials than in some of the PPAs that are more centrally located.

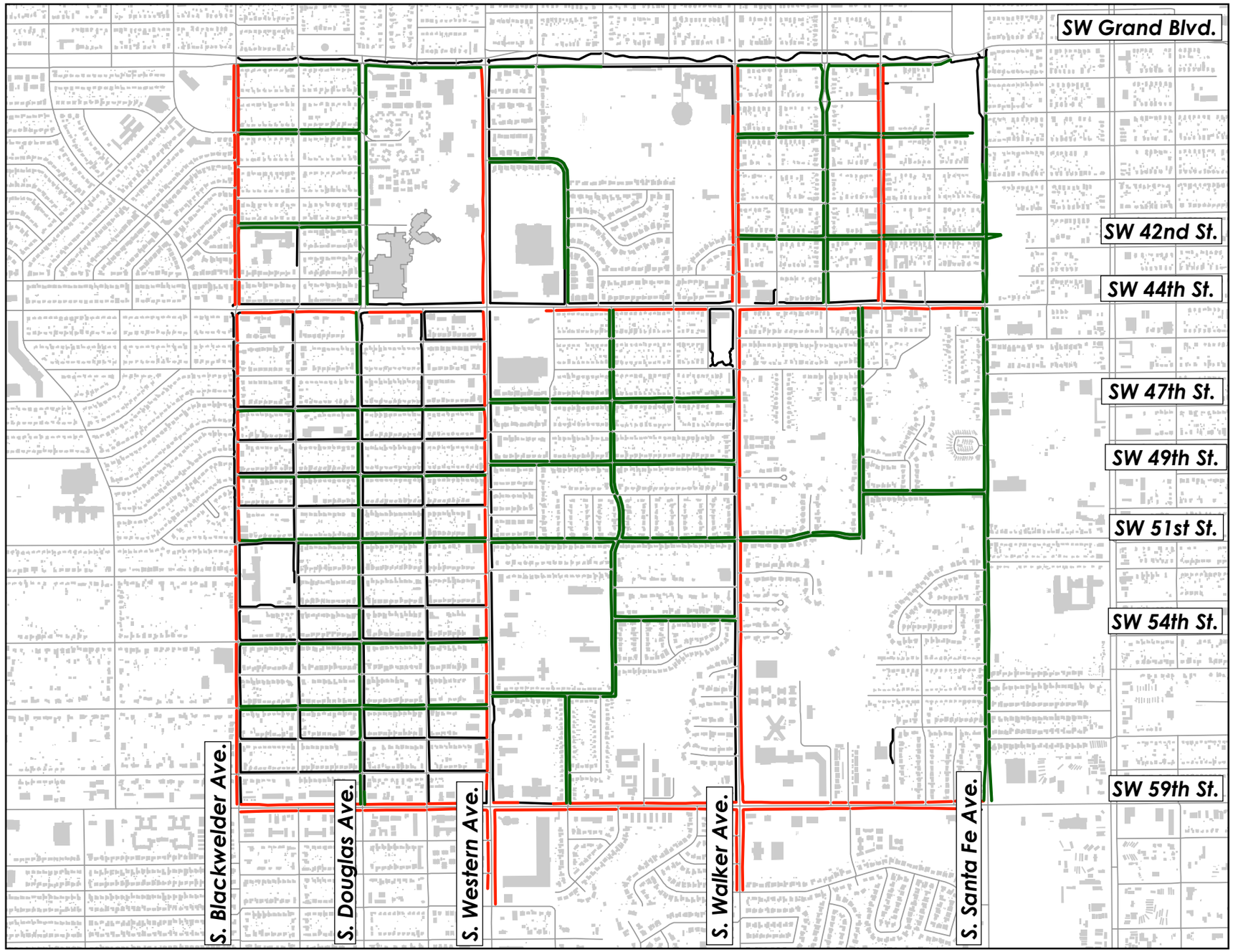
PROPOSED SIDEWALKS

South of S. Grand Blvd. several major arterial commercial corridors generate a great deal of pedestrian activity. Paired with a high level of residential density and demographics that suggest high rates of pedestrian travel, such as high levels of transit and many public schools, this PPA is a prime candidate for sidewalk improvements.

While much of the street network in this PPA is a regular grid, there are several locations where the street grid loses connectivity, creating a barrier for all modes of transportation. Since these distances impact pedestrians to a greater degree than automobiles, ensuring that there are safe and convenient routes for pedestrians is paramount. Phase 1 improvements in this area are primarily focused on major arterials, most of which are public transit route. This includes S. Western Ave., S. Walker Ave., SW 44th St., SW 59th St., and S. Blackwelder Ave. Phase 2 sidewalk improvements serve to provide residential-scale connections to and from the major commercial and transit corridors, as well as creating a sidewalk network grid that ensures residents are able to access a safe pedestrian facility within a couple of blocks.

Currently 16% of the sidewalk network exists in this PPA. Much of this is due to sidewalks added to the area during the 2007 GO Bond. Adding the Phase 1 sidewalk improvements would lead to 28.7% of the sidewalk network being completed. The Phase 2 improvements would increase this to 54.5% completion.

Phase	Length
Existing	12.5 mi
1	9.95 mi
2	20.3 mi



S WESTERN AND S WALKER	LENGTH (feet)
PHASE 1	**36,620**
S BLACKWELDER AVE	**8,731**
E	
SW GRAND BLVD TO SW 22ND ST	4,253
W	
SW GRAND BLVD TO SW 22ND ST	4,479
S MCKINLEY AVE	**590**
E	
SW BINKLEY ST TO SW 29TH ST	305
W	
SW BINKLEY ST TO SW 29TH ST	285
S PENNSYLVANIA AVE	**8,165**
E	
SW GRAND BLVD TO SW 22ND ST	3,655
W	
SW GRAND BLVD TO SW 22ND ST	4,510
SW 22ND ST	**3,644**
N	
S PENNSYLVANIA AVE TO S BLACKWELDER AVE	1,550
S	
S PENNSYLVANIA AVE TO S BLACKWELDER AVE	2,094
SW 29TH ST	**13,155**
N	
S VILLA AVE TO S WESTERN AVE	6,767
S	
S VILLA AVE TO S WESTERN AVE	6,388
SW 30TH ST	**1,055**
N	
S BLACKWELDER AVE TO S DOUGLAS AVE	438
S	
S BLACKWELDER AVE TO S DOUGLAS AVE	617
WESTWOOD AVE	**1,279**
E	
SW 22ND ST TO SW 19TH ST	479
W	
SW 22ND ST TO SW 19TH ST	800

PHASE 2	97,968
S BROCK DR	**3,317**
E	
SW GRAND BLVD TO SW BINKLEY ST	1,534
W	
SW GRAND BLVD TO SW BINKLEY ST	1,783
S DOUGLAS AVE	**7,217**
E	
SW GRAND BLVD TO SW 25TH ST	3,635
W	
SW GRAND BLVD TO SW 25TH ST	3,583
S KENTUCKY AVE	**8,898**
E	
SW GRAND BLVD TO SW 22ND ST	4,360
W	
SW GRAND BLVD TO SW 22ND ST	4,538
S MCKINLEY AVE	**1,162**
E	
SW BINKLEY ST TO SW 29TH ST	610
W	
SW BINKLEY ST TO SW 29TH ST	552
S VILLA AVE	**6,523**
E	
SW GRAND BLVD TO SW 25TH ST	3,469
W	
SW GRAND BLVD TO SW 25TH ST	3,055
S YOUNGS AVE	**7,198**
E	
SW GRAND BLVD TO SW 25TH ST	3,603
W	
SW GRAND BLVD TO SW 25TH ST	3,595
SW 25TH ST	**14,716**
N	
S VILLA AVE TO S WESTERN AVE	7,430
S	
S VILLA AVE TO S WESTERN AVE	7,286

SW 27TH ST	**14,101**
N	
S BROCK DR TO S WESTERN AVE	4,736
S VILLA AVE TO S PENNSYLVANIA AVE	2,328
S	
S BROCK DR TO S WESTERN AVE	4,731
S VILLA AVE TO S PENNSYLVANIA AVE	2,306
SW 30TH ST	**1,144**
N	
S BLACKWELDER AVE TO S DOUGLAS AVE	573
S	
S BLACKWELDER AVE TO S DOUGLAS AVE	571
SW 31ST ST	**2,504**
N	
S DOUGLAS AVE TO S WESTERN AVE	1,242
S	
S DOUGLAS AVE TO S WESTERN AVE	1,263
SW 34TH ST	**14,210**
N	
S VILLA AVE TO S WESTERN AVE	7,103
S	
S VILLA AVE TO S WESTERN AVE	7,107
SW BINKLEY ST	**11,182**
N	
S PENNSYLVANIA AVE TO S DOUGLAS AVE	3,645
S VILLA AVE TO S BROCK DR	1,941
S	
S PENNSYLVANIA AVE TO S DOUGLAS AVE	3,644
S VILLA AVE TO S BROCK DR	1,952
SW GRAND BLVD	**5,796**
N	
S VILLA AVE TO S WESTERN AVE	5,796
Grand Total	**134,588**

PROPOSED INTERSECTION IMPROVEMENTS

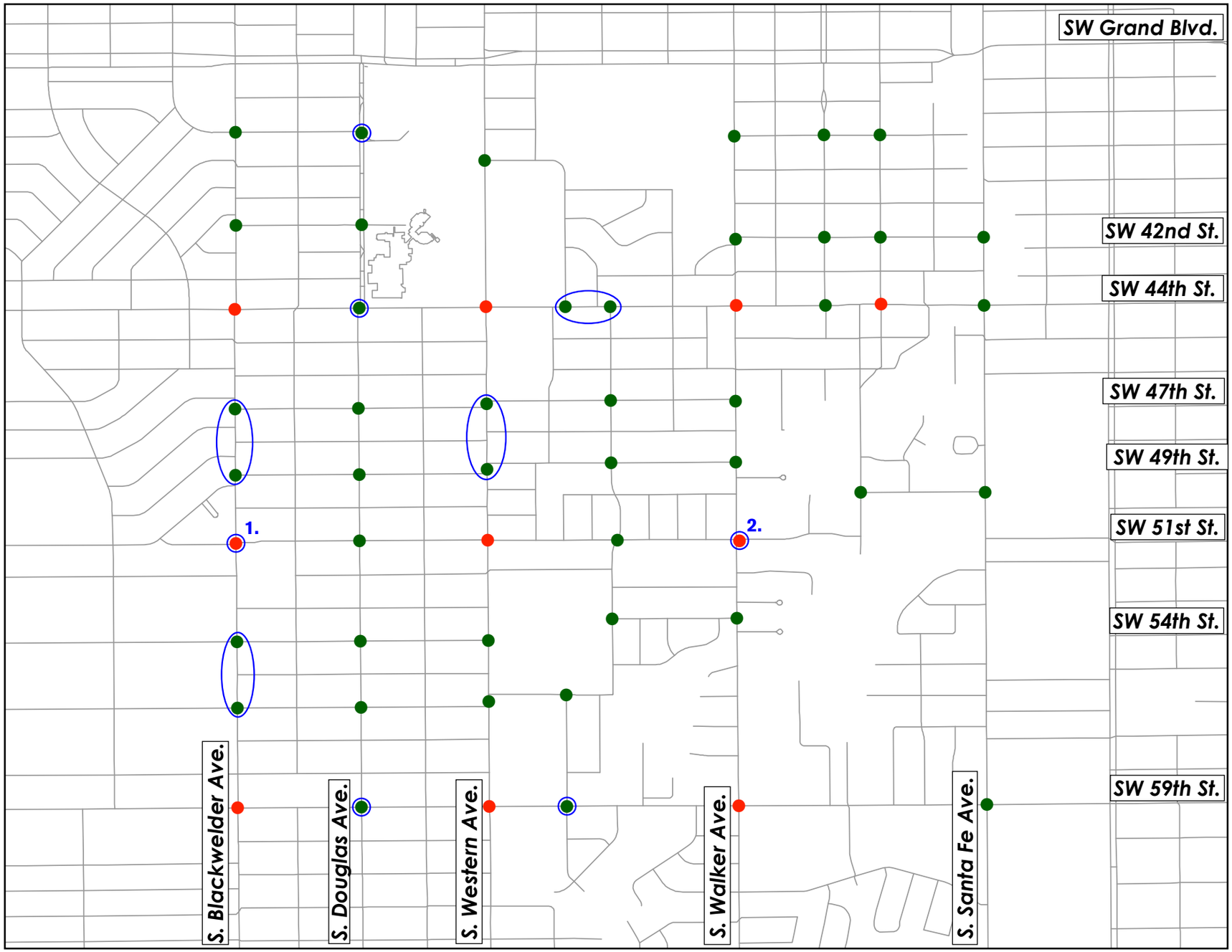
This plan calls for ten new full-stop intersections, including two in Phase 1, and eight in Phase 2. In total, there are 10 intersections to improve in Phase 1, as well as 43 intersections in Phase 2.

S. Blackwelder Ave.

1. SW 51st St. – There presently is no safe crossing between NW 44th St. and NW 59th St. This crossing will facilitate safe crossings for children and families who are attempting to walk to Fillmore ES, as well as better connect the neighborhoods adjacent to S. Blackwelder Ave.

S. Walker Ave.

2. SW 51st St. – There presently is no safe crossing between NW 44th St. and NW 59th St. This crossing will continue the pedestrian corridor along SW 51st St., which will connect from S. Villa Ave. all the way to S. Santa Fe Ave., providing a much-needed east-west connection for pedestrians on a lower-volume street.



S. Western Ave. and S. Walker Ave.	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 1					
S. Blackwelder Ave. and SW 44th St.	80%	0	2.5	0	1
S. Blackwelder Ave. and SW 51st St.	21%	8	4	2	3
S. Blackwelder Ave. and SW 59th St.	43%	7	3	3	2
S. Robinson Ave. and SW 44th St.	66%	6	3	0	0
S. Walker Ave. and SW 44th St.	29%	8	4	0	3
S. Walker Ave. and SW 51st St.	32%	8	3	4	0
S. Walker Ave. and SW 59th St.	100%	0	0	0	0
S. Western Ave. and SW 44th St.	63%	4	2	2	1
S. Western Ave. and SW 51st St.	71%	4	2	4	0
S. Western Ave. and SW 59th St.	45%	7	2	4	3
Totals	55%	52	25.5	19	13

S. Western Ave. and S. Walker Ave.	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 2					
S. Blackwelder Ave. and SW 38th St.	33%	8	1	2	3
S. Blackwelder Ave. and SW 41st St.	31%	6	2.5	0	3
S. Blackwelder Ave. and SW 47th St.	33%	6	3	0	4
S. Blackwelder Ave. and SW 49th St.	40%	4	3	0	3
S. Blackwelder Ave. and SW 54th St.	40%	5	4	1	3
S. Blackwelder Ave. and SW 56th St.	42%	5	4	0	3
S. Douglas Ave. and SW 38th St.	25%	8	4	2	1
S. Douglas Ave. and SW 41st St.	29%	8	4	0	3
S. Douglas Ave. and SW 44th St.	71%	4	2	0	2
S. Douglas Ave. and SW 47th St.	40%	5	4	1	3
S. Douglas Ave. and SW 49th St.	44%	5	4	0	3
S. Douglas Ave. and SW 51st St.	29%	6	4	2	3
S. Douglas Ave. and SW 54th St.	40%	5	4	0	3
S. Douglas Ave. and SW 56th St.	33%	6	4	1	3
S. Douglas Ave. and SW 59th St.	33%	6	4	0	3
S. Francis Ave. and SW 56th St.	24%	6	3	0	3
S. Francis Ave. and SW 59th St.	25%	8	4	2	2
S. Harvey Ave. and SW 39th St.	29%	8	4	0	3
S. Harvey Ave. and SW 42nd St.	29%	8	4	0	3
S. Harvey Ave. and SW 44th St.	29%	6	4	2	3
S. Olie Ave. and SW 44th St.	48%	3	3	0	3
S. Robinson Ave. and SW 39th St.	31%	8	4	0	3
S. Robinson Ave. and SW 42nd St.	29%	8	4	2	3
S. Sage Ave. and SW 50th St.	38%	6	3	0	3
S. Santa Fe Ave. and SW 42nd St.	29%	6	3	0	3
S. Santa Fe Ave. and SW 44th St.	61%	6	2	2	1
S. Santa Fe Ave. and SW 50th St.	29%	6	3	0	3
S. Santa Fe Ave. and SW 59th St.	67%	4	3	1	0
S. Shartel Ave. and SW 44th St.	21%	8	4	1	3
S. Shartel Ave. and SW 47th St.	48%	4	2	0	3
S. Shartel Ave. and SW 49th St.	25%	8	4	1	3
S. Shartel Ave. and SW 51st St.	38%	8	4	0	3
S. Shartel Ave. and SW 53rd St.	19%	6	3	2	2
S. Walker Ave. and SW 39th St.	21%	8	4	0	4
S. Walker Ave. and SW 42nd St.	26%	6	3	2	3
S. Walker Ave. and SW 47th St.	10%	6	3	3	4
S. Walker Ave. and SW 49th St.	10%	6	3	3	4
S. Walker Ave. and SW 54th St.	33%	6	3	0	3
S. Western Ave. and SW 39th St.	14%	6	3	2	4
S. Western Ave. and SW 47th St.	25%	4	4	2	4
S. Western Ave. and SW 49th St.	38%	4	4	0	4
S. Western Ave. and SW 54th St.	19%	2	3	4	4
S. Western Ave. and SW 56th St.	36%	5	3	0	4
Totals	33%	257	145.5	38	128

PEDESTRIAN PRIORITY AREA 4:

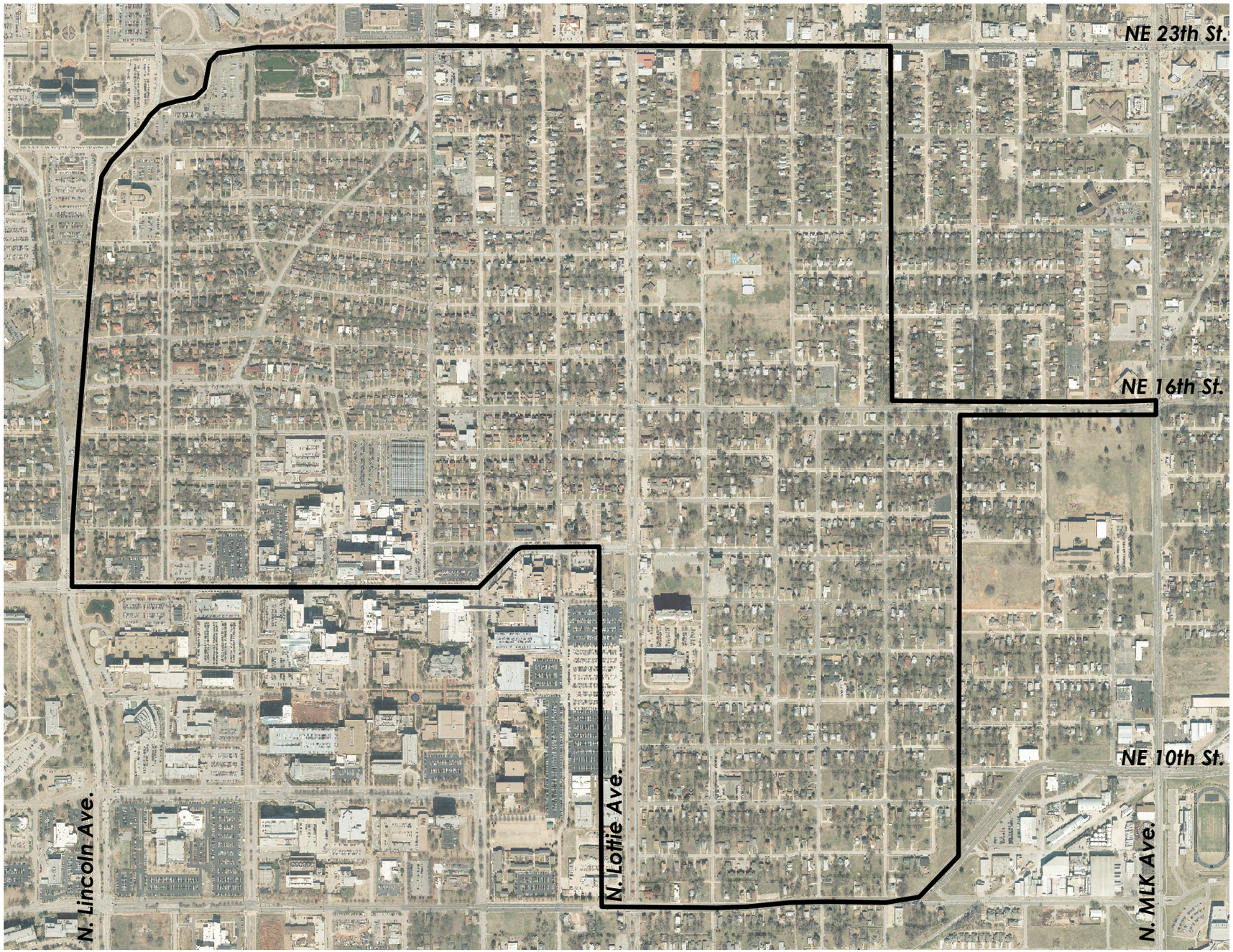
OHC Surroundings

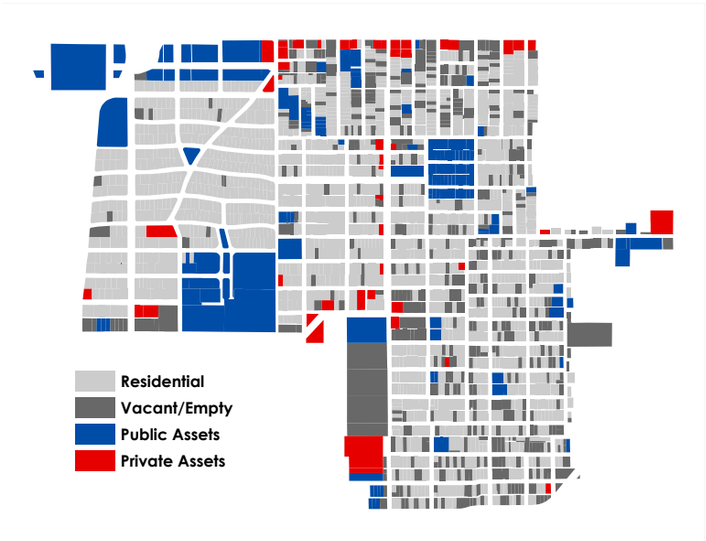
PPA 4

OUHSC Surroundings

The neighborhoods that surround the University of Oklahoma Health Sciences Center span a wide spectrum of income levels, creating a mix of housing opportunities in an area with high potential for walkability. Key assets like the State Capitol facilities, the NE 23rd St. commercial corridor, in addition to the thousands of jobs at OUHSC and the emerging Innovation District, anchored by the new General Electric office complex, amplify the need to fill the gaps in the existing sidewalk network and improve safety at street crossings.

Though some neighborhoods in this area are affluent, the neighborhoods east of N. Kelley Ave. are the poorest in all of Oklahoma City. 3 out of 4 residents in the east of this node are African-American, and 1 out of 4 households do not have access to a motor vehicle. Providing safe access to transit and the wealth of jobs in the area are a key driving factor for making pedestrian improvements in this area.

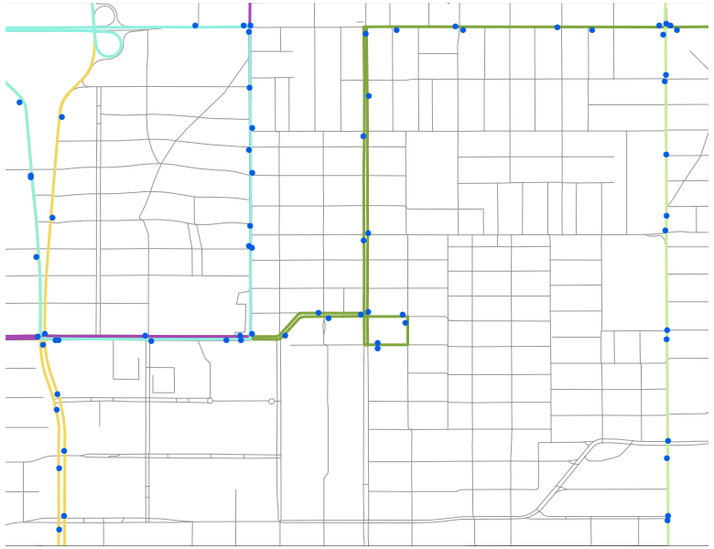




LAND USE

56% of the land use in this PPA is residential in nature, making up the largest type of land use in the area. Private assets make up only 5% of the land use in this area, while public assets are closer to 18%, indicating that the primary focus of walkability should be to connect the large numbers of residents to those public assets, such as churches, schools, OUHSC, and recreation opportunities. A major limiting factor in this PPA is the amount of Vacant land, which accounts for 21% of the total land area. This is especially prominent to the east of N. Lottie Ave., where poverty rates are much higher than to the west. Much of this land has vacated through blight remediation efforts through urban renewal, and much vacant land is owned both public entities.

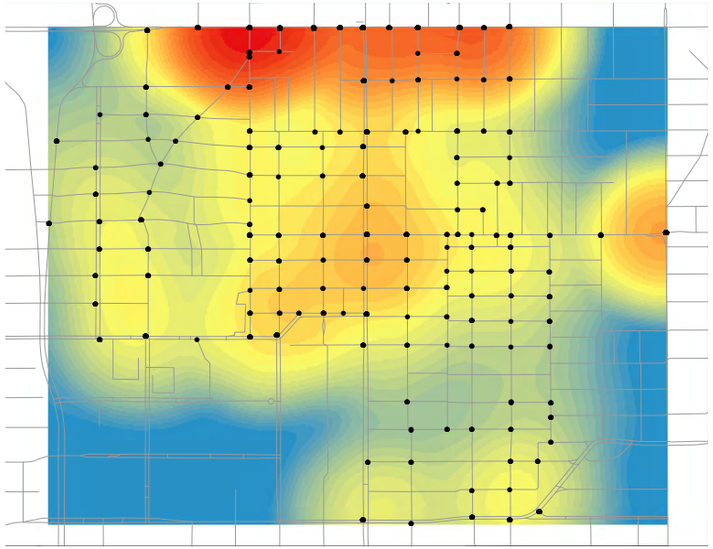
Pedestrian-generating land uses are predominantly located along N. Lottie Ave., NE 13th St., NE 16th St., and NE 23rd St. Increasing access to and from OUHSC to the surrounding neighborhoods is a crucial step toward making this area walkable. In particular, the barrier created along N. Lottie Ave. by the very large OUHSC parking lots, as well as a lack of pedestrian facilities along N. Lottie Ave., should be improved.



TRANSIT

Five transit routes traverse or flank this PPA, including Route 2, Route 3, Route 18, Route 22, and Route 23. Routes 3, 18, and 22 provide north-south transit routes along major arterial commercial corridors. Routes 2 and 23 provide east-west transit access primarily along NE 23rd St. There is a gap between these two routes causing riders to have to travel downtown to transfer between the two, or walk a significant distance along a busy corridor.

There are 47 stops in this PPA, with some of the highest rates of ridership in all of Oklahoma City. In particular, there are very busy transit stops along NE 13th St., N. Kelley Ave., N. Lottie Ave., and NE 23rd St. Residents rely heavily on transit, as well as the students at OUHSC that take the bus to and from campus.



COLLISIONS

The intersection of NE 23rd St. and MLK Blvd., as well as the intersection of NE 23rd St. and N. Kelley Ave. are have the highest rates of and most dangerous instances of motor vehicle collisions, making it essential to consider their design for the sake of pedestrians. Between the years of 2003 and 2013, 30 pedestrians were struck by motor vehicles, as well as 16 cyclists. Fortunately, none of these have resulted in a fatality.

The stretch of NE 23rd St. between N. Kelley Ave. and MLK Blvd. also has a relatively high instance of collisions and a dearth of safe crossing locations for pedestrians, making clear the need to include safe crossings, elements of access management, and traffic calming measures to ensure that this corridor is sufficiently walkable.

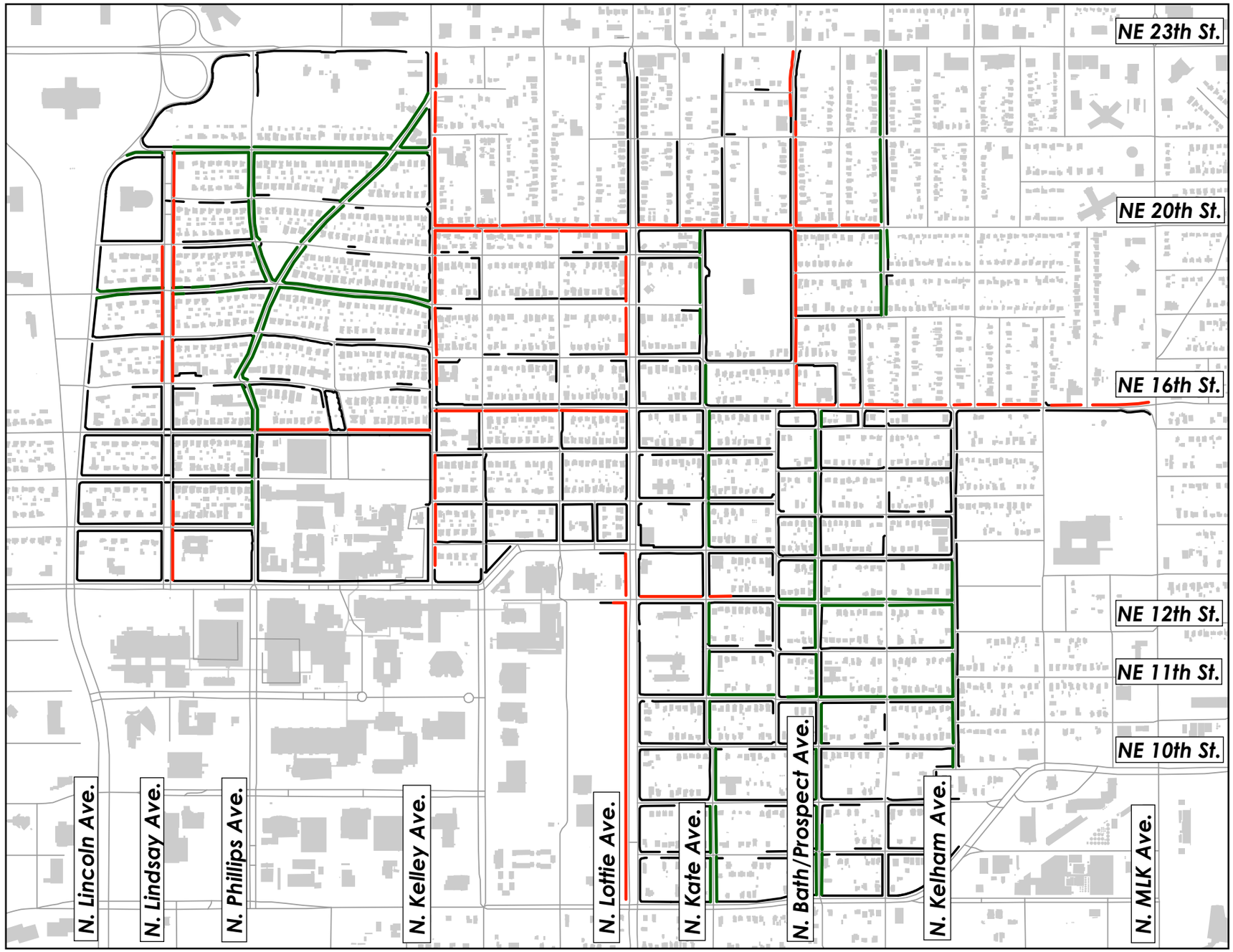
PROPOSED SIDEWALKS

Due to the proximity of major employment centers in this area, both the University of Oklahoma Health Sciences Center and the Oklahoma State Capitol complex, there is a substantial opportunity to facilitate active transportation for residents in the area. West of N. Lottie Ave. much of the neighborhood lacks sidewalks, though the area of this PPA east of N. Lottie Ave. recently received sidewalks on one side of several streets as a part of the 2007 GO Bond.

Phase 1 improvements focus on the major streets in the PPA, which are particularly lacking in safe pedestrian facilities. These improvements are located on N. Lottie Ave., NE 16th St., NE 20th St., N. Prospect Ave., N. Kelley Ave., and N. Lindsay Ave. In particular, ensuring a more permeable threshold between the OUHSC campus and the surrounding neighborhoods was a high priority. The Phase 2 sidewalk improvements seek to create a useful sidewalk network between the neighborhoods and the primary streets in the area. East of N. Lottie Ave. the sidewalk improvements leverage the investments made in the 2007 GO Bond, completing the streets that received sidewalks on one side of the road.

Currently, nearly half of the sidewalk network exists, at 49.4%. The phase 1 improvements will stitch dislocated portions of this network together and increase the percentage completion of the sidewalk network to 58.3%. The Phase 2 sidewalk improvements will result in 71.3% of the sidewalk network being complete.

Phase	Length
Existing	21.8 mi
1	3.92 mi
2	5.72 mi



OUHSC PPA	LENGTH (feet)
PHASE 1	**20692**
N KELLEY AVE	**2890**
E	2890
NE 23RD ST TO NE 13TH ST	2890
N LINDSAY AVE	**2969**
E	2077
NE 21ST ST TO NE 13TH ST	2077
W	892
NE 21ST ST TO NE 13TH ST	892
N LOTTIE AVE	**3127**
W	3127
NE 23RD ST TO NE 8TH ST	3127
N PROSPECT AVE	**2340**
E	1899
NE 23RD ST TO NE 16TH ST	1899
W	440
NE 23RD ST TO NE 16TH ST	440
NE 12TH ST	**681**
N	591
N LOTTIE AVE TO N KELHAM AVE	591
S	90
N LOTTIE AVE TO N KELHAM AVE	90
NE 16TH ST	**4527**
N	3190
N KELLEY AVE TO N MARTIN LUTHER KING AVE	2090
N PHILLIPS AVE TO N KELLEY AVE	1101
S	1337
N KELLEY AVE TO N MARTIN LUTHER KING AVE	1337
NE 20TH ST	**4159**
N	2828
N KELLEY AVE TO N JORDAN AVE	2828
S	1331
N KELLEY AVE TO N JORDAN AVE	1331
PHASE 2	**30207**
CULBERTSON DR	**4491**
E	2202
N KELLEY AVE TO NE 13TH ST	2202
W	2289
N KELLEY AVE TO NE 13TH ST	2289
N BATH AVE	**3564**
E	877
NE 16TH ST TO NE 8TH ST	877
W	2687
NE 16TH ST TO NE 8TH ST	2687

OUHSC PPA	LENGTH (feet)
N JORDAN AVE	**2206**
E	401
NE 23RD ST TO NE 18TH ST	401
W	1805
NE 23RD ST TO NE 18TH ST	1805
N KATE AVE	**4429**
E	3111
NE 20TH ST TO NE 8TH ST	3111
W	1318
NE 20TH ST TO NE 8TH ST	1318
N KELHAM AVE	**1339**
W	1339
N 16TH ST TO ABRAM ROSS AVE	1339
N PHILLIPS AVE	**3078**
E	1229
N KELLEY AVE TO NE 13TH ST	336
NE 21ST ST TO NE 18TH ST	892
W	1850
N KELLEY AVE TO NE 13TH ST	964
NE 21ST ST TO NE 18TH ST	886
NE 11TH ST	**1606**
N	1606
N LOTTIE AVE TO N KELHAM AVE	1606
NE 12TH ST	**2334**
N	1168
N LOTTIE AVE TO N KELHAM AVE	1168
S	1167
N LOTTIE AVE TO N KELHAM AVE	1167
NE 18TH ST	**3403**
N	1755
N LINCOLN BLVD TO N KELLEY AVE	1755
S	1648
N LINCOLN BLVD TO N KELLEY AVE	1648
NE 21ST ST	**3758**
N	1744
N LINCOLN BLVD TO N KELLEY AVE	1744
S	2013
N LINCOLN BLVD TO N KELLEY AVE	2013
Grand Total	**50899**

PROPOSED INTERSECTION IMPROVEMENTS

This plan calls for eight new full-stop intersections, including six in Phase 1, and two in Phase 2. In total, there are 13 intersections to improve in Phase 1, as well as 20 intersections in Phase 2.

NE 20th St.

1. N. Kelley Ave. – There presently is no safe crossing between NE 23rd St. and NE 13th St. This provides much needed east-west connections for pedestrians.

2. N. Lottie Ave. – This location provides a crucial crossing across N. Lottie Ave., a major street that presently acts as a barrier between the neighborhoods to the east and west.

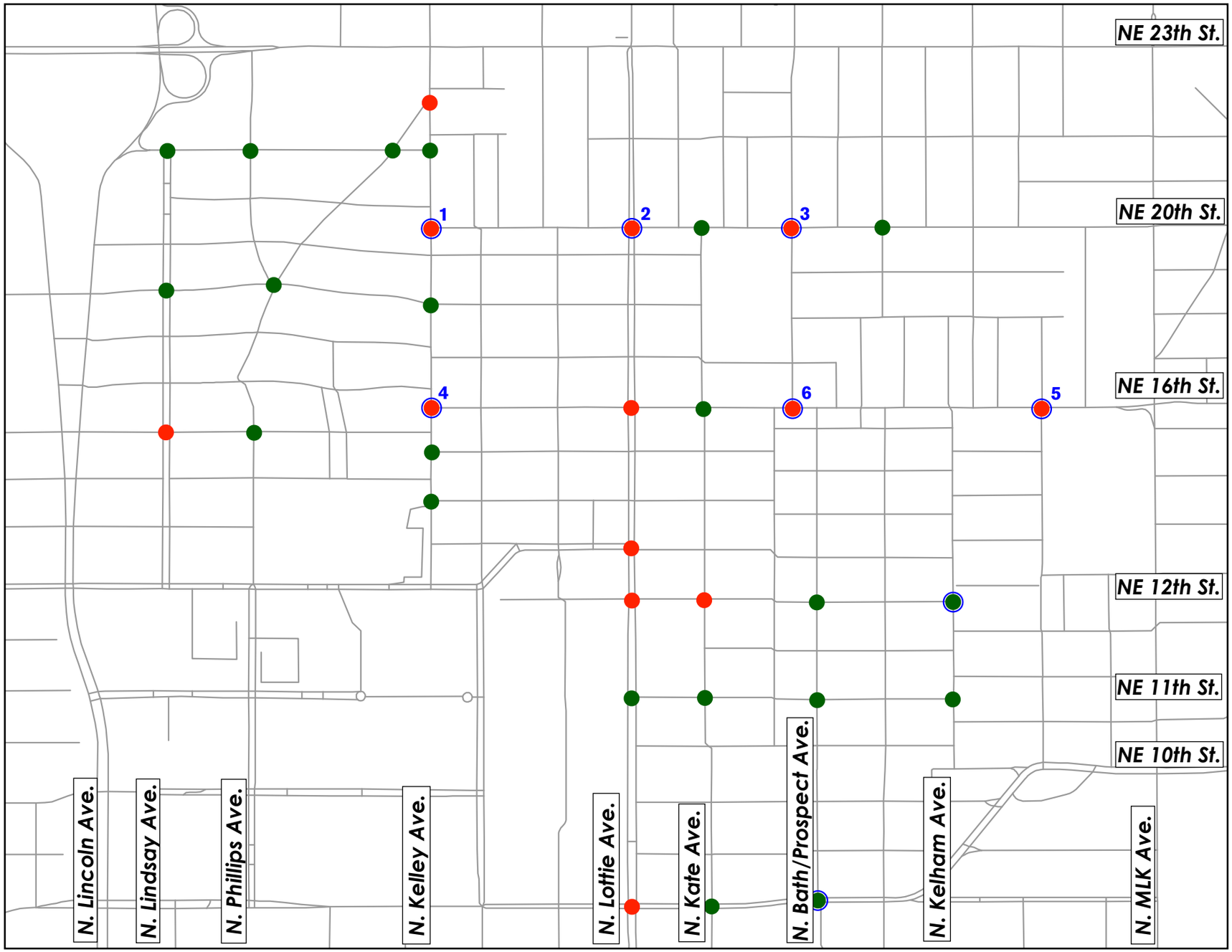
3. N. Prospect Ave. – A full-stop intersection at this location facilitates movement between Pitts Park and the surrounding neighborhoods for children and families.

NE 16th St.

4. N. Kelley Ave. – There presently is no safe crossing between NE 23rd St. and NE 13th St. This provides much needed east-west connections for pedestrians.

5. N. Prospect Ave. – This location provides a safe crossing where existing sidewalk infrastructure is disconnected across 16th St. This provides greater access to churches and Pitts Park for those in the Culbertson neighborhood.

6. N. Missouri Ave. – This location provides a safe crossing for children and families who need to cross NE 16th St. to access JFK Park, F.D. Moon ES, and Kipp Learning Center..



OHC Surroundings	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 1					
N. Lottie Ave. and NE 8th St.	64%	7	3	0	0
N. Lottie Ave. and NE 12th St.	33%	6	4	0	4
N. Lottie Ave. and NE 13th St.	77%	3	3.25	0	0
N. Lottie Ave. and NE 16th St.	78%	4	2.75	1	0
N. Lottie Ave. and NE 20th St.	19%	5	3	3	3
N. Prospect Ave. and NE 16th St.	60%	2	2.5	0	3
N. Prospect Ave. and NE 20th St.	56%	0	4	0	3
N. Kate Ave. and NE 12th St.	50%	5	4	0	2
N. Missouri Ave. and NE 16th St.	46%	4	4	0	4
N. Kelley Ave. and NE 16th St.	48%	4	3	0	2
N. Kelley Ave. and NE 20th St.	24%	6	3	2	4
N. Kelley Ave. and Culbertson Dr.	52%	4	2.5	0	3
N. Lindsay Ave. and NE 16th St.	52%	5	4	0	3
Totals	51%	55	43	6	31

OHC Surroundings	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 2					
Culbertson Dr. and NE 21st St.	29%	8	4	0	3
N. Bath Ave. and NE 8th St.	50%	4	4	0	4
N. Bath Ave. and NE 11th St.	44%	4	4	1	3
N. Bath Ave. and NE 12th St.	54%	0	4	0	3
N. Jordan Ave. and NE 20th St.	42%	4	4	0	3
N. Kate Ave. and NE 8th St.	47%	6	3.75	0	4
N. Kate Ave. and NE 11th St.	48%	0	4	1	3
N. Kate Ave. and NE 16th St.	50%	3	3	1	3
N. Kate Ave. and NE 20th St.	48%	4	3	0	3
N. Kelham Ave. and NE 11th St.	31%	4	3	1	4
N. Kelham Ave. and NE 12th St.	40%	4	3	0	4
N. Kelley Ave. and NE 14th St.	40%	4	3	1	3
N. Kelley Ave. and NE 15th St.	48%	2	3	0	4
N. Kelley Ave. and NE 18th St.	46%	5	4	1	3
N. Kelley Ave. and NE 21st St.	36%	4	3	0	4
N. Lindsay Ave. and NE 18th St.	27%	8	4	1	3
N. Lindsay Ave. and NE 21st St.	48%	2	3	1	3
N. Lottie Ave. and NE 11th St.	33%	4	3	0	4
N. Phillips Ave. and NE 16th St.	40%	6	4	1	3
N. Phillips Ave. and NE 21st St.	27%	8	4	4	3
Totals	41%	84	70.75	13	67
		$210,000	$212,250	$65,000	$335,000

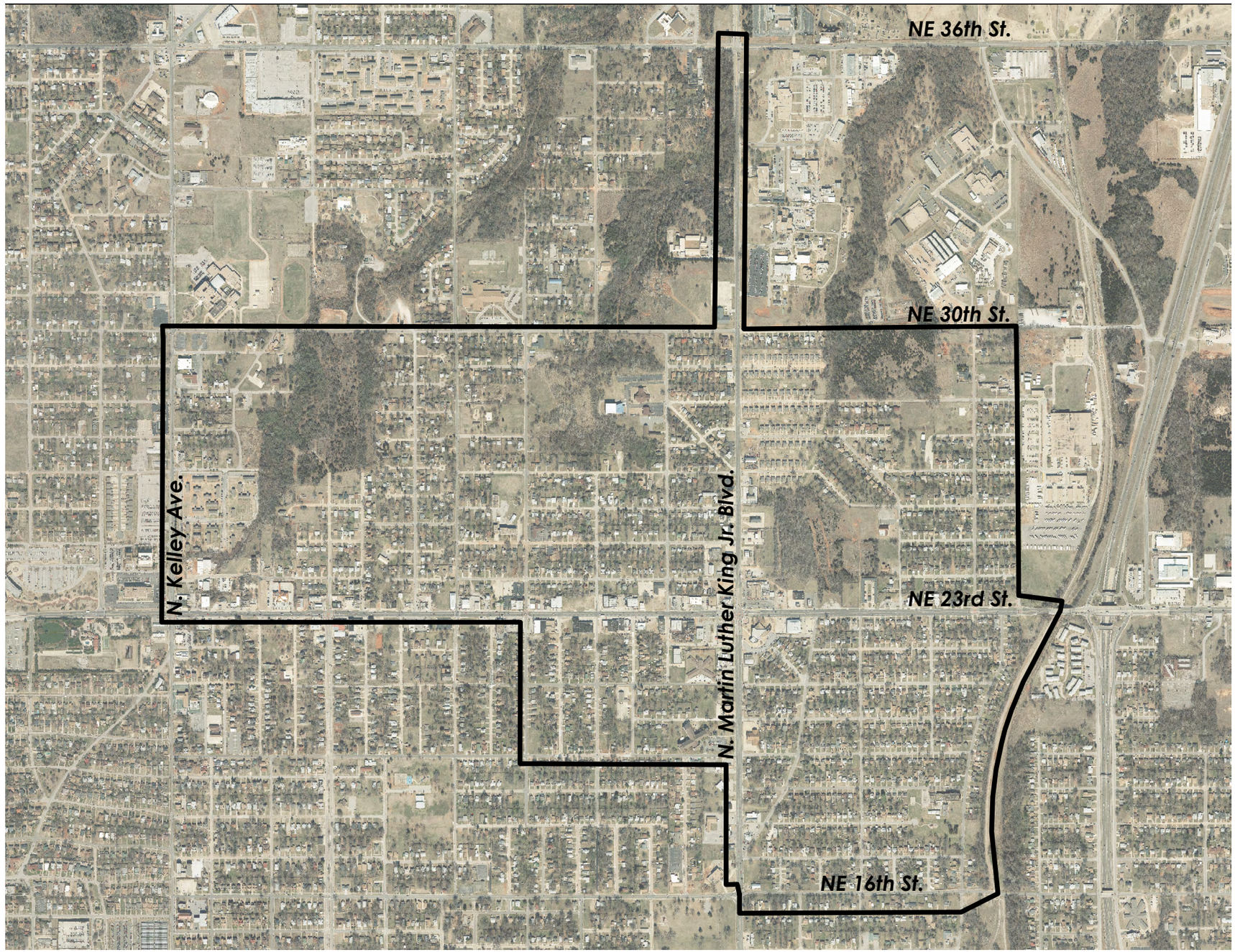
PEDESTRIAN PRIORITY AREA 5:

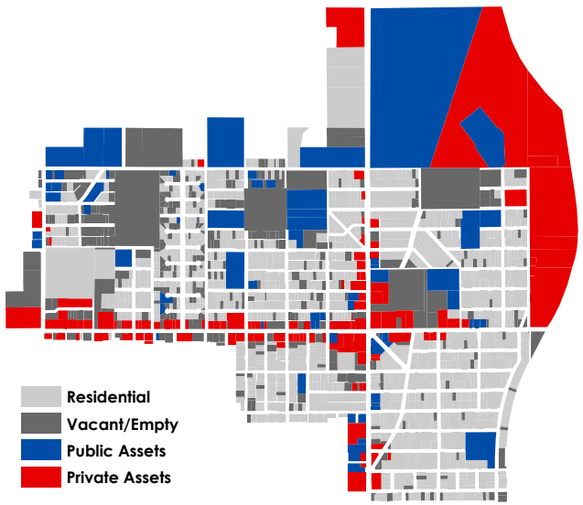
N. Martin Luther King Ave. and NE 23rd St.

PPA 5

N. Martin Luther King Ave. & NE 23rd St.

The intersection of Martin Luther King Jr. Boulevard and NE 23rd St. is one of the major intersections on the northeast side of Oklahoma City. This node was selected based upon the high density of land uses in the area that generate pedestrian traffic, as well as the fact that there is a high concentration of residents who live without a motor vehicle in the corresponding ZIP code. Additionally, this area has higher levels of poverty and disability than any other ZIP code in the city. These factors indicate that there is a great need for alternative transportation options that are easily accessible.





LAND USE

37.2% of the land use in this area is occupied residential, making up the largest land use type in the node. Both community assets and private business assets make up roughly 21%. Similarly 20.5% of the land use in this area is unproductive with relation to walkability and pedestrian activity, whether undeveloped, vacant right-of-way, or surface parking lots. Notice the checkered pattern of undeveloped property in the northwest corner of the land use map for this node. When compared to the neighborhood in the southeast corner of the node, there will be significant challenges to creating a vibrant walkable community.

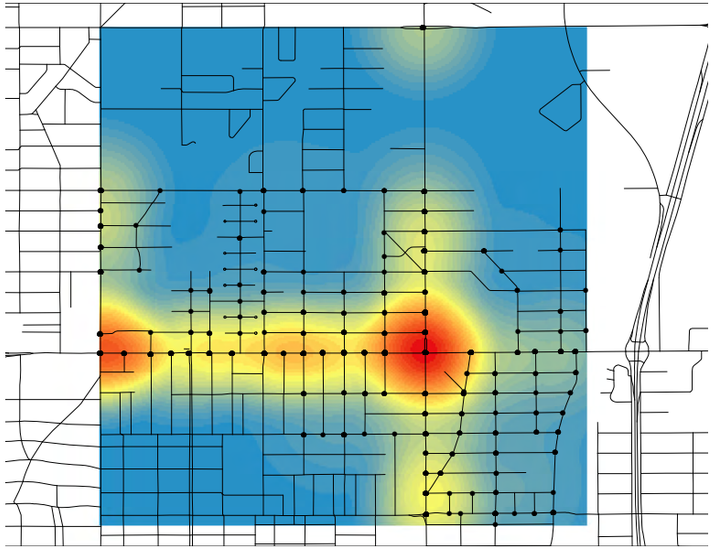
The majority of pedestrian generating land uses are located along the NE 23rd St. and Martin Luther King Jr. Blvd. corridors, with the highest concentration at the intersection of these two streets. at the north end of MLK Blvd. are State offices that include the State Department of Public Safety, where people must go when they have had their driver's license suspended. Presently there are no sidewalks on MLK Blvd. at or around this facility, leading to an unnecessary level of difficulty to access the services present.

TRANSIT

There are four transit routes that traverse this area: Routes 2, 3, 22, and 23. These routes are aligned with NE 23rd St., MLK Blvd., N. Lottie Ave., and N. Kelley Ave. Along these routes are 38 separate bus stops, the majority of which are located along NE 23rd St. and MLK Blvd. The stops with the highest rates of bus riders either boarding or alighting are located at the intersection of NE 23rd St. and MLK Blvd.

Notably, there is a gap along NE 23rd St. in the transit network between N. Kelley Ave. and N. Lottie Ave. that hinders movement in the east-west direction along 23rd St., and separates this node from the State Capitol area as well as Uptown 23rd and beyond.

The transit stops along MLK Blvd. that provide service to the State government facilities near NE 36th St. do not provide a safe way for riders to cross the street if they need to. With a speed limit of 45 mph, this is a dangerous situation that does not account for the very simple needs of pedestrians and transit riders in the area.



COLLISIONS

The intersection of NE 23rd St. and MLK Blvd., as well as the intersection of NE 23rd St. and N. Kelley Ave. have the highest rates of and most dangerous instances of motor vehicle collisions, making it essential to consider their design for the sake of pedestrians. Between the years of 2003 and 2013, 30 pedestrians were struck by motor vehicles, as well as 16 cyclists. Fortunately, none of these have resulted in a fatality.

The stretch of NE 23rd St. between N. Kelley Ave. and MLK Blvd. also has a relatively high instance of collisions and a dearth of safe crossing locations for pedestrians, making clear the need to include safe crossings, elements of access management, and traffic calming measures to ensure that this corridor is sufficiently walkable.

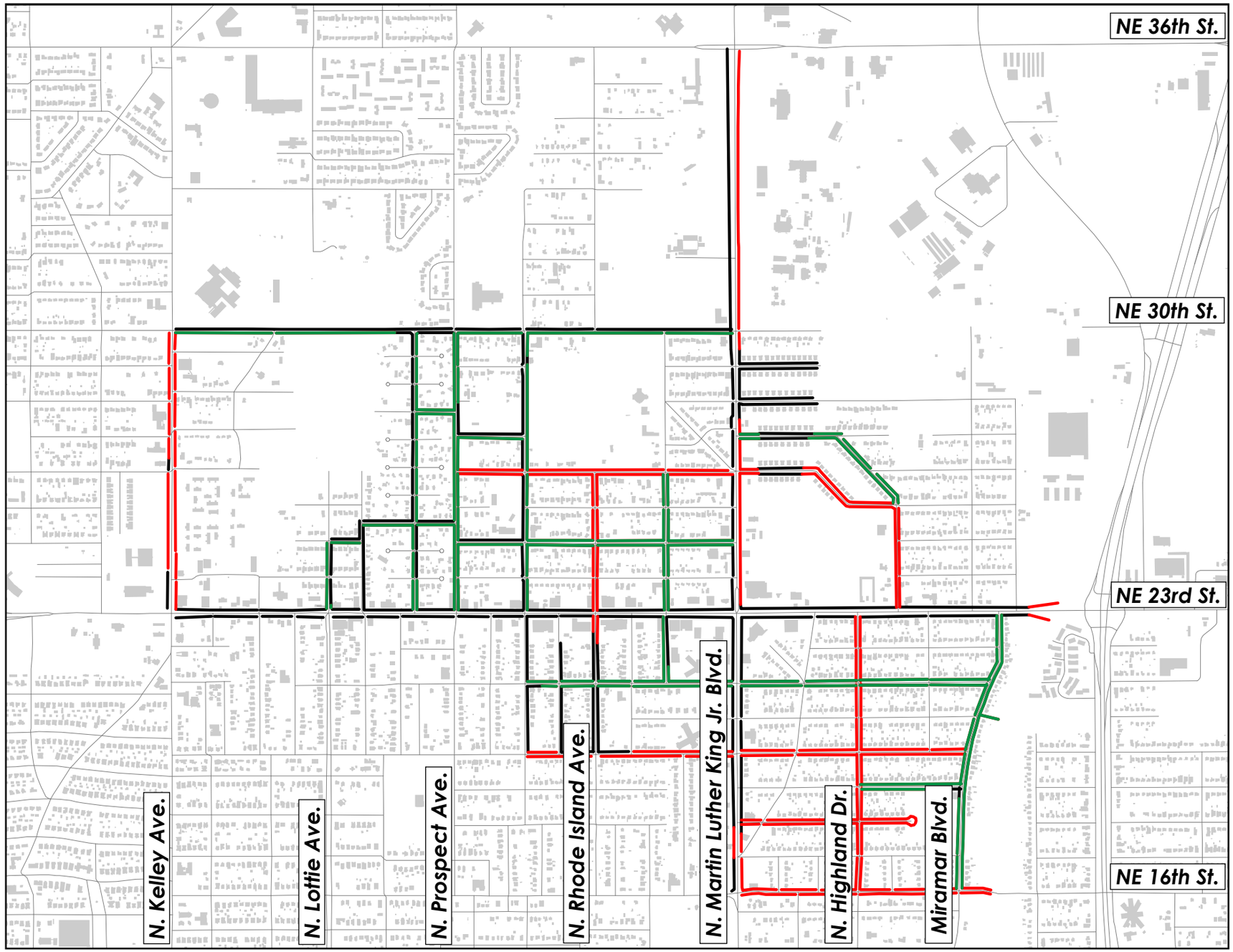
PROPOSED SIDEWALKS

The Phase 1 sidewalks in this PPA serve to fill in the gaps on the major arterials. On MLK Blvd. between NE 23rd St. and NE 36th St. a MAPS 3 sidewalks is scheduled to be completed on the west side of the road, and will be complemented by a Phase 1 sidewalk on the east side.

NE 23rd St. already has sidewalks in this PPA, but there is a great need for access management due to the high number of curb cuts each block. Additionally, in Phase 1, access to the Katy Trail on NE 23rd St. and NE 16th St. The proposed sidewalks in both phases combined significantly increases the number of access points to the major commercial corridors from the surrounding neighborhoods.

27% of the streets in this node have existing sidewalks. If Phase 1 is implemented, then 49% of the streets will have sidewalks; Phase 2 implementation would lead to 71% of the streets having sidewalks. For the associated costs, this would greatly increase the walkability of this node.

Phase	Length
Existing	9.46 mi
1	7.66 mi
2	7.75 mi



MARTIN LUTHER KING JR PPA	LENGTH (feet)
PHASE 1	**40475**
25TH/26TH ST	**1980**
N	
N HIGHLAND DR TO N MARTIN LUTHER KING AVE	975
S	
N HIGHLAND DR TO N MARTIN LUTHER KING AVE	1005
N HIGHLAND DR	**6395**
E	
NE 23RD ST TO NE 16TH ST	2312
NE 25TH ST TO NE 23RD ST	858
W	
NE 23RD ST TO NE 16TH ST	2305
NE 25TH ST TO NE 23RD ST	919
N KELLEY AVE	**4241**
E	
NE 30TH ST TO NE 23RD ST	2323
W	
NE 30TH ST TO NE 23RD ST	1918
N MARTIN LUTHER KING AVE	**5140**
E	
NE 23RD ST TO NE 16TH ST	459
NE 37TH ST TO NE 23RD ST	4396
W	
NE 23RD ST TO NE 16TH ST	285
N RHODE ISLAND AVE	**2692**
E	
NE 26TH ST TO NE 23RD ST	1401
W	1291
NE 26TH ST TO NE 23RD ST	1291
NE 16TH ST	**4256**
N	
N MARTIN LUTHER KING AVE TO KATY TRAIL	2039
S	
N MARTIN LUTHER KING AVE TO KATY TRAIL	2217
NE 18 ST	**1067**
N	
N MARTIN LUTHER KING AVE TO CRESTON HILLS PARK	568
S	
N MARTIN LUTHER KING AVE TO CRESTON HILLS PARK	499
NE 18TH ST	**2070**
N	
N MARTIN LUTHER KING AVE TO CRESTON HILLS PARK	1027
S	
N MARTIN LUTHER KING AVE TO CRESTON HILLS PARK	1042
NE 20TH ST	**6942**
N	
N JORDAN AVE TO N MIRAMAR BLVD	3162
S	
N JORDAN AVE TO N MIRAMAR BLVD	3780
NE 23RD ST	**467**
N	
N MIRAMAR BLVD TO KATY TRAIL	274
S	
N MIRAMAR BLVD TO KATY TRAIL	193
NE 26TH ST	**5225**
N	
N MARTIN LUTHER KING AVE TO N HIGHLAND DR	164
N PROSPECT AVE TO N MARTIN LUTHER KING AVE	2444
S	
N MARTIN LUTHER KING AVE TO N HIGHLAND DR	175
N PROSPECT AVE TO N MARTIN LUTHER KING AVE	2443

MARTIN LUTHER KING JR PPA	LENGTH (feet)
PHASE 2	**40986**
N FONSHILL AVE	**2531**
E	
NE 30TH ST TO NE 23RD ST	1819
W	
NE 30TH ST TO NE 23RD ST	712
N JORDAN AVE	**2331**
E	
NE 30TH ST TO NE 23RD ST	2331
N LOTTIE AVE	**599**
E	
NE 23RD ST TO NE 24TH ST	25
W	
NE 23RD ST TO NE 24TH ST	574
N MIRAMAR BLVD	**4923**
E	
NE 23RD ST TO NE 16TH ST	2614
W	
NE 23RD ST TO NE 16TH ST	2309
N MISSOURI AVE	**2997**
E	
NE 26TH ST TO NE 21ST ST	1269
W	
NE 26TH ST TO NE 21ST ST	1728
N NORMANDY ST	**721**
E	
NE 27TH ST TO NE 25TH ST	721
N NORMANDY ST/NE 27TH ST	**1078**
W	
NE 27TH ST TO NE 25TH ST	1078
N PROSPECT AVE	**4579**
E	
NE 30TH ST TO NE 23RD ST	2080
W	
NE 30TH ST TO NE 23RD ST	2499
NE 19TH ST	**1542**
N	
N HIGHLAND DR TO N MIRAMAR BLVD	940
S	
N HIGHLAND DR TO N MIRAMAR BLVD	602
NE 21ST ST	**7763**
N	
N RHODE ISLAND AVE TO N MIRAMAR BLVD	3915
S	
N RHODE ISLAND AVE TO N MIRAMAR BLVD	3848
NE 24TH ST	**4535**
N	
N PROSPECT AVE TO N MARTIN LUTHER KING AVE	1827
S	
N LOTTIE AVE TO N KATE AVE	268
N PROSPECT AVE TO N MARTIN LUTHER KING AVE	2440
NE 25TH ST	**807**
S	
N KATE AVE TO N PROSPECT AVE	807
NE 27TH ST	**1218**
N	
N MARTIN LUTHER KING AVE TO N NORMANDY ST	177
N NORMANDY ST TO N MARTIN LUTHER KING AVE	257
S	
N MARTIN LUTHER KING AVE TO N NORMANDY ST	180
N PROSPECT AVE TO N JORDAN AVE	605

MARTIN LUTHER KING JR PPA	LENGTH (feet)
NE 28TH ST	**704**
N	
N FONSHILL AVE TO N PROSPECT AVE	353
S	
N FONSHILL AVE TO N PROSPECT AVE	351
NE 30TH ST	**4479**
S	
N KELLEY AVE TO N MARTIN LUTHER KING AVE	4479
PATH	**179**
N MIRAMAR TO KATY TRAIL	179
Grand Total	**81462**

PROPOSED INTERSECTION IMPROVEMENTS

This plan calls for five new full-stop intersections, all of which are a part of phase 1 improvements. There are 16 intersections to improve in Phase 1, as well as 43 intersections to improve as a part of Phase 2.

N. Martin Luther King Ave.

1. Dept. of Public Safety – This location is where residents must go to deal with suspended driver's licenses. Because of the large numbers of people who travel here without driving, it is essential that safe crossings are available for transit riders.

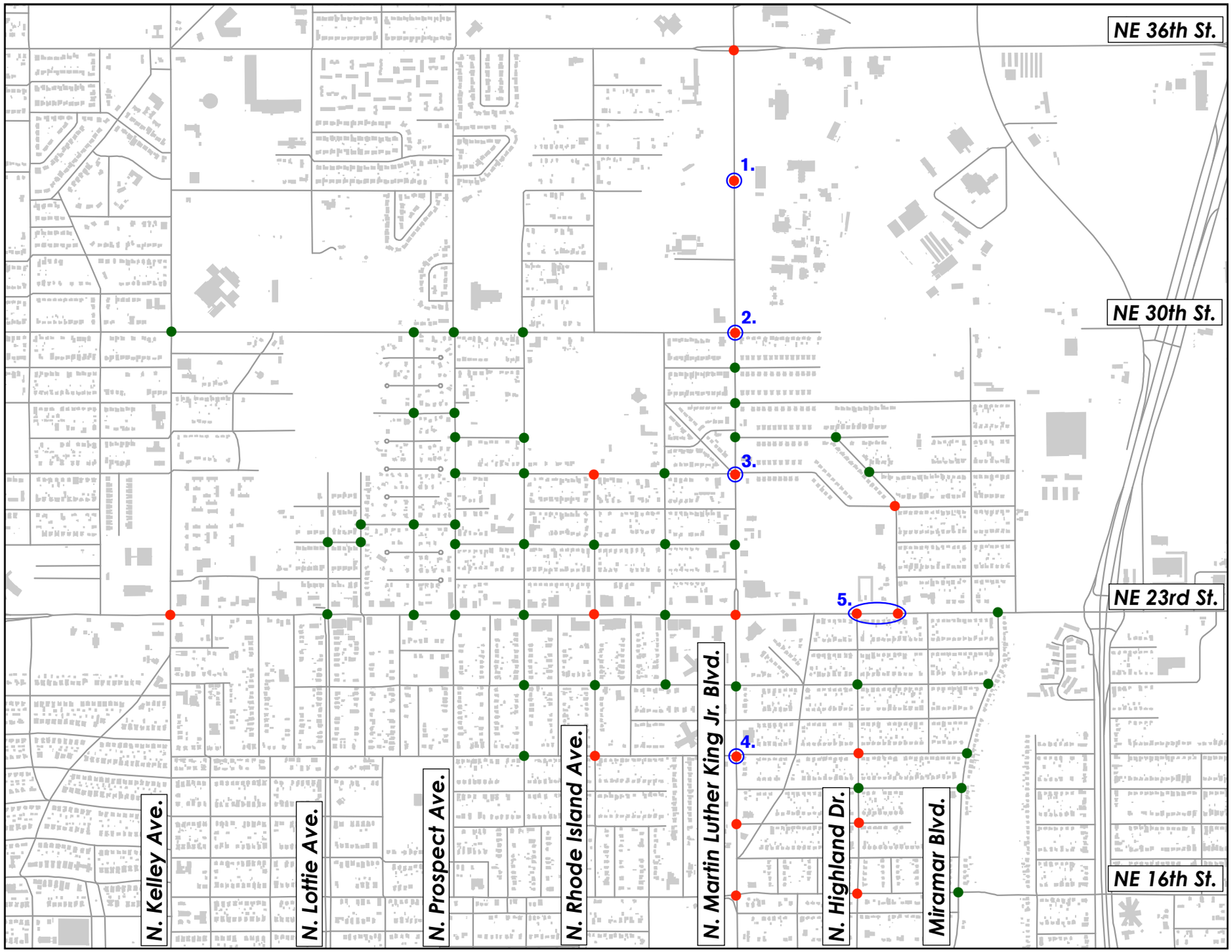
2. NW 30th St. – This location is the half-section intersection between NW 23rd St. and NW 36th St. Adding this location in conjunction with others will reduce the distance between safe crossings along MLK.

3. NW 27th St. – A safe crossing at this location connects the neighborhoods on either side of N. MLK Ave. to the shopping district, as well as reduces crossing distances to a more manageable distance for pedestrians.

4. NW 20th St. – Adding a safe crossing at this location will reduce the safe crossing distance in a key area with several schools and churches.

NE 23rd St.

5. Highland Dr. – Presently there is no location to safely cross NE 23rd St. east of the intersection with N. Martin Luther King Ave., unlike the many locations to the west. This location facilitates safe movements between the neighborhoods and commercial district.



N. MLK Ave. and NE 23rd St.	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 1					
N. Highland Dr. and NE 16th St.	25%	8	4	1	3
N. Highland Dr. and NE 18th St.	17%	8	4	2	3
N. Highland Dr. and NE 20th St.	25%	8	4	1	3
N. Highland Dr. (south) and NE 23rd St.	52%	4	3	0	2
N. Highland Dr. (north) and NE 23rd St.	52%	4	3	0	2
N. Highland Dr. and NE 25th St.	25%	8	4	3	3
N. Kelley Ave. and NE 23rd St.	82%	4	0	0	0
N. Martin Luther King Ave. and NE 16th St.	46%	8	3	2	2
N. Martin Luther King Ave. and NE 18th St.	72%	4	2.5	1	1
N. Martin Luther King Ave. and NE 20th St.	42%	4	3	1	2
N. Martin Luther King Ave. and NE 23rd St.	42%	4	4	2	2
N. Martin Luther King Ave. and NE 30th St.	79%	4	0	0	3
N. Martin Luther King Ave. and NE 36th St.	44%	6	4	0	2
N. Rhode Island Ave. and NE 20th St.	54%	0	4	0	4
N. Rhode Island Ave. and NE 23rd St.	46%	4	4	2	2
N. Rhode Island Ave. and NE 26th St.	10%	4	3	3	3
Totals	45%	82	49.5	18	37

N. MLK Ave. and NE 23rd St.	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 2					
Miramar Blvd. and NE 16th St.	29%	8	4	2	3
Miramar Blvd. and NE 19th St.	29%	4	3	1	3
Miramar Blvd. and NE 20th St.	19%	4	3	1	3
Miramar Blvd. and NE 21st St.	19%	4	3	1	3
Miramar Blvd. and NE 23rd St.	48%	4	3	1	2
N. Fonshill Ave. and NE 23rd St.	57%	4	3	1	1
N. Fonshill Ave. and NE 25th St.	48%	5	4	1	3
N. Fonshill Ave. and NE 28th St.	38%	6	4	0	3
N. Fonshill Ave. and NE 30th St.	62%	4	3	0	3
N. Highland Dr. and NE 19th St.	29%	8	4	0	3
N. Highland Dr. and NE 21st St.	13%	8	4	4	3
N. Jordan Ave. and NE 20th St.	42%	4	4	0	3
N. Jordan Ave. and NE 21st St.	40%	6	4	0	3
N. Jordan Ave. and NE 23rd St.	89%	3	0	1	0
N. Jordan Ave. and NE 24th St.	46%	5	2	3	3
N. Jordan Ave. and NE 26th St.	45%	6	3.25	1	3
N. Jordan Ave. and NE 27th St.	36%	4	3	1	3
N. Jordan Ave. and NE 30th St.	42%	6	3.5	0	3
N. Kate Ave. and NE 24th St.	36%	4	3	1	3
N. Kate Ave. and NE 25th St.	43%	4	3	0	3
N. Kelley Ave. and NE 30th St.	54%	6	3.5	1	2
N. Lottie Ave. and NE 23rd St.	74%	3	0	0	4
N. Lottie Ave. and NE 24th St.	29%	6	4	0	3
N. Martin Luther King Ave. and NE 21st St.	38%	4	4	3	2
N. Martin Luther King Ave. and NE 24th St.	33%	4	3	1	3
N. Martin Luther King Ave. and NE 27th St.	33%	6	4	1	3
N. Martin Luther King Ave. and NE 28th St.	42%	6	4	1	3
N. Martin Luther King Ave. and NE 29th St.	46%	6	4	0	3
N. Missouri Ave. and NE 21st St.	29%	4	3	0	3
N. Missouri Ave. and NE 23rd St.	40%	4	4	2	3
N. Missouri Ave. and NE 24th St.	38%	8	4	0	3
N. Missouri Ave. and NE 26th St.	25%	8	4	1	3
N. Prospect Ave. and NE 23rd St.	81%	4	1	1	0
N. Prospect Ave. and NE 24th St.	29%	4	2.5	2	3
N. Prospect Ave. and NE 25th St.	19%	4	3	2	3
N. Prospect Ave. and NE 26th St.	24%	4	3	1	3
N. Prospect Ave. and NE 27th St.	45%	4	1	0	3
N. Prospect Ave. and NE 28th St.	33%	4	3	0	4
N. Prospect Ave. and NE 30th St.	67%	4	0	1	3
N. Rhode Island Ave. and NE 21st St.	50%	4	4	1	3
N. Rhode Island Ave. and NE 24th St.	25%	8	4	1	3
Normandy St. and NE 26th St.	24%	4	3	1	3
Normandy St. and NE 27th St.	33%	4	3	1	3
Totals	57%	214	132.75	40	120

PEDESTRIAN PRIORITY AREA 6:

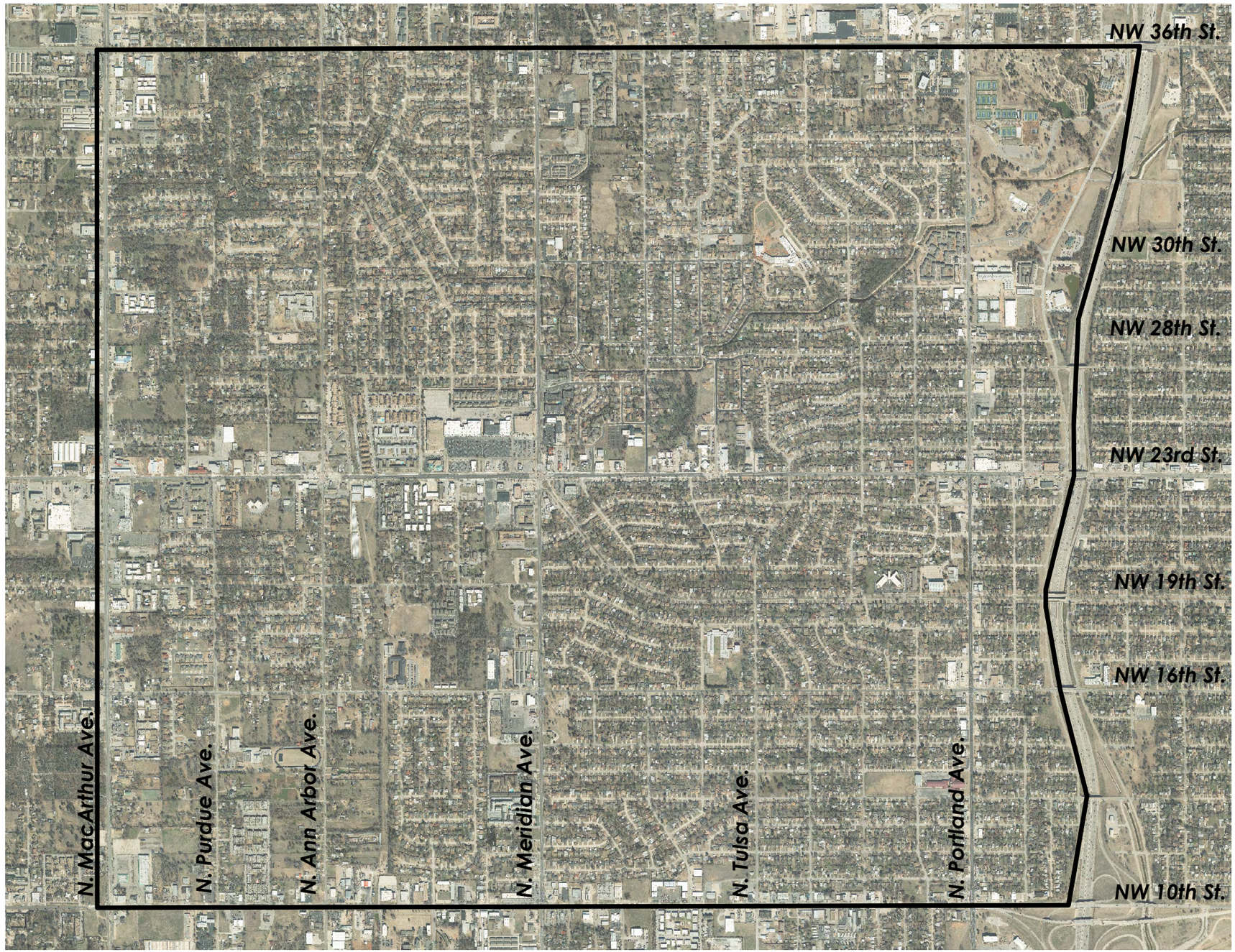
Windsor District and West 10th St. District

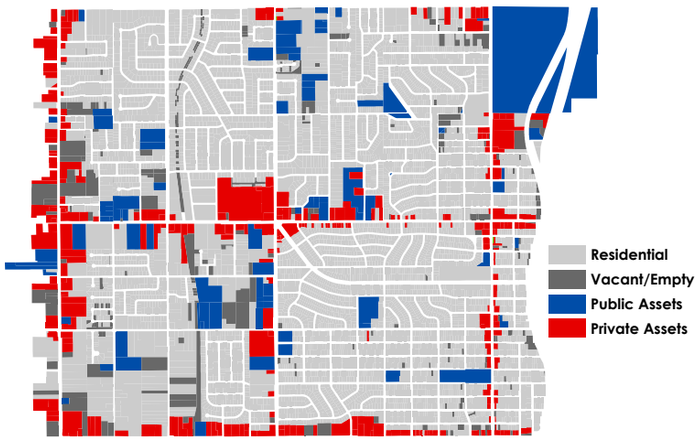
PPA 6

Windsor District & Surroundings

At the intersection of NW 23rd St. and N. Meridian Ave. a new commercial district has recently been gaining momentum, becoming organized and making improvements to their surrounding infrastructure. In order to capitalize on these efforts, the City of Oklahoma City Planning Department has completed a "focus area plan", the goal of which is to improve key places in the area, and ensure safe, convenient transportation options to the residents.

There are noticeable disparities in terms of affluence in the area, with the northern half of the node being higher income, while the southwestern quarter is very low income with high rates of carlessness. 1 in 4 properties in the southwest quarter are either vacant or abandoned, creating gaps in the urban fabric. Attempts to stimulate investment in the area as a whole, and particularly in the areas with the greatest need will help to further the goals of the commercial district in the area.

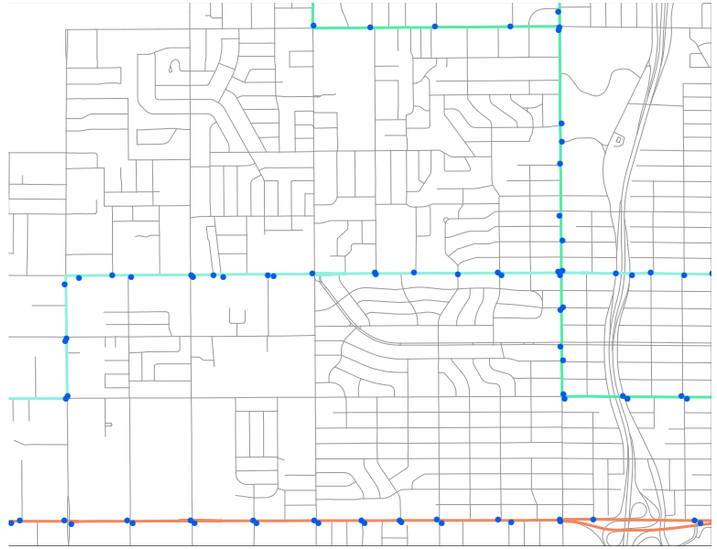




LAND USE

69% of the land in this PPA is made of a residential uses, making it the largest type of land use in the area. Both private assets, such as retail, office, and commercial land uses, and public assets, such as schools and parks, make up 12% of the total land use of the area each. The remaining 7% is vacant properties, predominantly along the N. MacArthur Ave. and NW 10th St. corridors.

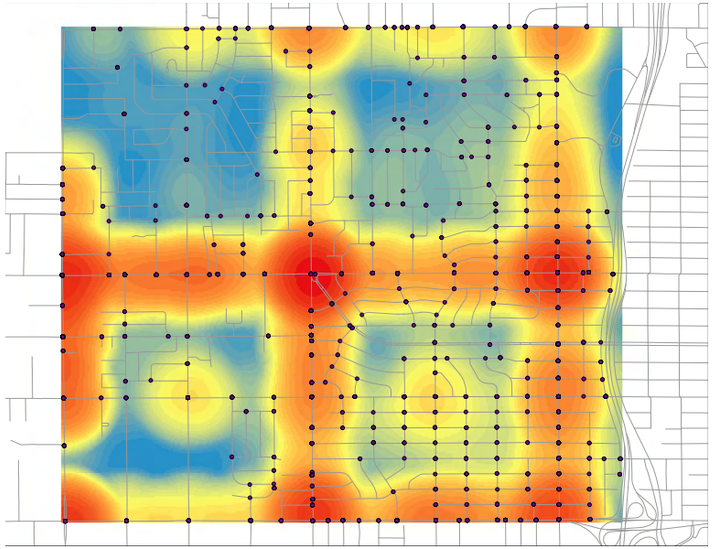
Major land uses in this PPA include: Will Rogers Park, which serves not only this area, but the entire Oklahoma City region; the Windsor shopping center, which is home to a Crest supermarket, restaurants, thrift stores and more. There are many other neighborhood scale parks and schools, as well as large amounts of retail and commercial properties along the major arterial corridors in this PPA. Ensuring safe access to and from all of these pedestrian-generating land uses will help to foster a local economy that is already seeing a great deal of small-scale investment in the way of new businesses like bodegas.



TRANSIT

There are three transit routes that traverse this PPA: Route 7, Route 17, and Route 18. Route 17 and Route 18 provide east-west transit access along two of the major arterial commercial corridors in the area, NW 23rd St. and NW 10th St. respectively. Route 7 connects the area to Northwest Expressway and large areas of commerce along N. May Ave. and NW 63rd St.

There are 66 transit stops in the area, with the highest rates of ridership occurring at the intersection of NW 23rd St. and N. Meridian Ave., NW 23rd St. and N. Portland Ave., as well as NW 10th St. at N. Meridian Ave. There have been several projects through MAPS and past GO Bond sales that have improved pedestrian infrastructure along these corridors; however, none of these streets currently have sidewalk on both sides of the road, a requirement for functional public transit.



COLLISIONS

Automobile collisions in this PPA happen all along the major arterials with a noticeable spike at the intersections of NW 23rd St. and N. Meridian Ave., as well as NW 23rd St. and N. MacArthur Ave., NW 10th St. and N. Meridian Ave., and NW 23rd St. and N. Portland Ave. Considering the importance of these intersections for public transit riders, this emphasizes the great need for safety enhancements.

Between the years of 2003 to 2015 there were 108 pedestrian collisions, five of which ended in a pedestrian fatality. In that same time frame there were 34 automobile collisions involving a bicyclist, only one of which resulted in a fatality. The pedestrian collisions occurred primarily along NW 23rd St. between N. MacArthur Ave. and N. Meridian Ave., and along N. Meridian Ave. between NW 23rd St. and NW 10th St. Ensuring that these corridors have all required infrastructure is a great first step to making this area walkable.

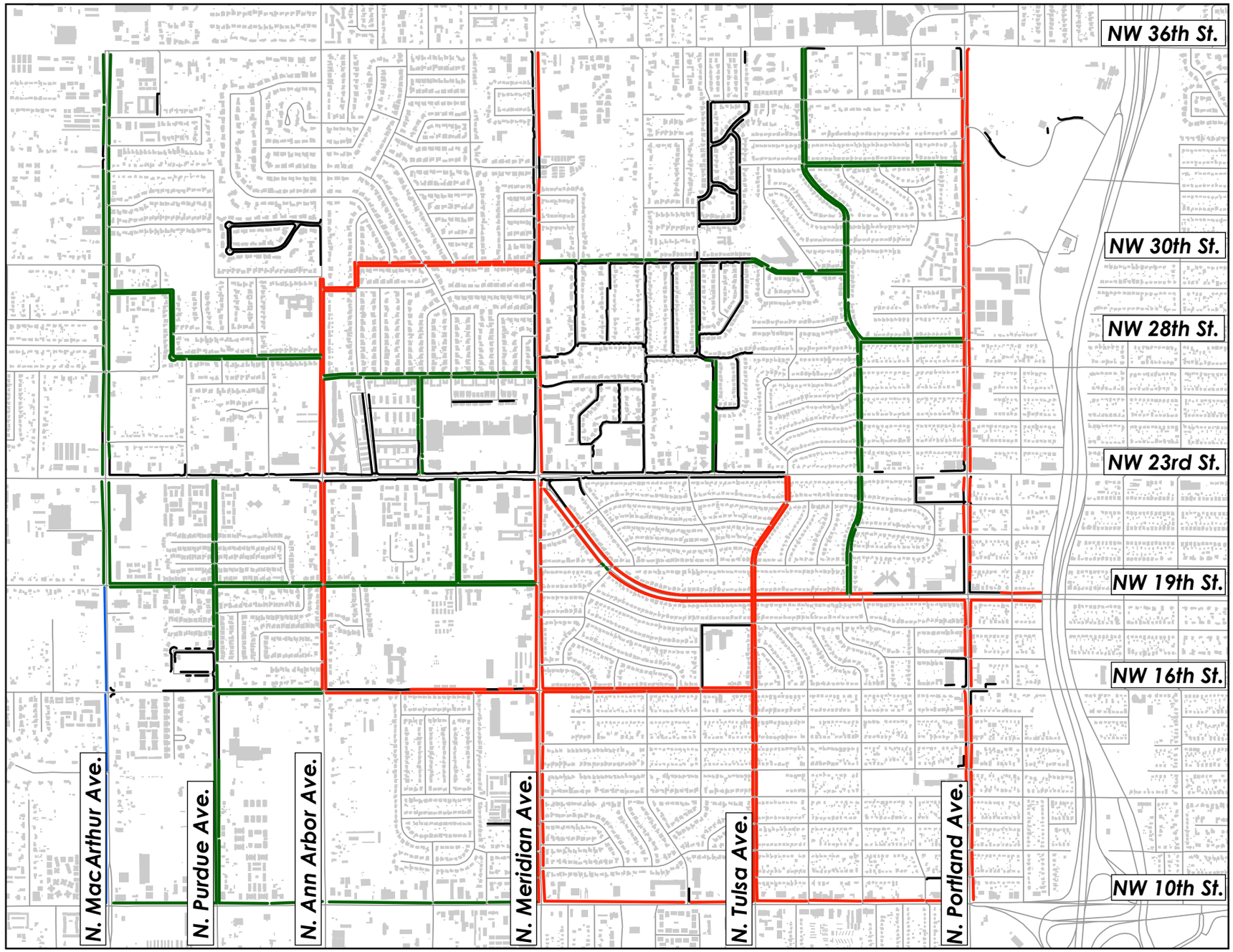
PROPOSED SIDEWALKS

West of I-44 along the commercial corridors on NW 10th St. and NW 23rd St., pedestrian infrastructure investments from the 2007 GO Bond are resulting in a greater interest in creating a walkable community. The character of the area differs on either side of N. Meridian Ave.; to the east, high levels of residential density and strong street connectivity facilitate easy movement for vehicles, though pedestrian infrastructure is lacking; west of N. Meridian Ave., the residential density drops and connectivity is constrained.

Phase 1 sidewalk improvements are focused primarily on the east side of N. Meridian Ave. Major corridors in this area to receive improvements include N. Portland Ave., N. Meridian Ave., NW 16th St., NW 19th St., and N. Tulsa Ave. These improvements will connect residents to assets such as Will Rogers Park and the new Will Rogers multi-use trail that flanks I-44. Phase 2 sidewalk improvements include further improvements east of N. Meridian Ave.; however, the bulk of these improvements are focused on the fewer areas of high residential density to the west of N. Meridian Ave. In particular, Phase 2 addresses accessibility to and from the major commercial and transit corridors in the area.

The total area of this PPA is substantially larger than others. This is due to the matching of improvements in this plan with those recommended in a recent area plan conducted by the Planning Department. Presently, only 9.3% of the sidewalk network exists in this area. Phase 1 improvements would increase this to 19.5%. Phase 2 improvements would further raise this to 29.6% completion.

Phase	Length
Existing	13.5 mi
1	14.8 mi
2	14.6 mi



WINDSOR PPA	LENGTH (feet)
PHASE 1	**23172**
N ANN ARBOR AVE	**2849**
E	
NW 16TH ST TO NW 29TH ST	1426
W	
NW 16TH ST TO NW 29TH ST	1423
N MACARTHUR BLVD	**5697**
E	
NW 19TH ST TO NW 36TH ST	3977
W	
NW 19TH ST TO NW 36TH ST	1720
N MERIDIAN AVE	**4467**
E	
NW 10 ST TO NW 36TH ST	663
NW 10TH ST TO NW 36TH ST	2318
W	
NW 10 ST TO NW 36TH ST	737
NW 10TH ST TO NW 36TH ST	749
N MINNIE LN	**764**
E	
NW 19TH ST TO NW 23RD ST	382
W	
NW 19TH ST TO NW 23RD ST	382
N PURDUE ST	**705**
E	
NW 10TH ST TO NW 23RD ST	351
W	
NW 10TH ST TO NW 23RD ST	354
N TULSA AVE	**3119**
E	
NW 10TH ST TO NW 23RD ST	1477
NW 10TH ST TO NW 36TH ST	201
W	
NW 10TH ST TO NW 23RD ST	1441
N UTAH AVE	**917**
E	
NW 23RD TO NW 30TH	274
W	
NW 23RD TO NW 30TH	643
N WINDSOR PL	**535**
E	
NW 23RD ST TO NW 26TH ST	322
W	
NW 23RD ST TO NW 26TH ST	213

WINDSOR PPA	LENGTH (feet)
NW 10TH ST	**1507**
N	
N MACARTHUR BLVD TO N TULSA AVE	1507
NW 16TH ST	**2585**
N	
N PURDUE AVE TO N TULSA AVE	1086
S	
N PURDUE AVE TO N TULSA AVE	1499
NW 28TH ST	**27**
S	
NW 23RD TO NW 30TH	27
PHASE 2	**22765**
N MOULTON DR	**453**
E	
NW 26TH ST TO NW 29TH ST	223
W	
NW 26TH ST TO NW 29TH ST	230
N PURDUE ST	**1837**
E	
NW 10TH ST TO NW 23RD ST	872
W	
NW 10TH ST TO NW 23RD ST	965
N ROFF AVE	**3793**
E	
NW 19TH ST TO NW 36TH ST	1890
W	
NW 19TH ST TO NW 36TH ST	1903
NW 10TH ST	**760**
N	
N MACARTHUR BLVD TO N TULSA AVE	760
NW 16TH ST	**773**
N	
N PURDUE AVE TO N TULSA AVE	388
S	
N PURDUE AVE TO N TULSA AVE	385
NW 19TH ST	**7074**
N	
N MACARTHUR BLVD TO N MERIDIAN AVE	1515
N MERIDIAN AVE TO N GRAND BLVD	1350
S	
N MACARTHUR BLVD TO N MERIDIAN AVE	2293
N MERIDIAN AVE TO N GRAND BLVD	1916

WINDSOR PPA	LENGTH (feet)
NW 26TH ST	**2222**
N	
N ANN ARBOR AVE TO N MERIDIAN AVE	546
N MOULTON DR TO N ANN ARBOR AVE	541
S	
N ANN ARBOR AVE TO N MERIDIAN AVE	596
N MOULTON DR TO N ANN ARBOR AVE	539
NW 28TH ST	**736**
N	
N ROFF AVE TO N PORTLAND AVE	362
S	
N ROFF AVE TO N PORTLAND AVE	374
NW 29TH ST	**690**
N	
N ANN ARBOR AVE TO WINDSOR BLVD	113
N MACARTHUR BLVD TO N MOULTON DR	236
S	
N ANN ARBOR AVE TO WINDSOR BLVD	113
N MACARTHUR BLVD TO N MOULTON DR	228
NW 30TH ST	**3160**
N	
WINDSOR BLVD TO N ROFF AVE	2199
S	
WINDSOR BLVD TO N ROFF AVE	961
NW 32ND ST	**1103**
N	
N ROFF AVE TO N PORTLAND AVE	563
S	
N ROFF AVE TO N PORTLAND AVE	540
WINDSOR BLVD	**164**
E	
NW 29TH ST TO NW 30TH ST	73
W	
NW 29TH ST TO NW 30TH ST	91
Grand Total	**45937**

PROPOSED INTERSECTION IMPROVEMENTS

This plan calls for five new full-stop intersections, including four in Phase 1, and one in Phase 2. In total, there are 10 intersections to improve in Phase 1, as well as 24 intersections in Phase 2.

N. Ann Arbor Ave.

1. NW 29th St. – There presently is no safe crossing between NW 23rd St. and NW 36th St. This crossing will allow for pedestrians and cyclists to move about the neighborhoods more easily, and will provide better access to commercial areas.

2. NW 16th St. - There presently is no safe crossing between NW 10th St. and NW 23rd St. This crossing will help to calm traffic so that schoolchildren trying to reach Hilldale ES will be safer.

N. Meridian Ave.

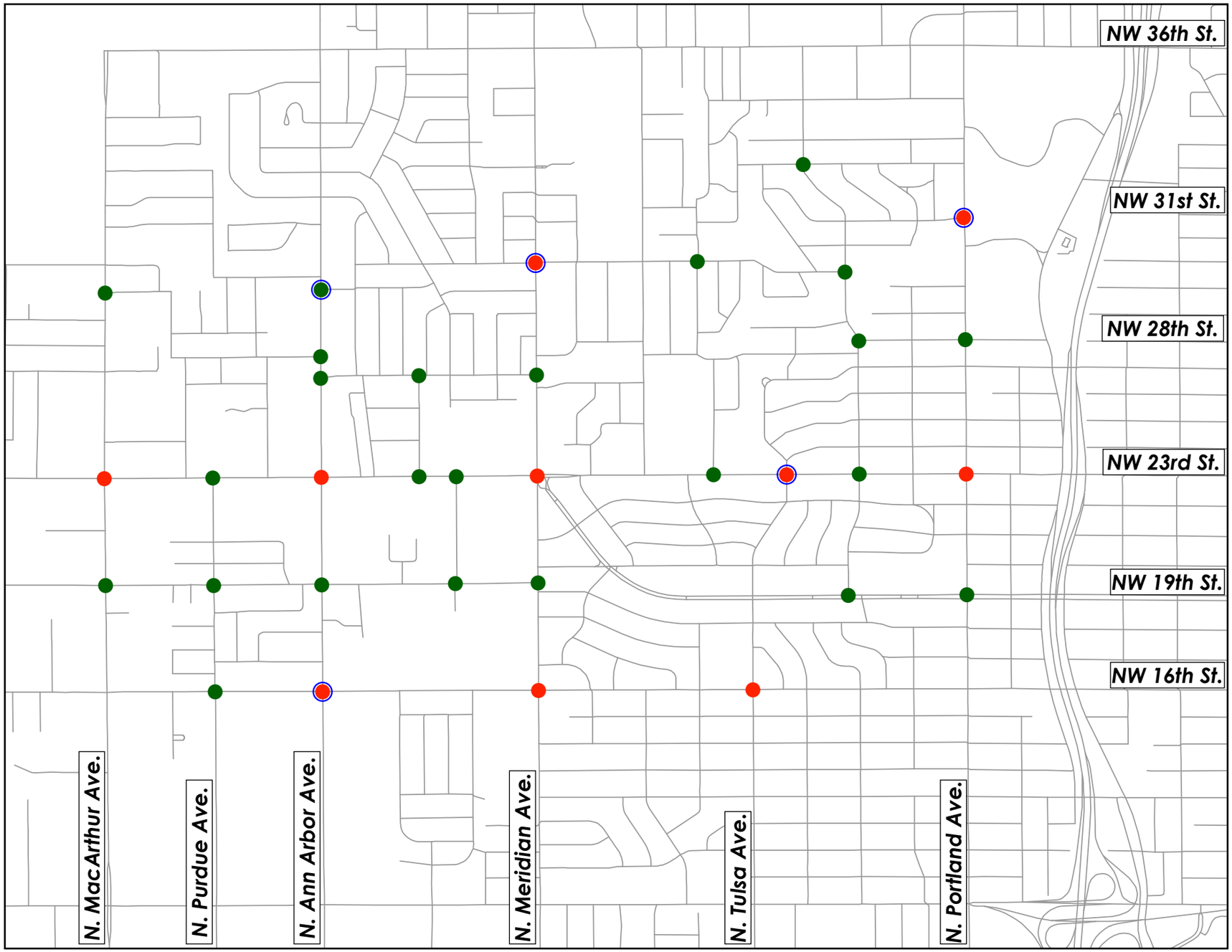
3. NW 30th St. – There presently is no safe crossing between NW 23rd St. and NW 36th St. This crossing will allow for pedestrians and cyclists to move about the neighborhoods more easily, and will provide better access to commercial areas.

N. Tulsa Ave.

4. NW 23rd St. – This crossing would provide a safe crossing for pedestrians seeking to move to and from neighborhoods north and south of NW 23rd St.

N. Portland Ave.

5. NW 31st St. – This crossing will allow for safe movements to and from Will Rogers Park for residents in this area. Presently, the nearest crossing is at NW 36th St., quite some distance from the next closest at NW 23rd St.



Windsor	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 1					
N. Ann Arbor Ave. and NW 16th St.	27%	*8*	*4*	*4*	*2*
N. Ann Arbor Ave. and NW 23rd St.	93%	*0*	*0*	*0*	*2*
N. MacArthur Blvd. and NW 23rd St.	93%	*0*	*0*	*0*	*2*
N. Meridian Ave. and NW 16th St.	65%	*0*	*3.25*	*3*	*2*
N. Meridian Ave. and NW 23rd St.	89%	*0*	*0*	*0*	*3*
N. Meridian Ave. and NW 30th St.	25%	*6*	*4*	*4*	*3*
N. Portland Ave. and NW 23rd St.	89%	*0*	*0*	*0*	*3*
N. Portland Ave. and NW 31st St.	29%	*6*	*3*	*0*	*3*
N. Tulsa Ave. and NW 16th St.	30%	*8*	*2.75*	*1*	*3*
N. Tulsa Ave. and NW 23rd St.	46%	*4*	*4*	*2*	*2*
Totals	58%	32	21	16	25

Windsor	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 2					
N. Ann Arbor Ave. and NW 19th St.	25%	*8*	*3.5*	*3*	*3*
N. Ann Arbor Ave. and NW 26th St. (East)	8%	*8*	*4*	*4*	*4*
N. Ann Arbor Ave. and NW 26th St. (West)	13%	*8*	*4*	*4*	*3*
N. Ann Arbor Ave. and NW 29th St.	13%	*8*	*4*	*4*	*3*
N. MacArthur Blvd. and NW 29th St.	5%	*6*	*3*	*4*	*3*
N. MacArthur Blvd. and NW 19th St.	10%	*6*	*3*	*4*	*3*
N. Meridian Ave. and NW 19th St.	10%	*6*	*3*	*4*	*3*
N. Meridian Ave. and NW 26th St.	12%	*5*	*3*	*4*	*3*
N. Minnie Ln. and NW 19th St.	12%	*5*	*3*	*4*	*3*
N. Minnie Ln. and NW 23rd St.	33%	*4*	*2.5*	*4*	*2*
N. Portland Ave. and NW 19th St.	13%	*8*	*4*	*4*	*3*
N. Portland Ave. and NW 28th St.	13%	*8*	*4*	*4*	*3*
N. Purdue Ave. and NW 16th St.	21%	*7*	*4*	*2*	*4*
N. Purdue Ave. and NW 19th St.	4%	*8*	*4*	*4*	*3*
N. Purdue Ave. and NW 23rd St.	4%	*8*	*4*	*4*	*3*
N. Roff Ave. and NW 19th St.	8%	*8*	*4*	*4*	*3*
N. Roff Ave. and NW 23rd St.	4%	*8*	*4*	*4*	*3*
N. Roff Ave. and NW 28th St.	19%	*8*	*3*	*4*	*3*
N. Roff Ave. and NW 30th St.	29%	*8*	*4*	*4*	*2*
N. Roff Ave. and NW 32nd St.	17%	*8*	*4*	*4*	*2*
N. Utah Ave. and NW 23rd St.	12%	*6*	*3*	*4*	*3*
N. Utah Ave. and NW 30th St.	13%	*8*	*4*	*4*	*3*
N. Windsor Pl. and NW 23rd St.	13%	*8*	*4*	*4*	*3*
N. Windsor Pl. and NW 26th St.	17%	*4*	*2.5*	*4*	*4*
Totals	37%	117	72	46	66

PEDESTRIAN PRIORITY AREA 7:

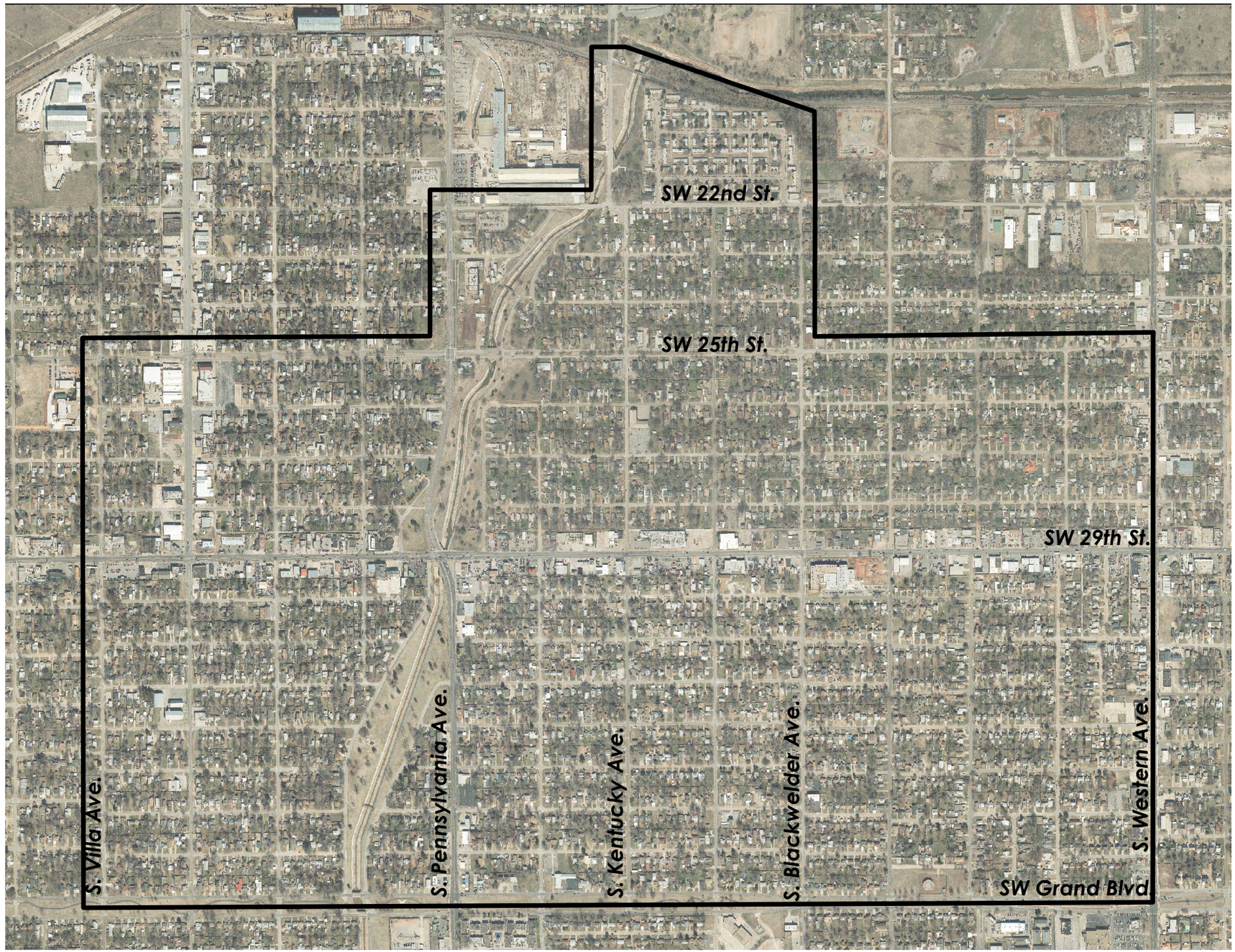
SW. 29th St. and S. Pennsylvania Ave.

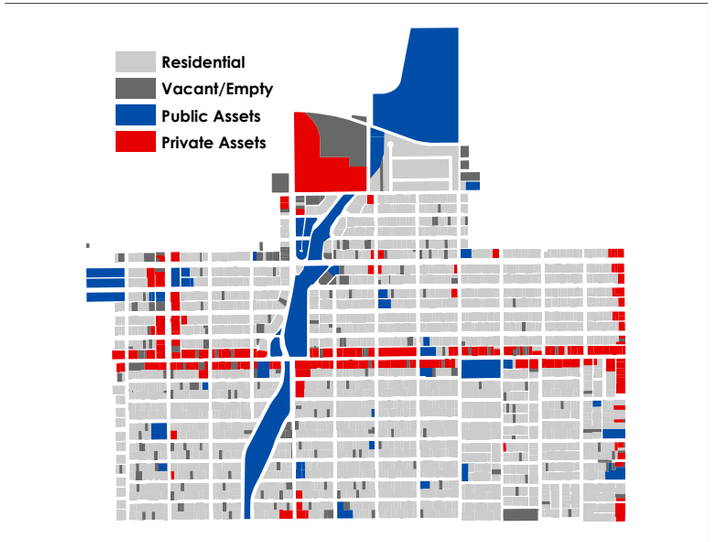
PPA 7

SW 29th St &
S Pennsylvania Ave.

SW 29th St. is one of the most important corridors on the south side of Oklahoma City for several reasons. As a commercial and retail hot spot, thousands of people drive, bike and walk to and from the area. The corridor has become a defined district and a central location for the Hispanic community in Oklahoma City. Unfortunately, sidewalks and safe crossings are sorely lacking in the area.

Rates of carlessness are high in the area and household incomes are well below the average for the city. There are high rates of disabled individuals in this area as well, making the need for safe and accessible crossings imperative if this area is to function for all residents.

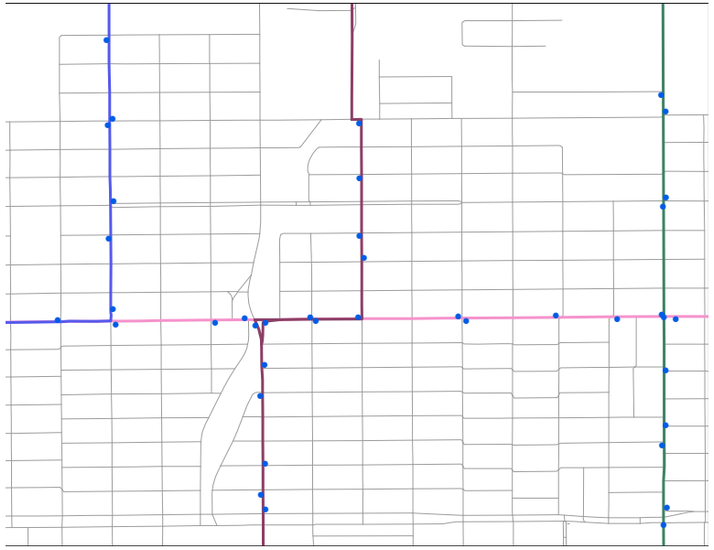




LAND USE

67% of the land use in this PPA is residential in nature, making it far and away the largest segment of land use in the area. Public assets make up 15% of the land use, while private assets account for 10%. The remaining 8% is vacant land. There is a fairly even distribution of vacant/non-productive land uses that checkers the neighborhoods in this PPA, particularly in proximity to the S. Pennsylvania Ave. corridor.

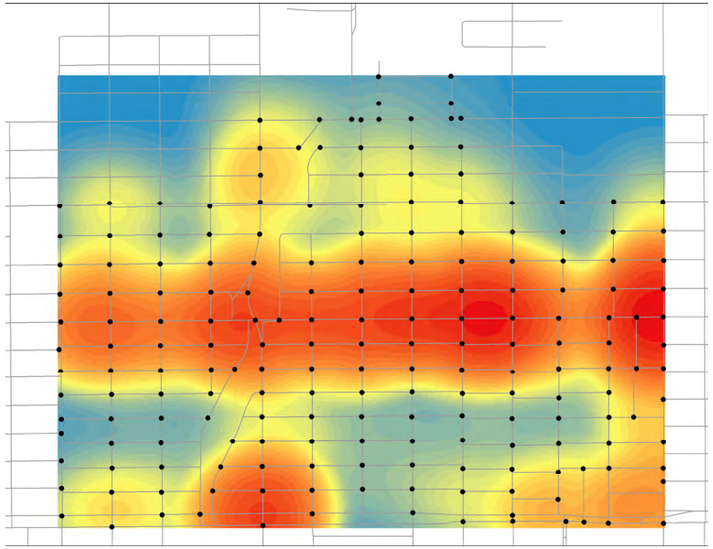
The Brock Creek linear park that flanks a drainage channel cuts through this PPA, providing access to the citywide trail network as well as localized green space that can accommodate the needs of the large numbers of residents in the area. Private assets are largely concentrated along major arterials, and SW 29th St. in particular. These corridors are the highest generators of pedestrians in this PPA, and should therefore be the primary focus for pedestrian improvements. This will serve residents, transit riders, business owners and more.



TRANSIT

Four transit routes traverse or flank this PPA, including: Route 11, Route 12, Route 13, and Route 16. Routes 11 and 13 provide both day and night service, while Route 12 and Route 16 only provide service during daytime hours. Route 11 and Route 12 provide east-west movement along SW 29th St., though Route 12 also connects all the way south to OCCC. Route 13 and Route 16 both provide north south connections along major arterial corridors between downtown and the southern reaches of the city. Overall, the transit coverage in this area is substantial.

There are 35 transit stops within the PPA boundaries. The highest rates of ridership are focused on busy transit stops along S. Western Ave., and SW 29th St. Ensuring that these two commercial transit corridors accommodate safe crossings and safe movements to and from the businesses will help to strengthen the surrounding neighborhoods, the transit experience, and local businesses.



COLLISIONS

The SW 29th St. corridor has the vast majority of motor-vehicle collisions in this PPA, not limited to the intersections with other major arterial streets. In particular, there are many pedestrian collisions around Heronville ES located on the south side of SW 29th St. Between the years of 2003 and 2015 there were 49 pedestrian collisions in this area, which only resulted in one fatality. There were 28 collisions involving a bicyclist during this same time frame, none of which resulted in a death.

As with the Capitol Hill PPA, we see a conflict between land use, and especially residential density, with the designed purpose of the transportation network. SW 29th St. has little to no sidewalk infrastructure, and safe crossings are few and far between. With transit riders, school children, and other neighborhood residents attempting to cross this street as well as S. Pennsylvania Ave., there is great risk of collision. S. Blackwelder Ave. is also a hotspot for pedestrian collisions, and is also a transit corridor.

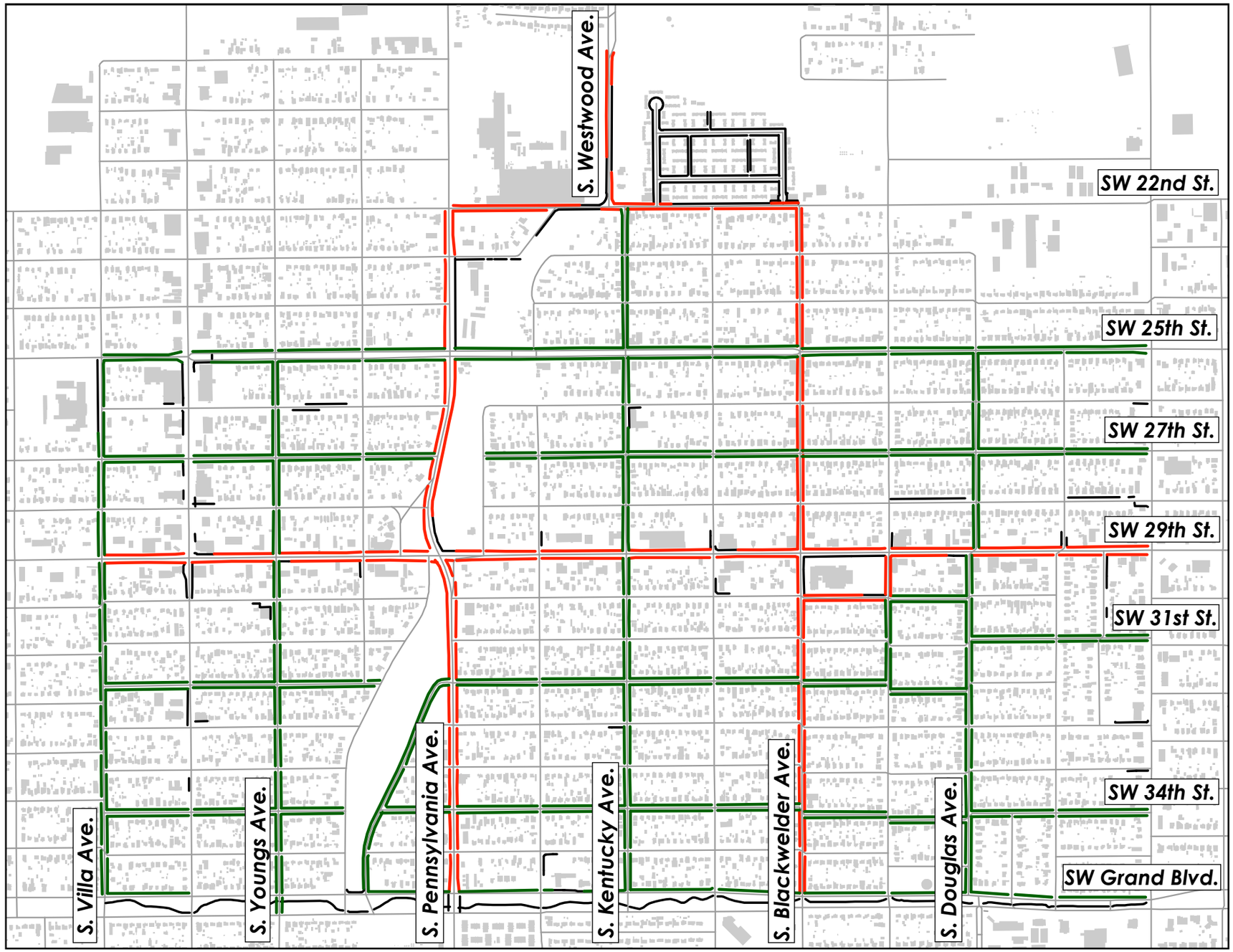
PROPOSED SIDEWALKS

In general, the area south of the river and north if I-240 has a very regular street grid. In this particular PPA, the grid is bisected by the primary commercial corridor of SW 29th St. Despite this practical organization of land uses and urban form, sidewalks are sorely lacking in the area. There are excellent opportunities for increased connectivity to the rest of the city by improving major transit corridors and increasing connectivity to the S. Grand Blvd. multi-use trail.

Due to the virtual complete lack of sidewalks in this area, Phase 1 focuses on improving walkability along major arterials, commercial and transit corridors, as well as in proximity to multi-family housing and schools. The three most major corridors planned for sidewalks are SW 29th St., S. Pennsylvania Ave., and S. Blackwelder Ave. The Phase 2 improvements take advantage of the unbroken grid pattern in the area to create a network of sidewalks where residents are never more than a couple of blocks from a safe corridor for pedestrians. Key concerns include providing safe access to and from parks and trails for residents, as well as facilitating safe movement to and from commercial areas.

The experiential understanding that there is a severe lack of pedestrian infrastructure in the area is reflected in the fact that only 6.9% of the sidewalk network presently exists. With the Phase 1 recommended improvements this would increase to 19%. The Phase 2 sidewalk improvements would result in 51.4% of the sidewalk network being completed. The improvements in this area are critical; however, it will take substantial investment to raise this area to a truly walkable level.

Phase	Length
Existing	3.96 mi
1	6.94 mi
2	18.6 mi



SW 29TH PPA	LENGTH (feet)
PHASE 1	**36,620**
S BLACKWELDER AVE	**8,731**
E	
SW GRAND BLVD TO SW 22ND ST	4,253
W	
SW GRAND BLVD TO SW 22ND ST	4,479
S MCKINLEY AVE	**590**
E	
SW BINKLEY ST TO SW 29TH ST	305
W	
SW BINKLEY ST TO SW 29TH ST	285
S PENNSYLVANIA AVE	**8,165**
E	
SW GRAND BLVD TO SW 22ND ST	3,655
W	
SW GRAND BLVD TO SW 22ND ST	4,510
SW 22ND ST	**3,644**
N	
S PENNSYLVANIA AVE TO S BLACKWELDER AVE	1,550
S	
S PENNSYLVANIA AVE TO S BLACKWELDER AVE	2,094
SW 29TH ST	**13,155**
N	
S VILLA AVE TO S WESTERN AVE	6,767
S	
S VILLA AVE TO S WESTERN AVE	6,388
SW 30TH ST	**1,055**
N	
S BLACKWELDER AVE TO S DOUGLAS AVE	438
S	
S BLACKWELDER AVE TO S DOUGLAS AVE	617
WESTWOOD AVE	**1,279**
E	
SW 22ND ST TO SW 19TH ST	479
W	
SW 22ND ST TO SW 19TH ST	800
PHASE 2	**97,968**
S BROCK DR	**3,317**
E	
SW GRAND BLVD TO SW BINKLEY ST	1,534
W	
SW GRAND BLVD TO SW BINKLEY ST	1,783
S DOUGLAS AVE	**7,217**
E	
SW GRAND BLVD TO SW 25TH ST	3,635
W	
SW GRAND BLVD TO SW 25TH ST	3,583

SW 29TH PPA	LENGTH (feet)
S KENTUCKY AVE	**8,898**
E	
SW GRAND BLVD TO SW 22ND ST	4,360
W	
SW GRAND BLVD TO SW 22ND ST	4,538
S MCKINLEY AVE	**1,162**
E	
SW BINKLEY ST TO SW 29TH ST	610
W	
SW BINKLEY ST TO SW 29TH ST	552
S VILLA AVE	**6,523**
E	
SW GRAND BLVD TO SW 25TH ST	3,469
W	
SW GRAND BLVD TO SW 25TH ST	3,055
S YOUNGS AVE	**7,198**
E	
SW GRAND BLVD TO SW 25TH ST	3,603
W	
SW GRAND BLVD TO SW 25TH ST	3,595
SW 25TH ST	**14,716**
N	
S VILLA AVE TO S WESTERN AVE	7,430
S	
S VILLA AVE TO S WESTERN AVE	7,286
SW 27TH ST	**14,101**
N	
S BROCK DR TO S WESTERN AVE	4,736
S VILLA AVE TO S PENNSYLVANIA AVE	2,328
S	
S BROCK DR TO S WESTERN AVE	4,731
S VILLA AVE TO S PENNSYLVANIA AVE	2,306
SW 30TH ST	**1,144**
N	
S BLACKWELDER AVE TO S DOUGLAS AVE	573
S	
S BLACKWELDER AVE TO S DOUGLAS AVE	571
SW 31ST ST	**2,504**
N	
S DOUGLAS AVE TO S WESTERN AVE	1,242
S	
S DOUGLAS AVE TO S WESTERN AVE	1,263
SW 34TH ST	**14,210**
N	
S VILLA AVE TO S WESTERN AVE	7,103
S	
S VILLA AVE TO S WESTERN AVE	7,107

SW 29TH PPA	LENGTH (feet)
SW BINKLEY ST	**11,182**
N	
S PENNSYLVANIA AVE TO S DOUGLAS AVE	3,645
S VILLA AVE TO S BROCK DR	1,941
S	
S PENNSYLVANIA AVE TO S DOUGLAS AVE	3,644
S VILLA AVE TO S BROCK DR	1,952
SW GRAND BLVD	**5,796**
N	
S VILLA AVE TO S WESTERN AVE	5,796
Grand Total	**134,588**

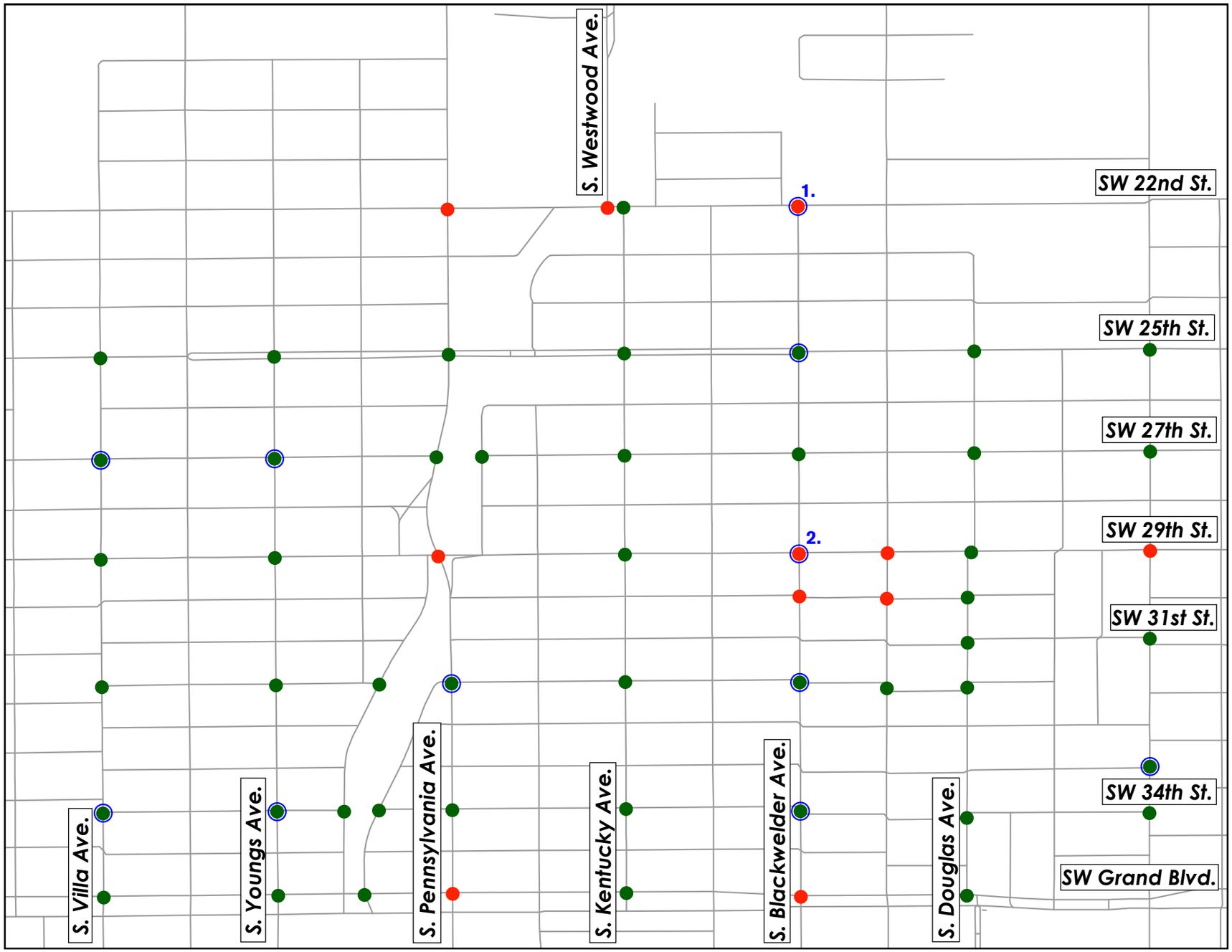
PROPOSED INTERSECTION IMPROVEMENTS

This plan calls for nine new full-stop intersections, including two in Phase 1, and seven in Phase 2. In total, there are 11 intersections to improve in Phase 1, as well as 44 intersections in Phase 2.

S. Blackwelder Ave.

1. SW 22nd St. –The Parkview Village Homes is a large subsidized housing project that is home to hundreds of residents, many of whom do not have access to a motor vehicle. Ensuring safe crossings to and from this location means more viable access to public transit, job opportunities, and more. Because of the high levels of pedestrian activity, this intersection is suitable for a full-stop improvement.

2. SW 29th St. – Presently, there is a crosswalk across NW 29th St. (a major arterial) in this area to facilitate movement for children and families to and from Heronville ES. This should be improved to a full-stop intersection to ensure the safety of these young pedestrians.



SW 29th St.	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 1					
S. Blackwelder Ave. and SW 22nd St.	17%	6	3	3	3
S. Blackwelder Ave. and SW 29th St.	35%	7	2.5	3	3
S. Blackwelder Ave. and SW 30th St.	26%	6	3.75	4	3
S. Blackwelder Ave. and SW Grand Blvd.	32%	3	2.75	4	4
S. McKinley Ave. and SW 29th St.	53%	7	3	3	0
S. McKinley Ave. and SW 30th St.	23%	7	2.5	4	3
S. Pennsylvania Ave. and SW 22nd St.	59%	4	2	0	4
S. Pennsylvania Ave. and SW 29th St.	27%	5	2.25	4	3
S. Pennsylvania Ave. and SW Grand Blvd.	53%	8	3	1	0
S. Western Ave. and SW 29th St.	73%	2	3.5	3	0
S. Westwood Ave. and SW 22nd St.	33%	6	3	3	3
Totals	39%	61	31.25	32	26

SW 29th St.	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 2					
S. Blackwelder Ave. and SW 25th St.	25%	8	3.5	3	3
S. Blackwelder Ave. and SW 27th St.	8%	8	4	4	4
S. Blackwelder Ave. and SW Binkley St.	13%	8	4	4	3
S. Blackwelder Ave. and SW 34th St.	13%	8	4	4	3
S. Brock Dr. and SW 27th St.	5%	6	3	4	3
S. Brock Dr. and SW Binkley St.	10%	6	3	4	3
S. Brock Dr. and SW 34th St.	10%	6	3	4	3
S. Brock Dr. (east) and SW 27th St.	12%	5	3	4	3
S. Brock Dr. (east) and SW 34th St.	12%	5	3	4	3
S. Brock Dr. (east) and SW Grand Blvd.	33%	4	2.5	4	2
S. Douglas Ave. and SW 25th St.	13%	8	4	4	3
S. Douglas Ave. and SW 27th St.	13%	8	4	4	3
S. Douglas Ave. and SW 29th St.	21%	7	4	2	4
S. Douglas Ave. and SW 30th St.	4%	8	4	4	3
S. Douglas Ave. and SW 31st St.	4%	8	4	4	3
S. Douglas Ave. SW Binkley St.	8%	8	4	4	3
S. Douglas Ave. and SW 34th St.	4%	8	4	4	3
S. Douglas Ave. and SW Grand Blvd.	19%	8	3	4	3
S. Kentucky Ave. and SW 22nd St.	29%	8	4	4	2
S. Kentucky Ave. and SW 25th St.	17%	8	4	4	2
S. Kentucky Ave. and SW 27th St.	12%	6	3	4	3
S. Kentucky Ave. and SW 29th St.	13%	8	4	4	3
S. Kentucky Ave. and SW Binkley St.	13%	8	4	4	3
S. Kentucky Ave. and SW 34th St.	17%	4	2.5	4	4
S. Kentucky Ave. and SW Grand Blvd.	63%	6	2.5	2	0
S. McKinley Ave. and SW Binkley St.	13%	8	4	4	3
S. Pennsylvania Ave. and SW 25th St.	8%	8	4	4	4
S. Pennsylvania Ave. and SW 27th St.	14%	6	3	3	3
S. Pennsylvania Ave. and SW Binkley St.	48%	7	2.75	2	1
S. Pennsylvania Ave. and SW 34th St.	25%	8	4	0	4
S. Villa Ave. and SW 25th St.	31%	6	2.5	3	3
S. Villa Ave. and SW 27th St.	22%	8	1.75	4	3
S. Villa Ave. and SW 29th St.	5%	6	3	4	4
S. Villa Ave. and SW Binkley St.	27%	6	3.5	4	1
S. Villa Ave. and SW Grand Blvd.	27%	7	4	1	4
S. Western Ave. and SW 25th St.	114%	2	1	2	0
S. Western Ave. and SW 27th St.	50%	0	4	0	4
S. Western Ave. and SW 31st St.	50%	0	4	0	4
S. Western Ave. and SW 33rd St.	50%	0	4	0	4
S. Western Ave. and SW 34th St.	42%	4	4	0	4
S. Youngs Blvd. and SW 25th St.	15%	8	4	4	3
S. Youngs Blvd. and SW 27th St.	8%	8	4	4	4
S. Youngs Blvd. and SW 29th St.	8%	8	4	4	3
S. Youngs Blvd. and SW Binkley St.	13%	8	4	4	3
S. Youngs Blvd. and SW Grand Blvd.	29%	6	4	1	4
Totals	22%	289	157.5	143	135

PEDESTRIAN PRIORITY AREA 8:

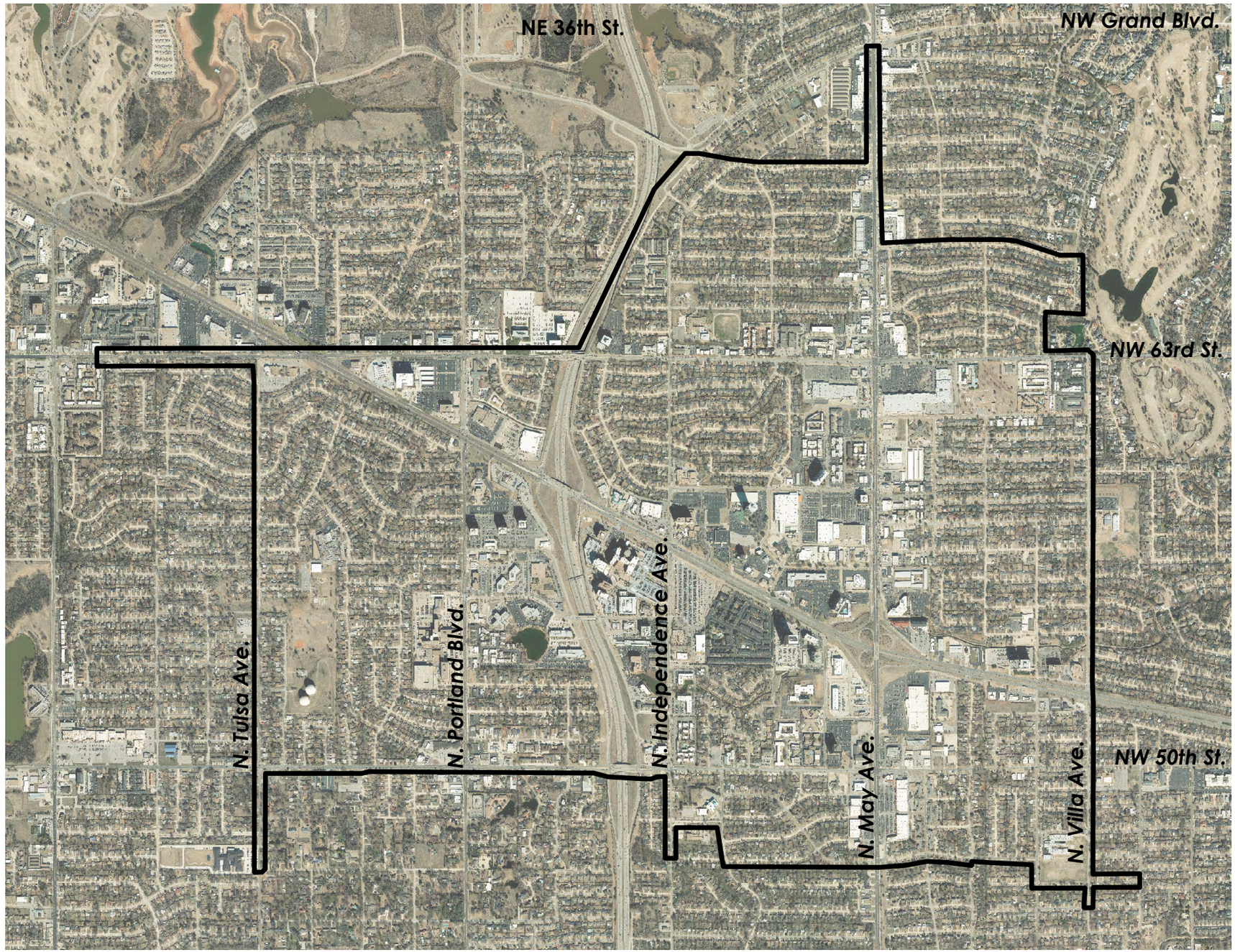
NW Expressway at N. May Ave. and NW 63rd St.

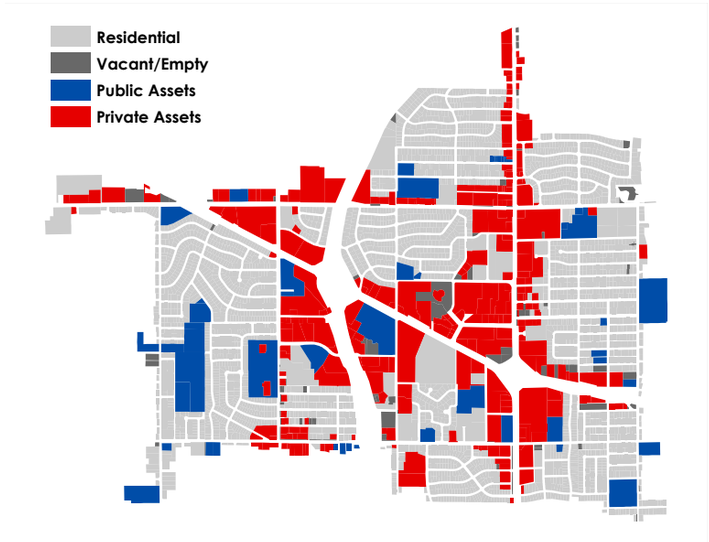
PPA 8

NW Expressway at N. May Ave. and NW 63rd St.

This node is unique among the 10 selected for this plan because of its more suburban style of development. There are several major barriers in this area, not the least of which is NW Expressway. The reason this area rose to the top 10 is because of the wealth of retail, commercial, office, and restaurant uses in a relatively small area. Presently, this area is not very walkable, though MAPS 3 sidewalks have been placed within the node boundaries.

There are not many households who do not have access to a motor vehicle in this area, therefore the improvements to walkability are more aligned with the idea of creating the ability for people to safely access all of the stores without needing to drive between them, whether that be via transit are walking specifically.

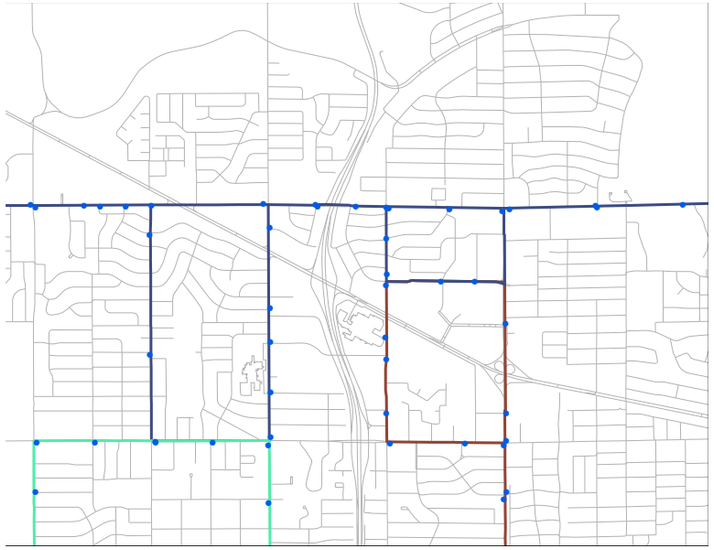




LAND USE

57.3% of the land area in this node is residential in nature, making up the largest use type for the area. Private assets, such as commercial, industrial, retail, and office uses make up 28.1% of the area, primarily focused along N. May Ave. and NW Expressway. 11.8% of the land use area is for public assets such schools, parks, and government offices. Only 2.8% of the land in this node would be considered unproductive for pedestrian uses. This node has room for denser development along primary commercial corridors, but when compared to the other nodes in this plan, is very well developed. Making this area work for pedestrians would likely lead to increased economic success in the area.

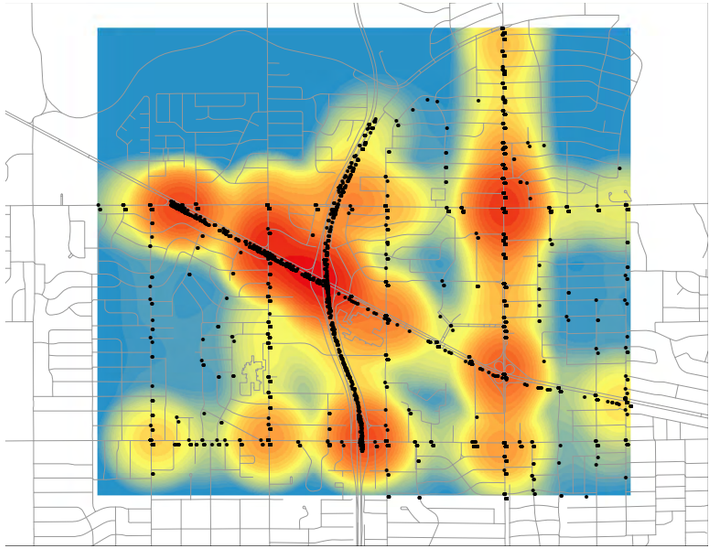
The intersections of major arterials with NW Expressway create serious barriers for pedestrians who may be trying to move north or south along N. May Ave. In addition to filling in gaps in the sidewalk network, intersection improvements that focus on reducing the amount of time pedestrians are exposed to potential conflicts with motor vehicles are of the utmost importance in this node.



TRANSIT

There are three transit routes that traverse this node: Routes 7, 8, and 10. Routes 7 and 8 provide the best access to the primary commercial corridors along NW 63rd St. and N. May Ave., while route 10 in the southwest corner of the node provides access along N. Portland and NW 50th St. Presently, the transit corridors in this area are missing sidewalks. Considering the high amount of motor vehicle traffic, the width of the roads and the high number of curb cuts, this creates a situation that is dangerous for the able-bodied and nearly impossible for the disabled.

The busiest bus stops in this node are on NW 59th St. at N. May Ave., where a large number of multi-family residential units are located. The bus stops at the intersection of NW 63rd St. and N. May Ave. are also heavily utilized, no doubt because of the proximity to supermarkets and other shopping amenities.



COLLISIONS

The intersection of Hefner Parkway and NW Expressway has the highest rate of and most dangerous instances of motor vehicle collisions in this node; however, as this is largely not accessible to pedestrians, the collision incident rates along N. May Ave. and NW 63rd St. indicate a clear need to accommodate pedestrian safety along these corridors. Between the years of 2003 and 2013, 40 pedestrians were struck by motor vehicles, as well as 10 cyclists. This resulted in the death of one pedestrian.

This node is characterized by difficult barriers to walkability: NW Expressway, Hefner Parkway, N. May Ave., NW 63rd St., to name a few. Improvements to walkability in this node require an alternative approach to that which has guided the development of this area. Safe crossings that are reasonably spaced for the pedestrian scale, as well as sidewalks to fill in the large gaps in the network, are only the beginning of an approach to make this area comfortable for pedestrians.

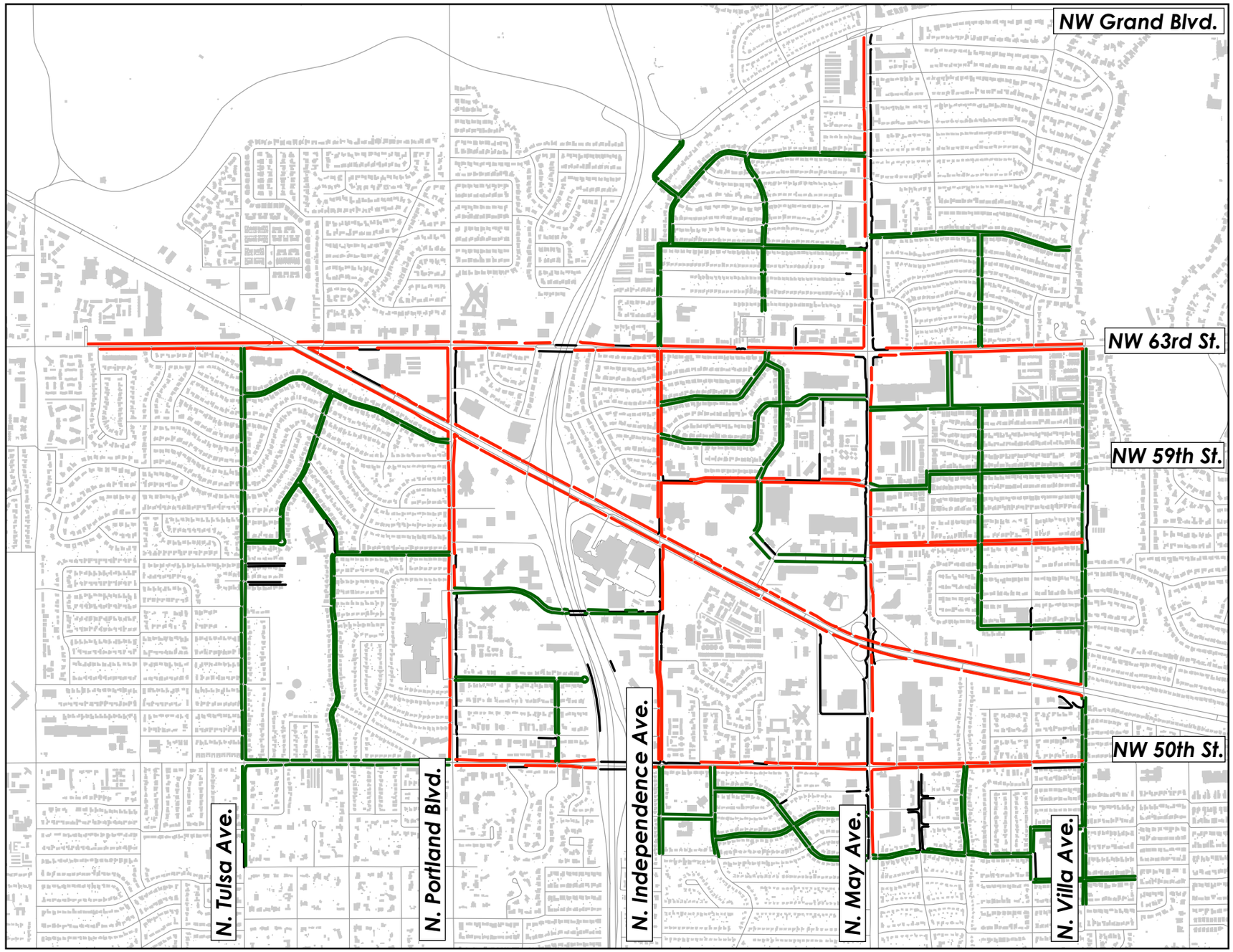
PROPOSED SIDEWALKS

Some of the busiest streets in Oklahoma City cross through this PPA, including NW Expressway, NW 63rd St., N. May Ave., NW 50th St., and N. Portland Ave. These streets form the basis for Phase 1 sidewalk improvements in the area, with the addition of N. Independence Ave. and a couple of streets that penetrate the surrounding neighborhoods. Phase 2 improvements seek to connect surrounding residents to the primary streets that are addressed in Phase 1.

Considering the large number of shopping opportunities in the area, congestion runs high. Adding sufficient pedestrian infrastructure will facilitate movement for several different groups. Shoppers will be more likely to park once and visit many stores if they can safely walk to and from different locations, reducing the number of vehicles turning on and off of busy streets. Public transit will become a more viable method of transportation into the area, thereby reducing congestion pressure. Surrounding residents will have the opportunity to visit the area without needing to bring their motor vehicle. All of these behavioral changes can lead to a better functioning area overall.

Only 6.7% of the sidewalk network currently existing in this PPA. With the addition of Phase 1 improvements, this would increase to 24% of the sidewalk network, increasing to 53.1% with the addition of the Phase 2 sidewalk improvements. There is a great lack of pedestrian infrastructure in this area; therefore, it will cost significant amounts of money to foster walkability.

Phase	Length
Existing	6.20 mi
1	15.9 mi
2	26.8 mi



NW EXPRESSWAY PPA	LENGTH (feet)
PHASE 1	**84063**
N INDEPENDENCE AVE	**7719**
E	
NW 47TH ST TO NW 67TH ST	4141
W	
NW 47TH ST TO NW 67TH ST	3578
N MAY AVE	**8321**
E	
NIMITZ BLVD TO NW GRAND BLVD	4974
W	
NIMITZ BLVD TO NW GRAND BLVD	3347
N PORTLAND AVE	**6221**
E	
NW 50TH ST TO NW 63RD ST	1666
W	
NW 50TH ST TO NW 63RD ST	4555
NW 50TH ST	**12052**
N	
N TULSA AVE TO N VILLA AVE	5953
S	
N TULSA AVE TO N VILLA AVE	6099
NW 57TH ST	**5124**
N	
N MAY AVE TO N VILLA AVE	2533
S	
N MAY AVE TO N VILLA AVE	2591
NW 59TH ST	**4108**
N	
N INDEPENDENCE AVE TO N MAY AVE	1595
S	
N INDEPENDENCE AVE TO N MAY AVE	2513
NW 63RD ST	**21463**
N	
N WARREN AVE TO N VILLA AVE	10852
S	
N WARREN AVE TO N VILLA AVE	10611
NW EXPRESSWAY	**19055**
N	
NW 63RD ST TO N VILLA AVE	8992
S	
NW 63RD ST TO N VILLA AVE	10063
PHASE 2	**141545**
MOSTELLER DR	**358**
S	
N DREXEL BLVD TO N MAY AVE	358
N DREXEL BLVD	**8092**
E	
NW 65TH ST TO NW 71ST ST	1711
UNITED FOUNDERS BLVD TO NW 63RD ST	2512
W	
NW 65TH ST TO NW 71ST ST	1714
UNITED FOUNDERS BLVD TO NW 63RD ST	2155
N GRAND BLVD	**1548**
E	
N INDEPENDENCE AVE TO NW GRAND BLVD	902
W	
N INDEPENDENCE AVE TO NW GRAND BLVD	645
N HAMILTON DR	**2043**
E	
NW 47TH ST TO NW 50TH ST	999
W	
NW 47TH ST TO NW 50TH ST	1044

NW EXPRESSWAY PPA	LENGTH (feet)
N INDEPENDENCE AVE	**7596**
E	
NW 47TH ST TO NW 67TH ST	1040
NW 63RD ST TO NW 67TH ST	1166
NW 67TH ST TO N MAY AVE	940
S	
NW 67TH ST TO N MAY AVE	572
W	
NW 47TH ST TO NW 67TH ST	1059
NW 63RD ST TO NW 67TH ST	1138
NW 67TH ST TO N MAY AVE	1680
N LINN AVE	**895**
E	
NW 46TH ST TO NW 48TH ST	272
W	
NW 46TH ST TO NW 48TH ST	622
N MILLER AVE	**9242**
E	
NW 47TH ST TO NW 50TH ST	1083
NW 55TH TERRACE TO NW 62ND ST	2426
NW 63RD ST TO NW 68TH ST	1239
W	
NW 47TH ST TO NW 50TH ST	1007
NW 55TH TERRACE TO NW 62ND ST	2252
NW 63RD ST TO NW 68TH ST	1235
N ROSS AVE	**5519**
E	
NW 58TH PL TO NW 59TH ST	226
NW 62ND ST TO NW 63RD ST	674
N	
N ROSS AVE TO N VILLA AVE	1884
S	
N ROSS AVE TO N VILLA AVE	1887
W	
NW 58TH PL TO NW 59TH ST	180
NW 62ND ST TO NW 63RD ST	668
N SAPULPA AVE	**6620**
E	
NW 50TH ST TO N SHAWNEE AVE	3503
W	
NW 50TH ST TO N SHAWNEE AVE	3118
N SHAWNEE AVE	**3661**
E	
NW 58TH ST TO NW 62ND ST	1822
W	
NW 58TH ST TO NW 62ND ST	1839
N TULSA AVE	**11433**
E	
NW 46TH ST TO NW 63RD ST	5975
W	
NW 46TH ST TO NW 63RD ST	5458
N VILLA AVE	**11434**
E	
NW 45TH ST TO NW 63RD ST	1618
NW 46TH ST TO NW 63RD ST	3819
W	
NW 45TH ST TO NW 63RD ST	1545
NW 46TH ST TO NW 63RD ST	4453
NIMITZ BLVD	**4354**
N	
N HAMILTON DR TO N MAY AVE	2176
S	
N HAMILTON DR TO N MAY AVE	2178

NW EXPRESSWAY PPA	LENGTH (feet)
NW 46TH ST	**2486**
N	
N LINN AVE TO N BILLEN AVE	1237
S	
N LINN AVE TO N BILLEN AVE	1250
NW 47TH ST	**3540**
N	
N MAY AVE TO N LINN AVE	1661
S	
N MAY AVE TO N LINN AVE	1879
NW 48TH ST	**6325**
N	
N HAMILTON DR TO N MAY AVE	1940
N INDEPENDENCE AVE TO N HAMILTON AVE	613
N LINN AVE TO N VILLA AVE	619
S	
N HAMILTON DR TO N MAY AVE	1931
N INDEPENDENCE AVE TO N HAMILTON AVE	624
N LINN AVE TO N VILLA AVE	598
NW 50TH ST	**4699**
N	
N TULSA AVE TO N VILLA AVE	2326
S	
N TULSA AVE TO N VILLA AVE	2373
NW 53RD ST	**3296**
N	
N PORTLAND AVE TO NW GRAND BLVD	1648
S	
N PORTLAND AVE TO NW GRAND BLVD	1649
NW 55TH TERRACE	**2660**
N	
N MILLER AVE TO N VILLA AVE	1236
S	
N MILLER AVE TO N VILLA AVE	1424
NW 56TH ST	**4200**
N	
N PORTLAND AVE TO N INDEPENDENCE AVE	1842
S	
N PORTLAND AVE TO N INDEPENDENCE AVE	2358
NW 58TH ST	**3702**
N	
N SAPULPA AVE TO N PORTLAND AVE	1369
N TULSA AVE TO N SHAWNEE AVE	448
S	
N SAPULPA AVE TO N PORTLAND AVE	1389
N TULSA AVE TO N SHAWNEE AVE	496
NW 59TH ST	**1417**
N	
N MAY AVE TO N ROSS AVE	717
W	
N MAY AVE TO N ROSS AVE	700
NW 61ST PL	**3000**
N	
N INDEPENDENCE AVE TO N DREXEL AVE	1441
S	
N INDEPENDENCE AVE TO N DREXEL AVE	1559
NW 61ST ST	**5691**
N	
N INDEPENDENCE AVE TO N MAY AVE	2847
S	
N INDEPENDENCE AVE TO N MAY AVE	2843

NW EXPRESSWAY PPA	LENGTH (feet)
NW 62ND ST	**10904**
N	
N MAY AVE TO N VILLA AVE	2641
N TULSA AVE TO N PORTLAND AVE	2805
S	
N MAY AVE TO N VILLA AVE	2598
N TULSA AVE TO N PORTLAND AVE	2723
W	
UNITED FOUNDERS BLVD TO NW 63RD ST	136
NW 67TH ST	**4823**
N	
N INDEPENDENCE AVE TO N MAY AVE	2276
S	
N INDEPENDENCE AVE TO N MAY AVE	2548
NW 68TH ST	**4920**
N	
N MAY AVE TO N COUNTRY CLUB DR	2462
S	
N MAY AVE TO N COUNTRY CLUB DR	2457
NW 69TH ST	**288**
W	
N INDEPENDENCE AVE TO NW GRAND BLVD	288
NW 71ST ST	**2884**
N	
NW 67TH ST TO N MAY AVE	1418
S	
NW 67TH ST TO N MAY AVE	1466
SUMMIT ST	**1698**
E	
NW 50TH ST TO NW 53RD ST	918
W	
NW 50TH ST TO NW 53RD ST	780
UNITED FOUNDERS BLVD	**2218**
N	
N DREXEL BLVD TO N MAY AVE	1091
S	
N DREXEL BLVD TO N MAY AVE	1127
Grand Total	**225608**

PROPOSED INTERSECTION IMPROVEMENTS

This plan calls for eight new full-stop intersections, including three in Phase 1, and four in Phase 2. In total, there are 13 intersections to improve in Phase 1, as well as 58 in Phase 2.

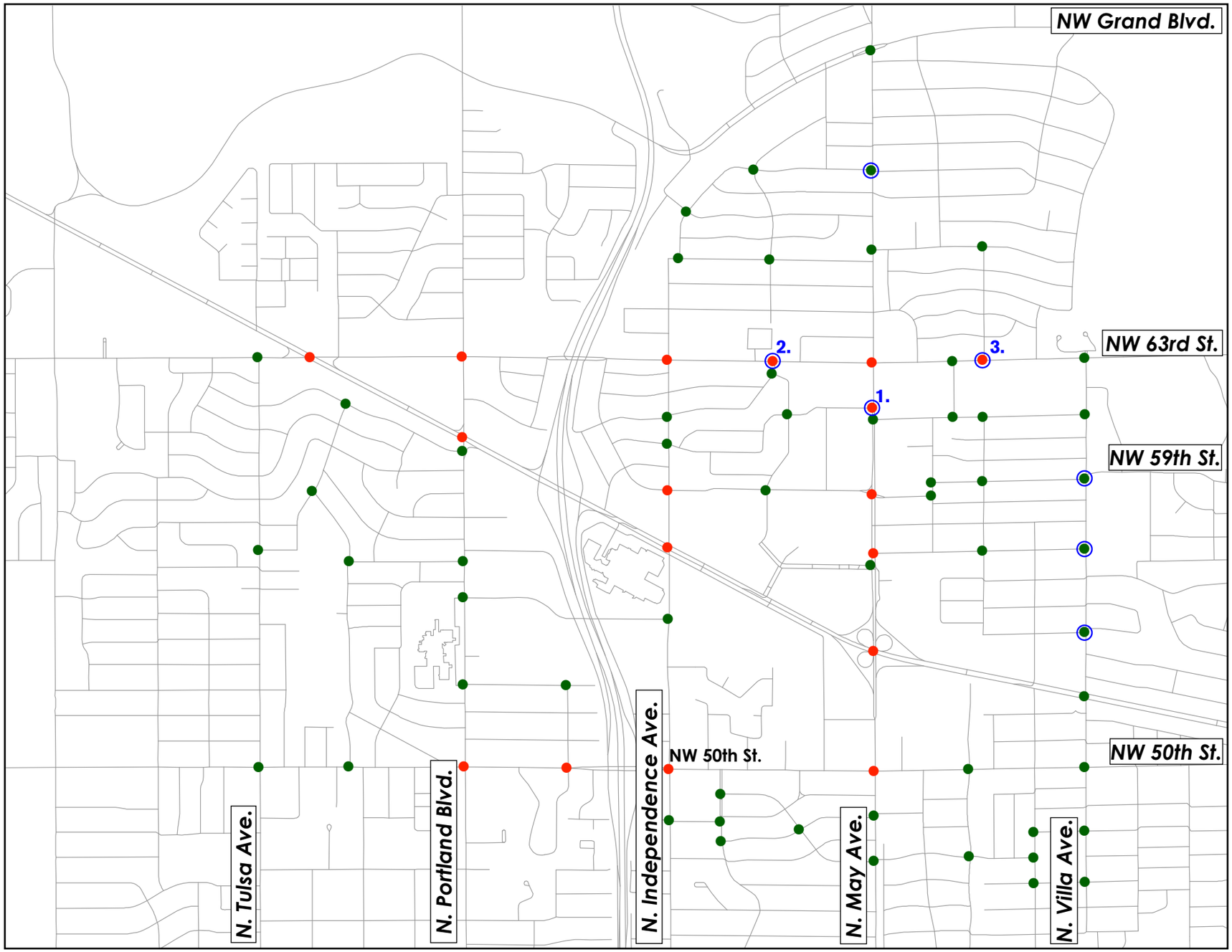
N. May Ave.

1. NW 62nd St. – The commercial areas surrounding the intersection of N. May Ave. and NW 63rd St. are some of the busiest in Oklahoma, with a great deal of automobile traffic. Presently, transit users and other pedestrians have few opportunities to cross the major arterials safely. This location facilitates safe movements for pedestrians in the south half of the commercial area.

NW 63rd St.

2. NW 62nd St. – Similarly to the intersection on N. May Ave. the purpose of this intersection is to facilitate safe movement to and from commercial and retail destinations for transit riders and residents from the neighborhoods, especially the high-density apartments in the area.

3. N. Miller Ave. – This intersection is the mirror of the intersection of NW 63rd St. and NW 62nd St., and functions in much the same way. However, this intersection also provides access to Ross Park for residents located north of NW 63rd St.



NW Expressway/May/63rd	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 1					
N. Independence Ave. and NW 50th St.	64%	4	3	0	2
N. Independence Ave. and NW 59th St.	26%	8	3.75	2	3
N. Independence Ave. and NW 63rd St.	41%	8	3.5	0	0
N. May Ave. and NW 50th St.	70%	4	3	0	0
N. May Ave. and NW 57th St.	33%	4	3	0	4
N. May Ave. and NW 59th St.	98%	0	0.5	0	0
N. May Ave. and NW 62nd St.	24%	4	3	2	4
N. May Ave. and NW 63rd St.	83%	1	1.25	1	1
N. Portland Ave. and NW 50th St.	80%	7	2	0	0
N. Portland Ave. and NW 63rd St.	50%	8	4	0	0
NW Expy. and N. Independence Ave.	45%	8	4	0	0
NW Expy. and N. Portland Ave.	29%	8	4	4	0
NW Expy. and NW 63rd St.	61%	8	1	2	0
Summit Ave./N. Morris Ln. and NW 50th St.	25%	8	4	0	4
N Miller Ave. and NW 63rd St.	38%	6	3	0	3
NW 63rd St. and NW 62nd St.	33%	6	3	0	4
Totals	50%	92	46	11	25

NW Expressway/May/63rd	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 2					
N Miller Ave. and NW 50th St.	21%	8	4	0	4
N. Drexel Blvd. and NW 59th St.	25%	8	4	2	4
N. Drexel Blvd. and NW 61st Terr.	33%	8	4	1	3
N. Drexel Blvd. and NW 62nd St.	19%	6	3	1	4
N. Drexel Blvd. and NW 67th St.	33%	8	4	1	3
N. Drexel Blvd. and NW 71st St.	38%	8	4	0	3
N. Hamilton Dr. and Nimitz Blvd.	29%	4	3	0	4
N. Hamilton Dr. and NW 48th St. (w)	31%	4	3	1	4
N. Hamilton Dr. and NW 48th St. (e)	21%	8	4	1	3
N. Independence Ave. and NW 48th St.	27%	8	4	1	3
N. Independence Ave. and NW 56th St.	73%	5	0	3	2
N. Independence Ave. and NW 61st Pl.	33%	6	3	0	3
N. Independence Ave. and NW 61st St.	25%	8	4	0	4
N. Independence Ave. and NW 67th St.	24%	6	3	0	4
N. Independence Ave. and NW 69th St.	38%	8	4	0	3
N. Linn Ave. and NW 46th St.	42%	6	3.5	0	3
N. Linn Ave. and NW 47th St.	50%	8	1	1	3
N. Linn Ave. and NW 48th St.	43%	6	2	1	2
N. May Ave. and NW 48th St.	10%	4	3	4	4
N. May Ave. and N. 61st Terr.	14%	6	3	2	4
N. May Ave. and Nimitz Blvd.	101%	0	1.75	2	0
N. May Ave. and NW 68th St.	24%	5	3	1	4
N. May Ave. and NW 71st St..	33%	6	4	0	4
N. May Ave. and United Founders Blvd.	52%	5	3.5	2	0
N. Miller Ave. and NW 47th St.	42%	8	3	0	3
N. Miller Ave. and NW 57th St.	33%	8	4	0	4
N. Miller Ave. and NW 59th St.	25%	8	4	1	3
N. Miller Ave. and NW 62nd St.	33%	6	3	1	3
N. Miller Ave. and NW 68th St.	21%	6	3	1	3
N. Portland Ave. and NW 53rd St.	19%	8	3.5	2	4
N. Portland Ave. and NW 56th St.	75%	8	2	1	0
N. Portland Ave. and NW 58th St.	31%	5	3	0	4
N. Portland Ave. and NW 59th St. (e)	36%	6	3	0	4
N. Ross Ave. and NW 59th St. (w)	24%	6	3	1	3
N. Ross Ave. and NW 59th St. (e)	24%	6	3	1	3
N. Ross Ave. and NW 59th St. (w)	43%	6	3	0	2
N. Ross Ave. (n) and NW 62nd St.	33%	5	3	1	4
N. Sapulpa Ave. and NW 50th St.	29%	6	3	0	3
N. Sapulpa Ave. and NW 58th St.	35%	8	3.5	2	3
N. Shawnee Ave. and NW 62nd Ter./St.	33%	6	3	1	3
N. Shawnee Ave. and Sapulpa Ave.	38%	6	3	0	3
N. Tulsa Ave. and NW 50th St.	65%	4	0.75	1	2
N. Tulsa Ave. and NW 58th St.	26%	6	2.5	1	3
N. Tulsa Ave. and NW 63rd St.	52%	5	1.5	2	2
N. Villa Ave. and NW 46th St.	46%	8	1.5	2	2
N. Villa Ave. and NW 48th St.	35%	8	3	2	3
N. Villa Ave. and NW 50th St.	35%	8	4	0	4
N. Villa Ave. and NW 55th Ter.	29%	6	3	1	3
N. Villa Ave. and NW 57th St.	38%	6	1	1	4
N. Villa Ave. and NW 59th St.	29%	6	3	1	3
N. Villa Ave. and NW 62nd St.	19%	6	3	2	3
N. Villa Ave. and NW 63rd St.	21%	8	4	4	0
Nimitz Blvd. and NW 48th St.	29%	8	4	0	3
NW Expressway and N. Villa Ave.	36%	8	4	1	1
Summit Ave. and NW 53rd St.	19%	6	3	1	3
Totals	34%	354	167	55	163

PEDESTRIAN PRIORITY AREA 9:

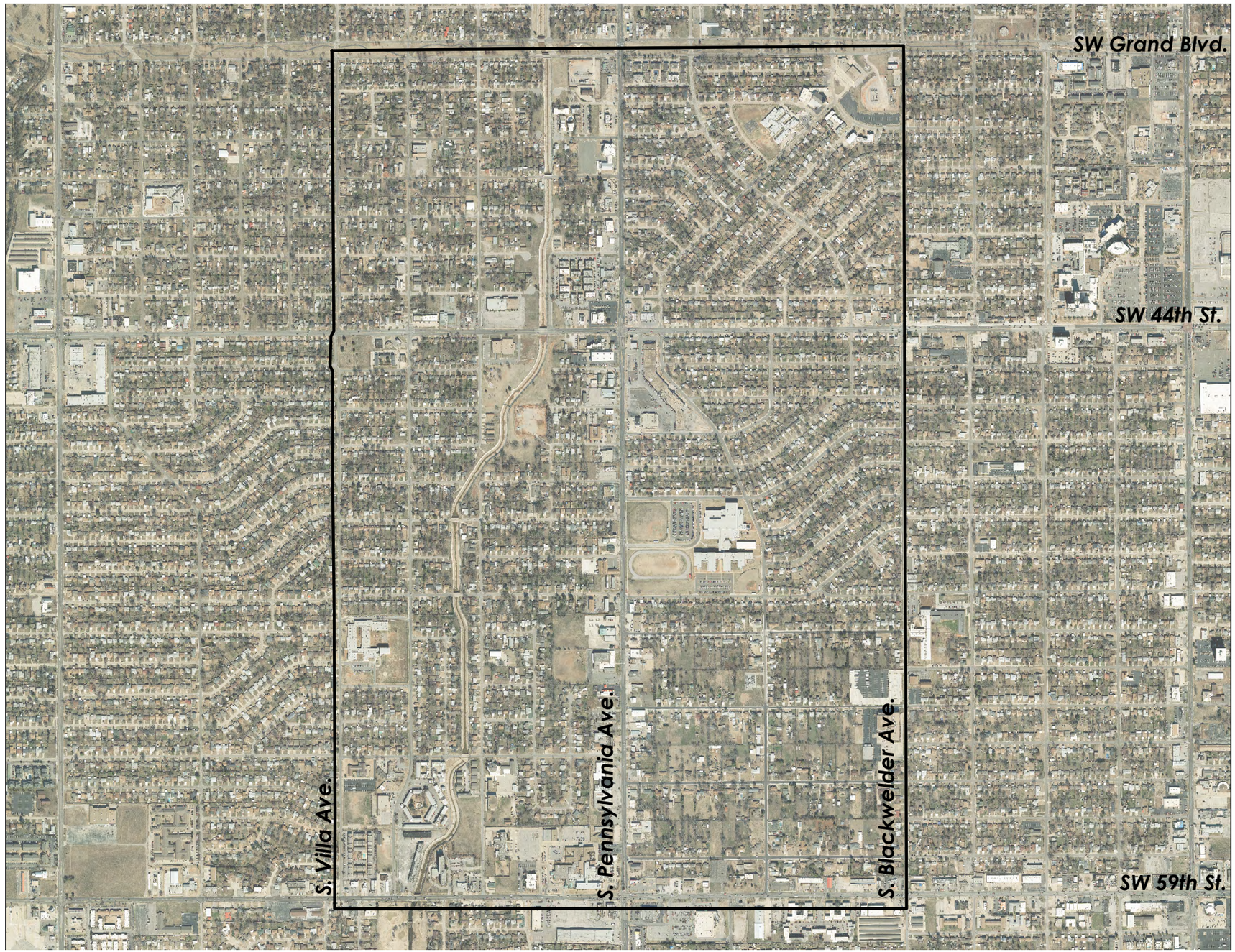
S. Pennsylvania Ave. and SW 44th St.

PPA 9

S. Pennsylvania Ave. & SW 44th St.

The south side of Oklahoma City, north of the I-240 corridor, largely has excellent connectivity in its street grid. Thousands of households live within the boundary of this node, centered around the intersection of SW 44th St. and S. Pennsylvania Ave. Greater than 50% of this population is Hispanic in ethnicity, and household income is lower here than in nearly any other part of the city.

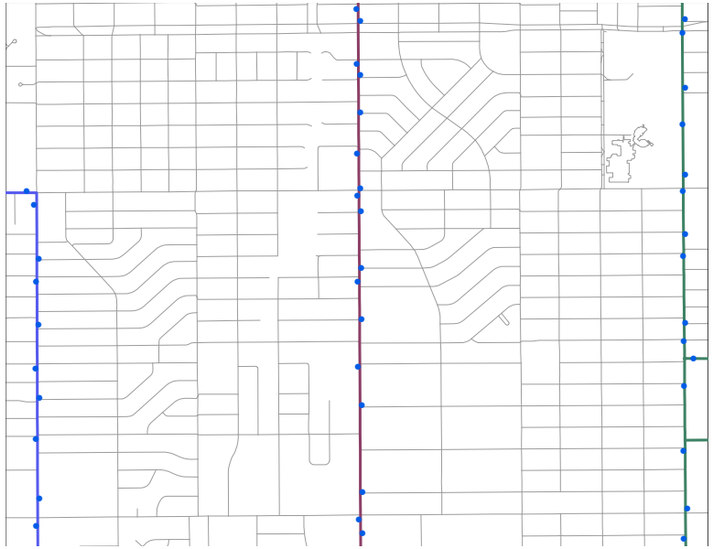
There are great opportunities to better connect this community to key features like the S. Grand Boulevard Trail, several schools, commercial areas, libraries and more. Taking advantage of roads that traverse the drainage culvert that keeps Brock Creek from flooding is essential to creating a walkable community in this area.



LAND USE

68.2% of the land use in this node is occupied residential, making up the largest land use type in the area. These residential areas fill in the spaces between major commercial corridors along SW 44th St., SW 59th St., and S. Pennsylvania Ave. Primarily along these corridors, 12.6% of the land use in this node are private business assets, such as retail, office, mixed use, and industrial uses. Public assets such as government facilities, education, and recreation-based land uses make up 13.3% of the land use in this area. The remaining 5.9% of the land in this node would be considered unproductive with regard to pedestrian activity, and is primarily concentrated along a major drainage culvert that crosses through this area.

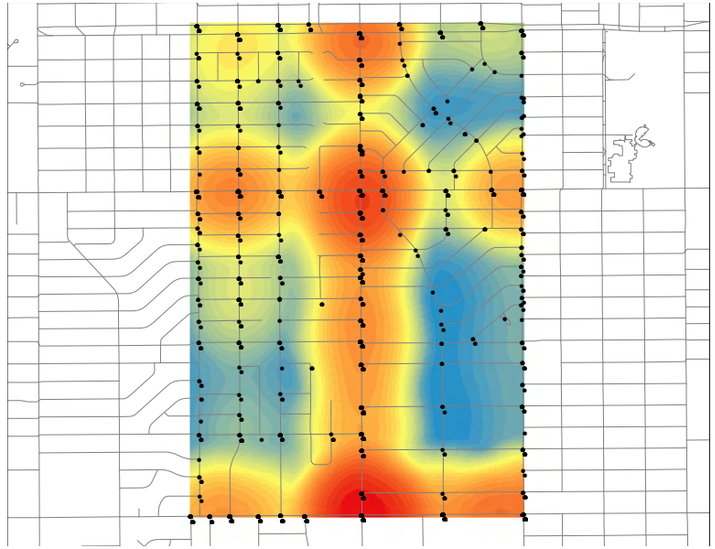
Pedestrian-generating land uses are especially concentrated at the intersections of S. Pennsylvania Ave. with SW 44th St. and SW 59th St. Ensuring that major arterials are pedestrian friendly will go a long way toward making this area more walkable.



TRANSIT

There is only one transit route that crosses this PPA: Route 16 that travels north and south on S. Pennsylvania Ave. Along this stretch of Route 16 there are 15 individual bus stops, with the highest rates of ridership on the far south end of the PPA at the intersection of S. Pennsylvania Ave. and SW 59th St. The south side of the city lacks sufficient east-west public transit routes, as is evidenced by the lack of a route on S. Grand Blvd., SW 44th St., and SW 59th St., all of which are major arterials with a mix of residential and commercial uses.

MAPS 3 funded sidewalks on one side of S. Pennsylvania through this PPA, creating an opportunity to make this corridor more amenable to transit riders by simply finishing sidewalk implementation on the opposite side of the road.



COLLISIONS

Unsurprisingly, the intersections of the major arterial streets are the most dangerous for automobile collisions in this PPA. In particular, the intersection of S. Pennsylvania Ave. and SW 59th St., as well as S. Pennsylvania Ave. and SW 44th St. create the highest-risk scenarios for collisions with pedestrians. Between the years of 2003 and 2015, 62 pedestrians were struck, resulting in only one fatality, and 23 cyclists were struck, resulting in no fatalities.

Many pedestrian collisions occur along S. Pennsylvania Ave. itself, indicating that there is quite a bit of unsafe crossings being made by pedestrians. This is likely due to the number of safe crossings provided, which are few and far-between. Increasing the number of safe locations to cross this major arterial, in particular because it is also a transit corridor, is essential to making this area walkable.

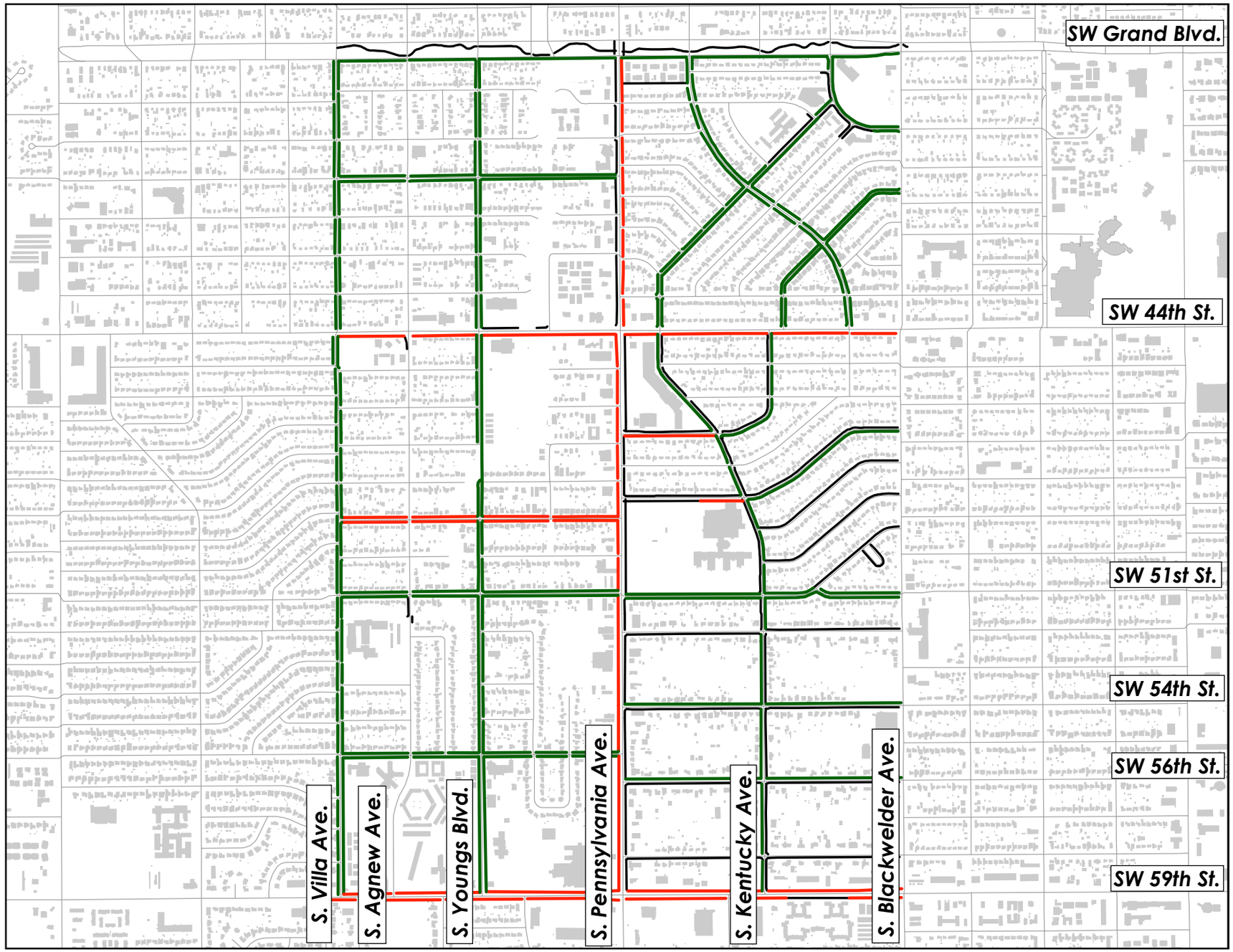
PROPOSED SIDEWALKS

The major arterial streets in this PPA are presently very poorly suited for pedestrian traffic, despite the high density of employment locations, shopping centers, and higher-density residential areas. In particular, the major arterials in the area, S. Pennsylvania Ave., SW 44th St., and SW 59th St. are the primary concern for Phase 1 sidewalk improvements. Additionally, SW 49th St. west of S. Pennsylvania Ave. is a key connection that crosses the Brock Creek drainage channel, which is a substantial barrier to pedestrian movements. This street aligns with U.S. Grant HS, a major high school located in this area.

Phase 2 improvements in this area primarily focus on creating a basic grid system for pedestrians; however, another key aspect of Phase 2 is the leveraging of existing assets. Several streets in the area received sidewalks on one side during the 2007 GO Bond, and Phase 2 will finish the streets off to provide sidewalks for residents on both sides of the streets.

Presently, 14.8% of the sidewalk network exists in this PPA. With the addition of the Phase 1 recommended improvements this increases to 24.5% of the sidewalk network. With the Phase 2 improvements the sidewalk network in this area would be 52.9% complete.

Phase	Length
Existing	7.88 mi
1	5.20 mi
2	15.1 mi



S PENN PPA	LENGTH (feet)
PHASE 1	**27457**
PENN	**6986**
E	
GRAND BLVD TO SW 44TH ST	2142
W	
SW 44TH ST TO SW 51ST	2126
SW 51ST ST TO SW 54TH ST	1460
SW 55TH ST TO SW 59TH ST	1258
SW 44TH ST	**4878**
S	
S VILLA TO PENN AVE	4878
SW 47TH ST	**856**
S	
S PENN TO JOHNSTON DR	856
SW 48TH ST	**398**
S	
S PENN TO JOHNSTON DR	398
SW 49TH ST	**4863**
N	
S VILLA TO PENN AVE	2433
S	
S VILLA TO PENN AVE	2430
SW 59TH ST	**9477**
N	
S VILLA AVE TO S BLACKWELDER AVE	4975
S	
S VILLA AVE TO S BLACKWELDER AVE	4502
PHASE 2	**79806**
GRAND BLVD	**4999**
S	
S INDIANA AVE TO S BROADWAY AVE	620
S PENN TO RANCHO	606
S PENN TO S INDIANA	1262
S PENN TO S VILLA	2511
INDIANA AND SW 38TH	**1215**
NORTH AND WEST	
GRAND BLVD TO S BLACKWELDER	1098
W	
GRAND BLVD TO S BLACKWELDER	117
JOHNSTON DR	**6788**
E	
SW 38TH TO SW 44TH	2467
SW 48TH TO SW 51ST	806
W	
SW 38TH TO SW 44TH	1867
SW 44TH TO WILLIAMS DR	1647

S PENN PPA	LENGTH (feet)
MAGDALENA	**4668**
E	
S BLACKWELDER TO SW 44	1708
SW 44TH TO PENN	1191
W	
S BLACKWELDER TO SW 44	1769
RANCHO DR	**5423**
E	
GRAND BLVD TO SW 44TH	2679
W	
GRAND BLVD TO SW 44TH	2744
S KENTUCKY AVE	**2517**
E	
SW 51ST ST TO SW 59TH ST	288
W	
SW 51ST ST TO SW 59TH ST	2230
S Villa	**13598**
E	
GRAND BLVD TO SW 55TH	5635
GRAND BLVD TO SW 59TH ST	1274
W	
GRAND BLVD TO SW 55TH	5543
GRAND BLVD TO SW 59TH ST	1146
S YOUNGS AVE	**2532**
E	
SW 55TH ST TO SW 59TH ST	1269
W	
SW 55TH ST TO SW 59TH ST	1263
S YOUNGS BLVD	**11461**
E	
GRAND BLVD TO SW 55TH	5844
W	
GRAND BLVD TO SW 55TH	5617
SW 38TH	**233**
S	
INDIANA TO S BLACKWELDER AVE	233
SW 40TH ST	**4992**
N	
S VILLA AVE TO S PENNSYLVANIA AVE	2488
S	
S VILLA AVE TO S PENNSYLVANIA AVE	2504
SW 51ST	**4998**
N	
S PENN TO S BLACKWELDER	2463
S	
S PENN TO S BLACKWELDER	2535

S PENN PPA	LENGTH (feet)
SW 51ST	**4998**
N	
S PENN TO S BLACKWELDER	2463
S	
S PENN TO S BLACKWELDER	2535
SW 51ST ST	**4983**
N	
S VILLA AVE TO S PENNSYLVANIA AVE	2494
S	
S VILLA AVE TO S PENNSYLVANIA AVE	2489
SW 54TH ST	**2543**
N	
S PENN AVE TO S BLACKWELDER AVE	2543
SW 55TH	**4714**
N	
S PENN TO S VILLA AVE	2342
S	
S PENN TO S VILLA AVE	2372
SW 56TH ST	**2526**
N	
S PENN AVE TO S BLACKWELDER AVE	2526
WILLIAMS DR	**1615**
S	
JOHNSTON DR TO S BLACKWELDER	1615
Grand Total	**107263**

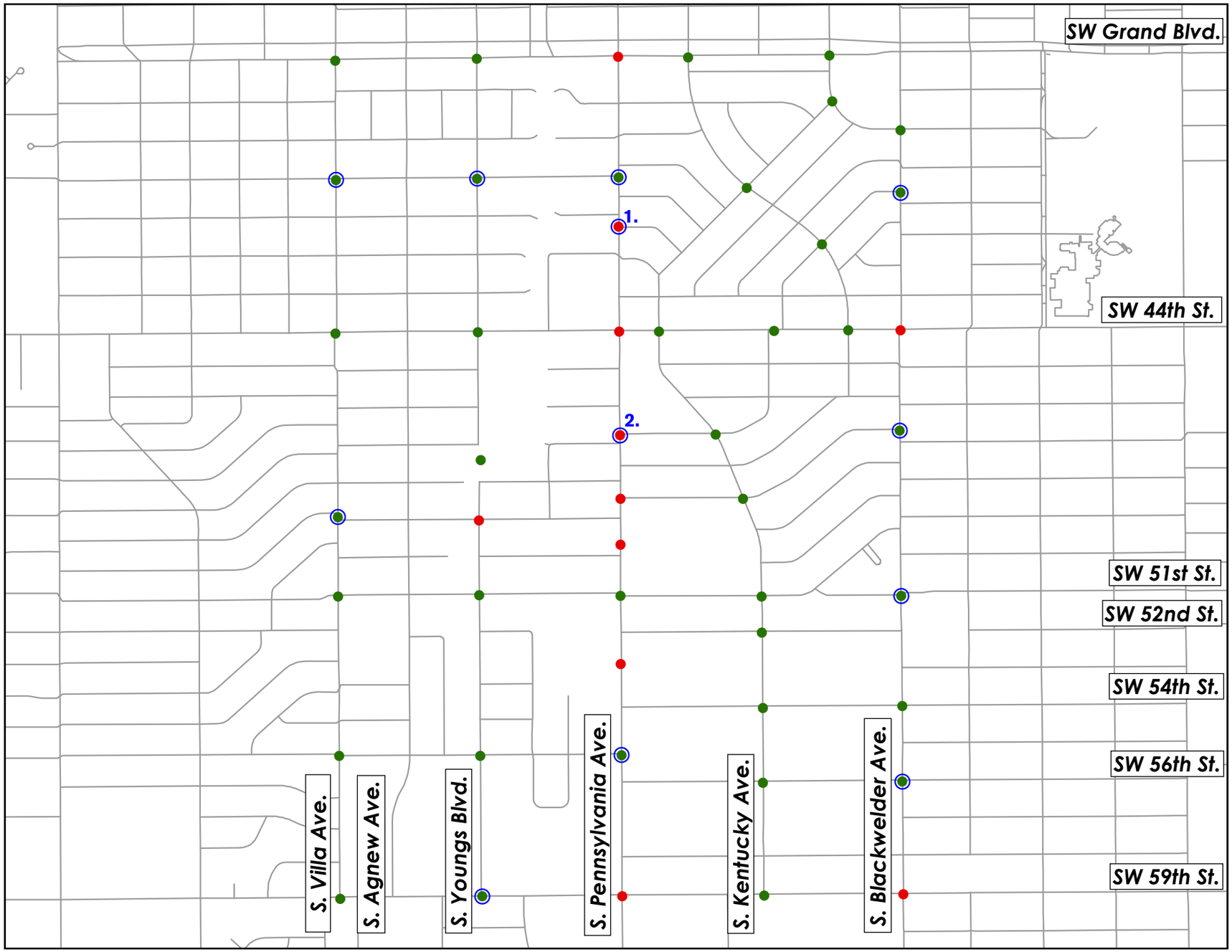
PROPOSED INTERSECTION IMPROVEMENTS

The south side of Oklahoma City has far fewer safe crossings on major arterials than the north side of the city has. This plan calls for 12 new full-stop intersections, only two of which are a part of Phase 1, while ten are a part of Phase 2. In total, there are eight intersections to improve in Phase 1, and 36 in Phase 2.

S. Pennsylvania Ave.

1. SW 42nd St. – The commercial district at the intersection of SW 44th St. and S. Pennsylvania Ave. is the major economic center of this PPA. There are neighborhoods and large apartment complexes that presently have few locations to safely cross S. Pennsylvania Ave. This location aligns with high-density apartments, and better activates the local residents' usage of the surrounding businesses.

2. SW 47th St. – Similarly to the intersection at SW 42nd St., this location facilitates safe movements across a major arterial in S. Pennsylvania Ave. for residents in the surrounding neighborhoods, especially those in high-density multi-family buildings. Additionally, this location makes it easier for adolescents and their families to walk to and from U.S. Grant High School.



S Pennsylvania Ave. & SW 44th St.	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 1					
S. Blackwelder Ave. and SW 44th St.	77%	0	3	0	1
S. Blackwelder Ave. and SW 59th St.	42%	7	2.75	3	3
S. Pennsylvania Ave. and SW Grand Blvd.	68%	4	2	1	2
S. Pennsylvania Ave. and SW 42nd St.	17%	8	4	2	4
S. Pennsylvania Ave. and SW 44th St.	19%	4	3	3	4
S. Pennsylvania Ave. and SW 47th St.	42%	6	4	1	3
S. Pennsylvania Ave. and SW 48th St.	55%	5	2	2	3
S. Pennsylvania Ave. and SW 59th St.	63%	2	3.5	1	2
S. Youngs Blvd. and SW 49th St.	25%	8	4	1	3
Totals	45%	44	28.25	14	25

S Pennsylvania Ave. & SW 44th St.	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 2					
Johnston Dr. and Rancho Dr.	29%	8	4	1	4
Johnston Dr. and S. Indiana Ave.	33%	8	3	2	3
Johnston Dr. and SW 44th St.	35%	4	4	2	4
Johnston Dr. and SW 47th St.	48%	3	4	0	3
Johnston Dr. and SW 48th St.	52%	5	4	0	3
Johnston Dr. and SW Grand Blvd.	35%	5	4	0	3
Magdalena Dr. and SW 44th St.	38%	6	3	0	3
Rancho Dr. and Magdalena Dr.	25%	8	4	0	3
Rancho Dr. and SW 44th St.	38%	6	4	0	3
Rancho Dr. and SW Grand Blvd.	38%	5	3.5	0	4
S. Blackwelder Ave. and SW 38th St.	38%	8	1	1	3
S. Blackwelder Ave. and SW 40th St.	19%	6	3	1	4
S. Blackwelder Ave. and SW 51st St.	54%	5	1	1	2
S. Blackwelder Ave. and SW 54th St.	44%	5	4	0	3
S. Blackwelder Ave. and SW 56th St.	42%	5	4	0	3
S. Blackwelder Ave. and Williams Dr.	45%	3	3	0	3
S. Kentucky Ave. and SW 51st St.	46%	6	4	0	3
S. Kentucky Ave. and SW 54th St.	48%	5	4	1	3
S. Kentucky Ave. and SW 56th St.	48%	5	4	1	3
S. Kentucky Ave. and SW 59th St.	36%	5	3	0	3
S. Pennsylvania Ave. and SW 40th St.	17%	8	4	3	3
S. Pennsylvania Ave. and SW 51st St.	33%	6	4	2	3
S. Pennsylvania Ave. and SW 59th St.	10%	6	3	3	4
S. Villa Ave. and SW 40th St.	25%	8	4	1	3
S. Villa Ave. and SW 44th St.	30%	6	3.75	2	3
S. Villa Ave. and SW 49th St.	25%	8	4	1	3
S. Villa Ave. and SW 51st St.	45%	7	1.75	2	3
S. Villa Ave. and SW 55th St.	33%	8	4	0	4
S. Villa Ave. and SW 59th St.	24%	6	3	0	4
S. Villa Ave. and SW Grand Blvd.	35%	6	3.5	1	2
S. Youngs Blvd. and SW 40th St.	25%	8	4	1	3
S. Youngs Blvd. and SW 44th St.	38%	6	4	0	3
S. Youngs Blvd. and SW 51st St.	25%	8	4	1	3
S. Youngs Blvd. and SW 55th St.	29%	8	4	0	3
S. Youngs Blvd. and SW 59th St.	24%	6	3	0	4
S. Youngs Blvd. and SW Grand Blvd.	25%	8	4	1	3
Totals	34%	224	126.5	28	114

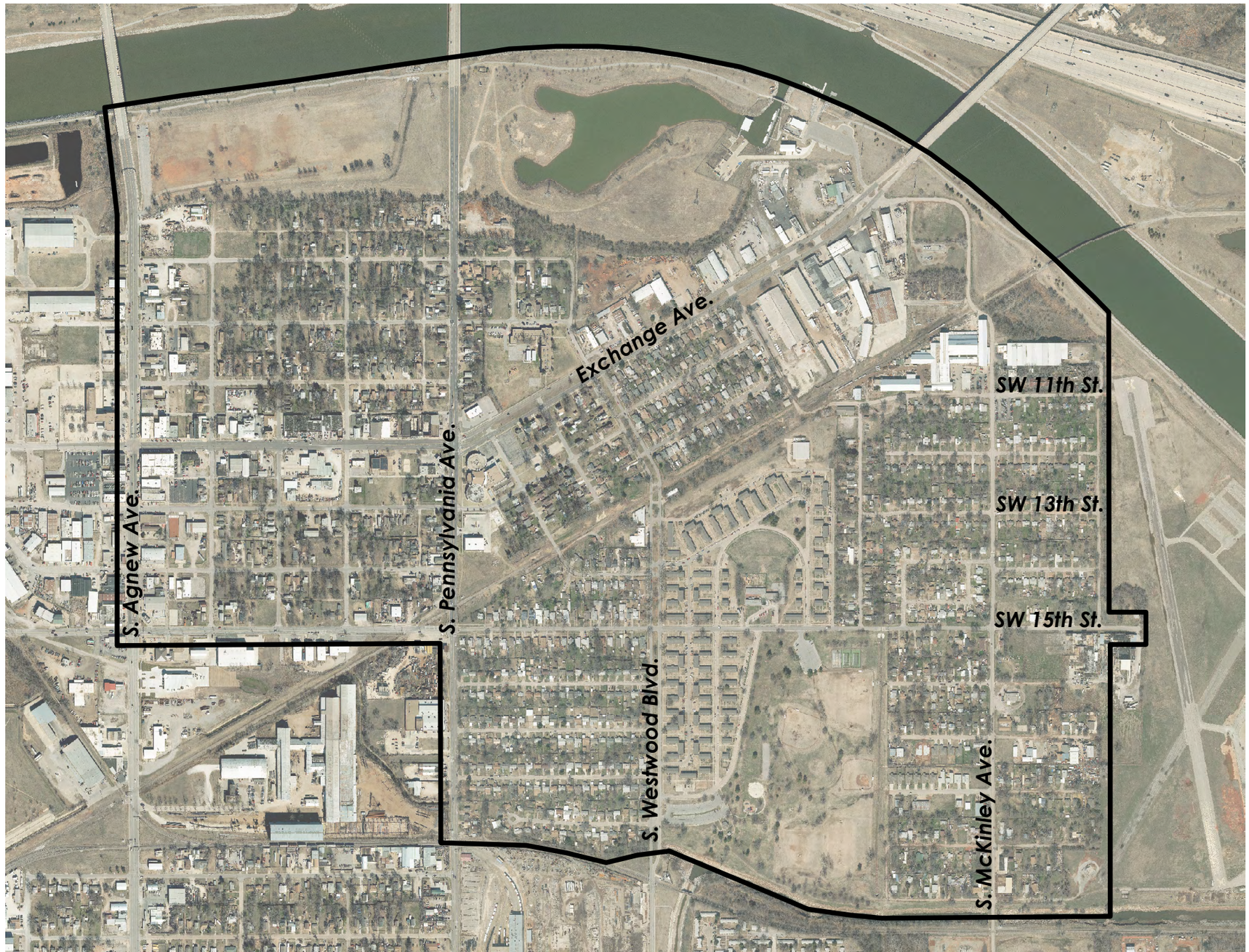
PEDESTRIAN PRIORITY AREA 10:

Stockyards City

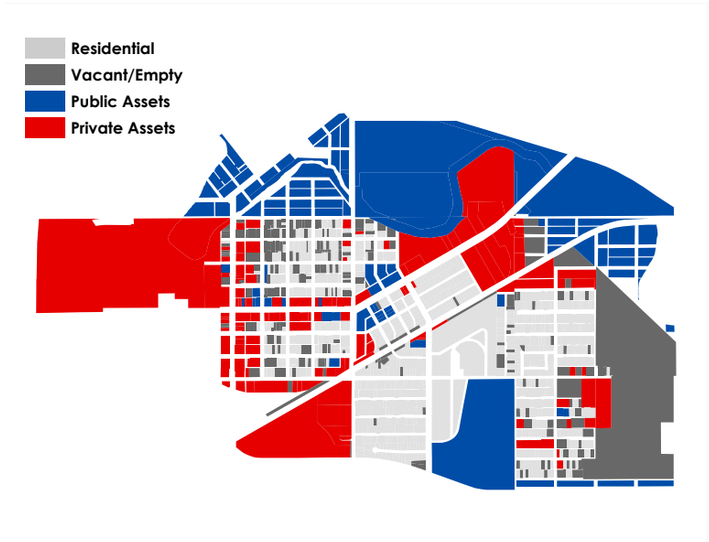
PPA 10
Stockyard City

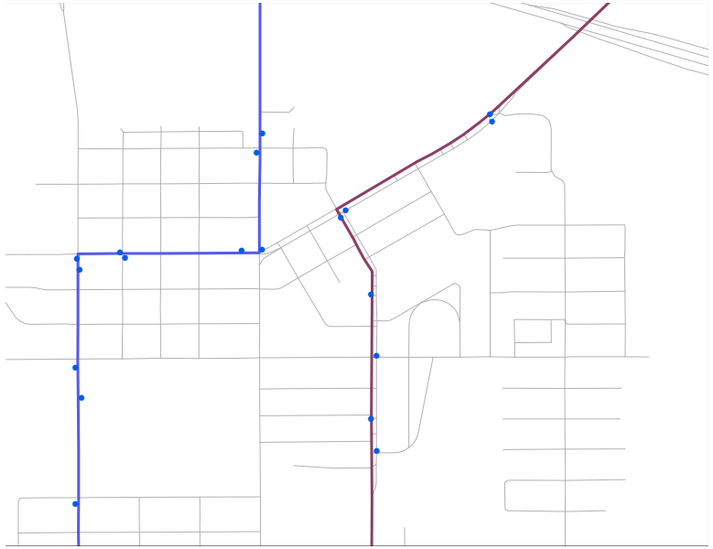
Stockyard City has excellent street connectivity, but lacks a complete sidewalk network beyond the primary commercial district areas along Exchange Ave. and S. Agnew Ave. The area's close proximity to the river gives it great potential to connect pedestrians and cyclists to the river trails network. Additionally, there are three bridges across the river in close proximity, which presently are not well-connected by sidewalks.

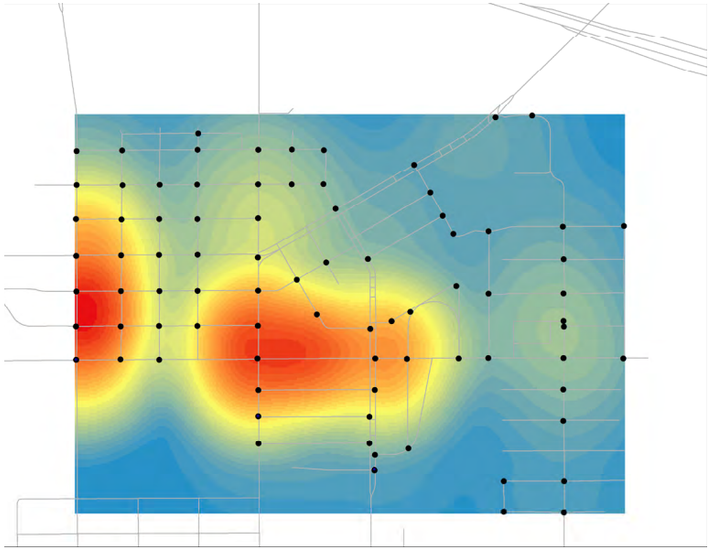
The residents in the local ZIP code are have much lower incomes than other areas in the city, and 1 in 10 do not have access to a motor vehicle, reinforcing the importance of providing alternative transportation options for those who live there in addition to strengthening the network for visitors to the commercial district.



Above: Aerial view of Stockard City - Intersection of S. Agnew Ave. and Exchange Ave.







LAND USE

21.8% of the land use in this node is residential in nature. This relatively small percentage is due to the large land uses in the area that are either public or private assets, such as the Oklahoma River frontage, the historic Stockyards, Rotary Park, the downtown airpark, and other large lot industrial uses. Public assets make up 31.2% of the area, the largest category, while private assets account for 30.3% of the total node area. Only 16.8% of the land in this node would be considered unproductive, with the largest portion being the downtown airpark that sits undeveloped and as a large barrier to the east. With the plans to develop this area as the Wheeler District, however, this becomes a key connection in the future, warranting a detailed look at how best to integrate the new development with the existing community.

The majority of pedestrian generating land uses are located along the S. Agnew Ave. and Exchange Ave. corridors. The Stockyard City business district has great potential to incorporate the surrounding neighborhoods to increase foot-traffic and grow their district into the future.

TRANSIT

There are two transit routes that traverse this area: Routes 12 and 16. Route 12 leaves downtown heading west on Reno Ave. and then enters this node along S. Agnew Ave., while Route 16 travels down Exchange Ave. before turning onto S. Westwood Ave.

The busiest stops in this area are immediately adjacent to the Stockyard City commercial district, as well as adjacent to the Will Rogers Courts housing project along S. Westwood Ave. This emphasizes the importance of providing strong sidewalk networks to connect local residents to the transit network, as well as providing safe walkable districts for people who arrive by bus.

COLLISIONS

S. Agnew Ave. south of the intersection with Exchange Ave. is the most dangerous location in this node with regard to the frequency and severity of collisions. The intersection of S. Pennsylvania Ave. and SW 15th St. is also more dangerous than its surroundings. Ensuring that these locations have safe crossings is essential in the process of making this area more walkable.

Between the years of 2003 and 2013, 14 pedestrians were struck by motor vehicles, as well as 5 cyclists. Fortunately, none of these collisions resulted in a fatality. These relatively low numbers indicate that small improvements in terms of safe crossing could essentially eliminate the danger of collisions for pedestrians in this area.

PROPOSED SIDEWALKS

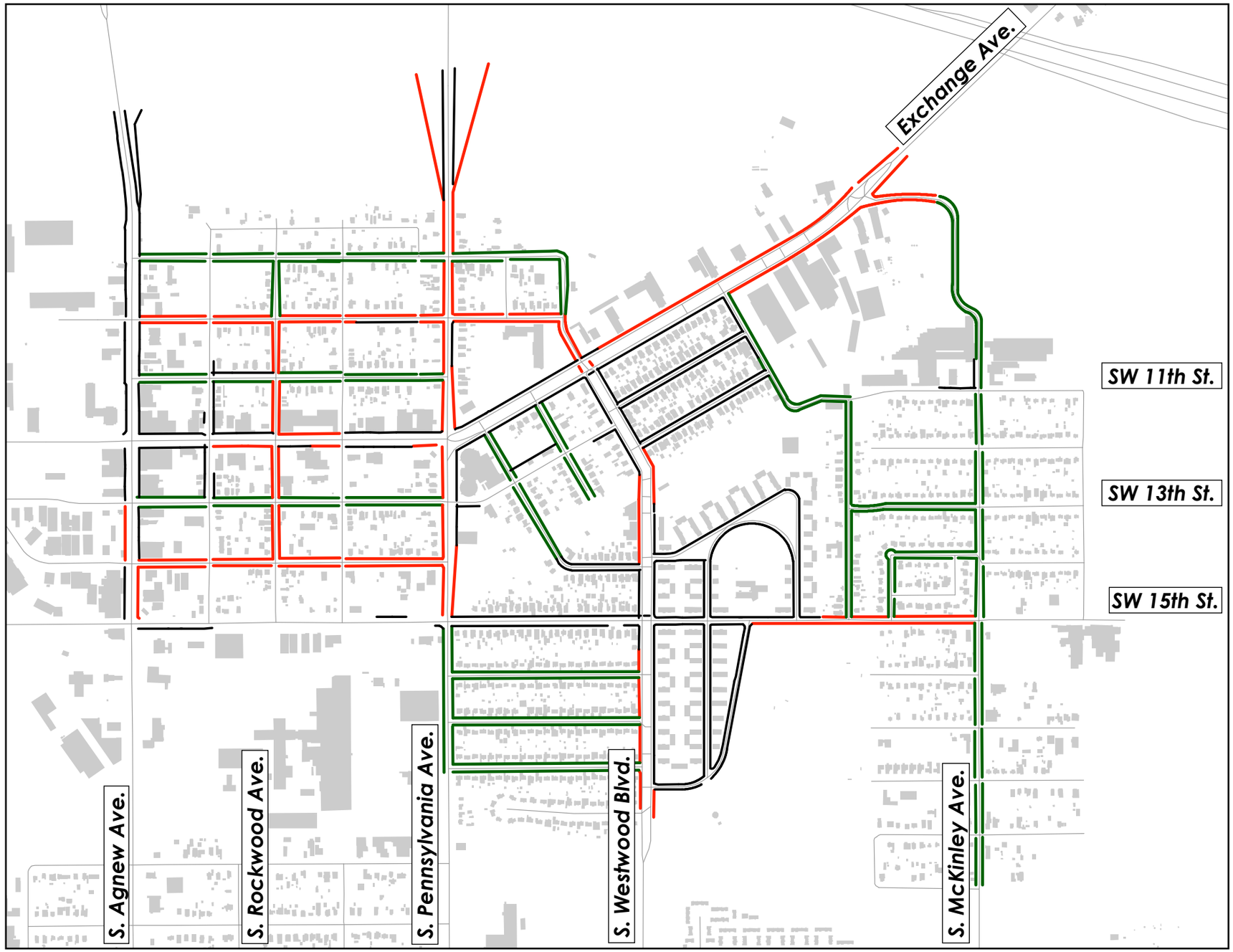
Completing the sidewalk network along major arterials, connecting residents to the Stockyards City Commercial District, and connecting residents to the Oklahoma River are all key concerns for sidewalk improvements in this PPA.

As in other PPAs, the sidewalks in Phase 1 are primarily located along major arterials. In this case, Phase 1 sidewalks complete the gaps that exist on S. Agnew Ave., S. Pennsylvania Ave., and Exchange Ave. More residential-scale improvements include closing the gaps along Westwood Blvd., as well as along SW 10th St. and SW 14th St. The Phase 2 sidewalk improvements pick up where the Phase 1 sidewalks left off in terms of providing a sidewalk network to better connect neighborhood residents to their surrounding amenities.

S. Agnew Ave. and Exchange Ave. west of N. Pennsylvania Ave. have received improvements in the last few decades that have catalyzed business investment in the area. With landmark locations such as Cattlemen's Steakhouse and Langston's Western Wear, the heart of the district is already quite walkable. The sidewalk improvements recommended in this plan will help to further the success of the district, as well as to make the district more accessible to residents in the surrounding areas..

24.8% of the sidewalk network exists in this area presently. The Phase 1 sidewalk improvements would increase this to 42.4% of the network, and the addition of the Phase 2 sidewalks would result in 68.9% of the sidewalk network being completed.

Phase	Length
Existing	7.13 mi
1	5.09 mi
2	7.66 mi



STOCKYARDS PPA	LENGTH (feet)
PHASE 1	**8207**
EXCHANGE AVE	**1397**
N	
S MCKINLEY AVE S PENNSYLVANIA AVE	674
S ROCKWOOD AVE TO S PENNSYLVANIA AVE	115
S	
S AGNEW AVE TO S PENNSYLVANIA AVE	111
S MCKINLEY AVE S PENNSYLVANIA AVE	398
S ROCKWOOD AVE TO S PENNSYLVANIA AVE	99
S AGNEW AVE	**201**
E	
S 13TH ST TO S 15TH ST	103
W	
S 13TH ST TO S 15TH ST	98
S KENTUCKY AVE	**194**
E	
EXCHANGE AVE TO SW 10TH ST	100
W	
EXCHANGE AVE TO SW 10TH ST	94
S MCKINLEY AVE	**264**
E	
SW 15TH ST TO EXCHANGE AVE	123
W	
SW 15TH ST TO EXCHANGE AVE	142
S PENNSYLVANIA AVE	**1662**
E	
SW 18TH ST TO OKLAHOMA RIVER	723
W	
SW 18TH ST TO OKLAHOMA RIVER	939
S ROCKWOOD AVE	**785**
E	
SW 14TH ST TO SW 10TH ST	393
W	
SW 14TH ST TO SW 10TH ST	392
SW 10TH ST	**1336**
N	
S AGNEW AVE TO S KENTUCKY AVE	714
S	
S AGNEW AVE TO S KENTUCKY AVE	621
SW 14TH ST	**1078**
N	
S AGNEW AVE TO S PENNSYLVANIA AVE	541
S	
S AGNEW AVE TO S PENNSYLVANIA AVE	538
SW 15TH ST	**693**
N	
S ROTARY DR TO S MCKINLEY AVE	270
S	
S ROTARY DR TO S MCKINLEY AVE	423
WESTWOOD AVE	**596**
E	
EXCHANGE AVE TO SW 19TH ST	163
W	
EXCHANGE AVE TO SW 19TH ST	433

STOCKYARDS PPA	LENGTH (feet)
PHASE 2	**12332**
BEALS PL	**242**
E	
SW 15TH ST TO SW 14TH ST	97
W	
SW 15TH ST TO SW 14TH ST	145
S BLACKWELDER AVE	**807**
E	
SW 15TH ST TO SW 11TH ST	396
W	
SW 15TH ST TO SW 11TH ST	410
S DAUGHERTY AVE	**385**
E	
EXCHANGE AVE TO DEAD END	193
W	
EXCHANGE AVE TO DEAD END	192
S INDIANA AVE	**313**
E	
SW 11TH ST TO EXCHANGE AVE	227
W	
SW 11TH ST TO EXCHANGE AVE	86
S MCKINLEY AVE	**2408**
E	
NW 15TH ST TO NW 20TH ST	469
SW 15TH ST TO EXCHANGE AVE	782
W	
NW 15TH ST TO NW 20TH ST	445
SW 15TH ST TO EXCHANGE AVE	712
S PENNSYLVANIA AVE	**507**
E	
SW 18TH ST TO OKLAHOMA RIVER	233
W	
SW 18TH ST TO OKLAHOMA RIVER	273
S ROCKWOOD AVE	**208**
E	
SW 9TH ST TO SW 10TH ST	103
W	
SW 9TH ST TO SW 10TH ST	105
S SULZBERGER ST	**520**
E	
EXCHANGE AVE TO SW 14TH ST	261
W	
EXCHANGE AVE TO SW 14TH ST	259
SW 11TH ST	**1223**
N	
S AGNEW AVE TO S PENNSYLVANIA AVE	424
S BLACKWELDER AVE TO S INDIANA AVE	129
S	
S AGNEW AVE TO S PENNSYLVANIA AVE	541
S BLACKWELDER AVE TO S INDIANA AVE	128

STOCKYARDS PPA	LENGTH (feet)
SW 13TH ST	**1550**
N	
S AGNEW AVE TO S PENNSYLVANIA AVE	541
S BLACKWELDER AVE TO S MCKINLEY AVE	235
S	
S AGNEW AVE TO S PENNSYLVANIA AVE	537
S BLACKWELDER AVE TO S MCKINLEY AVE	237
SW 14TH ST	**297**
N	
BEALS PL TO S MCKINLEY AVE	153
S	
BEALS PL TO S MCKINLEY AVE	143
SW 16TH ST	**711**
N	
S PENNSYLVANIA AVE TO WESTWOOD AVE	356
S	
S PENNSYLVANIA AVE TO WESTWOOD AVE	355
SW 17TH ST	**711**
N	
S PENNSYLVANIA AVE TO WESTWOOD AVE	355
S	
S PENNSYLVANIA AVE TO WESTWOOD AVE	356
SW 18TH ST	**710**
N	
S PENNSYLVANIA AVE TO WESTWOOD AVE	356
S	
S PENNSYLVANIA AVE TO WESTWOOD AVE	354
SW 9TH ST	**1742**
N	
S AGNEW AVE TO S KENTUCKY AVE	865
S	
S AGNEW AVE TO S KENTUCKY AVE	877
Grand Total	**20539**

PROPOSED INTERSECTION IMPROVEMENTS

This plan calls for six new full-stop intersections, including five in Phase 1, and one in Phase 2. In total, there are 13 intersections to improve in Phase 1, as well as 28 intersections in Phase 2.

Exchange Ave.

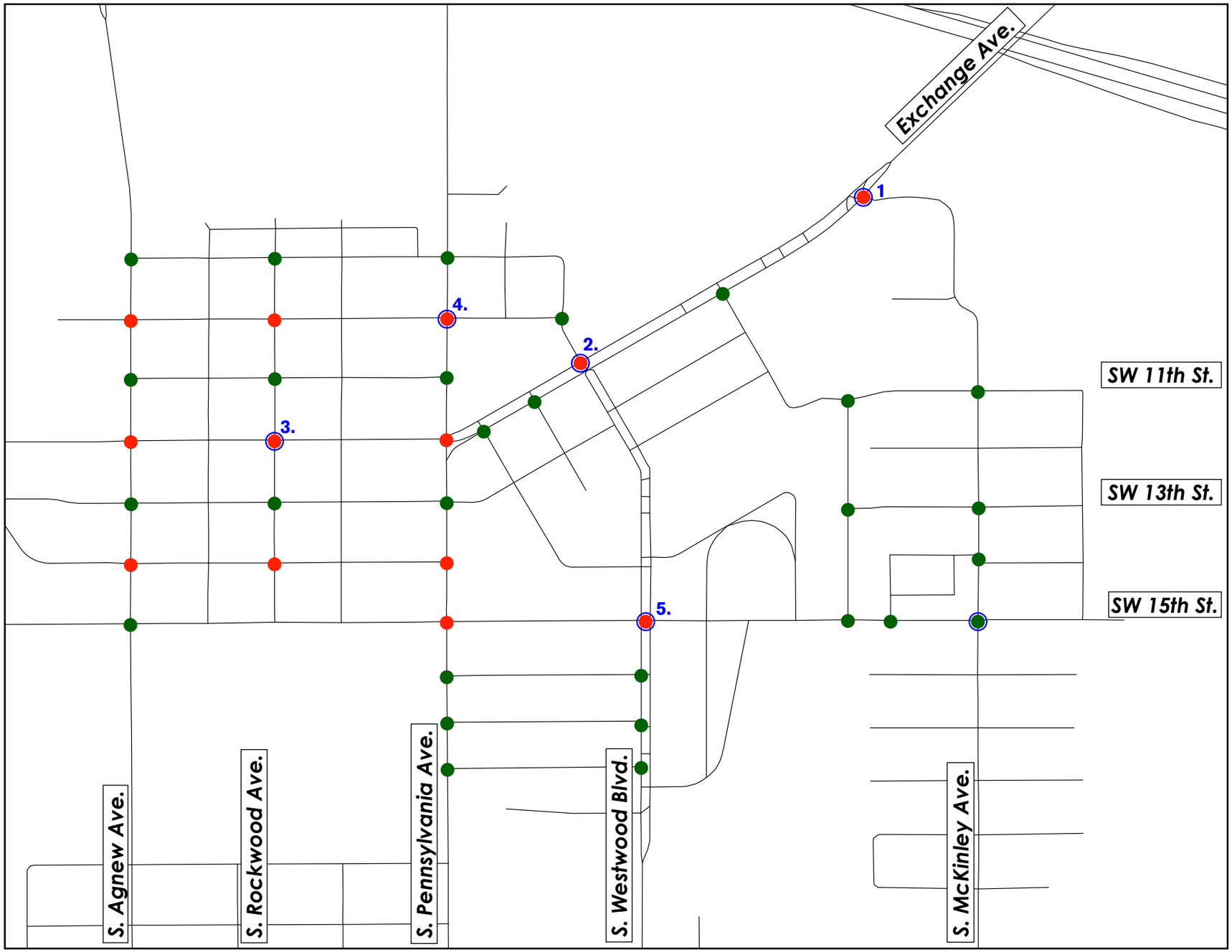
1. S. McKinley Ave. – A safe crossing is needed at this location to allow for movement of pedestrians and cyclists using the River Trails, as well as transit riders using the bus stops at this location.
2. Westwood Blvd. – This location needs a safe crossing so that children in the neighborhoods surrounding the local school can traverse Exchange Ave. Additionally, there are transit stops here that serve a large amount of public housing.
3. S. Rockwood Ave. – Presently, there is no safe place to cross Exchange Ave. in the Stockyards City commercial district. This location splits the existing distance and facilitates commercial and retail vitality.

S. Pennsylvania Ave.

4. SW 10th St. – A safe crossing at this location facilitates access to and from the local elementary school, and allows children and families to safely cross a major arterial.

Westwood Blvd.

5. SW 15th St. – A safe crossing is needed at this location so that the residents of the neighborhood, and particularly the public housing, have a place to traverse a major arterial, especially to access public transit stops.



Stockyards	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 1					
S. Pennsylvania Ave. and SW 10th St.	29%	*8*	*2*	*1*	*4*
S. Pennsylvania Ave. and SW 14th St.	19%	*6*	*3*	*2*	*3*
S. Pennsylvania Ave. and SW 15th St.	54%	*6*	*2.5*	*3*	*1*
S. Agnew Ave. and SW 10th St.	25%	*7*	*4*	*3*	*2*
S. Agnew Ave. and SW 14th St.	63%	*4*	*2*	*0*	*1*
Exchange Ave. and S. Agnew Ave.	79%	*4*	*0*	*2*	*0*
Exchange Ave. and S. Rockwood Ave.	42%	*4*	*4*	*2*	*2*
Exchange Ave. and S. Kentucky Ave.	42%	*6*	*2*	*2*	*2*
Exchange Ave. and SW 8th St.	19%	*5*	*3*	*4*	*2*
Exchange Ave. and S. Pennsylvania Ave.	71%	*4*	*1.25*	*2*	*0*
Westwood Blvd. and SW 15th St.	38%	*6*	*4*	*0*	*3*
S. Rockwood Ave. and SW 10th St.	25%	*8*	*4*	*0*	*3*
S. Rockwood Ave. and SW 14th St.	25%	*8*	*4*	*1*	*3*
Totals	41%	76	35.75	22	26

Stockyards	PEAT Score	Missing Ramps	Missing Crosswalks	Obstructions	Missing Lighting
Phase 2					
S. Pennsylvania Ave. and SW 9th St.	33	*7*	*4*	*0*	*3*
S. Pennsylvania Ave. and SW 11th St.	10	*8*	*4*	*3*	*4*
S. Pennsylvania Ave. and SW 13th St.	29	*6*	*4*	*2*	*3*
S. Pennsylvania Ave. and SW 16th St.	29	*8*	*4*	*0*	*3*
S. Pennsylvania Ave. and SW 17th St.	29	*8*	*4*	*0*	*3*
S. Pennsylvania Ave. and SW 18th St.	19	*8*	*4*	*2*	*3*
S. Agnew Ave. and SW 9th St.	36	*6*	*3*	*2*	*2*
S. Agnew Ave. and SW 11th St.	67	*3*	*2*	*0*	*1*
S. Agnew Ave. and SW 13th St.	54	*2*	*4*	*2*	*2*
S. Agnew Ave. and SW 15th St.	46	*4*	*4*	*3*	*0*
Exchange Ave. and Sulzberger St.	33	*8*	*4*	*0*	*2*
Exchange Ave. and Daugherty Ave.	38	*6*	*3*	*2*	*2*
Exchange Ave. and S. Indiana Ave.	26	*7*	*4*	*3*	*2*
Beals Pl. and SW 15th St.	24	*8*	*4*	*0*	*3*
S. McKinley Ave. and SW 11th St.	25	*8*	*4*	*2*	*3*
S. McKinley Ave. and SW 13th St.	29	*8*	*4*	*0*	*3*
S. McKinley Ave. and SW 14th St.	25	*8*	*4*	*1*	*3*
S. McKinley Ave. and SW 15th St.	33	*8*	*4*	*0*	*2*
S. Blackwelder Ave. and SW 11th St.	29	*8*	*4*	*0*	*3*
S. Blackwelder Ave. and SW 13th St.	14	*8*	*4*	*3*	*3*
S. Blackwelder Ave. and SW 15th St.	24	*8*	*4*	*1*	*3*
Westwood Blvd. and SW 16th St.	29	*8*	*4*	*0*	*3*
Westwood Blvd. and SW 17th St.	29	*8*	*4*	*0*	*3*
Westwood Blvd. and SW 18th St.	29	*6*	*4*	*4*	*4*
S. Kentucky Ave. and SW 10th St.	14	*8*	*4*	*3*	*3*
Rockwood Ave. and SW 9th St.	25	*8*	*4*	*1*	*3*
Rockwood Ave. and SW 11th St.	27	*8*	*4*	*0*	*4*
Rockwood Ave. and SW 13th St.	29	*8*	*4*	*0*	*3*
Totals	30%	199	108	29	76