



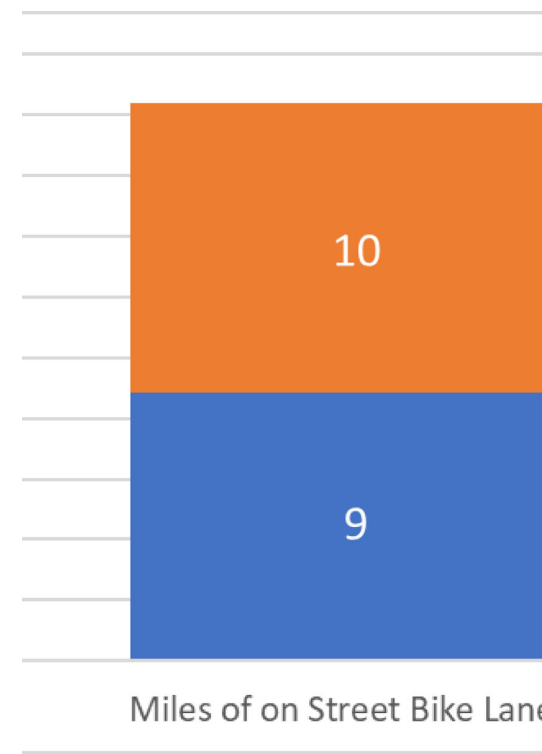
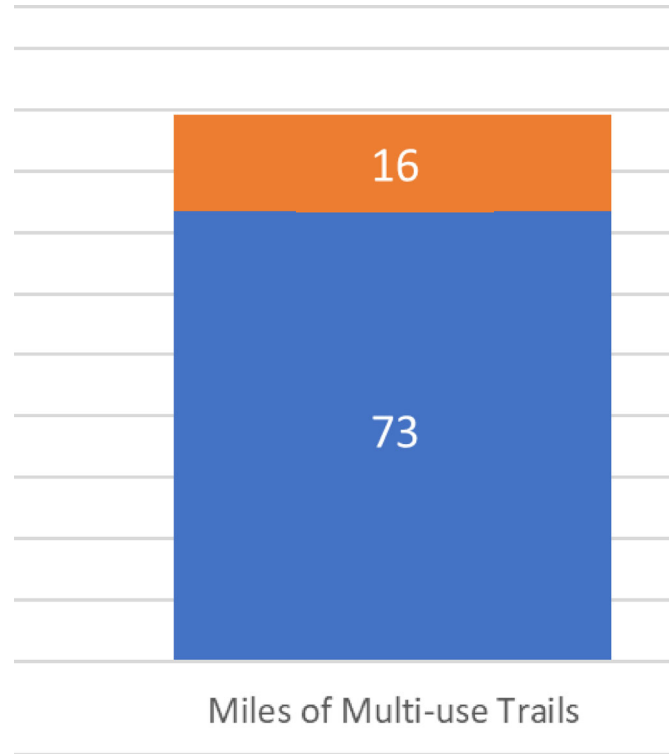
# bikewalk**okc** Update

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City Council  
April 23, 2024



# Facilities Built Since 2018 Adoption



Existing as of 2018

Built Since 2018



# Categories of Pedestrian Projects

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## **Pedestrian Priority Areas (PPAs)**

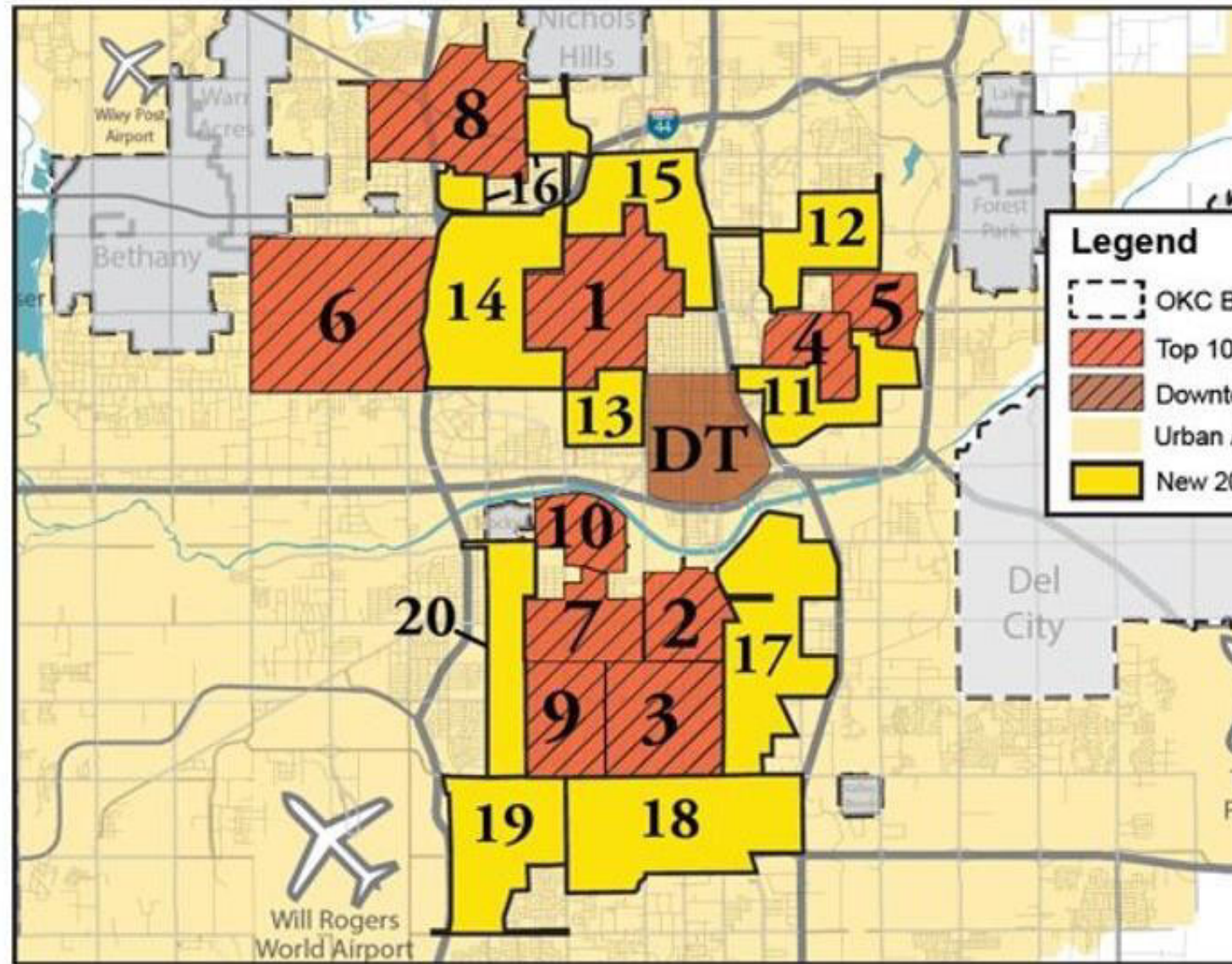
- Original PPAs – New and Remaining Sidewalk Projects
- New PPAs – New Proposed Projects and Phasing

## **Pedestrian Access and Enhancement Projects**

- Access to Transit
- Access to Schools
- Access to Parks
- Street Enhancements

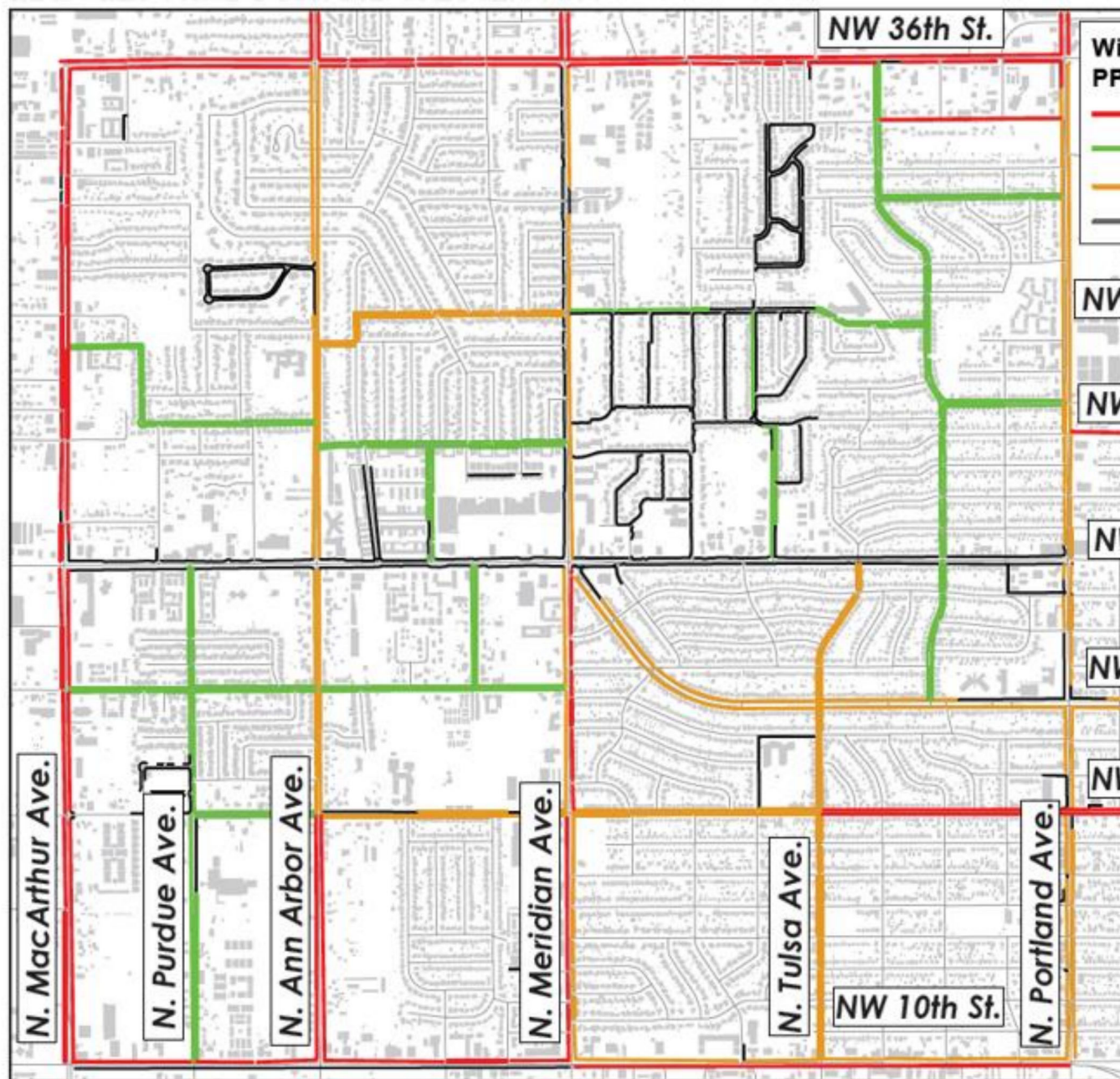


# Original & New Pedestrian Priority Areas (PPAs)





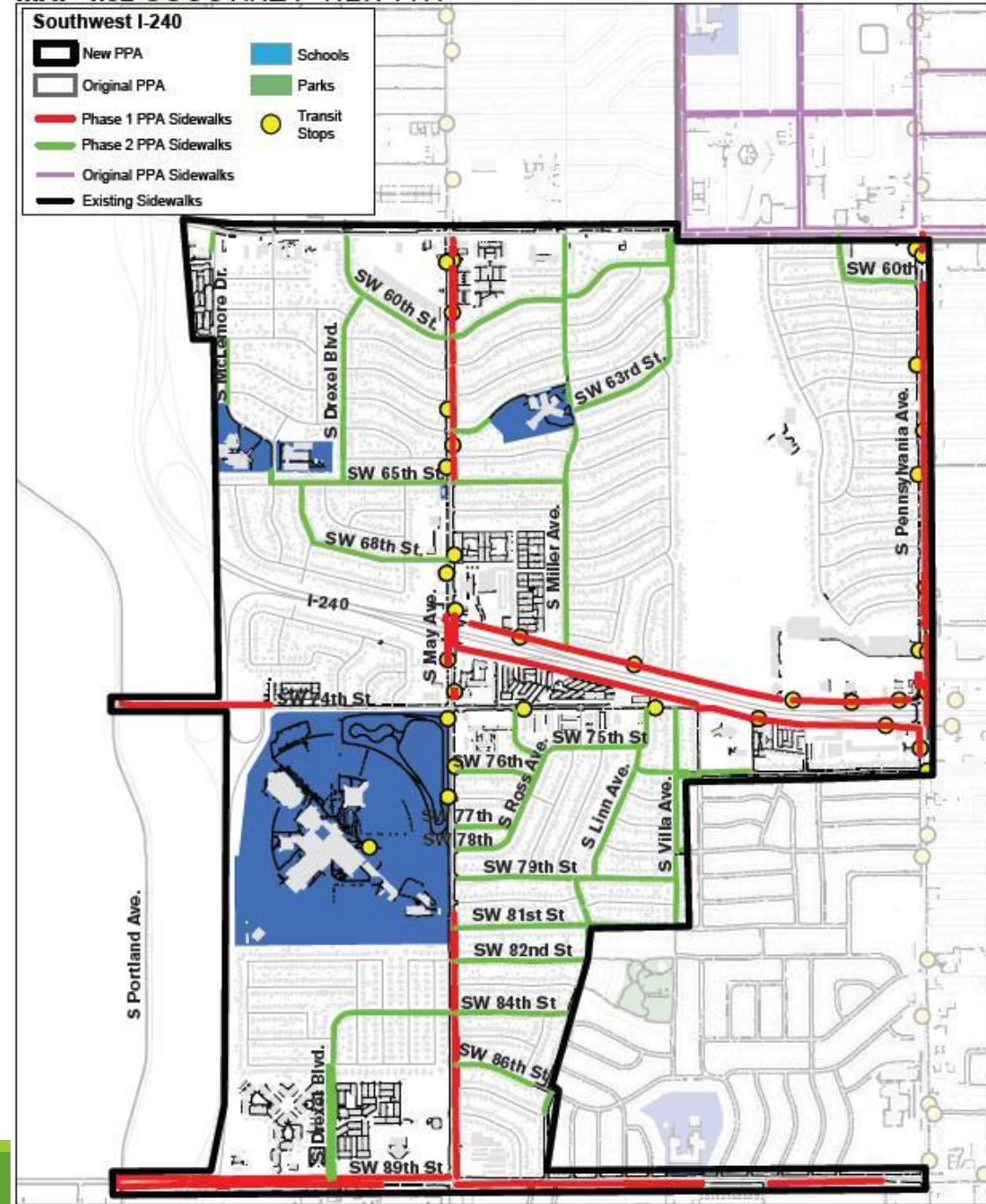
## New and Remaining Projects in Original PPAs



Windsor and West Ten

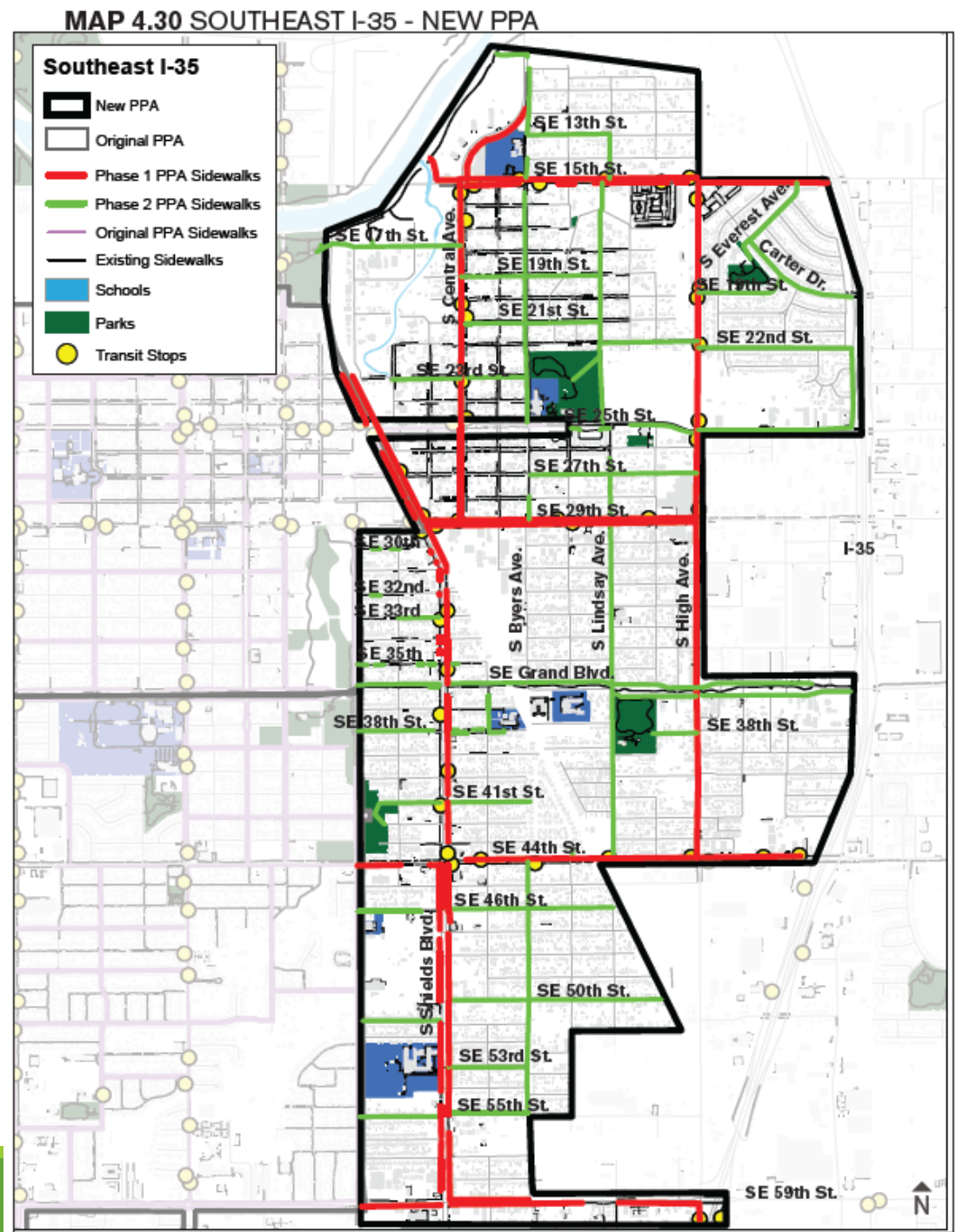
# New PPA: Oklahoma City Community College Area

MAP 4.32 OCCC AREA - NEW PPA

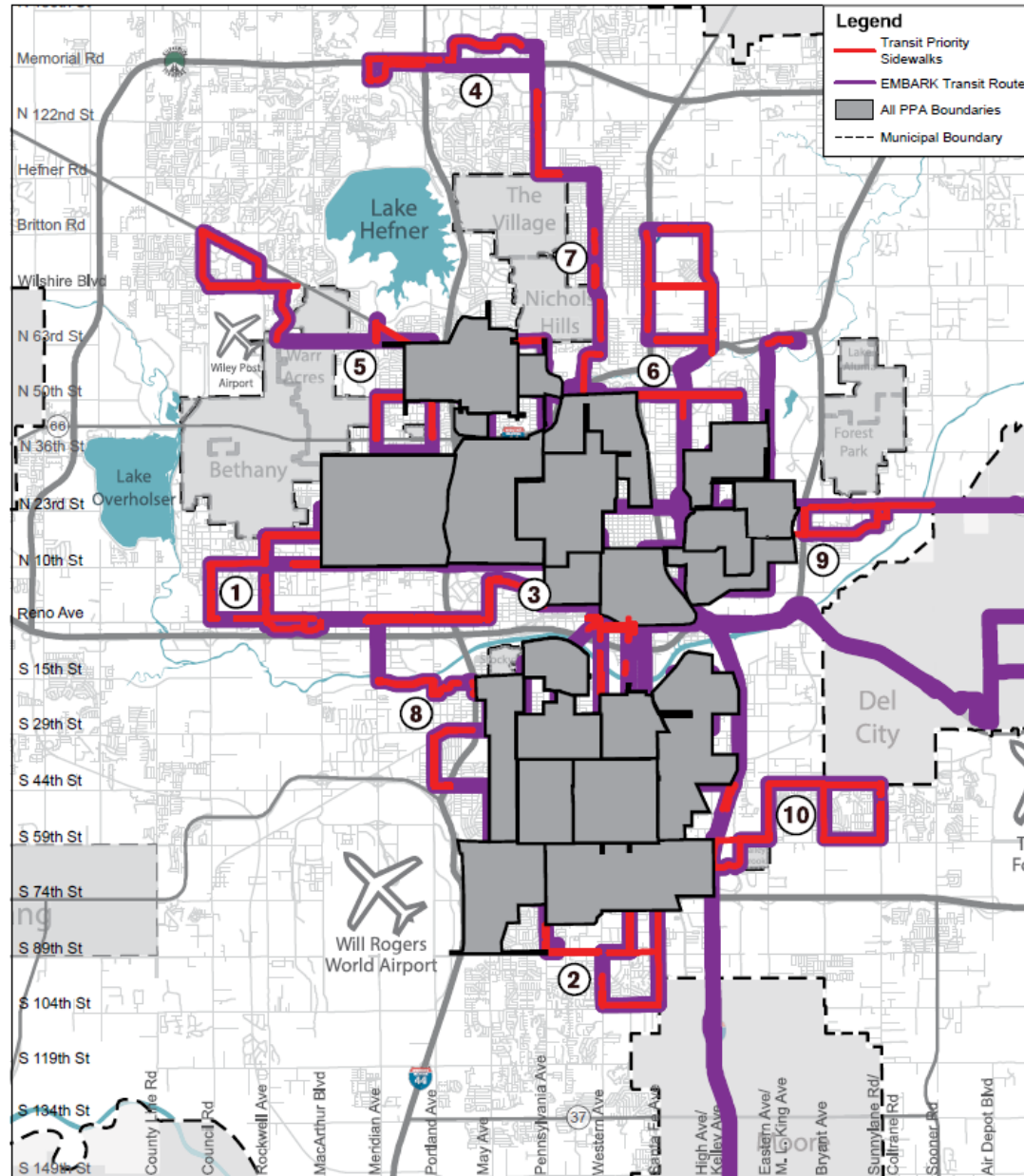




# New PPA: Southeast I-35



**MAP 4.37 PRIORITY TRANSIT LOCATIONS OUTSIDE OF PPAs**





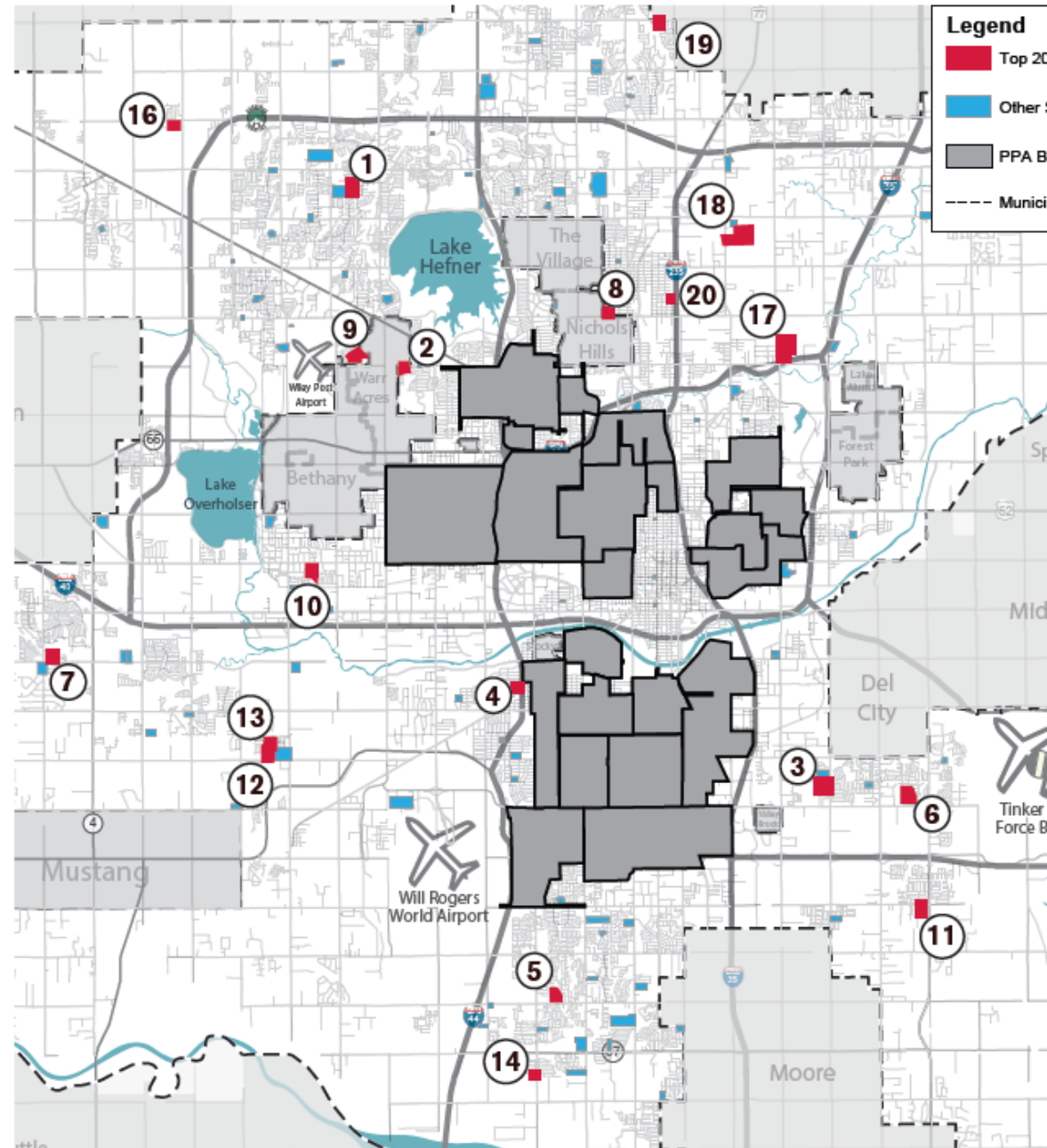
## SCHOOL PRIORITY OUTSIDE OF PPAs

Using the prioritization process outlined in Chapter 3, pages 86-87, a list of the top 20 schools was generated for implementation. These schools represent the locations with the highest number of residents within a walkable distance. The resulting list shows a wide geographic distribution of locations across the city.

**Table 4.14** 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 4.42 PRIORITY SCHOOL LOCATIONS OUTSIDE OF PPAs



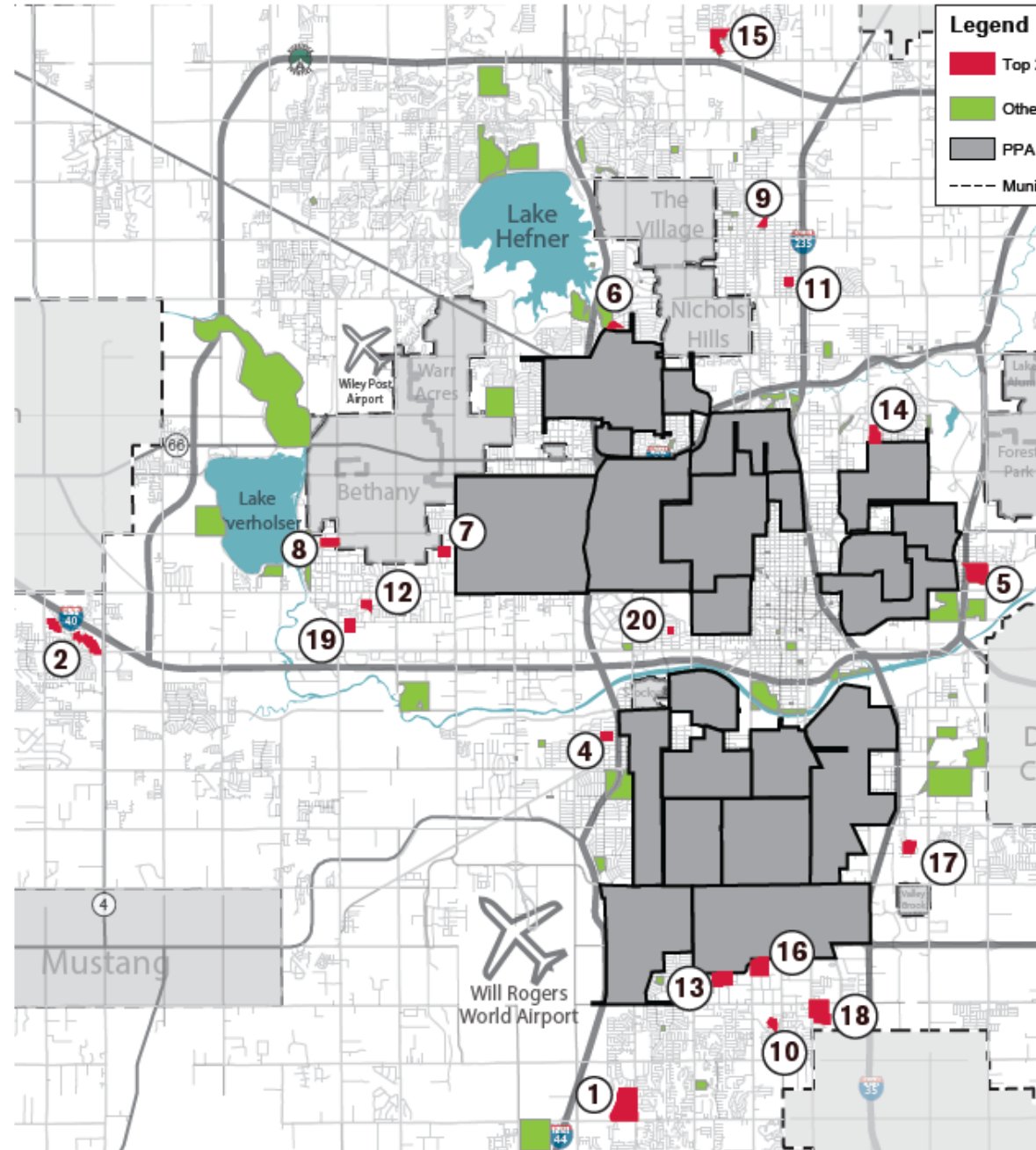
## PARK PRIORITY OUTSIDE OF PPAs

Using the prioritization process outlined in Chapter 3, pages 88-89, a list of the top 20 parks was updated from 2018 to 2023 for implementation. These parks represent the locations with the highest number of residents within a walkable distance. The resulting list shows a wide geographic distribution of locations across the city.

**Table 4.17** Priority Park Locations

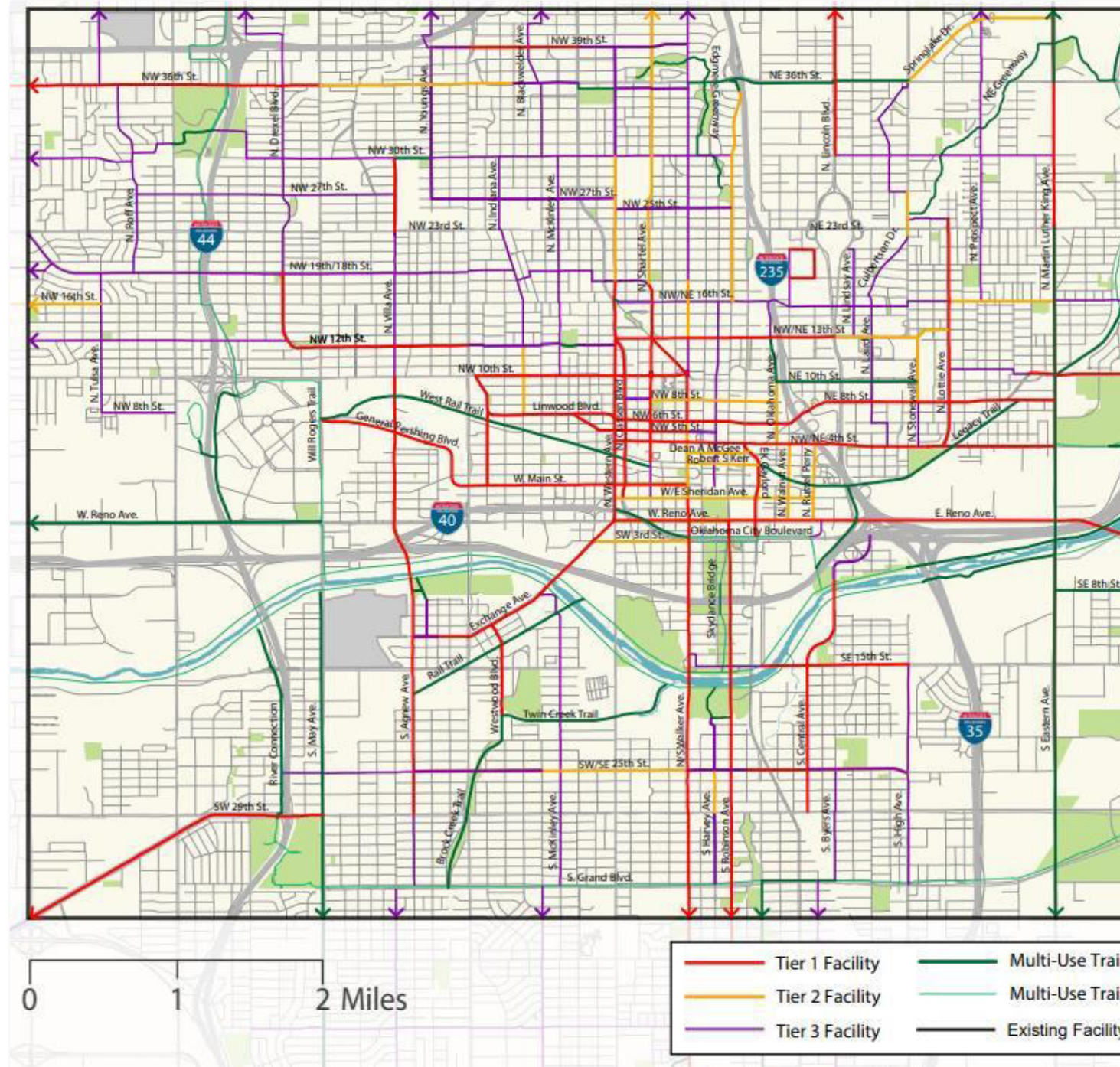
Rank	Park Name
1	Earlywine Park
2	Woodrun Park (East & West)
3	Mackleman Park
4	Lorraine Thomas
5	Edwards Park
6	Mayview Park
7	Lela Park
8	J.B. Black Park
9	Burton/Britton Park
10	Brookwood Park
11	N Highland Park
12	Lytle Park
13	Straka Soccer Fields
14	L.D. Lacy Park
15	Redlands Park
16	Lightning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

## MAP 4.44 PRIORITY PARK LOCATIONS OUTSIDE OF PPAS





# Proposed Bike Facilities: Central OKC Sector





# Trails (Unfunded) Project Rankings

## 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.

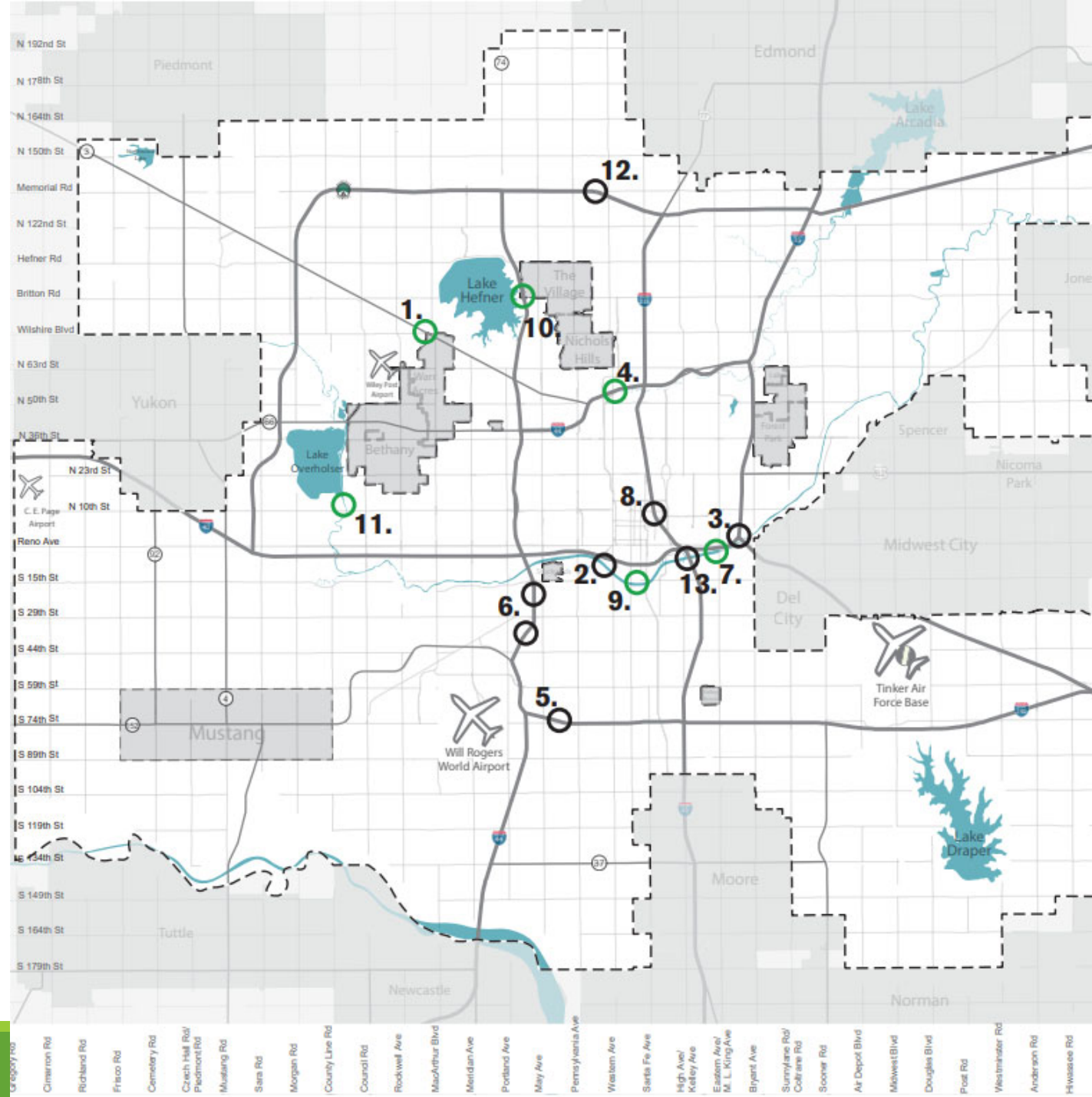
Rank / Map ID	Project Name
22	NE Gr...
23	S Penn...
24	Arcadi...
25	S Brya...
26	NW C...
27	150th...
28	Martin...
29	S Cou...
30	Chisol...
31	Paycor...
32	Yukon...
33	Earlyw...
34	SW 13...
35	E Britt...
36	Summ...
37	SW Ti...
38	E Mus...
39	Quail...
40	N Car...
41	Norm...
42	Kickap...







# Bike and Pedestrian Bridge Locations



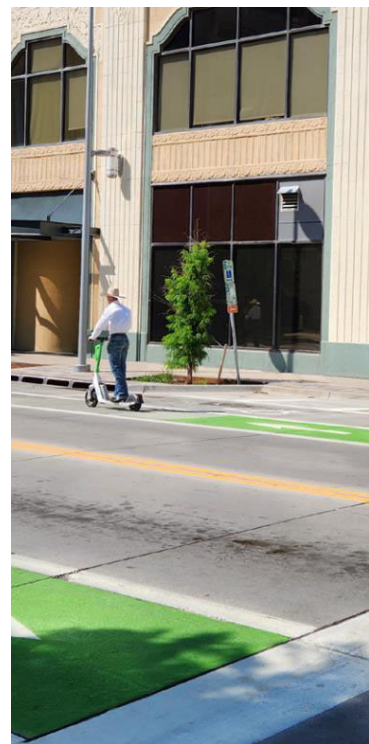
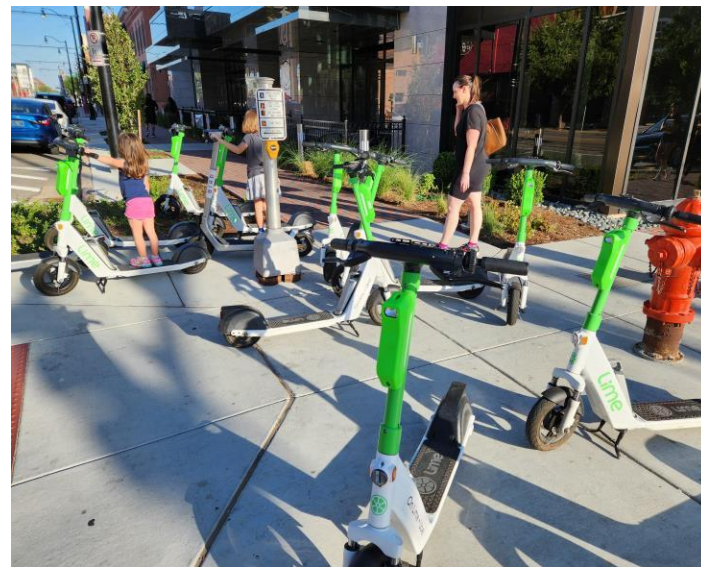
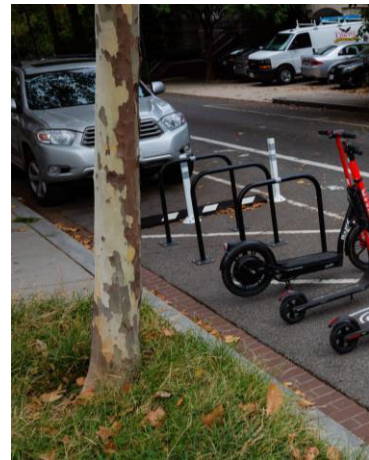


# Lessons Learned and New Best Practices

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# New Best Practices: Micromobility Planning





# Lessons Learned: Different Ways to Protect Bike Lanes





# Lessons Learned: Bike Lanes & Parking



# Performance Measures

## Accessibility Measures - US Census Data

Performance Measure	Bike/Trail (within 1/4 mile)	2023 Bike Percentage	Pedestrian (street with a 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

## Safety Measures - Oklahoma Highway Safety Office

Performance Measure	Baseline (2003-2015)	Desired Outcome	2016-2020
Avg. Fatal Pedestrian Collisions	10.62	Zero	18.80 ↑
Avg. 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 ↑





# bikewalkkc

moving toward a healthy future

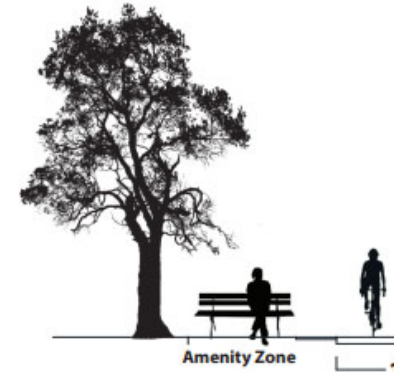
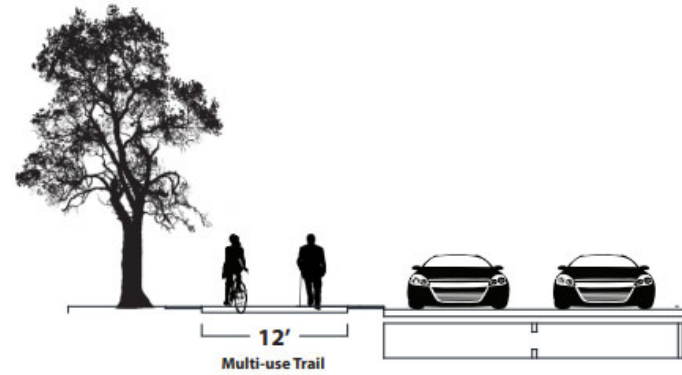
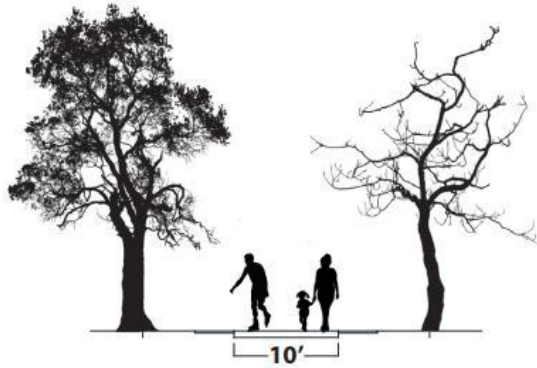


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# Categories of Trails



Neighborhood Greenway

Off-Street Multi-Use Trail

Regional Trail

# Categories of Bike Facilities



## **TIER 1**

Protected Bike Lane



## **TIER 2**

Bike Lane








## **T**











Shar



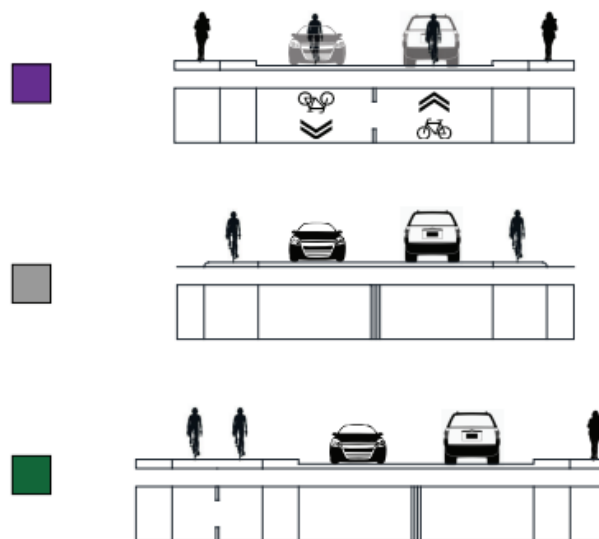
# Facility Selection

	Shared Route
	Bike Lane
	Protected Lane
	Shoulder
	Off-street Trail

## < 32' Curb to Curb

SPEED	VOLUME		
	< 2000	2000 - 10000	> 10000
< 30 mph			
30-40 mph			
40-50 mph			
> 50 mph			

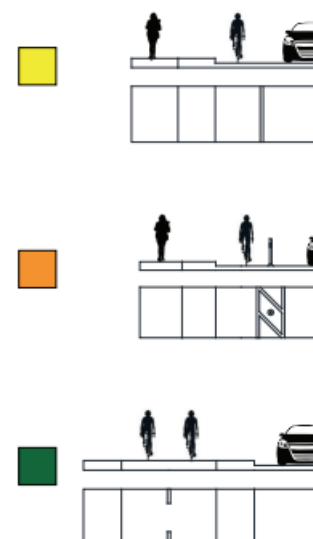
## Cross-section Options



## 32' < x

SPEED
< 30 mph
30-40 mph
40-50 mph
> 50 mph

## Cross





# District Streetscapes and Placemaking



- Wide sidewalks to improve pedestrian safety and access
- Bump-outs for safer crossings
- Bike lanes
- Better lighting
- Trees and landscaping
- Public art
- Programmable space

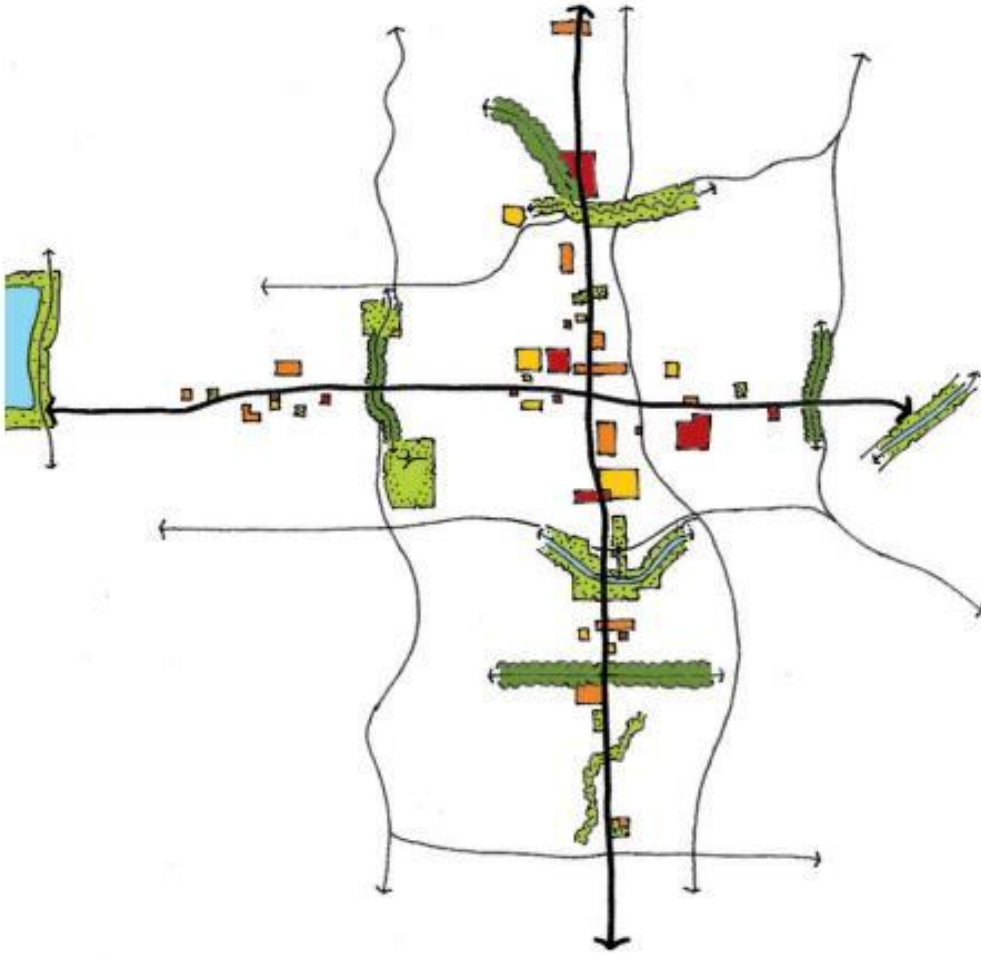






Lessons Learned:  
Need for sidewalks on  
major streets  
outside of PPAs

# Bike Prioritization Approach



Crosstown Connections

Grand Boulevard Loop



# Bike Prioritization Approach

## Bicycle Network Prioritization

The bicycle network is prioritized to take into account many different considerations. These include the following criteria:

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.

MAP 4.9 PRIORITY 1 BIKE NETWORK: 2023 URBAN CORE AND CROSSTOWN CONNECTIONS

