

**Downtown Strategic Initiatives
Movin' Around Committee
Bike-Ability Implementation Actions - DRAFT**

RECOMMENDATION

These initiatives will begin in the short-term (less than two years) and will be ongoing into the long-term (6-10 years)

B1. Implement the Bicycle Transportation Master Plan, Including Finalizing And Funding The Bike Routes Into Downtown.

B1.1 Dedicate new or reallocate existing staff resources in the Planning Department to create a full time Bicycle Transportation Coordinator, as was recommended in the Bicycle Transportation Master Plan.

B1.2 Identify and designate the routes into and across downtown in Phase 1 of the Bicycle Transportation Master Plan.

B1.3 Prioritize “Activity Nodes” and ensure routes to and through these areas are installed first and are coherently interlinked.

B2. Develop a Biking Web Site Managed by the City With Support from Downtown OKC.

B2.1 Review similar web sites in bicycle friendly cities (e.g., Portland, Chicago, Austin, etc) for ideas on content and design.

B2.2 Ask DOKC's web designer to design the site and provide training, as needed to the Bicycle Transportation Coordinator to learn how to host the site and provide content.

B2.3 Choose a well branded address like rideokc.com or cycleokc.com.

B2.4 Include bike-friendly trails, commuting routes, stops along these routes for protection from weather and for restroom access, etc.

B2.5 Facilitate “ride shares” for bicycle commuting and other group rides.

B2.6 Use the website to educate and inform. For example, help potential cyclists remove real or perceived obstacles to bicycle commuting (e.g., changing clothes for work, inclement weather, etc.). Include PSA’s and other cycling safety and awareness material.

B2.7 Coordinate with ACOG to identify any synergies with their ride share web site (and/or investigate the possibility of expanding ACOG's website to become the primary biking website for the City).

B3. Promote Cycling Education, including Safety, Outreach and Awareness.

B3.1 Direct the Bicycle Transportation Coordinator (B1.1) to lead and/or coordinate all City bicycle education, safety, outreach and awareness efforts.

B3.2 Begin a dialogue with OKC Police Department on the safety needs of bicyclists and why people cycle.

B3.3 Help promote and expand ACOG’s annual Bike to Work Day.

B3.4 Begin discussions with ACOG to encourage them to fund bicycle safety/awareness efforts through the Transportation Enhancements program and include procurement of funds from this and other sources in the Bicycle Transportation Coordinator's responsibilities.

B3.5 Improve the Driver' Education curriculum and exam to include more bicycling awareness issues and questions. Include cycling awareness content at driving courses such as AARP.

**Downtown Strategic Initiatives
Movin' Around Committee
Bike-Ability Implementation Actions - DRAFT**

RECOMMENDATION

B3.6 Produce Public Service Announcements on cycling safety from the cyclist's and driver's point of view, including descriptions of laws and demonstrations of what cyclists and drivers can and can't do. Market and distribute these PSAs effectively using television stations (in addition to Channel 20), presentations on DVDs, websites, and newsletters. Possible distribution sites include Brickshaw.com, bicycle stores, biking non-profits, and the proposed Bike Commuting website (B2).

B3.7 Expand outreach efforts to reach non-cyclists and build public awareness of cycling as a viable or 'equal' form of transportation. Use these efforts to show drivers how to interact with cyclists and pedestrians and that Downtown is bike and walk friendly. Potential marketing efforts may include: bus bench advertising, flyers in tag agencies, signage on highway off-ramps coming into Downtown informing drivers they are entering a pedestrian & bicycle friendly area, banner poles on streetlights, and promotion of cycle safety awareness during the half-time show at OKC Thunder games.

B3.8 Partner with the American Heart & Lung Associations to emphasize the health benefits of cycling and use this partnership as another way to reach non-cyclists.

B3.9 Emphasize the health benefits of bicycling to local employers to encourage them to promote bike commuting among their employees.

B3.10 Seek Bike Friendly Community Certification from the League of American Bicyclists.

B3.11 Investigate the feasibility of using 'Allowed Use of Full Lane - Change Lanes to Pass' signs where appropriate (i.e. where there are two or more lanes of traffic in one direction).

B4. Provide A Range of Bicycle Parking, Including Shower Access

B4.1 Provide Shower Access

B4.1.1 Partner with the YMCA and downtown employers to allow limited access to showers in existing gyms and corporate fitness facilities.

B4.1.2 Support the use of existing shower facilities at Bicycle Alley and Schlegel Bicycles by ensuring the trolley and any future transit routes run from Automobile Alley to the downtown core.

B4.1.3 Determine if the building code includes any barriers to the provision of showers in new development or building renovations. Amend the building code as needed.

B4.2 Provide Short Term Parking - Secure, well-located racks on the sidewalk

B4.2.1 Install racks throughout downtown, focusing first on Activity Nodes. Follow the best practices developed in the Rack Up Downtown! project.

B4.2.2 Research peer cities for innovative ideas and strategies for bike parking. Seek corporate funding/sponsorships.

B4.2.3 Establish a program for businesses to request racks similar to the programs created in Chicago, Seattle and Austin.

B4.3 Provide Medium Term Parking - Secure racks in covered areas

B4.3.1 Investigate the feasibility of using existing parking facilities in downtown, focusing on "dead" space near pedestrian exits that won't conflict with vehicle traffic.

**Downtown Strategic Initiatives
Movin' Around Committee
Bike-Ability Implementation Actions - DRAFT**

RECOMMENDATION

B4.4 Provide Long Term Parking - Locker storage or secure areas inside of buildings

B4.4.1 Determine if the building code includes any barriers to the provision bicycle parking in new development or building renovations. Amend the building code as needed.

B4.4.2 Investigate the feasibility of using space within the convention center.

B4.4.3 Encourage employers to provide bicycle parking in existing office buildings.

B4.5 Create Bicycle Commuter / Maintenance Stations similar to facilities in downtown Chicago, Austin, Portland, Berkeley, etc.

B5. Investigate solutions to the problem of bicycles being unable to trip traffic light signals.

B5.1 With the help of the Oklahoma City Police Department, clarify how existing laws are interpreted and enforced (e.g., because bicycles do not trigger traffic lights, should cyclists treat the signal as inoperative and proceed through the intersection as if it were a four-way stop?).

B5.2 Research solutions implemented by other cities and review the capabilities and costs of currently available systems. Investigate advanced triggering technology and/or opportunities to coordinate with other smart traffic flow strategies currently being developed in OKC.

B5.3 Evaluate the costs of implementing signal-tripping technology at intersections vs. installing cross-walk buttons adjacent to the curb specifically for cyclists' use and begin implementing the most cost-effective solution.

B5.4 Add this requirement (bike crosswalk buttons or signal tripping technology) to the Downtown Streetscape Master plan for future intersection upgrades and focus installation on new bike routes and/or new traffic signal upgrades.

B6. Improve Cycling Legislation and Enforcement.

B6.1 Determine the scope of current pedestrian and cycling laws, including the Three-Foot Passing Law and investigate whether enforcement can be increased, laws can be strengthened and/or whether new legislation is needed to protect bicyclists.

B7. Create a shared bike program throughout downtown.

B7.1 Study other cities programs, including SmartBike DC, B-Cycle, and the Velib program in Paris to learn what has and has not worked in creating, funding, and maintaining such a program.

B7.2 Identify and prioritize locations for shared-bike pick-up/return.

**Downtown Strategic Initiatives
Movin' Around Committee
Connectivity Implementation Actions - DRAFT**

RECOMMENDATION

SHORT-TERM (Less Than Two Years)

C1. Create points of entry for various modes of travel entering downtown. Support and extend current efforts by business districts to create pedestrian gateways, incorporating public art where appropriate.

C1.1 Review the Downtown Streetscape Master plan, Core to Shore, the new Downtown Traffic Study, GO Bond Projects, the Walk-Ability Study and all proposed MAPS III Projects. Analyze the recommendations from those studies/projects to identify and prioritize points of entry and develop an implementation plan.

C1.2 Ensure that implementation includes properly marking, publicizing and maintaining these points of entry.

C1.3 Plan for a greater pedestrian and bicycle focus, followed by scooter and mass transit.

C2. Place information kiosks in targeted locations that can be centrally controlled. (See also Walk-Ability recommendation W2.1.4 Provide information stands or other signage at intervals throughout the downtown area.)

C2.1 Include information for tourists/visitors, conventioners, employees, and residents such as portals for:

- walking/biking/fitness
- parking and transit/trolley with schedules and stops
- cultural, entertainment, and sports events
- types of businesses and services and where to find them

C2.2 Design kiosks to be digital and interactive, rather than static

C2.3 Integrate with internet access so the same information can be accessed at a remote location such as inside a hotel room or place of business.

C2.4 Ensure a maintenance plan is included to ensure the kiosks are operational at all times. Free wi-fi downtown would facilitate better maintenance and operations.

MID-TERM (Two to Five Years)

C3. Consider creating a separate division of COTPA that only focuses on downtown transit and parking.

C4. Conduct a multi-modal transportation study that includes strategies for the safety of pedestrians and bicyclists. (See also Transportation and Transit recommendation T5. Develop a Master plan for downtown that addresses connectivity and circulation including pedestrian flow and multi-modal transportation.)

C4.1 Prioritize 'Activity Nodes', i.e. existing and proposed places or projects that attract activity.

C4.2 Evaluate how to adjust current traffic patterns in order to better accommodate alternative modes of transportation.

C4.3 Consider bike, pedestrian and public transit modes in all public capital improvements within downtown, including retro-fitting existing projects.

**Downtown Strategic Initiatives
Movin' Around Committee
Connectivity Implementation Actions - DRAFT**

RECOMMENDATION

C4.4 Adopt "Share the Road" as a guiding motto to ensure future projects will reinforce this in the design and operation of timers, lights, signage and striping.

C4.5 Research the feasibility of creating a "Fareless Square" like the one in Portland, in which there would be little to no cost to transit users within a certain area. This supports parking on the edges of downtown and will help create a central core that's more pedestrian oriented.

C4.6 Encourage employers to offer incentives to employees to use alternative forms of transportation. The savings generated from reduced parking costs could be used for other employee benefits like a fitness center, matching funds for down payments on downtown housing, etc.

LONG-TERM (Six to Ten Years)

C5. Reduce and eventually eliminate the "missing teeth" that make areas less friendly and feel unsafe by creating better public spaces that connect traditional neighborhoods to downtown and the river while breaking up long walks within districts. (See also Parking recommendation P8. Explore ways to disincentivize surface parking lots).

C5.1 Develop a master plan for public art (and other aesthetic improvements) that includes identification of potential sites.

C5.1.2 To support implementation of the master plan, research the feasibility of enacting an ordinance that would require a percentage of all City construction budgets be used to fund arts/aesthetic improvements along street frontages. With review mechanisms in place, allow art to be provided in lieu of contributions to this fund.

C5.2 Develop an agreement for public access for the ODOT ROW along I-235 that goes through downtown to enhance pedestrian connectivity.

C5.3 Develop plans for spaces along the Harvey Spine that reinforce its prominence through downtown as a pedestrian and leisure link from traditional neighborhoods to the river.

C5.4 Develop an infill strategy

**Downtown Strategic Initiatives
Movin' Around Committee
Parking Implementation Actions - DRAFT**

RECOMMENDATION

These initiatives will begin in the short-term, but implementation may extend to the mid- and long-term.

P1. Create a committee to oversee the implementation of DSI initiatives from the five committees.

P1.1 The Downtown Coordination Group will lead this committee and will ask DSI committee and subcommittee chairs to participate.

P2. Expand the multi-bay parking meter systems through the rest of downtown.

P2.1 Evaluate the City's experience with the test-run of the system.

P2.2 Work with existing sub-districts of downtown to prioritize locations for multi-bays.

P3. Create a network-wide system to communicate parking vacancy, including a method to recommend available parking near a user's end location.

P3.1 Conduct a parking inventory that includes parking within and around private buildings, public buildings, street stalls, etc. Consider conducting this inventory in concurrence with the building inventory proposed in Doin' Business, Vacancy and Real Estate.

P3.2 Develop a graphic that shows total spaces, average daily rates, etc.

P3.3 Expand the current mapping and marketing of downtown parking.

P3.4 Build upon COTPA and DOKC's work to develop a central clearinghouse for parking information.

P3.5 Use the clearinghouse system to explain to the public how current and upcoming projects will affect parking and what contingencies are being planned.

P3.6 Study other cities to see how OKC compares with regard to parking rates and number of parking spaces per square foot of building inventory. As appropriate, use this information to promote the reasonable cost of downtown parking.

P3.7 Study ways to make the information more accessible, such as using existing platforms like Google Maps.

P3.8 Consider including other non-vehicular parking such as bike racks.

P4. Continue discussions with the owners of parking facilities to promote credit and debit card use.

P4.1 Ask parkers on COTPA surveys about this service.

P4.2 Evaluate the possibility of using a Pike Pass type approach.

P5. Improve lighting and signage within and leading up to parking facilities, particularly Cox Convention Center.

P5.1 Conduct a comprehensive analysis of lighting issues in and around parking facilities.

**Downtown Strategic Initiatives
Movin' Around Committee
Parking Implementation Actions - DRAFT**

RECOMMENDATION

P6. Coordinate efforts with developers and owners of parking facilities to promote shared parking when appropriate.

P6.1 Study parking demand to determine when different land uses peak.

P6.2 Publicize the availability of parking after 5 pm.

P6.3 Investigate the feasibility of an incentive program aimed at residential developers willing to use existing parking facilities that are largely empty after 5 pm.

P7. Identify potential parking spots, both on and off-street, for scooter, motorcycle, and bicycle parking that make use of underutilized space.

P7.1 Determine when motorcycle and scooter use peaks - both daily and for special events - to understand time and location demands.

P7.2 Encourage expansion of motorcycle and scooter parking in other facilities beyond what is currently being offered in the City Center and Broadway-Kerr garages.

P7.3 Identify entry and exit gates that are safe for riders and encourage replacement of existing gates as needed.

P8. Explore ways to disincentivize surface parking lots. (*See also Connectivity recommendation C5 "Reduce and eventually eliminate the "missing teeth" that make areas less friendly and feel unsafe by creating better public spaces that connect traditional neighborhoods to downtown and the river while breaking up long walks within districts."*)

P8.1 Conduct research to determine the most effective ways to disincentivize surface parking lots, including:

Discounted parking after 6 p.m. (for underutilized garages)

Early bird discounts in garages

Shopper validation program that is funded by merchants

Market parking garages as safe, easy and a cheaper alternative to surface lots

Identify surface lots as underutilized space and institute financial disincentives such as increased property taxes

P8.2 Enact retroactive landscaping and screening requirements for existing surface lots.

P8.3 Educate users of Cox, Ford, and Civic Center about garage alternatives to surface lots, including offering parking passes with ticket purchases.

P9. Evaluate the demand for on-street parking throughout downtown.

P9.1 Conduct a study to determine when spots are being used.

P9.2 Work with downtown districts to determine appropriate time restrictions for metered and non-metered spots. Monitor the impact of these changes and make adjustments as needed.

P9.3 Develop a consistent meter policy to dissuade long-term and employee use and work with Parking Enforcement to implement this policy.

**Downtown Strategic Initiatives
Movin' Around Committee
Parking Implementation Actions - DRAFT**

RECOMMENDATION

P10. Identify barriers to private sector construction of garages and develop strategies to overcome them.

P10.1 Identify strategies that the City can use to catalyze innovate private sector or partnered solutions.

P11. Alter existing trolley routes to serve under-utilized parking facilities, thus making them a more appealing parking option.

P11.1 Identify under-utilized parking facilities and parking needs for existing and future projects and events.

P11.2 Coordinate with the findings of P6 with respect to peak demands and shared parking opportunities.

P11.3 Based on the findings of this research, adjust the trolley routes to transport people from these garages to employment centers.

P11.4. Include underused parking facilities and the opportunity to make better use of them in the discussion of mass transit, particularly the Alternatives Analysis.

P11.5 Carefully review proposed locations of all new parking structures to ensure parking is easy to find and that it is coordinated with mass transit.

P12. Pre-sell parking passes with tickets to Cox and Ford Center events.

P12.1 Work with the managers of Cox Convention Center and Ford Center to coordinate ticket sales and parking. (This is currently being done for some attendees of Thunder Games)

P13. Continue evaluating the impact of privatizing some public garages. **

This effort is ongoing

P13.1 Include the Chamber and the Planning Department in these discussions.

P14. Study the impact of building new public garages.

This effort is ongoing

P15. Provide charging stations for plug-in hybrids within parking facilities.

P15.1 Develop a partnership / sponsorship with OG&E to help fund and install charging stations.

P15.2 Institute a pilot program to establish demand and market the program.

P16. Evaluate the feasibility of creating a transferable parking credits system.

P16.1 Encourage COTPA and owners of private facilities to adopt this technology.

P16.2 Determine whether a Pike Pass type approach is feasible and cost effective.

P17. Emphasize the importance of parking and transportation infrastructure improvements as keys to attracting downtown reinvestment.

P17.1 Improve communication and coordination between City departments, especially COTPA, Planning and Public Works as well as ACOG and DOKC to address planning and implementation that integrates land use, design and functionality of all future projects for seamless services supporting downtown.

**Downtown Strategic Initiatives
Movin' Around Committee
Parking Implementation Actions - DRAFT**

RECOMMENDATION

P17.2 Invite COTPA to the Downtown Coordination group meetings at least monthly so the impact of parking and transit on downtown, especially their impact on our ability to attract new investment is understood by everyone in the Downtown Coordination Group.

P17.3 Provide greater transparency to developers and the citizenry concerning future mass transit projects and their associated funding. The public participation portion of the Alternatives Analysis will help accomplish this.

P17.4 Create a more comprehensive approach to parking to help give developers the confidence that there will be enough parking for their projects.

**Downtown Strategic Initiatives
Movin' Around Committee
Transportation Transit Implementation Actions - DRAFT**

RECOMMENDATION

SHORT-TERM (Within Five Years)

T1. Solve the Lincoln-Byers connection issue.

T1.1 Solicit funding from federal sources for construction of a connection between Lincoln and Byers providing access between Bricktown and the Oklahoma River and adjacent land uses.

T2. Construct the downtown Boulevard.

T2.1 Secure the funding for and monitor the design process for the new Boulevard to be constructed along the current I-40 alignment.

T2.2 Ensure that the design includes sufficient geometrics to safely accommodate pedestrian and bicycle crossings and future mass transit.

T3. Establish a Railroad Quiet Zone in the downtown area.

T3.1 Secure the funding for the City of Oklahoma City to establish a Railroad Quiet Zone along the BNSF rail line that would address railroad grade crossings from NW 7th to NW 16th Streets.

T3.2 Secure funding in a manner similar to the City of Tulsa, who applied for funding through ODOT's Rail Division, the Federal Railroad Administration (FRA), and Federal High-Speed Rail Funds (Sec 1103) to make certain railroad safety improvements at public street crossings.

T4. Pursue enhanced public transportation to and within the downtown area. This will include an evaluation of the trolley system to determine how it can be used more effectively as a mode of downtown transit and an investigation of the feasibility of a 'transit line' on Sheridan Avenue.

T4.1 Support COTPA's Downtown Transit Circulator Alternative Analysis to ensure that it is comprehensive and engages the DSI subcommittees.

T4.2 Secure dedicated local funding to operate an improved public transportation system.

T4.3 Increase the frequency and efficiency of transit services.

T4.4 Support the Regional Transit Dialogue that ACOG has initiated.

T4.5 Reroute the trolley system based on where people are and where they want to go.

T4.6 Prioritize routes that transport people from parking garages to employment centers.

T4.7 Determine if the trolley system can be used to transport people for special events.

T4.8 Consider a transit line that runs back and forth from Mickey Mantle to the Film District to better connect downtown with Bricktown, including daytime parking in Bricktown with downtown employment centers.

T4.9 Include this idea in the Alternatives Analysis that is currently underway.

**Downtown Strategic Initiatives
Movin' Around Committee
Transportation Transit Implementation Actions - DRAFT**

RECOMMENDATION

T4.10 Discuss this idea in concurrence with the plans for the new Devon building and proposed changes to Sheridan Avenue.

T5. Develop a Master plan for downtown that addresses connectivity and circulation including pedestrian flow and multi-modal transportation. (See also Connectivity Recommendation C4. "Conduct a study to evaluate the use of streets and sidewalks, including strategies to increase the prevalence and safety of multi-modal transit.")

T5.1 Utilize the downtown traffic study, the Core to Shore Plan, the Downtown Transit Circulator Alternative Analysis and the Walk-Ability Study to develop a connectivity and circulation master plan.

T5.2 Conduct stakeholder meetings to gather input on the plan's components, including:

- identification of roadway classifications and coordinated intersection operations
- effects of new or expanded businesses within the downtown area
- facilities to accommodate pedestrian and bicycle travel
- facilities to accommodate future transit travel
- a review of the street operations under one-way and two-way conditions
- a coordination plan for traffic signals

**Downtown Strategic Initiatives
Movin' Around Committee
Walk-Ability - Implementation Actions - DRAFT**

RECOMMENDATION

SHORT-TERM (Less Than Two Years)

W1. Make Pedestrian Crosswalks Safer.

W1.1 Identify and implement a standard for crosswalk design throughout downtown, including making crosswalks more visible (with color, textures, raised elevations, etc.) and increasing crossing times at intersections such that the "Walk" light appears for an appropriate amount of time. Investigate solar-powered illuminated cells that are flush with the pavement.

W1.2 Ensure ramps line up with cross-walks by re-stripping or adjusting ramp locations.

W1.3 Determine how improvements to crosswalks can be funded and implemented through the Downtown Streetscape Master Plan.

W1.4 Prioritize improvements to crosswalks within "Activity Nodes"

W2. Promote walking and running downtown.

W2.1 Develop a walking tour with a map and markers to create an interesting walk.

W2.1.1 Create a map or booklet for a walking tour through downtown that notes architectural features and other points of interest. This could be accomplished by updating the "Oklahoma City Downtown Walking Tours" booklet that was created in the 1990s.

W2.1.2 Partner with downtown architectural firms, AIA, Oklahoma Historical Society, Arts Council, journalists, historians, cultural foundations, non-profits, and other such organizations to develop the content for the tour. Look to these partners for potential sources to fund the maps and markers and promote the tour.

W2.1.3 Post the tour on an existing website (such as Downtown OKC's) or create a new walking website for downtown.

W2.2 Develop an exercise route and a map for walkers/runners.

W2.2.1 Survey runners and walkers to identify potential routes. Work with the downtown and midtown YMCA's and local running clubs to distribute the survey.

W2.2.2 Use the survey results to identify one or more routes for designation. Ensure the route(s) are safe, clean and well-lit with sufficient sidewalk width to reasonably accommodate all user groups.

W2.2.3 Distribute maps of these routes to visitors and citizens, including copies for downtown hotels, gyms, the CVB, running clubs, walking/weight loss clubs at downtown employers, HMOs with fitness programs, the State Employee Benefits Council and other health insurance providers, health advocacy organizations (e.g., American Lung and Heart Associations), OHC organizations and institutes (e.g., Harold Hamm Diabetes Center).

W2.2.4 Make the map accessible on the proposed walking/running web site (W2.1.3).

**Downtown Strategic Initiatives
Movin' Around Committee
Walk-Ability - Implementation Actions - DRAFT**

RECOMMENDATION
W2.2.5 Develop a printed version of the map that is small enough to be convenient to use when walking/running.
W2.2.6 Install directional signage and "mile" markers along the path.
W2.2.7 Put together a walking tour kit with things like a map, bottle of water, bandana, sunscreen, etc. to be distributed at the Chamber, CVB, Cox Center information booths, hotel front desks and concierge stands, etc. Seek local business sponsorship to help fund (ex - logos on water bottles).
W2.2.8 Investigate additional funding opportunities from health foundations such as PHF. Explore opportunities to use BID monies to fund the maintenance of the path and/or offset the cost of printing the maps.
W3. Improve and extend the downtown sidewalk network.
<i>W3.1 Repair damage to existing sidewalks.</i>
W3.1.1 In coordination with the recommendations from the Walk-Ability study, review Planning's sidewalk inventory and seek citizen input to identify and prioritize locations for the installation and/or repair of sidewalks.
<i>W3.2 Provide better lighting for pedestrians.</i>
W3.2.1 With the help of the Streetscape Maintenance Taskforce and Planning's Lighting Survey, identify and prioritize areas for installation of lighting appropriate to the pedestrian scale, such as Main Street under the BNSF tracks and Russell Perry between Main and First Streets.
<i>W3.3 Provide sidewalks where there are none.</i>
W3.3.1 Complete/ update the existing sidewalk inventory, beginning with those areas identified in the Walk-Ability study. Include streets that link key "Activity Nodes," such as the east side of EK Gaylord along the train tracks, Bricktown to Deep Deuce along Russell Perry, and from downtown to the Oklahoma Health Center
<i>W3.4 Improve linkages to the Oklahoma River from the downtown core and Bricktown.</i>
W3.4.1 Open the tunnel under the new I-40 alignment & the Union Pacific track (south of the Land Run Monument) for pedestrian and bicyclist use. To accomplish this, obtain the access agreements from Union Pacific and ODOT for passage under the portions of the tunnel within their right-of-way.
W3.4.2 Construct a ramp that bicyclists can use to access the tunnel under the new I-40 alignment such that they do not need to use the canal path (where bicycles are prohibited).
W3.4.3 Evaluate existing signage for its effectiveness in directing pedestrians and cyclists between downtown/Bricktown and the river. Prioritize improvements for implementation.
W3.4.4 Capitalize upon the opportunity to create an engaging feature that attracts pedestrians and bicyclists by incorporating public art or other innovative design techniques in and around the tunnel.

**Downtown Strategic Initiatives
Movin' Around Committee
Walk-Ability - Implementation Actions - DRAFT**

RECOMMENDATION

W3.4.5 Identify funding opportunities for these and other improvements that will help link downtown and Bricktown to the river. Adhere to principles developed in the Core to Shore Plan and design guidelines as they relate to connectivity and bicycle/pedestrian access and mobility.

W3.4.6 Enhance pedestrian and bicycle access on (vehicular) bridges.

W3.5 Investigate the potential to change existing legislation or create new legislation such that streets and sidewalks would be categorized the same way. (Currently the City can only work on a sidewalk when they are working on the adjacent street).

W4. Make the walk more enjoyable.

W4.1 Solicit citizen input to identify aspects of downtown that are unwelcoming to pedestrians (such as blank walls). Make changes to these unwelcoming areas, focusing initial improvements on streets that link "Activity Nodes." .

W4.2 Ensure pedestrian issues are addressed in plans for major corporate developments and private sector streetscape projects.

W4.3 Provide benches and drinking fountains in streetscape improvements.

W4.4 Facilitate public art by creating a clear and efficient review process. Partner with the Arts Council and other local art organizations to find ways to fund public art.

W4.5 Create a public art master plan; include mechanisms to encourage public art such as painting murals on blank walls at the pedestrian level.

W4.6 Begin discussions with street level businesses to promote the importance of displaying engaging information, such as corporate marketing and interactive displays. This may require amendment(s) to the sign ordinance.

W4.7 Research and identify barriers and necessary changes in policy or ordinances to support street vendors and performers and adopt measures to encourage these activities as a way to enliven downtown streets.)

W4.8 Provide regular musical entertainment at public gathering areas to help activate downtown.

W4.9 Promote patio seating to improve the pedestrian experience and create a café culture.

W4.10 Consider revising any ordinances that hinder patio seating. Ensure the permitting process for patio seating is simple and efficient.

W4.11 Request that OCPD include monitoring of café seating on their bike patrol routes to ensure the safety of patrons.

W4.12 Identify opportunities for small pocket parks or a landscaped perimeter on empty lots to minimize the 'missing teeth' that disrupt connectivity. If the properties are owned by the City, improvements can be addressed in the GO Bond process. If the properties are privately owned, DOKC can encourage owners make their properties more engaging to pedestrians.

**Downtown Strategic Initiatives
Movin' Around Committee
Walk-Ability - Implementation Actions - DRAFT**

RECOMMENDATION
MID-TERM (Two to Five Years)
W1. Make Pedestrian Crosswalks Safer.
W1.5 Continue to install crossing time countdown indicators throughout downtown.
W1.6 Provide beeping crossing signals, prioritizing intersections around transit stops.
W2. Promote walking and running downtown.
<i>W2.1 Create a walking tour with a map and markers to provide an interesting walk.</i>
W2.1.4 Provide information stands or other signage at intervals throughout the downtown area. (<i>See also, Connectivity recommendation C2. "Place information kiosks in targeted locations that can be centrally controlled"</i>)
W2.1.5 Use different media to promote walking and running such as podcast walking tours and iPhone GPS-enabled applications to guide and tell users about the locations around them.
<i>W2.2 Develop a path and map for walkers/runners.</i>
W2.2.9 Designate one traffic or parking lane on a north/south street such as Robinson from the downtown core to NW 13th for runners and cyclists.
W3. Improve and extend the downtown sidewalk network.
<i>W3.2 Provide better lighting for pedestrians.</i>
W3.2.2 Light all bridges under BNSF tracks between NW Sixth and Reno. Create a more engaging space in and around these bridges such that pedestrians are encouraged to walk under them.
<i>W3.3 Provide sidewalks where there are none.</i>
W3.3.4 Construct a sidewalk on the eastern side of EK Gaylord.
W3.3.5 Review and reprioritize the proposed locations of sidewalk construction in the GO Bond, as needed based on the needs identified in DSI, the Bricktown Parking Study and the Walk-ability Study and the priorities established in Downtown Streetscape Master Plan and in response to TIF generated streetscape projects.
W3.3.6 Study pedestrian flows at various times and identify where informal paths have developed. Based on the results of this study, construct formal sidewalk routes that match informal "short-cut" flows - e.g. from the Main Street parking lots in Bricktown across the railroad tracks to Deep Deuce.
<i>W3.4 Improve linkages to the Oklahoma River from the downtown core and Bricktown.</i>
W3.4.7 Provide a connection from downtown to the Oklahoma River via Shields by dedicating one lane of Shields as a pedestrian and bicycle lane.
W3.4.8 Install a shallow ramp from Shields to SE 15th Street for pedestrians and bicyclists.
<i>W3.5 Provide sidewalks at bus stops.</i>
W3.5.1 Identify and prioritize sidewalk construction around transit stops.

**Downtown Strategic Initiatives
Movin' Around Committee
Walk-Ability - Implementation Actions - DRAFT**

RECOMMENDATION

W4. Make the walk more enjoyable.

W4.13 Partner with non-profits, including foundations to plant more trees and add awnings to create more shade. Ensure that maintenance plans and costs are included in this process.

W4.14 Evaluate existing design guidelines with respect to how buildings interface with pedestrians (below the 15 foot level). Consider requiring a higher degree of transparency at ground level to limit blank walls that create "missing teeth."

W4.15 Evaluate whether the existing design codes are aligned with City and stakeholder goals for the redevelopment of downtown, particularly whether they do enough to promote design and uses that look outward and engage pedestrians, or preferably generate pedestrian traffic.

W4.16 Recruit new retail and restaurants to downtown to add activity to downtown streets. Partner with the Chamber, DOKC and SBDC to help small businesses start and grow especially by guiding them through permitting and administration issues. *(See also, Doin' Business, Creative Business recommendation C1. Establish "Downtown Creative Hubs" and C3. Recruit and Market Creativity)*

W4.17 Conduct a weather impact study to understand and mitigate the impacts of adverse weather on pedestrian activity, including wind, ice, and heat. Examples of mitigation include changes to sidewalk surfaces (materials) and angles.

W4.18 Evaluate signage for pedestrians navigating super blocks and identify areas in need of additional signage and/or more appropriately sited signage.

LONG-TERM (Six to Ten Years)

W1. Make Pedestrian Crosswalks Safer.

W1.7 Create areas of refuge (medians) in the center of streets.

W3. Improve and extend the downtown sidewalk network.

W3.2 Provide better lighting for pedestrians.

W3.2.3 When sidewalks to the river are constructed and repaired, provide lighting and clean/maintain these sidewalks.

W3.3 Provide sidewalks where there are none.

W3.3.7 Construct a sidewalk along Oklahoma Avenue and the railroad spur from the BNSF mainline and the north Bricktown parking lot between NE 2nd and Main streets.

W3.4 Improve linkages to the Oklahoma River from the downtown core and Bricktown.

W3.4.9 Create and maintain safe linkages to the Oklahoma River through sidewalks, trails, green space and other methods during redevelopment of the Core to Shore area.