

MAPS 4 Innovation District Connectivity Master Plan

PROJECT M4-DDC10

Creating Better Connectivity — Neighborhood
Connectivity, Innovation District, Phases 1 and 2

MAPS4



PREPARED FOR
City of Oklahoma City

PREPARED BY
Kimley-Horn



THE CITY OF OKLAHOMA CITY

APPROVAL SHEET

Project M4-DDC10
MAPS 4 Innovation District Connectivity Master Plan

Prepared by

KIMLEY-HORN & ASSOCIATES INC.
14101 Wireless Way Building A, Suite 150
Oklahoma City, OK 73134


Luke Schmidt, P.E. PTOE



Recommended for Approval


David E. Todd, P.E.
Program Manager


Eric J. Wenger, P.E., Director
Public Works/City Engineer

APPROVED by the Council of the City of Oklahoma City this _____ day of _____, 2023.

ATTEST:

THE CITY OF OKLAHOMA CITY

City Clerk

Mayor

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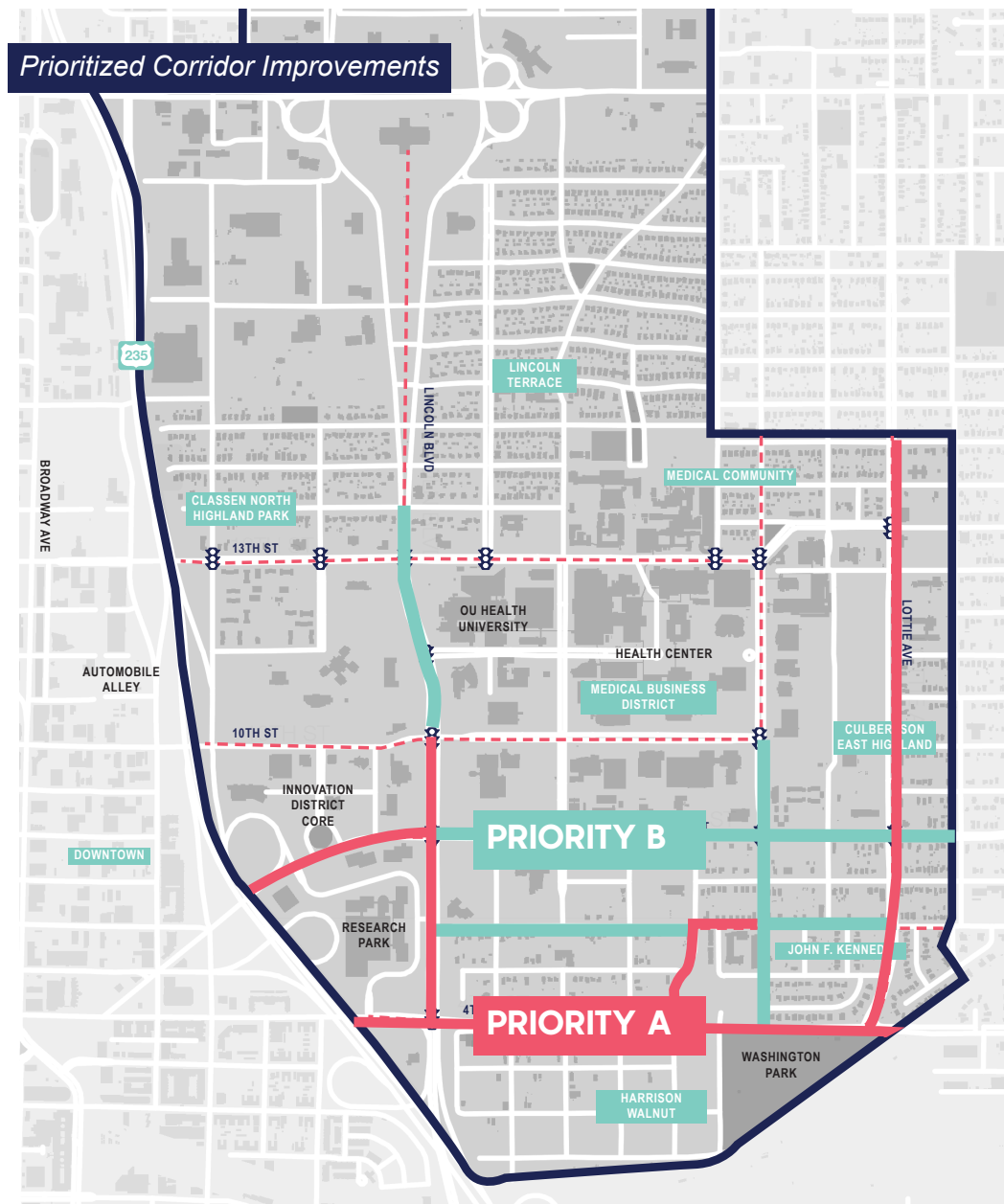
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Executive Summary

The MAPS 4 Innovation District Connectivity Master Plan investigated corridors to improve physical and communal connections in the area. Assessment of existing conditions and gathered feedback from stakeholders and residents were first completed to identify priority areas in need of improvement. Common improvements were new and updated sidewalk, bike lanes, shade trees, pedestrian benches, and updated pedestrian safety improvements. Through the feedback and assessment, the identification of common connection corridors and high-level cost estimates for improvements were completed. Prioritization assignment was then completed according to need and budget. These priority investments will build stronger connections between neighborhoods, and businesses, and provide an increased ease of access within the Innovation District.



Improvements	Quantities	
	A	B
 Sidewalks (Square Yards)	10,478	6,873
 Bike Lane Markings (Linear Feet)	4,800	3,746
 Bike Lane Delineators (Each)	192	174
 Crosswalk Markings (Linear Feet)	5,408	3,746
 Pedestrian Signal Upgrades (Intersections)	1	1
 Radar Detection Upgrades (Intersections)	3	2
 LED Street Light Upgrades (Each)	110	147
	Priority A - \$5,000,000	Priority B - \$4,400,000

**Neighborhood Connectivity Budget
(Construction):
\$10,606,000**

Phase 1 - \$5,303,000

Phase 2 - \$5,303,000

Project Introduction and Methodology



Introduction

Since 2015, the Oklahoma City Innovation District has continued to establish itself around the idea of harnessing existing high-tech and medical institutions to create greater collaboration and economic diversification. This project will address specific recommendations from a 2017 Brookings Institute report by creating physical spaces to grow this collaboration and to improve physical and communal connections between the District's existing institutions and surrounding residential area.

The MAPS 4 Innovation District Connectivity Master Plan investigated corridors to improve these physical and communal connections in the area. Through an existing condition assessment, robust feedback from stakeholders and residents, and a high-level cost estimate, corridors were identified and sorted by priority. Improvements such as new and updated sidewalks, bike lanes, shade trees, pedestrian benches, and updated pedestrian safety improvements will build stronger connections between neighborhoods, businesses, and other parts of Oklahoma City specifically within the Innovation District. The images to the right document potential improvement types being identified through this master planning process.

Sidewalk Improvements



Pedestrian Improvements



Bike Facility Improvements



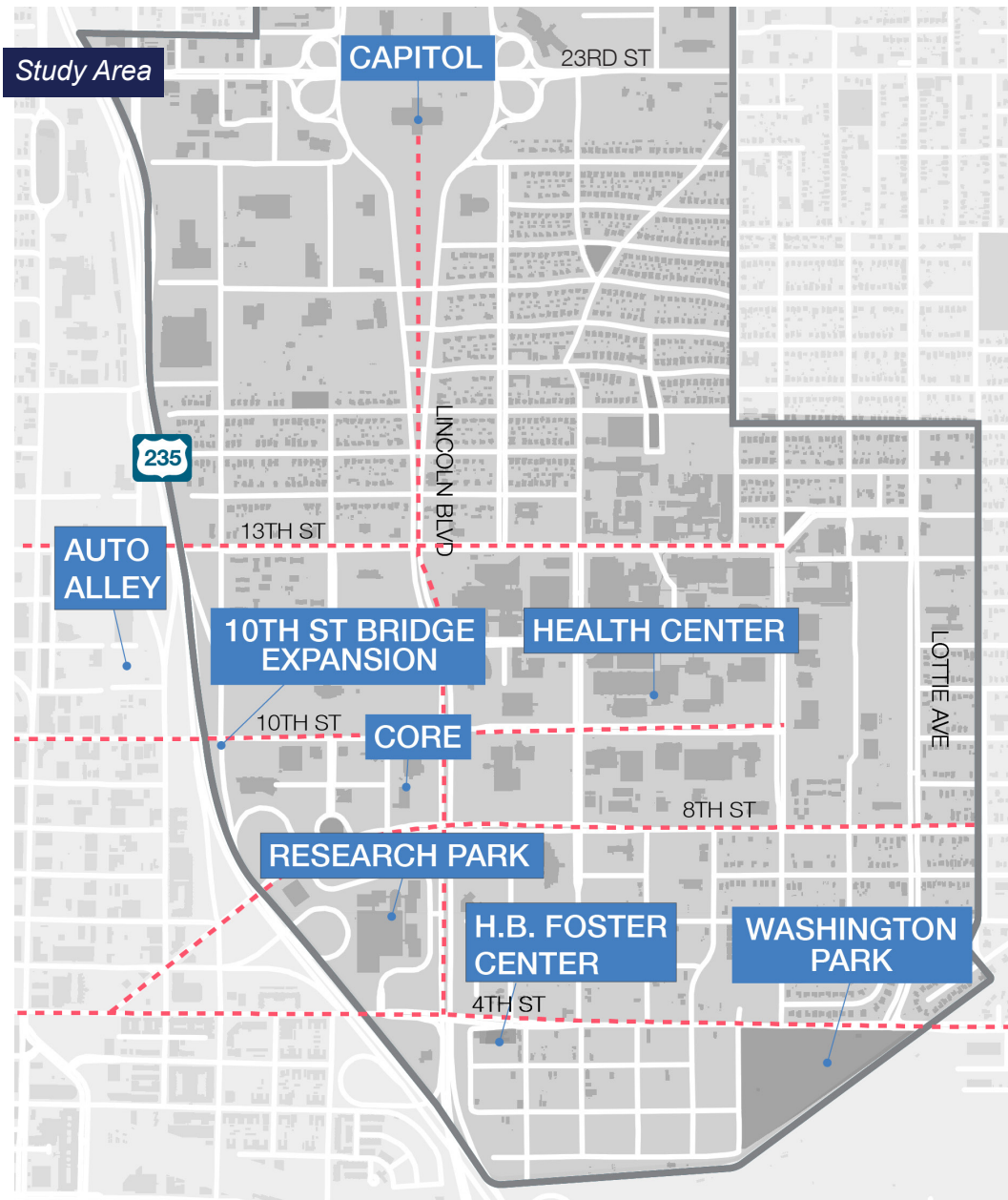
Connectivity Opportunity

The MAPS 4 Innovation District Connectivity Master Plan provides potential improvements to the physical characteristics of the Innovation District to better encourage interaction between institutions, developments, and neighborhoods focusing on both existing and future opportunities in the study area. The plan provides recommendations along the improvement corridors related to:

- » Enhanced pedestrian connection
- » Bicycle linkages
- » Amenities and possible branding opportunities

The connections are being envisioned within the study area, connecting to the neighborhoods, and surrounding areas for the benefit of employees, visitors, and residents of the area.

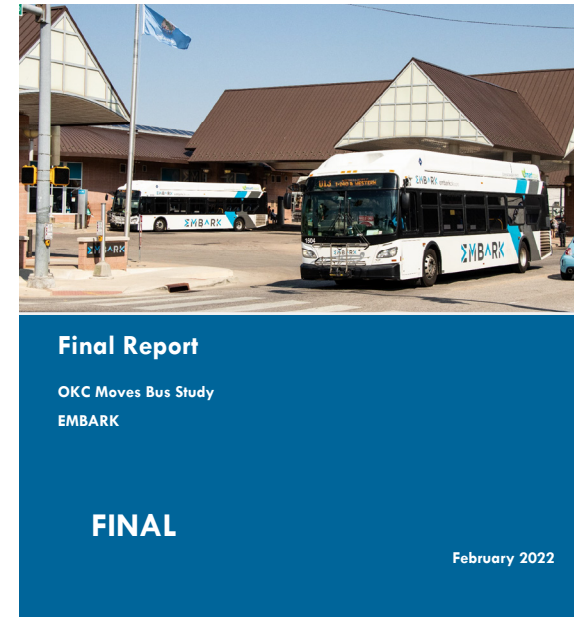
These critical bike and pedestrian linkages were identified through area stakeholder feedback, survey responses, and the existing condition inventory and evaluation within the study area bound by I-235 to the west, Lottie Avenue to the east, N 23rd Street to the north, and the existing railroad corridor to the south. At the core of the project development and prioritization is an emphasis on community feedback, connectivity needs, and the prepared planning level construction cost estimates to develop an implementation plan.



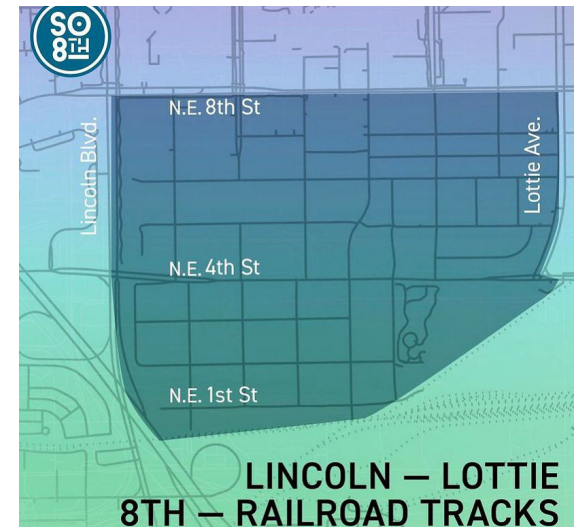
The connections are being envisioned both within the study area and connections to the surrounding areas for the benefit of employees, visitors, and residents of the area.”

-Anonymous Community Survey Response

Build on Current and Past Work

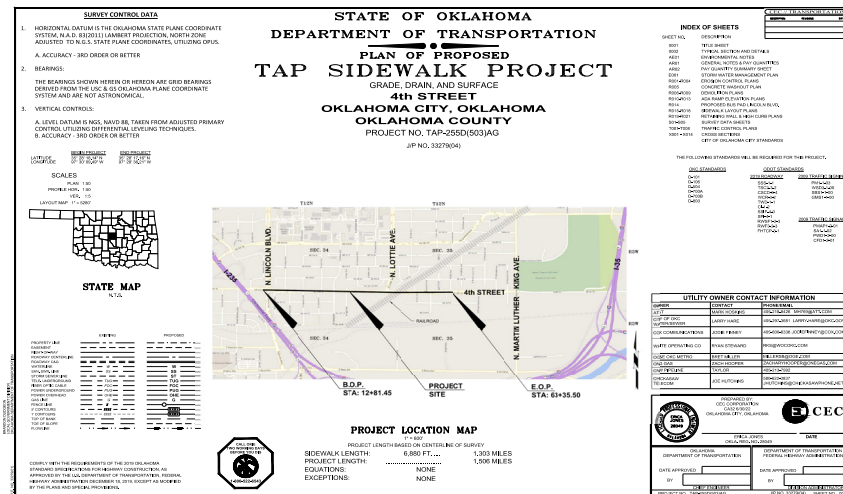


The design plans and studies that were considered in this Master Plan include the South of 8th Study, Innovation District and Capitol Environs Land Use Plan, RTA System Plan, EMBARK OKC Moves, planokc, bikewalkokc, 4th Street Sidewalk Improvements, and Lottie Avenue Bike Lane Improvements.





The first step in developing the Innovation District Master Plan was reviewing and documenting past work completed in and around the study area. The intent of this study is to build on past work completed and ensure the plan is consistent with past visions and recommendations in the Innovation District. There are many projects, plans, and studies that have encompassed the study area. These plans focus on transit, bike and pedestrian infrastructure, business growth, and quality of life.



Assessment of Existing Facilities

An assessment of existing conditions along priority corridors within the Innovation District was a key component for identifying priority investments and accurately assessing costs of the investments. The condition assessment was completed using high-resolution aerial photography, street view, and in-person field documentation to inventory the existing:



Sidewalks



Driveways



Crosswalks



Street lights

These assets were inventoried and reviewed for compliance, condition, and measurements of the mobility-related amenities, such as sidewalks, crosswalks, and pedestrian signals. The map to the right documents the findings of the existing conditions assessment.

Missing Sidewalks

12,100 LF

Sidewalk Repair Needed

38,500 LF

Non-Compliant Curb Ramps

500 Each

Pedestrian Signals

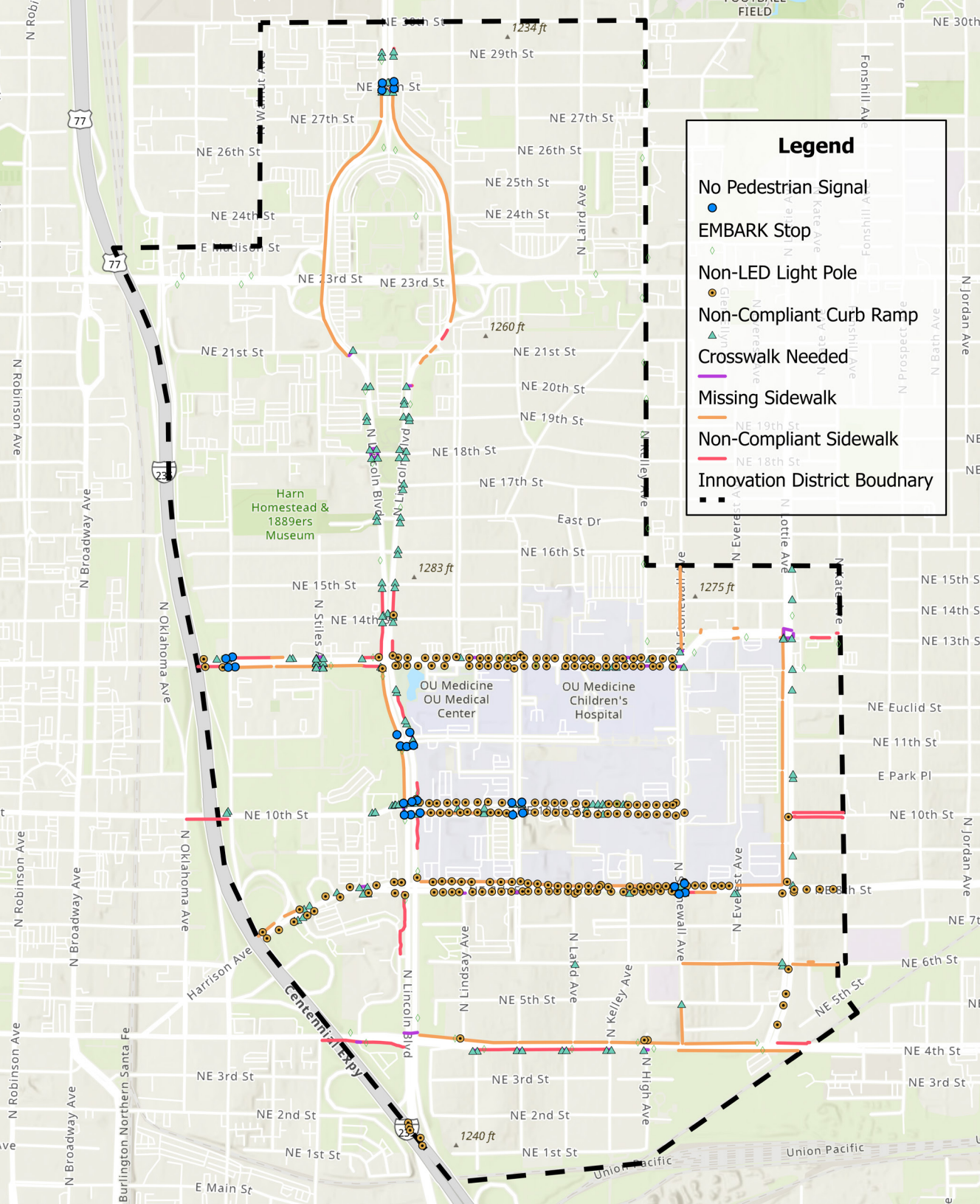
27 Each

EMBARK Stops

32 Each

Crosswalk Repainting
Needed

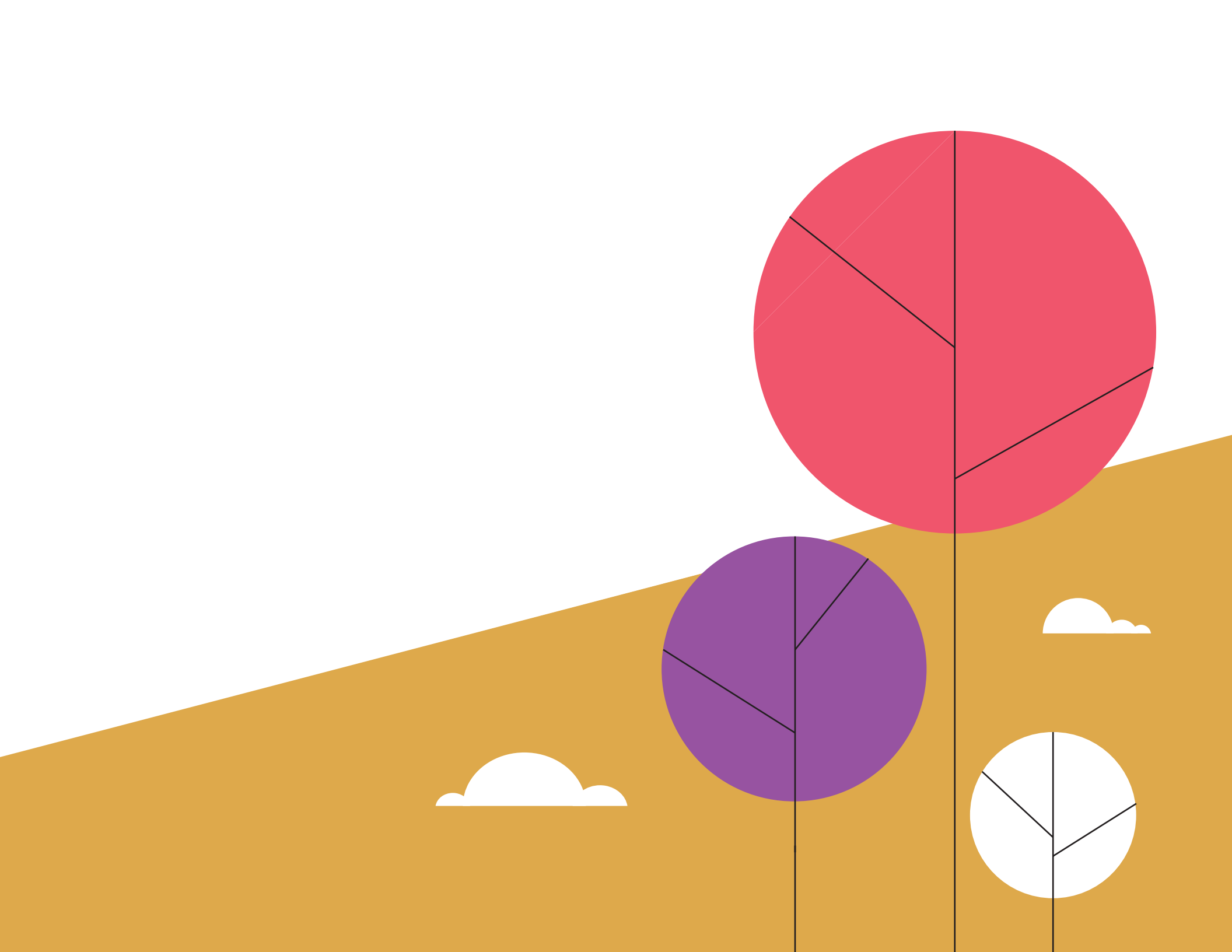
9,800 LF



Safety needs to be the first priority, always. This means protected sidewalks and safe intersections."

-Anonymous Community Survey Response

Public Input



Engagement Approach

Public input was a vital component in identifying proposed improvement corridors in the Innovation District. To gather feedback, three different means of public outreach were taken.

- 1 First was providing information at community events, such as Juneteenth and Walk Over Wednesday, to inform attendees about the goals of the project and gather initial input about the corridor.



- 2 Second was meeting with community stakeholders, such as the OKC Black Chamber and NEOKC Neighborhood Coalition, to identify areas within the Innovation District that would benefit the most from connectivity investments.





Welcome to the home page of the MAPS 4 DDC-10 Innovation District Study. We're glad you're here!

This online project hub was created to provide information on upcoming events for the project, as well as hosting online public engagement activities. For more information on the MAPS 4 Innovation District Neighborhood Connectivity project, see the information below.

3

Third was utilizing a website containing project information, a written survey, and a map survey to gather specific feedback from those with a relationship to the Innovation District.

These three engagement strategies informed residents and gathered critical feedback about the study corridors to determine where the MAPS 4 investment best meets the needs of the study area.

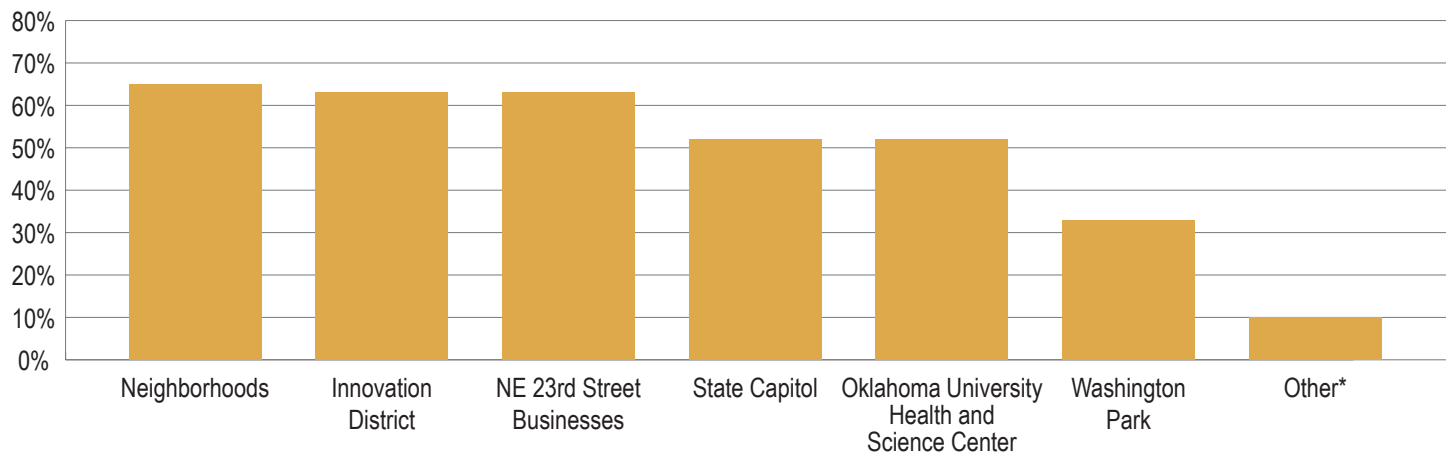
Key Engagement Findings

The study area inventory identified where improvements are needed, and the public engagement strategy determined both priority locations and corridors for initial implementation. These connections identified through public input developed key priority connections to building connectivity in the Innovation District to the:

- » Neighborhoods
- » 4th Street Corridor
- » 8th and 10th Street near the Innovation District Core
- » Lincoln Boulevard
- » Lottie Avenue

The survey question below and map to the right document one specific survey question and mapping for the prioritized locations.

Q10: Areas for Improved Walking/Biking Connections



**NW 23rd, Downtown/Automobile Alley Connections*



“

I would love if OKC is focused on developing districts to not only be walkable, but fully developed to give people a reason to walk through.”

-Anonymous Community Survey Response

After identifying priority connections within the Innovation District, the public engagement was used to determine key destinations along the priority corridors for this plan. The following connections were deemed a top priority from stakeholders and residents based on the survey below:

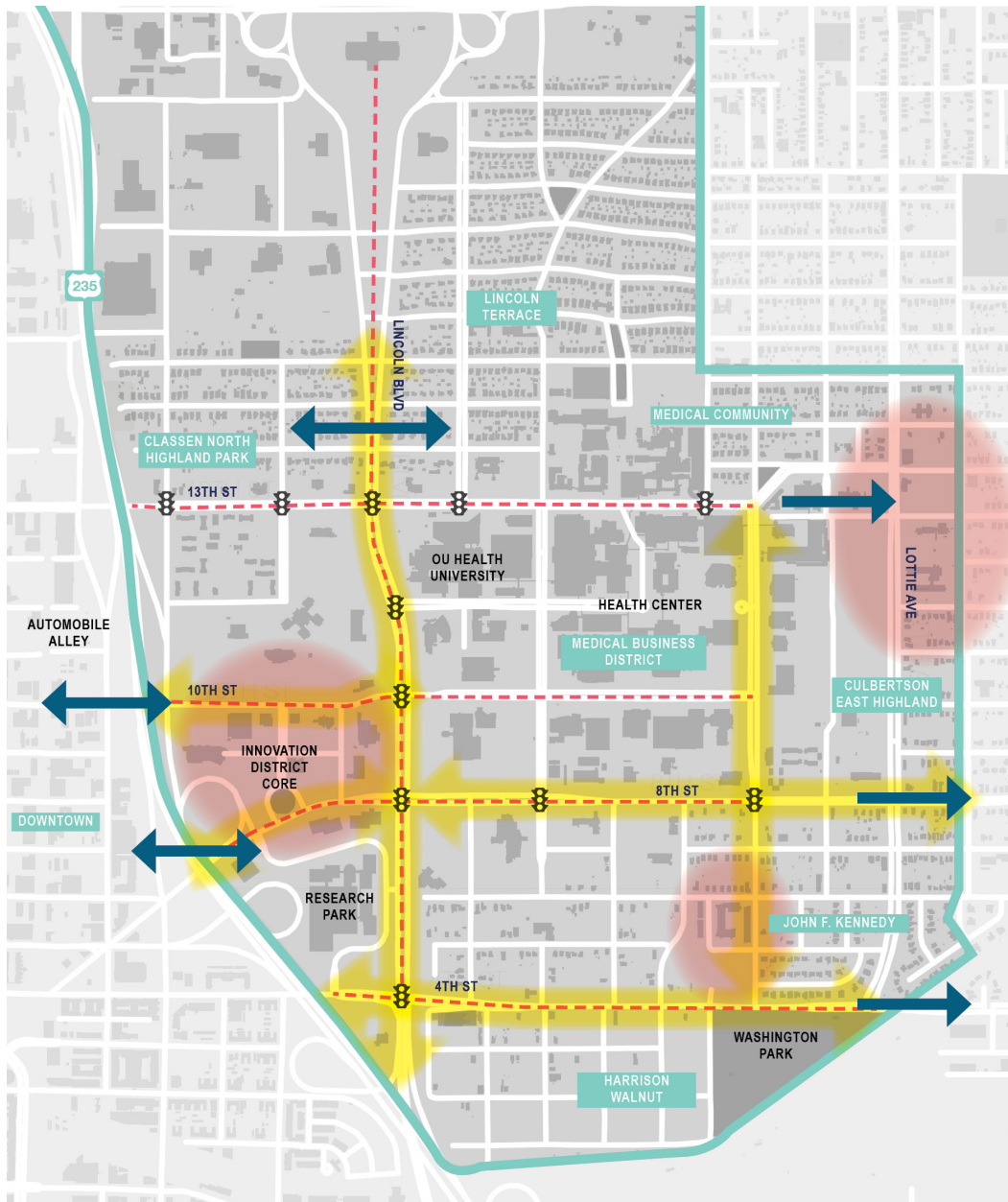
- » The Innovation District Hub
- » Neighborhoods
- » Bridges Crossing I-235

To build meaningful connections, specific investment needs are recommended along the study corridors. Residents deemed the following streetscape elements as their high priority connectivity investments:

- » Constructing continuous and wide sidewalks where feasible
- » Increasing shade for pedestrians
- » Upgrading street lights
- » Updating landscaping elements

Q11: Most Desired Streetscape Elements

- | | |
|--|--|
|  1. Continuous Sidewalks |  5. Landscaping |
|  2. Wide Sidewalks |  6. Other (e.g. Protected Bike Lanes) |
|  3. Shade/Shade Trees |  7. Benches |
|  4. Streetlights |  8. Unique Branding Elements |



“

The need for continuous sidewalks in the neighborhoods between OUHSC and the Capitol is huge!”

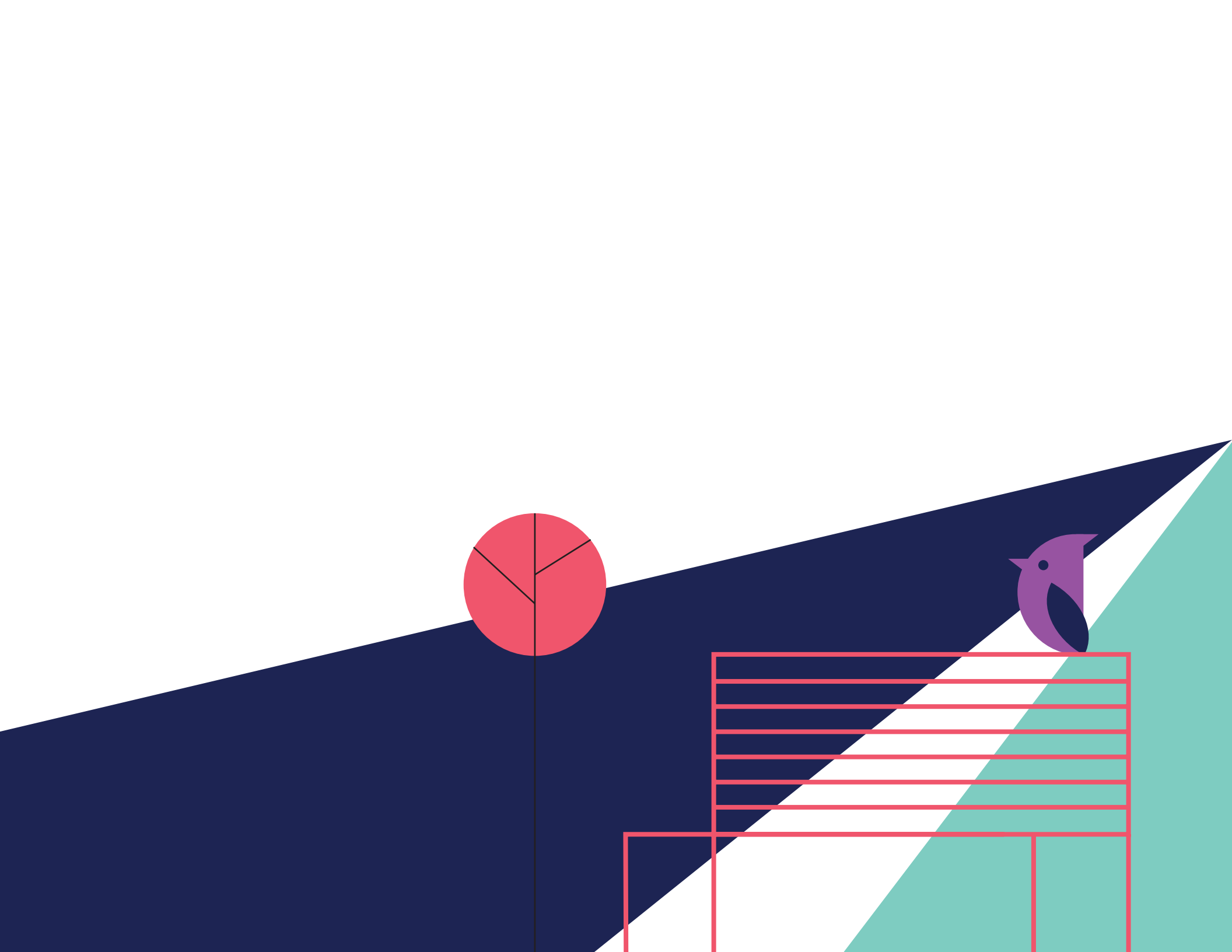
-Anonymous Community Survey Response

“

We want and need better access to downtown, with pleasant shady walks into downtown.”

-Anonymous Community Survey Response

Priority Corridors and Recommendations

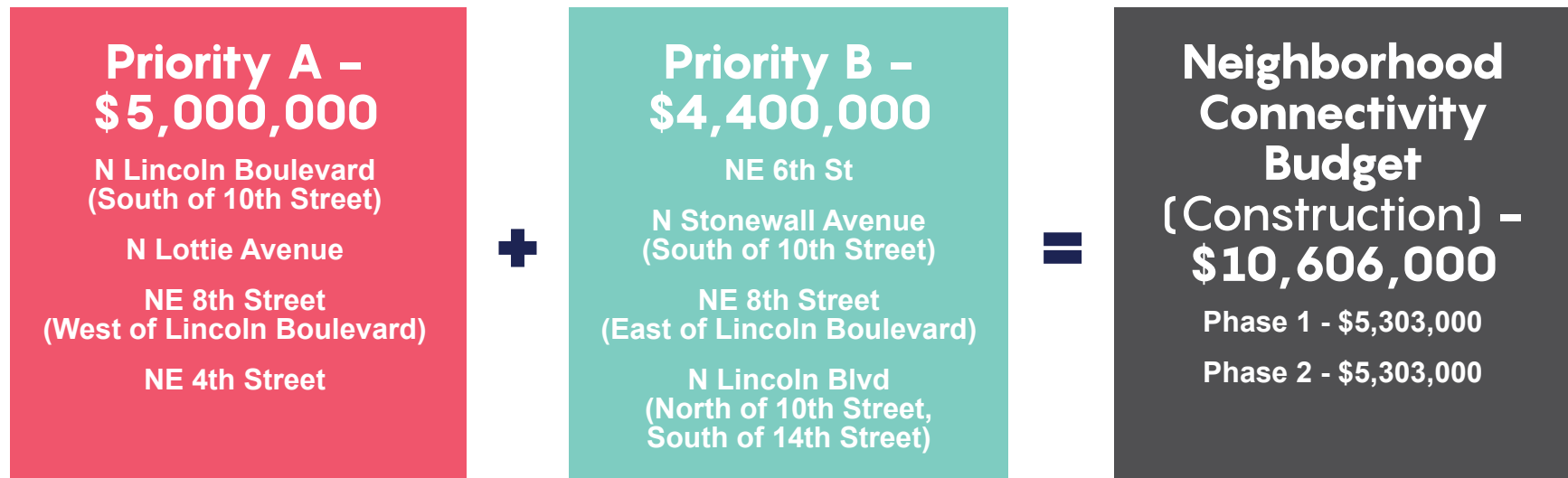


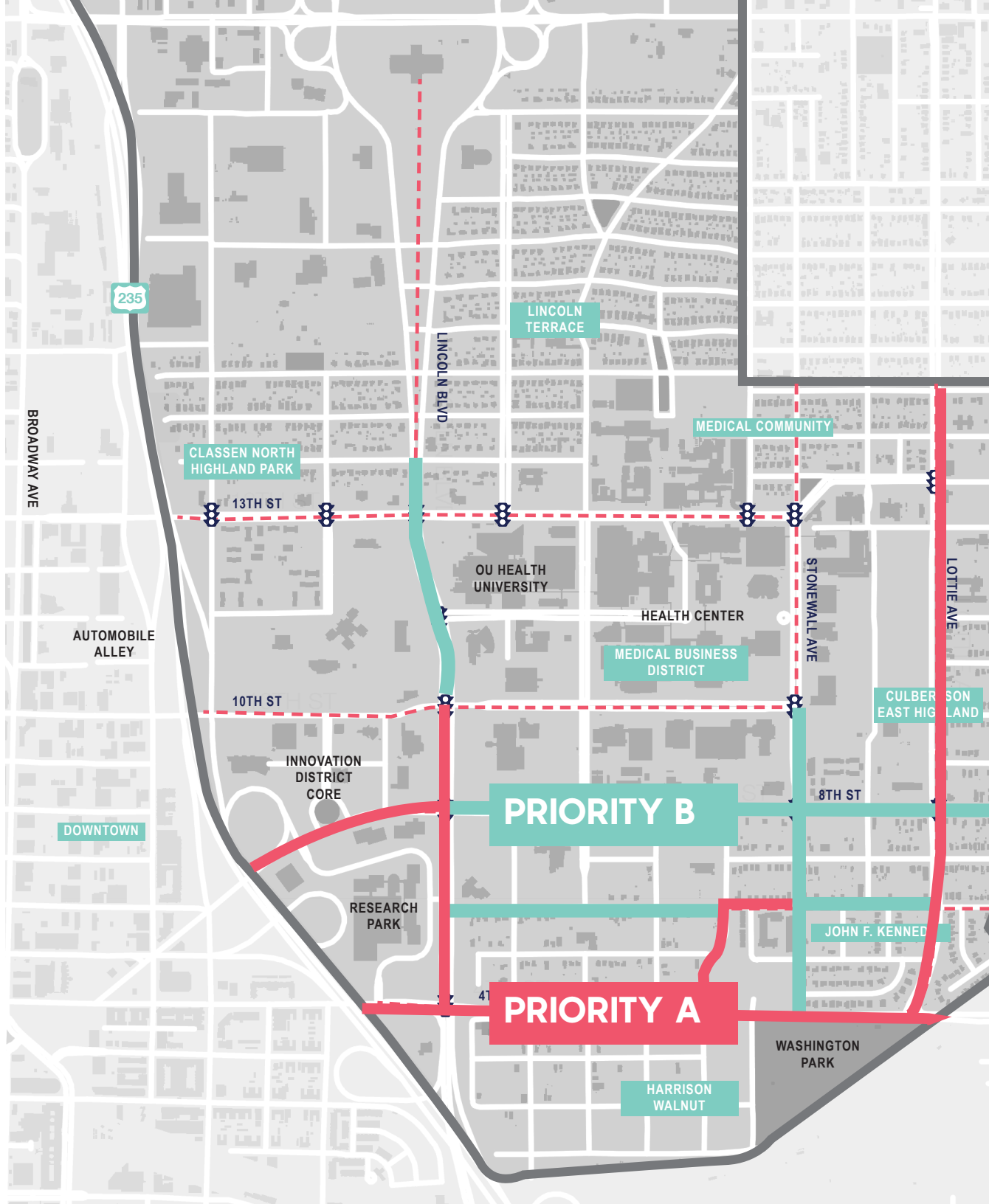
PRIORITY CORRIDOR OVERVIEW

The following priority corridors were developed from the robust public engagement strategy, past studies performed in the area, and inventory of existing infrastructure. This Master Plan is based on a current and future implementation budget provided by MAPS 4. The following priority areas were determined during the master plan development.

Priority A corridors were selected due to being the highest traveled routes in the corridor, connectivity to priority destinations (e.g. neighborhoods, 4th St Corridor, Lottie Ave Corridor), and containing the highest priority improvements heard among residents, stakeholders, and improvements in the area.

Priority B corridors were selected to further build on connections developed from the Priority A improvements. These important connections were determined to be a second priority to build on connectivity in the study area along other priority corridors not identified in Priority A corridors.





PRIORITY A CORRIDORS

\$5,000,000

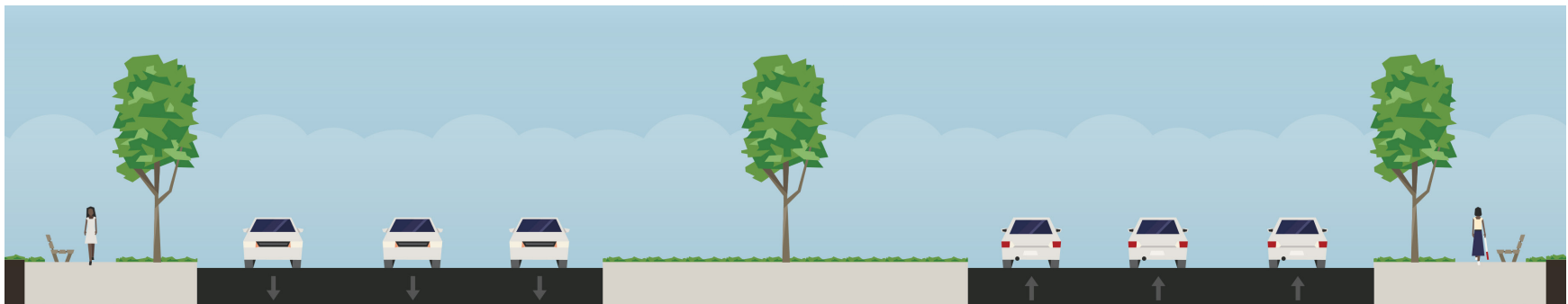






N LINCOLN BOULEVARD — SOUTH OF 10TH STREET

Pedestrian safety and beautification is the focus on Lincoln Boulevard between N 4th Street and N 10th St. Existing and missing sidewalks will be replaced with ADA compliant sidewalks. New shade trees and pedestrian benches will be installed. Existing street lights will be upgraded to LED luminaires, where necessary. Pedestrian traffic signal elements will be upgraded to the latest APS standards. Traffic signal detection will be upgraded to a radar detection system.





Sidewalks
810 Linear Feet



Trees



Benches



Pedestrian Signal Upgrade
1 Intersection

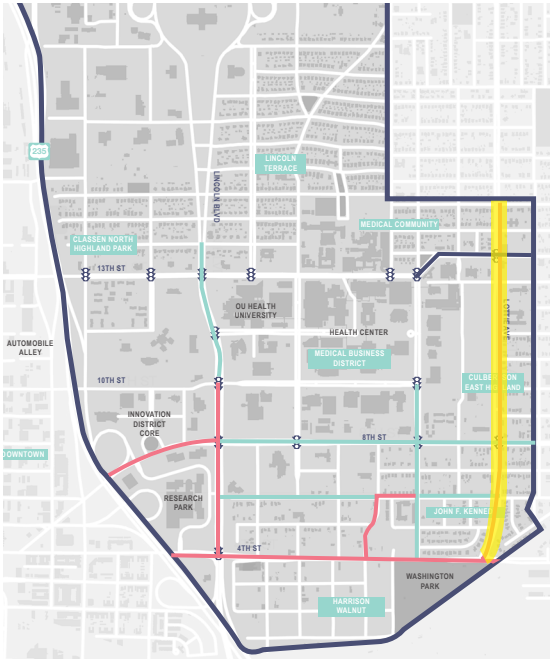


Radar Detection Upgrade
2 Intersections



LED Street Light Upgrades
32 Each

Cost: \$800,000



N LOTTIE AVENUE

With an Oklahoma City Public Works project implementing protected bike lanes along a portion of the Lottier Avenue corridor, the focus will be improving pedestrian connection with new, and ADA compliant sidewalks, shade trees, and benches. Safety improvements will include updating and installing pedestrian crosswalks and upgrading street lights to LED luminaires for maximum light emittance.





Sidewalks
1,350 Linear Feet



Trees



Benches



Crosswalk Markings
2,300 Linear Feet



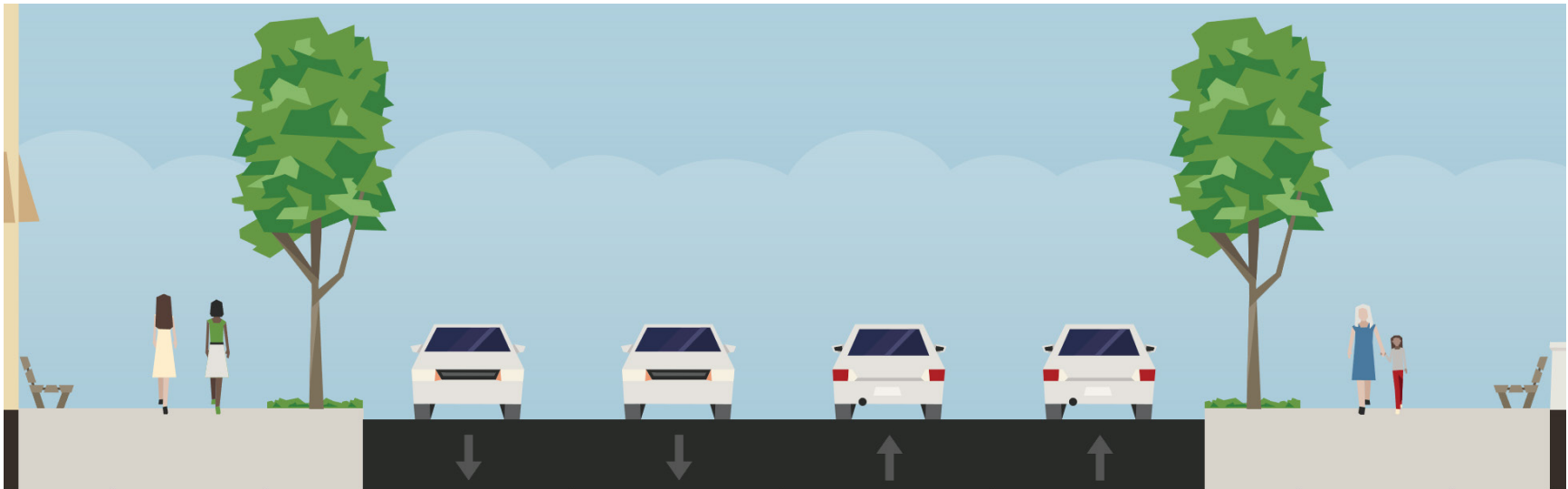
LED Street Light Upgrades
17 Each

Cost: \$900,000



NE 8TH STREET — WEST OF LINCOLN BOULEVARD

Improving pedestrian connections between the Innovation District Hub and I-235 bridge was a priority among both stakeholders and residents of the study area. A new wide sidewalk, trees, benches, and enhanced crosswalks will provide for an enhanced pedestrian environment. Upgrading traffic signal detection and LED street light upgrades will also provide for a safer pedestrian-vehicle interaction along this corridor.





Sidewalks
1,850 Linear Feet



Trees



Benches



Crosswalk Markings
1,150 Linear Feet

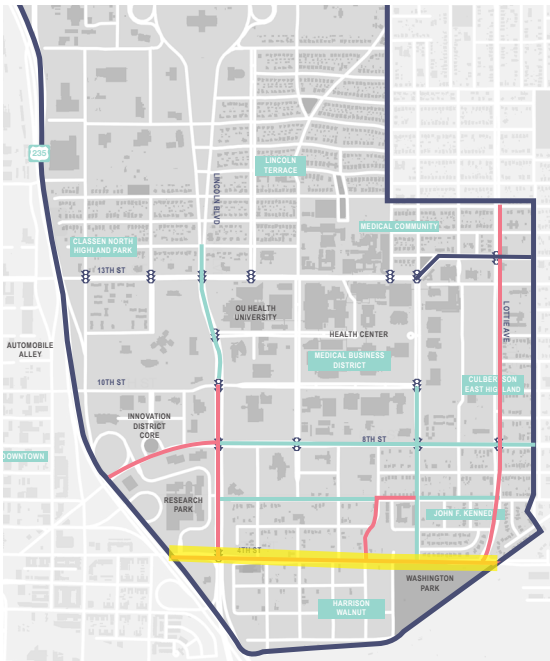


Radar Detection Upgrade
1 Intersection



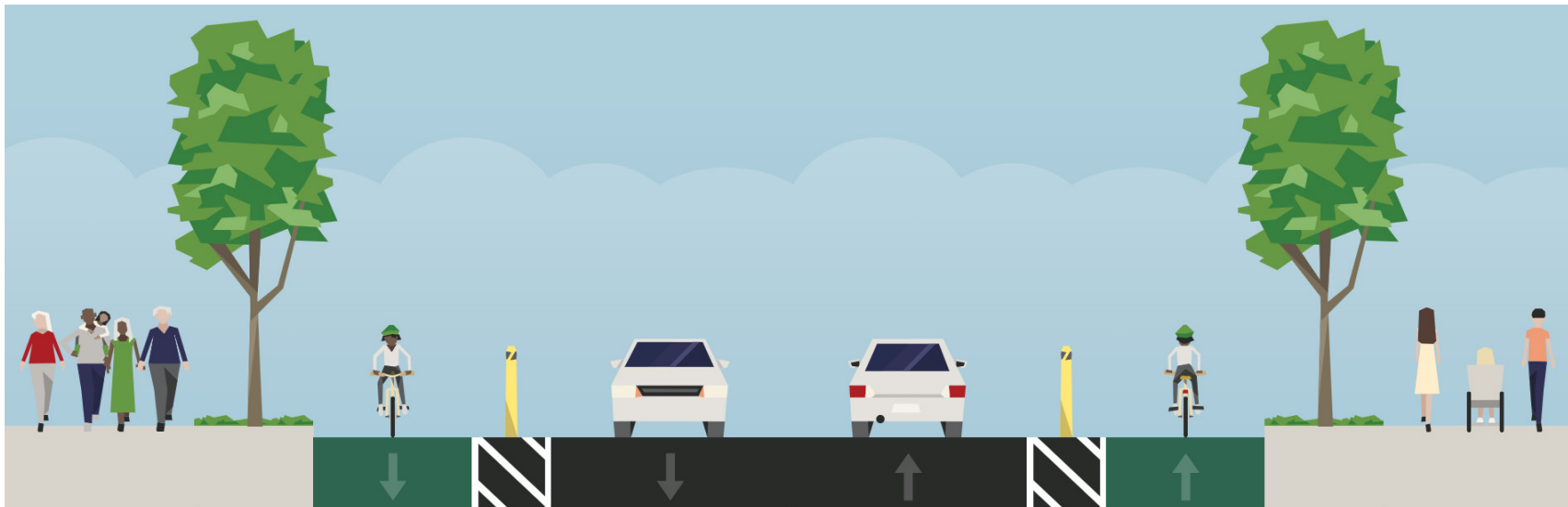
LED Street Light Upgrades
24 Each

Cost: \$900,000



NE 4TH STREET

With a NE 4th Street sidewalk already under design, installing a protected bike lane, beautification, and enhancing the proposed sidewalk is the priority along this corridor. A protected bike lane along NE 4th Street allows for cyclists to have a safe and comfortable route from downtown Oklahoma City to many neighborhoods and Lott Avenue. Paired with new shade trees, pedestrian benches, and LED luminaire upgrades, this will provide an accessible and welcoming corridor for all modes of transportation.





Bike Lane Markings
4,800 Linear Feet



**Bike Lane
Delineators**
192 Each



Trees



Benches



**Crosswalk
Markings**
1,500 Linear Feet



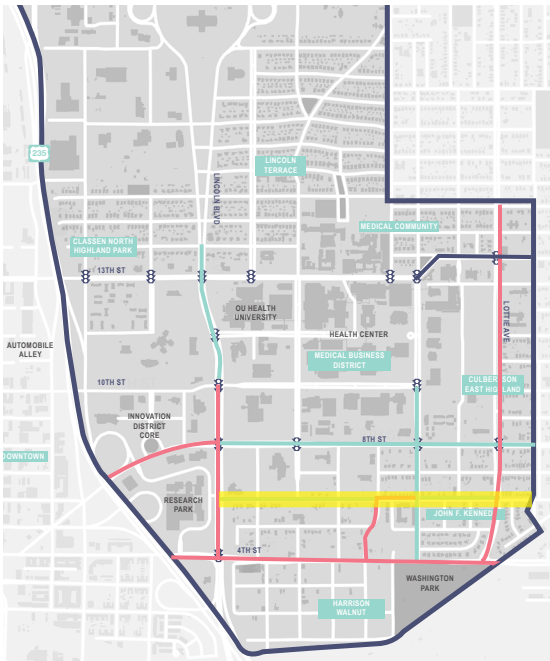
**LED Street Light
Upgrades**
37 Each

Cost: \$2,400,000

PRIORITY B CORRIDORS

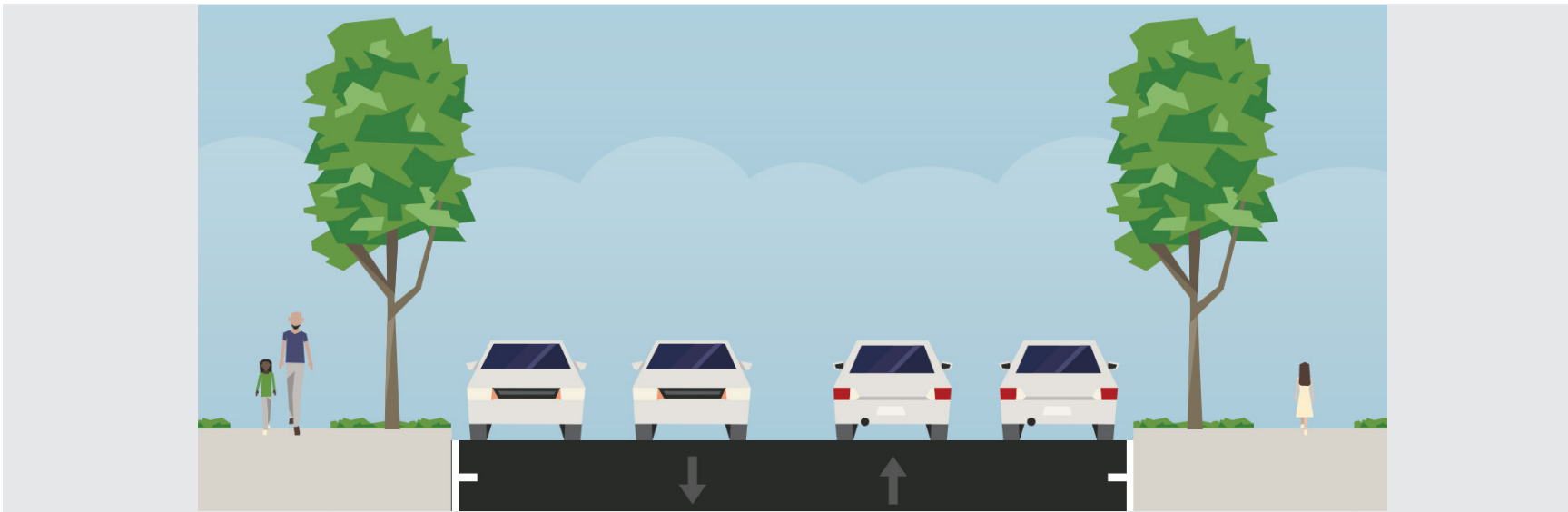
\$4,400,000





NE 6TH STREET

Neighborhood connections were a consistent focus heard during the public engagement and one of the main priorities of residents in the study area. Improving sidewalks, adding benches and trees, and upgrading street lights to LED luminaires will provide a better connection for residents accessing from the neighborhoods along the NE 6th Street corridor.





Sidewalks
2,050 Linear Feet



Trees

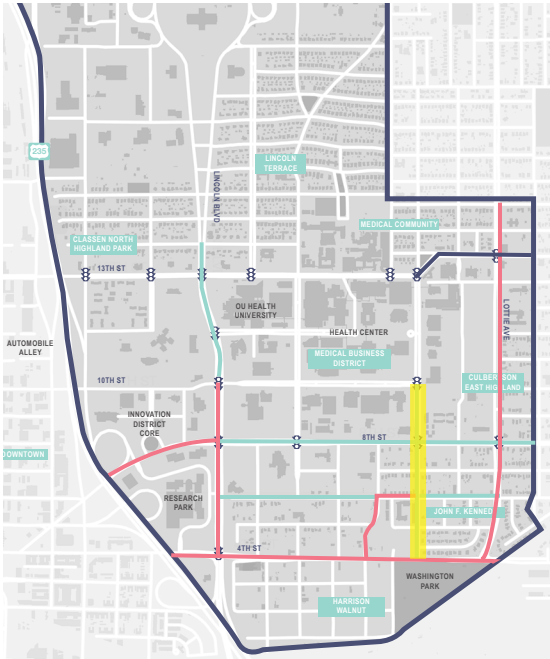


Benches



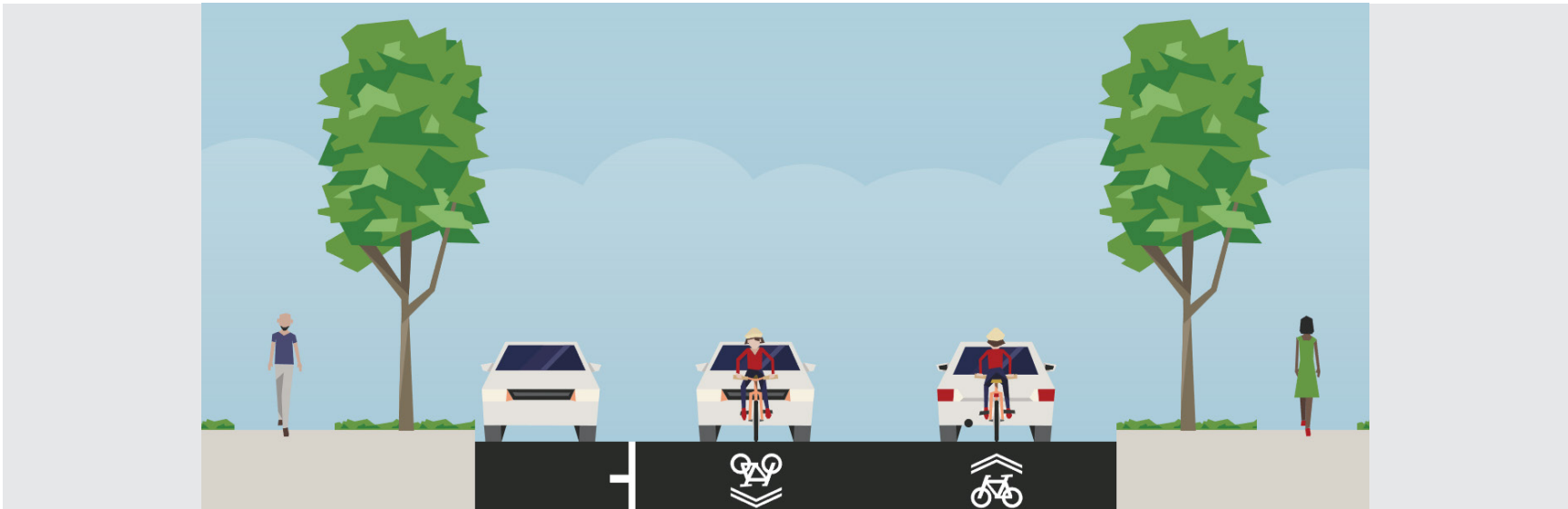
**LED Street Light
Upgrades**
20 Each

Cost: \$1,000,000



N STONEWALL AVENUE — SOUTH OF 10TH STREET

Improving pedestrian accessibility between N 4th Street and the OU Health Science Center, a high-use corridor, will benefit from pedestrian upgrades. Sidewalk upgrades, tree and bench installations, crosswalk markings, and LED street light upgrades will provide for a better pedestrian experience. Adding shared lane markings along the corridor as well will alert drivers that the roadway is a shared facility.





Sidewalks
750 Linear Feet



Sharrow Symbols
24 Each



Trees



Benches

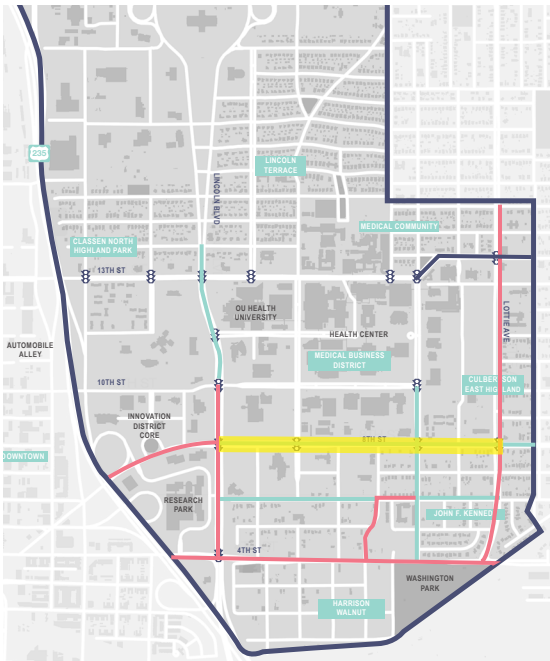


Crosswalk Markings
350 Linear Feet



**LED Street Light
Upgrades**
52 Each

Cost: \$600,000



NE 8TH STREET — EAST OF LINCOLN BOULEVARD

A continuous connection across I-235 through the OU Medical Center and neighborhoods is another high-priority connection corridor. New pedestrian upgrades, a new protected bike lane, and beautification will bolster transportation connectivity while also improving the corridor's appearance.





Bike Lane Markings
4,300 Linear Feet



Bike Lane Delineators
174 Each



Sidewalks
2,500 Linear Feet



Trees



Benches



Pedestrian Signal Upgrade
1 Intersection



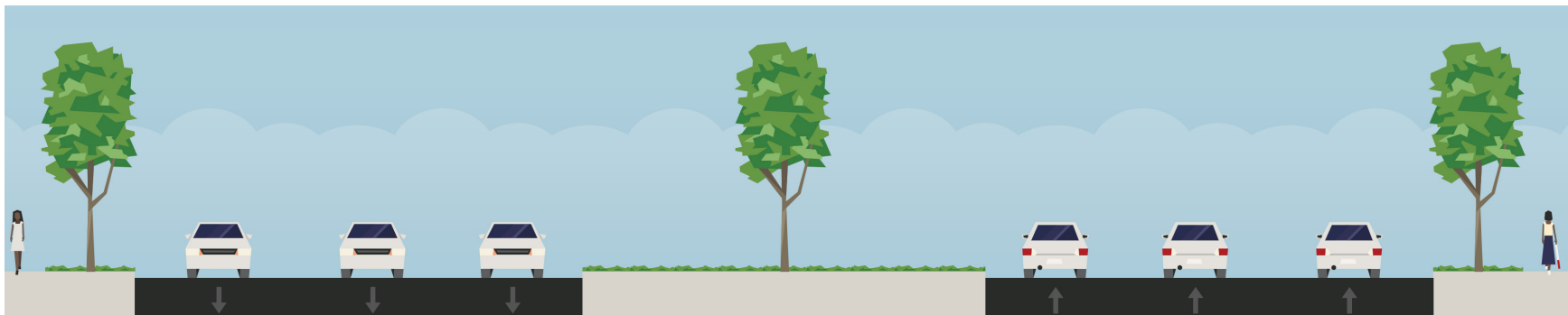
Crosswalk Markings
1,750 Linear Feet

Cost: \$2,200,000



N LINCOLN BOULEVARD — NORTH OF 10TH STREET, SOUTH OF 14TH STREET

Continued pedestrian safety upgrades and beautification is a focus along the North portion of Lincoln Boulevard. Updated sidewalks, pedestrian signal upgrades, refreshed crosswalk markings at pedestrian crosswalks, shade trees and benches, and street light upgrades with LED luminaires will provide for a more comfortable and inviting corridor for pedestrians.





Sidewalks
1,500 Linear feet



Trees



Benches



Pedestrian Signal Upgrade
1 Intersection



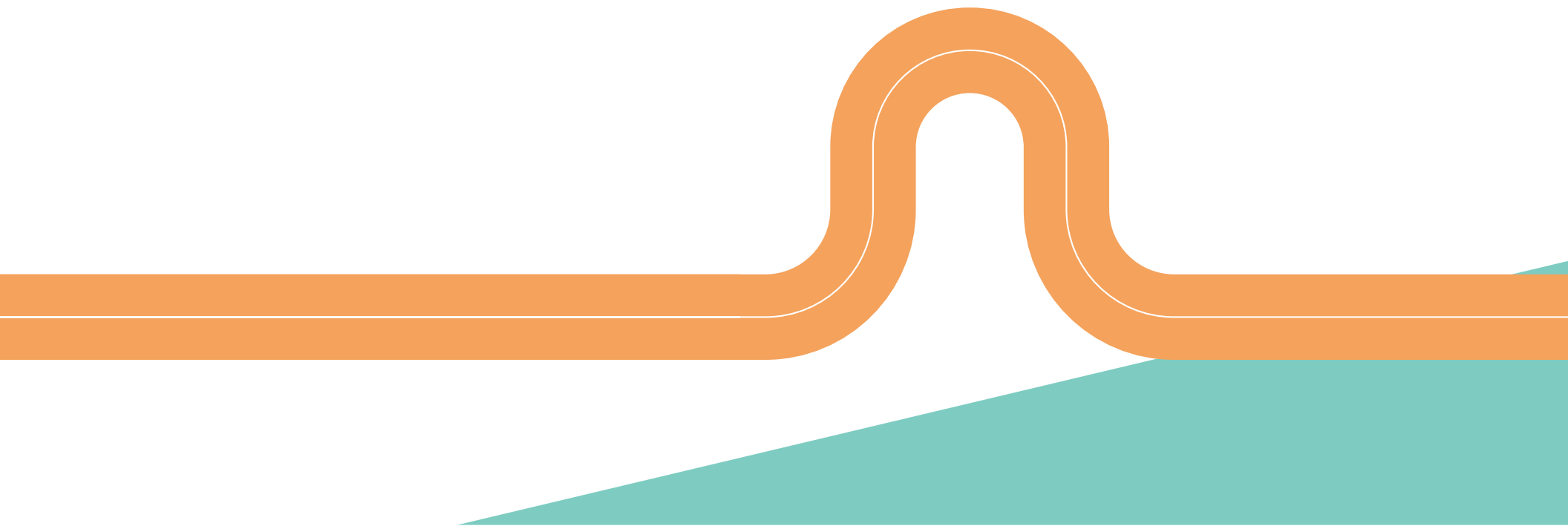
Crosswalk Markings
280 Linear Feet

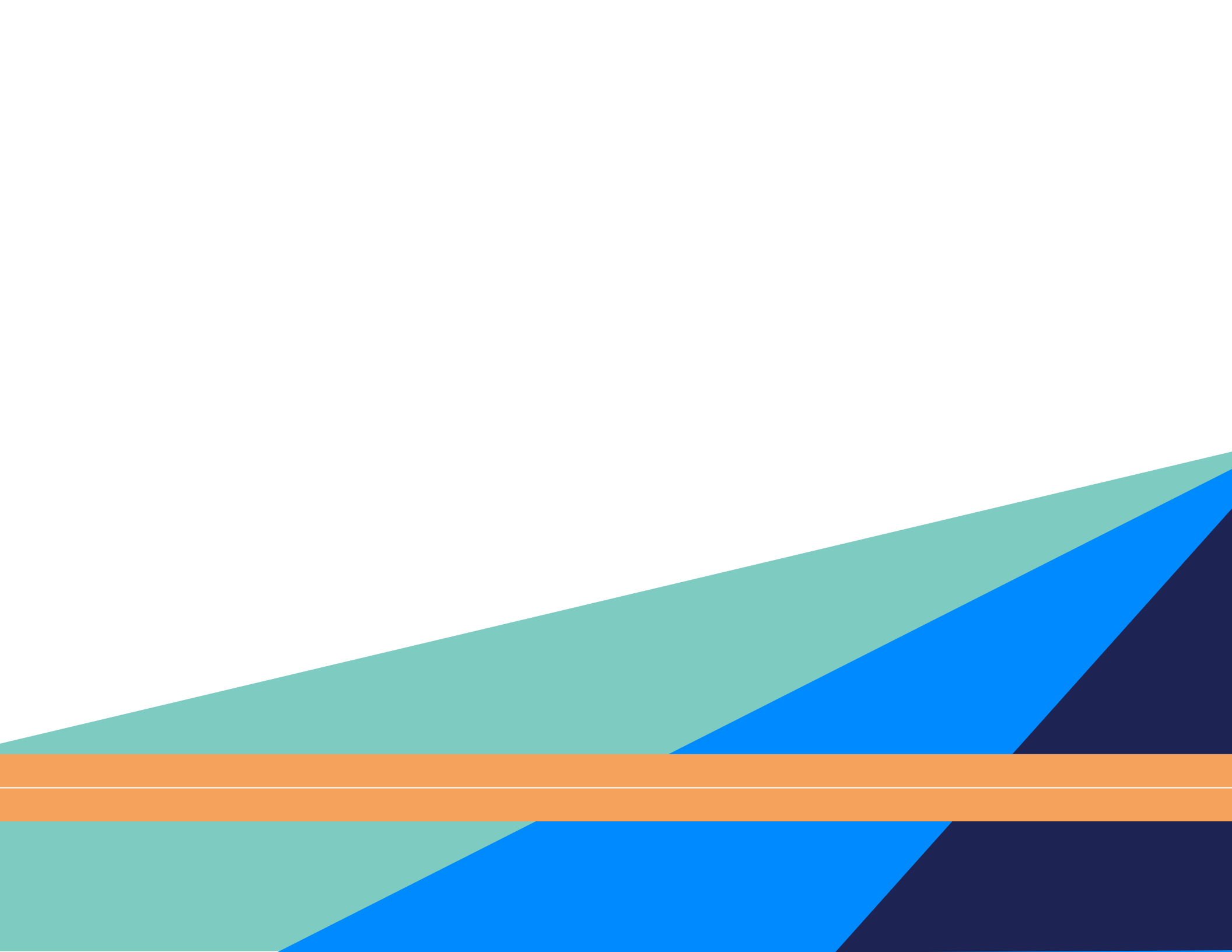


LED Street Light Upgrades
10 Each

Cost: \$600,000

Appendix





A. Opinion of Probable Construction Cost



Kimley-Horn and Associates, Inc.

Prepared for: City of Oklahoma City	Date: 11/30/2022
Project: M4-DDC10 - Neighborhood Connectivity Master Plan - Priority A Corridors	Prepared By: DCM
	Checked By: LAS

Item Description					Unit	Unit Price	Cost
	N Lincoln Blvd - South of 10th St	N Lottie Ave	NE 8th St - West of Lincoln Blvd	NE 4th St			
DEMOLITION AND MOBILIZATION							
Clearing and Grubbing	1	1	1	1	LS	\$30,000.00	\$120,000
Mobilization	1	1	1	1	LS	\$50,000.00	\$200,000
Construction Staking Survey	1	1	1	1	LS	\$30,000.00	\$120,000
Remove Traffic Stripe (4" Equivalent)	705	11678	6282	11747	LF	\$3.00	\$91,236
Remove Sidewalk	808	726	542	1284	SY	\$20.00	\$67,200
Remove Curb and Gutter	1453	699	1306	4217.5	LF	\$14.00	\$107,457
Water Valve and Meter Relocation	4	15	15	10	EA	\$2,500.00	\$110,000
Removal of Traffic Signal Equipment	1	0	2	1	INT	\$10,000.00	\$40,000
PROPOSED IMPROVEMENTS							
4" Concrete Sidewalk	808	1325	1834	6511	SY	\$75.00	\$785,850
6" Driveway Replacement	100	700	0	1500	SY	\$95.00	\$218,500
Curb and Gutter	1453	2384	2063	7324	LF	\$30.00	\$396,720
Traffic Striping	225	600	2715	4800	LF	\$10.00	\$83,400
Crosswalk Marking	480	2304	1152	1472	LF	\$14.00	\$75,712
Bike Lane Delineators	0	0	0	192	EA	\$125.00	\$24,000
Bike Lane Striping	0	0	0	4800	LF	\$100.00	\$480,000
Sodding	2517	4875	2684	5334	SY	\$5.00	\$77,050
Trees	114	220	121	240	EA	\$700.00	\$486,500
Tree Wells	0	0	121	240	EA	\$500.00	\$180,500
Irrigation System	1	1	1	1	LS	\$70,000.00	\$280,000
Benches	10	18	10	20	EA	\$1,500.00	\$87,000
Pedestrian Signal Upgrade	1	0	0	0	INT	\$40,000.00	\$40,000
Radar Detection System	2	0	1	0	INT	\$85,000.00	\$255,000
Street Light Luminaire Upgrades	32	17	24	37	EA	\$1,500.00	\$165,000
Basis for Cost Projection: ☒ No Design Completed ☐ Preliminary Design ☐ Final Design							\$4,491,125
	Project + Inflation Conting (%,+/-) 10						\$508,875
	Total						\$5,000,000

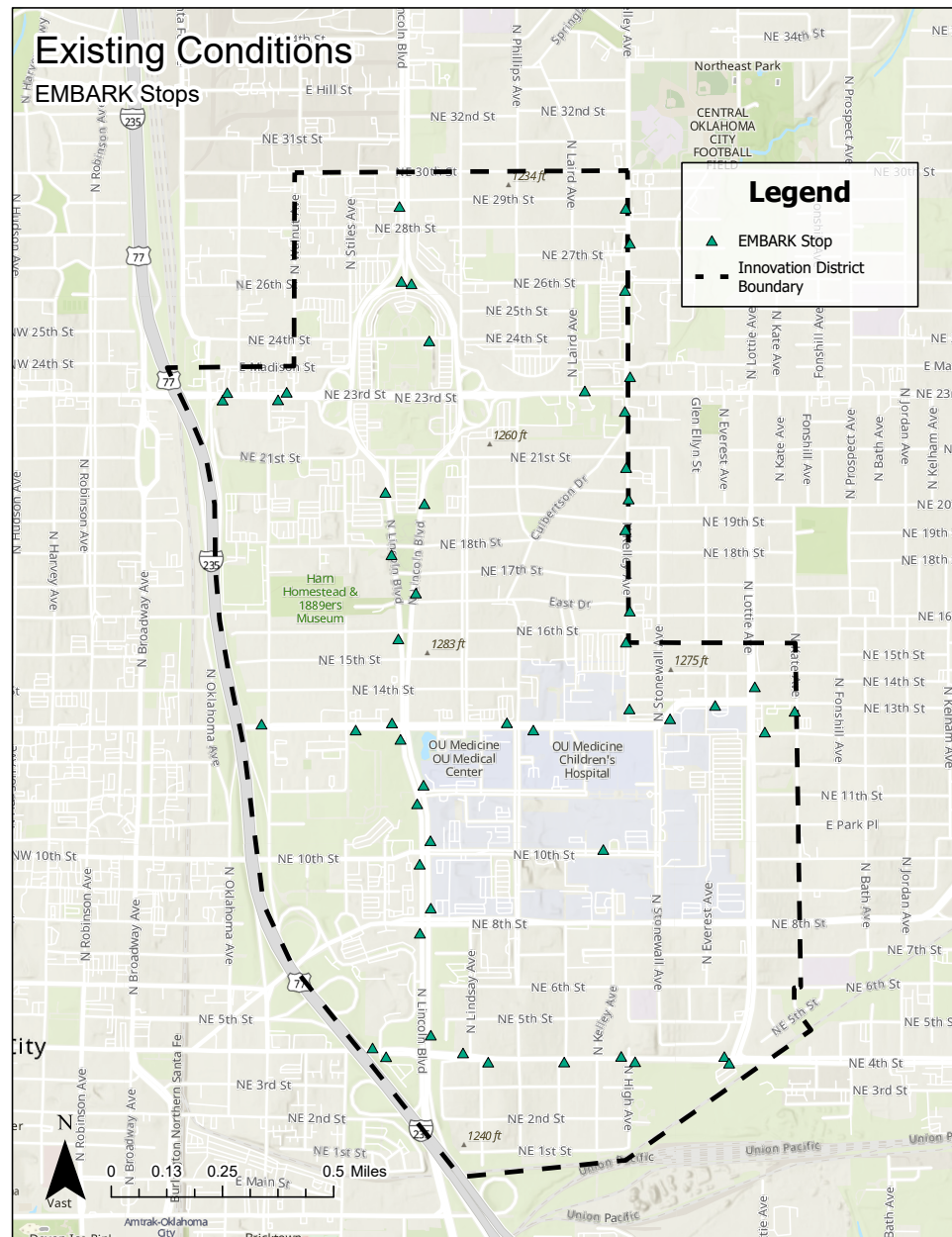
Kimley-Horn and Associates, Inc.

Prepared for: City of Oklahoma City	Date: 11/30/2022
Project: M4-DDC10 - Neighborhood Connectivity Master Plan - Priority B Corridors	Prepared By: DCM
	Checked By: LAS

Item Description					Unit	Unit Price	Cost
	N Lincoln Blvd - 10th St to 14th St	N Stonewall Ave - South of 10th St	NE 8th St - East of Lincoln Blvd	NE 6th St			
DEMOLITION AND MOBILIZATION							
Clearing and Grubbing	1	1	1	1	LS	\$30,000.00	\$120,000
Mobilization	1	1	1	1	LS	\$50,000.00	\$200,000
Construction Staking Survey	1	1	1	1	LS	\$30,000.00	\$120,000
Remove Traffic Stripe (4" Equivalent)	4120	5000	10788	525	LF	\$3.00	\$61,299
Remove Sidewalk	1708	734	1210	1477	SY	\$20.00	\$102,580
Remove Curb and Gutter	3073	1320	2176.5	2657.5	LF	\$14.00	\$129,178
Water Valve and Meter Relocation	4	8	15	8	EA	\$2,500.00	\$87,500
Removal of Traffic Signal Equipment	0	0	3	0	INT	\$10,000.00	\$30,000
PROPOSED IMPROVEMENTS							
4" Concrete Sidewalk	1708	646	2479	2040	SY	\$75.00	\$515,475
6" Driveway Replacement	400	400	2200	100	SY	\$95.00	\$294,500
Curb and Gutter	3073	1162	4460.5	3670.5	LF	\$30.00	\$370,980
Traffic Striping	900	0	4305	3785	LF	\$10.00	\$89,900
Crosswalk Marking	2018	0	1728	0	LF	\$14.00	\$52,444
Bike Lane Delineators	0	0	174	0	EA	\$125.00	\$21,750
Bike Lane Striping	0	0	4305	0	LF	\$100.00	\$430,500
Sharrow Symbols	0	25	0	0	EA	\$300.00	\$7,500
Sodding	4200	2778	4784	4206	SY	\$5.00	\$79,840
Trees	189	125	216	190	EA	\$700.00	\$504,000
Irrigation System	1	1	1	1	LS	\$70,000.00	\$280,000
Benches	16	10	18	16	EA	\$1,500.00	\$90,000
Pedestrian Signal Upgrade	0	0	1	0	INT	\$40,000.00	\$40,000
Radar Detection System	1	0	1	0	INT	\$85,000.00	\$170,000
Street Light Luminaire Upgrades	25	26	76	20	EA	\$1,500.00	\$220,500
Basis for Cost Projection: ☒ No Design Completed ☐ Preliminary Design ☐ Final Design							\$4,017,946
	Project + Inflation Conting (%,+/-) 10						\$382,054
	Total						\$4,400,000

B. Existing Condition Maps





Existing Conditions

Sidewalks, Curb Ramps, Crosswalks

This map illustrates the current state of pedestrian infrastructure within the Innovation District of Oklahoma City. The district's boundary is defined by a dashed black line. The map shows a network of streets, including major thoroughfares like NE 23rd St, NE 15th St, and NE 7th St, as well as local streets like N Lincoln Ave and N Broadway Ave. Key landmarks such as the Harn Homestead & 189ers Museum, OU Medicine OU Medical Center, and OU Medicine Children's Hospital are labeled. The map uses a color-coded system to identify infrastructure: green lines for existing sidewalks, red lines for missing sidewalks, blue dots for curb ramps, and yellow squares for existing crosswalks. A legend in the top right corner provides a key for these symbols. A scale bar at the bottom left indicates distances up to 0.5 miles, and a north arrow is also present.

Legend

- Existing Sidewalks
- Missing Sidewalks
- Curb Ramps
- Existing Crosswalks
- Innovation District Boundary

0 0.13 0.25 0.5 Miles

N Robinson Ave
N Broadway Ave
N Lincoln Ave
N Oklahoma Ave
N 31st St
N 30th St
N 29th St
N 28th St
N 27th St
N 26th St
N 25th St
N 24th St
N 23rd St
N 22nd St
N 21st St
N 20th St
N 19th St
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