







## CHAPTER 4: IMPLEMENTATION PLAN



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*To plan is human; to implement, divine.*

*Jerold Kayden*



# CHAPTER 4: IMPLEMENTATION PLAN



## Introduction

This chapter outlines the facility selection and prioritization process of each bike and pedestrian project category. The resulting maps and tables illustrate the new lists of ranked projects for future funding opportunities.

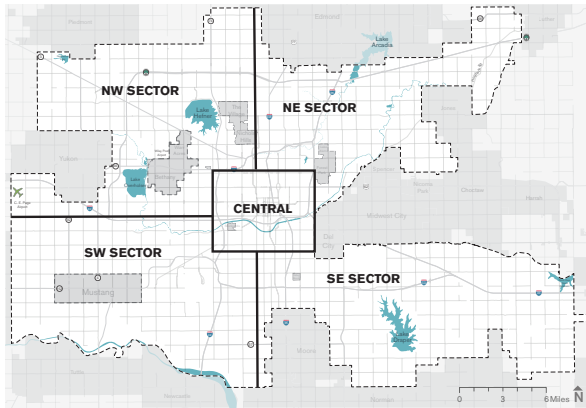
One of the keys to achieving a successful, well-used network is to prioritize the construction of bicycle and pedestrian facilities that provide the most benefit to the most residents. This chapter details the prioritization process and ranks the importance of each according to cost and benefit.

The bikewalk**koc** 2024 update builds on the original methodology in 2018 that selected bicycle and pedestrian facilities for the most benefit to the most residents. As was outlined in previous chapters, many of the high-ranking projects have since been funded or completed altogether, and various social and environmental conditions have changed since the plan's adoption in 2018. This means that many mid-to-low ranking projects have moved up in their prospective lists, but it also means that many new, high priority projects have been added, and are prioritized appropriately.

This chapter also includes an updated Action Plan, which makes recommendations on a policy level for the City's infrastructure investments. Specific changes in code ordinances, design standards, policies and procedures were adopted over the last few years to facilitate efficient and legal execution of the pedestrian and bicycle capital improvement projects. The Action Plan identifies the remaining recommendations.



# Bicycle Network Selection & OKC Sector Maps 2023



**Map 4.1** Sector Map Guide

Because Oklahoma City is so geographically large, the sector map was created in the 2018 plan to focus on five different sections of the city. The sector maps in the next several pages were revised to show new projects and make adjustments in the alignments of existing projects. The goal of a citywide network is to create a safe, comfortable, and connected series of bicycle facilities that accommodate riders of all skill levels. To accomplish this goal, a tier system was created to establish the appropriate level of protection for any given street.



## TIER 1 - PROTECTED BIKE LANE

A Tier 1 protected bicycle lane offers the highest level of safety for cyclists with regard to on-street bicycle facilities. These facilities are appropriate when cyclists

require protection from higher levels of automobile traffic volume or traffic speed. Key design guidelines for this facility include:

- Vertical barriers to create separation between cyclists and automobiles. This can be accomplished with curbs, bollards, or planters.
- Accommodate left-turning motions.
- Conflict areas between automobiles and cyclists are clearly marked.
- Bicycle lanes are located along the curb line and on the passenger side of on-street parking.
- Bike lanes allocate a minimum of 5' of seamless pavement.



## TIER 2 - BIKE LANE

The standard bicycle lane designates a portion of the street for cyclists' exclusive use. This Tier 2 facility type is appropriate where curb-to-curb width allows for a bicycle lane to be added, or where there is sufficient space based on a street reconfiguration that has minimal impact on the ease of flow of automobile traffic. The difference between this facility and a Tier 1 protected bike lane is the lack of vertical delineation from the automobile lanes. Key design guidelines for this facility type include:

- Accommodate left turn motions.
- Conflict areas between automobiles and cyclists are clearly marked.

- Bicycle lanes are located along the curb line and on the passenger side of on-street parking wherever possible.



## TIER 3 - SHARED ROUTE

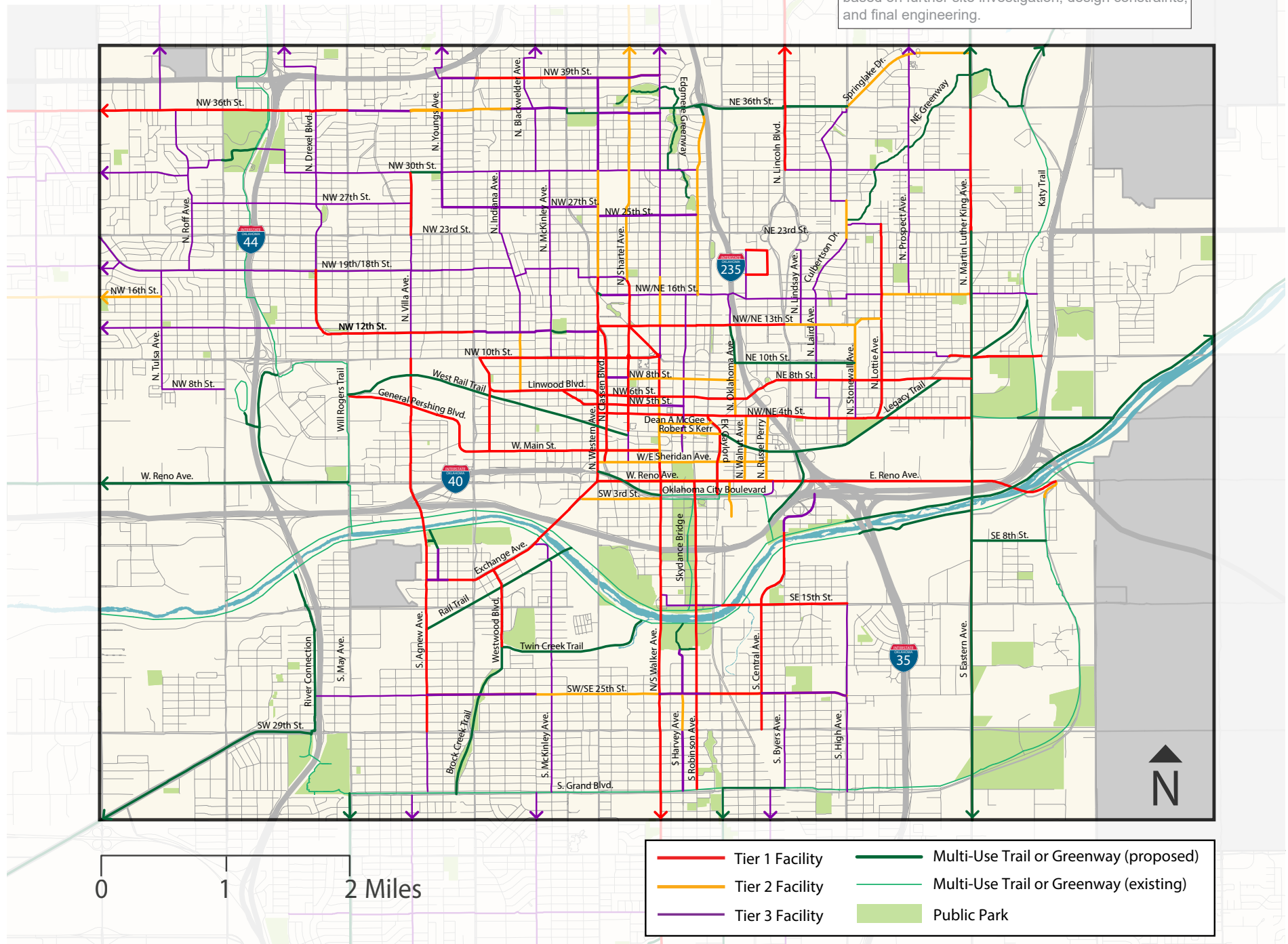
Shared bike routes indicate that cyclists and drivers must share the same lane, rather than having a dedicated portion of the road for cyclists. The following design guidelines ensure that the Tier 3 facilities are useful and safe for both cyclists and motorists:

- Shared routes are most appropriate on two-lane streets with a speed limit of 30 MPH or less.
- Bike routes connect to higher intensity bicycle facilities.
- Sharrows are high-visibility.
- Sharrows are painted in the middle of the lane.
- Sharrows are spaced frequently.
- "Bike May Use Full Lane" signage is used.
- Rural bike routes are on streets with shoulders.
- Traffic calming is used to reduce design speed. This infrastructure can include speed humps/cushions, mini-roundabouts, or less expensive devices like driver speed feedback signs. Street context is evaluated to determine the most appropriate traffic calming options.

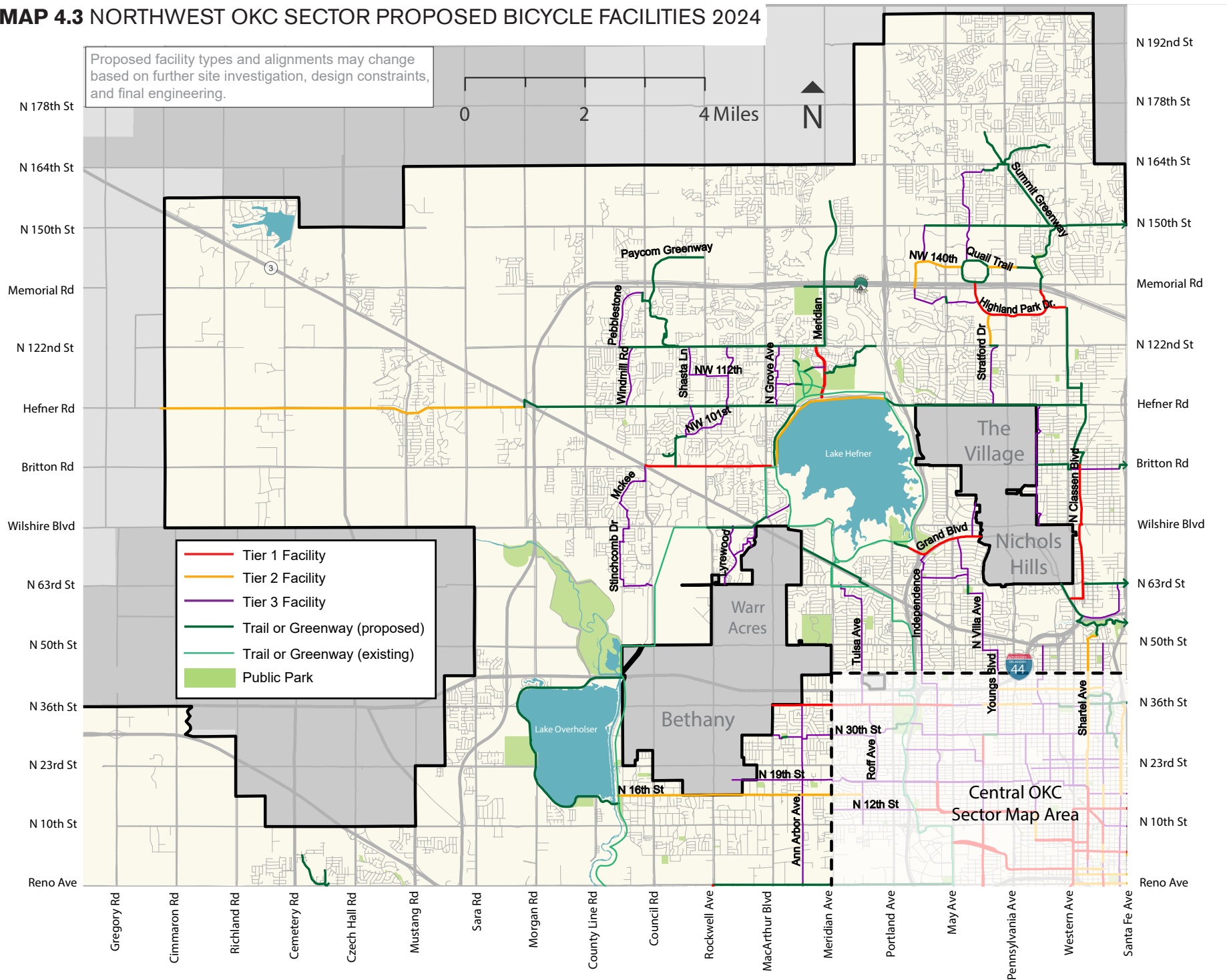


**MAP 4.2 CENTRAL OKC SECTOR PROPOSED BICYCLE FACILITIES 2023**

Proposed facility types and alignments may change based on further site investigation, design constraints, and final engineering.

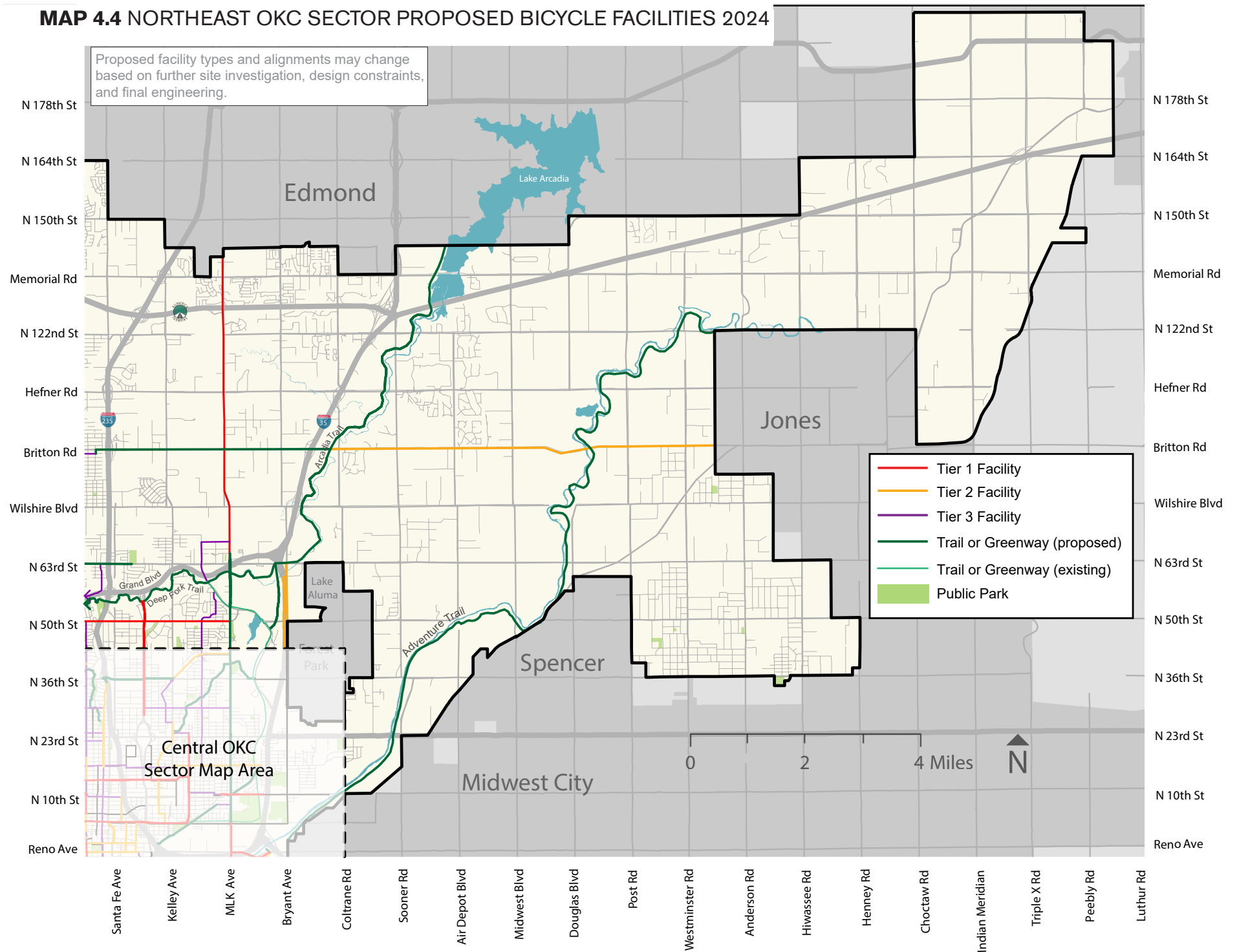


**MAP 4.3 NORTHWEST OKC SECTOR PROPOSED BICYCLE FACILITIES 2024**

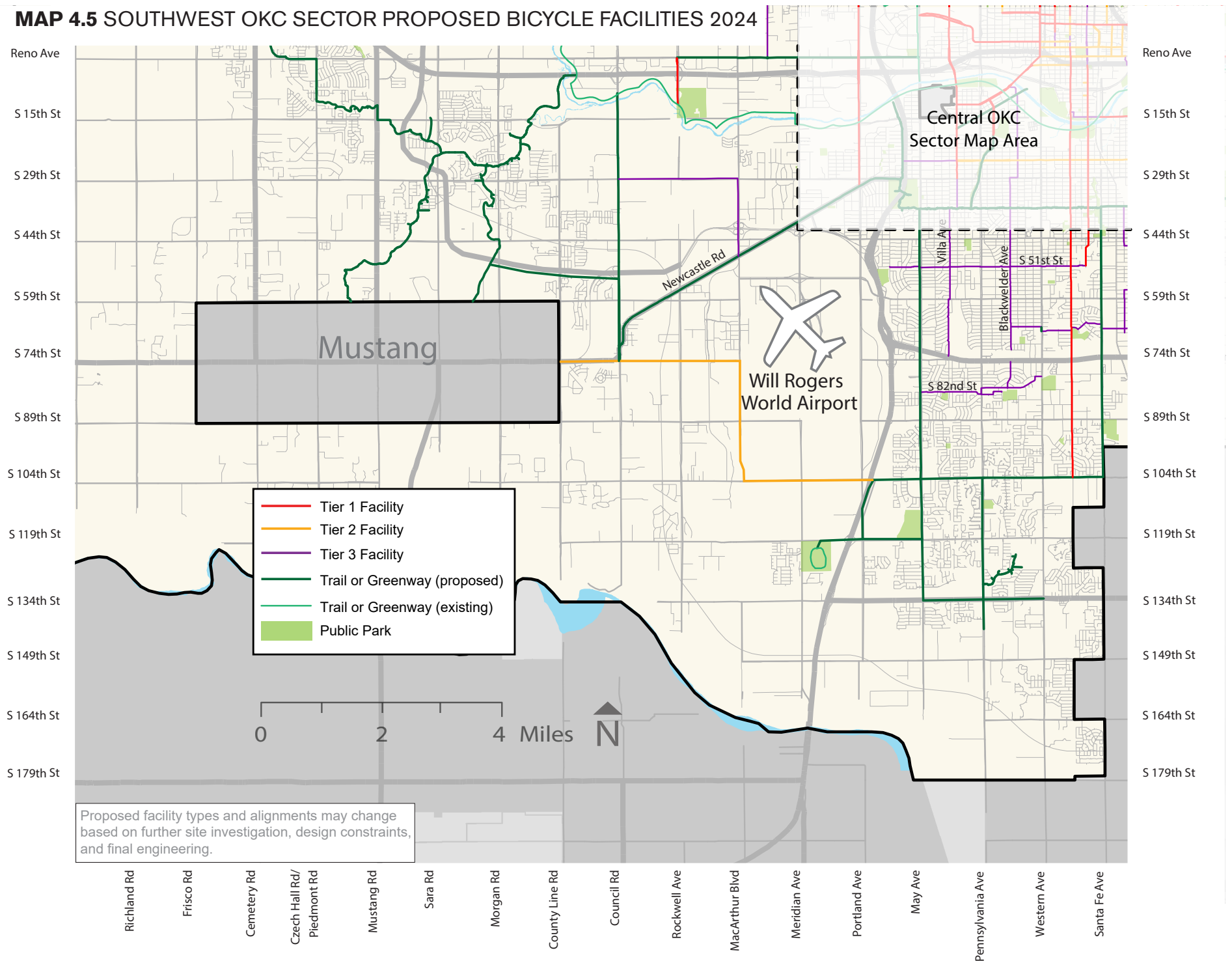




**MAP 4.4 NORTHEAST OKC SECTOR PROPOSED BICYCLE FACILITIES 2024**

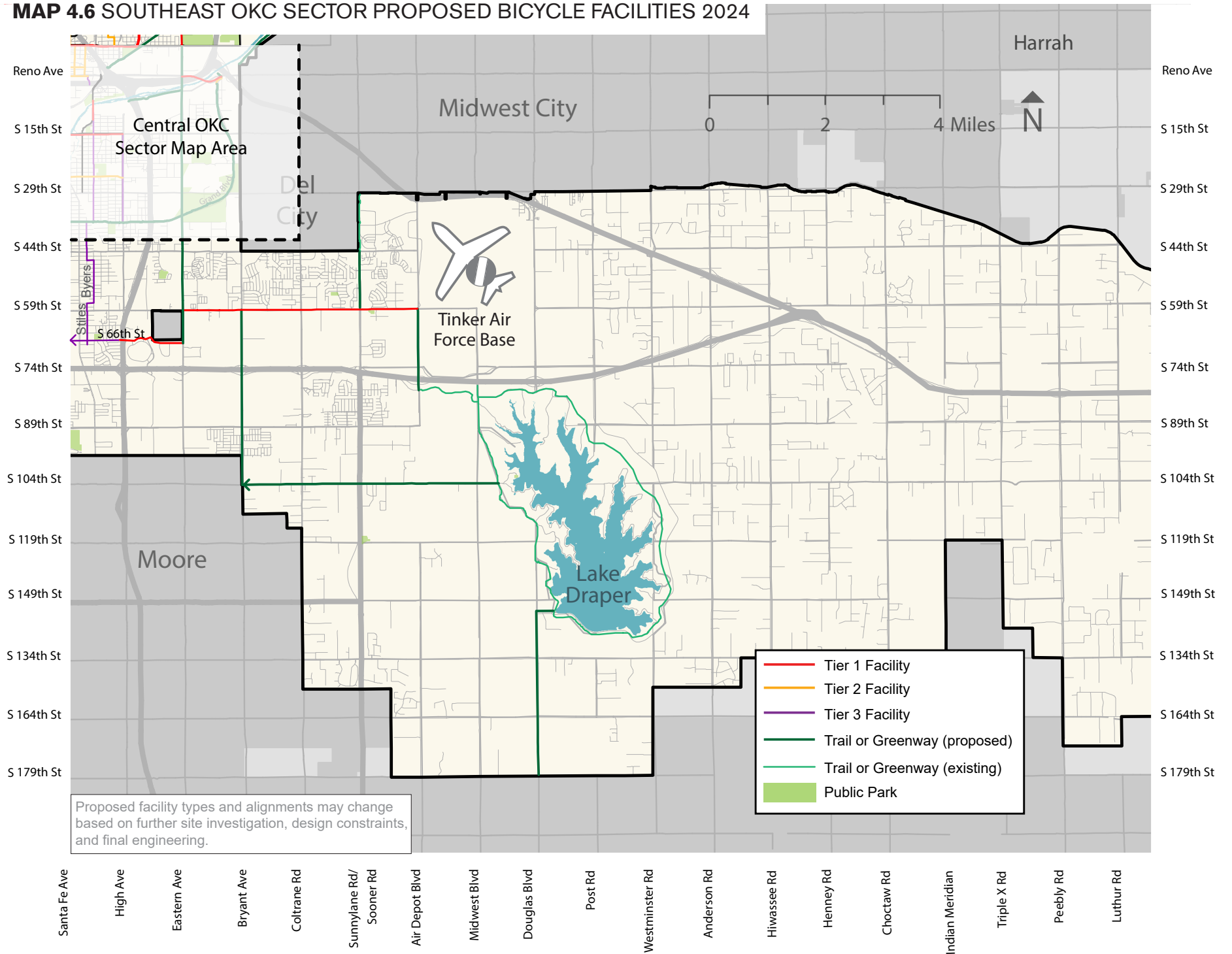


**MAP 4.5 SOUTHWEST OKC SECTOR PROPOSED BICYCLE FACILITIES 2024**





**MAP 4.6 SOUTHEAST OKC SECTOR PROPOSED BICYCLE FACILITIES 2024**



# Bicycle Network

## Prioritization

The bicycle network is prioritized to take into account many different criteria, including:

1. **Number of households served** - Locations that serve the greatest number of people with the greatest need.
2. **Cost per household** - Fiscally efficient implementation ties directly into the number of households served, and also includes the preliminary cost estimate of the facility.
3. **Destinations** - Bicycle facilities that connect schools, parks, and commercial or recreational areas are prioritized over those that do not.
4. **Barriers** - Bicycle facilities that provide access over barriers such as highways, water bodies, and arterial streets are important to establish a well-connected transportation network.
5. **Component Plan Project** - Bicycle facilities identified as part of a “component plan project” from the Bicycle Plan in Chapter 2 are prioritized because they contribute to a more comprehensive and strategic system of active transportation options.

Proposed projects in this chapter are prioritized according to the above criteria in order to build a continuous network in a strategic and thoughtful manner. The projects are not meant to be implemented in consecutive order, but rather to be identified by relative importance. Prioritizing projects by groupings allows grant opportunities to be awarded to certain projects that rank well when combined. Resurfacings and other streets projects that may not have otherwise included bike facilities are also important to coordinate with planned bike projects. Additionally, categorizing project priorities can allow City officials to make more informed decisions and be provided with multiple options for ever-changing scenarios.

The next five maps illustrate this prioritization, starting from the City’s bike infrastructure that existed in 2018



before bikewalk**okc** and showing various funded projects through programs like Better Streets Safer City, and then laying out the prioritization phases that will build a robust citywide bike network. These maps define three bike network prioritization phases: Priority 1, 2, and 3.

### MAP 4.7 EXISTING AND FUNDED BIKE FACILITIES

MAP 4.7 illustrates the conditions of bike facilities existing prior to the adoption of bikewalk**okc** in 2018.



These include MAPS trails and shared routes as on-street facilities. Map 4.7 also shows what has been funded since the start of bikewalk**okc**. Many of the bike and trail projects are now complete, and with the remaining funded projects well underway, a more substantial bike network has started to come to fruition.

### MAP 4.8 PRIORITY 1 BIKE NETWORK: 2023 URBAN CORE & CROSSTOWN CONNECTIONS

As an outcome of all five criteria, the core Oklahoma City area is Priority 1 in the overall bike network to connect the highest number people to the most destinations possible. Mostly within the core highway loop, this category establishes the foundation of a coherent system, upon which network expansions can subsequently be built.

A few extended bike routes are also included in the urban core network that define connections into the suburbs in all directions. These corridors are known as the Crosstown Connections component of bikewalk**okc**.



## MAP 4.9 PRIORITY 2 BIKE NETWORK: PRIMARY SUBURBAN AND RURAL ROUTES

The Priority 2 category extends the bike and trail network into the suburban areas and identifies key rural roads that support inter-city cyclist travel.

Because many subdivisions weren't built with a well connected street grid, retrofitting bike and trail networks is more difficult and expensive. However, the street discontinuity makes creating a connected network that much more important. Some shared roads can be utilized where connections between neighborhoods do exist, but much of these networks require multi-use trails alongside arterial streets that are heavily trafficked and have relatively high speeds. Outside of suburban environments, many roads are more rural in character, and, while bike lanes or trails may not be feasible, projects that add shoulders to rural roads can provide a safer cycling condition and provide additional space for vehicles to pull over if needed.

Priority 2 also identifies several regional trail connections. While most of these trails may not traverse high populations, they do provide important links between trails systems, and they support long-distance bike travel and cycling tourism efforts.



## MAP 4.10 PRIORITY 3 BIKE NETWORK: REMAINING SUBURBAN AND RURAL ROUTES

The Priority 3 category is intended to make the bike and trail network more robust and far-reaching. It will expand on suburban connections identified in Priority 2, and help create a strategy for providing bike infrastructure in areas where population is currently low but expected to grow in the coming years.

## LESSONS LEARNED: PRIORITIZATION, SCOPING, AND CONNECTIVITY

### The Issues:

**Prioritization** - federal grants and other streets projects provide opportunities to build bike facilities that may not have been prioritize in the plan. Additionally, bike projects listed out in very specific criteria may not account for the shifting dynamics of projects and developments in the urban area.

**Scoping** - Often, bike projects will not account for other issues on the street, like poor pavement conditions, outdated traffic signals, or utility conflicts.

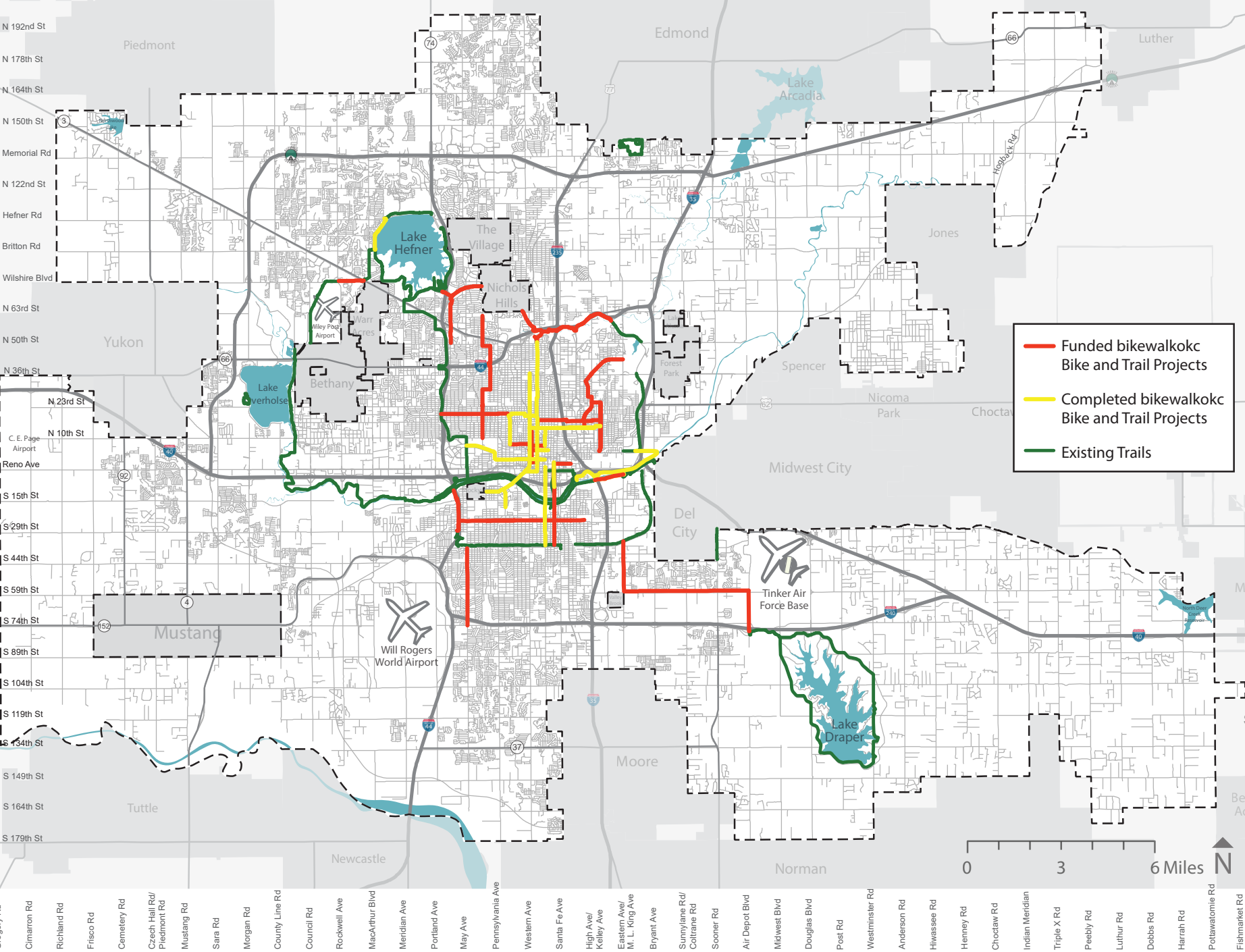
**Connectivity** - The issue of a “bike lane to nowhere” can arise when a bike project doesn’t connect to existing infrastructure. Sometimes, this is necessary until a succeeding bike project can be built, but nearby connections should be made if possible. It’s also important to ensure that the project’s design is compatible with the connecting facilities.



### The Lesson:

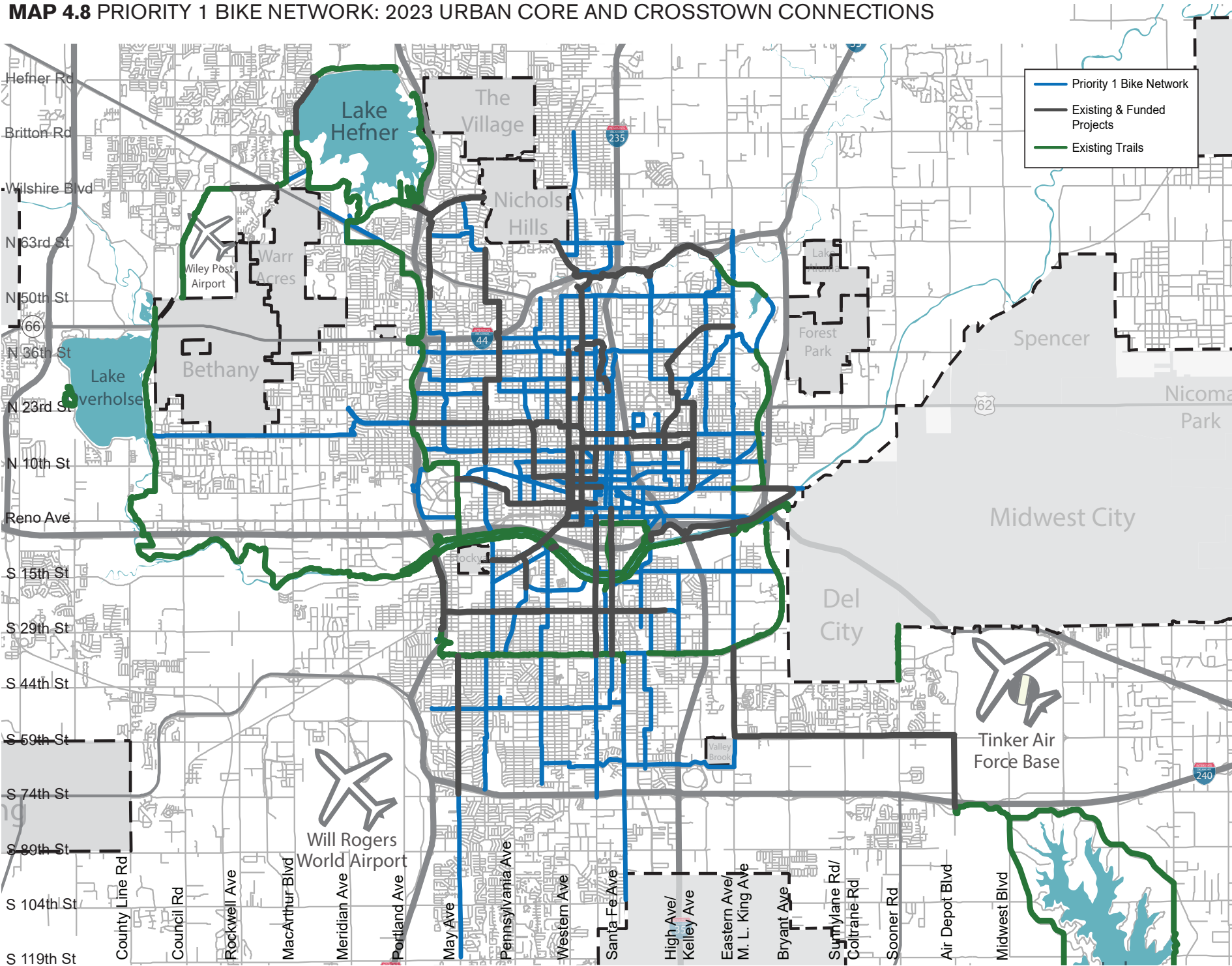
Simplification and project opportunity seizing are important parts of the planning process. Simplifying bike projects can bring them into a more manageable scale and build in better budget management to account for any unforeseen challenges. Likewise, prioritizing bike projects in a way that makes room for future funding opportunities can add in flexibility for shifting community needs.

MAP 4.7 2023 EXISTING AND FUNDED BIKE AND TRAIL FACILITIES

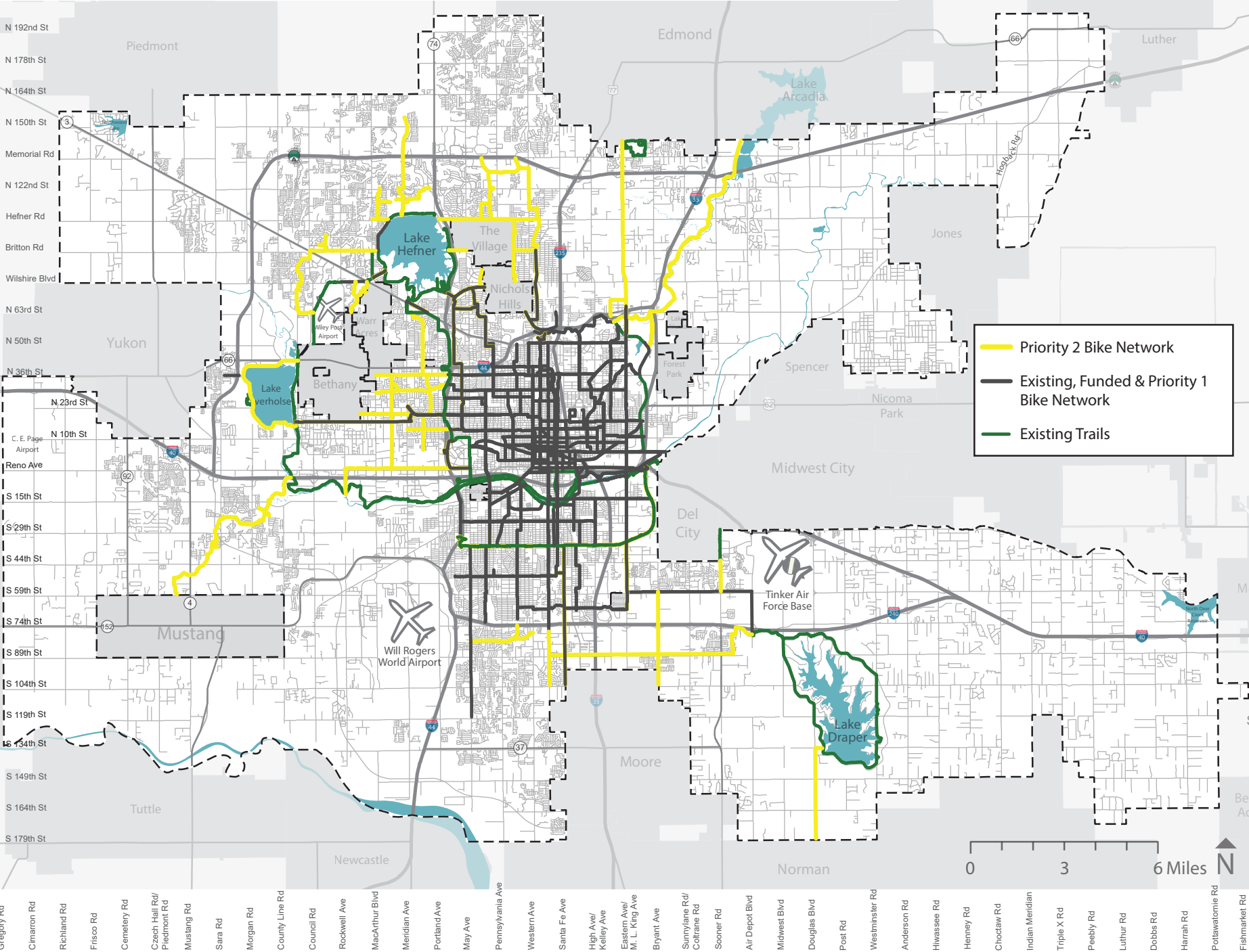




**MAP 4.8 PRIORITY 1 BIKE NETWORK: 2023 URBAN CORE AND CROSSTOWN CONNECTIONS**

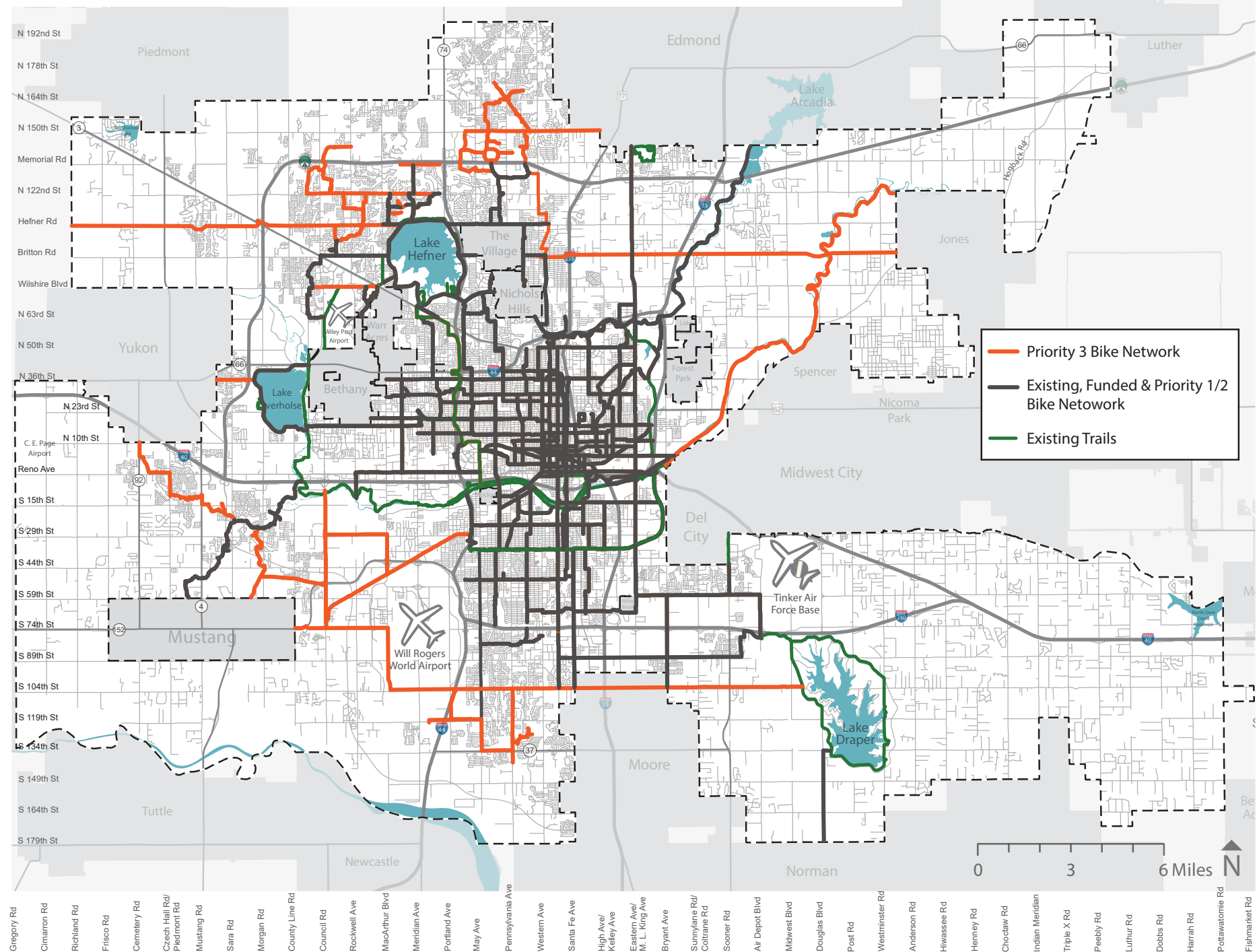


MAP 4.9 PRIORITY 2 BIKE NETWORK: PRIMARY SUBURBAN AND RURAL ROUTES





## MAP 4.10 PRIORITY 3 BIKE NETWORK: REMAINING SUBURBAN AND RURAL ROUTES



# Trail Network

## Prioritization

Proposed new trail facilities were prioritized using several criteria to weight each project in terms of impact, feasibility, and greatest need. Similar to the bicycle network prioritization, identifying and prioritizing those facilities that offer the most financial efficiency was part of the process. The factors considered include the following:

- **Population & Employment** – The number of residents and employment centers in proximity to projects was identified; the higher the number, the greater the priority.
- **Equity** – If the project is in an area where people are more likely to utilize trails facilities because of economic, physical, age-related, or other circumstances (e.g. children, seniors, lower income populations, etc.).
- **Cost per Household** – Using a unit cost per mile and adding additional cost for water body crossings, the total cost for each proposed trail alignment was divided by the number of households identified in the first criteria.
- **Connection to Existing Facilities** – Connecting into the existing trail network will ensure that the facility is useful to as many residents as possible.
- **Addresses Major Barriers** – Trail projects that cross a major barrier to pedestrians and cyclists like a highway, turnpike, or waterway.

Table 4.1 and Map 4.11 show the ranked trail projects that have not received funding.

**Table 4.1** Trail Project Prioritization

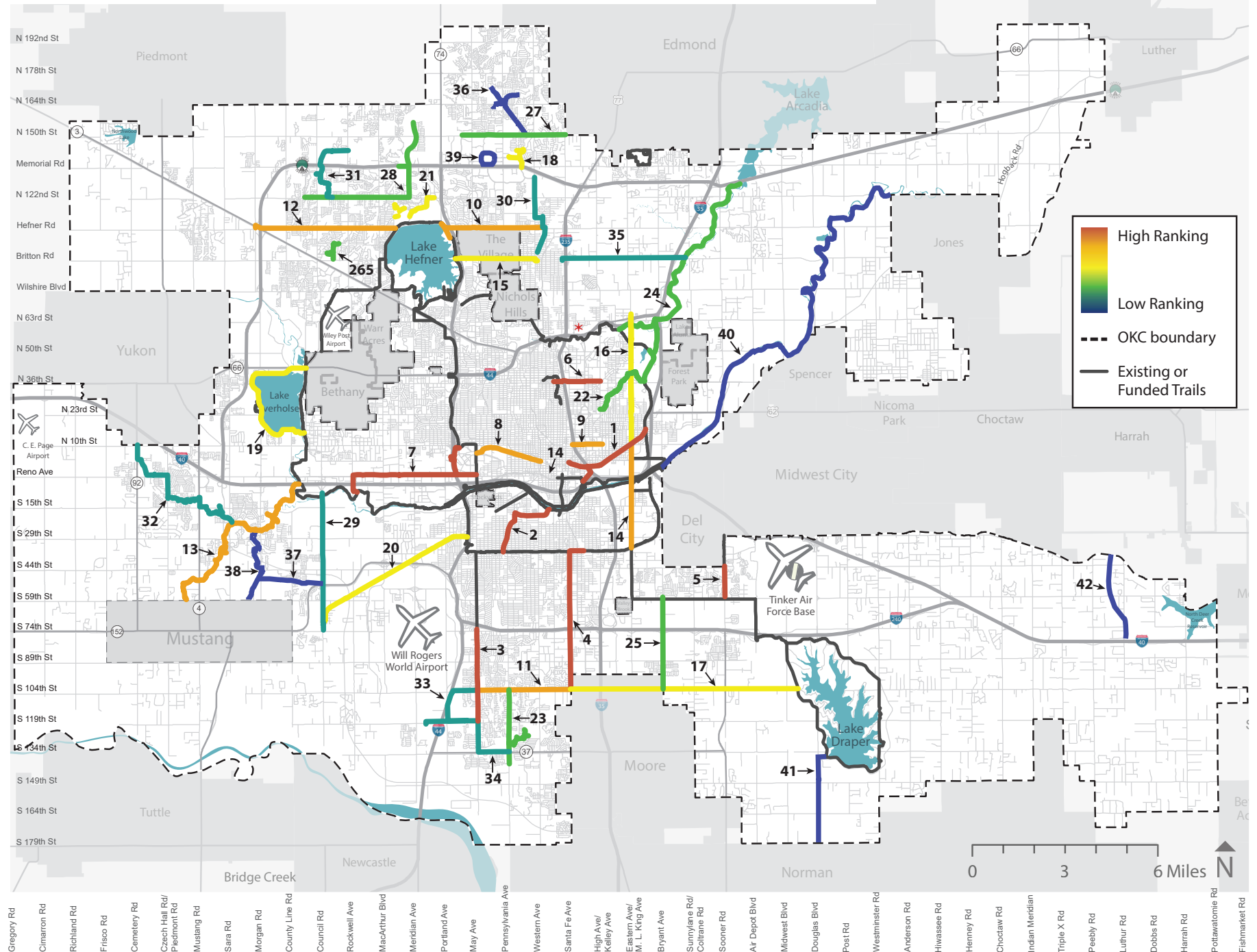
Rank / Map ID	Project Name	Mi.
1	Legacy Trail	3.5
2	Twin/Brock Creek Trails	2.6
3	S May Ave Trail	3.0
4	S Sante Fe Trail	4.9
5	Sooner Trail Connection	1.0
6	NE 36th Trail Connector	1.6
7	Reno Trail	5.9
8	West Rail Trail	2.2
9	NE 10th St	1.0
10	Hefner Trail	3.9
11	SW 104th Trail	3.0
12	W Hefner Trail	4.4
13	Mustang Trail	8.1
14	South Eastern Trail	3.4
15	Britton Trail Connector	0.9
16	MLK Ave Trail	6.1
17	E 104th Trail	7.4
18	Redlands Park Trail	1.3
19	Overholser Trail	5.2
20	Newcastle RD	5.7
21	Bluff Creek Trail Connections	1.9

\* In addition to the ranked projects, the Deep Fork Trail remains a high priority as a funded trail project where more financial support is still needed.

Rank / Map ID	Project Name	Mi.
22	NE Greenway	3.5
23	S Pennsylvania Trail	3.6
24	Arcadia Trail	9.2
25	S Bryant Trail	3.0
26	NW OKC Greenway	1.0
27	150th Trail	3.3
28	Martin Nature Park Connection	4.7
29	S Council	4.4
30	Chisolm Creek Connection	2.8
31	Paycom Trail	2.9
32	Yukon Trail	6.0
33	Earlywine Trail	4.2
34	SW 134th Trail	2.0
35	E Britton Trail	4.1
36	Summit Greenway	3.3
37	SW Turnpike Greenway	2.1
38	E Mustang Trail	3.1
39	Quail Trail	1.4
40	N Canadian East Trail	15.7
41	Norman Draper Connection	3.0
42	Kickapoo Trail	2.9
Total Planned Trail Mileage		163.2



**MAP 4.11 UNFUNDED TRAIL PROJECT PRIORITIZATION**



# Bicycle and Pedestrian Bridge Projects

Where major barriers exist that keep pedestrians and cyclists from being able to get to where they need to go, a bridge can close the gap and create an opportunity for a safe crossing. Many bridge projects were identified in the 2018 plan, and many bridge projects have already received funding. As funding becomes available the remaining projects can be implemented.

**Table 4.2** Original Pedestrian Bridge Projects

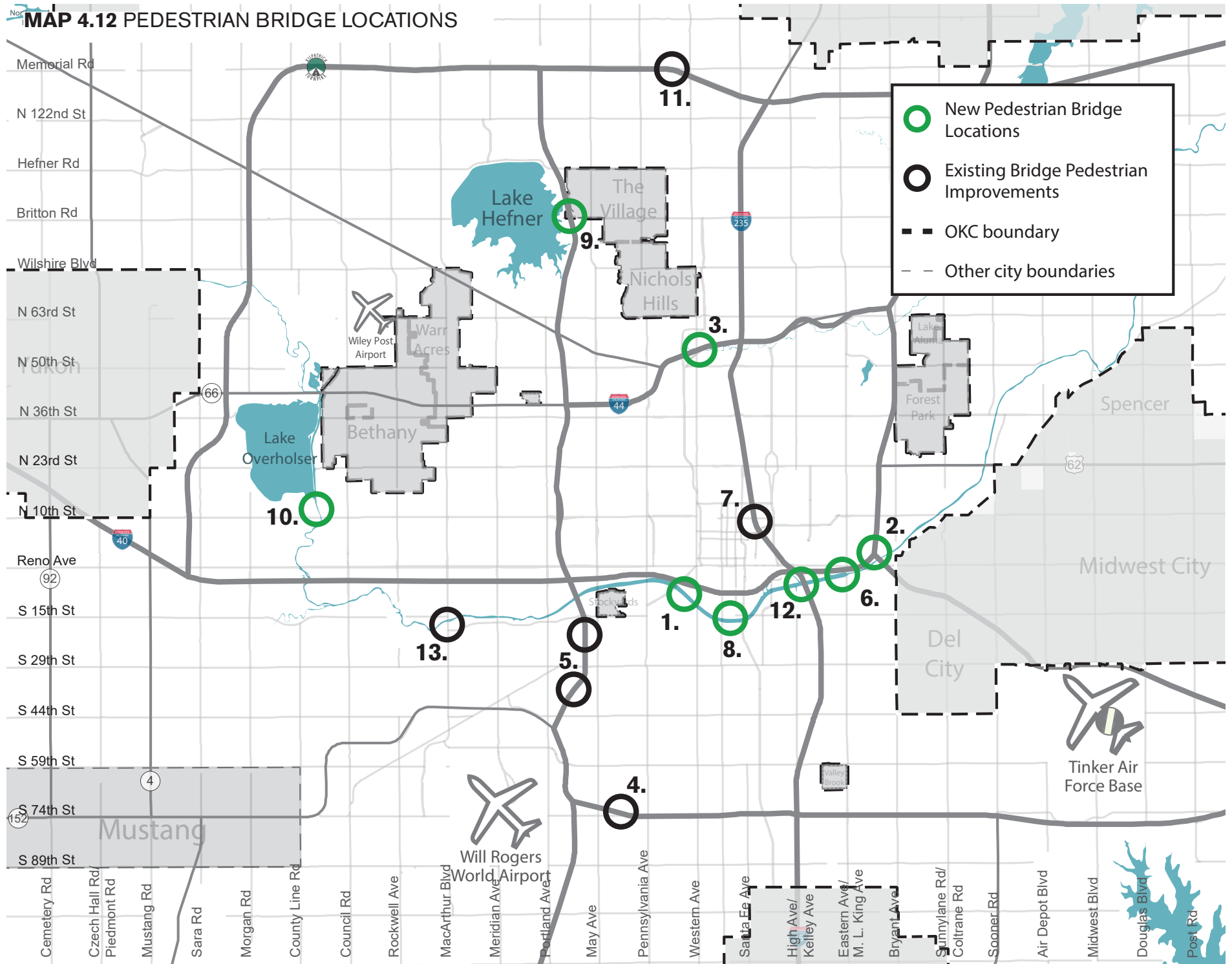
Map ID	Project Name	Funded?
1	Rail Trail Bridge	Yes
An abandoned rail bridge that crosses the Oklahoma River provides a great opportunity to add a safe crossing.		
2	Interstate 35 Bridge	Yes
The bridge on NE 4th St. that presently cross over the I-35 corridor do not have any accommodation for bicyclists and pedestrians. This project will fund improvements to facilitate safe crossings for trail users.		
3	I-44 / Deep Fork Creek Bridge	Yes
As part of the Deep Fork Creek trail project a bridge is needed to connect riders across the creek in proximity to N. Western Ave. This will improve access for trail riders as well as transportation cyclists.		
4	I-240 Bridge	No
This project will make improvemetns to the existing pedestrian bridge near S. Blackwelder Ave to better facilitate crossing I-240.		

**Table 4.3** New Pedestrian Bridge Projects

Map ID	Project Name	Funded?
5	Pedestrian Bridges over I-44 at Woodson Park and SW 24th St.	No
There are currently two pedestrian bridges over I-44 at these locations, but the bridges are not ADA compliant and are also uncomfortable to cross. Investing in improvements to these structures would help to reconnect the east and west sides of a regional park and give students better access to Rockwood Elementary School on SW 24th.		
6	Oklahoma River at First Americans Museum	Yes
This pedestrian bridge is included as a connection point between the First Americans Museum (FAM), the Oklahoma River Trails and the Downtown OKC area.		
7	NW/NE 8th and 10th St Bridge Extentions	No
The 8th St and 10th St bridges over I-235 are the two major access points between Downtown OKC and the Innovation District. This project would extend the pedestrian realm to add amenities and beautification elements, and it is also identified in the MAPS 4 program.		
8	Wiley Post Park Bridge over Oklahoma River	No
This pedestrian bridge will connect the recently completed South Scissortail Park to Wiley Post Park across the Oklahoma River. It will also ensure better accessibility from the city center to Capital Hill District as well as the greater south side of OKC.		
9	Lake Hefner Parkway at Britton Rd	No
With the huge and growing popularity of the Bert Cooper trails around Lake Hefner, there has long been a need to provide better bike and pedestrian access across Lake Hefner Pkwy to the eastern neighborhoods and districts.		
10	NW 10th St at Lake Overholser	No
While the planned trails around the west side of Lake Overholser are not yet funded, the lake road still serves as an important way for residents to bike, walk, or roll around the lake. A pedestrian bridge across the Canadian River will provide the much needed access from the existing trails along the east side to the lake road and future trails to the west.		
11	Pawnee Rd over Kilpatrick Turnpike	No
The area around Chisolm Creek and Quail Springs is growing very quickly and there is a heightened need for better access across the Kilpatrick Turnpike. This project will make bike and pedestrian improvements to the existing bridge at Pawnee Rd.		
12	Bridge alongside I-35 over Oklahoma River	No
This bridge would provide an additional pedestrian crossing over the river and would be included in a proposed ODOT highway interchange project.		
13	MacArthur bridge access over Oklahoma River	No
This project would provide bike and pedestrian access to the MacArthur Blvd bridge over the Oklahoma River.		



# **MAP 4.12 PEDESTRIAN BRIDGE LOCATIONS**



# Pedestrian Priority Areas (PPAs)

The following pages show the current funding status for each of the original Pedestrian Priority Areas (PPA) projects, followed by the implementation strategy for each of the pedestrian plan components – original and new. Many of the original PPA projects have been funded through several different programs, and this section identifies remaining projects in original PPA areas and introduces new PPAs for future funding opportunities.

## ORIGINAL PPA PROJECTS

For the PPA projects to better harmonize with existing sidewalk improvement strategies used by the City, each of the Phase 1 and Phase 2 sidewalk improvement packages were assembled into manageable projects. Breaking out projects in these two phases allowed for more areas of the city to be addressed simultaneously. This has allowed incremental completion of the PPA projects over the past few years.

Nearly all of the original Phase 1 PPA projects have been funded, and all remaining original projects are identified for expected funding sources in the coming years. Once each project acquires dedicated funding, it is then placed



on track to start the engineering and design process, which can take about a year. If a project is funded through a federal grant, this process can take somewhat longer. However, once the funding is acquired, it is only a matter of time before the project gets transformed from idea to reality.

## CREATING NEW PPAS

Pages 130-139 illustrate 10 new PPAs that expand upon the original areas to help provide greater coverage and connectivity throughout the urban core of Oklahoma City. In the original bikewalkokc document, 10 PPAs were identified and planned out in detail for sidewalk improvements. Due in large part to the Better Streets Safer City program, many of the PPA sidewalks projects have been completed. This fact, coupled with other existing pedestrian needs and sidewalk gaps beyond the original PPA borders, has prompted the creation of new areas that extend the reach of sidewalk infrastructure to adjacent neighborhoods, commercial areas, and important public services like schools, parks and public transit stops. As was laid out in Chapter 3, the bikewalkokc Advisory Group played a significant role in identifying core areas with great walkability needs and where investing in a more wholistic walkability approach is justifiable with the City's resource constraints. Part of this approach was to make sure the recommended expansions will meet the same "Responsive Populations" criteria from Chapter 3, meaning these projects will be focused on populations with the following characteristics:

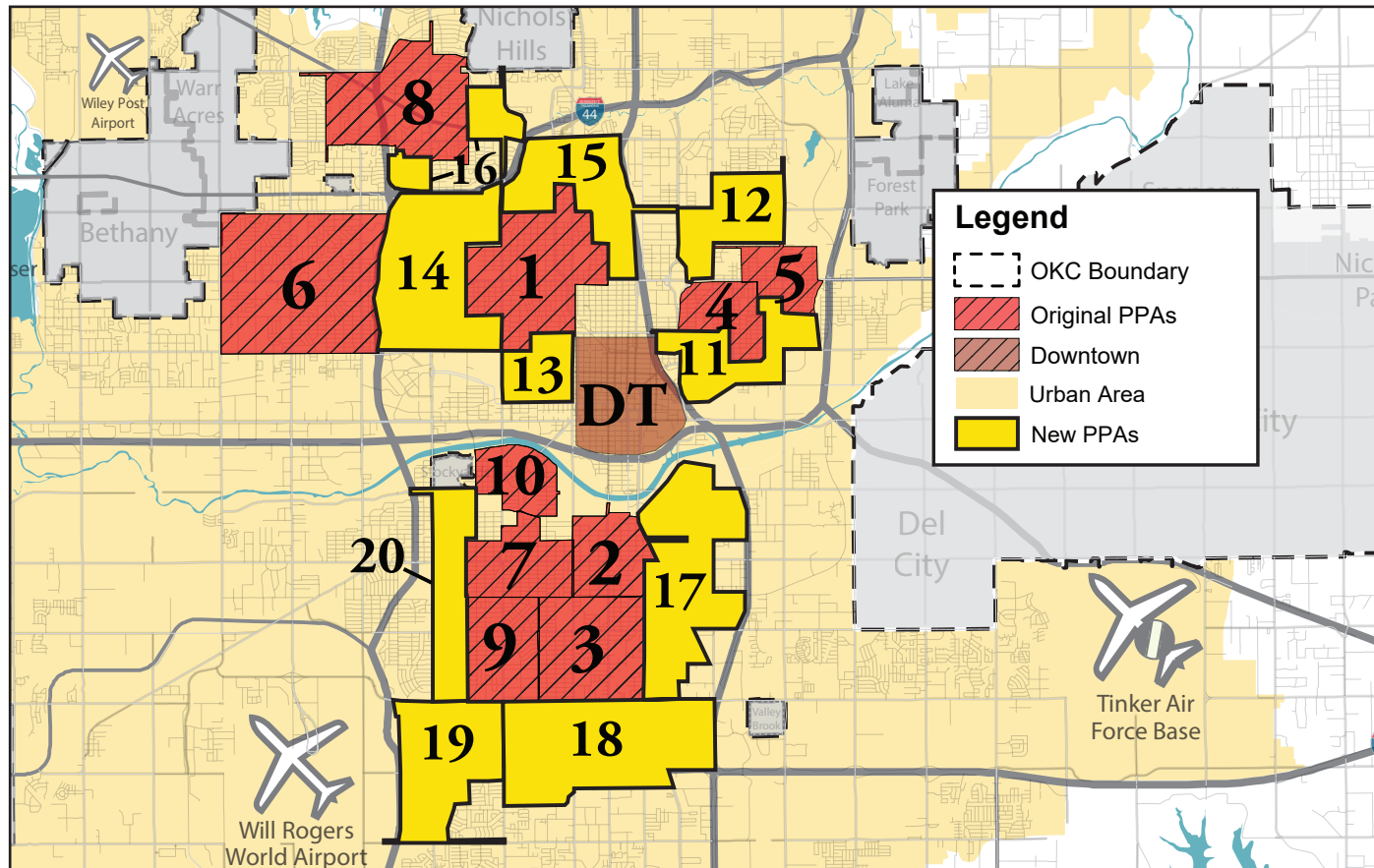
- Households without access to an automobile
- Households with disability needs
- Households with older and younger members
- Households in poverty
- Transit riders
- School users
- Park users
- House of worship goers
- Shoppers/Customers



In Map 4.13, these additional PPAs are shown together. The following pages provide a context map for each PPA to show their specific characteristics, sidewalk needs, and priorities.



**MAP 4.13 PEDESTRIAN PRIORITY AREAS**



**Table 4.4 Original Pedestrian Priority Areas**

Label	Pedestrian Priority Areas (PPAs)	Phase 1 Mi	Phase 2 Mi
1	Classen and 23rd	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

**Table 4.5 New Pedestrian Priority Areas**

Label	2023 Pedestrian Priority Area (PPA)	Phase 1 Mi	Phase 2 Mi
11	NE OKC South of 8th Douglass	4.4	3.3
12	NE OKC Springlake Metro Tech	6.6	5.1
13	Metro Park Linwood	2.4	3.2
14	Central May	10.2	17.4
15	Putnam Heights & Douglas Edgemere	5.8	12.9
16	NW Expressway	3.4	4.6
17	Southeast I-35	14.7	11.6
18	Southwest I-240	10.1	11.6
19	OCCC	6.2	9.1
20	Woodson Park and West I-44	4.2	8.7
	Total miles	68	87.5

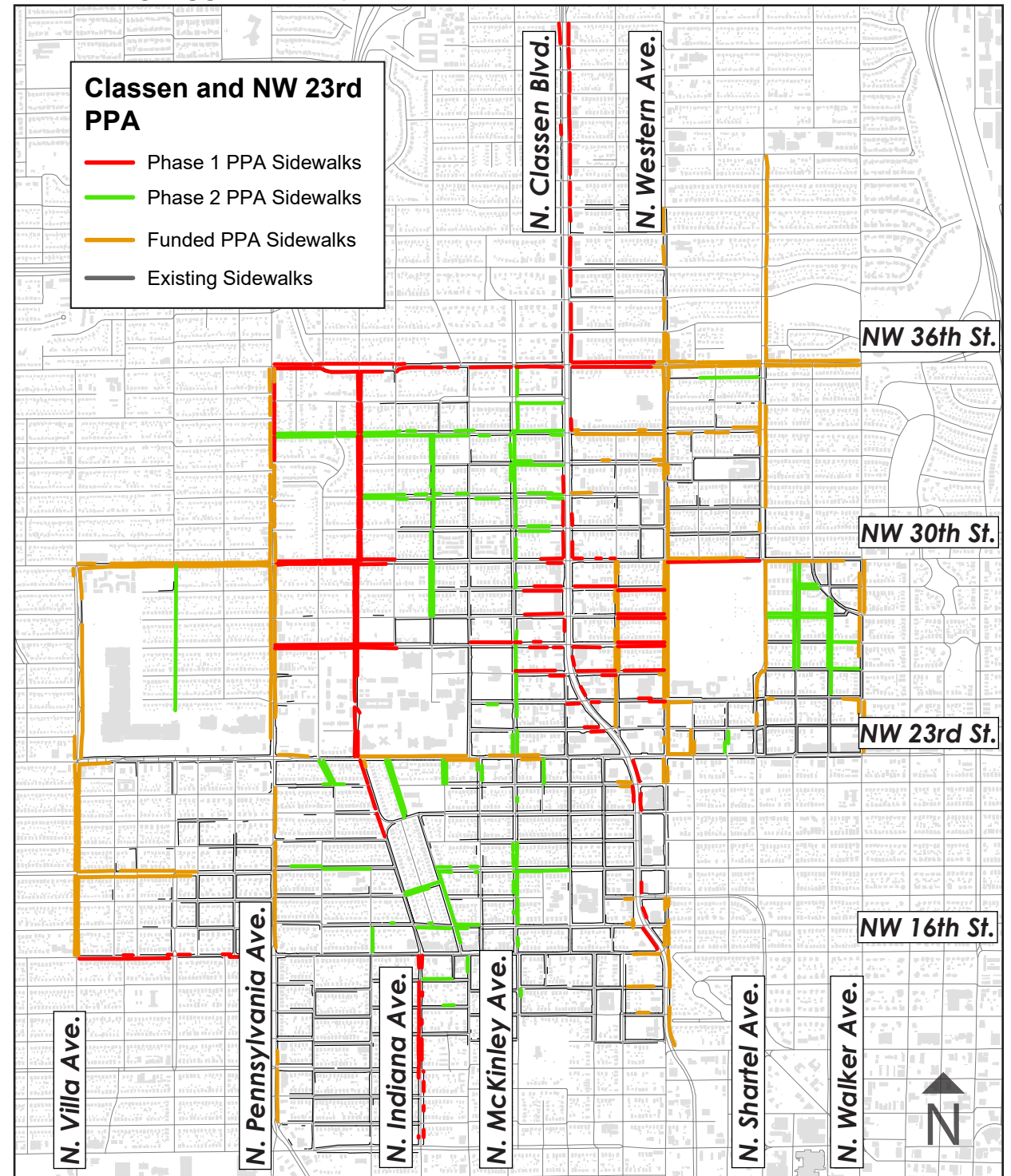
## ORIGINAL PPA - CLASSEN AND 23RD PPA

Sidewalks currently funded in this PPA are 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, Paseo Arts District, Oklahoma City University, Memorial Park, the Western Avenue district, and the Uptown 23rd district, is a high priority. These 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 remaining unfunded sidewalks in this PPA will continue this connectivity trend, adding sidewalks along residential connector streets, as well as reestablishing a grid where most homes are no more than a block away from the sidewalk network. These sidewalks will also help strengthen neighborhood access to the primary corridors and districts.

The Classen and 23rd area will undergo several other major street enhancement projects. The Plaza District recently completed a streetscape project, and construction on the Paseo and Uptown 23rd districts streetscape projects will commence in in 2023 and 2024. The newly operational NW Bus Rapid Transit (BRT) service brings high-quality transit service and provides pedestrian and bike infrastructure in several locations. The BRT line runs from downtown and up Classen to NW Expressway where its terminus is N Meridian Ave.

**MAP 4.14 CLASSEN AND 23RD PPA**



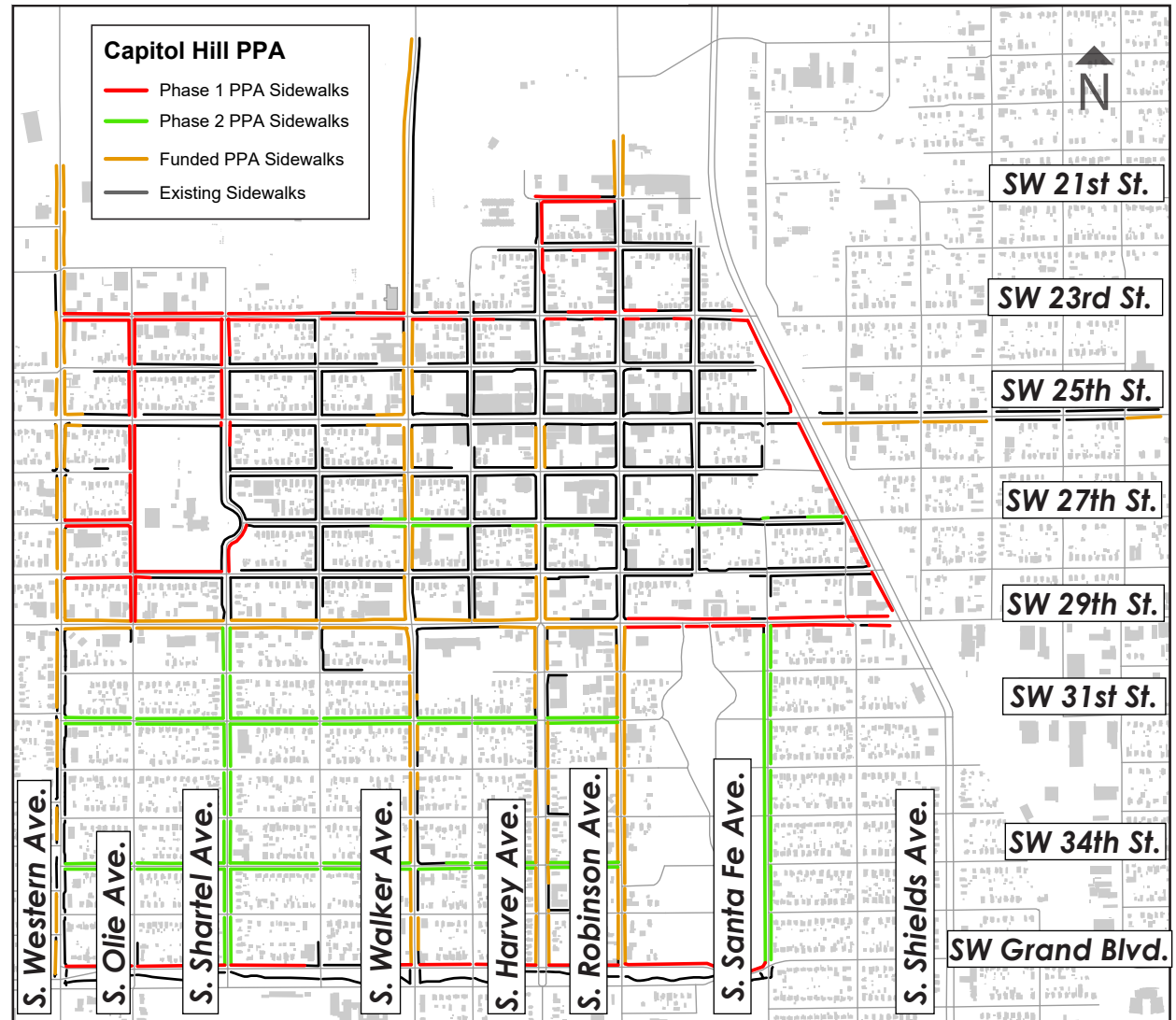
## ORIGINAL PPA - CAPITOL HILL DISTRICT

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 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.

The funded sidewalk improvements are focused on filling gaps on major streets including S Western Ave, SW 29th St, S Walker Ave, and S Robinson Ave. These projects will better connect the area to the Oklahoma River and trails, and Wiley Post Park, and will improve access across the river into the downtown area. The unfunded sidewalk improvements are intended to fill gaps in the sidewalk network in the residential areas that need access to the major commercial corridors and arterials. All projects improve connectivity to the S Grand Blvd. multi-use trail, which connects 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 are part of a necessary step to bring Capitol Hill up to a level comparable to many other areas.

As with the Classen and 23rd PPA, these projects are operating in the background of major improvements in the area. The City's Strong Neighborhoods Initiative (SNI) worked with Capitol Hill stakeholders to design a central plaza to act as a multi-purpose community space in the heart of Capitol Hill District. Additionally, La 29 District along SW 29th St is currently undergoing a street enhancement project. Meanwhile, a new south OKC BRT route is being planned as part of the MAPS 4 program, and the Regional Transit Authority (RTA) is advancing its efforts to implement a commuter rail line, which will provide service to the district and several neighborhoods in this area.

**MAP 4.15 CAPITOL HILL DISTRICT PPA**



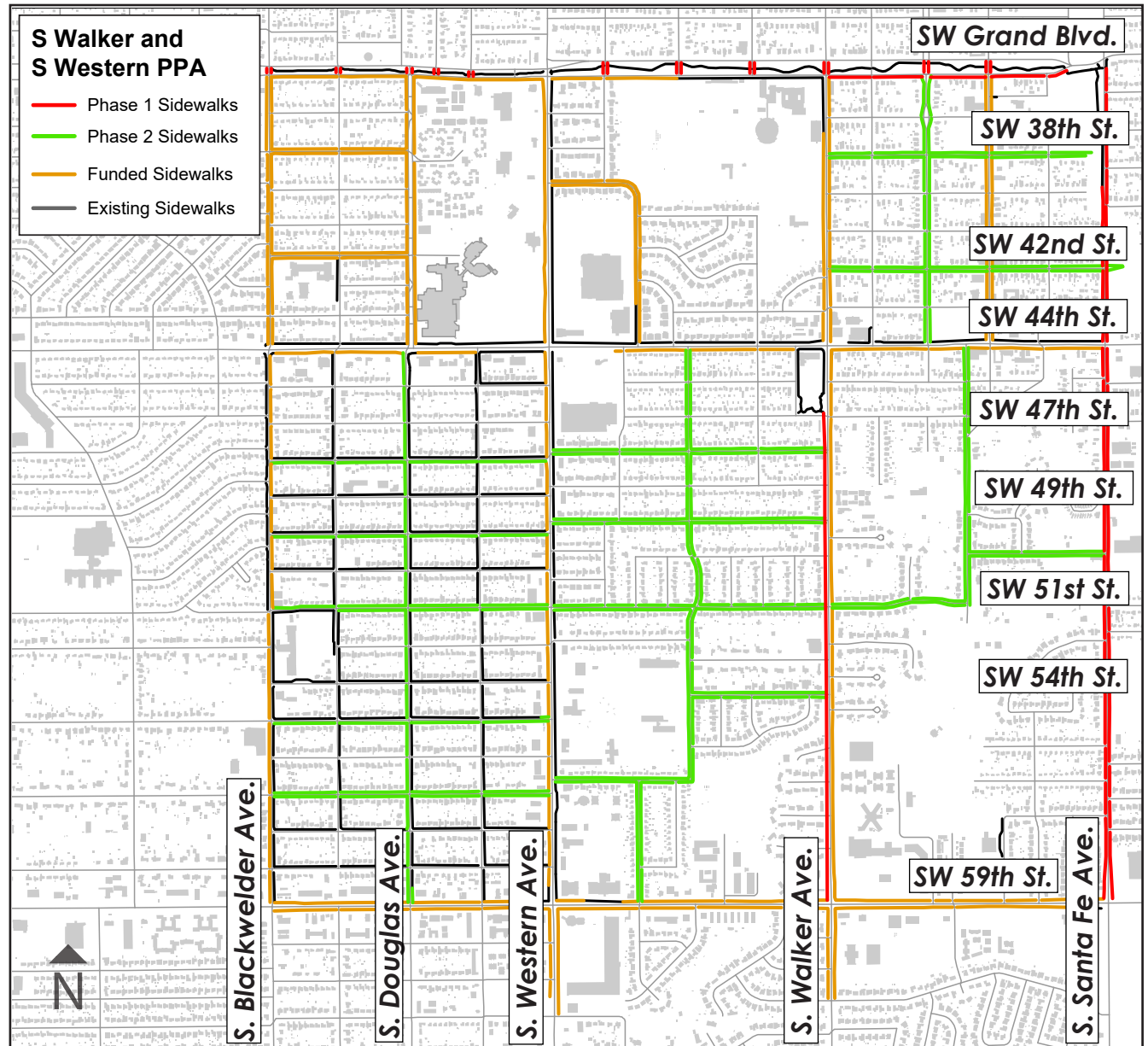


## ORIGINAL PPA - S WESTERN AND S WALKER CORRIDORS

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. Funded sidewalk improvements in this area are primarily focused on major arterials, most of which are also public transit routes. This includes S Western Ave, S Walker Ave, SW 44th St, SW 59th St, and S Blackwelder Ave. Sidewalk improvements yet to be funded will 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.

**MAP 4.16 S WESTERN AND S WALKER CORRIDORS PPA**



## ORIGINAL PPA - OKLAHOMA HEALTH CENTER (OHC) SURROUNDINGS

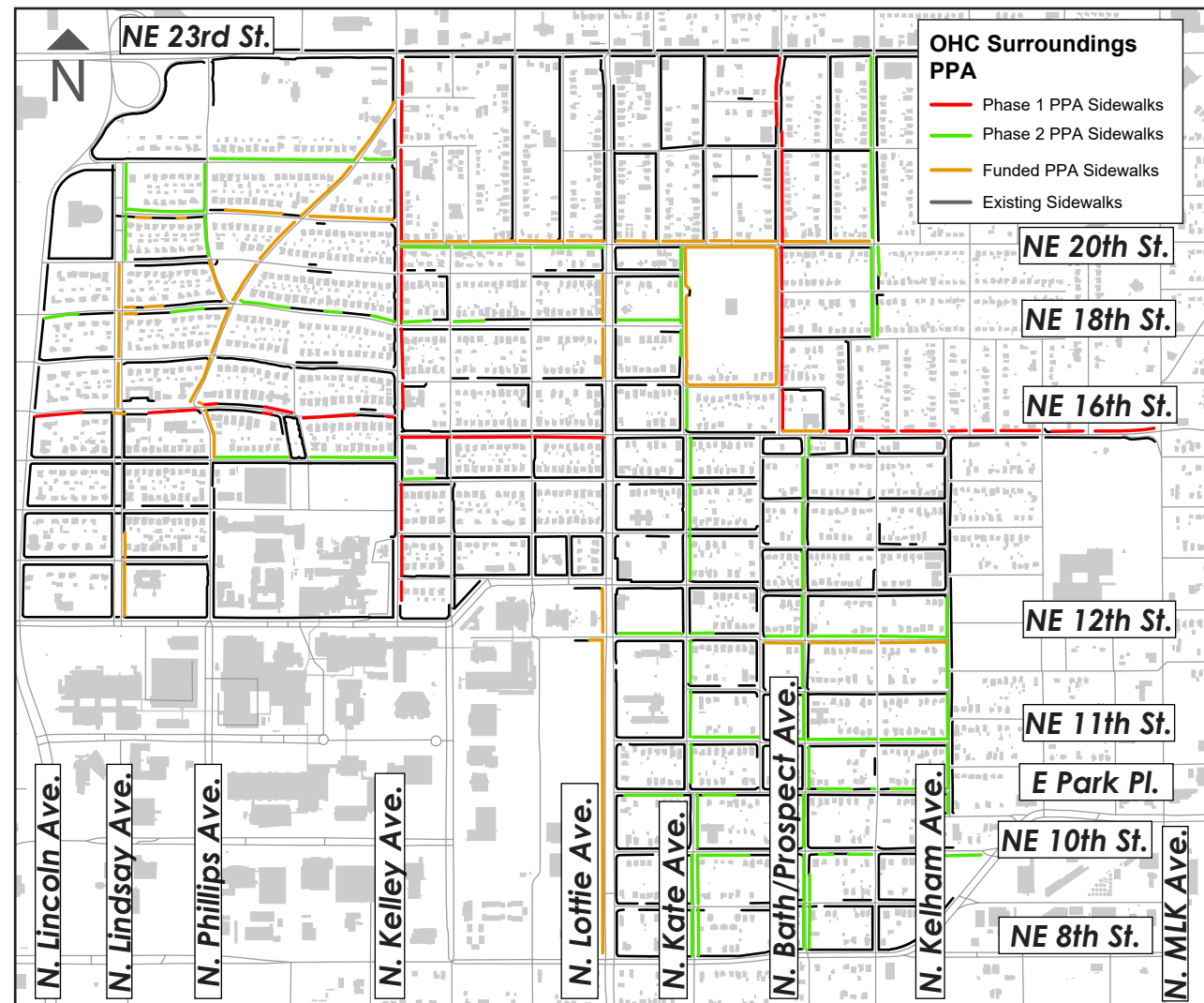
Due to the proximity of major employment centers in this area, including both the Oklahoma Health Center (OHC) and the Oklahoma State Capitol complex, there is a substantial opportunity to facilitate active transportation for residents in the area. In the area around N Lottie Ave, much of the neighborhood lacks sidewalks to OHC and local commercial destinations.

Most of the first phase of this PPA was funded in the Better Streets Safer City program, with improvements focusing on the major streets 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 OHC campus and the surrounding neighborhoods was a high priority. The unfunded sidewalk improvements seek to create a useful sidewalk network between the neighborhoods and the primary streets in the area.

MAPS 4 will also help implement these projects. The Innovation District program includes \$27.8 million for creating better connectivity in and around the Innovation District, including sidewalks, bike lanes, and other streetscape elements. Investments in bike and pedestrian infrastructure from bikewalkokc aid in the implementation of the Innovation District program by supporting its investment in bike and pedestrian infrastructure in the area.

Additionally, a report called So8th: A Community Vision was developed to guide the Oklahoma City Urban Renewal Authority (OCURA) on how the area south of NE 8th St can be approached with equitable redevelopment efforts for OCURA and privately-owned properties. While this area is south of the PPA, it is important to be referenced here to help create connections and access north and south.

MAP 4.17 OHC SURROUNDINGS PPA



## ORIGINAL PPA - MLK AND NE 23RD

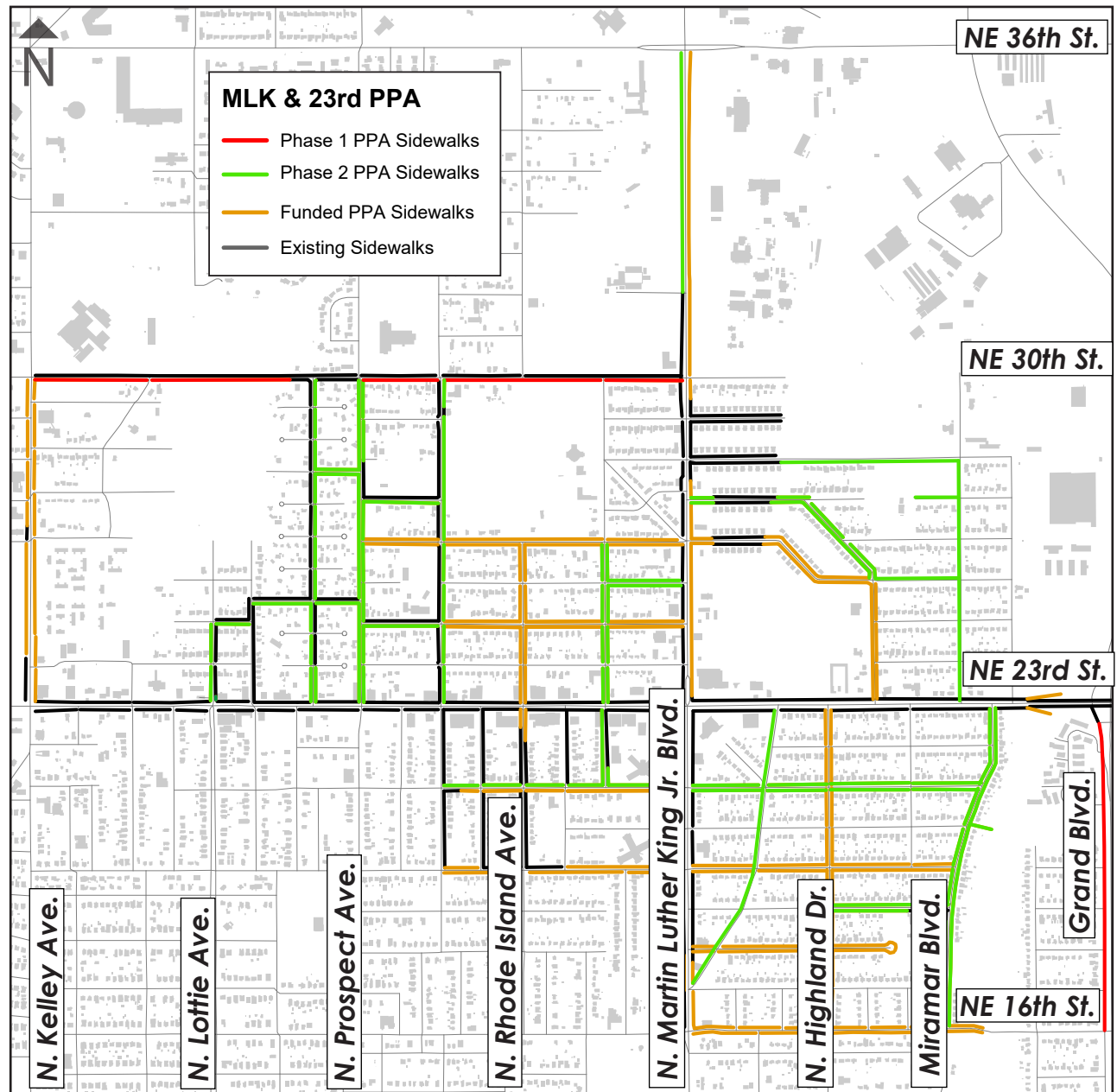
The funded sidewalks in this PPA fill in the gaps on the area's major arterials. N MLK Ave is a major street where sidewalk gaps are still present, and these PPA sidewalks will connect the area around MLK Blvd from NE 16th St up to NE 36th St, where a completed MAPS 3 sidewalk project has made better connections to the Adventure District.

NE 23rd St already has sidewalks, but other walkability elements, such as access management and beautification are still needed. The corridor is also receiving a large street enhancement project, funded through the Better Streets Safer City program and slated to start design in 2023 with stakeholders.

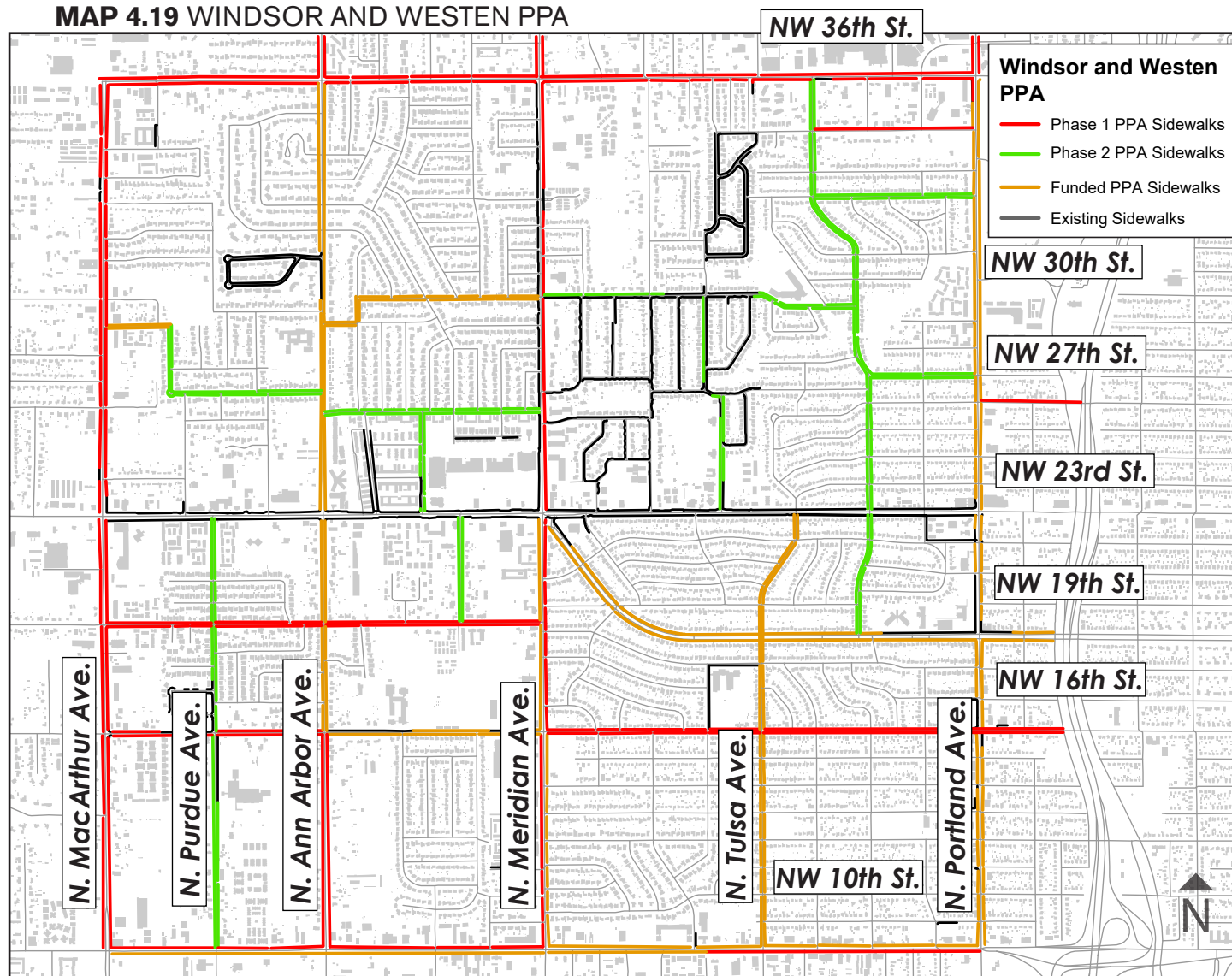
A number of MAPS 4 projects are set to provide many significant improvements in the area:

- Investments in the beautification of NE 23rd St and Martin Luther King Ave, including up to \$5 million for potential land acquisition and remediation of the northeast corner; the east and west entrances to the Clara Luper Corridor; and public art and/or monuments at key intersections, including a statue of Ralph Ellison.
- MAPS 4 will restore the Freedom Center and build the Clara Luper Civil Rights Center to transform Oklahoma City's knowledge of our civil rights history, and to positively influence the future of northeast OKC and our entire community.
- The Transit category in MAPS 4 will include a bus rapid transit (BRT) line to serve the NE 23rd Street corridor, the Adventure District and the Innovation District, and hundreds of bus stop shelters will be added throughout the city.

MAP 4.18 MLK AND NE 23RD PPA





**MAP 4.19 WINDSOR AND WESTEN PPA**

### ORIGINAL PPA - WINDSOR AND WESTEN DISTRICTS

West of I-44 along the commercial corridors on NW 10th St and NW 23rd St, pedestrian infrastructure investments from recent GO Bond and MAPS programs 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.

Funded sidewalk improvements were focused primarily on Portland, with multiple Better Streets Safer City projects building sidewalks, lighting and improved crossings to Will Rogers Park and its trail system. Other funded projects included collector streets like Ann Arbor Ave, NW 19th St, and N Tulsa Ave. In the 2023 plan update, sidewalk projects were added on NW 36th St and N MacArthur Ave to cover major arterial streets where sidewalk projects are still needed in the PPA. While some collector streets were funded and others are still in queue for future funding, it's critical to ensure that pedestrian infrastructure along all arterials are prioritized in all PPAs going forward.

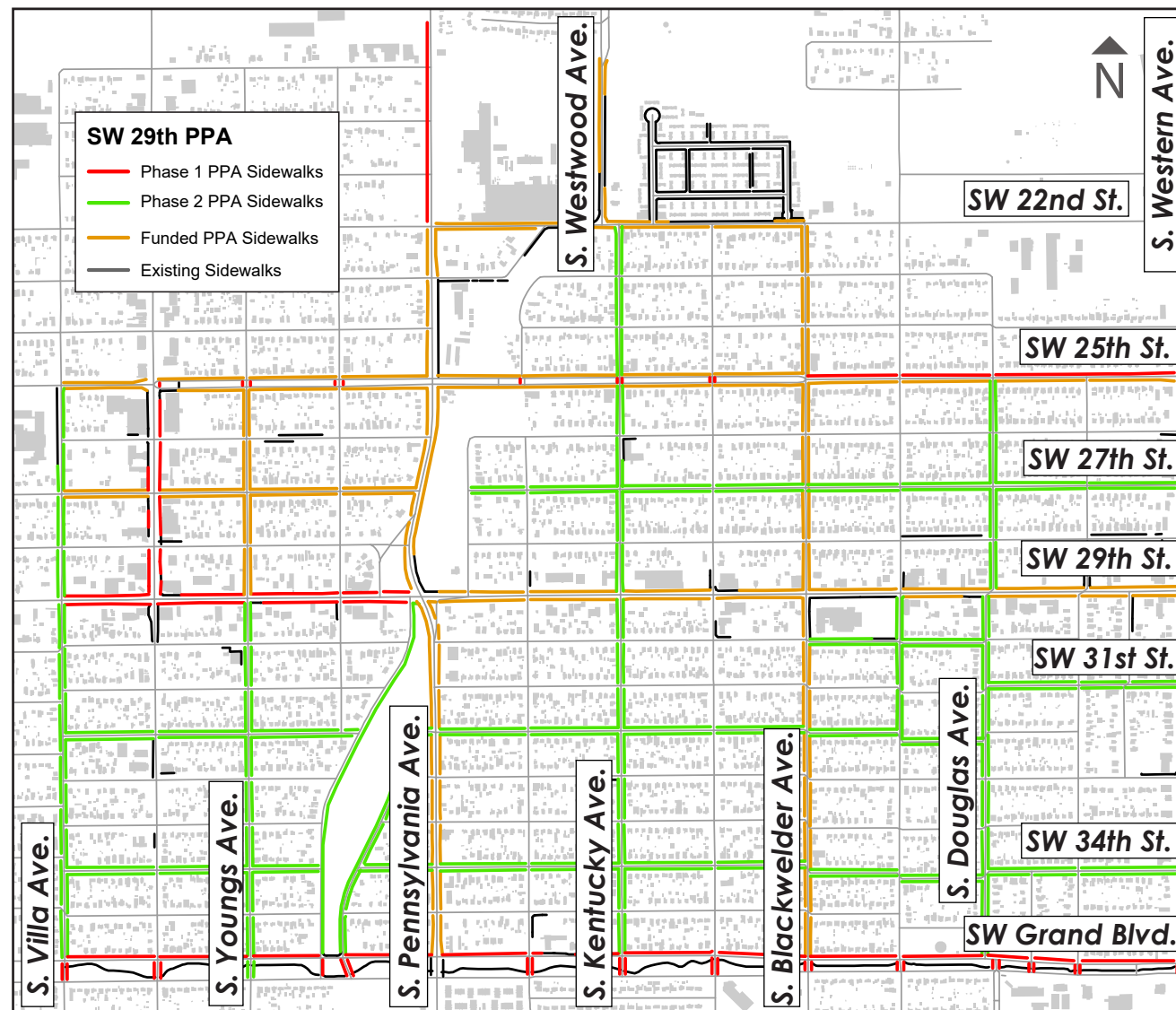
## ORIGINAL PPA - SW 29TH DISTRICT

In general, the area south of the river and north of 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.

The funded sidewalks, representing the first phase of PPA projects, focused on improving walkability along major arterials, commercial and transit corridors, as well as those in proximity to multi-family housing and schools. The main corridors with these characteristics are SW 29th St, S Pennsylvania Ave, and S Blackwelder Ave. In particular, SW 29th St is on the 2017 GO Bond for street enhancement project that includes resurfacing, new sidewalks, and other elements that will make the corridor more pedestrian friendly.

The unfunded improvements take advantage of the street 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.

MAP 4.20 SW 29TH DISTRICT PPA



## ORIGINAL PPA - NW EXPRESSWAY AND MAY

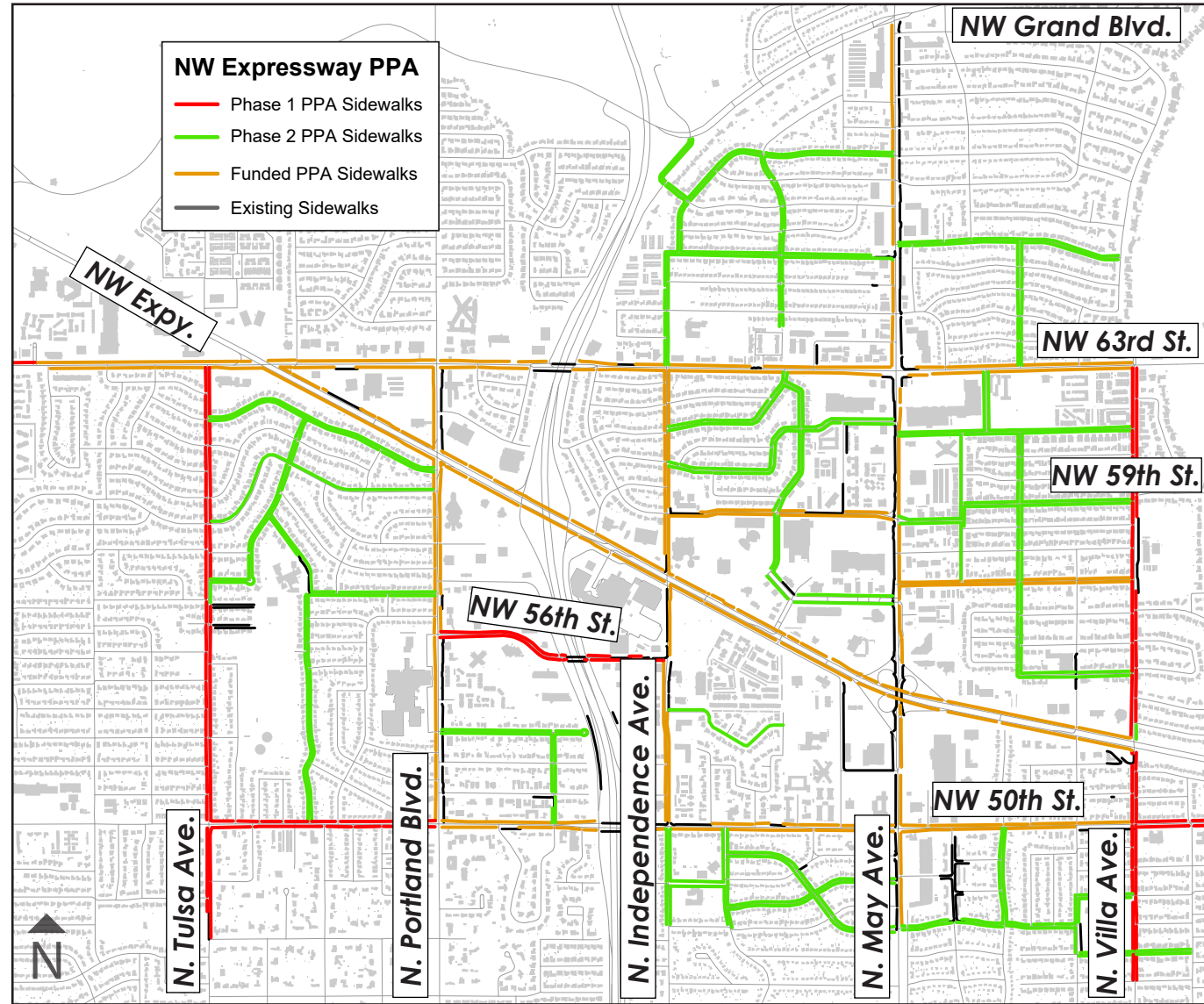
Some of the busiest streets in Oklahoma City cross through this PPA, including NW Expressway, NW 63rd St, N May Ave, NW 50th St, and N Portland Ave. These streets form the basis for the funded sidewalk improvements in the area, with the addition of N Independence Ave and a few other streets that penetrate the surrounding neighborhoods.

The unfunded improvements remain to serve as the next phase of neighborhood connection to the primary streets that are addressed in the currently-funded projects.

Considering the large number of shopping opportunities in the area and lack of other transportation options, congestion runs high. Adding sufficient pedestrian infrastructure will better facilitate mobility in the area. 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.

As the NW Bus Rapid Transit (BRT) service begins its operation and grows its ridership over the coming years, 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 drive. Expanding mobility options in this way can lead to a better functioning area overall.

MAP 4.21 NW EXPRESSWAY AND MAY PPA



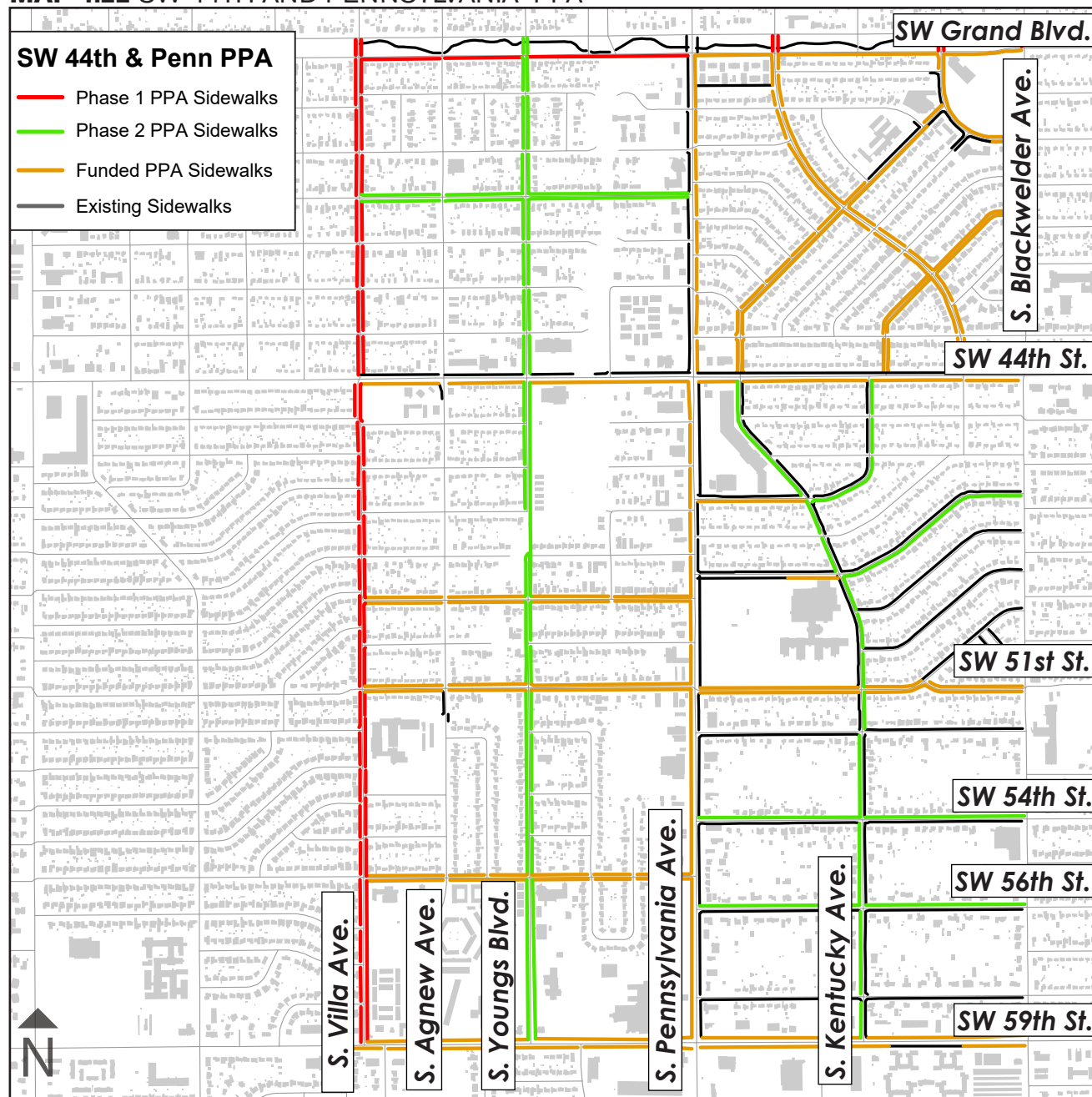


## ORIGINAL PPA - SW 44TH AND PENNSYLVANIA

The major arterial streets in this PPA are 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 focus for the currently-funded 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. SW 49th aligns with U.S. Grant High School.

Unfunded improvements in this area primarily focus on creating a basic grid system for pedestrians. Another key focus is the leveraging of existing assets. Several streets in the area received sidewalks funded by the 2007 GO Bond, and the next phase of projects will continue that momentum to provide more sidewalks for better neighborhood coverage.

**MAP 4.22 SW 44TH AND PENNSYLVANIA PPA**



## ORIGINAL PPA - STOCKYARDS

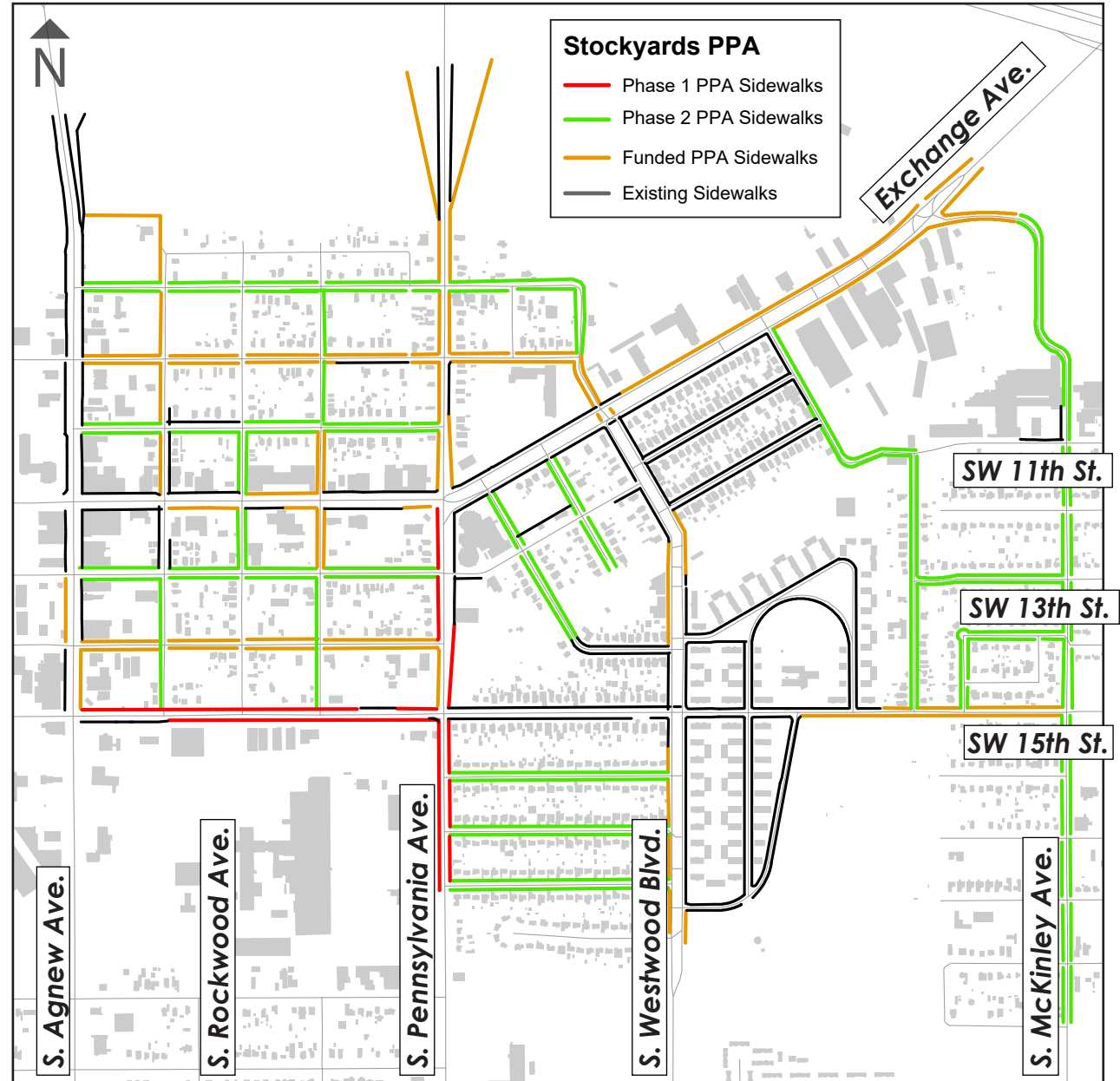
Completing the sidewalk network along major arterials, connecting residents to the Stockyards City commercial district, and connecting residents to the Oklahoma River are all key concerns for sidewalk improvements in this PPA.

As in other PPAs, the sidewalks in the funded category are primarily located along major arterials. In this case, they 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, along with SW 10th St and SW 14th St. The next phase of sidewalk improvements will pick up where the funded sidewalks left off in terms of providing a sidewalk network to better connect neighborhood residents to their surrounding amenities.

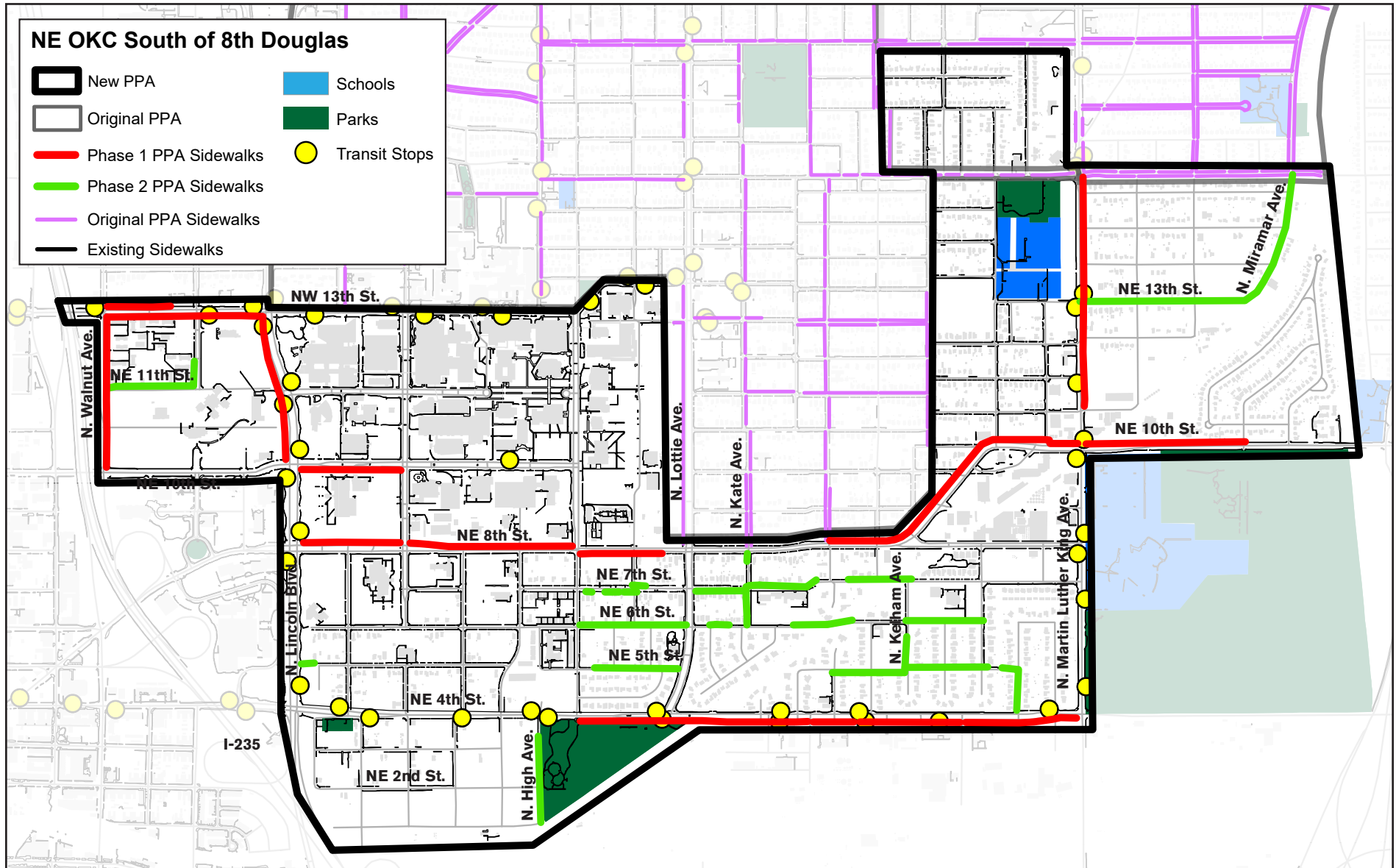
S Agnew Ave and Exchange Ave west of N Pennsylvania Ave have received improvements in the last few decades that have catalyzed business investment in the area, and another Better Streets Safer City street enhancement project is being designed with the district to create further improvements. Additionally, funded on-street bike facilities on Exchange and Agnew will better connect residents to the district.

With landmark locations such as Cattlemen's Steakhouse and Langston's Western Wear, and recent developments like the Rodeo Cinema theater, 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.

**MAP 4.23 STOCKYARDS PPA**



**MAP 4.24 NE OKC SOUTH OF 8TH & DOUGLAS - NEW PPA**

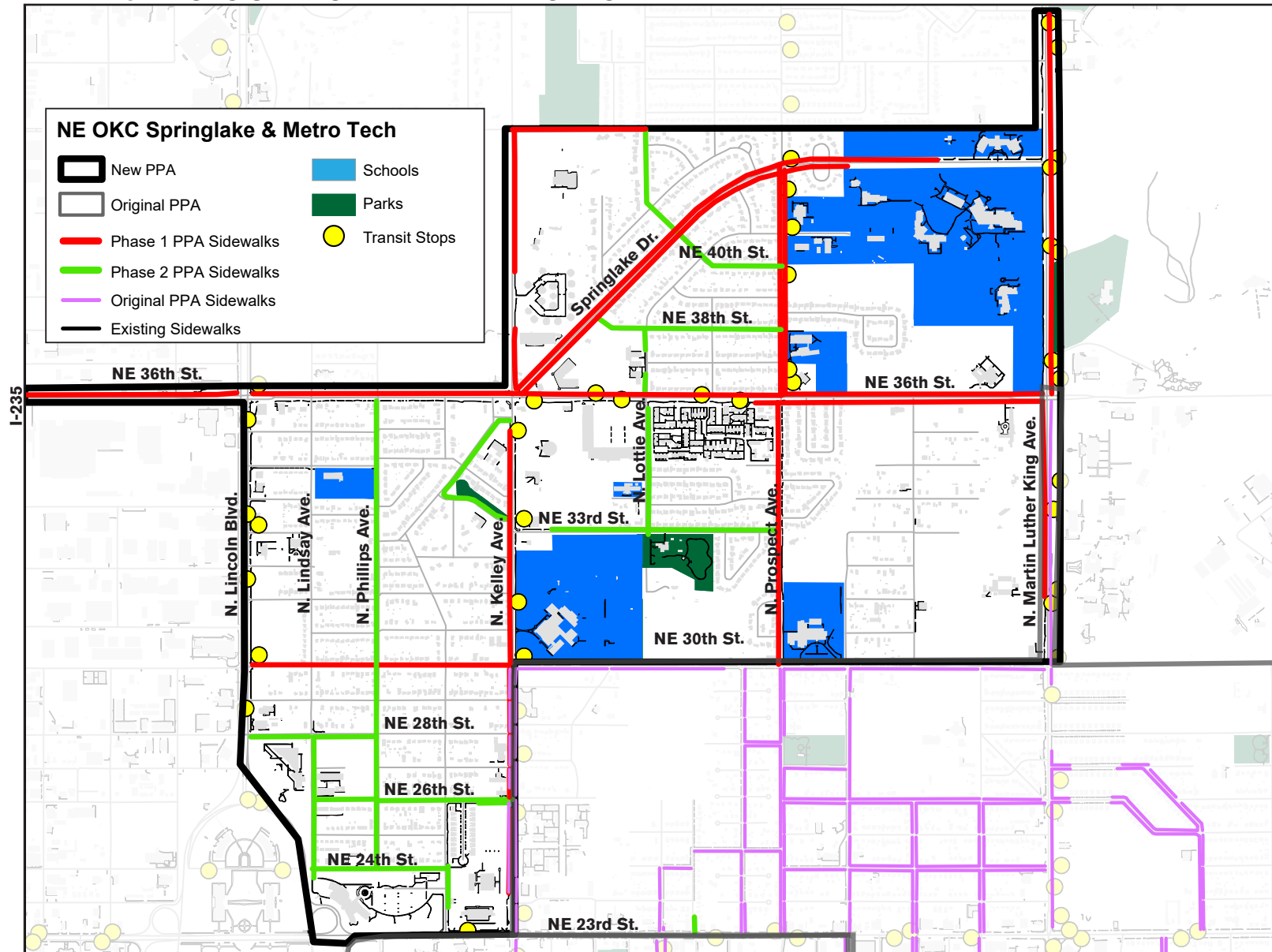


### NEW PPA - NE OKC SOUTH OF 8TH & DOUGLASS EXPANSION

This new PPA builds upon the 2018 Oklahoma Health Center PPA. While the original PPA sought to create better access and connections from OHC to the neighborhoods to the east and north, this PPA focuses on making important connections to the NE 4th St corridor and Washington park to the south, and Douglass High School and JFK neighborhood to the east. It considers important destinations like the Page Woodson development and Innovation District. Transit routes 2, 3, 18, 22, and 24 all exist within this area, so accessible sidewalks along these routes are imperative. Major barriers in the form of arterial roads, like N Lincoln Blvd and N MLK Ave, are important streets to ensure sidewalks and adequate pedestrian crossings are present. Perhaps the most significant barrier is Interstate-235, and while the bridges and underpasses have pedestrian access and plans for further MAPS 4 improvements, many are still missing ADA crossings and sidewalk access to NE OKC districts and neighborhoods.



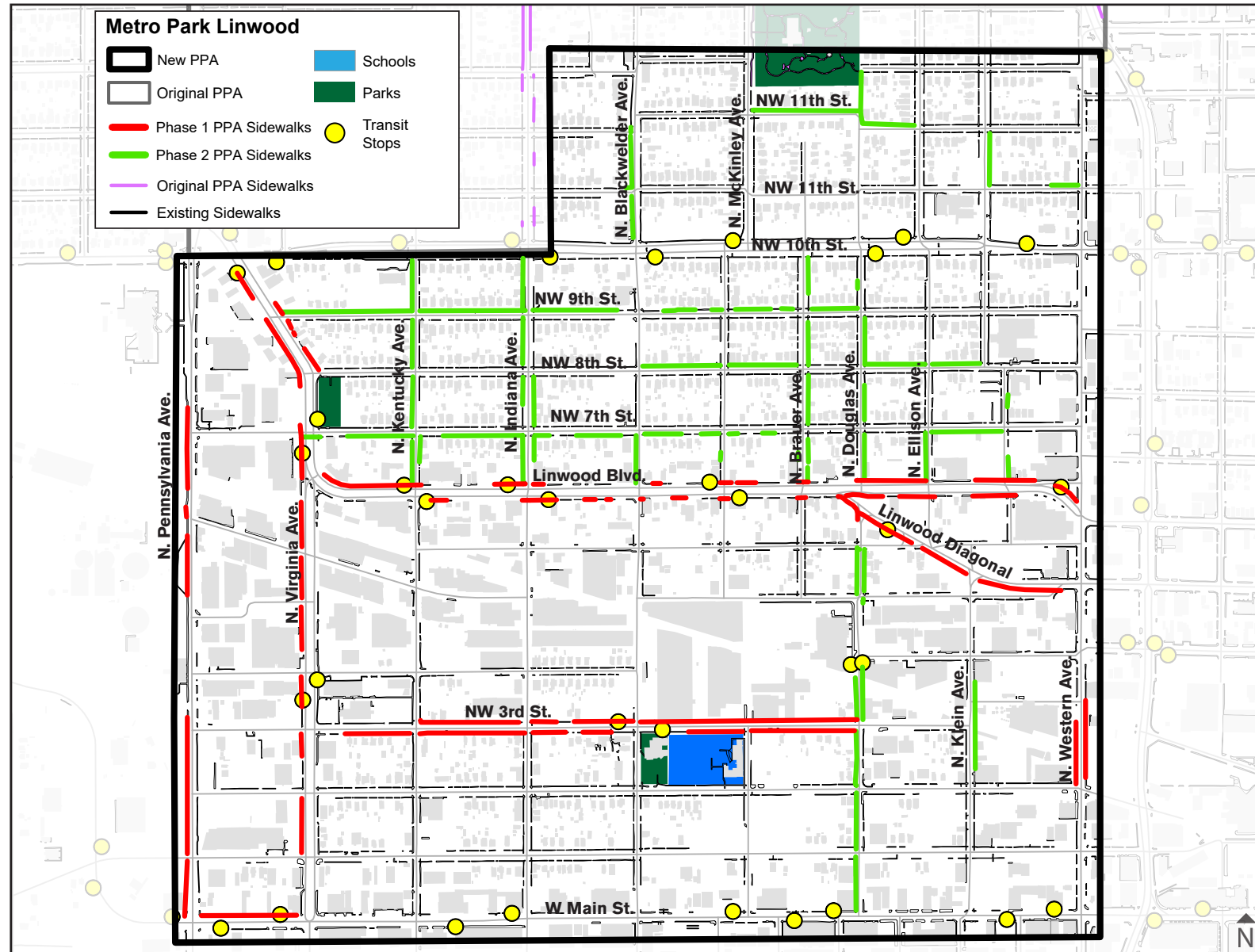
**MAP 4.25 NE OKC SPRINGLAKE AND METRO TECH - NEW PPA**



### NEW PPA - NE OKC SPRINGLAKE & METRO TECH

This PPA expansion focuses on the neighborhoods north of the existing NE 23rd and MLK PPA. Better connections for residents to Metro Technology Center to the northeast will create direct access to important community resources. For younger residents, the connections to Thelma Parks Elementary and Classen High School at Northeast, along with neighborhood parks, are in need of sidewalk access. The Capitol View neighborhood to the west was established in the Strong Neighborhoods Initiative (SNI) program in 2018, and the proposed sidewalks there are informed by that public engagement process. NE 36th St to the west will connect to the new Homeland and MAPS 3 Wellness Center at Lincoln. Another PPA across I-235, and NE 36th to the east at N MLK Ave will ensure connections and access to the Adventure District and to various State offices.

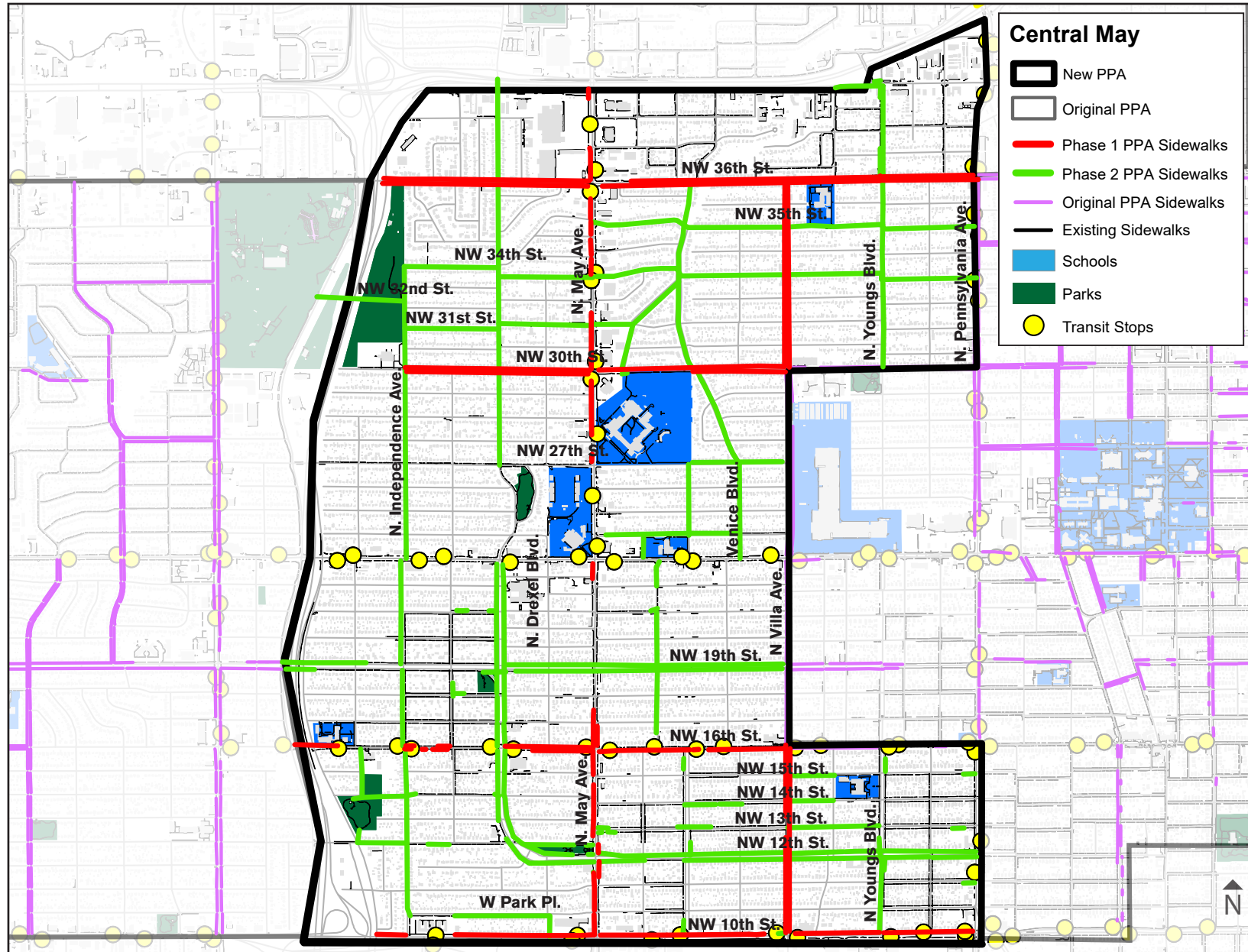
**MAP 4.26 METRO PARK AND LINWOOD - NEW PPA**



## NEW PPA - METRO PARK & LINWOOD

Sidewalks in the Metro Park and Linwood area are as important as anywhere in OKC. The area between Main St. and Linwood Blvd. is home to multiple bus routes, the Homeless Alliance's Westtown Homeless Resource Campus, and a mix of historic housing stock with industrial activities. There are also multiple ongoing revitalization efforts, such as SNI programming in the Metro Park neighborhood, and new bike lane projects on Main St., Linwood Blvd., and Western Ave. Aside from ensuring that major streets like Penn and Western are covered with sidewalks, the focus for this expansion area is public transit access, coordination with SNI to identify important sidewalk gaps, and connection to Classen Ten Penn neighborhood to the north and Downtown to the east.

**MAP 4.27 CENTRAL MAY - NEW PPA**

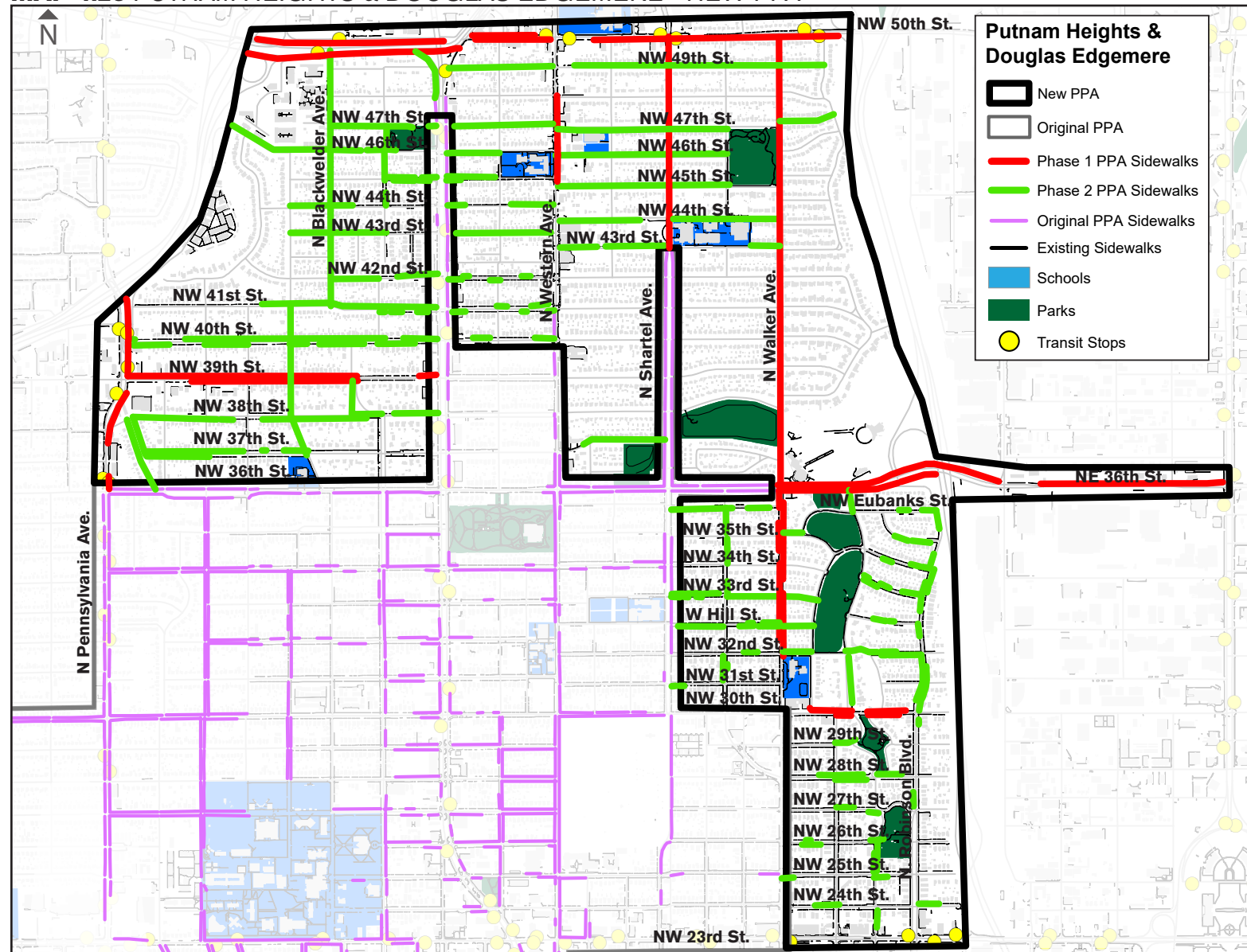


## NEW PPA - CENTRAL MAY

This PPA expansion centers around the corridor of N May Ave between NW 10th St and I-44, and it covers the large area within the inner OKC highway loop between two original PPAs. There are a number of significant accessibility issues here, including major arterial streets like N May Ave with its multitude of commercial activities and lack of complete sidewalks and pedestrian crossings to important community assets such as EMBARK bus routes 7, 8, 10, 23 and 38, Classen High School, Taft Middle School, other elementary schools and local parks, and diverse neighborhoods in walking distance to these destinations.



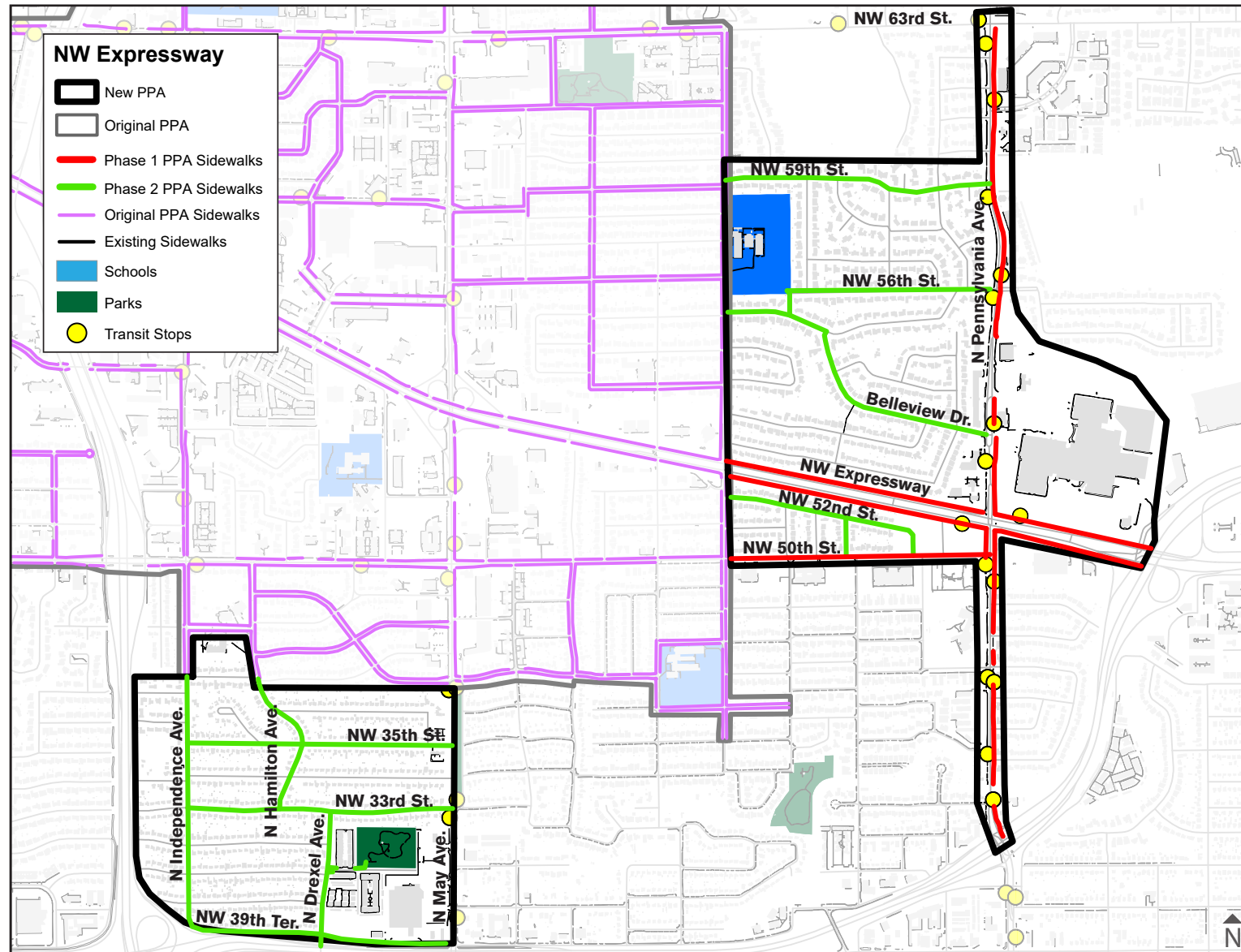
**MAP 4.28 PUTNAM HEIGHTS & DOUGLAS EDMERE - NEW PPA**



## NEW PPA - PUTNAM HEIGHTS & DOUGLAS EDMERE

This area expands upon the original Classen and NW 23rd PPA. While Classen was a focal point of that PPA, the succeeding years have shown a growing importance to increase sidewalk presence and walkability in the surrounding neighborhoods. One such connection between the two is the imminent NW Bus Rapid Transit (BRT) route along Classen, which will provide high-frequency commuter transit service to these neighborhoods and districts. Another connection is the Western Avenue District which falls just outside of the original PPA and lacks adequate sidewalk connection to the surrounding neighborhoods. The eastern portion of this new PPA intends to better connect residents from Jefferson Park, Edgemere Park and Central Park to the historic and continuously growing Paseo Arts District. Additional access needs include Bishop McGuinness High School, Westminster K-8, and Trinity School, along with connections to the area's neighborhood parks: Douglas, Crown Heights, Guy James, Sparrow and Goodholm.

**MAP 4.29 NW EXPRESSWAY - NEW PPA**



## NEW PPA - NW EXPRESSWAY

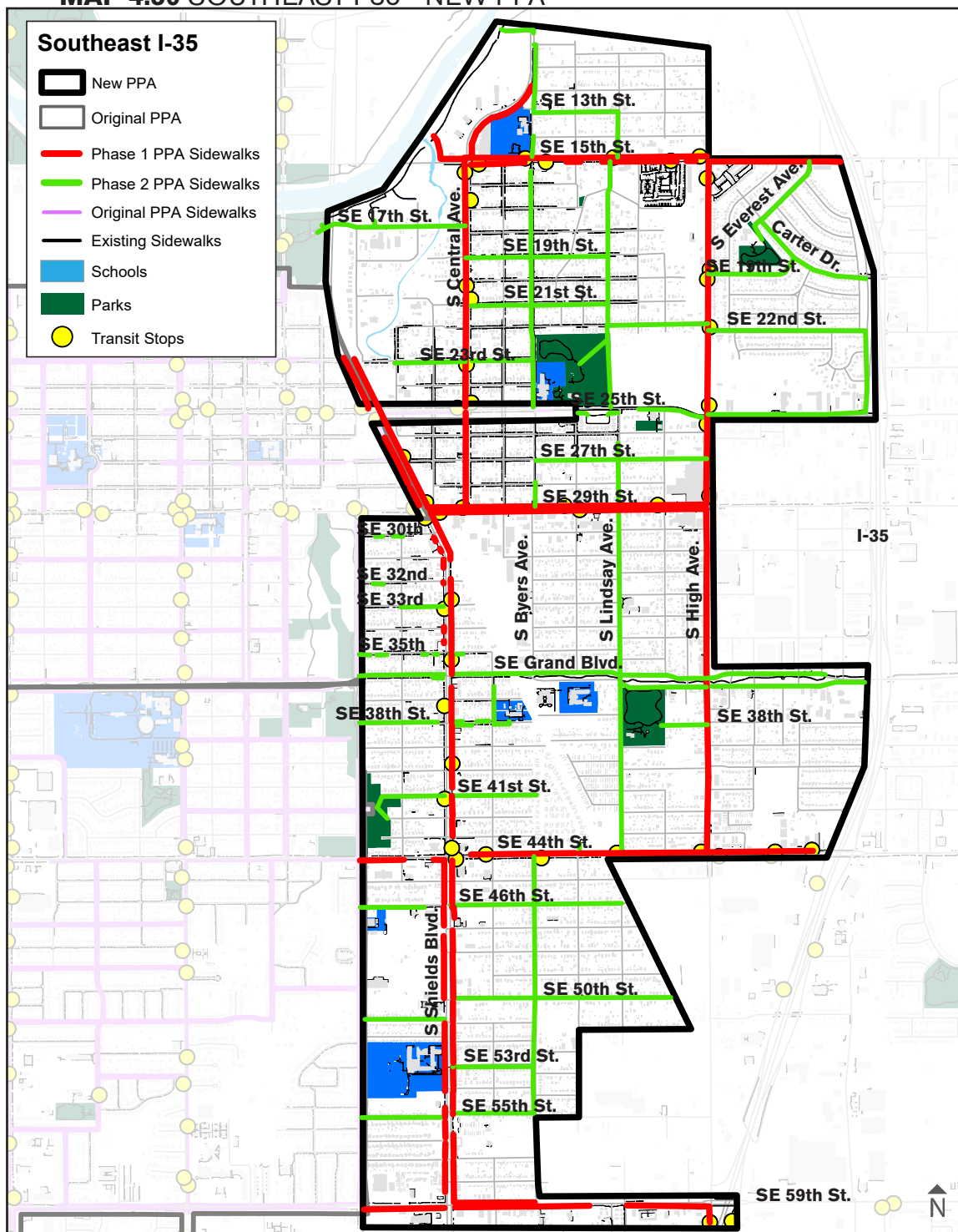
The NW Expressway PPA focuses on two non-contiguous areas. This is because, as illustrated in the Context Map, the neighborhoods in the middle have existing sidewalks on one side of nearly every street, as a result of a 2007 Bond residential resurfacing project. Because the central area is so well-served, the goal for this area then shifted to two neighborhoods - Mayfair West, cradled by I-44 and Lake Hefner Pkwy, and Wilemans Belle Isle to the northeast. Mayfair West is a natural southern extension of the original PPA, since its sidewalk projects are carried into the neighborhood but fall short of servicing the entire southern half. It is also directly adjacent to multiple grocery stores, a newly redeveloped commercial district, and multiple restaurants and convenience stores. Wilemans Belle Isle has a similar story, with Penn Square Mall to the east and a new mall-style development to the south. It's also important to connect this neighborhood to the Bus Rapid Transit (BRT) service soon to be completed along NW Expressway, and connecting west to Belle Isle Middle School and the original PPA sidewalk network already being implemented.

## NEW PPA - SOUTHEAST I-35

This PPA is intended to bring two of the south OKC PPAs, from the Oklahoma River to the north to SE 59th St to the south, east to I-35. This area has relatively high rates of zero-car households and several public schools without any sidewalk access. Parks and commercial areas also fall far short of adequate sidewalks infrastructure, and major arterial streets like S Shields Blvd create a barrier and significant safety concern for anyone on foot or a mobility device. Connections to existing trail amenities, such as the Oklahoma River trails and the multi-use trail running alongside SW Grand Blvd, are also needed.

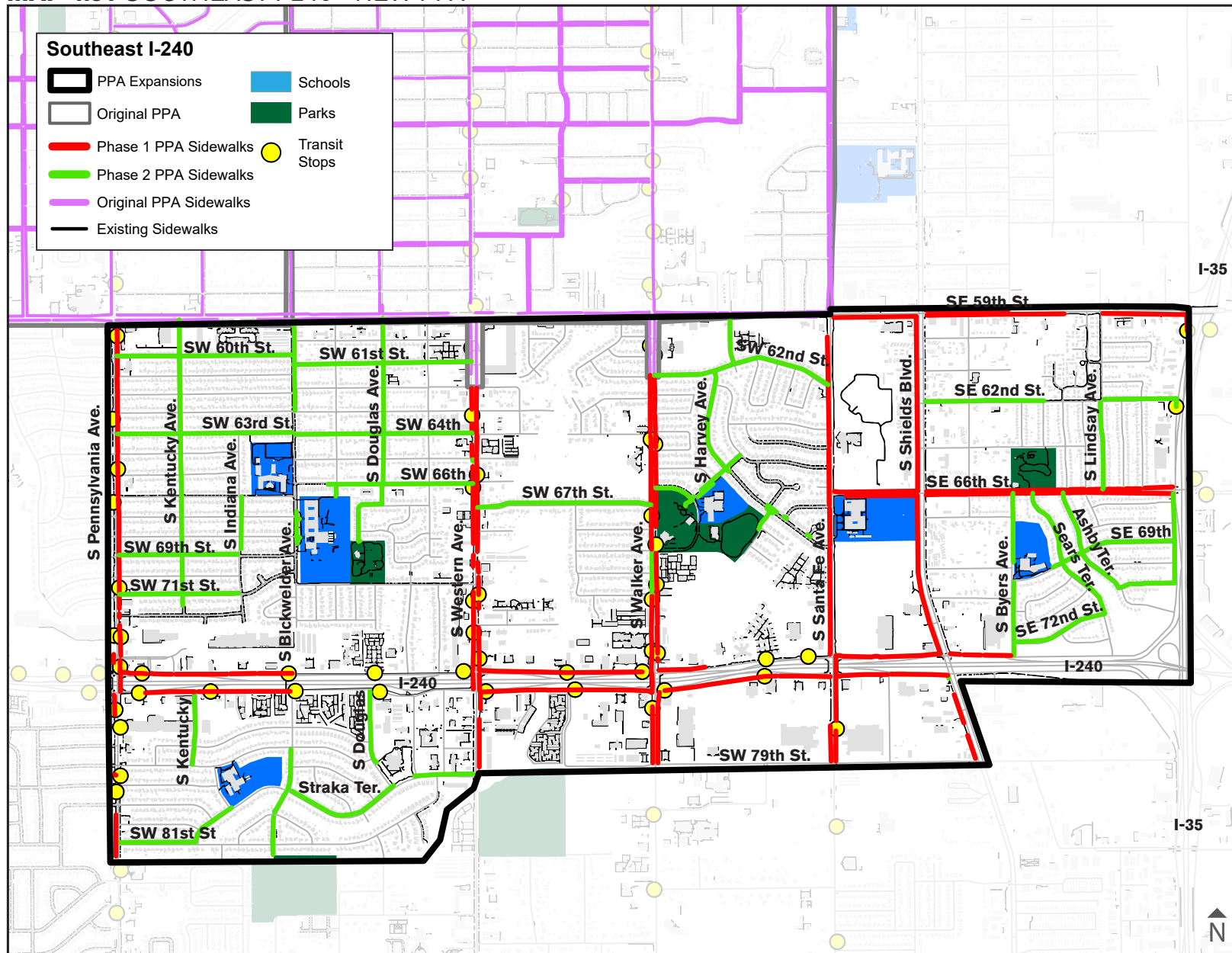
Public transit is of heightened importance in this area, not only because it is currently being served by EMBARK bus routes 11 and 14, but also because there are both commuter rail and bus rapid transit (BRT) plans being set in motion by the Regional Transit Authority (RTA).

MAP 4.30 SOUTHEAST I-35 - NEW PPA





**MAP 4.31 SOUTHEAST I-240 - NEW PPA**



### NEW PPA - SOUTHEAST I-240

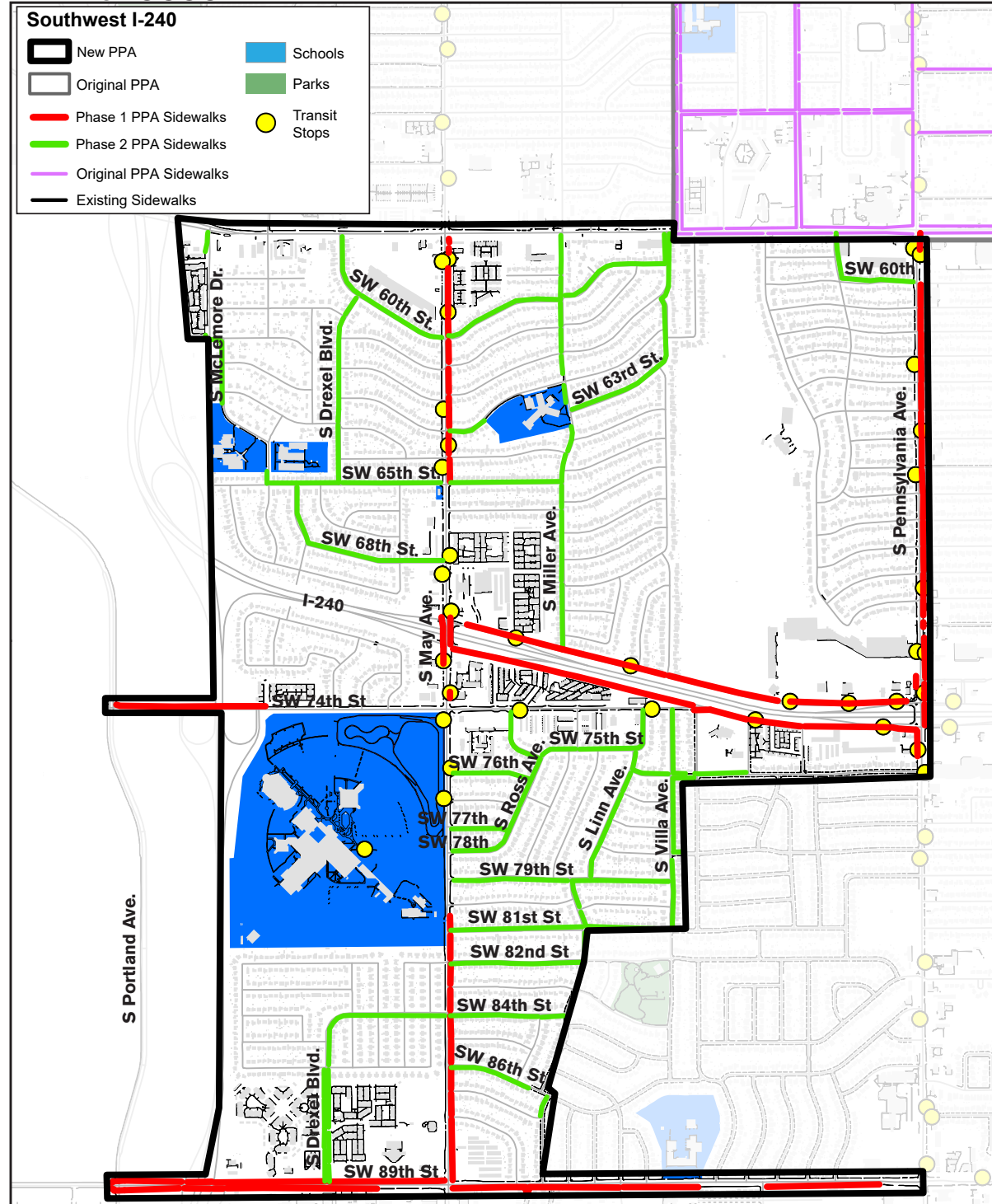
This area expands PPAs south across I-240 from S Pennsylvania Ave east to I-35. The area extends south of I-240 to better address I-240 as a major barrier for pedestrian activity. This approach also helps to serve transit ridership on EMBARK routes 13, 16 and 40, which have bus stops on both sides of the interstate along with several high-density apartment complexes. There is also a notably higher amount of schools and parks in this area that lack sidewalk access compared to other PPAs. One specific safety concern is the area around SE 66th and Shields Blvd, where numerous severe and fatal pedestrian collisions have occurred.

## NEW PPA - OKLAHOMA CITY COMMUNITY COLLEGE (OCCC) AREA

As the title suggests, a significant portion of this expansion exists to better serve the area around OCCC and create better access to the campus itself. There are also two elementary schools to the north of I-240 that are in need of better sidewalk access. Sidewalks along major arterial streets and safe crossings under I-240 are a priority for this area. I-44 is a significant pedestrian barrier to multiple new employment developments, such as the Amazon Warehouses, along S Portland Ave by Will Rogers Airport. It's worth noting that the portion in the southeast is carved out of this expansion because that particular neighborhood received sidewalks on one side of every street through a 2007 Bond resurfacing project.

Public transit access is important, as it currently serves EMBARK routes 12, 13, and 16. As with a few other PPAs, there are special considerations for a MAPS 4 bus rapid transit (BRT) line and a future EMBARK airport route, which would provide additional transit service to the area in the coming years.

**MAP 4.32 OCCC AREA - NEW PPA**

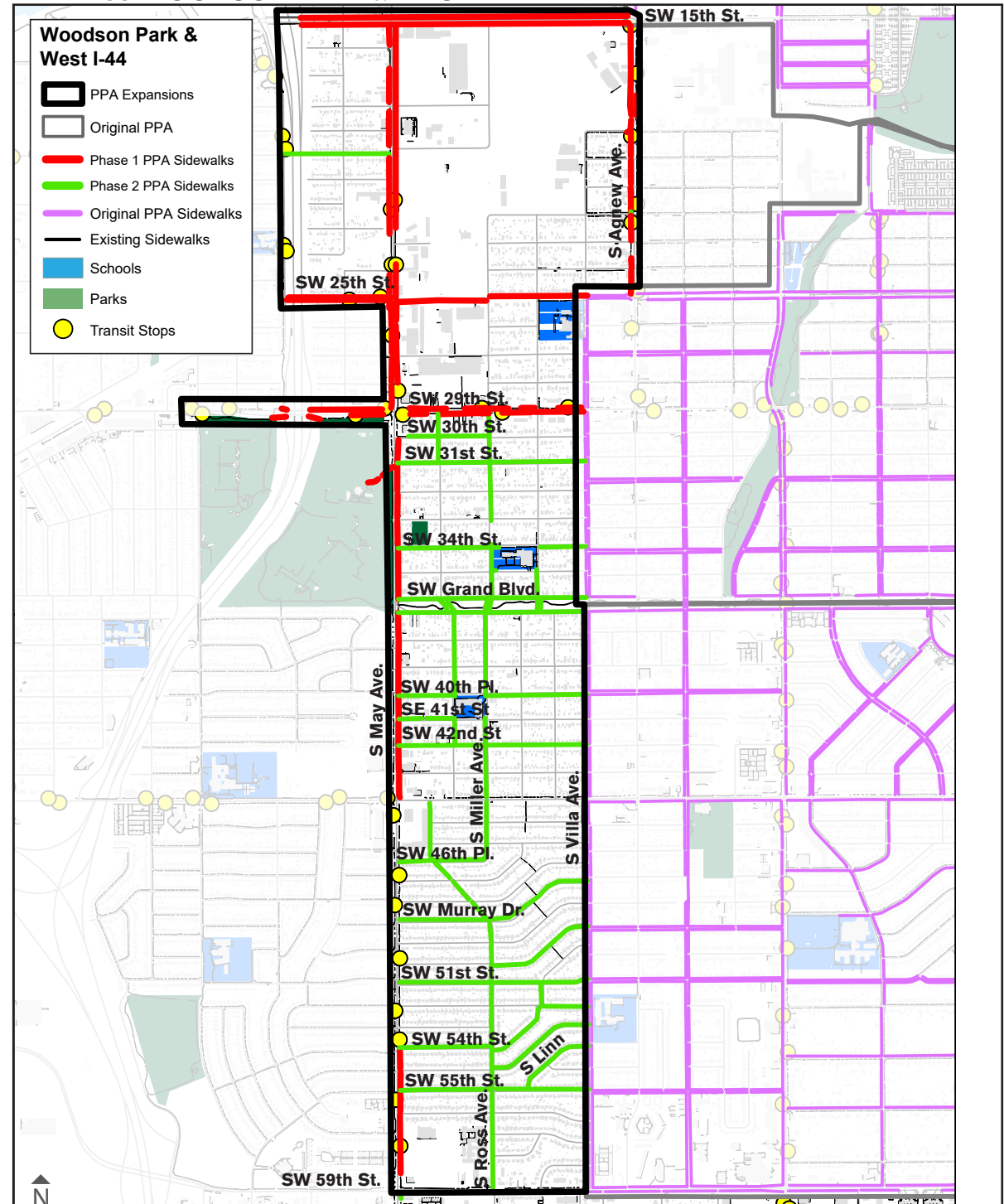


## NEW PPA - WOODSON PARK & WEST I-44

This PPA covers an elongated north-south area between I-44 and previous PPAs to the east. Similar to other expanded areas, the neighborhoods south of Woodson Park and west of the proposed PPA received sidewalks on one side of every street through a 2007 Bond project. Between that project and the original PPAs, this expansion area is necessary to fill gaps in the sidewalk network.

The main public transit route is EMBARK Route 12, and access to that route is needed mostly along S May Ave and SW 29th St. Access to Woodson Park is important, not only because it is a regional recreational amenity, but also because it connects to the existing S Grand Blvd trail and a future trail alignment, which will connect Woodson Park north to the Oklahoma River and South to OCCC and ultimately Earlywine Park.

**MAP 4.33 WOODSON PARK & WEST I-44 - NEW PPA**





# Street Enhancement Priorities

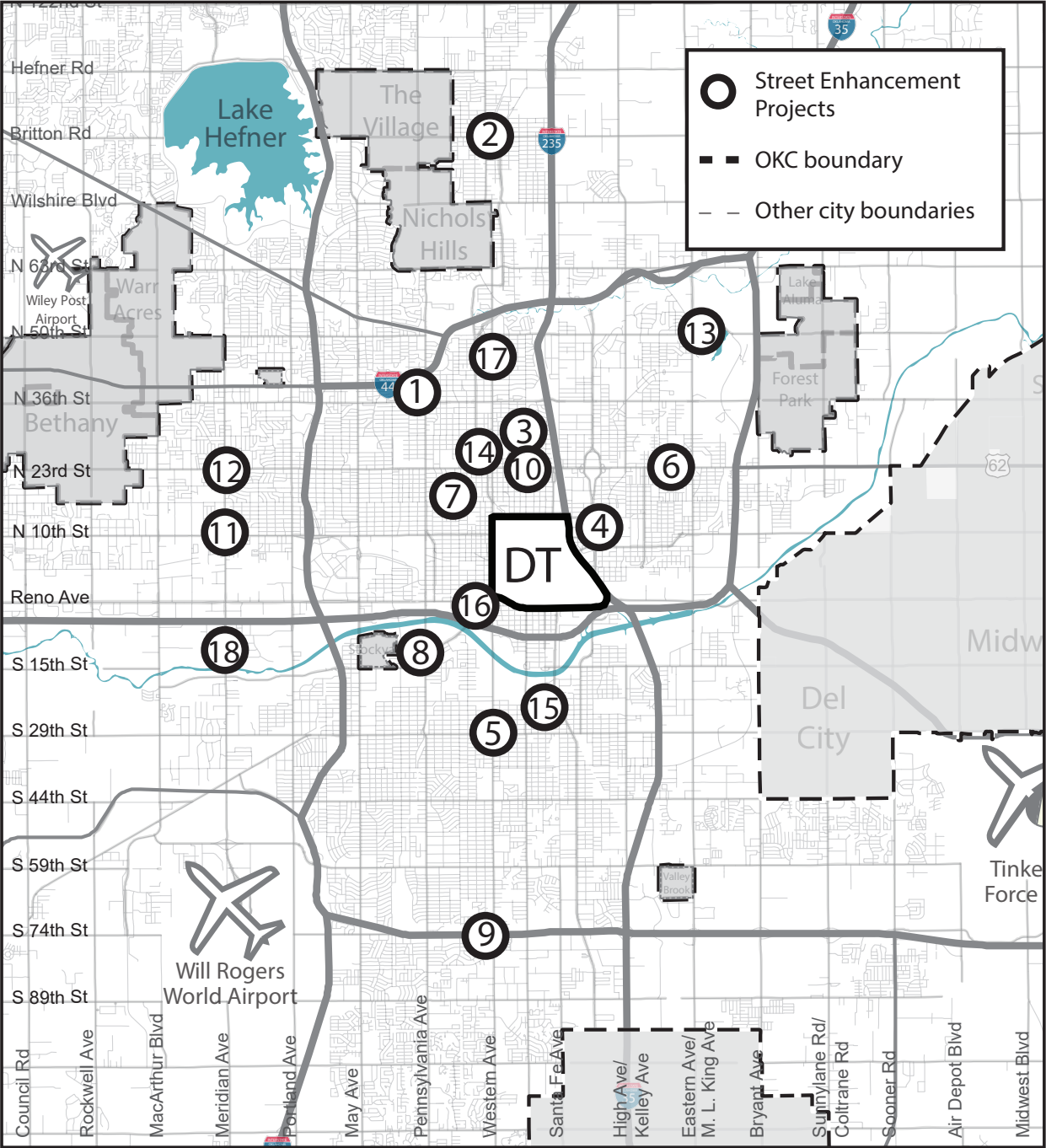
## DISCUSSION

Several street enhancement projects were included in the Better Streets Safer City program. This category of projects contains a range of improvements, from sidewalks and bumpouts to pedestrian lighting and landscaping, based on the unique needs of individual commercial districts throughout OKC. Most districts have their own boards that work with the City through the Commercial District Revitalization program. While many street enhancements were funded over the last few years, several districts are still in need of funding for these types of improvements. The following table and map groups projects by funding status.

**Table 4.6** Street Enhancement Projects Citywide

Map ID	Funded Street Enhancements
1	39th District (complete)
2	Britton District
3	Paseo Arts District (under construction)
4	Innovation District
5	La 29 District (under construction)
6	NE 23rd St District
7	Plaza District (complete)
8	Stockyards District
9	Two40 on I-240
10	Uptown 23rd District
11	WesTen District
12	Windsor District
Map ID	Unfunded Street Enhancements
13	Adventure District
14	Asian District
15	Capitol Hill District
16	Farmers Market District
17	Western District
18	Meridian Corridor

**MAP 4.34** STREET ENHANCEMENT PRIORITIES



## DOWNTOWN SUB-DISTRICTS

Downtown Oklahoma City is a Business Improvement District (BID) managed, maintained and marketed by the Downtown Oklahoma City Partnership (DOKC). The BID supports all six downtown sub-districts that have their own identities and boards.

In addition to DOKC’s regular funds used for streetscape maintenance, the City of Oklahoma City continues to upgrade and improve the streetscapes downtown. For example, one project the NW 4th bike lane project, is focused on redesigning a corridor that connects through multiple districts, and Automobile Alley has received funding for a streetscape improvement project.

Map 4.35 and Table 4.7 show currently funded street enhancements projects and other streets identified as needing any number of improvements, including pedestrian components, bike infrastructure, landscaping, and public art installations.

The approach and methodology associated with Street Enhancement projects are discussed further in Chapter 3, pages 74-75.

Robert S Kerr Ave after a Project 180 downtown street enhancement project



MAP 4.35 DOWNTOWN SUB-DISTRICTS

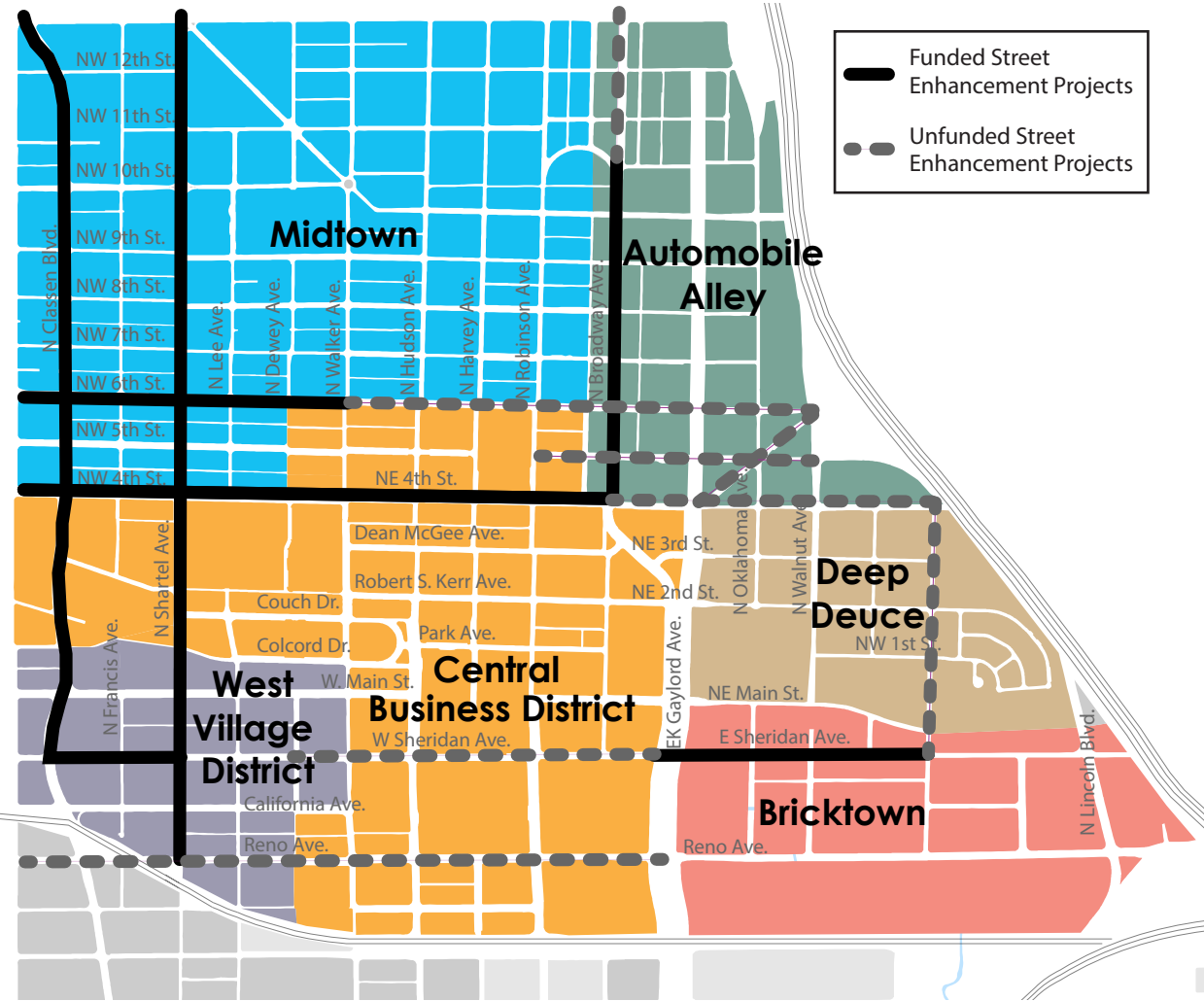


Table 4.7 Downtown Street Enhancement Projects

Funded Street Enhancements	Unfunded Street Enhancements
N Broadway Ave - NW 4th to NW 11th	N Broadway Ave - NW 11th to NW 23rd
N Classen Blvd - Sheridan to NW 10th	Russel M. Perry Ave - Sheridan to NE 4th
N Shartel Ave - Main to NW 13th	NW 6th St - Walker to Walnut
NW 6th St - Western to Walker	NW 5th St - Robinson to Walnut
NW 4th St - Western to Broadway	NE 4th St - Broadway to Lincoln
E Sheridan Ave - EK Gaylord Blvd to Joe Carter Ave	W Sheridan Ave - Dewey to EK Gaylord
	W Reno Ave - Western to EK Gaylord

# Pedestrian Facilities

## Prioritization - Transit

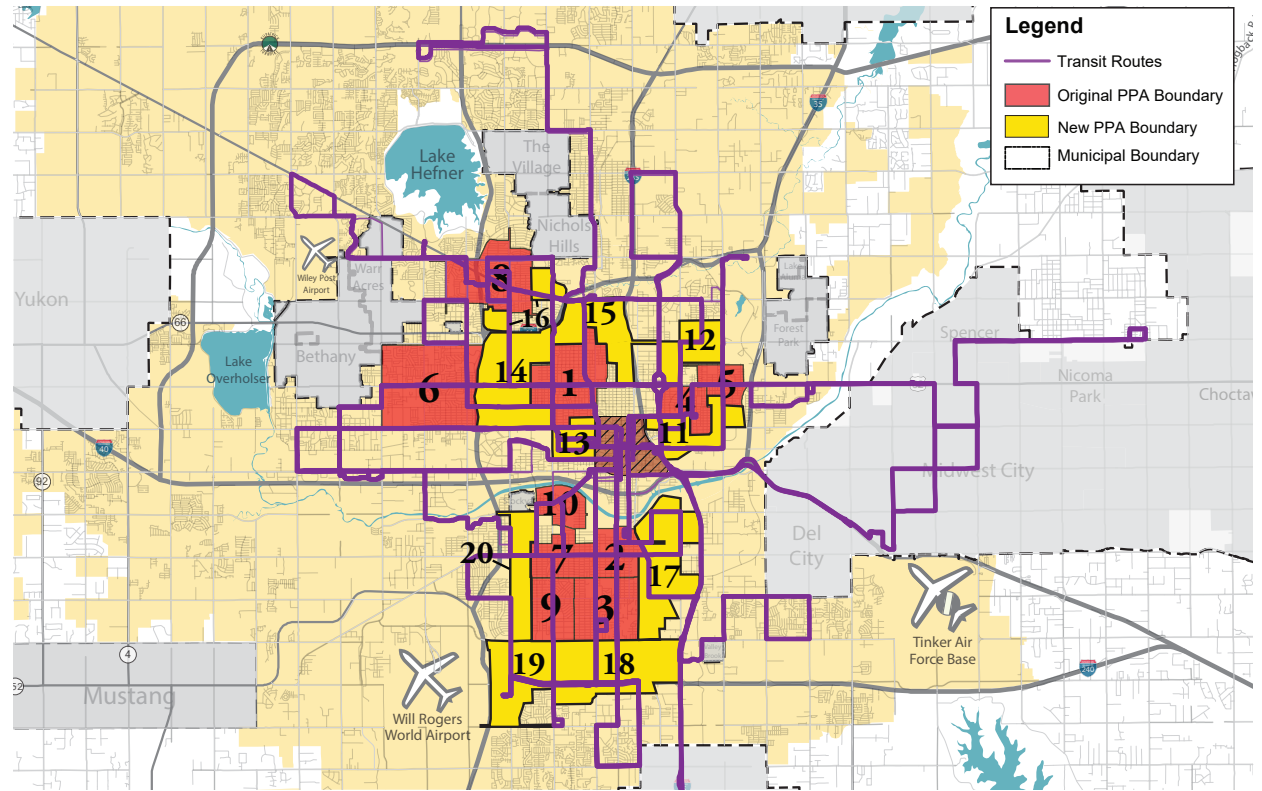
### TRANSIT INSIDE OF PPAs

Each PPA prioritizes improvements along transit corridors. In order to facilitate pedestrian travel, bus stops require ADA accessible concrete pads. The cost of these pads should be included in any cost estimation of sidewalk projects along transit routes. Map 4.36 shows the overlap of the PPAs and the current transit routes. A total of 363 transit stops fall within the PPAs, with the highest concentration of stops being located in the NW Classen Blvd. at NW 23rd St. PPA. The two busiest transit routes in the EMBARK system, route 5 and route 23, traverse this PPA.

### TRANSIT OUTSIDE OF PPAs

On the opposite page, Map 4.37 illustrates the locations of transit priority locations outside of the Pedestrian Priority Areas. These locations have high levels of transit usage with large numbers of residents within a walkable distance.

**MAP 4.36** TRANSIT ROUTES AND PEDESTRIAN PRIORITY AREAS



**Table 4.8** Number of Bus Stops in Original PPAs

Label	Pedestrian Priority Areas (PPAs)	# of Bus Stops
1	NW Classen Blvd. at NW 23rd St.	86
2	Capitol Hill District	42
3	S. Walker Ave. and S. Western Ave.	32
4	OHC Surroundings	28
5	N. Martin Luther King Ave. at NE 23rd St.	29
6	Windsor District and WesTen District	48
7	SW 29th St. District	28
8	NW 63rd St. at N. May Ave.	40
9	SW 44th St. at S. Pennsylvania Ave.	14
10	Stockyards City	16
	<b>TOTALS</b>	<b>363</b>

**Table 4.9** Number of Bus Stops in New PPAs

Label	Pedestrian Priority Areas (PPAs)	# of Bus Stops
11	NE OKC South of 8th Douglass	38
12	NE OKC Springlake Metro Tech	34
13	Metro Park Linwood	32
14	Central May	46
15	Putnam Heights & Douglas Edgemere	17
16	NW Expressway	19
17	Southeast I-35	44
18	Southwest I-240	47
19	OCCC	28
20	Woodson Park and West I-44	19
	<b>TOTAL</b>	<b>324</b>



## TRANSIT PRIORITY OUTSIDE OF PPAs

For the original methodology in bikewalkokc, boarding and alighting data was used to identify 20 key locations that fall outside of the Pedestrian Priority Areas for sidewalk projects and pedestrian improvements. These locations are 1/2-mile radii around high-ridership stops. Through the Better Street Safer City program, along with multiple federal grants, all 20 of these projects are complete.

For this 2024 plan update, staff identified all the remaining transit lines outside of the PPA areas with the goal of making sure every transit route in OKC has adequate sidewalk coverage and ADA compliant bus stop access. Bus stop concrete pads, compliant to EMBARK standards, also must be incorporated in these projects to ensure the stops are shelter-ready. The transit lines are grouped by geography and prioritized according to their needs.

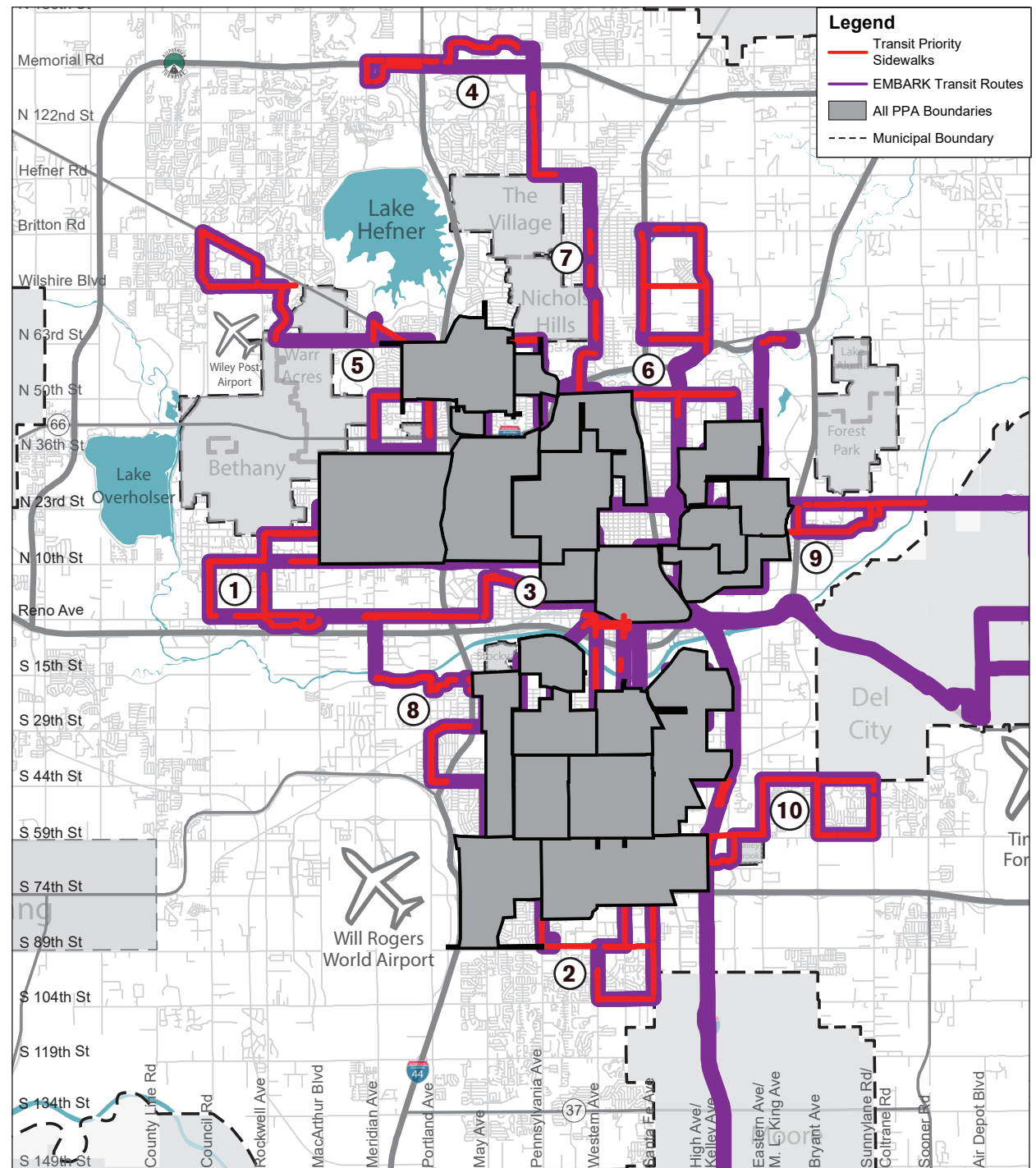
Coordination with EMBARK staff was essential to this prioritization method. Another consideration was EMBARK's OKC Moves Bus Study, which calls for four mini hubs to be added in the following locations:

- Reno and Greenfield
- OCCC
- Quail Springs Mall
- Santa Fe Walmart

**Table 4.10** Priority Transit Locations

Rank / Map ID	Location Name
1	Routes 9, 11, 23, 38
2	Routes 13, 16, 40
3	Routes 9, 12, 13, 16
4	Route 5 (soon to be 3)
5	Routes 8, 10
6	Routes 3, 18, 22
7	Routes 5/3, 8
8	Routes 11, 12
9	Route 2
10	Route 14

## MAP 4.37 PRIORITY TRANSIT LOCATIONS OUTSIDE OF PPAs



# Pedestrian Facilities

## Prioritization - Schools

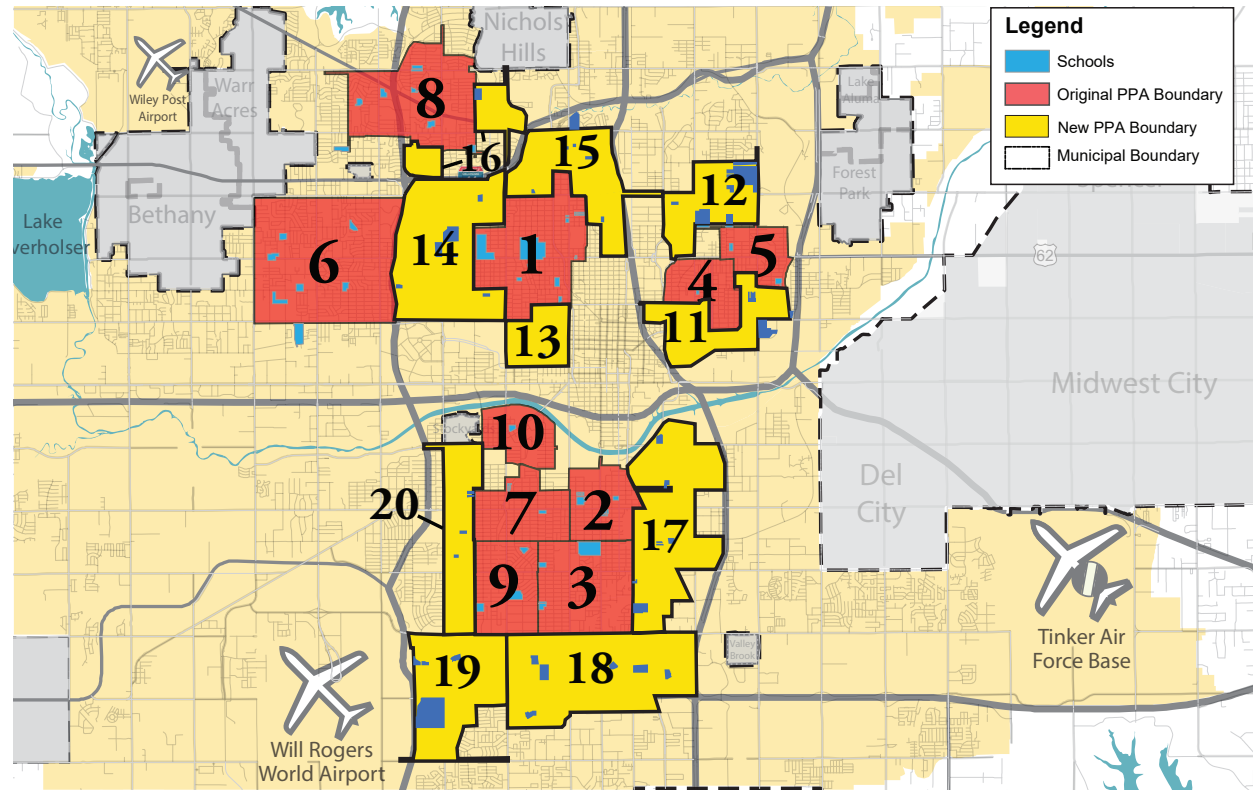
### SCHOOLS INSIDE OF PPAs

Schools are one of the key land uses that led to the identification of the Pedestrian Priority Areas. In areas of the city that have a high opportunity to become very walkable, safe access to schools is a very high priority. Map 4.38 and Tables 4.11 and 4.12 show how many schools are addressed by the pedestrian improvements in each of the 20 Pedestrian Priority Areas. In total there are 90 schools that fall within the PPA boundaries.

### SCHOOLS OUTSIDE OF PPAs

On the opposite page, Map 4.39 illustrates the locations of schools outside of the Pedestrian Priority Areas. Improvements for streets in the vicinity of schools can be supplementally funded through federal funding via the Safe Routes to Schools initiative. Strategies to direct sales tax and general obligation bond monies toward walkability improvements around schools remains a priority for OKC.

**MAP 4.38 SCHOOLS IN PPAs**



**Table 4.11** Number of Schools in Original PPAs

Label	2018 Pedestrian Priority Areas (PPAs)	# of Schools
1	NW Classen Blvd. at NW 23rd St.	10
2	Capitol Hill District	4
3	S. Walker Ave. and S. Western Ave.	5
4	OHC Surroundings	2
5	N. Martin Luther King Ave. at NE 23rd St.	5
6	Windsor District and WesTen District	7
7	SW 29th St. District	3
8	NW 63rd St. at N. May Ave.	7
9	SW 44th St. at S. Pennsylvania Ave.	3
10	Stockyards City	1
	<b>TOTAL</b>	<b>47</b>

**Table 4.12** Number of Schools in New PPAs

Label	2018 Pedestrian Priority Areas (PPAs)	# of Schools
11	NE OKC South of 8th Douglass	4
12	NE OKC Springlake Metro Tech	6
31	Metro Park Linwood	1
14	Central May	6
15	Putnam Heights & Douglas Edgemere	6
16	NW Expressway	1
17	Southeast I-35	6
18	Southwest I-240	6
19	OCCC	4
20	Woodson Park and West I-44	3
	<b>TOTAL</b>	<b>43</b>

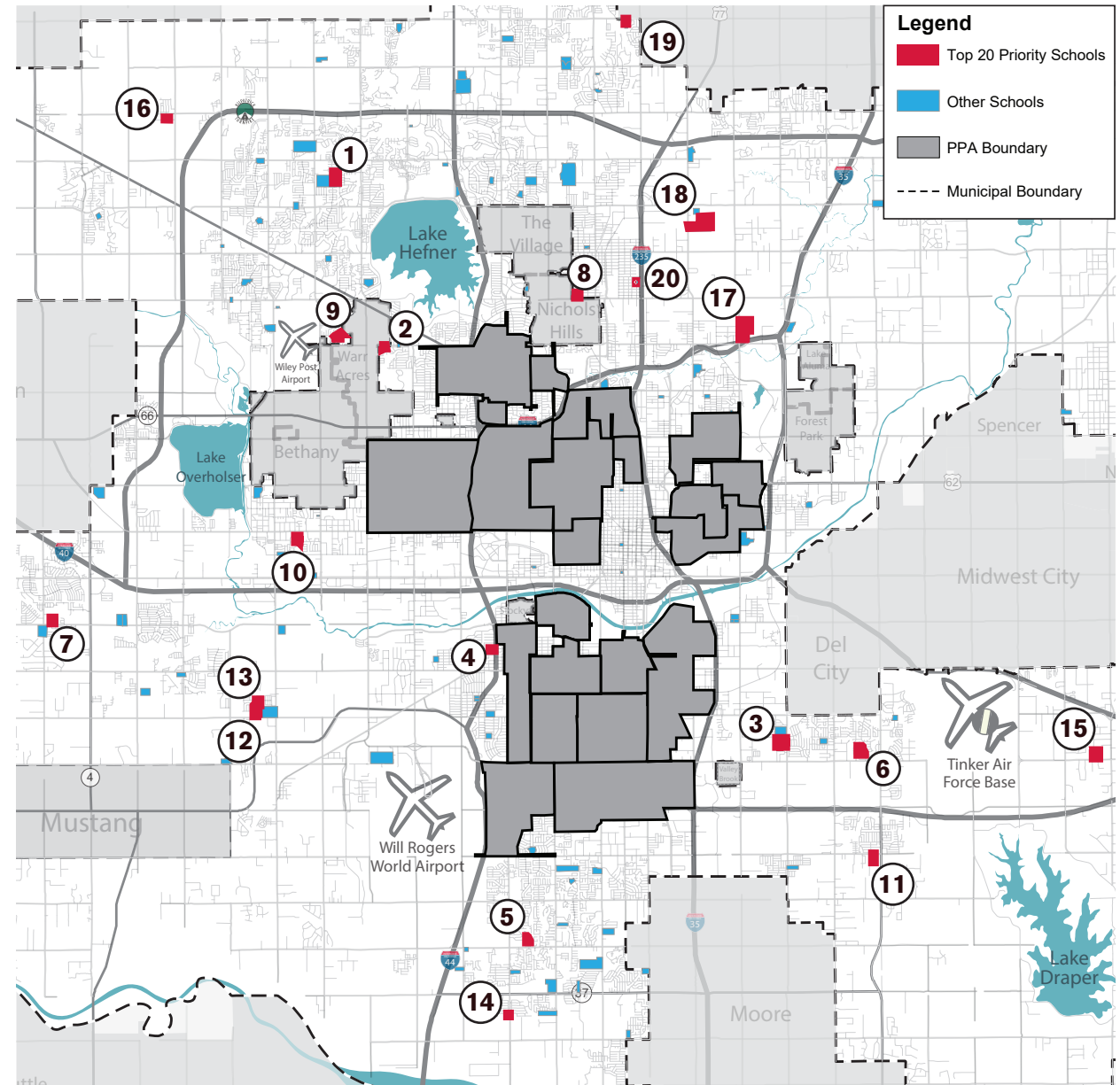
## SCHOOL PRIORITY OUTSIDE OF PPAs

Using the prioritization process outlined in Chapter 3, pages 78-79, a list of the top 20 schools was generated for implementation. The resulting list shows a wide geographic distribution of locations across the city.

**Table 4.13** Priority School Locations

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

## MAP 4.39 PRIORITY SCHOOL LOCATIONS OUTSIDE OF PPAs





# Pedestrian Facilities

## Prioritization - Parks

### PARKS INSIDE OF PPAs

Parks are one of the key land uses that led to the identification of the Pedestrian Priority Areas. In areas of the city that have a high opportunity to become very walkable, safe access to parks is a very high priority. Map 4.40 and Tables 4.14 and 4.15 show how many parks are addressed by the pedestrian improvements in each of the 20 Pedestrian Priority Areas. In total there are 78 parks that fall within all 2018 and 2023 PPA boundaries.

### PARKS OUTSIDE OF PPAs

On the opposite page, Map 4.41 illustrates the locations of parks outside of the Pedestrian Priority Areas. Strategies to direct sales tax and general obligation bond monies toward walkability improvements around parks should be a priority.

MAP 4.40 PARKS IN PEDESTRIAN PRIORITY AREAS

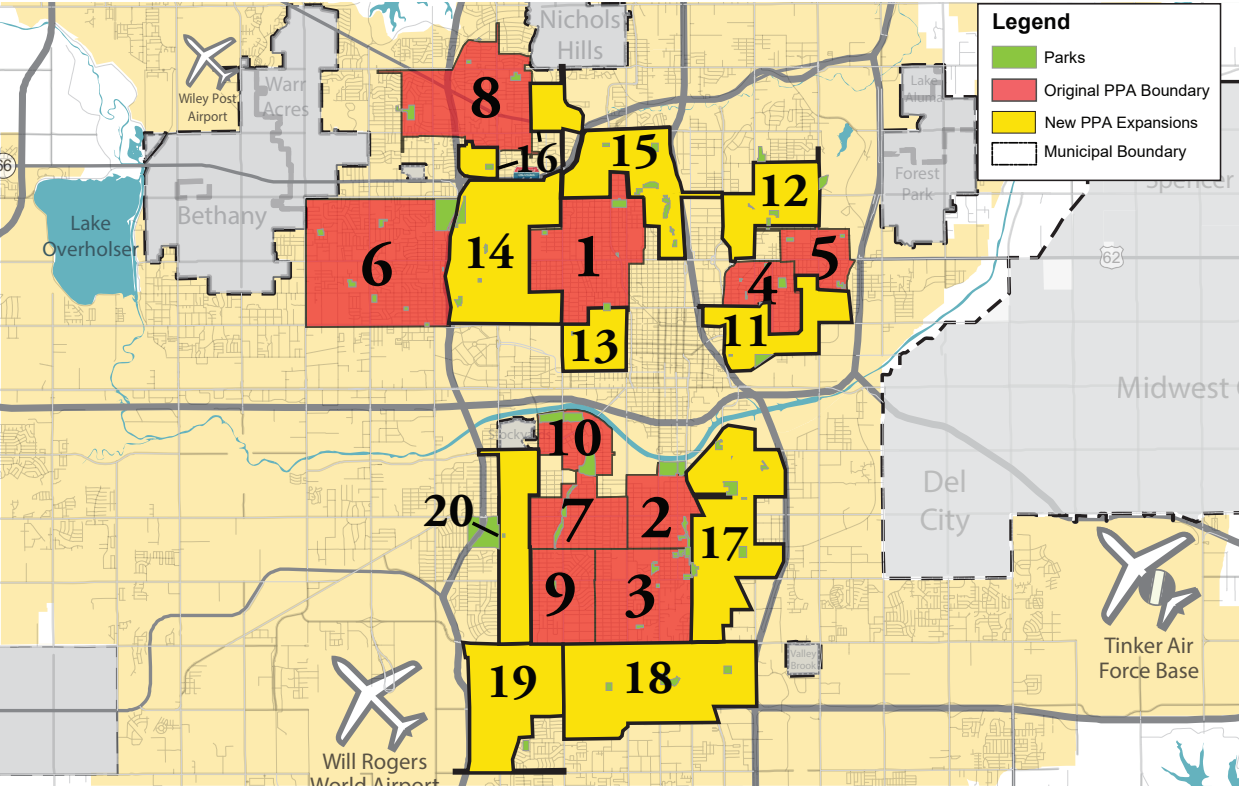


Table 4.14 Number of Parks in Original PPAs

Label	Pedestrian Priority Areas (PPAs)	# of Parks
1	NW Classen Blvd. at NW 23rd St.	7
2	Capitol Hill District	4
3	S. Walker Ave. and S. Western Ave.	4
4	OHC Surroundings	6
5	N. Martin Luther King Ave. at NE 23rd St.	4
6	Windsor District and WesTen District	8
7	SW 29th St. District	1
8	NW 63rd St. at N. May Ave.	4
9	SW 44th St. at S. Pennsylvania Ave.	1
10	Stockyards City	3
	<b>TOTAL</b>	<b>42</b>

Table 4.15 Number of Parks in New PPAs

Label	2018 Pedestrian Priority Areas (PPAs)	# of Parks
11	NE OKC South of 8th Douglass	3
12	NE OKC Springlake Metro Tech	3
31	Metro Park Linwood	2
14	Central May	6
15	Putnam Heights & Douglas Edgemere	7
16	NW Expressway	1
17	Southeast I-35	6
18	Southwest I-240	5
19	OCCC	1
20	Woodson Park and West I-44	2
	<b>TOTAL</b>	<b>36</b>

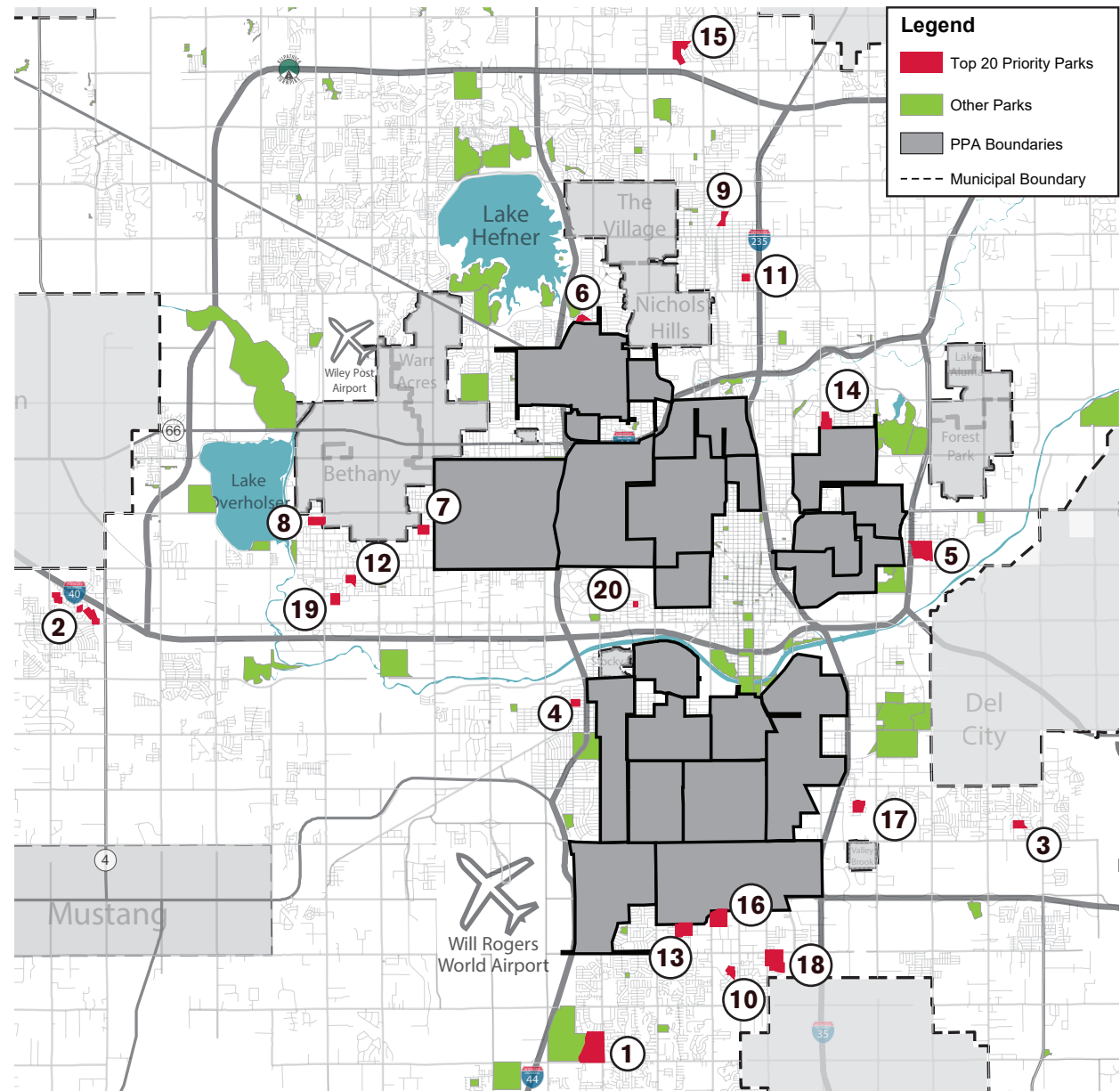
## PARK PRIORITY OUTSIDE OF PPAs

Using the prioritization process outlined in Chapter 3, pages 80-81, a list of the top 20 parks was updated from 2018 to 2024 for implementation. The resulting list shows a wide geographic distribution of locations across the city.

**Table 4.16** Priority Park Locations

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

## MAP 4.41 PRIORITY PARK LOCATIONS OUTSIDE OF PPAs



# Measuring Performance

Continual monitoring of implementation progress is essential to the success of bikewalk**okc**. Baseline measurements of key data like bicycling and walking activity, collision rates, miles of facilities, program participation numbers, and mode share provide a point of comparison to determine the impact of infrastructure projects and supporting education and enforcement programs. The City of Oklahoma City Planning Department has established the baseline of bicycle and pedestrian counts and performance measures in order to monitor plan and policy success. The performance measures staff uses for annual monitoring are included in Table 4.17.

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

Since the development of bikewalk**okc** in 2018, several trends emerged in the established measures. As expected, all categories under the Accessibility Measures and the Facilities Measures saw an increase in their desired outcomes. Much of these increases can be directly attributed to the City's investments in many miles of sidewalk and bike infrastructure over the last five years, but a positive market response can also be attributed to the growth in new infrastructure.

**Table 4.17 Performance Measures**

Accessibility Measures (Source: US Census 2020)					
Performance Measure	2018 Bike/Trail (within 1/4 mile)	2023 Bike Percentage	2018 Pedestrian (street w/ sidewalk)	2023 Ped Percentage	Desired Trend
% of Jobs with access	20.8%	32.1% ↑	40.5%	47.3% ↑	Increase
% of Population with access	11.0%	29.5% ↑	34.4%	46.8% ↑	Increase
% of Transit stops with access	16.7%	43.3% ↑	42.9%	57.9% ↑	Increase
% of Schools with access	14.5%	37.2% ↑	53.8%	62.2% ↑	Increase
% of Parks with access	35.5%	62.6% ↑	34.8%	47.7% ↑	Increase

Facilities Measures (Source: City of OKC)			
Performance Measure	2018 Baseline	2023 Increase	Desired Trend
Miles of On-Street Bike Lanes	8.83 miles	9.53 miles ↑	Increase
Miles of Multi-Use Trails	73.33 miles	15.69 miles ↑	Increase
Miles of Sidewalks	1,088.82 miles	176.48 miles ↑	Increase

Safety Measures (Source: Oklahoma Highway Safety Office)			
Performance Measure	Baseline (2003-2015)	Desired Outcome	2016-2020
Avg. Annual Fatal Pedestrian Collisions	10.62	Zero	18.80 ↑
Avg. Annual Fatal Bicycle Collisions	0.85	Zero	1.60 ↑
Pedestrian Collisions (per 100K)	129.15	Decrease	148.40 ↑
Bicycle Collisions (per 100K)	50.31	Decrease	61.60 ↑

Usage and Satisfaction Measures (Source: American Community Survey - US Census)			
Performance Measure	Baseline (2018)	Desired Trend	2022
Mode Split	Drove alone: 82.0% Carpool: 11.0% Transit: 0.6% Walked: 1.6% Bicycle: 0.1% Taxi/Other: 1.0% Worked from home: 3.7%	Shift from automobile trips to walking, bicycling, and public transit	Drove alone: 78.4% ↓ Carpool: 9.4% ↓ Transit: 0.4% ↓ Walked: 1.6% <span style="color: yellow;">■</span> Bicycle: 0.2% ↑ Taxi/Other: 1.5% ↑ Worked from home: 8.5% ↑



# Action Plan

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

The performance measures identified on page 132 will be updated every time a plan update occurs. This will allow enough time for changes in these measures to manifest, and with these periodic updates, the City will have data to guide the next iteration of the bicycle and pedestrian plan. With every update, the project lists from this plan will be evaluated for completion of projects and feasibility of remaining projects. Additionally, new projects should be identified that respond to the trends in performance measures, new public input, and a continuation of the approach to identify priority needs established in this plan.

## Action Categories

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

### POLICY UPDATES

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

### CODE AND REGULATIONS UPDATES

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

### STANDARDS UPDATES

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

### SYSTEMS UPDATES

Transportation systems largely favor automobiles, making it difficult for pedestrians and cyclists to travel on most streets. Modifications to our traffic control systems can be made in such a way as to not disrupt automobile traffic while accommodating non-motorized traffic.

### PROMOTIONAL EFFORTS

With all of the changes that are set to occur with the adoption of this plan, continued education efforts will be required to ensure that all users of new facility types are aware of their responsibilities. Public awareness campaigns, like Watch for Me OK, should continue to focus on transportation safety, public and personal health, and the environment.

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

### RESEARCH EFFORTS

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

### PUBLIC EDUCATION AND ENGAGEMENT EFFORTS








Best practices in transportation planning are the result of both meaningful input from and effective education for stakeholders who are interested in or impacted by a







planning initiative or project. Stakeholders include residents, community groups, property and business owners, appointed and elected officials, agency partners, City departments, and others. The City's Planning Department staff will continue to engage stakeholders in the decision-making process in a variety of ways and strive to reach those who are not used to being part of the process, or who lack access to resources, technology or knowledge needed to participate. Additionally, the City will continue to develop and improve outreach and educational processes and tools to help new transportation facility users and those affected by the facilities utilize them appropriately and safely, and to facilitate and ease the post construction adjustment period.

Public participation efforts for bike or pedestrian projects will continue to be guided by a phased engagement plan created by Planning, Public Works, Parks and Recreation, and MAPS staff as applicable that involves interested and affected stakeholders. Depending on the project specifics, the engagement plan may include all phases of an improvement's life cycle: project identification, design, construction, user acclimatization, and stewardship for proper use and maintenance of the improvement. Activities or tools in the plan will include those listed below or others as appropriate:

- (1) Coordination with neighborhood associations, commercial districts, schools, churches, and other community groups;
- (2) Informative project websites and social media pages;
- (3) Online and/or postal-mail surveys with polls and/or open and/or multiple-choice answer questions;
- (4) In person events, such as public meetings, townhalls, or outreach at existing markets, festivals, and other community events;
- (5) Mailers informing affected neighborhoods about upcoming projects, public meetings, or specific project details, and/or requesting feedback;
- (6) Door-to-door in-person visits in residential neighborhoods and businesses;
- (7) Individual work sessions with particularly affected property owners;
- (8) News items in local media; and
- (9) Coordination among City Departments and partner agencies for the design, construction, and use of the proposed improvements.



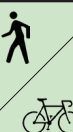
# ACTION PLAN

CODE REGULATION UPDATES		
1	Create ordinance language to define “bike boxes”.	
1	Consider revisions to the fee-in-lieu-of system for sidewalk variances granted by the Board of Adjustment.	
2	Require right-of-way to be set aside for bicycle and trail facilities as (re)development projects coincide with proposed facilities in bikewayokc.	
2	Revise subdivision regulations to include connectivity standards and guidelines that require greater street connectivity, and provide allowances for pedestrian and bicycle connections when street connectivity cannot be made.	
2	Revise development standards to require ADA upgrades to pedestrian and trail facilities along connector and arterial streets.	
3	Revise development standards to require sidewalks with concrete transit stop pads along transit routes, conforming to EMBARK shelter-pad standards.	
3	Work with the Code Update team and the Municipal Counselor’s office to determine elements of the code that should be added, amended, or removed.	



POLICY UPDATES		
1	Establish standards for providing same-side pedestrian facilities in work zones and alternative bicycle routes when construction activity prohibits the use of existing facilities.	
1	Expand the City’s 50/50 Sidewalk Repair and Replacement Program to include new sidewalks that will fill in important gaps.	
2	Accommodate bicyclists and pedestrians on new and existing roadway bridges, underpasses, and interchanges, as well as on any other roadways that are impacted by a bridge, underpass or interchange project.	
3	Incorporate a bicycle and pedestrian facilities checklist into the plat and development review process.	
3	When approving projects that improve the level of service for vehicular traffic, ensure that they do not negatively impact the walkability or bikeability of the area.	
3	Set level of service goals to improve the performance of pedestrian and bicycle facilities.	

# ACTION PLAN




## STANDARDS UPDATES

1	Establish regular updates to the City's Bicycle Design Standards. Incorporate designs from piloted projects and new best practices.	
2	Roadways being reconstructed or resurfaced should incorporate proposed bicycle facilities (subject to traffic study). Non-local bicycle routes on two-lane roadways should receive a 6' to 8' shoulder where feasible.	
2	Develop design standards for bus stops and transit stations that consider location, make connections to sidewalks and bicycle routes/trails, and provide safe, comfortable and attractive waiting areas for riders.	









## SYSTEMS UPDATES

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

## PROMOTIONAL EFFORTS

1	Continue working with schools, youth groups, and other parties to provide education and encouragement programs about bicycle and pedestrian safety.	
1	Create and maintain an informative website with bike routes, active projects, and safety materials.	
2	Encourage recumbent bicycles to be fitted with a flag or other visual element to account for the low-profile nature of the vehicle.	

## RESEARCH EFFORTS

1	Pursue programs or grants that offer e-bike incentives, especially for income-qualifying communities.	
1	Explore the feasibility of the City assuming responsibility for sidewalk maintenance in all areas of the city.	
1	Study the impact of bikewalkokc implementation on responsive or vulnerable populations. Evaluate potential health outcomes and incorporate findings to ensure projects and policy changes have positive impacts.	
1	Research best practices to ensure that micromobility systems do not cause the pedestrian realm to become inaccessible or unsafe.	
2	Consider revisions to the fee-in-lieu-of system for sidewalk variances granted by the Board of Adjustment.	
2	Study what changes need to be made to City ordinances in order to better accommodate active transportation.	
3	Evaluate the intersections and street segments in the urbanized area of Oklahoma City using the Pedestrian Environment Assessment Toolkit (PEAT) approach.	
3	Monitor the use of the bicycle racks on EMBARK buses, and determine what other infrastructure improvements should compliment this service.	
3	Encourage shower and locker facilities in new developments to facilitate active transportation.	