

**From:** [connie mungle](#)  
**To:** [cpud](#)  
**Subject:** Protest on HPCA-23-00089  
**Date:** Tuesday, August 1, 2023 11:29:17 AM

---

**WARNING:** The sender of this email could not be validated and may not match the person in the "From" field..

Historic Preservation Commission  
Oklahoma City, Oklahoma

Re: Case No. HPCA-23-00089; HP - Crown Heights - PROTEST

Historic Preservation Commission:

We respectfully protest the proposal for installation of raised new sidewalk on the east side of Shartel Avenue for the following reasons:

1) The Historic Preservation (HP) rules require all sidewalks be constructed to maintain the continuity of materials and CHARACTER PRESENT in the district. (HP Rule 2.3.7) Nothing about a "raised sidewalk" taking half of historic Shartel Avenue is consistent with the character present in CH-EH Historic District. There are no sidewalks in Crown Heights. Further, this will be an eye sore to the existing avenue. What will this look like after cars run into this during the evening hours? How costly will it be to maintain this after numerous cars run into it? Will this be like the Western Avenue raised median designs that had to be removed because so many people ran into them? What is the reasoning to spend so much of MAPS4 money on something that is completely unnecessary and unwanted by so many in CH-EH? Look at how many people did NOT vote for the raised sidewalk between the No Change Option, No sidewalk on median, and the Paint the street with walk and bike markings. How will this affect the Marathon race through Shartel? Please go with the other option of painting the walking part and biking part that was so very close in the "voting" process. See # 6.

2) There is no need for sidewalks along Shartel because the pedestrians have always walked along Shartel Avenue safely to our knowledge. Shartel is 2 lanes wide going North and 2 lanes wide going South which gives plenty of room for walkers to walk safely on the inside lane next to the curb particularly with the recently painted bright green for the bike lane and white chevron markings making it even more safe to walk on the well marked street. This was celebrated in a picture article in the CH-EH Chronicle earlier this year. Directing all the children to use the proposed east side of Shartel to go to school creates more of a safety hazard because the children on the west side of Shartel will have to cross both the north and south Shartel lanes just to get home.

Safety is strongly touted but there have been no pedestrian accidents along Shartel. So, how are raised sidewalks on Shartel going to keep cars from running stop signs and driving 50 MPH up and down Shartel? And how safe will it be for the children who live on the west side of Shartel and have to cross 2 lanes of traffic on Shartel just to get home. Some who want the raised sidewalk have cited accidents in other large cities that are not even close to being like our beautiful oasis along Shartel.

Shartel is one of the most beautiful avenues in the city which we can thank the Historical Society for preserving for us. Don't stop now.

3) The other reason we do NOT need a sidewalk is because we can walk on the median under the beautiful shade trees along Shartel as it is.

4) The process to "use the MAPS4" money to install sidewalks on Shartel Avenue began months ago without the CH-EH homeowners being made aware until 3 days before the first CH-EH neighborhood meeting (flyer circulated late Saturday May 6th) before the Tuesday May 9th meeting. Arguments were made that social media was used but not all CH-EH homeowners utilize social media - on purpose. When there is a CH-EH event such as 4th of July picnic, flyers are circulated and signs put up all along

the median with a good amount of notification time. Interesting use of notifications.

5) At the first CH-EH neighborhood meeting on May 9th, the Engineer for this project said that the option for a raised sidewalk along the east side of Shartel was COST PROHIBITIVE. There was no more discussion about this option. This comment made many people think this was not going to be an option! We certainly got no opportunity to speak to the Engineer about the details of how this option would be implemented.

6) When the next CH-EH meeting was held the process was interesting. The homeowners were asked to put their comments on a sticky note on a board for each option proposed and vote:

a) Strongly Disagree, b) Disagree, c) Neutral, d) Agree, and e) Strongly Agree. The sticky notes fell off and were stacked on each other and it was generally confusing.

7) There were several options that were determined at the above meeting in #6 that diluted the final vote and would give a different result if the vote had been just the 2 options of street painted for walkers and bikers or raised sidewalk on east half of Shartel. Another vote with just the 2 options that were very close (street repainted with walking lane and bike lane OR costly raised sidewalk) might give a different result without the horrible option to put a sidewalk down the middle of the median doing a slow kill on our beautiful trees. David Todd told us he wanted a clear consensus. All the options did not give a clear consensus regarding what the majority of CH-EH homeowners want. Why use so much of MAPS4 money here when there are so many other neighborhoods with real needs?

We respectfully protest the existing proposal to put a raised sidewalk along east side of Shartel Avenue.

Marshall & Connie Mungle  
621 NW 42nd Street  
Oklahoma City, OK 73118