bikewalkokc
moving toward a healthy future

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EXECUTIVE SUMMARY

The secret is out: Oklahoma City is a great place to live, work, and play. But our city is growing faster than we can keep pace. This increasing number of residents, visitors, and businesses presents us with significant challenges planning for efficient growth as well as funding the construction and maintenance of critical infrastructure, services, programs, and quality of life amenities across the city's 621 square miles.

The desire to have a walkable, bikeable city for both leisure and transportation has been gaining momentum over the past decade. Although we have a great start with a significant number of facilities already constructed, Oklahoma City is still young, and has a way to go to build a comprehensive, connected, and safe bicycling and pedestrian network. This plan, bikewalk**okc**, aims to transform the bicycling and walking experience within Oklahoma City to substantially improve the quality of life and health of our residents.

One of the goals of the city's comprehensive plan, plan**okc**, is for Oklahoma City to be a community that offers people many safe options to travel where they want to go - by foot, bicycle, or motorized vehicle. This requires investment in building and maintaining a multi-modal transportation network, complete with high quality trails, bicycle facilities, and sidewalks. With these improvements, residents and visitors to Oklahoma City will be able to get where they need to go while enjoying an active lifestyle.

Purpose

The need for this plan and its associated projects is articulated in plan**okc**, which calls for a bicycle and pedestrian master plan that addresses the needs of users of all skill levels. bikewalk**okc** is Oklahoma City's bicycle and pedestrian master plan. bikewalk**okc** fulfills plan**okc**'s directive to prioritize bicycling and walking as a favored form of transportation needing considerable attention. This plan guides the construction of an ambitious program of cycling and sidewalk networks.

These future networks are made up of prioritized projects, which will be built as funding allows.

A focus on active transportation infrastructure will bring a healthy balance to our transportation system, allowing people to comfortably travel or recreate on our trails, bike lanes, and sidewalks under their own power. The human, economic, and environmental benefits to this future will be substantial.

Outcomes

The expected outcomes that drove the planning process include:

- Neighborhoods connected to jobs, schools, and services via bicycle and pedestrian infrastructure
- Residents empowered to choose an active lifestyle
- Sidewalks that are useful, accessible, and connected
- Trails used for commuting and recreation
- Safe streets that support transportation options

Bicycle and Trails Plan

bikewalk**okc** consists of two interrelated plans in one: the Pedestrian Plan and the Bicycle and Trails Plan. The Bicycle and Trails Plan details a transformative expansion and improvement of the city's network. The objective is to create a safe and comfortable bicycle network between homes, businesses, schools, parks, and other destinations most frequented.

The proposed projects in this plan will give residents the opportunity to cycle safely to a destination in or near their neighborhood, while also allowing residents to comfortably and safely reach regional destinations.

Pedestrian Plan

The Pedestrian Plan was developed to facilitate comfortable, safe walking to destinations within or close to neighborhoods, like schools, parks, businesses, transit stops, and friends.

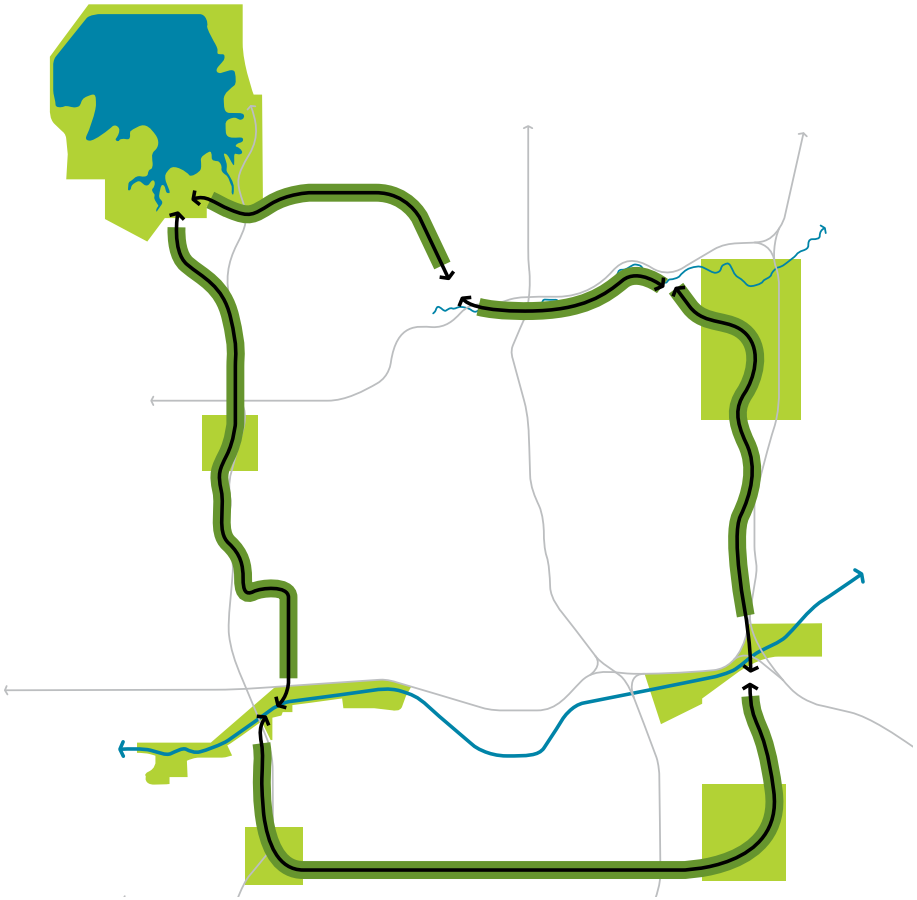
The Pedestrian Plan focuses on areas of greatest need so that truly walkable environments can benefit the large group of people—including children, senior citizens, and those with low incomes—who cannot or choose not to rely on automobile transportation. Efforts will be focused on ten identified Pedestrian Priority Areas and on transit stops, schools, and parks.

Integral Projects

The following pages describe projects or groups of projects that together form the framework of this plan and the future bicycle and pedestrian networks. These projects will deliver a greatly enhanced quality of life for our community while contributing to the city's attractiveness as a destination and place to call home.

"We've got to get people out of their cars, out of those drive-through windows, get them walking, get them in parks and get them more active."

-Mayor Mick Cornett

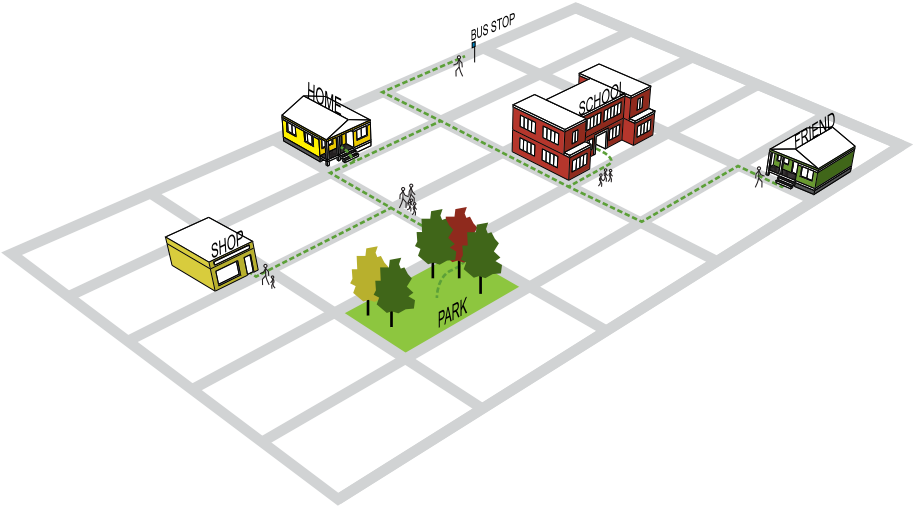


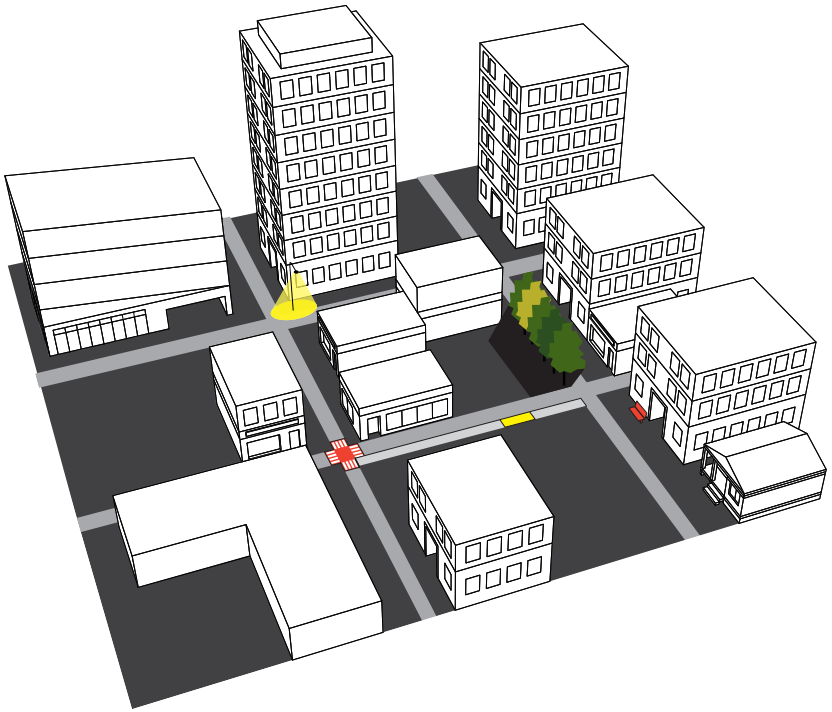
GRAND BOULEVARD LINEAR PARK

The completion of the Grand Boulevard Linear Park will "close the loop" by constructing and enhancing a seamless belt-line of trail around central Oklahoma City. This trail will enhance residents' quality of life by connecting neighborhoods via a dedicated trail to other parts of the city. Residents in proximity to this historic resource will be able to go for short or extended runs, bicycle rides, or just walk the dog in a relaxing green environment. A substantial portion of the Grand Boulevard Linear Park is constructed; however, the loop needs to be completed by constructing the Deep Fork Creek Trail, upgrading the southwest section from sidewalk to trail, and including safe crossings of I-35 and the Oklahoma River.

CROSSTOWN CORRIDORS

Specific improvements on existing roads across the city will create two crosstown corridors for cycling—one east-to-west and one north-to-south. These safe, comfortable and continuous corridors will connect people to a variety of daily or weekly destinations, which are now only accessible by car. The corridors will serve as cycling arterials, allowing people of all ages to cycle to destinations near and far. The corridors will connect to local cycling facilities to provide seamless routes to a myriad of locations throughout the city.



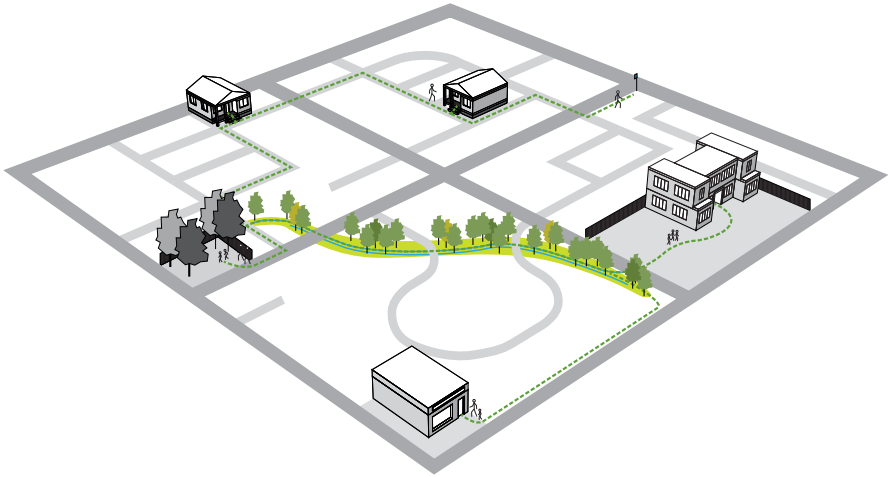


PEDESTRIAN PRIORITY AREAS

This plan identifies ten pedestrian priority areas (PPAs) based on an analysis that examined a variety of criteria. The PPAs represent the best opportunities in Oklahoma City to create walkable areas that facilitate lifestyles not reliant on automobiles as the primary means of transportation. New sidewalks and improved intersections will afford residents, especially those with disabilities, the opportunity to get to nearby destinations safely and comfortably.

DOWNTOWN PEDESTRIAN IMPROVEMENTS

Downtown Oklahoma City has made great strides over the past two decades with improvements from the MAPS program, Project 180, and an abundance of redevelopment projects. This plan details a set of projects designed to capture all of the remaining gaps in the sidewalk network, as well as other elements (e.g., more streetlights, trees, street furniture, etc.) that make streets more inviting and attractive for walking. These improvements will complete the pedestrian network—making downtown as a whole a truly pedestrian-freindly environment for residents, workers, and visitors.

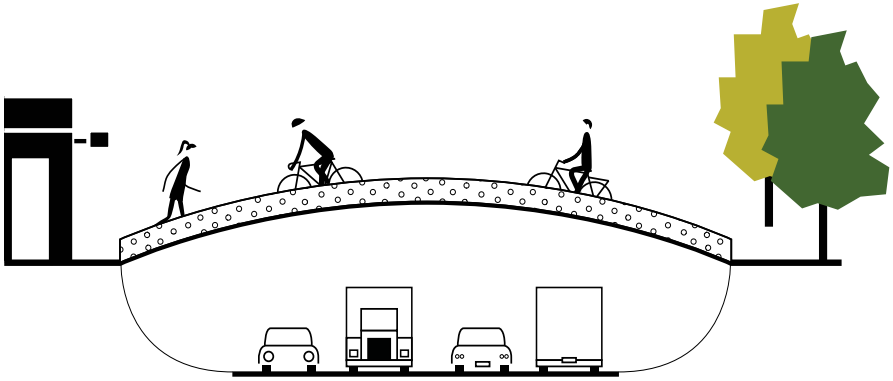


NEIGHBORHOOD GREENWAYS

Neighborhood Greenways will provide a pleasant, off-street alternative for cyclists or pedestrians of all ages to travel from home to nearby destinations such as a friend's house, the neighborhood school or park, or a local shop. The greenways will also connect to each other so that users can go longer distances along these appealing byways, which are typically routed through natural open spaces like riparian areas. The Neighborhood Greenways are proposed for several existing neighborhoods, and routes are also recommended for future subdivisions.

MULTI-USE TRAILS

Trails constructed since 1997 have created a strong foundation for moving Oklahoma City to the next level of a connected recreational and transportation trail network. This project includes upgrades of exisiting trails along with 102 miles of new multi-use trails for walking, running, and cycling. A new recreational trail will be built soon at Draper Lake, and new trails will eventually connect to the neighboring communities of Edmond, Mustang, Yukon, and Del City. While many multi-use trails are located in natural areas, others are located in urban areas along streets to provide safe, convenient transportation along important corridors.



BICYCLE AND PEDESTRIAN BRIDGES

Oftentimes barriers such as interstates, highways, rivers, railroads, or creeks make it impossible, difficult, unsafe or uncomfortable for residents to walk or cycle to nearby parks, shops, or schools. In these cases, a bicycle and pedestrian bridge is a simple solution. These bridges will allow pedestrians and users to avoid busy auto-oriented bridges or make a connection where bridges don't currently exist. Surveys and analysis identified several great locations for bicycle and pedestrian bridges. In addition to removing barriers within our pedestrian and bicycle network, these bridges will also be noticeable, attractive statements about the value our community places on active living.

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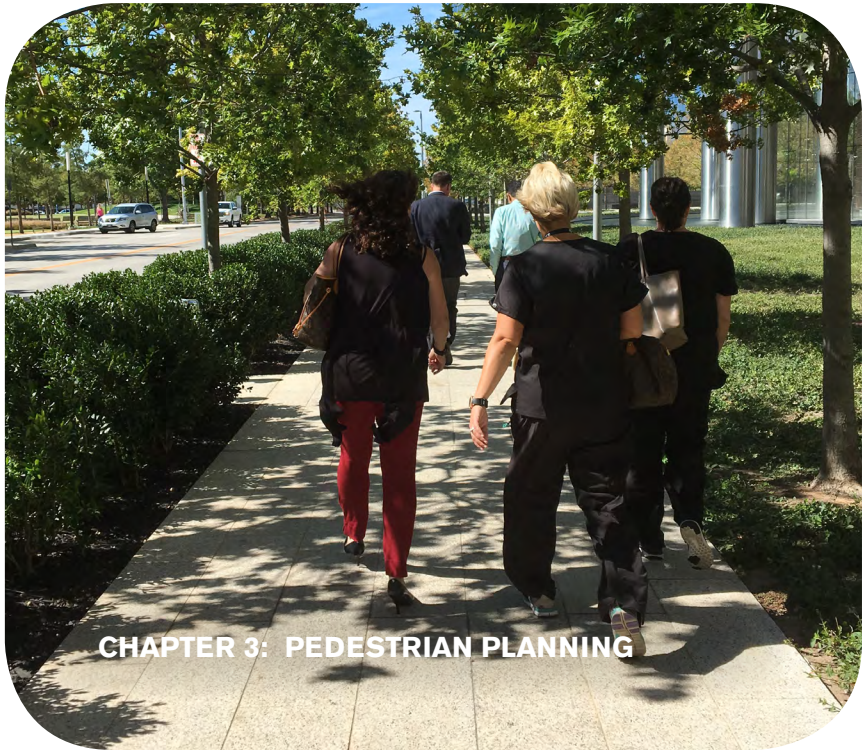

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