

PLEASE NOTIFY ACOG AT 234-2264 (TDD/TTY 234-2217) BY 5:00 P.M. DECEMBER 15, 2008
IF YOU DESIRE A SIGN-LANGUAGE INTERPRETER AT THE MEETING.



association of central oklahoma governments

Chair Willa Johnson
Oklahoma County Commissioner

Vice-Chair Kathy Walker
Nichols Hills Mayor

Secretary/Treasurer Mark Sharpton
Logan County Commissioner

Executive Director
John G. Johnson

MEMORANDUM

DATE: December 11, 2008
TO: Bicycle - Pedestrian Advisory Committee (BPAC)
FROM: Douglas W. Rex, Division Director
Transportation Planning & Data Services (TPDS)
SUBJECT: Meeting Notice

The Bicycle - Pedestrian Advisory Committee will hold a regular meeting on

WEDNESDAY, DECEMBER 17, 2008 AT 10:00 A.M.

in the ACOG Board Room, 21 East Main Street, Suite 100, Oklahoma City, Oklahoma.

AGENDA

- I. CALL TO ORDER ([ATTACHMENT I](#))
- II. APPROVAL OF THE SEPTEMBER 17, 2008 MINUTES ([ATTACHMENT II](#))

III. ITEMS FOR INFORMATION ONLY:

- A. Central Oklahoma 2009 Bike to Work Day Planning Meeting - Update ([ATTACHMENT III-A](#))
- B. Central Oklahoma Rideshare Program Overview ([ATTACHMENT III-B](#))
- C. Safe Routes to School Update ([ATTACHMENT III-C](#))
- D. Transportation Enhancement Project Applications in the OCARTS area FFY 2009 – FFY 2010 ([ATTACHMENT III-D](#))

IV. NEW BUSINESS

V. ADJOURN

Deadline for March BPAC Agenda Items: 4:00 p.m. Monday, March 2, 2009

March BPAC Meeting: 10:00 a.m. Wednesday, March 18, 2009

BICYCLE-PEDESTRIAN ADVISORY COMMITTEE**VOTING MEMBERS AND ALTERNATES**

CITY/ORGANIZATION	MEMBERS	ALTERNATES
BETHANY	No Designee	
BLANCHARD	No Designee	
CHOCTAW	Mark Seibold City Planner	Robert L. Floyd City Manager
COLE	No Designee	
DEL CITY	Geranium Carrington Economic Development Director	
EDMOND	Jan Fees City Planner	
FOREST PARK	No Designee	
GOLDSBY	No Designee	
GUTHRIE	Justin Fortney Guthrie Transportation Authority Member	Verdell Smith Parks Superintendent
HARRAH	Paul Wiegert Supervisor, Parks & Recreation	Art Sipes Code Administrator, Code Enforcement
JONES CITY	No Designee	
LEXINGTON	No Designee	
LUTHER	No Designee	
MIDWEST CITY	Anais Starr Assoc Current Planner	

CITY/ORGANIZATION	MEMBERS	ALTERNATES
MOORE	Elizabeth Jones Community Development Director	Kent Sanmann Associate Planner
MUSTANG	Justin Battles Director of Parks & Recreation	Jean Heasley Program Coordinator
NEWCASTLE	No Designee	
NICHOLS HILLS	Rance Shields Environment, Health & Sustainability Commission	
NICOMA PARK	No Designee	
NOBLE	No Designee	
NORMAN	Angelo Lombardo Traffic Engineer	James Briggs Park Planner – Parks & Recreation
OKLAHOMA CITY	Lanc Gross Planner III	Randy Entz Planner III
PIEDMONT	Lyn Land Parks & Recreation Chair	
SLAUGHTERVILLE	Marsha Blair Town Administrator	Perry Pichot Code Enforcement
SPENCER	Louis Smitherman City Manager	Ron Pollard Chairman - Spencer Parks Advisory Board
TUTTLE	No Designee	
THE VILLAGE	No Designee	
WARR ACRES	Hon. Dean Johnson Councilmember - Ward 3	Jan Blake Planning Commissioner At Large
YUKON	Casey Barnett Supervisor – Parks & Recreation	Jason Beal Recreation Leader – Parks & Recreation
CANADIAN CO.	No Designee	

CITY/ORGANIZATION	MEMBERS	ALTERNATES
CLEVELAND CO.	No Designee	
LOGAN CO.	Hon. Mark Sharpton Commissioner – District 1	Mary Murphey 1 st Deputy
OKLAHOMA CO.	Bradford Holt Administrator – Board of Commissioners	Mike Sullivan 2 nd Deputy Dist. 1 Commissioner
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)	Larry Hopper Principal Planner	Diponker Mukherjee Planner II
CLEVELAND AREA RAPID TRANSIT (CART)	Cody Ponder Planner/Grants Specialist	
OKLAHOMA DEPARTMENT OF TRANSPORTATION	Ernestine Mbroh SRTS Program Director	
OKLAHOMA DEPARTMENT OF HEALTH	No Designee	Walter Jacques Director of Quality Assurance
BIKE CLUBS/ASSOCIATIONS	Tim Tillman ECO Edmond	Pete Kramer OK Bicycling Coalition
	Ken Kehoe Bike League of Norman	
CITIZENS OR NEIGHBORHOOD ASSOCIATIONS	Mark Gibbs Urban Neighbors	Betsy Brunsteter Healthcare Planner
	Jennifer Gooden Homeless Alliance	
WALKING AND RUNNING ASSOCIATIONS	Lissa Wohltmann Edmond Running Club	
	Chuck Mikkelson Oklahoma City Running Club	

NON-VOTING MEMBERS AND ALTERNATES

CITY/ORGANIZATION	MEMBERS	ALTERNATES
U.S. DOT - FEDERAL HIGHWAY ADMINISTRATION (FHWA)	Isaac Akem Community Planner – OK Division	
U.S. DOT - FEDERAL TRANSIT ADMINISTRATION (FTA)	Pearlie Tiggs Community Planner – Region VI	

BICYCLE-PEDESTRIAN ADVISORY COMMITTEE
 MINUTES OF THE MEETING
 SEPTEMBER 17, 2008

A regular meeting of the Bicycle-Pedestrian Advisory Committee (BPAC) convened on September 17, 2008 in the Board Room of the Association of Central Oklahoma Governments (ACOG), 21 East Main Street, Suite 100, Oklahoma City, Oklahoma. This meeting was held as indicated by advance notice filed with the Oklahoma County Clerk and by notice posted at the ACOG office at least twenty-four (24) hours prior to the meeting.

PRESIDING

John Sharp, Chairman

ENTITY/AGENCY

ACOG-Transportation Planning & Data Services (TPDS)

VOTING BPAC MEMBERS AND/OR ALTERNATES PRESENT

Jan Fees	Edmond
Anais Starr	Midwest City
Elizabeth Jones	Moore
Justin Battles	Mustang
Lanc Gross	Oklahoma City
Lyn Land	Piedmont
Louis Smitherman	Spencer
Hon. Dean Johnson	Warr Acres
Larry Hopper	Central Oklahoma Transp & Parking Authority
Ernestine Mbroh	Oklahoma Department of Transportation
Walter Jacques	Oklahoma Department of Health
Ken Kehoe	Bike Clubs/Associations
Pete Kramer	Bike Clubs/Associations
Mark Gibbs	Citizens or Neighborhood Association
Betsy Brunsteter	Citizens or Neighborhood Association
Chuck Mikkelson	Walking and Running Associations

GUESTS

Harry Fenton, Project Engineer	Edmond
Nicolle Franklin, Citizen	Oklahoma City
Ron Pollard	Spencer

ACOG STAFF

Kara Chiodo	Assistant Planner, TPDS
Meredith Williams	Assistant Planner, TPDS
Beverly Garner	Administrative Assistant, TPDS
Ryan Billings	GIS Specialist II, E9-1-1 & Public Safety
Jerry Church	Communications Programs Coordinator, IGS

ENTITIES/AGENCIES ABSENT

Bethany
Blanchard
Choctaw
Cole
Del City
Forest Park
Goldsby
Guthrie
Harrah
Jones City
Lexington
Luther
Newcastle
Nichols Hills
Nicoma Park
Noble
Norman
Slaughterville
Tuttle
The Village
Yukon
Canadian County
Cleveland County
Logan County
Oklahoma County
Cleveland Area Rapid Transit (CART)

NON-VOTING MEMBERS ABSENT

U.S. DOT - Federal Highway Administration
U.S. DOT - Federal Transit Administration

I. CALL TO ORDER

Chairman Sharp called the meeting to order at 10:07 a.m. He introduced himself and entertained introductions around the room, noting that there was a quorum.

II. APPROVAL OF THE JUNE 18, 2008 MINUTES

There being no discussion, Larry Hopper moved to approve the June 18, 2008 meeting minutes. Elizabeth Jones seconded the motion. The motion carried.

III. ITEMS FOR INFORMATION ONLY:

A. Review of the 2005 Trails and On-street Facilities

John Sharp said that in March, information was presented to the BPAC on the last Bike and Trail map update in the metro area. He referred to a map on the wall, giving a snapshot of what the trails system looked like in 2004-2005. He said that now the effort is to separate the on-street facilities from the trails facilities, requesting the cities to look through their trails and on-street systems and get the actual locations and distances of those facilities and send that information to ACOG. He said ACOG would like to update all of the trails segments in each city in order to give a 2005 snapshot. Then ACOG would like to talk to the cities to find out what will happen next – what is planned and what is funded for future development. This will help not only in preparation for the 2035 OCARTS Plan, but will be a valuable tool for BPAC future discussion and suggested network improvements. Mr. Sharp said ACOG would like the information broken down by year.

Larry Hopper said he understands the desire to have a snapshot in time, but clarification may be needed as to whether you are looking at December 1 or July 1. Mr. Sharp said the ACOG base is usually around June, so June 2005 is the cutoff.

Harry Fenton said when Edmond did the widening of Broadway Blvd., adding a median, they put 10 foot sidewalks on both sides of the street, and wondered if they could be counted as two lane miles. Mr. Sharp asked if they put them in as sidewalks or as on-street facilities. Mr. Fenton said they put them in as sidewalks with the intent that people would be riding bikes. Mr. Sharp said they could count that as a trail, counting each side to equal two miles, because it allows additional capacity.

Mr. Sharp referred the Committee to the table on page III-A-2 in the agenda of what ACOG thought the communities had in as of February 2005, saying it would give the entities a place to start their analysis. Anais Starr asked if they were to count trails. Mr. Sharp said yes, if the trail is 10 foot wide. ACOG is trying to keep sidewalks separate at this time. He said in the future, this Committee will take into account the pedestrians as well, having a better understanding of what is available for pedestrians. It is more

complicated and a lot more work for the cities to determine where they have gaps in their sidewalk system, depending on the size of the entity, and in some entities, there are no sidewalks at all.

Ms. Starr asked if these numbers of existing miles should reflect any on-street facilities and any trails facilities that the cities have and Mr. Sharp said yes. Elizabeth Jones asked if he was counting sidewalks as on-street and Mr. Sharp said no. Ms. Jones commented that the only way Moore would have on-street would be with the bike lane or bike route sign option.

Jan Fees said the sidewalk Mr. Fenton mentioned is a trail; it is the new section from Danforth north. She said it looks like a sidewalk and a trail, but there are bollards and split rail fence so cars cannot go on it. She asked if the lanes counted when they widened Kelly between 33rd and 15th and added additional right-of-way, but did not designate it as a bike lane. Mr. Sharp asked, "If you have not marked the lanes or added signs, what are you giving the cyclists?" Ms. Fees said they are being given a concrete road so there is no difference between the asphalt and the curb, so there is a cleaner area for the cyclists to ride and it is a little bit wider. Mr. Sharp asked if at some point in the future, they would be signing it, designating it as a bike route. Ms. Fees said she has heard no, that Edmond is wanting to have some additional right-of-way available rather than the signing.

Mr. Sharp said the City of Oklahoma City is, in some cases, going to put signage up to show where their on-street bike routes are to give people a better understanding of what is available to them - roads that are designated or suggested as a safer road to ride on. Edmond may be giving the extra space, but not actually going to sign or mark the street. Ms. Fees asked if that would count. Mr. Sharp said he thought that is something this Committee would want to discuss in greater detail, but to him, they are not designating it as a bike route without the signage.

Ms. Fees said the City of Edmond's new transportation plan that was adopted last year has designated some streets, when they are improved, to have some additional right-of-way; e.g., Kelly between Danforth and Covell that is being worked on now, which will have some additional paving, but not be signed for bike routes. Mr. Sharp asked if that is just the way the Council is looking at it at this point in time and in the future they may change their ideas on that? Mr. Fenton said the City Attorney stated he did not want bike route signs up because of the liability issue. Mr. Sharp asked if other cities were facing the same issue?

Lanc Gross said when the City of Oklahoma City re-designs a street and makes a 14-15 foot wide outside lane, then they can safely put either a bike lane or bike route along that lane. Ms. Fees said the City of Edmond is also making that outside lane wider than the inside lane to accommodate both. Pete Kramer said bike routes where a vehicle and a bicycle can share the lane side by side without deviating their path is ideal for what

we would want to encourage. He asked Ms. Fees if there is any discussion about putting up a bicycle logo or a “Share-Road” – a big Chevron - that is painted on the road with a bicycle symbol to mark off showing that is a place for bicyclists to ride. Ms. Fees said she had not heard of that, but will be glad to make that suggestion. Mr. Kramer said that is not exactly the same as putting up a bike route sign, but it helps communicate to both motorists and cyclists where the appropriate place is to be on the road without actually segregating them to one section of the road or another like you would with a separate lane. Mr. Sharp asked if they would put “Share the Road” signs up on those segments of road. Ms. Fees said they have been told there cannot be any signage until they have a master plan; they are making the outside lane a little wider to accommodate the cyclists, but they are not placing any signs.

Larry Hopper said that if ACOG would designate in the plan as an existing bike lane and that city has not designated it as such, then the city would have to object that it is designated. He thinks it will have to go back to the individual cities to designate for themselves what they consider to be a bike lane, whether it is sign or Share Road or whatever. He suggested that the City of Edmond attorney needs to speak to some of the other attorneys in the metro area. He asked Mr. Kramer if there is a local attorney who has studied this issue who might be able to advise some of the local councilmembers and attorneys.

Mr. Kramer said he does not know of any attorneys who have made a practice of bicycle/pedestrian issues. The magazine, Velo, has articles by Bob Moskey who will communicate with cities and other attorneys on issues like that and you can send him an email. He said an issue of liability is difficult for any entity, but since universal vehicle code already grants bicyclists the right to the road, state law grants bicyclists the right to the road, and all municipal ordinances already grants bicyclists right to the road, putting out the sign is not going to increase anybody’s liability.

Mr. Sharp said staff members are trying to stay consistent throughout the region, but at the same time, the improvements (widening) suggest to bike riders that the route is safer because it has more lane width available.

Ken Kehoe asked what is the end result of this information. Mr. Sharp said from ACOG’s standpoint, it is to create a regional map whereby a cyclist coming into town can find the safe places to ride. Also, from the transportation standpoint, ACOG is looking at a multimodal way of moving around the metro area, whether that is by auto, transit, bike or walking. Obviously, the more options you have available out there, the better. This process has to be done every five years for the new transportation plan. Staff members want to be consistent in what is called an on-street bike route in Norman and what is called an on-street bike route in Edmond and Oklahoma City.

Mr. Kehoe said from the standpoint of being a cyclist who rides a lot, he has no problem with riding on 90 percent of the streets in the metro area. He said his attitude towards

things is probably way different than the average person who will be using the map. He said the signs would be a guide to help them know they are in the right place. The signs make the cyclists more at ease in knowing they have the right to be there, but there are also back roads where there will never be signs. He said the signs or Chevron, or whatever it may be, could be the line of designation of whether or not it will be part of the plan or map.

Ms. Fees said the City of Edmond has banners that are being moved around Edmond that say "Give them three; it's the law." There are signs that say, "Go by Bike" – trying to get some educational message out for sharing the road without saying "Share the Road."

Mr. Sharp said this topic does not have to be determined today, but it is something to move towards in the future. Some of the cities will gradually learn the pluses and minuses of what they can and cannot do. He said it would be a shame to have another designation for each one of these routes – a trail, an on-street, or a widening. At this point, ACOG needs that information and at a later date the route could be defined better.

Anais Starr commented that as Mr. Kehoe said, people who are real bicyclists will figure out the roads are wider and know it is a better route to go even without the signs. Mr. Sharp said that with the inexperienced new rider that we are trying to entice to ride to the store, to work, to get groceries, etc., these are the type of riders we have to make the streets safer for to encourage them to start out and be safe.

Mr. Sharp said ACOG still wishes to have all of this information from each city and if there is something they are not quite sure of; e.g., a segment that you would not necessarily say is on the street or trail, give that information to ACOG and we will discuss it further and figure out a solution for that. Ms. Starr asked if ACOG wanted all trails, whether they are on the street or in the park and Mr. Sharp said yes.

There was no further discussion. This item was for information only.

B. Form 2009 Bike to Work Day Planning Subcommittee

John Sharp highlighted the information as detailed in the agenda memorandum. He then asked for volunteers to serve on the 2009 Bike to Work Day Planning Subcommittee. He said Tim Tillman, who is not here today, asked to be on this subcommittee, saying it is fine to have two or three representatives from each city if so desired. The following volunteered: Ken Kehoe, Ron Pollard, Lanc Gross, Larry Hopper and Walter Jacques. Mr. Sharp said that if there are others that you think should be involved, to please let us know. The meeting will be at ACOG late in the day or early in the morning to fit people's schedules. He said an update of the subcommittee meeting will be presented at the next BPAC meeting in December. This item was for information only.

C. “Cycling Friendly Cities” Video

Mr. Sharp said that Isaac Akem of the Federal Highway Administration found a video of cycling friendly cities from around the world. The 15-minute U-tube video was played for the Committee. Mr. Sharp said the video can be played on I-Tunes for free in a higher resolution.

Following the video, there was a brief discussion. This item was for information only.

IV. NEW BUSINESS

Google Walking and Biking Directions

Mr. Sharp said there were two handouts available. He said one was in regards to Google testing walking directions and the other was *Google Maps “Bike There”* for biking directions.

Report on Bike Racks in Bricktown

Mr. Sharp asked Mark Gibbs how the event went regarding the bike racks in Bricktown. Mr. Gibbs said there are 27 bike racks installed now and that the event went well. He said that there would also be a reception tonight and everyone was automatically invited to attend Nona’s at 7:00 p.m. He said there was a tremendous amount of support from the people here which was greatly appreciated. He announced that there would be an urban ride on Saturday, October 4, and encouraged the use of the bike racks when the cyclists are out and about to raise awareness.

Mr. Gibbs referred to the bike route map, saying that the City of Oklahoma City Planning Department is in sync with DSI, the Downtown Strategic Initiative; there is section pushing bikeability and walkability and that has been one of their key recommendations. This process is ongoing and will be moving forward, but is to create some type of pull from somewhere with maps to commute downtown, showing the best routes and what is recommended. He said it is also tied into what Douglas Rex has been talking about regarding the Rideshare Program – riding in a group. It is encouraging the people who work downtown to ride their bicycles.

VI. ADJOURN

There being no further business, Ken Kehoe moved to adjourn. Louis Smitherman seconded the motion. The motion carried. The meeting adjourned at 11:00 a.m.

ACOG

Association of Central Oklahoma Governments

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MEMORANDUM

DATE: December 11, 2008

TO: Bicycle - Pedestrian Advisory Committee

FROM: John Sharp, Program Coordinator
Transportation Planning & Data Services

SUBJECT: Central Oklahoma 2009 Bike to Work Day Planning Meeting - Update

INFORMATION:

The first Central Oklahoma 2009 Bike to Work Day Planning Meeting was held at the end of November. ACOG staff will brief the Committee on the latest developments.

ACTION REQUESTED:

None. For information only.

ACOG

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MEMORANDUM

DATE: December 11, 2008

TO: Bicycle - Pedestrian Advisory Committee

FROM: Meredith Williams, Assistant Planner
Transportation Planning & Data Services

SUBJECT: Central Oklahoma Rideshare Program Overview

INFORMATION:

Due, in part, to the rapid increase of retail gasoline prices, both individuals and employers have expressed a strong desire for alternative modes of transportation. In response, ACOG has initiated a process to develop a new region-wide rideshare program. The implementation of the new rideshare program will consist of three major elements:

- 1) Procuring and implementing a web-based and hosted rideshare matching service
- 2) Coordinating with major employers and colleges/universities to build up the rideshare database
- 3) Promoting the new Central Oklahoma rideshare program

At the present time, a Rideshare Advisory Committee has been convened. This committee includes participants from ACOG, COTPA, Cleveland Area Rapid Transit (CART), the Oklahoma Department of Transportation, and representatives from some of the region's major employers. Members of this committee will help shape the program in its formative stages by influencing the program's policies, strategies, marketing, and advertising.

ACOG intends to use Congestion Mitigation and Air Quality Improvement (CMAQ) funds, which are provided to the OCARTS area by the Oklahoma Department of Transportation, to help fund this regional rideshare effort.

At the December BPAC meeting, ACOG staff will give a brief overview of this new program.

ACTION REQUESTED:

None. For information only.

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MEMORANDUM

DATE: December 11, 2008

TO: Bicycle - Pedestrian Advisory Committee

FROM: John Sharp, Program Coordinator
Transportation Planning & Data Services

SUBJECT: Safe Routes to School Update

INFORMATION:

The first year of funding for Safe Routes to School (SRTS) has been completed. SRTS is a program that is designed to improve the safety of primary and middle school students as they walk and bike to school. Ernestine Mbroh, State Coordinator, will be at the December BPAC meeting to provide an update on the results of the 2007-09 funding cycle. This will include a list of the projects in the OCARTS area that received funding [see attached list]. Projects that receive funding are added to the Oklahoma City Area Regional Transportation Study (OCARTS) area Transportation Improvement Program (TIP).

Ms. Mbroh will provide a timeline for the next funding cycle, which starts next year.

ACTION REQUESTED:

None. For information only.

FOR PRESENTATION AT COMMISSION MEETING DECEMBER 8, 2008

AGENDA ITEM NO: 190
SUBJECT: Safe Routes to School Projects
LOCATION: STATEWIDE - All Districts

The Department's Safe Routes to School (SRTS) Program was launched in October 2007 with a call for public applications which ended June 2008. 38 Applicants statewide competed for a share of approximately \$3 million dollars for engineering projects and educational programs and activities designed to enable and encourage school children to walk or bicycle to school safely. The second application cycle is anticipated to begin in January 2009.

Communities requested funding for projects such as sidewalks, pedestrian and traffic signals, traffic lighting, as well as educational programs and activities. The SRTS Project Selection Committee selected funding proposals from the following communities:

- City of Bartlesville
- City of Blanchard
- City of Bristow
- City of Catoosa
- City of Checotah
- City of Durant
- City of Enid
- City of Kingfisher
- City of Laverne
- City of Lawton
- City of Newcastle
- City of Noble
- City of Norman
- City of Oklahoma City / Edmond Public Schools
- City of Piedmont
- City of Shawnee
- Tulsa Public Schools/ Indian Nations Council of Governments
- City of Wellston

The aggregate not to exceed amount for these projects is \$ 3,047,000.00. Funding will be with 100% Federal funds.

Commission approval is recommended.

ACOG

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MEMORANDUM

DATE: December 11, 2008

TO: Bicycle - Pedestrian Advisory Committee

FROM: John M. Sharp, Program Coordinator
 Transportation Planning & Data Services

SUBJECT: Transportation Enhancement Project Applications in the OCARTS area FFY 2009 – FFY 2010

INFORMATION:

The Oklahoma Department of Transportation (ODOT) has been taking applications for projects for the FFY 2009 – FFY 2010 Oklahoma Transportation Enhancement Program. The deadline for final applications is January 2, 2009. The funding cap for enhancement projects in the state is approximately \$400,000; however, projects located in the Metropolitan Planning Organization (MPO) area can apply for up to \$600,000 with an MPO resolution. The MPO resolution of support states a willingness to add enhancement projects selected for funding to the OCARTS Transportation Improvement Program (TIP).

At this time, ACOG has received 18 requests for resolutions of support for proposed project submittals to the Oklahoma Department of Transportation's (ODOT) Transportation Enhancement Program, as described below (the proposed funding figures are all estimates at this time):

Sponsor	Project Description	Proposed Funding
Department of Central Services	Capitol Campus, adding ADA ramps and sidewalks. Upgrading old sidewalks and providing pedestrian linkages to adjacent neighborhoods.	\$600,000 STP-Enh (80%) \$150,000 Sponsor (20%) \$750,000 Total
City of Choctaw	NE 23 rd St. Boulevard Project between Henney and Choctaw Roads. This includes landscaping and median curbs for better pedestrian interaction.	\$366,160 STP-Enh (80%) \$91,540 Sponsor (20%) \$457,700 Total

Sponsor	Project Description	Proposed Funding	
City of Edmond	Centennial Pedestrian Bridge at 2 nd St. and the Santa Fe Railroad underpass. This Project forms a linkage with Festival Marketplace and downtown businesses.	\$480,000 \$120,000 \$600,000	STP-Enh. (80%) Sponsor (20%) Total
City of Edmond	Conduct a City-Wide Bicycle Plan that will provide an implementation plan to guide future transportation construction projects to include safe areas for bike travel.	\$90,000 \$30,000 \$120,000	STP-Enh. (75%) Sponsor (25%) Total
Town of Forest Park	NE 36 th St. Street Light Project between Bryant Ave. and Bartel Rd.	\$170,976 \$42,744 \$213,720	STP-Enh. (80%) Sponsor (20%) Total
Town of Jones	Main St. Streetscape Project, adding ADA compliant sidewalks, improving storm drainage, parking and utility relocation.	\$ 480,540 \$185,796 \$ 666,336	STP-Enh. (72%) Sponsor (20%) Total
City of Midwest City	Mid-America Trail Project, which is a half mile trail that extends from NE 10 th and Midwest Blvd. to Mid-America Park.	\$ 600,000 \$150,000 \$750,000	STP-Enh (80%) Sponsor (20%) Total
City of Newcastle	Newcastle Middle School trail to Lisa Cornett Park and NW 10 th St.	\$91,684 \$18,336 \$110,020	STP-Enh. (80%) Sponsor (20%) Total
City of Nichols Hills	N. Grand Blvd. Trail, adding sidewalks and on-street bike route. Links in with OKC Project.	\$609,762 \$203,254 \$ 813,016	STP-Enh. (75%) Sponsor (25%) Total
City of Norman	Multi modal path adjacent to Highway 9 (Phase I), which runs from 24 th Ave. SE to 72 nd Ave. SE. This trails links Norman to Lake Thunderbird's trail system.	\$600,000 \$150,000 \$750,000	STP-Enh (80%) Sponsor (20%) Total
City of Norman	Main St. Streetscape Project from the railway tracks west to University Blvd. (three blocks). This is Phase II of the Main St. Streetscape Project and includes sidewalk, ADA, and bike rack improvements.	\$600,000 \$1,023,000 \$1,623,000	STP-Enh. (37%) Sponsor (63%) Total

Sponsor	Project Description	Proposed Funding	
Oklahoma City Airport Trust	Landscaping Project north of the airport (5 th and final phase), located at Meridian and SW 54 th St.	\$600,000 \$150,000 \$750,000	STP-Enh (80%) Sponsor (20%) Total
City of Oklahoma City	Western Village School Pied Piper Park Neighborhood Connection Project to provide construction of sidewalks (facilities in park have been upgraded).	\$76,300 \$468,700 \$545,000	STP-Enh (14%) Sponsor (86%) Total
City of Oklahoma City	Oklahoma Christian University Trail Project, which provides an Edmond to Oklahoma City trails linkage.	\$605,000 \$495,000 \$1,100,000	STP-Enh (55%) Sponsor (45%) Total
City of Oklahoma City	City Wide Bike Route and Education Project. Construction of facilities and implementation of an education program. Installation of 45 miles of bicycle routes.	\$400,000 \$1,200,000 \$1,600,000	STP-Enh (25%) Sponsor (75%) Total
City of Oklahoma City	Inner City School Sidewalk and Bike Rack Project. This will provide a safe pedestrian and bike facilities for four inner city schools (Westwood, Shidler, Kipp, and Mark Twain).	\$225,000 \$75,000 \$300,000	STP-Enh (75%) Sponsor (25%) Total
City of Oklahoma City	North Grand Blvd. Trail. On-street bike route and adjacent sidewalk. Helps develop linkages to Lake Hefner and the Deep Fork Greenway Trail.	\$661,513 \$165,378 \$826,891	STP-Enh (80%) Sponsor (20%) Total
City of Piedmont	Trails Master Plan for Piedmont, which will evaluate sidewalks, trails development, linkages with local schools and preservation of the Chisholm Trail.	\$160,000 \$40,000 \$200,000	STP-Enh (80%) Sponsor (20%) Total

ACTION REQUESTED:

None. For information only.