

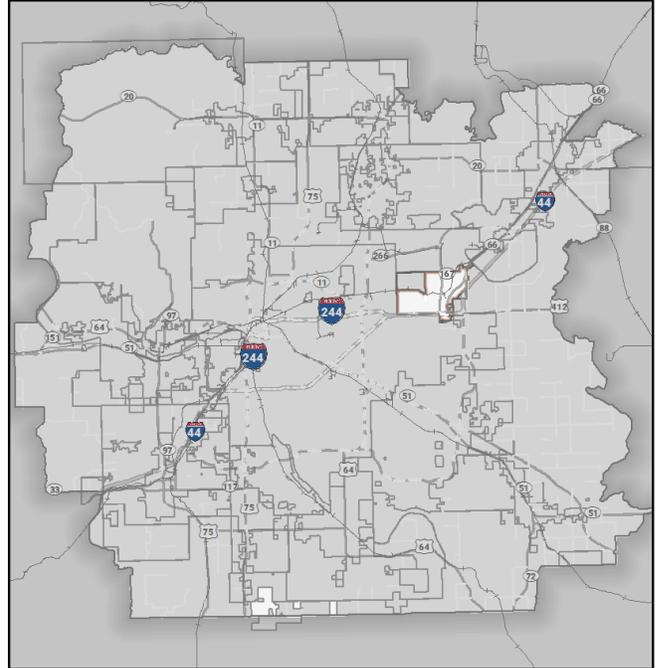
This page intentionally left blank.

# Catoosa

## Community Overview

Catoosa is a city of just over 7,000 residents adjacent to the northeast border of Tulsa. The city contains two major regional destinations: the Hard Rock Casino located at the southern end and the Tulsa Port of Catoosa just north of city limits along SH-167. Both locations are employment centers: the Casino includes two hotels, several restaurants, and other attractions, and 70 companies are located at the Port's industrial park that employ 4,000 people.

Other commercial development in Catoosa is centered on the two-lane main street, Cherokee Street, which also is the location of City offices, Catoosa High School (at the southern end) and Catoosa Elementary School. The industrial park between Tiger Switch Road and Pine Street is an additional employment location just outside the city boundary. Catoosa's residential development is dispersed throughout the city in small pockets.



## Policy Review and Recommendations

Catoosa's existing standards require the provision of sidewalks on both sides of primary and secondary arterials, as well as residential collector streets. Furthermore, standards have been codified to provide for ADA compliant facilities providing comfortable walking and biking connections for residents and visitors. Fieldwork in Catoosa revealed that these standards have not resulted in a complete sidewalk network as much of the city developed before they were adopted.

While current standards call for the provision of pedestrian and bicycle facilities throughout the City, sections of the existing Subdivision Ordinance call for the construction of new roadways laid out in such a way that their use by through-traffic is discouraged." This in turn may lead to the construction of subdivisions where streets are disjointed and include cul-de-sacs and make pedestrian and bicycle connectivity difficult.

Existing design standards call for four-foot sidewalks on residential streets with three-foot buffers on arterials. There is no specification for bicycle facility design.

### Recommendations

- Consider adopting design guidelines for pedestrian and bicycle facilities outlined in the GO Plan.
- Consider amending Subdivision Regulations to specify pedestrian and bicycle connections for cul-de-sac ends to the rest of the street network and requiring new streets to align with existing streets across arterials.
- Consider retrofitting arterials and collector streets to subdivision ordinance standards.

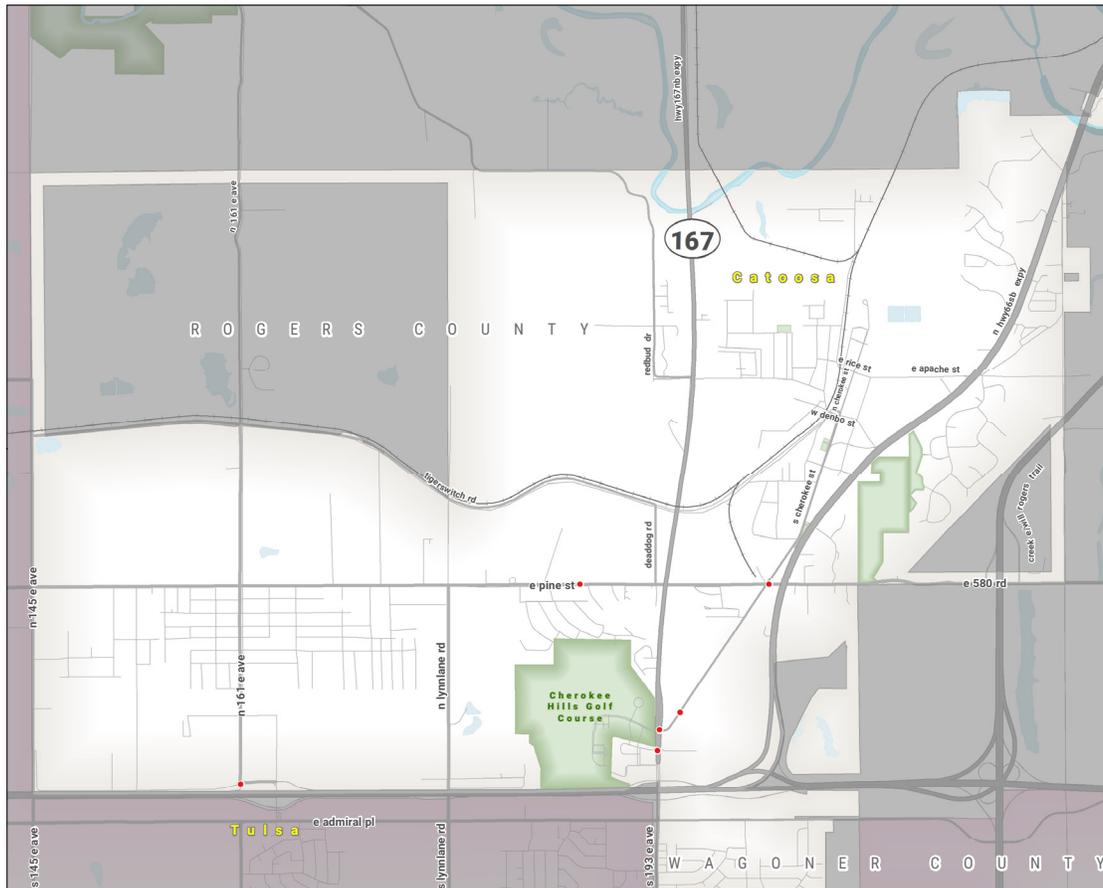
## Pedestrian Network Recommendations

The pedestrian facility recommendations in this Plan comprise two elements: a prioritization of known sidewalk gaps on arterial streets and specific infrastructure recommendations for the community's chosen focus area. The Focus Area selected was Cherokee Street to connect the High School to City Hall.

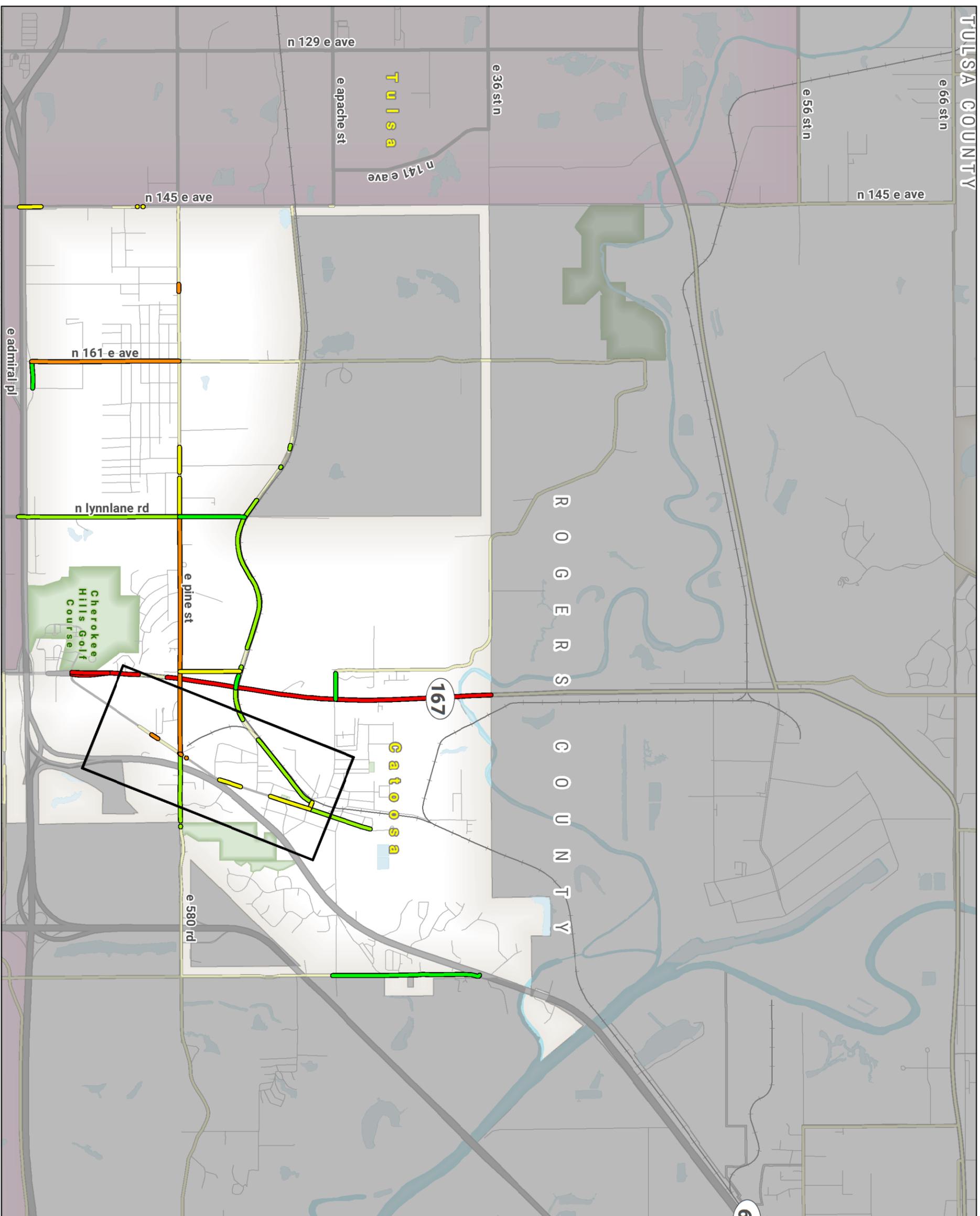
The map and project list below detail a prioritized set of improvements to fill sidewalk gaps on arterials. Arterial sidewalk gaps are targeted because these streets have the highest traffic volumes and speeds, but also many destinations for pedestrians, as well as some transit routes.

Over 65 percent of the nine pedestrian crashes reported in Catoosa in the five years ending July 2014 were located on arterial streets.

While filling sidewalk gaps on arterials may reduce the number of vehicle-pedestrian crashes, many conflicts actually occur at intersections. Recommended treatments for arterial intersections appear in Appendix A: Design Guidelines and in Chapter 3: Pedestrian Strategy where some typical safety improvements for major arterial intersections are presented in the concept designs.



● Pedestrian or bicycle crash



# Pedestrian Improvements

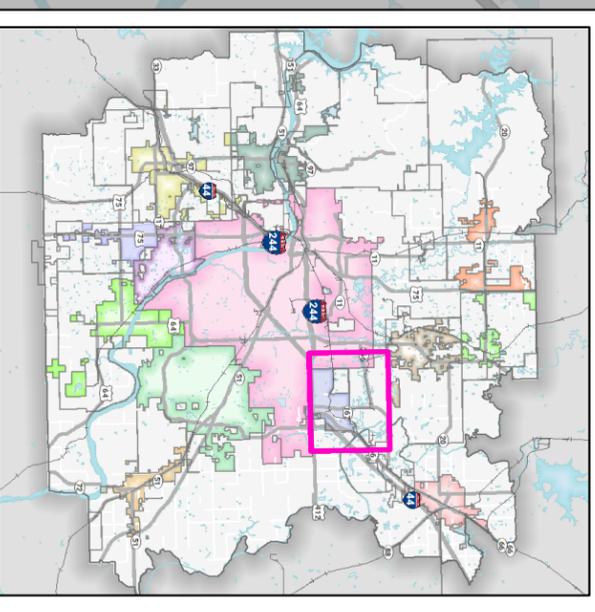
8/26/2015

Tulsa Regional Bicycle & Pedestrian Master Plan

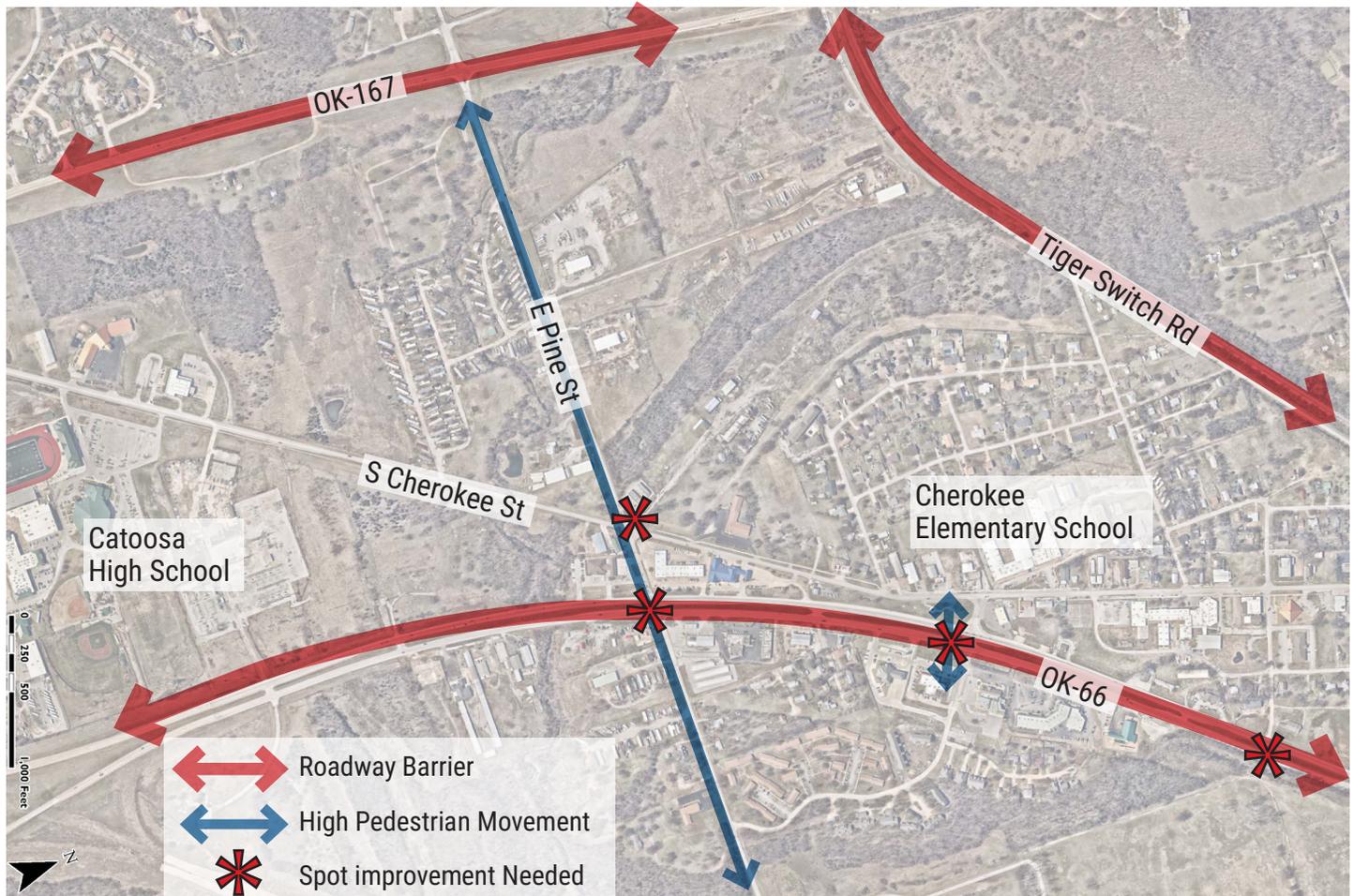
## Catoosa

**Prioritized Sidewalk Gaps by Quintile**

- 1
- 2
- 3
- 4
- 5
- Outside Jurisdiction
- Focus Area



## CHEROKEE STREET FROM THE HIGH SCHOOL TO CITY HALL



### Why is this a focus area?

- Proximity to the sports park on the east side of OK-66
- Elementary school and Pre-kindergarten school on each side of Cherokee Street
- South end of Cherokee Street has High School and Middle School
- Intersection of Cherokee and N 193rd East Ave has a number of destinations: casino, hotel, retirement complex, Wal-Mart, and retail strip development
- There are several planned signalized intersections along Cherokee, especially at E Pine Street
- There are also conversations about the need for mid-block crossings along Cherokee and OK-66E
- Confluence of streets at Cherokee and E Ford Street and E Ford Street and OK-66E cause traffic congestion and turning conflicts
- Need to have conversations with ODOT to discuss options along state owned streets
- Four pedestrian crashes occurred in this area from July 2009 to July 2014, including one fatality



Crossing of OK-66 from Cherokee Street



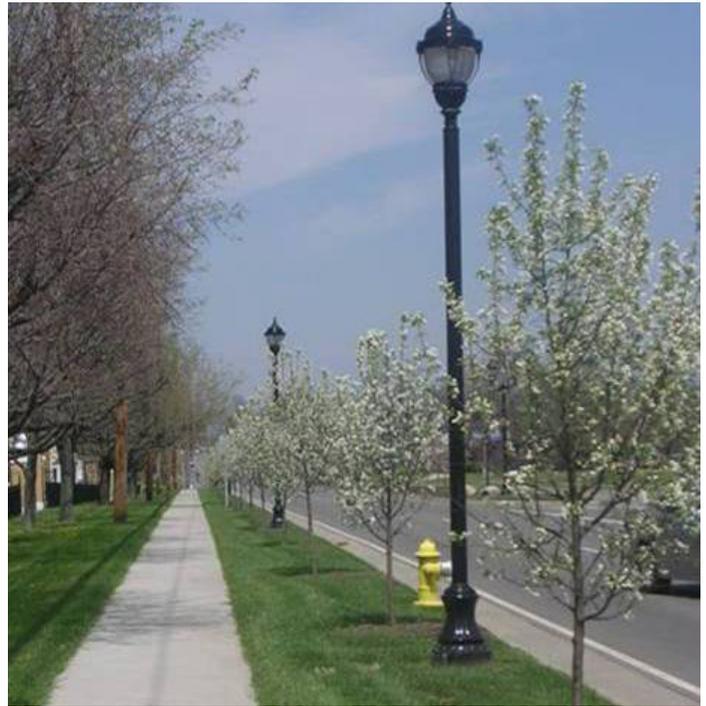
Crossing of OK-66 on E Pine Street

# CHEROKEE STREET FROM THE HIGH SCHOOL TO CITY HALL

## Proposed solutions

- Add sidewalks along Cherokee to provide pedestrian access and network
- Add a center median along parts of OK-66 E to narrow lanes and to provide areas for mid-block crossings where needed
- Re-design intersection at E Ford St and OK-66 E to introduce a traffic signal and crosswalks
- Re-design intersection at E Pine St and Cherokee to add a traffic signal and crosswalks
- Add sidewalks and crossings to provide access along E Pine St, across OK-66 to provide additional pedestrian and bicycle connectivity
- When E Pine St is reconstructed, it should be designed as a 3-lane street and sidewalks should be added along it

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



Sidewalk with tree lawn



Center median added for refuge area



High Visibility Crosswalks at Intersection



Mid-block Crossing of an Arterial



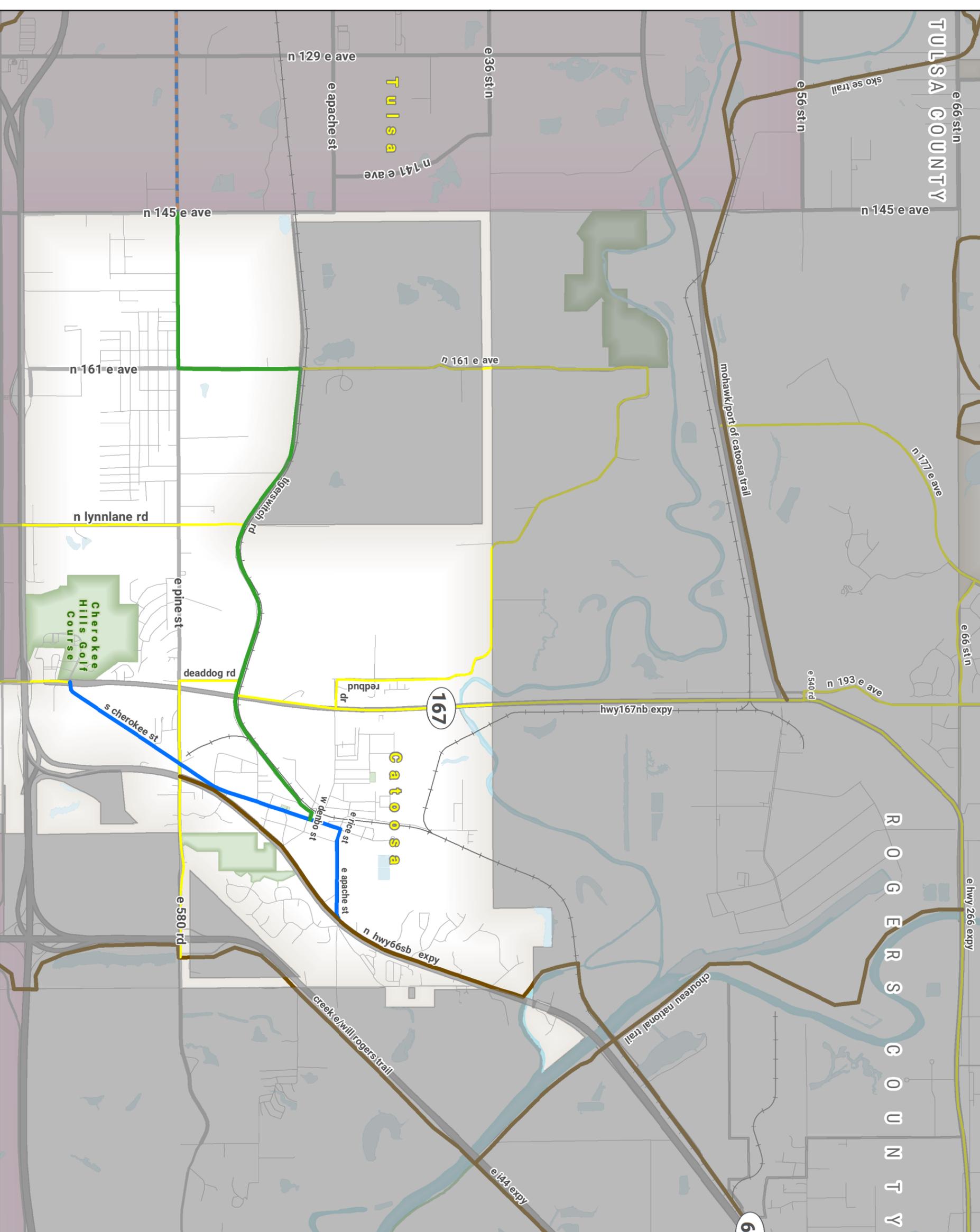
## Bicycle Network Recommendations

The bicycle facility recommendations for Catoosa were developed through the process described in Chapter 2, including a number of conversations and reviews with the City Planner and 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 sidepath is recommended along Tiger Switch Road that would connect the center of Catoosa to another sidepath on Pine Street that leads to the western edge of Tulsa.

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

that define the safety and connectivity of projects. 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.

CATOOSA	TOTAL MILEAGE	COST PER MILE	TOTAL COST
Signed Route	6.79	\$ 800 to 18,500	\$5,000
Bike Lane	2.59	\$71,600	\$185,000
Sidepath	4.38	\$719,000	\$3,150,000
Trail	3.68	\$888,100	\$3,272,000
<b>Total</b>	<b>17.44</b>		<b>\$6,612,000</b>



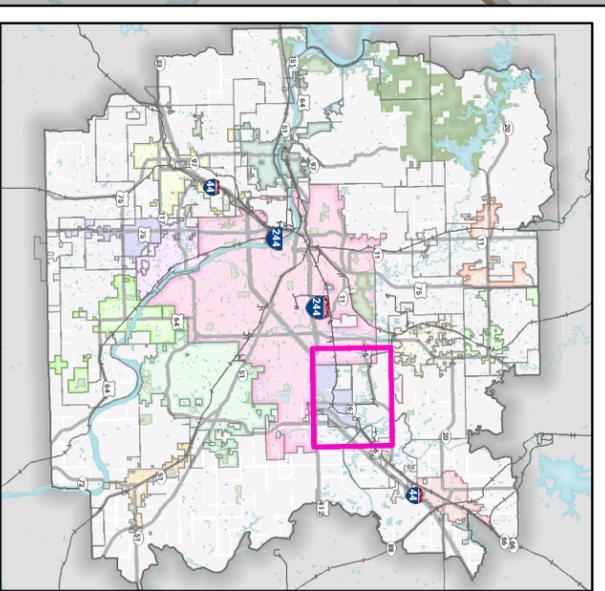
**Final Network**  
8/31/2015

Tulsa Regional Bicycle & Pedestrian Master Plan

**Catoosa**

**Recommendations**

- Trail
- Sidepath
- Bike Lane
- Signed Route
- Unpaved Trail



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

