



CHAPTER 3: PEDESTRIAN PLANNING

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Lowly, unpurposeful and random as they appear, sidewalk contacts are the small change from which a city's wealth of public life must grow.

Jane Jacobs

CHAPTER 3: PEDESTRIAN PLANNING

Introduction

The citywide comprehensive plan, **planokc**, describes a vision for Oklahoma City to be a walkable city with a strong pedestrian network that connects people to places they want to go. “Walkability” is a measure of how convenient, easy, and safe an area is for people to walk. A fully walkable area should allow a pedestrian to safely travel along both sides of a street, and safely cross back and forth between the two sides.

The pedestrian plan chapter of **bikewalkokc** serves as a guide to implement the vision of becoming a walkable city. This plan focuses on identifying projects that address the greatest needs of our community with an emphasis on efficient intervention to ensure that scarce resources are utilized to the greatest possible effect. The methodology for identifying priority projects in **bikewalkokc** utilized the following criteria from **planokc**:

1. **Responsive Populations** – Prioritize improvements that serve people without access to a motor vehicle (low to moderate income, elderly, disabled, etc.) within areas that connect them to the transit system.
2. **Connectivity to Schools and Parks** – Prioritize opportunities to connect the existing sidewalk network to schools and parks.
3. **Connectivity to Existing Networks** – Prioritize opportunities to join existing networks.
4. **Neighborhood Revitalization** – Prioritize improvements in neighborhoods identified for revitalization.
5. **Urban Commercial Districts** – Prioritize improvements in Urban Commercial Districts that need pedestrian connectivity.

With these priorities, a highly walkable experience is achievable in Oklahoma City, and as funding becomes available, this plan will provide the guidance for capital improvements far into the future.



Existing Pedestrian Facilities

When Oklahoma City was first settled in 1889, primary modes of transportation did not include the automobile. Streets were places for pedestrians, bicyclists, horses, and trolleys. Correspondingly, the urban form of the city in its early years was designed to accommodate people on foot. As automobiles became the predominant means of transportation in the first half of the 20th century, far less pedestrian infrastructure was developed within the built environment. As this trend continued over the decades, the remaining pedestrian network deteriorated as development extended outward from the inner city.

By the turn of the 21st century, city leaders, planners, and residents recognized the need for growing a healthy pedestrian network, and regretted the loss of valuable pedestrian infrastructure. In response, the City reinstated requirements for new subdivisions to build sidewalks, both internally and externally along arterial corridors. However, this has created a situation where many of the newer developments in suburban areas of the city are equipped with sidewalks, while large gaps in the sidewalk network prevent connectivity in older areas.

In 2009, Oklahoma City residents approved a penny sales tax to construct multiple capital improvements projects through the MAPS 3 program. It included \$39.5 million for the construction of trails, and \$18.1 million for the construction of an additional 60 miles of sidewalks across the community. In 2015, the City began a cost-sharing program with residential property owners called the Sidewalk Repair and Replacement Program, which splits the cost of repairing or replacing dilapidated sidewalks in front of personal property. And, as described in Chapter 1, the City continued this momentum by voting for many new pedestrian investments with Better Streets Safer City and MAPS 4. These actions, as well as other initiatives to improve walkability, have helped implement transportation goals in planokc and helped projects from bikewalkokc into construction.

Map 3.1 shows the existing sidewalk network. Sidewalk connectivity is most prevalent in the city core and newer

suburban areas, while second and third ring suburbs lack substantial sidewalk infrastructure.

ASSETS AND CHALLENGES

Oklahoma City has made important strides toward building a more pedestrian-friendly community. These efforts have addressed challenges to walkability, but many challenges still persist, needing continued focus into the future.

Assets

- The majority of the city is laid out on a grid. This provides **good connectivity opportunities** for the pedestrian network.
- **MAPS 3 and MAPS 4** sidewalk and intersection improvements are filling in major network gaps.
- **2007 & 2017 GO Bond** projects led to many new sidewalks across the city.
- The street and sidewalk network is well-connected in the **downtown, midtown, and uptown** areas. Project 180 made significant streetscape and pedestrian enhancements in downtown. Many existing streets are walkable and easy to cross in these areas, and minimal improvements are needed to complete the downtown pedestrian network.
- **Standards for constructing new crosswalks** include high visibility continental crosswalk striping and appropriately-placed push buttons for crossing signals.
- A City **residential sidewalk program** allows cost sharing for the City and property owners to repair or replace existing dilapidated sidewalks.
- The **City's comprehensive plan**, planokc, highly prioritizes improvements that accommodate pedestrian activity.
- **Elected officials** and their constituents highly value pedestrian improvements, and walkability advocacy has grown substantially since bikewalkokc was first adopted.

- The ongoing **Development Code Update** is slated to require future developments that favor walkable communities.

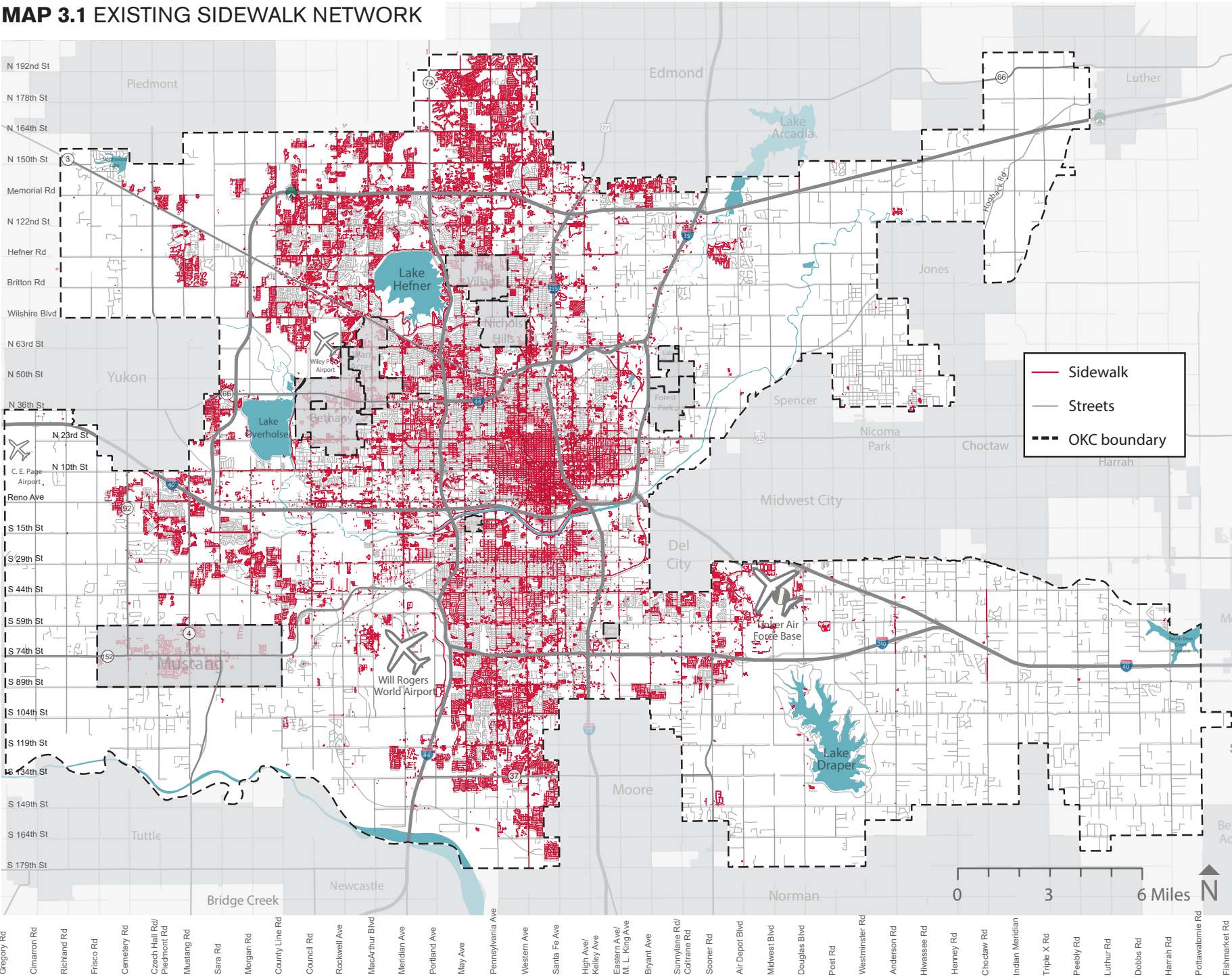
Challenges

- The majority of existing **development is designed around the automobile**, making it difficult, unsafe, and uninviting for pedestrians.
- **Pedestrian connectivity declines** dramatically beyond the older, "traditional" areas near the city's core.
- Major arterials, interstates, and natural features where safe crossings have not been established act as **barriers for pedestrians**.
- The existing sidewalk system includes **gaps in connectivity** to public transportation, and much is **not ADA-compliant**.



Walkable environment in the Deep Deuce neighborhood of downtown Oklahoma City.

MAP 3.1 EXISTING SIDEWALK NETWORK



Pedestrian Analysis

Effective planning begins with analysis, and in a city as large as Oklahoma City, data analysis is crucial to creating priority areas. To better understand pedestrian conditions on every roadway segment in Oklahoma City (43,907 segments), several models were created that examine and score them all. The scores provide the existing conditions for pedestrians. The following sections provide four types of citywide pedestrian analysis: Pedestrian Level of Service (PLOS), Intersection Analysis, Pedestrian Demand Generation, and Demographics Analysis. Included is an explanation of each model, the results, and the meaningfulness of the results.

1. PEDESTRIAN LEVEL OF SERVICE

The Pedestrian Level of Service (PLOS) model takes into account multiple variables to generate a score of walking comfort, safety, and accessibility along every roadway segment in Oklahoma City. The score is helpful to identify important roadways that are not currently suitable for safe, comfortable walking. Additionally, PLOS shows areas with strong pedestrian walkability that are separated by short stretches of unsafe or impassable segments. The following variables were included in the analysis:

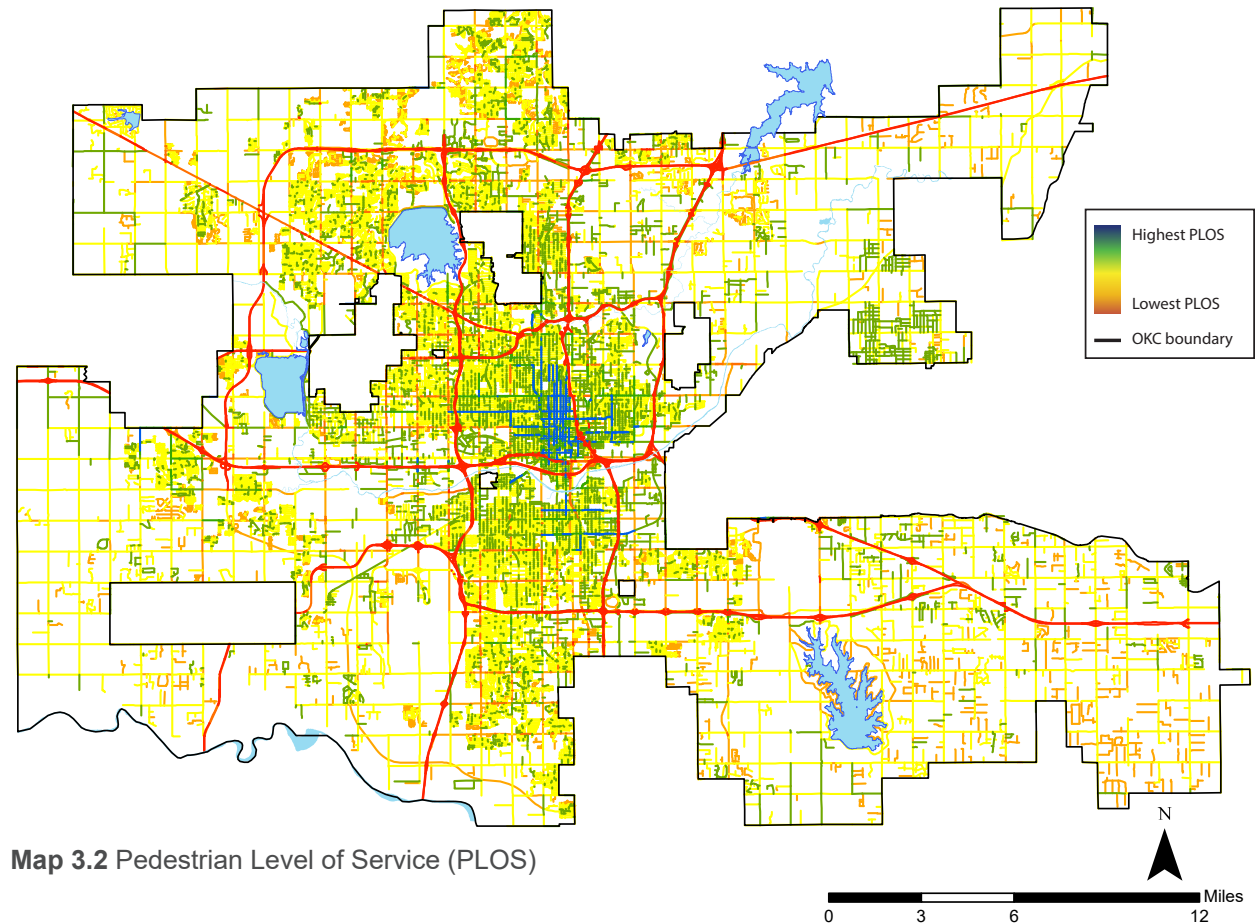
- **Sidewalk** – The basic component of a walkable roadway. Roadway segments were scored based on whether the segment had a sidewalk present on one, both, or no sides.
- **Sidewalk Buffer** – A grass or landscaped space between the road and the sidewalk adds to comfort and safety of walking. Segments were scored on the presence or absence of a sidewalk buffer.
- **Number of Driveways** – High numbers of driveways along a roadway reduces the safety and comfort of walking. Roadway segments with less than 15 driveways per quarter mile received a higher score than those with more than 15.
- **Roadway Speed** – Speed impacts safety, comfort, and ease of crossing. Roadway

segments received scores based on speeds ranging from less than 25mph to above 45mph.

- **Number of Lanes** – The number of vehicular travel lanes affects safety and street “crossability” Streets with fewer lanes received a higher score.

Map 3.2 shows the PLOS for Oklahoma City. The map shows streets on a graduated color scale from blue to red. Blue represents a high PLOS score, meaning the segment is potentially comfortable, safe, and accessible. A low score means sidewalks may not be present, and travel speeds, the number of lanes, and the number of driveways are high, or a combination of factors.

General observations of the analysis show section line roads, such as major and minor arterials, are consistently



Map 3.2 Pedestrian Level of Service (PLOS)

low scoring. This is problematic as transportation connectivity is poorer in more suburban areas, where pedestrians have little choice but to use arterials for mobility. The inner core of the city has the highest density of high-scoring road segments, indicating that improvements made to facilities in these areas will be more cost effective, and are likely to improve walkability where people desire to walk.

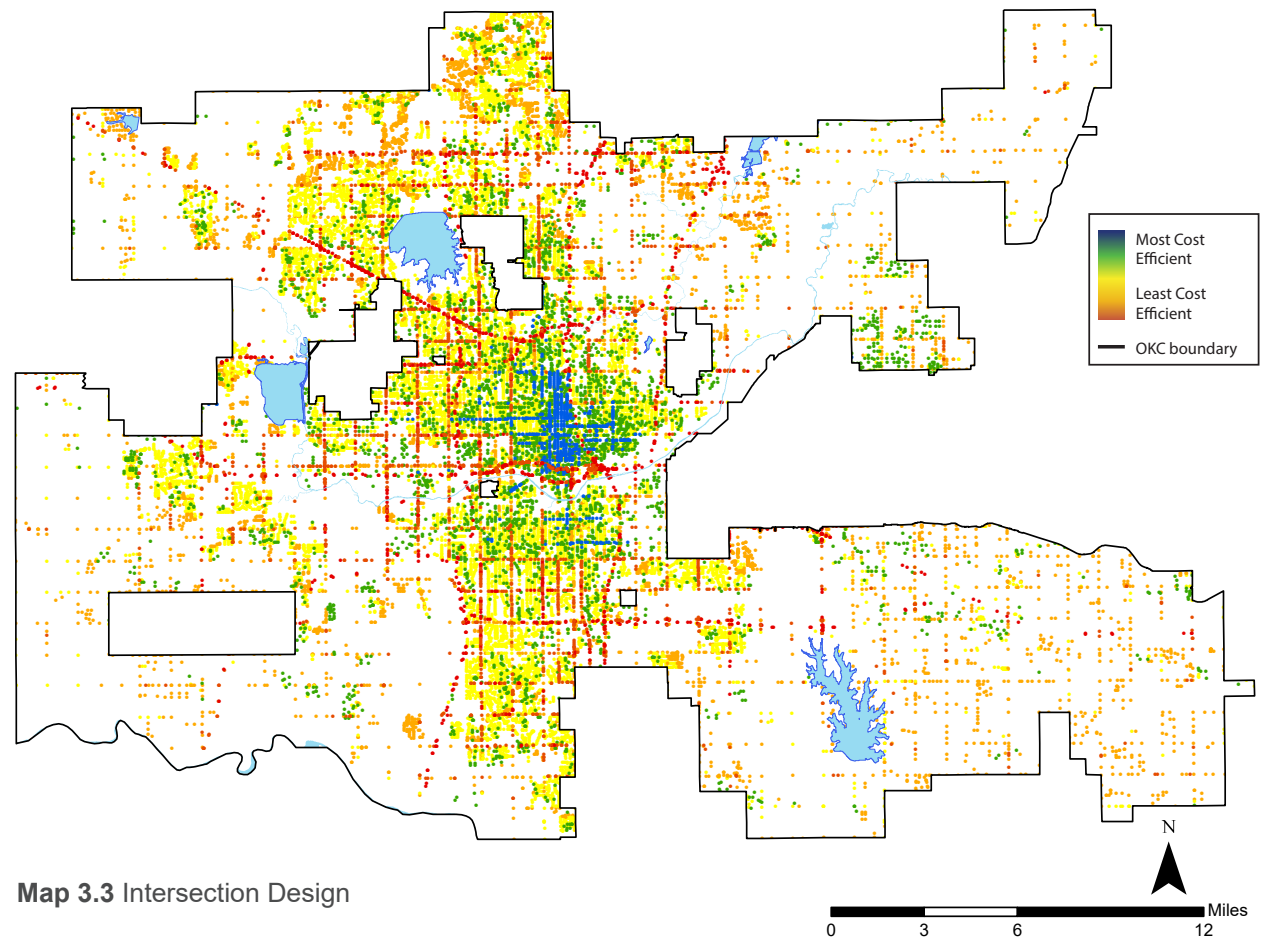
In more suburban areas of the city, the proliferation of low-scoring segments indicates that the attributes of the transportation network are not well-suited to accommodate needs of pedestrians. Improvements in these areas impact fewer households per dollar spent due to lower levels of residential density. Efficiency is found in the most urban areas of the city, making these areas a top priority. This is consistent with planokc's focus on redevelopment and revitalization in the urban core.

2. INTERSECTION ANALYSIS

An integral component of pedestrian mobility is the ability to cross streets safely. Intersection analysis generates a score to identify intersections in need of pedestrian infrastructure improvements. The results indicate the likely amount of investment needed to improve pedestrian infrastructure to a level that provides all of the necessary safety precautions that the City is capable of providing, and to take necessary steps to improve accessibility in compliance with the Americans with Disabilities Act (ADA). The intersection design score took into account the following variables:

- Signals – A higher score was assigned to intersections that have signals. Signals are important along major and minor arterials because these roadways typically form barriers for mobility.
- Crosswalks – Many intersections exist without marked crosswalks. Marked crosswalks are important for identifying the pedestrian space and communicating to vehicles the space is for pedestrians. Intersections with crosswalks received a higher score than those with no crosswalk.
- Ramps – ADA-compliant ramps are necessary for people with disabilities. Intersections containing ADA-compliant ramps received a higher design score.
- Collisions – Ten years of pedestrian and bicycle collision data was analyzed to determine those intersections that have safety issues. Intersections with fewer collisions received higher scores.
- Speed – Intersections with low speed streets received a higher design score than those with high speeds.
- Lanes – More lanes means a greater distance for pedestrians to cross. Streets with fewer lanes received higher scores.

Map 3.3 shows the results of the analysis incorporating the variables of the intersection design score. Here, like the PLOS map, we see that the inner core of the city is



Map 3.3 Intersection Design

more well-suited for pedestrians than the suburbs, and major arterials are especially low scoring. Pedestrian infrastructure improvements in the low-scoring areas are likely to be more expensive than in high-scoring areas, due to the fact that they need improvements to several of the variables, while the high-scoring areas may only need small changes.

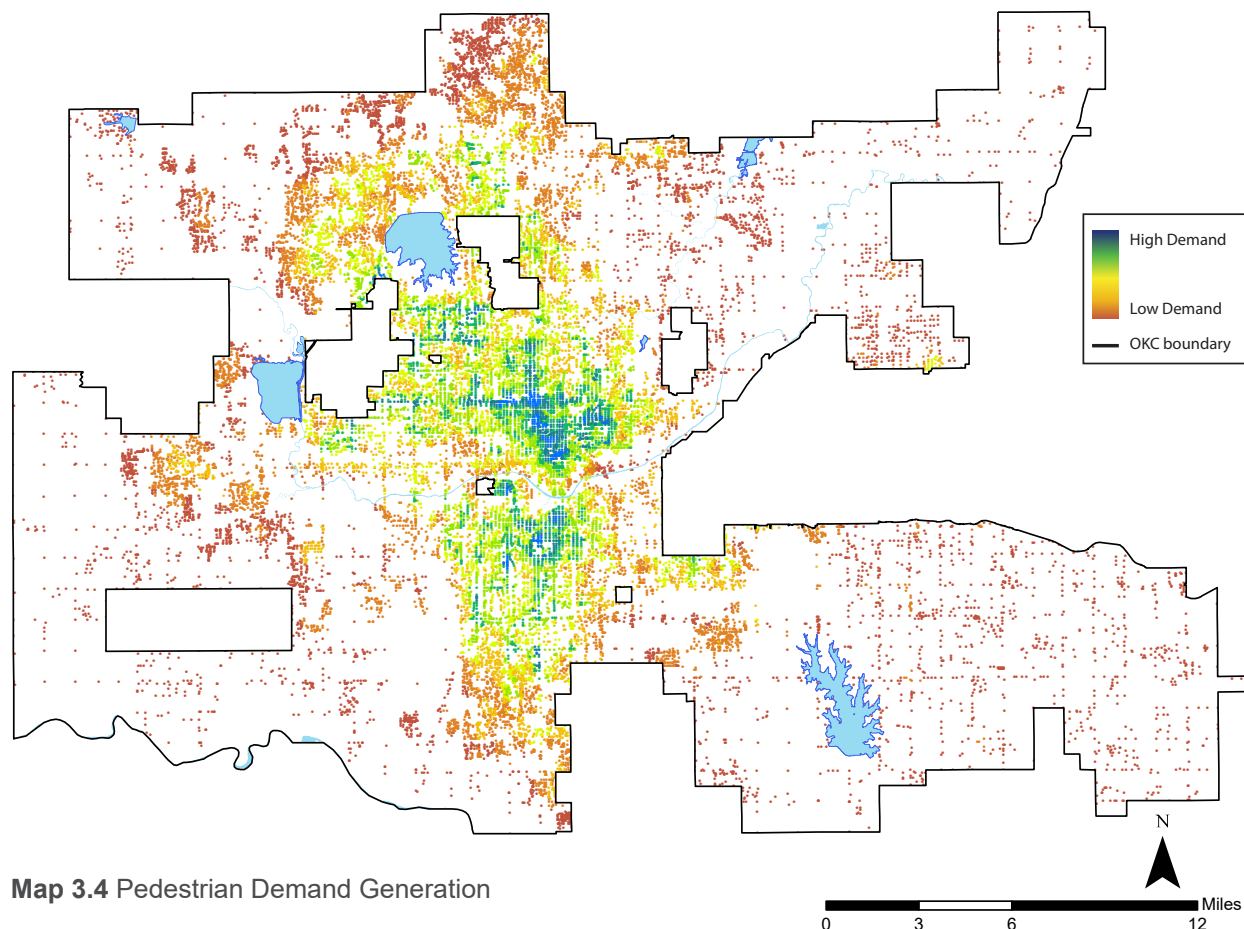
This map also illustrates the way that the major arterials in Oklahoma City can be barriers to pedestrians. The vast majority of pedestrian collisions that result in injury or death occur on major arterials. There are numerous conflict points at the intersection of major arterials, which will require a high level of pedestrian infrastructure investment. Pedestrian refuge islands, leading pedestrian intervals, signal phasing patterns to

reduce conflicts, signage, and clearly defined crosswalks are just some of the approaches taken by Oklahoma City and other municipalities around the country.

3. PEDESTRIAN DEMAND GENERATION

In order to prioritize pedestrian improvements across the city, it was important to look at land uses and other factors that generate pedestrian activity. A score was assigned to every intersection based on the proximity of pedestrian-generating land uses within a ¼-mile distance. These include:

- Transit stops – There are more than 1,300 bus stops in Oklahoma City.
- Schools – There are 206 schools in Oklahoma City.
- Parks – Points of access into parks (rather than general park locations) were used, since it is possible to live adjacent to a park but still be a long distance from an entrance to the park.
- Trails – Points of access were used for all of the existing trails.
- Supermarkets – Supermarkets were found in the InfoUSA national business registration data.
- Grocery stores – Grocery stores were separated from supermarkets because they are not full-service, and fill a different role than supermarkets.
- Healthcare facilities – This includes all medical facilities in the city, such as hospitals, doctors, and dentists.
- Government facilities – Government facilities are the primary location criteria for ADA improvements according to the standards laid out in the Americans with Disabilities Act. This includes federal, state, and local facilities.
- Multi-Family housing – High-density housing is more likely to generate high levels of pedestrian activity than single-family housing. This category includes apartments and multi-unit housing, such as duplexes and triplexes.
- Population Density – Points from a raster heat map were extracted at every intersection to determine the population density value.
- Employment Density – Points from a raster heat map were extracted at every intersection to determine the employment density value.



Map 3.4 Pedestrian Demand Generation

- Activity Density – Points from a raster heat map were extracted at every intersection to determine the activity density value. Activity density is an aggregate measure of where people live, work, and play.

Scores were generated for all of the previous factors at each intersection and then summed to get a total “Demand Score.” Map 3.4 illustrates that the areas of the city with the highest demand score correlate with the highest amount of pedestrian-generating land uses, and these conditions. Scores tend to decrease further from the city center and closer to the city limits. The lower density and relative distance to pedestrian-generating land uses causes these areas to be scored lower than those in the inner city.

“Finally, in their quest to become more sustainable, cities need to remember that, for the typical pedestrian, the most mundane storefront is still more interesting than the most luxuriant landscape.”
- Jeff Speck

INTERSECTION ANALYSIS

Intersection Design/Demand/ Demographics

The next step in the process was to take all of the previous analysis and form it into an equation that would generate an overall score of priority for all of the intersections in the city. To accomplish this, the Pedestrian Level of Service (PLOS) score was combined with the aforementioned “Intersection Design” score (see Maps 3.2 and 3.3). This new combined PLOS and Design score could then be incorporated with the Demand Score (see Map 3.4); the intent being to evaluate which intersections had the highest proximity to pedestrian-generating land uses, and are in need of design improvements. The equation used was:

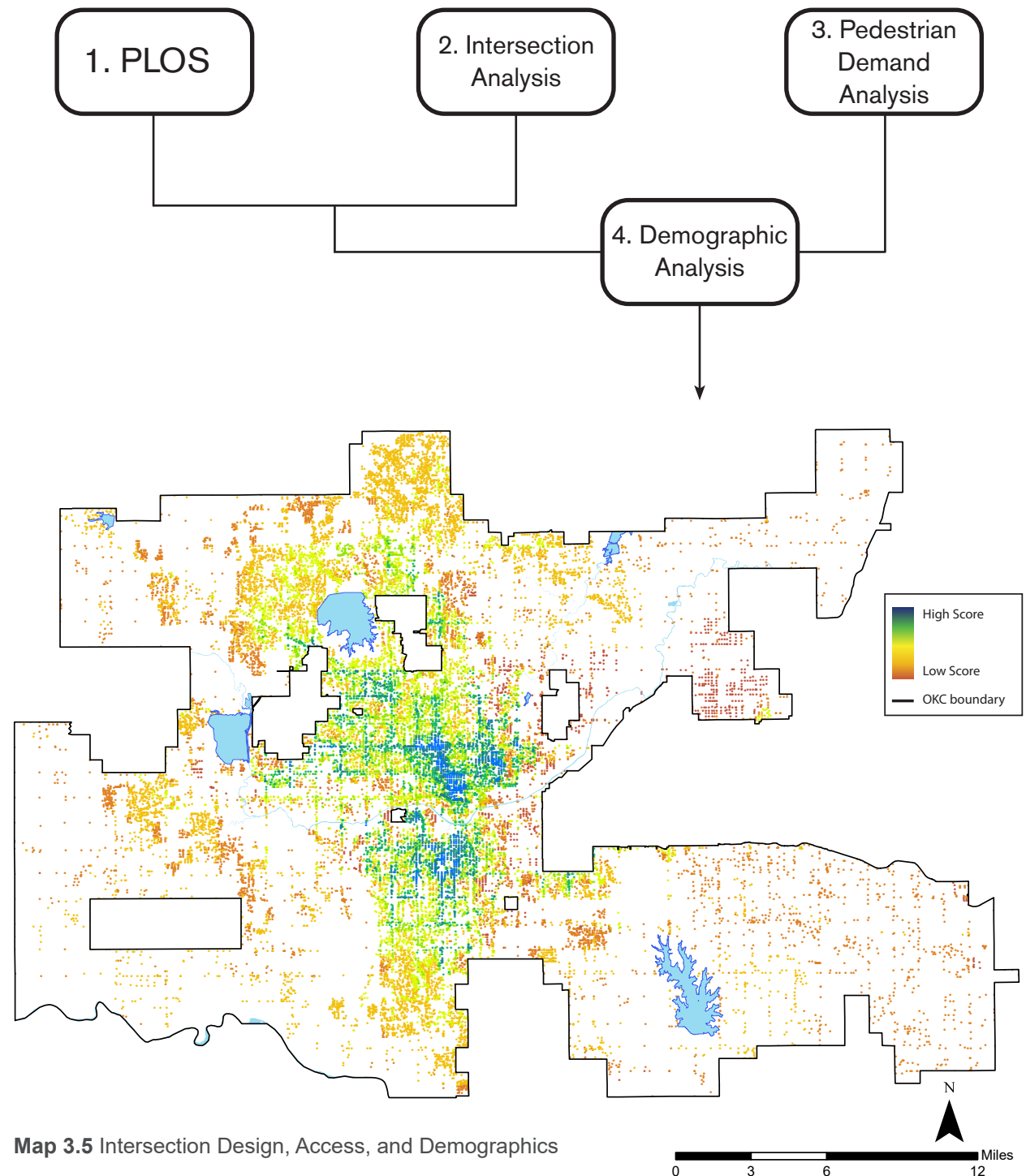
$$(2 * \text{Demand}) - ((\text{PLOS} + \text{Design}) / 2) = \text{Priority Score}$$

This means that an intersection near a lot of pedestrian-generating land uses that does not have much pedestrian infrastructure is the highest priority.

The result of this equation was then balanced by Demographics to ensure an equitable distribution of improvements that focuses on the needs of the people who rely on being a pedestrian the most. These include:

1. Those without access to a motor vehicle
2. Those in poverty
3. Those with a disability
4. Historically underserved populations

All of this analysis identified hot spots across that city that led to the selection of 20 high-priority areas within which to plan improvements for the pedestrian realm. Based on these areas this plan lays out the methodology for conducting pedestrian planning. Each of these 20 areas were analyzed in detail resulting in project lists for sidewalk and intersection improvements. Planning staff continues this planning strategy into the future for areas of the city that did not reach as high of a priority.



Map 3.5 Intersection Design, Access, and Demographics

Cumulative Results

While the preceding sections of this pedestrian plan address the populations and places that have the greatest need for pedestrian improvements, many other areas fall below the level of highest priority. This section explains the approach to prioritize the remaining urban areas in Oklahoma City.

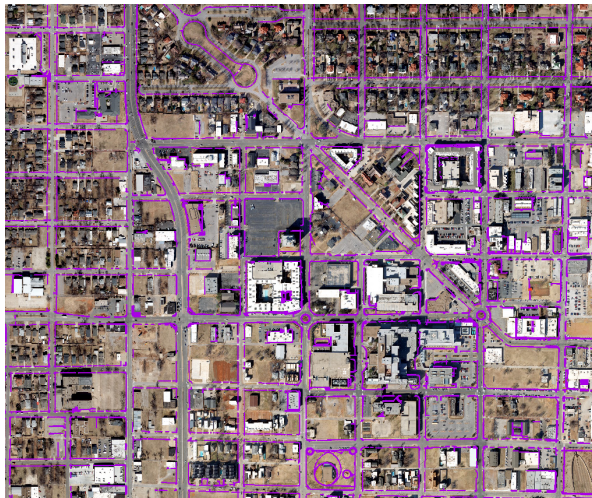
URBAN VS. RURAL

Presently in Oklahoma City, sidewalks are not required for subdivisions with lots greater than one acre in rural areas (Oklahoma City Municipal Code 59-12100G). This intention complements the prioritization process in this plan by requiring developers to construct sidewalks in areas where they are feasible and most needed, while alleviating the obligation in rural areas where there is low traffic and where preserving open space is a Planning priority.

In a city of 621 square miles, the distinction between urban and rural character allows for prioritization of areas that have higher residential densities and long-range planning goals of increased walkability. Excluding rural areas from the process by focusing on planokc's land-use typology areas reduces the total area for pedestrian planning by 46% to an area of 333 square miles.

QUARTER-SECTION ANALYSIS

The total pedestrian planning area of Oklahoma City



is still very large. Therefore, a smaller modular unit was required to prioritize projects within these 333 square miles. The township and range system utilized in Oklahoma and other states by the Public Land Survey System (PLSS) dices the city into a 1 square mile grid separated by section-line roads. This regular layout is ideal for comparing one area to another, but the square mile size is often too large to account for dramatic changes in land use that occur at half-section line roads. A 1/2-mile distance corresponds with about a 10-minute walk, and is a commonly used distance for estimating how far the average person is willing to walk. Therefore, splitting each one square-mile section into four quarter-mile sections gives a grid by which to compare different areas of the city at a more walkable scale.

PRIORITIZATION STRATEGY

The same prioritization strategy used to determine the Priority Pedestrian Areas (PPAs) was utilized to differentiate among the 1,829 individual quarter sections that fall within the urban area of the city. To do this, all of the intersection points with their associated prioritization score (based on intersection design, intersection pedestrian demand, and demographics) were averaged within their corresponding quarter section. This assigns a single value to each quarter section, thereby creating a prioritization list based on scores from highest to lowest. The PPAs are discussed in detail later in this plan.

IMPROVEMENT APPROACH

In areas where overlap exists between the quarter sections and specially planned areas, such as the PPAs, downtown, transit stops, parks, and schools, the area within the quarter section that is not a part of the specially planned area is a lower priority for improvement. However, after the PPAs have been implemented, this map of quarter sections should be utilized to determine where to begin planning the next Pedestrian Priority Areas. In the meantime, parks, schools, and transit stops should be improved following the prioritized lists associated with each. Over the next few decades, this approach will improve walkability around the places people want to go, and the gaps between these areas will begin to close.

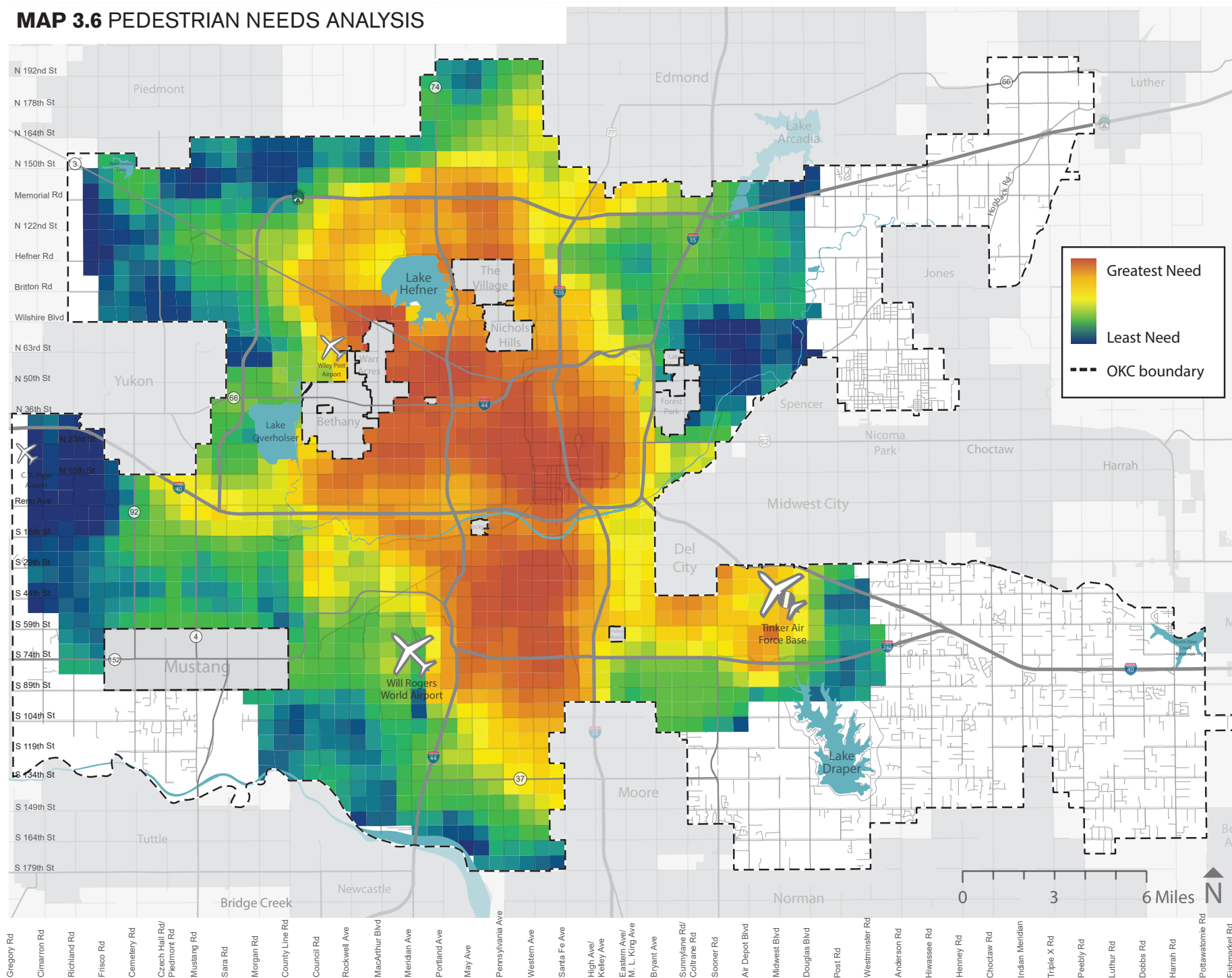
LESSONS LEARNED: ARTERIAL STREETS OUTSIDE OF PPAS

The Issue: In the five years of implementing bikewalkokc projects since its adoption in 2018, the Prioritization Strategy has significantly progressed the sidewalk network development throughout the urban core. While several projects outside of the PPAs have included sidewalks to schools, parks, and public transit locations, there remains a real need to address pedestrian safety issues along major arterial streets outside of the PPAs. Many suburban developments lack proper sidewalk connections to adjacent streets. This means that while neighborhood streets have less auto traffic, arterial roads have more intense levels of traffic than the established grid of the urban core. While the need for sidewalks on residential streets may not be as urgent for many residents in suburban areas, the pedestrian safety concerns on arterial streets are especially high.



The Lesson: The prioritization strategy as laid out in bikewalkokc remains the most effective and equitable way to develop a network of sidewalk infrastructure on a large scale. However, the lack of pedestrian walkways along arterials outside of the PPAs remain a significant safety concern, and there is a need to address those issues strategically. Since these areas have major safety implications, the City's forthcoming Vision Zero plan (described on p. 19) could be a viable option to address many of these pedestrian safety issues. Another option is the annual Surface Transportation Block Grant (STBG) program, through which the City can receive street resurfacing funds that are also eligible to construct sidewalks as part of the projects.

MAP 3.6 PEDESTRIAN NEEDS ANALYSIS

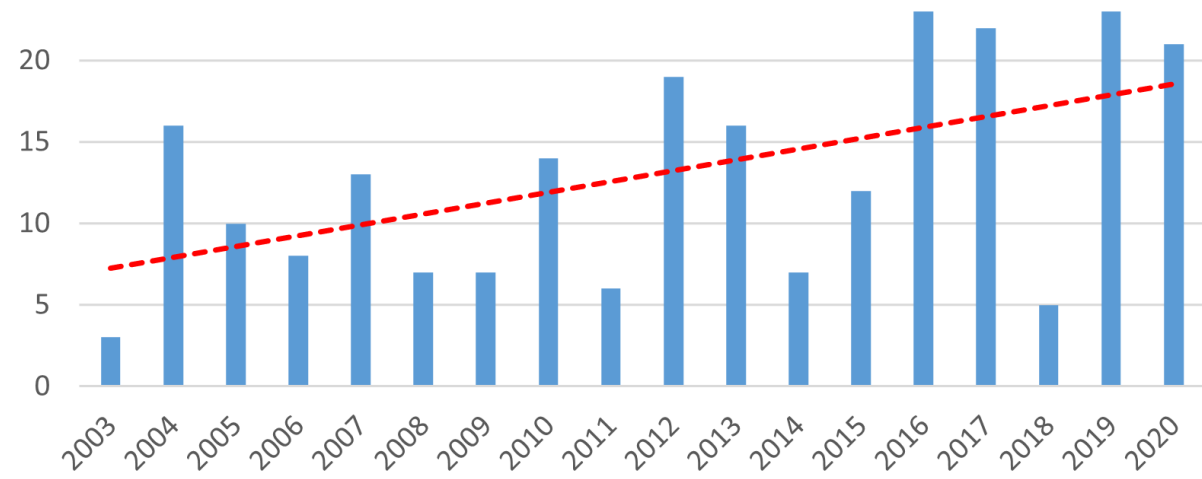


Collision Analysis

One of the largest barriers to walkability is the unavoidable interaction between pedestrians and motorists on city streets. On average, more than 100 collisions between motorists and pedestrians occur each year in Oklahoma City. Ten or more of those collisions result in a pedestrian fatality (ODOT Safe-T). While many of these collisions are due to human error, a major contributor to this problem is the lack of adequate pedestrian infrastructure. Pedestrians are twice as likely to be killed on streets that lack sidewalks, and 94% of pedestrian fatalities occur on streets with speed limits of 30 mph or higher (planokc Health Impact Assessment p. 118). In order to combat these preventable deaths in our community there must be sufficient pedestrian infrastructure, especially in areas that have already seen numerous tragic collisions.

Pedestrian collision data from the Safe-T database administered through ODOT and the Oklahoma Highway Safety Office, in partnership with law enforcement agencies around the state, allows for a variety of interpretations of the pedestrian collision situation in our city. For example, though pedestrian trips only account for roughly 2% of all trips made in Oklahoma City, nearly 29% of transportation-related fatalities are pedestrians, and 28% of those fatal collisions

Figure 3.1 Pedestrian Fatalities per 100,000 in OKC



are hit-and-runs. Figure 3.1 shows that fatal collisions per 100,000 people have been increasing in Oklahoma City over the last couple decades. This is comparable to the national pedestrian fatality trend, and it underscores the need to invest in safe pedestrian infrastructure as the the number of people walking or rolling and the number of cars on city streets continues to grow.

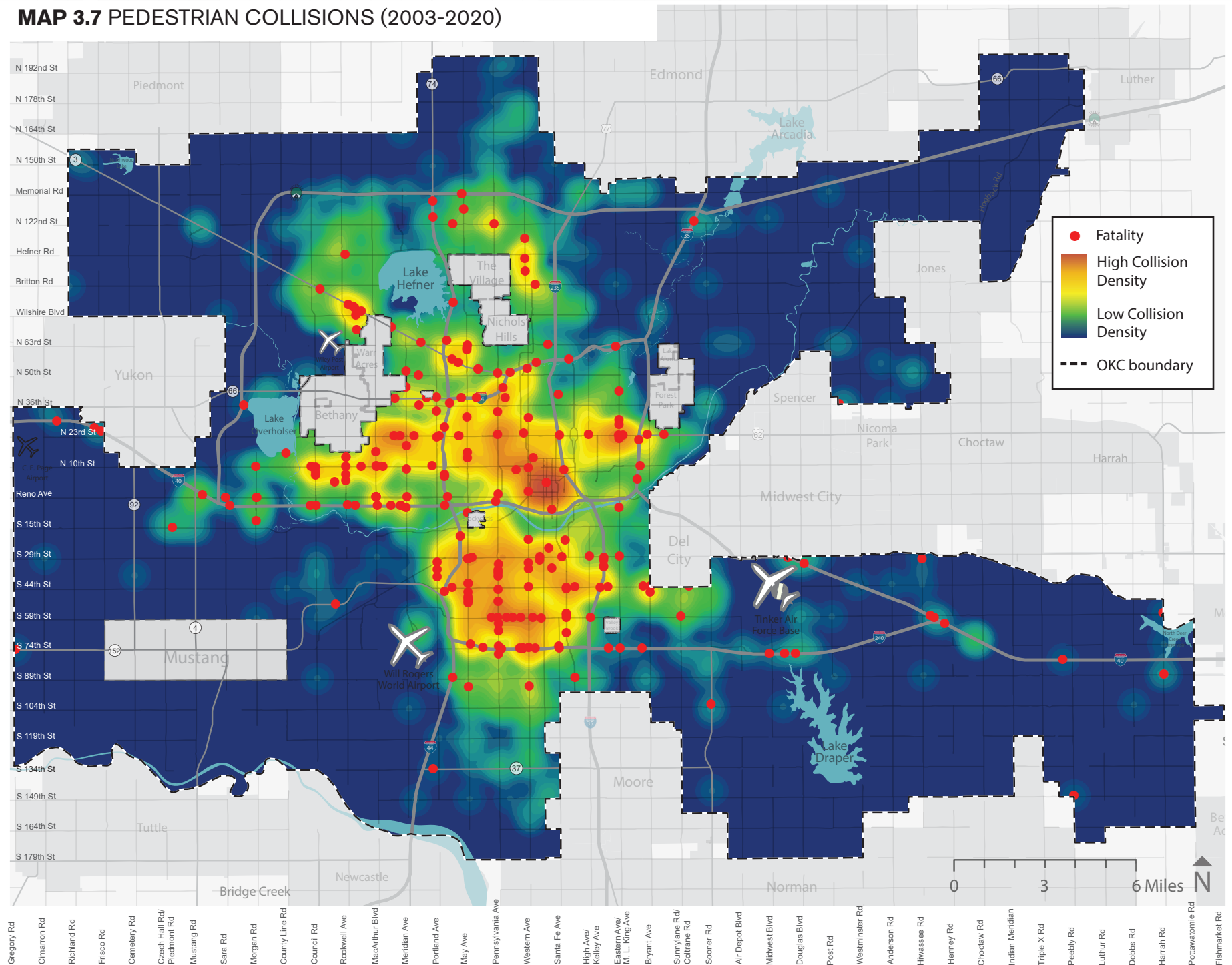
Table 3.1 shows trends that demonstrate the major causes of pedestrian-vehicle collisions. Year-round, pedestrian collisions increase in the afternoon as rush hour begins. This corresponds with an overall

increase in all automobile collisions; however, though motor vehicle collisions slow down as rush hour ends, pedestrian collisions continue to stay high until late in the evening. In addition to increased traffic volume, the most dangerous thing for pedestrians is poor visibility. Pedestrian collisions are highest in hours where the sun has set or is setting. The Safe-T data show that around 66%, or 531 fatal or serious injury collisions, occurred on darkly-lit streets in Oklahoma City. This is particularly bad in the winter months when Daylight Saving Time creates shorter days where the time of sunset coincides with evening commute times.

Table 3.1 Pedestrian Collisions by Month by Hour of the Day 2003-2020

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
January	7	3	5	4	2	2	9	11	6	5	3	6	0	6	14	12	10	14	38	15	13	10	9	4
February	6	5	5	0	0	3	4	3	4	0	2	5	10	5	8	12	14	11	13	24	18	12	5	14
March	8	5	5	1	1	1	4	6	6	3	4	4	12	6	8	10	13	9	15	21	29	22	16	10
April	10	6	5	1	1	2	4	10	6	1	4	2	7	4	13	15	19	15	9	20	12	26	12	12
May	10	8	7	1	2	4	0	5	3	3	5	9	6	3	10	16	14	14	9	19	9	16	13	13
June	10	5	5	4	2	3	3	2	5	6	8	4	8	16	10	13	13	13	11	6	9	15	14	16
July	14	6	6	5	4	6	5	5	3	3	6	5	4	7	7	9	6	11	9	5	4	21	24	12
August	13	4	9	6	1	3	9	9	7	7	6	4	6	9	8	17	7	11	13	10	13	22	22	8
September	14	7	6	3	1	8	9	15	20	8	4	9	7	10	8	11	22	17	12	16	31	19	13	7
October	6	7	7	2	2	3	9	16	11	6	5	4	5	10	11	15	21	19	11	36	33	29	8	15
November	5	9	5	1	4	2	7	10	7	4	7	5	7	3	7	17	19	21	38	32	19	10	7	8
December	3	4	5	2	0	4	2	8	6	1	4	7	9	11	7	18	17	18	48	31	20	14	11	7
Grand Total	106	69	70	30	20	41	65	100	84	47	58	64	81	90	111	165	175	173	226	235	210	216	154	126

MAP 3.7 PEDESTRIAN COLLISIONS (2003-2020)



PEDESTRIAN SAFETY STRATEGIES

As was discussed in Chapter 1 (p. 18), safety issues create the most important and challenging role in this plan. The FHWA recommends safety infrastructure solutions in its Safety Countermeasures guide. They are focused on all modes of transportation, but there are many countermeasures proven to increase pedestrian safety. Some of these countermeasures are straightforward, such as building sidewalks and improving lighting in dark areas where people are walking. Other proven safety countermeasures, like reconfiguring road striping or constructing median refuge islands, can be more complex, but they are often more effective in creating safer streets for all road users.



Project 180 street with wide crosswalks and pedestrian-scale lighting

This section provides an overview of how Oklahoma City can best implement these safety strategies, along with other best practices, through local processes.

Many of the countermeasures are already standardized in the City's standards, and just need more funding to implement on a broader scale to address the vast needs across the city. Other infrastructure strategies, such as an increased focus on the installation of pedestrian-scaled lighting and wide continental crosswalks, were used in the Project 180 street designs downtown and may be issued to address other locations where there are enhanced safety needs.

Traffic Calming

Many of the prescribed bicycle and pedestrian infrastructure projects in bikewalkokc are located along arterial and collector streets with relatively high-speed traffic. As discussed in the previous chapters, high speed automotive traffic around pedestrians and cyclists can create dangerous conditions. As Planning and Public Works staff have worked through the design of some of these projects, it has become clear that many projects should contain automotive traffic calming elements.

The Planning and Public Works Departments recognize the need to study and implement traffic calming measures as part of the design and construction of many of the City's pedestrian-related projects.

In January 2023, City Council approved the City's Alternative Speed Abatement Program (ASAP). This program currently includes four traffic-calming interventions: street alerts, driver feedback signs, speed humps or speed cushions, and mini-roundabouts. With this program in place, City-initiated traffic calming projects may be able to take advantage of the established process to implement some of the safety countermeasures with greater ease.

ASAP gives residents the opportunity to directly participate in addressing traffic speed concerns within their neighborhoods. Participation in this City cost-sharing program is entirely voluntary and subject to eligibility requirements including neighborhood involvement. As the name implies, the program was created to give residents a local alternative to adding stop signs or requesting speed enforcement.



Example of a mini roundabout in a neighborhood.



Students using a pedestrian refuge island.

Outside of ASAP, there are several safety interventions that are less established or completely new to Oklahoma City. However, some of these safety interventions, like pedestrian refuge islands and raised crosswalks, are recommended in the FHWA's Safe Transportation for Every Pedestrian (STEP) guide, and should be considered as possible solutions in Oklahoma City.

Another important traffic calming element is the integration of bump-outs, which are strategic extensions of curbs used to narrow street widths, decrease pedestrian crossing distances, and ultimately slow auto traffic down to safer speeds. There has also been significant progress in the realm of immediate street interventions, sometimes referred to as "tactical urbanism". Many cities across the US are using these kinds of interventions to deploy paint and/or flexible bollards that can achieve these goals in an inexpensive way.



Example of an intersection narrowing using paint and flexible bollards.

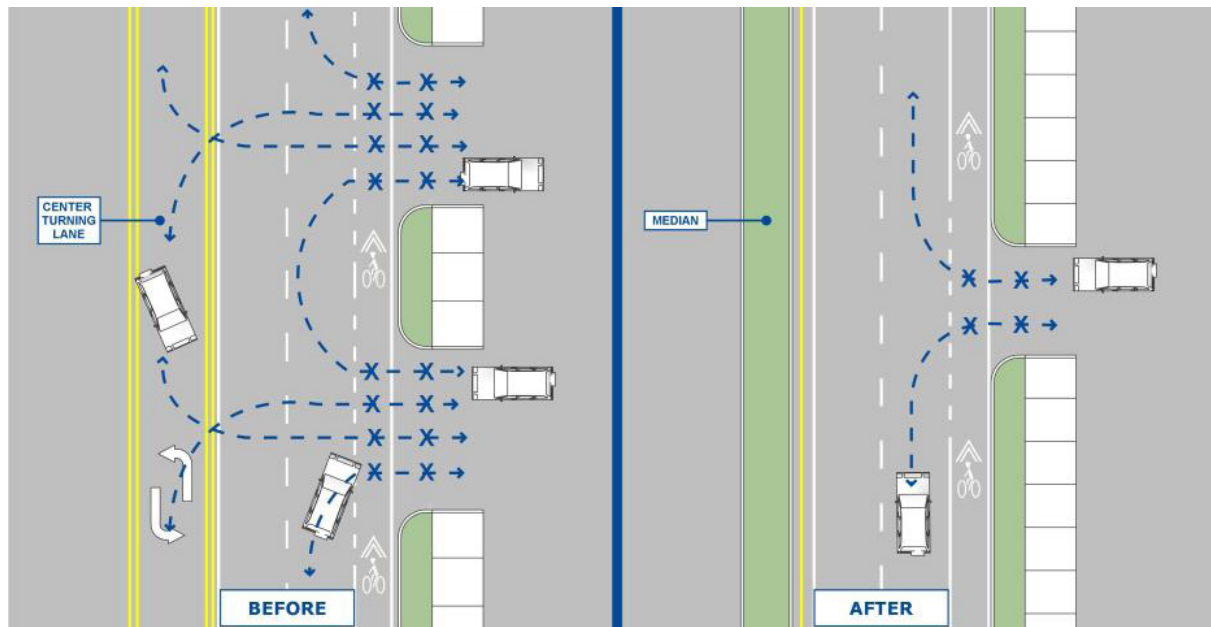
Access Management and Safety

Access management is the process of minimizing the number of driveways to create less conflict points for the safety of all road users. One of the most common hazards to pedestrians is when an automobile needs to turn across the sidewalk or pedestrian pathway, especially onto or off of a high-speed street.

In the most ideal scenario, access management is performed at the beginning of the development process. Many older properties in Oklahoma City have several points of access and very wide driveways. In some cases, access from the street may be unsafe and duplicative for pedestrians, cyclists and automobiles.

For older properties where a complete redevelopment may occur, reducing unnecessary driveways is encouraged. For City-initiated street projects, access management will require working with the current property owners to address their needs, while ensuring an outcome that provides a safer, more comfortable environment for people walking or rolling along the street. Like many of the goals in this plan, this one is incremental but adds up to meaningful change over time.

.....
Example of access management techniques that reduce the number of conflict points for pedestrians and cyclists.



Fixed-time vs. Actuated Signalization

Fixed-time signals follow a predetermined sequence of signal operation, always providing the same amount of time to each traffic movement at any given intersection. According to the National Association of City Transportation Officials (NACTO), fixed-time signals are the general rule in downtown urban areas. They benefit pedestrians by ensuring regularity, network organization, predictability, and by reducing unnecessary delays for all road users. In some cases, a “green wave” fixed time can be set to encourage slower traffic speeds.

- Fixed-time signals are recommended for downtown and urban areas with a lot of pedestrian activity and low vehicular speeds.
- Actuated signals (push buttons, radar detectors) are appropriate for areas with less vehicle and pedestrian traffic.

As part of making Oklahoma City more functional and livable, it's necessary to transition to fixed-time signals in the downtown area and in areas with higher volumes of foot and wheelchair traffic. Automatic pedestrian walk cycles can work well with signals at these locations. Pedestrian signals are as important to all road users because they play a key role in assigning the right-of-way at intersections, and the time countdown can clarify signal change expectations.



Automated Pedestrian Detection and Leading Pedestrian Intervals (LPIs)

There are many benefits to using automated pedestrian detection devices. These devices are able to sense the presence of pedestrians waiting at a crosswalk and send a signal to switch to a pedestrian WALK phase. In some cases, they are also able to detect if a pedestrian needs more time to cross the roadway and lengthen the WALK phase to provide a longer crossing interval. The devices are set up to activate the WALK signal when a pedestrian remains within the detection zone for a certain amount of time.

Leading Pedestrian Intervals (LPIs) typically give pedestrians a 3-5 second head start when entering an intersection with a corresponding green signal in the same direction of travel. According to NACTO, LPIs have been shown to reduce pedestrian-vehicle collisions as much as 60% at treated intersections. Oklahoma City continues to implement LPIs throughout the city.



Pedestrian Plan

This pedestrian plan targets areas of greatest need and greatest potential to make strategic improvements that can build a truly walkable environment for people who cannot or choose not to rely on the automobile as the primary means of transportation. This plan breaks up pedestrian projects into several different components that target specific walkability needs: Pedestrian Priority Areas (PPAs), Street Enhancements, Access to Transit, Access to Schools, and Access to Parks.

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. Twenty 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.

Analysis and Example: Pages 76-79



STREET ENHANCEMENTS AND PLACEMAKING

Oklahoma City has been changing rapidly over the past two decades, due to improvements from the MAPS and Bond programs, Project 180, and numerous infill and redevelopment projects throughout the City's core, urban neighborhoods and revitalizing commercial districts.

Through close coordination with the Commercial District Revitalization Program (CDRP) and the Strong Neighborhoods Initiative (SNI), this component of the pedestrian plan will focus on some of the most important walkability investments the City can make. CDRP supports commercial areas that include some of the first walkable streetcar suburbs in Oklahoma City, and SNI focuses on neighborhoods that have experienced disinvestment.

This component also prioritizes walkability elements that go beyond sidewalks and intersection crossings. Street enhancements can refer to any street infrastructure that makes people walking or rolling feel safer and more comfortable, from lighting and shade trees to public seating and public art.

Process and Analysis: Pages 80-83

ACCESS TO TRANSIT

Transit users are pedestrians by necessity; therefore, establishing walkable corridors that correspond to transit routes is imperative to achieve higher levels of ridership and rider satisfaction. A well-functioning transit system takes users where they need to go. This means that ADA accessible sidewalks should exist wherever transit users need to walk; bus stops should be in good repair and provide protection from the elements; and users should be able to safely cross the street to access transit stops.

Pedestrian improvements that support the transit network were identified by prioritizing improvements at transit stops that scored highest based on many different criteria.

Analysis and Example: Pages 84-85



ACCESS TO PARKS AND SCHOOLS

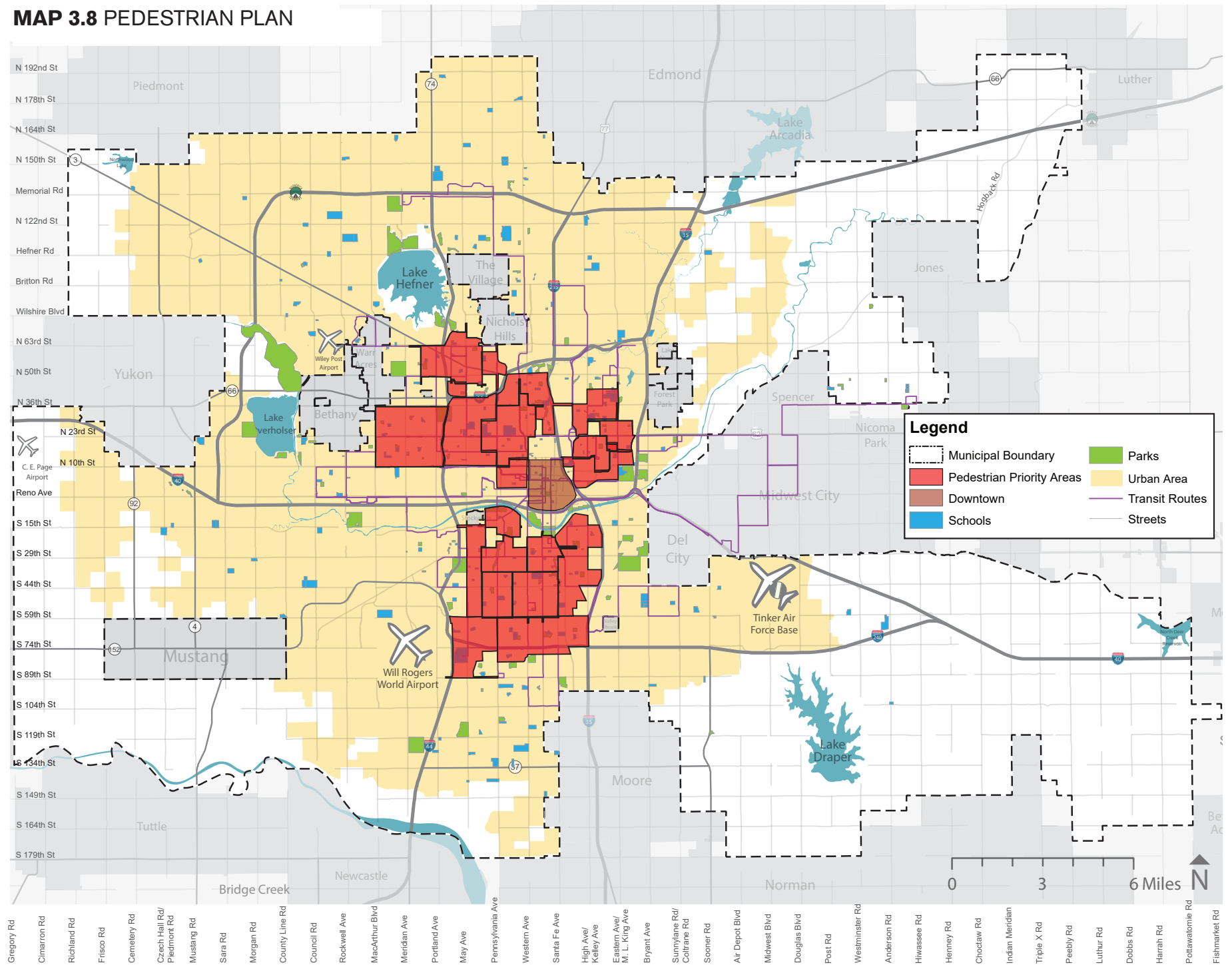
Physical activity opportunities and education are two of the most important elements of a healthy and successful community. Many parents would like their children to be able to walk to school, and to utilize nearby schools as community centers, gyms, and safe community gathering and meeting spaces. This plan ranked the more than 150 parks and greater than 180 schools in the city to create a prioritization list of pedestrian improvement projects connecting people to these facilities.

Analysis and Example: Pages 86-89

The following pages, provide an overview of the component plans and show examples of these plans in certain areas. They provide the concepts that the implementation chapter (Ch. 4) lays out as project lists for future funding opportunities. Each category is focused on addressing accessibility issues and prioritizing locations with the greatest need.

“Disability only becomes a tragedy when society fails to provide the things we need to lead our lives...”
- Judy Heumann

MAP 3.8 PEDESTRIAN PLAN



COMPONENT PLANS: Pedestrian Priority Areas

Goal:

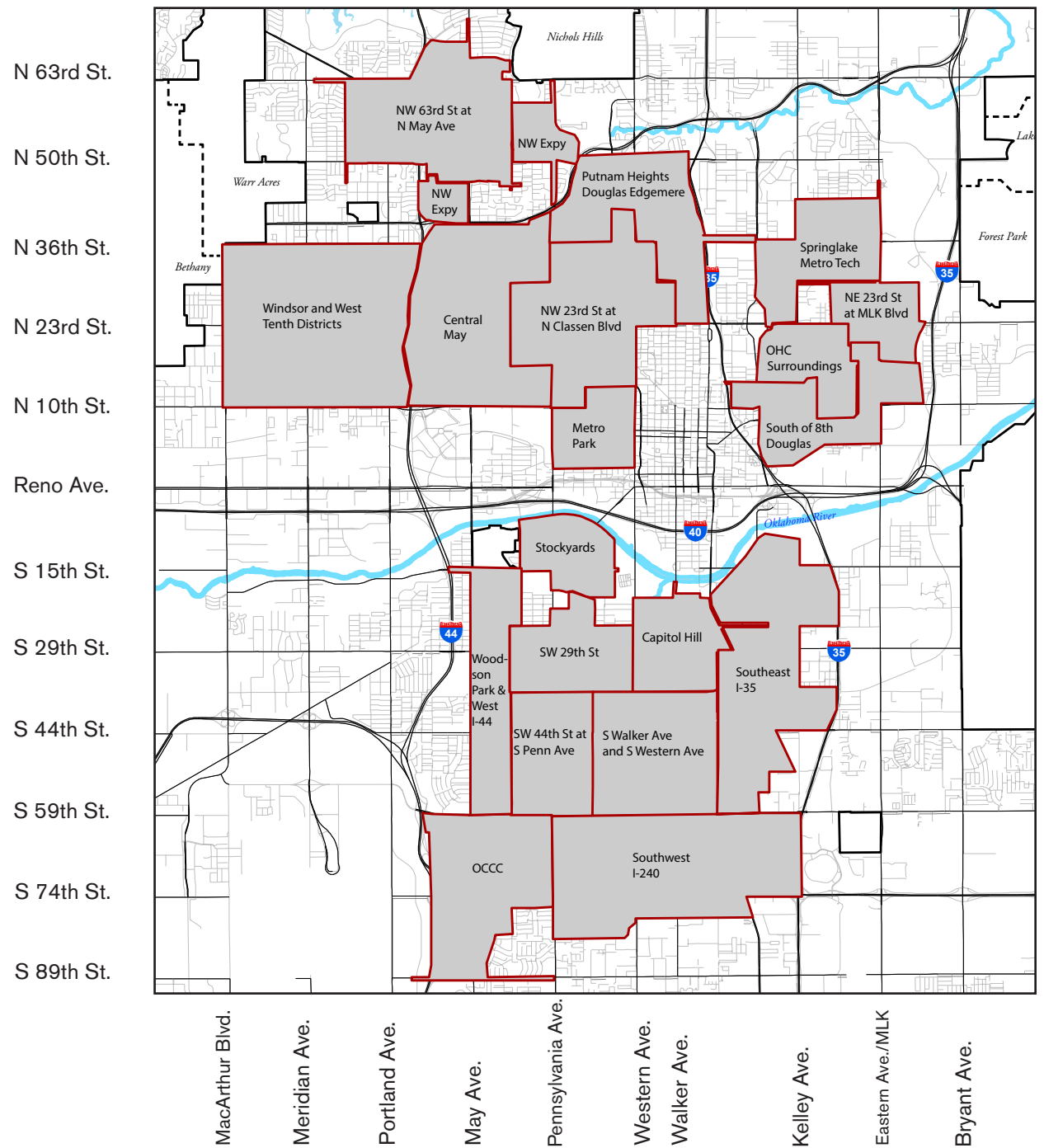
“Create walkable areas that connect people to their daily needs.”

Responsive populations:

- Households without access to an automobile
- Households with disability needs
- Households with older and younger members
- Households in poverty
- Transit riders
- School students, teachers & parents
- Park users
- House of worship goers
- Shoppers/Customers

Funding sources:

- General obligation bonds
- Sales tax initiatives
- Federal grant opportunities



Map 3.9 Pedestrian Priority Areas

PEDESTRIAN PRIORITY AREAS (PPAS)

The City's original 10 Pedestrian Priority Areas (PPAs) were generated based on the density of high-scoring intersections from the analysis detailed on pages 64-71. Once these areas were identified, the boundaries of the PPAs were determined based on detailed site investigations and strategic approaches to maximize the improvement to walkability. The PPAs (in no particular order) are named for familiar areas of the city, which are identified by key commercial districts and major corridors, identifiable places that the PPA boundaries encompass.

In the original 2018 bikewalkokc document, 10 PPAs were identified and planned out in detail for sidewalk improvements. Due in large part to funding from the Better Streets Safer City program, many of the PPA sidewalks projects have been completed. This fact, along with other existing pedestrian needs and sidewalk gaps beyond the PPA borders, has prompted the creation of ten new areas in this 2023 update that extend the reach of sidewalk infrastructure to adjacent neighborhoods, commercial areas, and important public services like schools, parks and public transit stops. Another important factor in determining the boundaries



of the new PPAs is the set of recommendations put forth by community members. The bikewalkokc Update Advisory Group consisted of representatives of various civic organizations, appointed and elected officials, and several residents who have been advocates for advancing bicycle and pedestrian infrastructure in Oklahoma City. A series of meetings was held over the course of the plan update to discuss particular areas in need of pedestrian infrastructure, along with the criteria and categories that might best address the large-scale need in an effective and equitable way. The ten new PPAs build upon the momentum of the original ones, and they represent a combination of the Advisory Group's feedback, staff analysis, and years of residents' sidewalk requests.

With the general goal of providing a more holistic walkability improvements in relatively small areas and neighborhoods, PPA projects need to meet the needs of districts and neighborhoods they are meant to serve. While the projects within each PPA are very specific, identifying the most important streets to provide accessibility and even which sides of the street should receive sidewalks, there is still a level of flexibility that needs to be built into each project. One type of flexibility needs to account for the design feasibility to ensure

that sidewalks can be realistically constructed in a given location, or if there would be too much harm done in the process and an alternative design would be needed. Another type of flexibility is the community engagement process. If, for example, in the process of engaging with a neighborhood or district, there is an expressed need for sidewalks or other pedestrian infrastructure on an adjacent street that provides an important community connection, then the ability to adjust the project's scope accordingly is important for the project team to maintain. While pedestrian safety along the arterial and collector streets are more urgent, residential streets are inherently more localized and should be allowed more breathing room for design changes.

*You could start at a path leading
nowhere more fantastic than from
your own front steps to the sidewalk,
and from there you could go... well,
anywhere at all.*

Stephen King

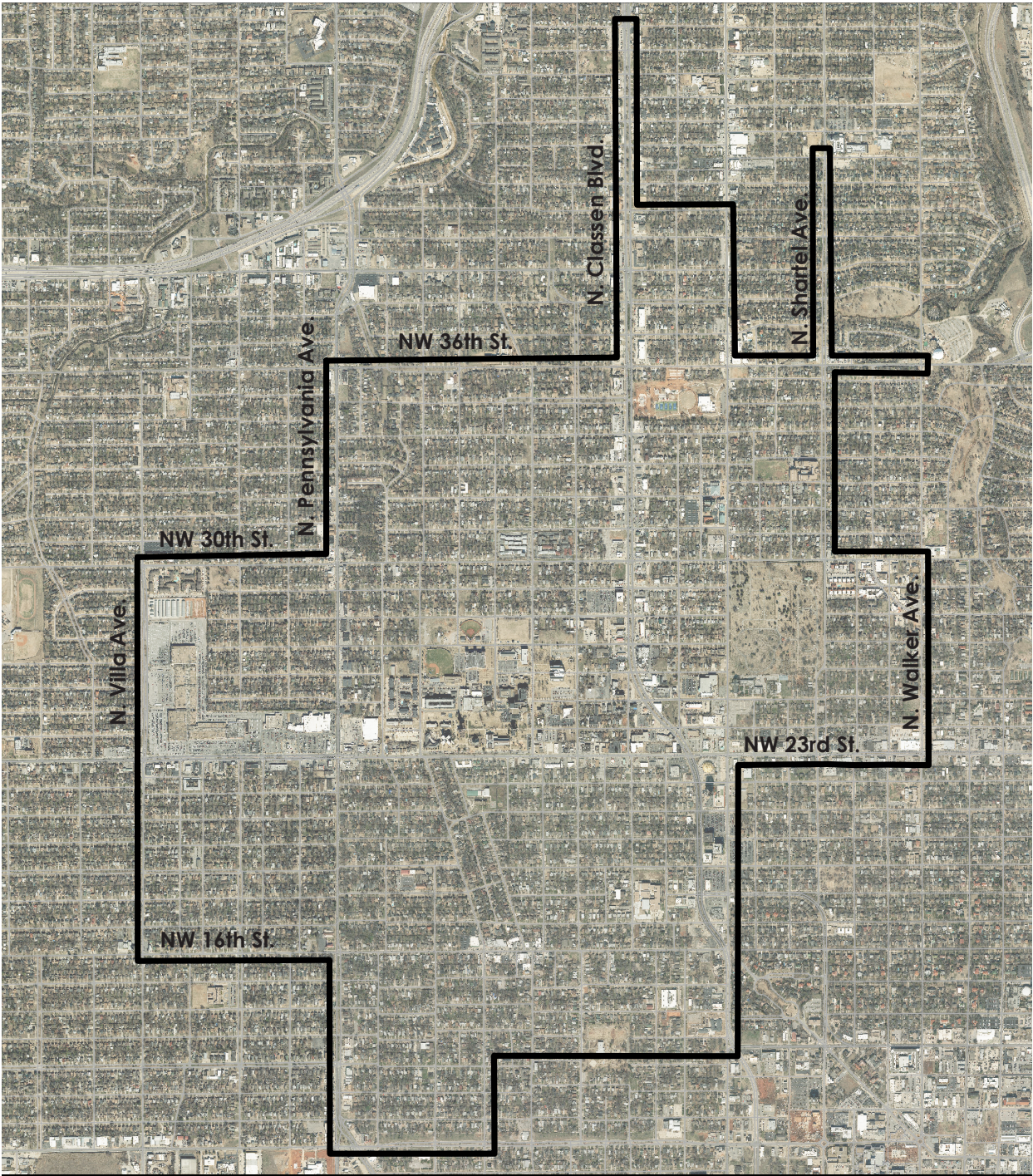
EXAMPLE PPA PLAN: NW 23rd St. at N. Classen Blvd.

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. This area includes a great number of land uses that generate pedestrian activity, but there are also many barriers to safety and walkability. Expanding safe convenient pedestrian access to this area provides opportunities for economic development, healthier lifestyles due to active living, and cost savings to those who live and work nearby by lowering the need to own and operate a motor vehicle for their daily needs. Because of its close proximity to downtown and being bolstered by a growing culture of the inner city toward a more urban lifestyle, this area should be a high priority for investments that will be effectively utilized and will realize numerous benefits.

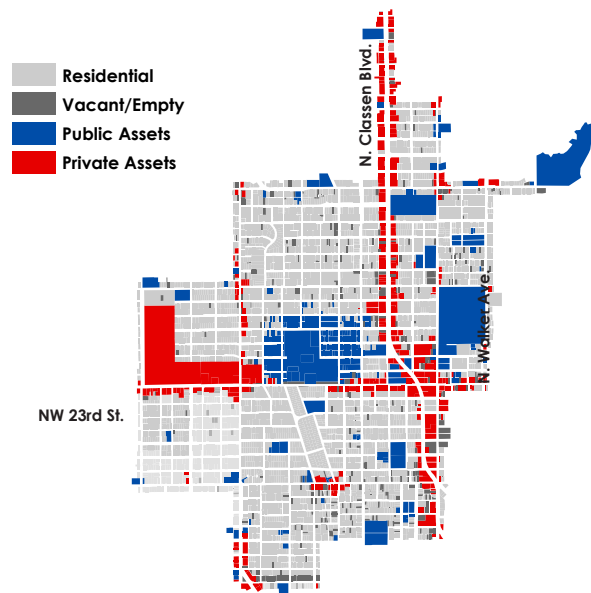
The analysis on the following page was created in the 2018 bikewalkokc plan. It summarizes the process that lead to the established PPA characteristics, which helped to identify built environment needs, assets and priorities for the area.



Above: Aerial view of N Classen Blvd. and NW 23rd St.



Map 3.10 NW 23rd St. at N. Classen Blvd. PPA

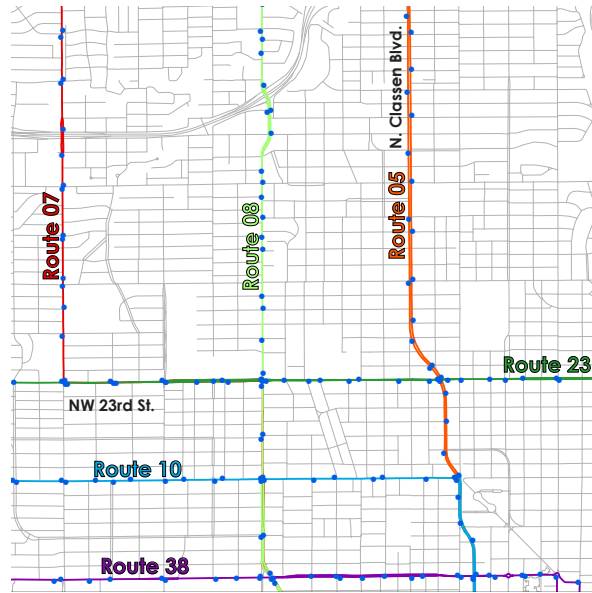


Map 3.11 NW 23rd and Classen PPA Land Use

LAND USE

61.6% of the land use in this area is occupied by residential, making up the largest land use type in the PPA. Public assets (education, government, recreation, churches, etc.) make up 18.5% of the land uses in this area - most of which are located in the OCU campus, Fairlawn Cemetery, and the large Trinity School property on NW 36th St. Private assets (retail, commercial, office, mixed use, etc.) make up 14.7% of the land uses in this PPA. These assets are primarily located along the N Classen Blvd corridor and the NW 23rd St corridor, but Paseo, Asian District, and Plaza District are all important pedestrian destinations as well. The Shepherd Mall parcel, though split between public and private assets, is quite large, and is out of scale with the rest of the private assets in the PPA. Only 5.2% of land is vacant or empty in this PPA. The Classen-Ten-Penn neighborhood has the highest density of vacant land.

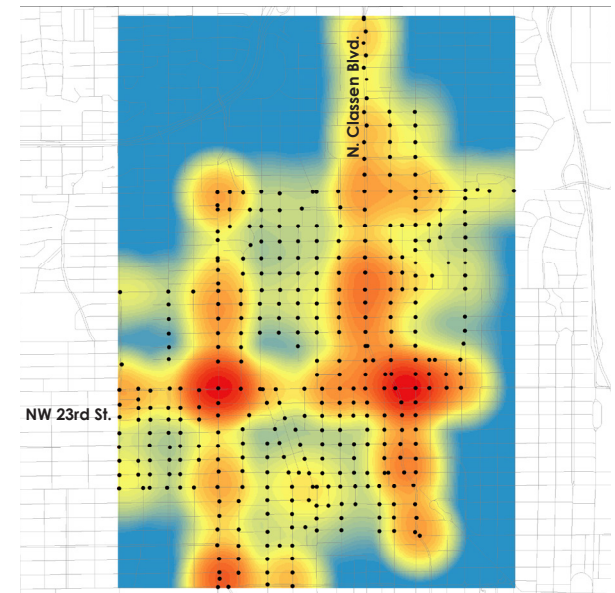
Considering the density of pedestrian-generating land uses that flank both sides of N Classen Blvd and NW 23rd St, ensuring safe crossing of the street and closing the gaps between existing crossings is of the utmost importance in order to create a walkable environment.



Map 3.12 NW 23rd and Classen PPA Transit Routes

TRANSIT

Six transit routes 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 PPA 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.



Map 3.13 NW 23rd and Classen PPA Collision Analysis

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 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 and 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 challenges to safety for pedestrians, cyclists, and drivers alike.

Between the years of 2003 and 2015, reports indicate that 71 pedestrians and 42 cyclists were struck by motor vehicles in this area. Only one pedestrian fatality occurred 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.

COMPONENT PLANS: Street Enhancements and Placemaking

Goal:

“Enhance walkability and support placemaking efforts in the City’s core commercial districts and neighborhoods.”

Responsive populations:

- Visitors
- Business owners and employees
- Neighborhood residents
- Transit riders
- Special event attendees

Funding sources:

- General Obligation Bonds
- Sales Tax Initiatives
- Tax Increment Financing allocations
- Federal funds

2023 DOWNTOWN APPROACH

The downtown area is made up of several smaller districts including:

- Central Business District;
- Midtown;
- Automobile Alley;
- Bricktown;
- Deep Deuce; and
- West Village

The 2018 bikewalkokc plan recommended sidewalk projects to address major network gaps throughout the downtown area, and those projects were implemented as part of the Better Streets Safer City program. Because of this success, a new approach to downtown is needed. Based on experiences with street enhancement projects in downtown districts, like Automobile Alley, the new approach involves incorporating all downtown districts into a new Street Enhancements and Placemaking pedestrian component plan. This section considers the different types of street enhancement projects and how they can be designed to address the needs of the surrounding districts and neighborhoods.



E Sheridan Ave in Bricktown featuring a streetcar stop, bike racks, an e-scooter, street trees and lighting.



As important as it is to provide sidewalks, preserving existing street trees should also be accomplished wherever possible.

CITY-WIDE STREET ENHANCEMENTS

Street enhancements largely focus on the walkability needs of a particular corridor. Whether the project is specifically centered around an established commercial district or an arterial street with severe safety issues and a lack of pedestrian elements, the goal of this project type is to make the corridor feel more comfortable and attractive for walking or rolling.

In addition to sidewalks, bike lanes, crossing, and bump-outs, various other enhancement elements, such as street trees, lighting, furniture, and art, play a significant role in streetscape projects. Many streets lack basic sidewalk infrastructure, but the need for corridors to provide visibility at night, safe crosswalks, or places to sit and rest is often just as important.

On the economic development side, public investments often bring private investments, and walkability is especially important for the health of small businesses. During its recent street enhancement efforts, the City has recognized its role in the appearance, functionality and safety of its streets.

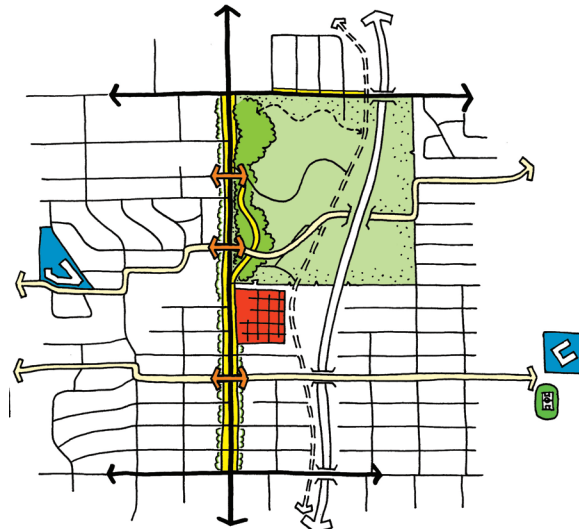
LESSONS LEARNED: COMPROMISING BETWEEN A STREET'S ADJACENT OWNERS AND USERS

The Issue: When retrofitting a street to accommodate additional modes, City staff takes into consideration the requests voiced by street-adjacent property owners. In some cases, striving to accommodate property owners' requests might mean making compromises with the initial design. A common example of such issues is that on-street parking may have to be reduced to allow for other modes to be serviced, which can have important implications for adjacent property owners.



The 39th District project provided both a bike route and the on-street parking desired by the district.

The Lesson: It is important to find a balance between users of different transportation modes when designing such projects. The City employs experienced project managers, who work with the property owners to find acceptable solutions. This may consist of offering multiple alternatives, until a workable design is achieved. The main balance here is ensuring a holistic design that creates a more walkable, people-centered place, while at the same time meeting people where they are and addressing their current needs.



Conceptual drawing of the Portland Ave Street Enhancement project, which will create better access to Will Rogers Park, among other places.

Major Corridors with Multiple Needs

There are many major streets across the city that are not only lacking essential pedestrian or bicycle infrastructure, but also have urgent safety issues, high levels of existing pedestrian activity, or simply a combination of needs that one category of street project cannot cover alone.

Through the Better Streets Safer City program, there was a need to install bike lanes along N Western Ave from Reno to NW 13th, but because the street also had sidewalk gaps and lacked ADA infrastructure, it was identified as a Street Enhancement project as a way to address multiple issues. Another example may be a street that needs basic sidewalk and ADA infrastructure, but also more lighting for safe walking in the evenings and more shade for less heat exposure in the afternoons. A Street Enhancement project can include such characteristics in the scoping process.

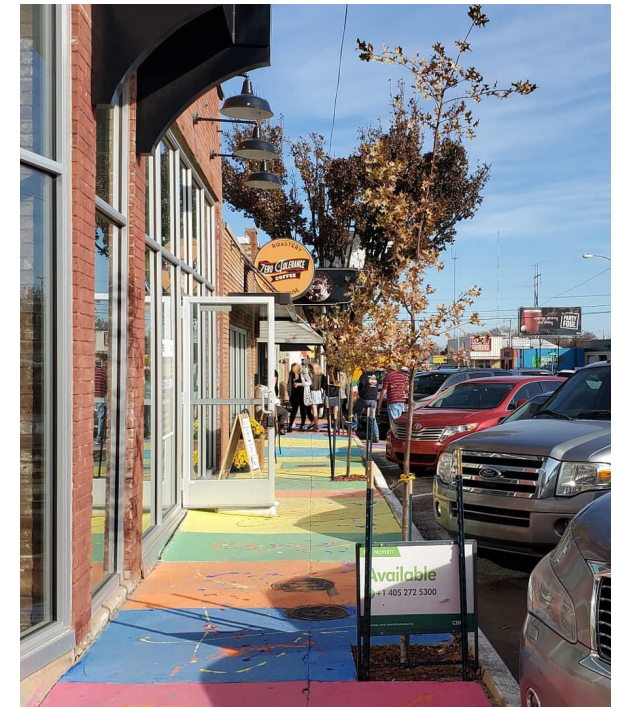
“Cultures and climates differ all over the world, but people are the same. They’ll gather in public if you give them a good place to do it.”
- Jan Gehl

Commercial Districts and Placemaking

Street Enhancements are tailored to the specific needs of the people who use it. If an organized business district or neighborhood is present, the project will have a strong public engagement component. The Planning Department is well-suited to facilitate the multiple discussions, meetings and events necessary to ensure the community's vision is realized.

Street Enhancement projects are also able to facilitate placemaking efforts. As defined by the organization Project for Public Spaces, “Placemaking is the process of creating quality places that people want to live, work, play and learn in.” Thus, it’s important to invest in quality public spaces that are safe, connected, welcoming, accessible and sociable. This type of Street Enhancement project can range from a large new plaza for people to gather to a single parking space reused as a pocket park.

Colorful sidewalk paint is one way to activate the pedestrian space during an event in the Britton District



COMPONENT PLANS: Access to Public Transit

Goal:

“Make the pedestrian component of transit ridership convenient, safe, and dignified.”

Responsive populations:

- Households without access to an automobile
- Households in poverty
- The elderly and the young
- General transit riders
- Potential transit riders

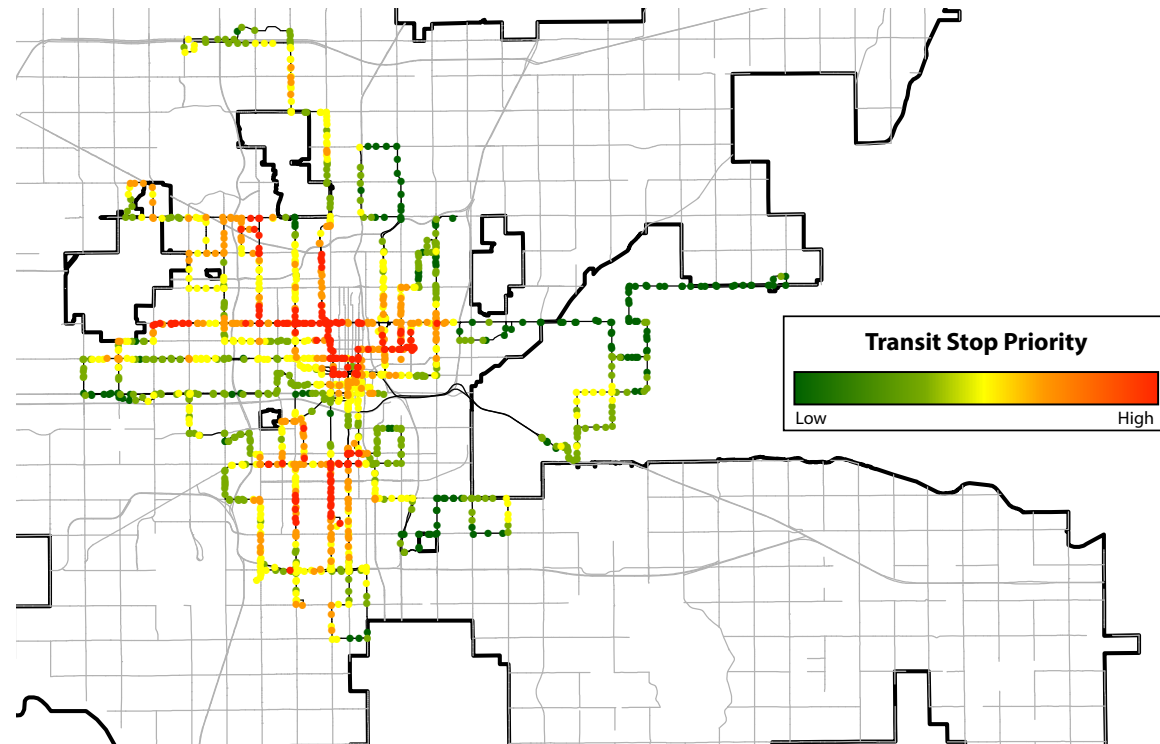
Funding sources:

- General obligation bonds
- Sales tax initiatives
- Tax Increment Financing allocations
- Federal funds

RATIONALE

Transit routes and stops need sufficient pedestrian infrastructure in order to be best utilized. When transit stops are disconnected from pedestrian infrastructure, riders are placed at higher risk of collision with automobiles, those with disabilities are limited in their ability to utilize the transit system, and people who do not currently use public transit are less likely to choose to do so because it is more difficult to use. With this in mind, public transit routes and stops were primary criteria in the Pedestrian Priority Areas (PPAs). 509 transit stops have been addressed through in-depth sidewalk and intersection planning in each of the PPAs. This accounts for 37.7% of the 1,350 transit stop locations in the EMBARK bus system.

Map 3.14 Transit Stop Prioritization Score



TRANSIT STOP PRIORITIZATION

In addition to the transit stops already addressed in the PPAs, the remaining stops in the system have been prioritized for improvements by using a score generated from a number of criteria. Those criteria include:

1. Boarding and alighting
2. Population density
3. Employment density
4. Activity density
5. Proximity to supermarkets and grocery stores
6. Proximity to healthcare facilities
7. Proximity to parks
8. Proximity to trails
9. Proximity to schools and colleges
10. Proximity to government facilities

11. Proximity to multi-family residential
Each transit stop location was ranked based on these criteria, which together illustrate the significance and potential of each of the stops to be as useful to riders as possible.

Map 3.14 shows the scoring of each of the transit stops in the EMBARK system. The stops in red represent the highest priority for pedestrian improvements based on transit stop criteria. The red hotspots are primarily located within the PPAs, adding further justification to the PPA selection process (see pages 64-71).

***Equal access to public transportation
is as important to the U.S. economy
as equal access to public education.
-Association of Pedestrian and
Bicycle Professionals***

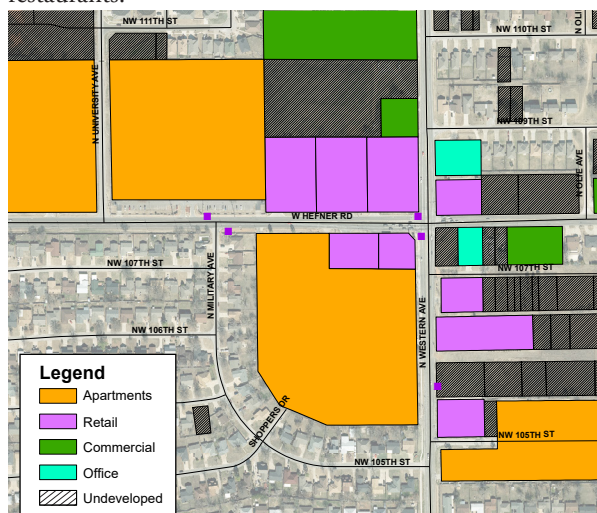
N WESTERN AVE. & NW HEFNER RD.

For each sidewalk component outside of PPAs, the project locations will be analysed as funding becomes available. This page shows one example of how the transit sidewalk needs are assessed for a priority location.

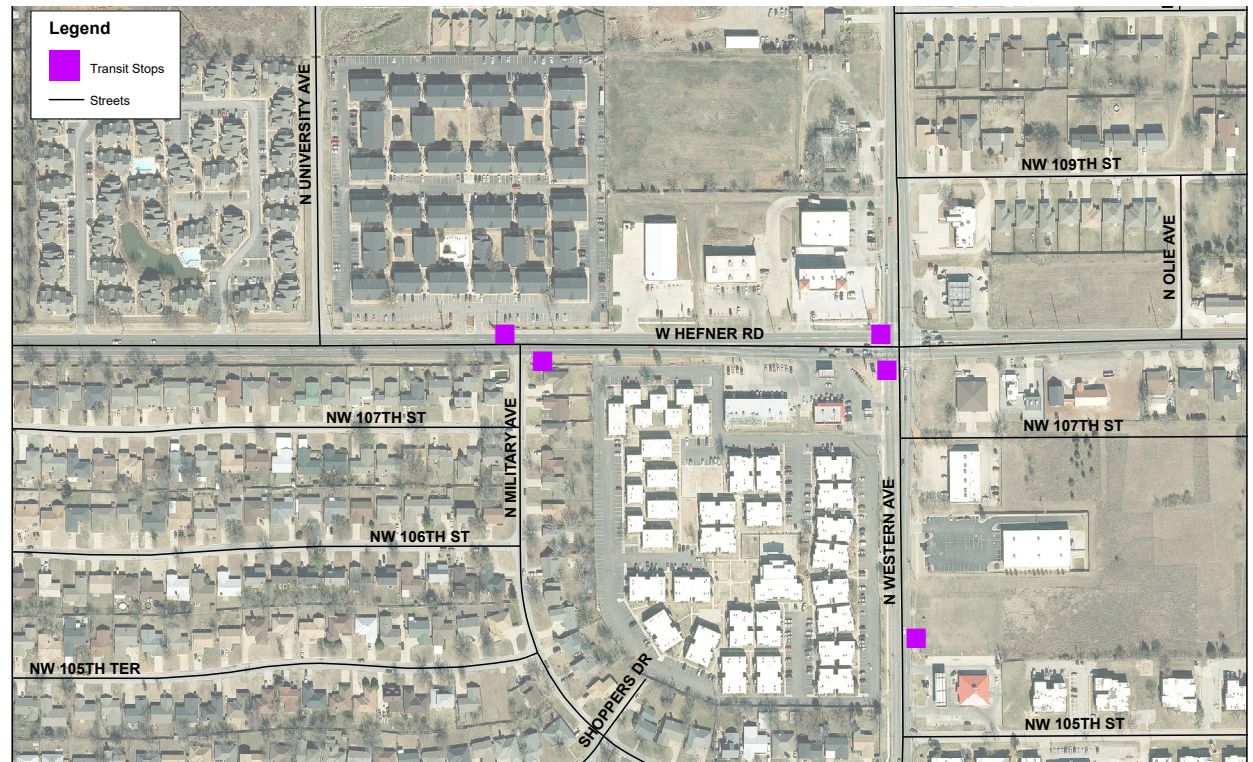
A hotspot of transit activity exists around the intersection of N Western Ave and W Hefner Rd, where six transit stops service more than 150 transit boardings and alightings per day.

Four large apartment complexes are within close proximity to the intersection, while retail, commercial, and office uses inhabit the lots surrounding the intersection. The four apartment complexes house 715 residential units and thousands of residents. Presently, a MAPS 3 sidewalk is constructed on the west side of N Western Ave south of the intersection, and three businesses have sidewalks along their street frontage.

By filling in the gaps in the sidewalk network, not only would the numerous residents in this area be better and more safely connected to the EMBARK transit system, but they would also have increased access to useful retail establishments like the grocery store, daycare, salon, and restaurants.



Map 3.15 Parcels Within a 1/4-mile Walk



Map 3.16 N. Western Ave. at W. Hefner Rd. - Transit Stops

RECOMMENDATIONS

Based on staff analysis and site investigation, the following recommendations will lead to a more walkable environment for transit riders in and around the intersection of N Western Ave and W Hefner Rd.

1. Connecting the two apartment complexes on the north side of W. Hefner Rd. to the intersection by filling in the gaps in the sidewalks will increase safety for and accessibility.
2. Adding sidewalks along N. Western Ave. north of the intersection with W. Hefner Rd. will provide a safer connection to the transit stops in the area for the single-family neighborhoods to the northwest.
3. Adding sidewalks along W. Hefner Rd. east of the intersection will connect the existing retail, commercial, and office land uses. Additionally,

it could stimulate the development of the undeveloped parcels along this stretch of road.

4. Completing the sidewalk network on N. Western Ave. south of the intersection will connect another apartment complex, and will capitalize on the improvements completed during the MAPS 3 sidewalk project.
5. Safe crossings for transit users should be introduced in two locations.
 - a. The intersection of N. Military Ave. with W. Hefner Rd.
 - b. The intersection of NW 105th St. and N. Western Ave.

By making these changes thousands of local residents will be better connected to their surrounding land uses, as well as the Embark transit system, which will facilitate non-motorized travel across the city (Map 3.16).

COMPONENT PLANS: Access to Schools

Goal:

“Create a safer environment for children and families to walk to neighborhood schools.”

Responsive populations:

- Children
- Families
- School faculty and staff
- Neighborhood residents

Funding sources:

- General obligation bonds
- Sales tax initiatives
- Safe Routes to Schools funding
- Transportation Alternatives Program (TAP)

RATIONALE

Children and families should be able to walk to and from neighborhood schools on safe, convenient, and comfortable facilities. A walkable area around a school provides many benefits, such as less dangerous traffic around schools, more options for physical activity for children, and improved use of the school’s athletic facilities by all neighboring residents.

Because schools are an important part of the PPA component plan, all schools outside of PPAs have been prioritized according to the following methodology.

SCHOOL PRIORITIZATION PROCESS

Schools are prioritized for pedestrian improvements using the following process:

Step 1: Identify all existing schools within the city limits of Oklahoma City.

Step 2: Group the schools based on the likelihood of students walking to the school.

1. Elementary and Middle Schools
2. High Schools
3. Charter Schools, Magnet Schools, and Private Schools
4. Colleges, Technical Schools

Step 3: Create ¼-mile, ½-mile, and 1-mile buffers from school sites using the street network.

Step 4: Rank schools by the number of households within the buffer distances.

Step 5: Use this list as the prioritization strategy for pedestrian improvements near schools.

Using this approach, projects can be identified for improving walkability to public schools, and to form the basis of a Safe Routes to School plan for Oklahoma City. Table 3.2 includes the top 20 highest ranking schools based on the process described above. See Appendix P.2 for a complete ranking of schools in Oklahoma City.

I’m not going to buy my kids an encyclopedia. Let them walk to school like I did.

Yogi Berra

Table 3.2 School Prioritization

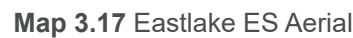
Rank	School Name
1	James L Dennis ES
2	Rollingwood ES
3	Bodine ES
4	Rockwood ES
5	Fisher ES
6	Parkview ES
7	Mustang Trails ES
8	Nichols Hills ES
9	Tulakes ES
10	Greenvale ES
11	Sooner ES
12	Western Heights MS
13	Winds West ES
14	Wayland Bonds ES
15	Barnes ES
16	Stone Ridge ES
17	Millwood ES
18	Eisenhower ES
19	Holy Trinity Lutheran School
20	Kipp OKC College Prep



Special safety features are often included in pedestrian improvements near sensitive uses like schools and parks.

EASTLAKE ELEMENTARY SCHOOL

1. No sidewalk connections exist on SW 134th St. from the surrounding neighborhoods.
2. All of the subdivisions that surround the school have fully built sidewalk networks as required by development; however, these networks are not connected to each other or to any surrounding land uses as the sidewalks stop abruptly at the neighborhood entry points.
3. Eastlake Elementary School has two pedestrian access points:
 - a. A cut-through on the west side of the school between two single-family homes; and
 - b. A cut-through on the northeast corner of the school between two single-family homes.
4. The subdivision entrances on the north side of SW 134th St. are each located 800' or more from the school entrance, which could cause many children to have to exit the subdivision in order to get to SW 134th St and access the school.
5. The subdivision across from the school entrance on Calistoga Dr. does not have a safe crossing for children who attend Eastlake Elementary to walk to school.



COMPONENT PLANS: Access to Parks

Goal:

“Create opportunities for physical activity by connecting people to neighborhood parks.”

Responsive populations:

- Children
- Families
- Neighborhood residents
- Visitors and Special Event Attendees

Funding sources:

- General Obligation Bonds
- Sales Tax Initiatives
- Parks and Recreation Department
- Transportation Alternatives Program (TAP)

RATIONALE

Oklahoma City has high rates of chronic illnesses such as diabetes and obesity. These diseases are linked to a lack of physical activity; therefore, providing residents with safe and convenient access to their closest neighborhood park may help improve health outcomes.

Because parks are an important part of the PPA component plan, all parks outside of PPAs have been prioritized according to the following methodology.

PARK PRIORITIZATION PROCESS

Parks are prioritized for pedestrian improvements using the following process:

Step 1: Identify all existing parks within the city limits of Oklahoma City.

Step 2: Create ¼-mile, ½-mile, and 1-mile buffers using the street network.

Step 3: Rank parks by the number of households within the buffer distances.

Step 4: Use this list as the prioritization strategy for pedestrian improvements for parks.

Using this approach, projects can be identified to improve pedestrian access to all of the parks in the city as funding becomes available. Table 3.2 includes the top 20 highest ranking parks based on the process described above. See Appendix P.3 for a complete ranking of parks in Oklahoma City.

Table 3.3 Parks Prioritization

Rank	Park Name
1	Earlywine Park
2	Woodrun Park (East & West)
3	Mackleman Park
4	Lorraine Thomas
5	Edwards Park
6	Mayview Park
7	Lela Park
8	J.B. Black Park
9	Burton/Britton Park
10	Brookwood Park
11	N Highland Park
12	Lytle Park
13	Straka Soccer Fields
14	L.D. Lacy Park
15	Redlands Park
16	Lightning Creek Park
17	Shallowbrook Park
18	Crossroads Sports Complex
19	Melrose Park
20	Mark Twain Park



Better Streets Safer City sidewalk project that created better access to E.W. Perry Park in NE OKC.



Scissortail Park, completed through MAPS 3 in 2019.

Park Access Analysis

Example

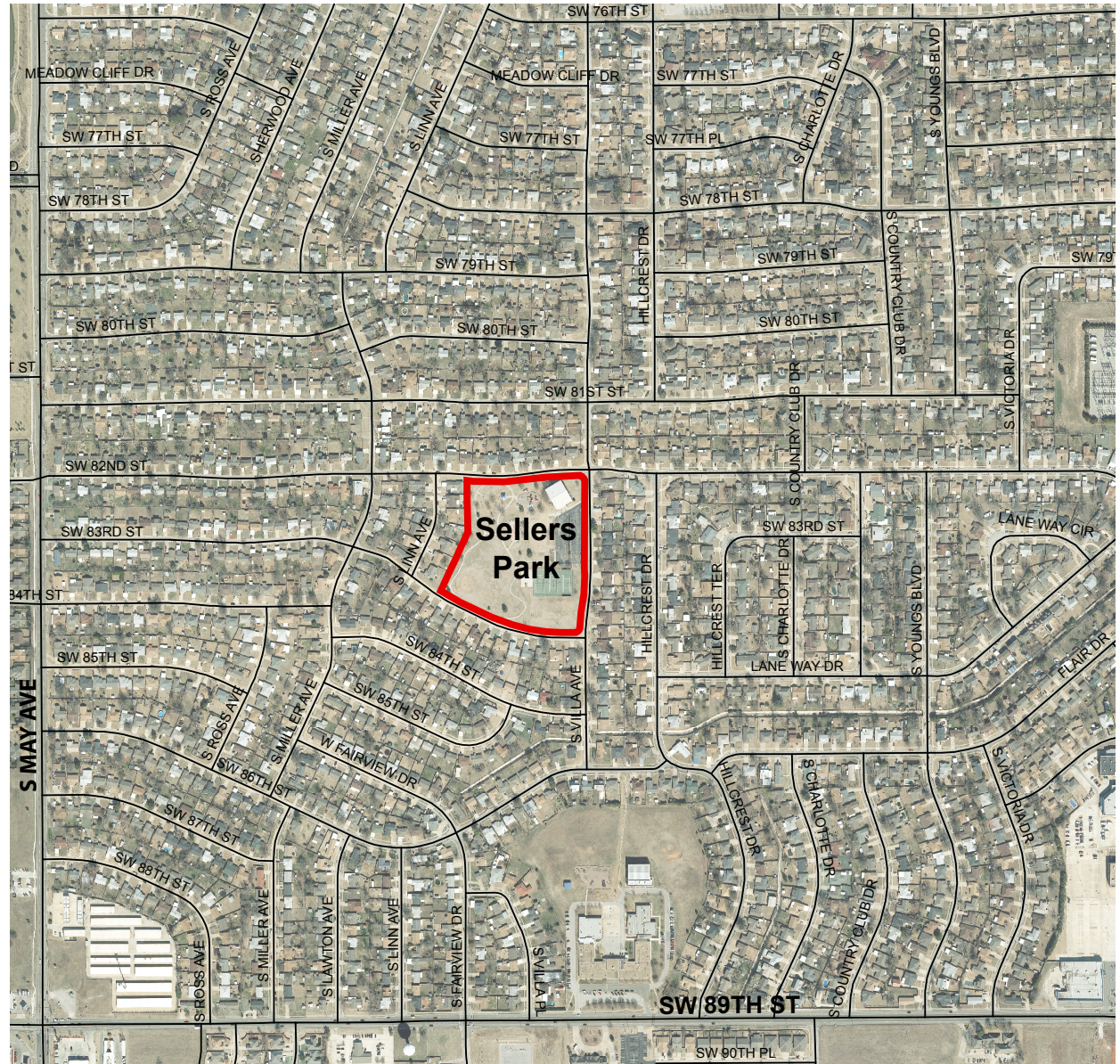
SELLERS PARK

Sellers Park is an example of a park that needs pedestrian improvements to connect neighborhoods to the park. Sellers Park is on the south side of Oklahoma City, at the corner of S. Villa Ave. and SW 82nd St. The park is surrounded by single-family residential and is near Fairview Elementary School. Staff analysis resulted in the following findings:

1. No sidewalks exist on the perimeter of the park, nor are there sidewalks on the other side of the street that flank the park.
2. The residential areas south and east of the park have ample sidewalks.
3. An opportunity exists to connect large numbers of residential parcels with a minimal amount of sidewalks connecting to nearby existing sidewalks that lead to the park.
4. Residential areas to the north and west of the park do not have existing sidewalks, meaning that improvements to the sidewalk network will require a complete build-out.

Greater physical activity, access to green spaces, and services and programming that promote better health outcomes lead to less reliance on medication, fewer trips to the hospital, and lower healthcare costs.

-National Recreation and Park Association (NRPA)



Map 3.18 Selllers Park Aerial