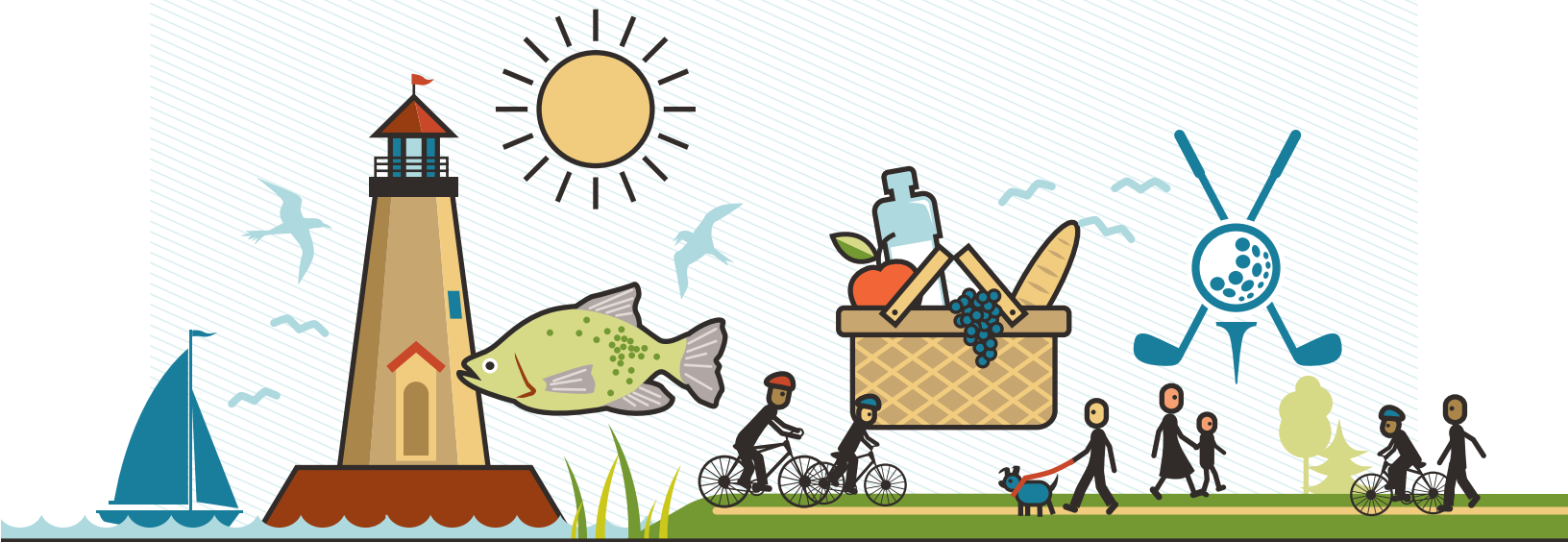


# BICYCLE AND PEDESTRIAN



## SYSTEM SNAPSHOT

Bicycle and pedestrian transportation is an important component of Encompass 2040. Bicycle and pedestrian facilities continue to become more prevalent in the OCARTS area. Sidewalks, bicycle facilities, and multi-use trails have typically been planned and implemented at the local level. Over the years, the U.S. Department of Transportation (USDOT) has encouraged metropolitan areas to develop regional trails networks through coordinated planning and implementation among jurisdictions and have increased federal funding opportunities for bicycle and pedestrian facilities.

### QUICK STATS:

- \$215 MILLION FOR NEW BICYCLE TRAILS
- \$142 MILLION FOR PEDESTRIAN FACILITIES
- 480 MILES OF NEW BIKE LANES AND TRAILS
- 75 MILES OF NEW SIGNED BIKE ROUTES
- 3400+ TOTAL MILES OF SIDEWALKS

## CURRENT BICYCLE FACILITIES

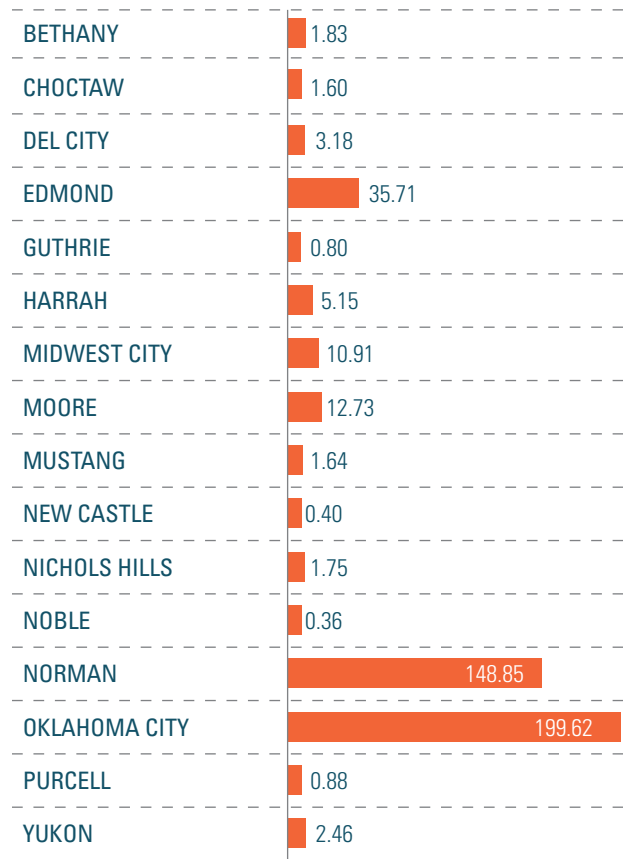
Bicycle facilities are located in various urban, suburban, and recreational areas across Central Oklahoma. Within the OCARTS area, 16 local governments have existing bicycle or multi-use trail facilities. Seven OCARTS entities have a trails master plan, a trails element within their current comprehensive plan, or a bicycle facilities plan that has been adopted at the local level. The facilities included in these plans, as well as trail projects with a local or federal-aid funding commitment, are considered planned improvements. Local trails master plans typically assess existing bicycle and multi-use trail facilities, identify new routes to enhance and expand the network, specify design guidelines for new facility construction, identify potential construction and maintenance funding sources, and recommend a course for plan implementation. Three additional OCARTS communities (Harrah, Moore, and Midwest City) have adopted trails master plans since adoption of the 2030 long-range plan in 2005. Figure 7.1 illustrates the existing facilities in the OCARTS area.

### ADOPTED MASTER TRAILS PLANS IN THE OCARTS AREA:

- Guthrie (2002)
- Harrah (2002/2007)
- Moore (2008)
- Oklahoma City (2008)
- Midwest City (2009)
- Edmond (2012)
- Norman (2012)

As of summer 2010, there were approximately 364 miles of existing bicycle facilities in the OCARTS area. Since 2010 the OCARTS area communities have built over 80 miles of bicycle routes.

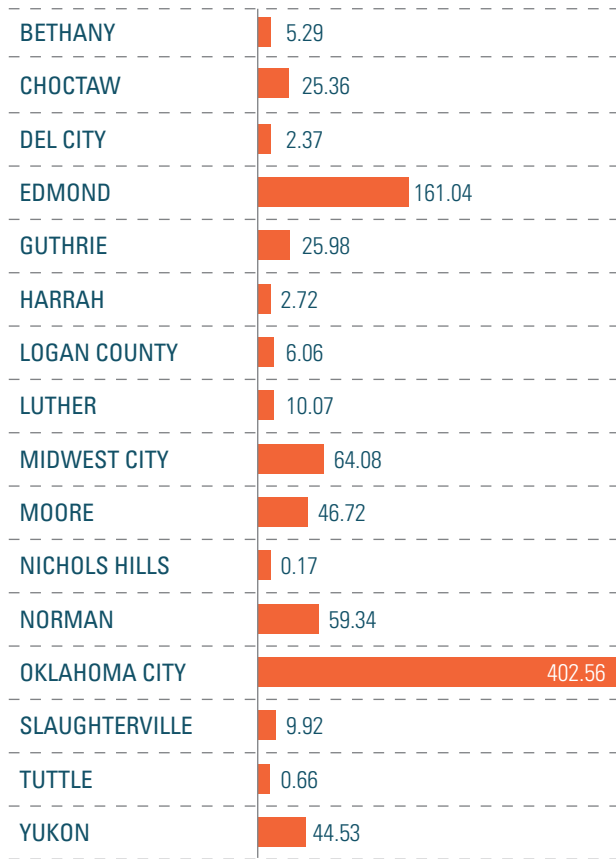
FIGURE 7.1: EXISTING BICYCLE FACILITY MILES



## PLANNED BICYCLE FACILITIES

Bicycle facilities are also being planned in the OCARTS area. Over 860 miles of routes have been adopted by communities for future expansion. Cities like Choctaw, Edmond, Guthrie, Midwest City, Moore, and Norman are planning to build over 380 miles of facilities. Oklahoma City, by itself, has plans for over 400 miles. Even smaller communities like Del City and Harrah are getting in the mix and expanding their facilities. Illustrated below in Figure 7.2 are planned bicycle facility miles by entity.

FIGURE 7.2: PLANNED BICYCLE FACILITY MILES



### OCARTS BICYCLE FACILITY BREAKDOWN

The OCARTS area bicycle network includes various types of designated bicycle facilities. Some facilities are exclusively reserved for bicycle transportation, while others are designed to accommodate multiple modes of transportation. Descriptions of the basic types of bicycle facilities follow:

- **Bicycle Lane (BL):** Bicycle facility operating alongside motorized traffic in a specifically delineated lane marked with striping on the pavement.
- **Bicycle Path Shared with Pedestrians/Multi-Use Trail (BPS):** Path physically separated from motor vehicle traffic by open space or barrier, which is shared by pedestrians and bicycles.
- **Bicycle Route using Roadway Shoulder (SH):** Roadway with a minimum 4-foot outside shoulder, designed to accommodate bicycles.
- **Signed-On-Road Bicycle Route (SOR):** Bicycle facility operating outside of traffic lanes with informational signs or markers.
- **Protected Bike Lane (PBL):** Bicycle facility operating alongside motorized traffic, in a specifically delineated lane marked with a physical barrier between the bicyclists and motor vehicles.

The OCARTS area bicycle network is comprised primarily of multi-use trails (Bicycle Paths Shared with Pedestrians-BPS) and Signed-On-Road Bicycle Routes (SOR). Future facility development across the region is planned to construct more multi-use trails and bicycle lanes (See Figure 7.3 for a map of existing and planned facilities). Table 7.1 provides mileage figures by facility category.

TABLE 7.1: EXISTING AND PLANNED BICYCLE MILEAGE BY CATEGORY (2015)

FACILITY CATEGORY	EXISTING MILES	PLANNED MILES	TOTAL
BL: Bicycle Lane	16.91	127.43	144.34
BPS: Bicycle Path Shared w/ Pedestrians	138.39	313.86	452.26
SH: Bicycle Route using Roadway Shoulder	0.02	69.03	69.05
SOR : Signed-On-Road Bicycle Route	273.53	281.73	555.26
PBL: Protected Bike Lane	0.0	74.80	74.80
<b>TOTAL MILES</b>	<b>428.85</b>	<b>866.85</b>	<b>1,295.71</b>

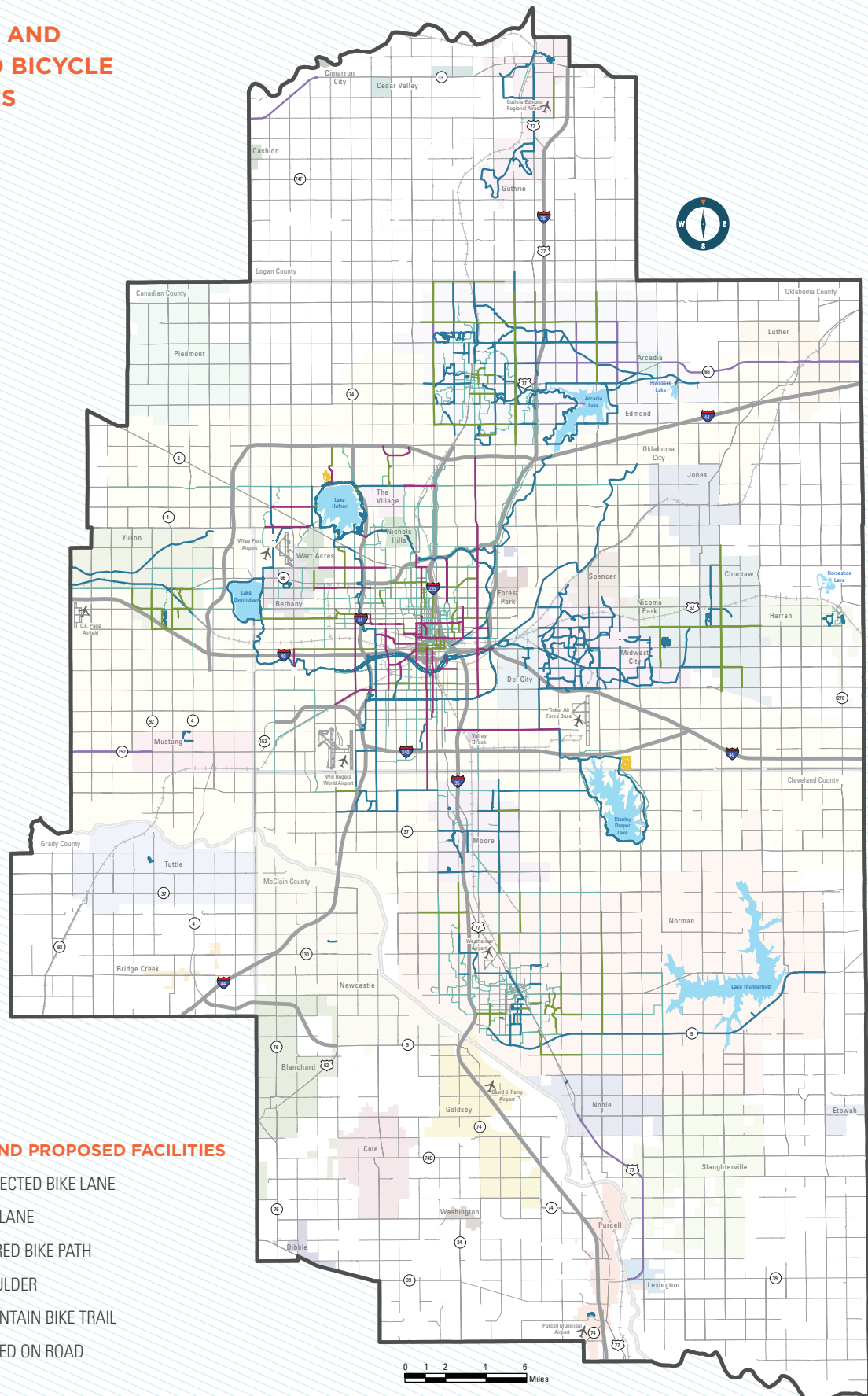
### BIKE TO WORK DAY AND BIKE MONTH

Starting in 2005, communities in Central Oklahoma have held Bike to Work Day events. Central Oklahoma Bike to Work Day is part of a national campaign to promote bicycling as a healthy and efficient transportation alternative. What started out as a one day a year event has become a month of bicycle-related events, although bike rides hosted by local bike clubs continue throughout the year. The League of American Bicyclists has recognized the month of May as National Bike Month since 1956. National Bike to Work Day offers metropolitan areas an annual opportunity to call attention to the benefits of bicycling and to increase safety awareness among bicyclists and motorists.

In 2016, the OCARTS communities of Edmond, Guthrie, Moore, Norman, Oklahoma City, and Yukon held Bike to Work Day events. The events were held separately in each city, but featured a similar theme. Additional OCARTS communities have shown

FIGURE 7.3: EXISTING AND PLANNED BICYCLE FACILITIES

**EXISTING AND PLANNED BICYCLE FACILITIES**



**LEGEND**

**EXISTING AND PROPOSED FACILITIES**

- PROTECTED BIKE LANE
- BIKE LANE
- SHARED BIKE PATH
- SHOULDER
- MOUNTAIN BIKE TRAIL
- SIGNED ON ROAD

interest in participating in future events. ACOG provides those interested communities with planning assistance to ensure their Bike to Work Day event is a success.

////////////////////////////////////  
**BICYCLE FACILITY ASPIRATIONS**

In November 2013, ACOG staff met with local government staff to identify corridors that could eventually constitute a region-wide interstate system for bicycles. The extended vision is a system of facilities that would serve as an analog to the interstate system, but designed to get bicyclists around the region safely and quickly. It should be noted that these are suggestions only. The Regional Priority Corridors identified constitute a long-term vision that may take 40 years or more to implement. Due to the lengthy timeline, roads that are good candidates now may no longer be so by the time facilities are built. The eventual facilities may vary from the location of the corridors by a mile or more. In addition, this vision assumes the bicycle interstate system will be primarily on-street facilities, such as bicycle lanes or cycle tracks, based on cost and opportunity. All efforts should be made to prioritize off-street, fully separated path systems where possible. The Regional Priority Corridor network is shown in Figure 7.4.

////////////////////////////////////  
**CURRENT PEDESTRIAN FACILITIES**

Sidewalk and pedestrian facilities throughout the OCARTS area are typically planned and built at the local level as required by municipal codes. Generally, sidewalks are constructed by cities using local revenues or by private developers using private funds. Many communities in Central Oklahoma do not require sidewalk construction as part of the building permit or land development process. Currently, pedestrian facilities appear in a random pattern across the OCARTS area, making pedestrian connectivity within and between local entities challenging (Figure 7.5).

////////////////////////////////////  
**BICYCLE AND PEDESTRIAN ISSUES AND NEEDS ASSESSMENT**

ACOG sought input through various means for the development of Encompass 2040, including various MPO committees, local government staff and elected officials, the 2040 OCARTS regional transportation survey, open houses, and the extended vision for trails workshop. Long-range bicycle and pedestrian transportation planning themes and issues raised were considered in the development of the trails component of Encompass 2040.

**CRASH REPORTS**

According to ODOT's SAFE-T website, between 2005 and 2010, there were 1,177 collisions involving pedestrians and 676 collisions involving bicyclists in the ACOG region. The areas in Oklahoma City that see the greatest numbers of these collisions are Eastern Avenue /North 23rd Street, Western Avenue/North 10th Street, and Air Depot Boulevard/South 15th Street. In Norman, the area with the most collisions is around Alameda Street /Porter Avenue.

**SUPPORT FROM THE COMMUNITY**

More than 20 percent of the 470 respondents to the 2040 plan survey indicated that walking and biking should be the top priority to better Central Oklahoma's transportation system. Many public comments indicated residents wanted to see more bike, pedestrian, and transit related projects, and fewer highway projects. Despite this critique, about 75 percent of the respondents felt that Central Oklahoma was moving in the right direction.

**SUPPORT FOR MULTI-USE TRAILS**

Many members of the public indicated that a multi-use trail system was, on the whole, a plus for the region. The mix of bicyclists, walkers, children in route to school, etc. can also contribute to the overall friendly environment of the region. Demarcation, signage, and safety warnings were noted as helpful tools that make trail facilities a useful and safe mode for a variety of individuals.

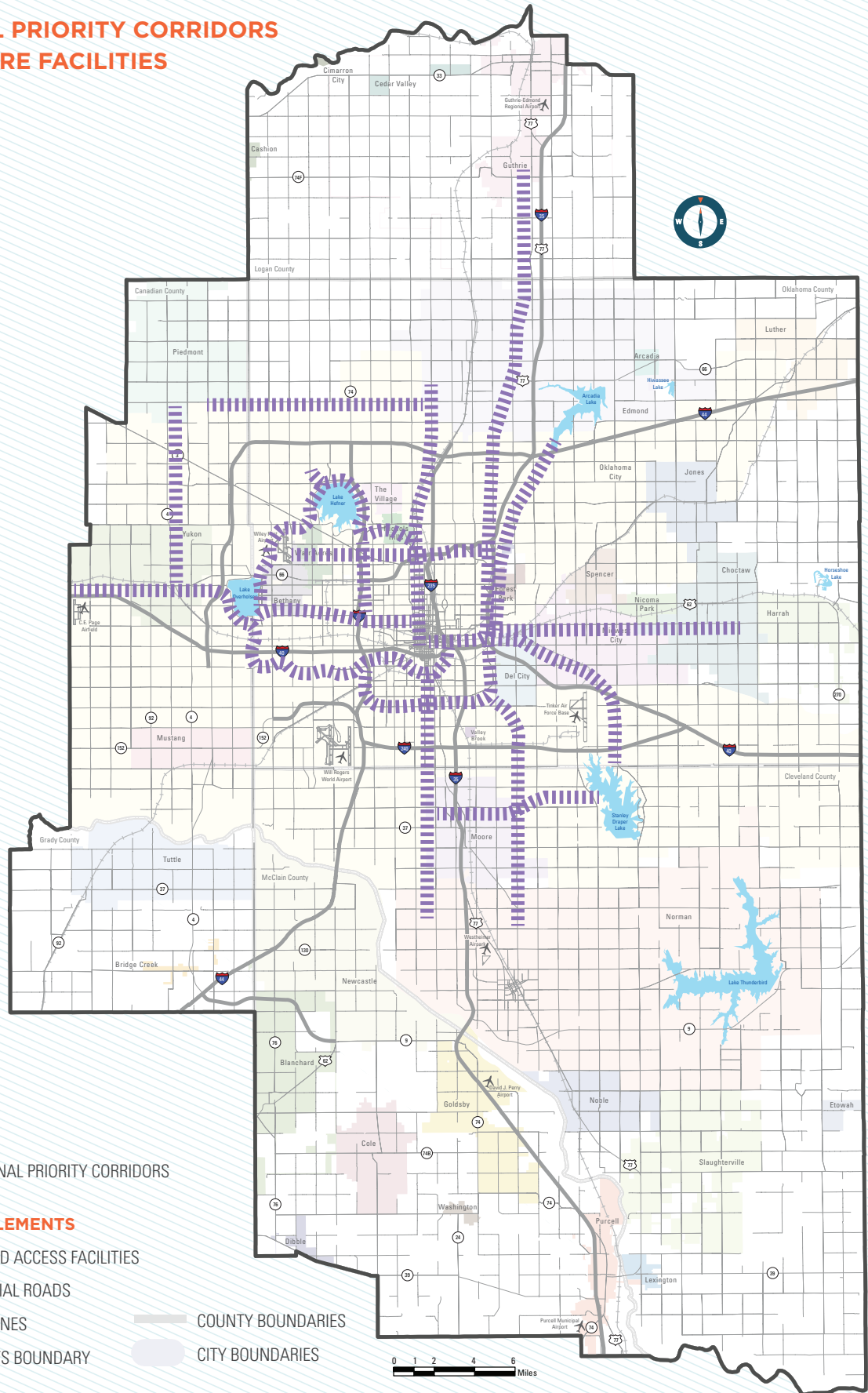
Additionally, recent actions by several cities and economic development groups in the region have asserted that the presence of a trails network is an asset to the quality of life in the region. A regional trails network promotes healthy lifestyles, local tourism, and opportunities for quality economic development.

**SIDEWALKS AND SAFE CROSSWALKS**

Citizen input indicated a concern for safe crosswalks and additional sidewalks. Most of the people who answered the survey said that they favored local government requirements for developers to construct sidewalks in conjunction with new residential and commercial developments. Less than a third of the survey participants favored using public funds for sidewalk construction in existing residential and commercial areas devoid of such facilities.

FIGURE 7.4 REGIONAL PRIORITY CORRIDORS FOR FUTURE FACILITIES

## REGIONAL PRIORITY CORRIDORS FOR FUTURE FACILITIES



### LEGEND

 REGIONAL PRIORITY CORRIDORS

### BASE MAP ELEMENTS

 LIMITED ACCESS FACILITIES

 ARTERIAL ROADS

 RAIL LINES

 OCARTS BOUNDARY

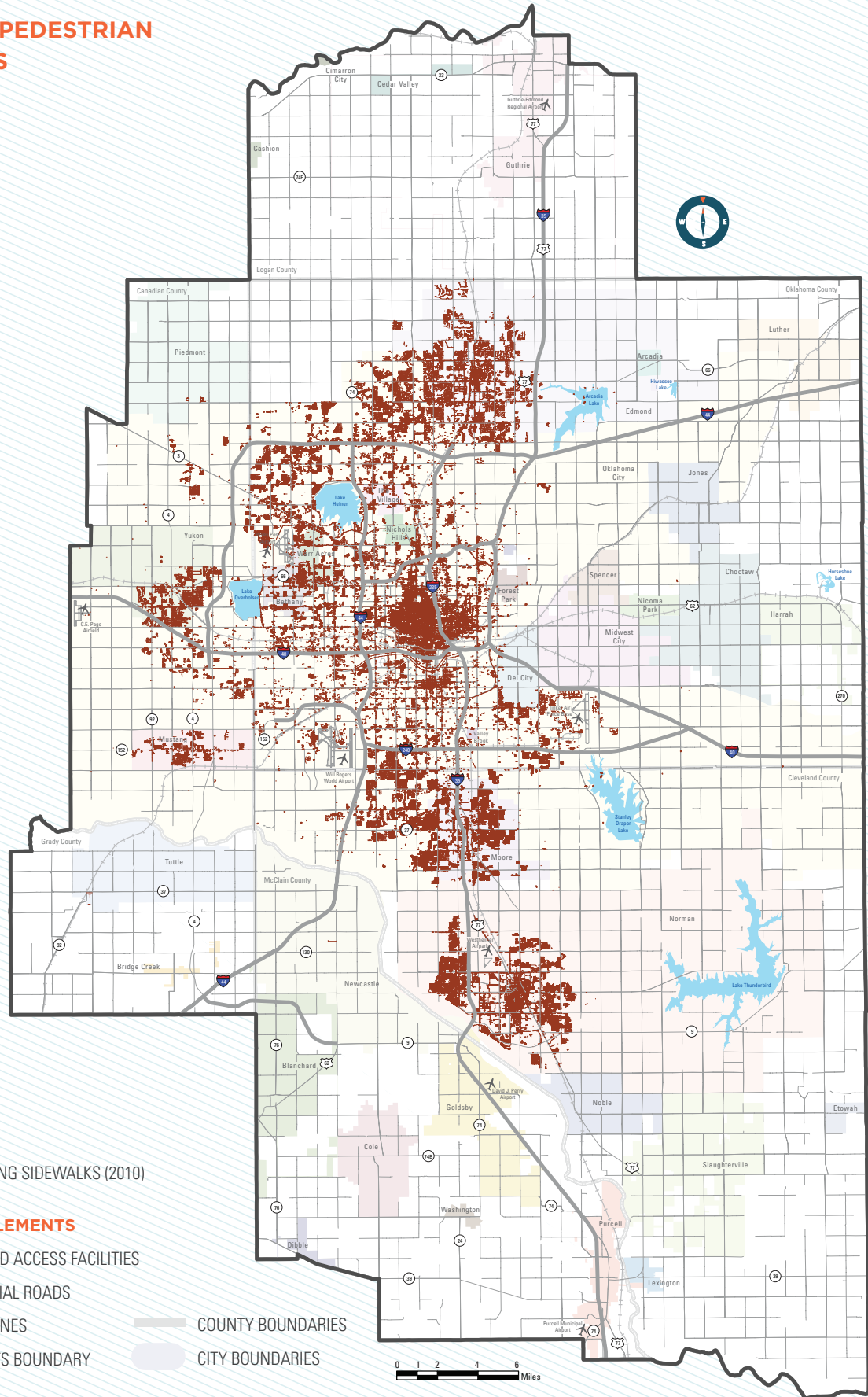
 COUNTY BOUNDARIES

 CITY BOUNDARIES

0 1 2 4 6 Miles

FIGURE 7.5: EXISTING PEDESTRIAN FACILITIES

**EXISTING PEDESTRIAN FACILITIES**



**LEGEND**

— EXISTING SIDEWALKS (2010)

**BASE MAP ELEMENTS**

— LIMITED ACCESS FACILITIES

— ARTERIAL ROADS

— RAIL LINES

— OCARTS BOUNDARY

— COUNTY BOUNDARIES

— CITY BOUNDARIES

0 1 2 4 6 Miles