

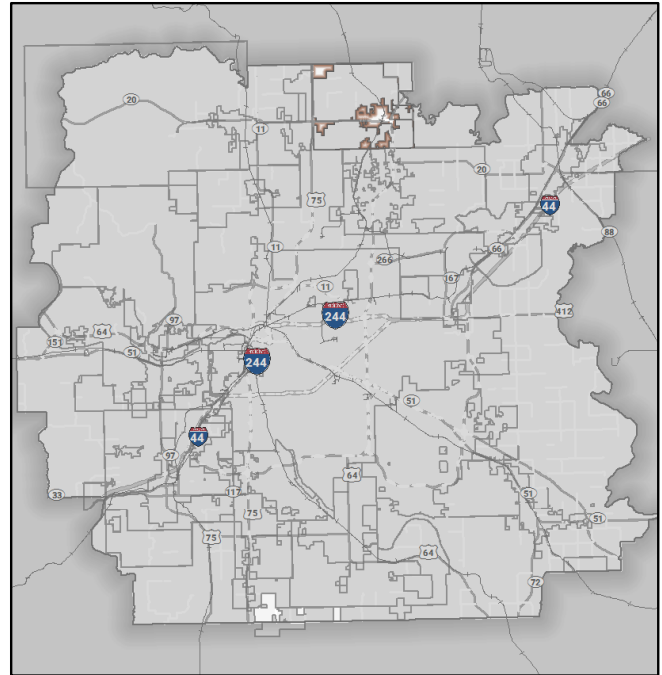
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Collinsville

Community Overview

Collinsville is a city of approximately 6,000 residents located 20 miles northeast of downtown Tulsa. The majority of the city's land remains in agricultural use and surrounds a small historic grid of downtown streets centered on Main Street, SH-20. Highway 20 connects US-169 on the east end of the city to US-75 on the west end, and eventually to Skiatook nine miles west of downtown Collinsville.

Nearly 80 percent of the developed land is in residential use, while the balance is commercial, located on and near Main Street. Commercial development is likely to continue to the west of the city core as Collinsville has recently invested in the extension of water and sewer service along this arterial. Additionally, in the past ten years, residential development has increased in the annexed portion of the city close to US-75, four miles west of the historic downtown. All of the City's schools are located within walking or bicycling distance from much of the residential development.



Collinsville's downtown streetscape was improved in 2011 with pedestrian infrastructure such as curb extensions, plantings and street furniture. Small retail shops on Main Street from 13th Street to 9th Street are served by on-street parking and the sidewalk improvements can encourage patrons to park once and walk to multiple destinations.

Walkshop Summary

The Collinsville walkshop was conducted on March 25, 2014. INCOG Staff, City Staff and community members gathered to discuss current bicycle

and pedestrian conditions. The following items were identified as future needs and improvement priorities at the walkshop meeting:

Identified Issue:

Improving walking and biking connections to the Collinsville Middle School. Safe routes need to be provided to encourage students to walk and bike to school. Utilizing alternate transportation will alleviate long lines of vehicles during drop off/pick up times and provide health benefits to the students that walk or cycle to school.

Response:

The Middle School site is included in the plan as a focus area with recommendations in the following pages.

Identified Issue:

Traffic calming options for the Main Street corridor are needed. This main arterial of the city connects the highways on either end of Collinsville, but it is also the main shopping street where the City would like to encourage more pedestrian activity. There are currently no bicycle facilities.

Response:

Bike lanes are proposed on Main Street at the west end of downtown 22nd Street to 14th Street, and from 9th Street to US-169. Installation of these lanes will require a road diet from four lanes to three which can help slow traffic. Shared lane markings are recommended through the center of downtown, and the angled parking should be flipped to head-out angled parking which will improve visibility for drivers and bicyclists.

Identified Issue:

A connection from Central High School to downtown and the surrounding neighborhood is needed. The school campus is located west of town on SH-20 but is isolated as no roads connect to the campus from the adjacent neighborhoods.

Response:

A sidepath is proposed along SH-20 (E. 146th Street N.) in front of the High School. This facility will benefit both bicyclists and pedestrians connecting from downtown to the school.

Policy Review and Recommendations

Collinsville's development regulations do not provide much guidance on implementation of pedestrian and bicycle facilities. The existing Zoning Code only specifies the provision of safe pedestrian connections from parking lots to commercial areas.



Main Street in Collinsville was retrofitted recently with new ADA-compliant curb cuts, storm drainage and sidewalks.

Recommendations

- Consider enacting standards that call for the provision of ADA compliant sidewalks, trails and other pedestrian facilities for new and existing (retrofit) development. Emphasis should be placed on sidewalks connectivity to schools, parks and businesses.
- Consider adopting design guidelines for pedestrian and bicycle facilities outlined in the GO Plan.

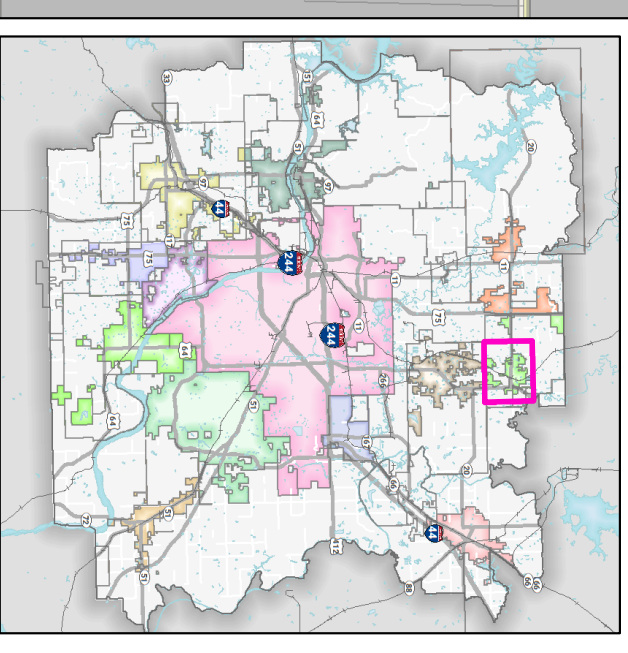
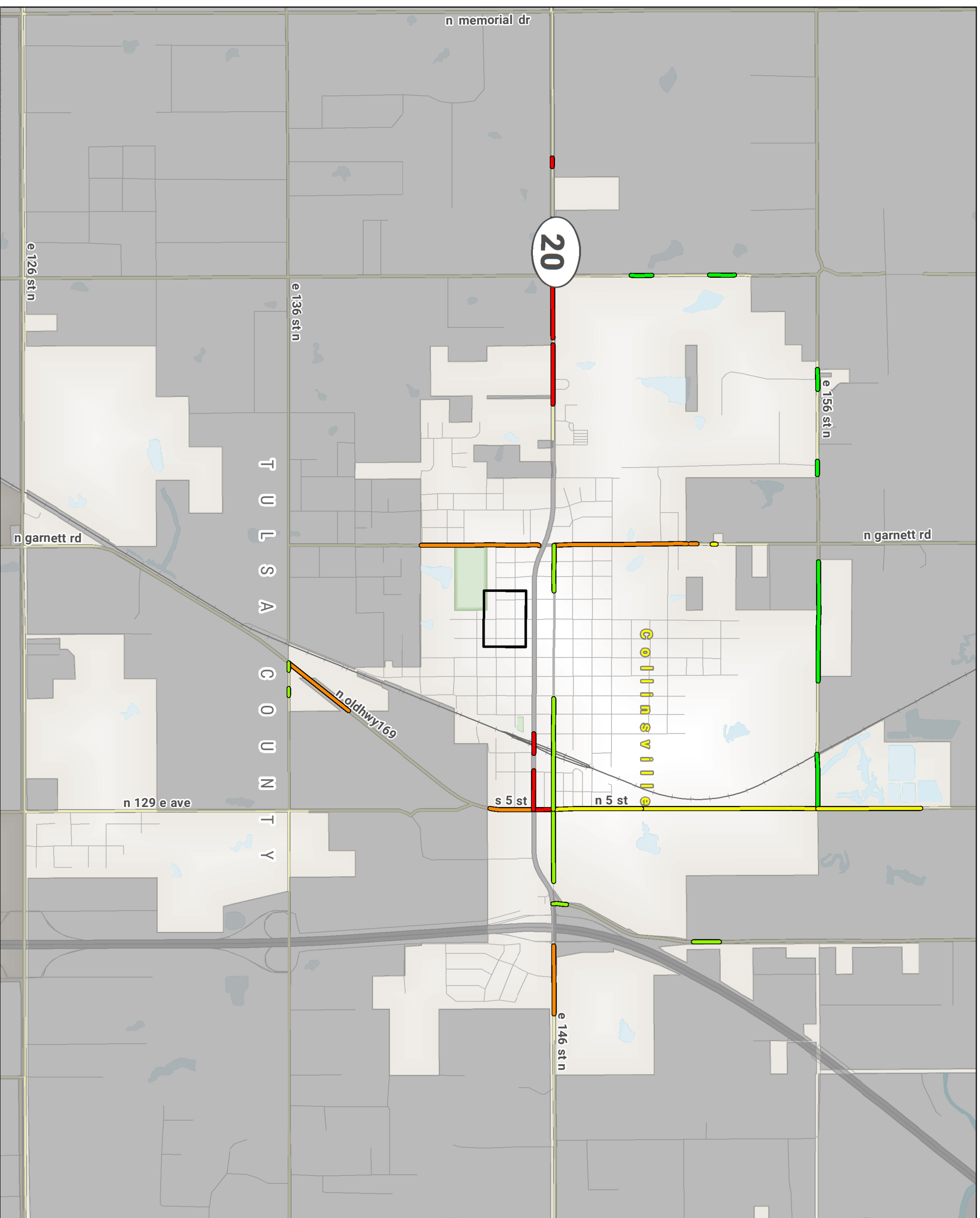
Pedestrian Improvements

8/26/2015

Tulsa Regional Bicycle & Pedestrian Master Plan

Collinsville

- Prioritized Sidewalk Gaps by Quintile**
- 1
 - 2
 - 3
 - 4
 - 5
- Outside Jurisdiction
- Focus Area

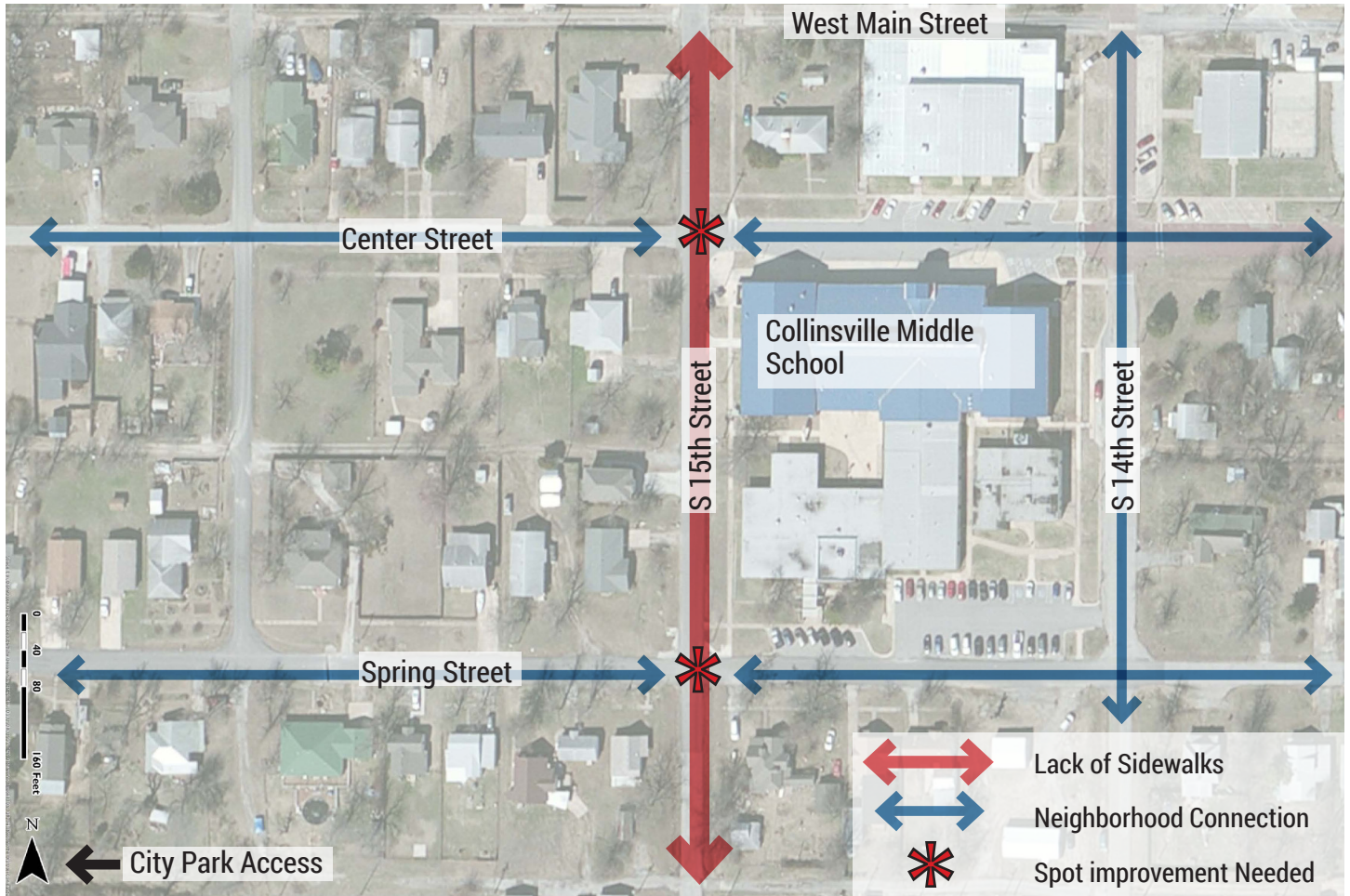


Tulsa Regional Bicycle & Pedestrian Master Plan
A PLAN FOR PEOPLE POWERED MOVEMENT

0 0.35 0.7
Miles

Date: 8/26/2015

SOUTH 15TH STREET FROM WEST MAIN STREET AND WEST SOUTH STREET



Why is this a focus area?

- Access to Collinsville Middle School and City Park to the southwest of the school
- Recent pedestrian infrastructure improvements to Main Street may make 15th Street seem more lacking
- No sidewalk is present on the entirety of the west side of S 15th Street
- No sidewalk is present on the east side of S 15th Street from Spring to South
- Sidewalk from Main to Center on east side is in poor repair
- Lack of curb cuts on SW corner of 15th and Center



Typical crosswalk and approach on West Main Street

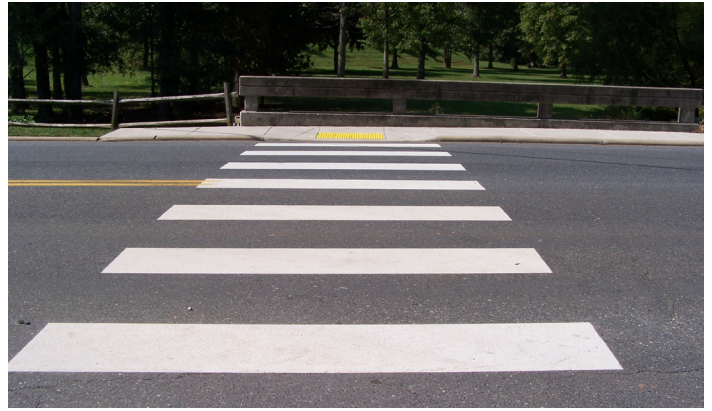


Poor connection to the Collinsville City Park

SOUTH 15TH STREET FROM WEST MAIN STREET AND WEST SOUTH STREET

Proposed solutions

- Add sidewalk to east side of 15th Street
- Upgrade existing sidewalk to minimum 6 feet wide with ADA-compliant curb ramps at all intersections
- Add school zone signage to 15th Street



High visibility pedestrian crossing

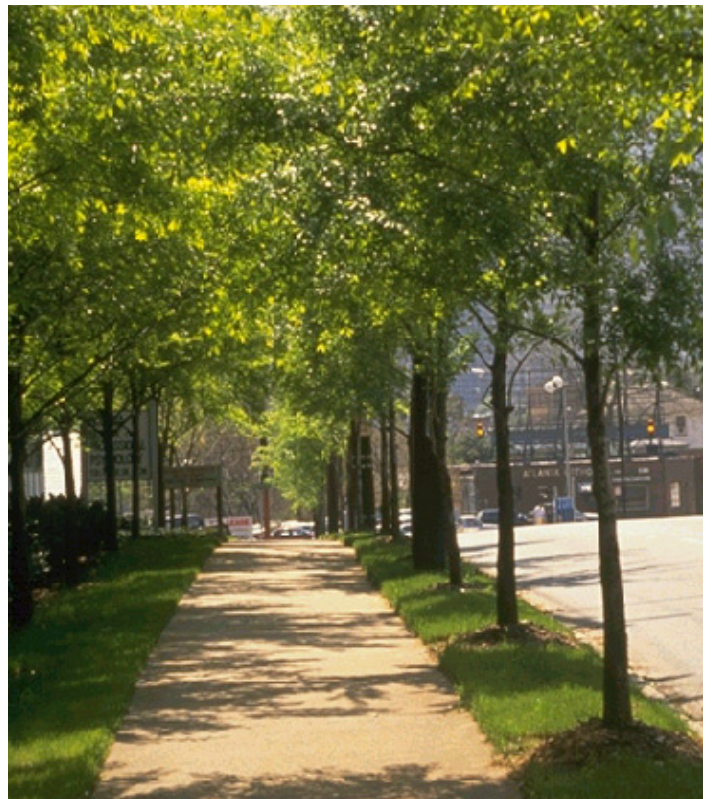


ADA ramp

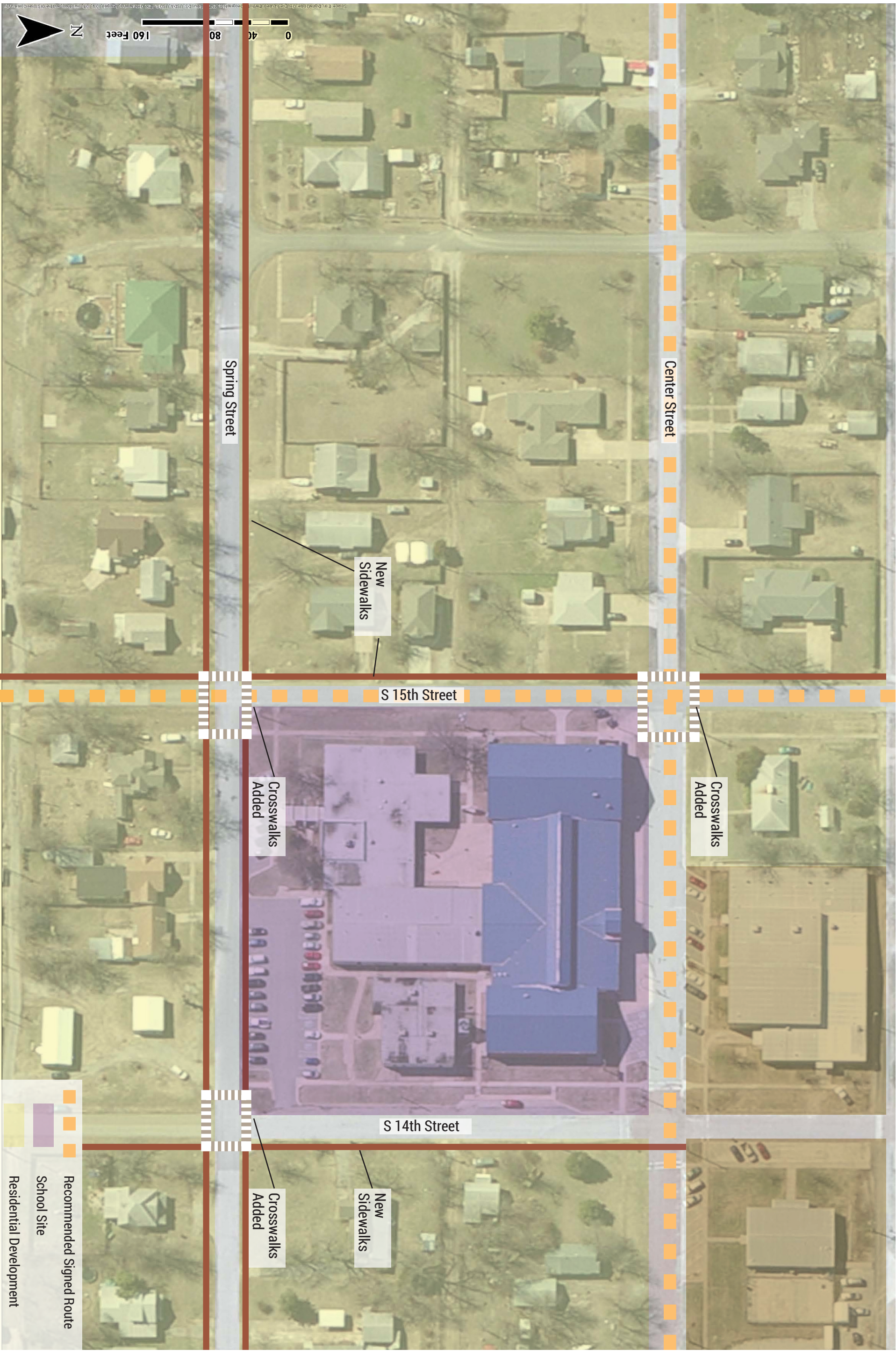
For design specifics on these recommended facilities, see Appendix A: Design Guidelines.



School crossing



6-foot wide sidewalk



Bicycle Network Recommendations

The bicycle facility recommendations for Collinsville were developed through the process described in Chapter 2, including a number of conversations and reviews with City staff. These recommendations connect neighborhoods, commercial centers, schools and other major destinations with a range of facility types appropriate to the given street type. For instance, a signed route is recommended on South and North 12th Street, a low-volume residential street that connects the northern and southern parts of city.

The set of recommendations for Collinsville was prioritized according to the process described in Chapter 4 incorporating measurable variables

that define the safety and connectivity of projects, among others. The results of this process are included in Appendix C. The prioritization process is only a tool in determining how a city should go about implementing projects. Other factors such as grant opportunities or development may enable a city to develop the network in an order not consistent with the priorities. The list in the appendix should be used as a guide and not as an implementation schedule. While this prioritization listed represents a quantitative assessment of the projects, the City should also consult this Plan whenever street reconstruction or resurfacing projects occur to capitalize on programmed project investments.

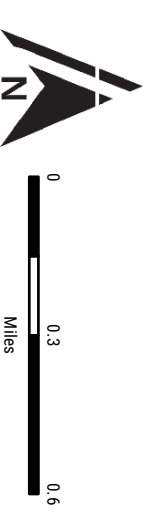
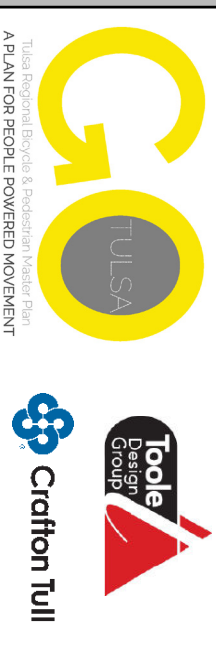
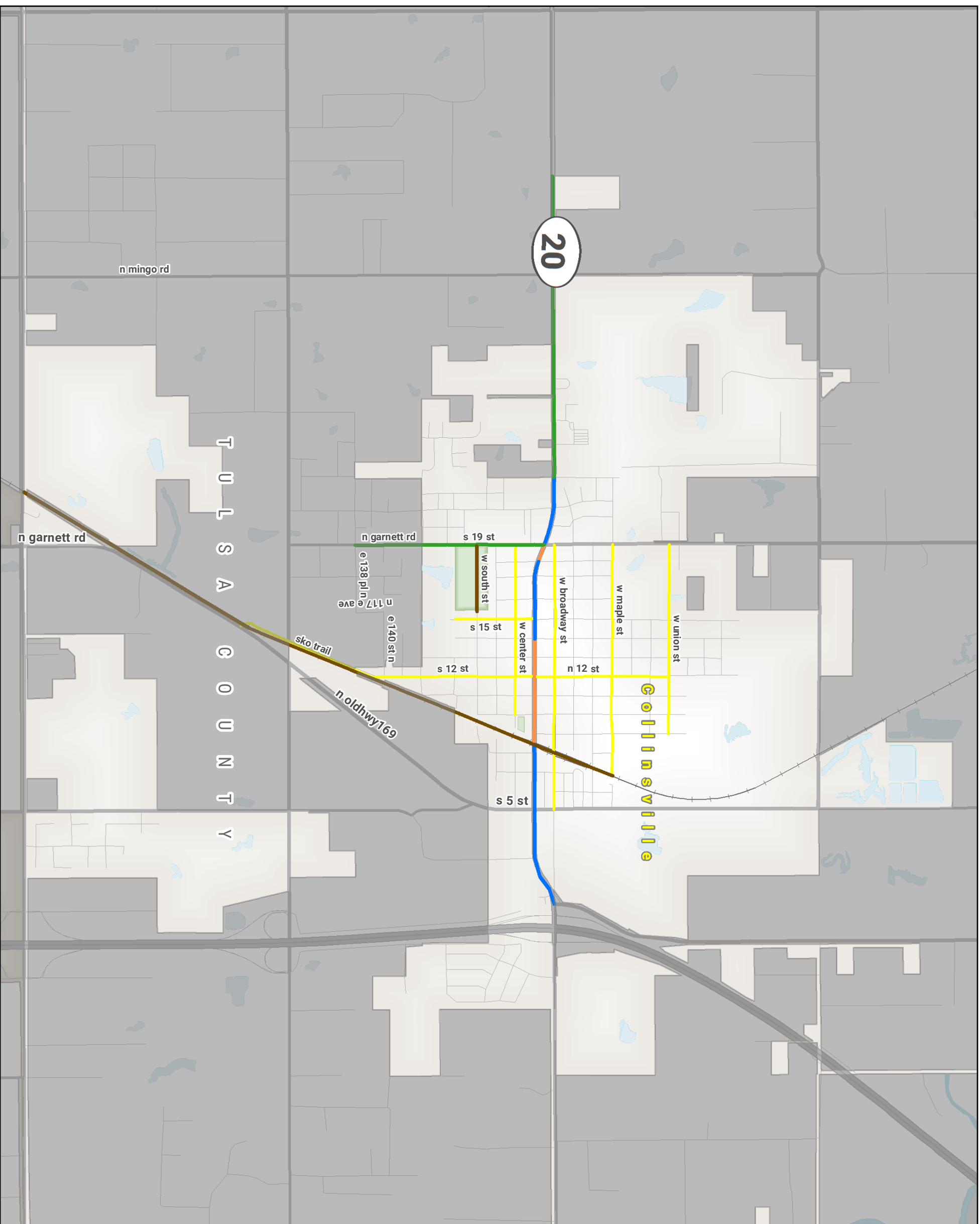
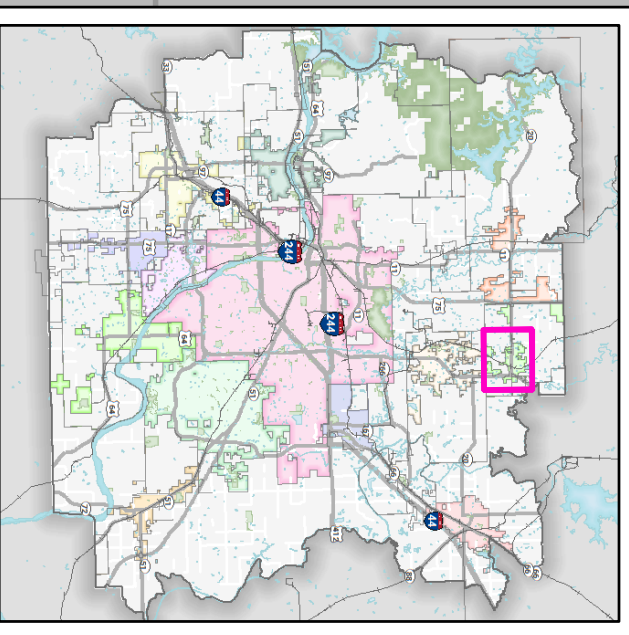
COLLINSVILLE	TOTAL MILEAGE	COST PER MILE	TOTAL COST
Signed Route	5.20	\$ 800 to 18,500	\$86,000
Shared Lane Markings	0.46	\$33,400	\$15,000
Bike Lane	1.17	\$71,600	\$84,000
Sidepath	1.91	\$719,000	\$1,376,000
Trail	2.72	\$888,100	\$2,415,000
Total	11.47		\$3,976,000

Final Network 11/4/2015

Tulsa Regional Bicycle & Pedestrian Master Plan Collinsville

Recommendations

-  Trail
-  Sidepath
-  Bike Lane
-  Shared Lane
-  Marking
-  Signed Route



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