

COWETA HIGH SCHOOL AND EAST HIGHWAY 51



Lack of sidewalks along Ben Lumpkin Rd.



Lack of crosswalks and ramps at intersection.



Hwy 51 is wide to cross as a pedestrian.



No ADA compliance or connection to sidewalks

Highway 51 is a large arterial roadway that is the main thoroughfare from Coweta to Tulsa. S South East Ave is a rural 2-lane street that serves as the entry drive to the Coweta High School. Hwy 51 experiences hostile driving patterns from speeding traffic, swerving, and congestion only during the peak times of morning and afternoon rush hour and schools' start and dismissal. At the intersection of S South East Ave, the lone crosswalk leads to no ramps or sidewalks and the time between walk signals is too long and the amount of time given to make the long crossing across 51 isn't long enough.

The concept solutions range from adding simple things like sidewalks and adding elements to the intersection to make it safer to cross. The intersection of 51 and S South East Ave should have push button detection and high visibility crosswalks on all 4 corners and ADA accessible ramps to sidewalks. Sidewalks should be added along the east side of S South East Ave at a minimum and on both sides if available. At the entries to the high school and the high school sports complex off of S South East Ave, there should be a raised crossing and HAWK signal to allow easier pedestrian crossing.

COWETA HIGH SCHOOL AND EAST HIGHWAY 51



Existing aerial of the Coweta High School complex and Highway 51.



Conceptual plan of the Coweta High School complex and Highway 51.

COWETA HIGH SCHOOL AND EAST HIGHWAY 51



Existing photo of S South East Ave looking south toward Coweeta High School



Conceptual photo-rendering of S South East Ave looking south toward Coweeta High School

WEST 41ST STREET AND WEST 113TH AVENUE



No pedestrian crossing across Hwy 97



Right turn slip lane on W 41st St S



No sidewalks along E 41st St



Access management issues along E 41st St

Highway 97, is a very hostile roadway to pedestrians and bicyclists and lacks sidewalks or crosswalks at any of the approaches at the intersection of West 41st Street. Highway 97 and is a suburban commercial corridor for Sand Springs and is a wide divided highway with a grassed median. Sand Springs has plans for a streetscape project along Old Sapulpa Rd to connect with West 41st Street and introduce separated bike lanes along the street. An existing shared use path has built on the north side of West 41st St, but ends before the intersection of Hwy 97.

When the streetscape project is implemented along South 113th West Avenue, a new separated bike lane or shared use path should be built along the east side of the street to connect to a new shared use path along the north side of West 41st Street

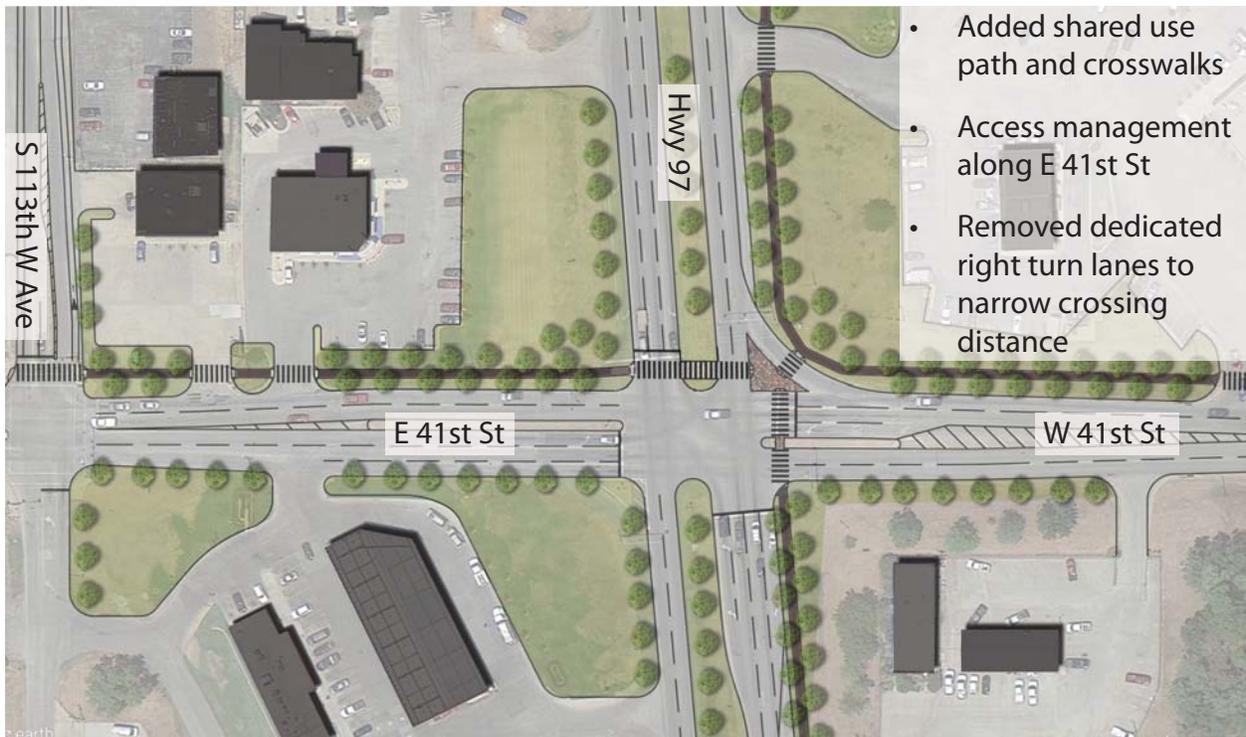
Install pedestrian push button sensors, high visibility crosswalks at all approaches, and median refuge areas at the intersection of Highway 97 and West 41st street

Remove dedicated right turn lanes at all approaches of the intersection of Highway 97 and West 41st Street to shorten the crossing distance of the intersection for pedestrians

WEST 41ST STREET AND WEST 113TH AVENUE



Existing aerial of the intersection of Highway 97 and 41st Street.



Conceptual plan of the intersection of Highway 97 and 41st Street.

WEST 41ST STREET AND WEST 113TH AVENUE



Existing photo looking east at the crossing of Highway 97 on 41st Street.



Conceptual photo-rendering of the proposed crossing of Highway 97.

NORTH 129TH EAST AVENUE AND EAST 86TH STREET NORTH HIGH SCHOOL



Class dismissal of students crossing N 129th E Ave



Students crossing East 86th St N on N 129th E Ave



Sidewalk along N 129th E Ave and school parking lot



Sidewalk on west side of N 129th E Ave

North 129th East Avenue and East 86th Street North are both key arterial thoroughfares that connect Owasso to the Mungo Valley Expressway and the surrounding residential areas. This concept area is at the intersection of these two large arterials and the Owasso High and Mid-high schools. They are directly across from one another on N 129th E Ave and generate a high volume of vehicular and pedestrian traffic. There is also a Sixth Grade Center to the south of the intersection on 129th East Ave south. Crossing guards are currently needed at all of the school entrances to control traffic and pedestrian conflicts. Traffic speeds are relatively normal and slow during school drop off and pick up times because of the high volume of traffic during those times, but the rest of the day has vehicular speeding and behavioral issues. The surrounding development is mostly suburban strip retail and gas stations and residential neighborhoods are single family cul-de-sac neighborhoods.

The solutions to help this area must focus heavily on pedestrian improvements and ways to calm vehicular traffic along the arterials. The biggest impact would come from constructing raised crosswalks or table the intersection at the High School-Mid-high School entrances off of N 129th East Ave. This would both slow vehicular traffic and would increase the safety of people walking across the intersection. It would also create a gateway to the area and provide a grand entry to the schools. It is also vital to widen the crosswalks and make them high visibility markings at the intersection of N 129th East Ave and E 86th Street N. Lastly, a mid-block crossing with HAWK signal and raised median along E 86th St N would allow easier crossing of high school students and the shopping center on the south side of the street.

NORTH 129TH EAST AVENUE AND EAST 86TH STREET NORTH HIGH SCHOOL



Existing aerial of the Owasso High and Mid-high school entry intersection



Conceptual plan of the proposed raised intersection at the Owasso High and Mid-high school entry intersection

NORTH 129TH EAST AVENUE AND EAST 86TH STREET NORTH HIGH SCHOOL



Existing photo looking east at the entry intersection of the Owasso High and Mid-high schools



Conceptual photo-rendering of the entry intersection of the Owasso High and Mid-high schools

15TH STREET BETWEEN PEORIA AVENUE AND UTICA AVENUE



Typical sidewalk view on north side of 15th Street



On street parking removed from south side of 15th Street



Lack of mid-block crossings along 15th Street



Access management issues along 15th Street

The 15th Street, Utica, and Cherry Avenue development corridors are key redevelopment streets to the east of downtown Tulsa. Unfortunately their typical design vocabulary is a five lane arterial cross section, and in the areas that have had streetscape treatments applied, there are now access management issues and a lack of pedestrian and bicycle accommodations. These corridors are economically stable and have a good variety of retail shops and restaurants, but have the potential to be even better with some visible investment in the streets and sidewalks. Currently there is a lack of continuous sidewalks along 15th Street and Utica Avenue and a lack of crossing treatments at driveway cuts and cross streets along the two arterials.

The conditions along these corridors can be improved with a few minimal investments and streetscape elements. The sidewalks should be made clear and continuous along both sides of the streets and high visibility crosswalks should be added at the intersection of 15th Street and Utica Avenue. This will require building raised sidewalks at driveway crossings along 15th Street and implementing some access management strategies for businesses that currently have open parking areas to the street. Along 15th Street there should be several mid-block crossings and crossing treatments at the intersection of SH-51/St Louis Avenue, south of 15th St. These crossings should be a part of a streetscape enhancement project that bring in bulb-outs with street trees and pedestrian scale street lighting along the sidewalks.

15TH STREET BETWEEN PEORIA AVENUE AND UTICA AVENUE



Existing aerial of E 15th Street



Conceptual plan of the proposed crossings, streetscape treatments, and sidewalk improvements on E 15th Street

15TH STREET BETWEEN PEORIA AVENUE AND UTICA AVENUE



Existing photo looking east at the faded crossing of E 15th Street



Conceptual photo-rendering of a raised mid-block crossing on E 15th Street

EAST 21ST STREET AT SOUTH GARNETT ROAD



Looking west on E 21st St from the intersection of Garnett



Looking east on E 21st St from the intersection of Garnett



Looking North at the crossing of E 21st St on Garnett Rd

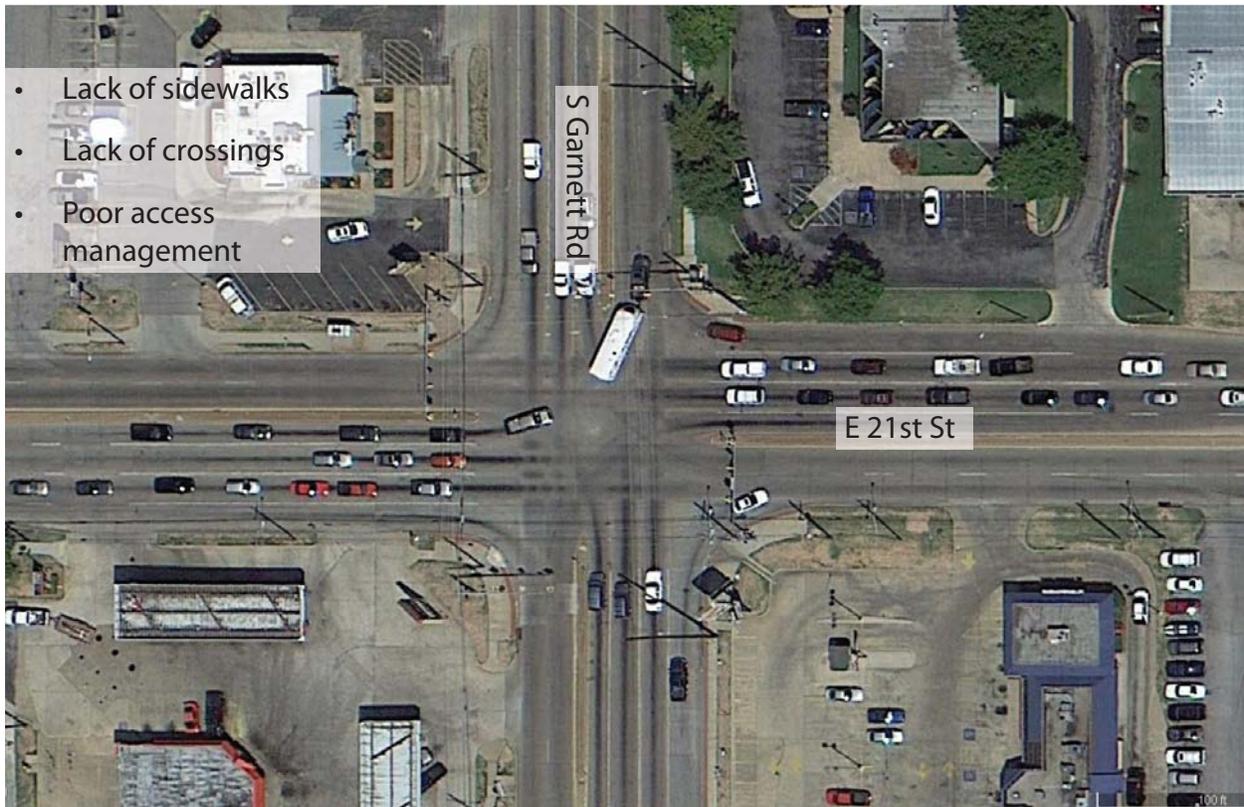


Wide intersection at E 21st Street and Garnett Road

East 21st Street and Garnett Road are key arterials that connect to Mingo Valley Expressway and Interstate 44. They have a typical suburban strip development character. At the intersection of East 21st Street and Garnett Road there is a small node of retail stores, chain restaurants, and gas stations. Unfortunately there are no continuous sidewalks along either side of E 21st Street, and there are multiple driveway cuts and access management issues with the development patterns and large surface parking lots. There are also no sidewalks or crossing treatments as a pedestrian gets toward Highway 169 exit ramps. Along this corridor there are additional pedestrian and vehicle conflicts because of the multiple parking lot entries and poor access management. Transit service exists on both streets, but the lack of sidewalk connectivity creates a barrier to access the bus stops along E 21st Street.

The first improvements to this area should occur within the pedestrian realm. Each side of E 21st Street should have continuous sidewalks with shade trees planted within a grass planting strip between the roadway and the new sidewalk. Access management strategies should be implemented along the streets to make the sidewalks safer from turning vehicles in the multiple driveway cuts for each property and parking lots. This will reduce the number of sidewalk crossings and make it safer for vehicles traveling along the streets to not have as many turning vehicles. There should also be high visibility crosswalk markings added to the intersection of Garnett Road and E 21st Street. These crossing can be further protected by adding raised median islands and extensions to the ends to provide refuge areas at the crossings.

EAST 21ST STREET AT SOUTH GARNETT ROAD



Existing aerial of the intersection of E 21st Street and S Garnett Road



Conceptual plan of the proposed crossings, streetscape treatments, and sidewalk improvements at the intersection of E 21st Street and S Garnett Road

EAST 21ST STREET AT SOUTH GARNETT ROAD



Existing photo looking east at the missing crosswalk at the crossing of South Garnett Road



Conceptual photo-rendering of a high visibility crosswalk and raised refuge island median

EAST 21ST STREET AT HIGHWAY 169



Lack of sidewalk under the Highway 169 overpass



Lack of crossing at the Highway 169 off ramps



Lack of sidewalk along East 21st Street



Lack of pedestrian crossings across East 21st Street

There are similar issues at the intersection of Highway 169 and East 21st Street to what occurs to the east at the Garnett Road intersection concept area. The sidewalks completely disappear and leave dirt “cow paths” where pedestrians and cyclists travel along the edge of East 21st Street. There are pedestrian signals at the crossings of the highway ramps, but the push buttons are not activated and there are no crosswalks.

As with the area along East 21st Street to the east, sidewalks are the top priority in this concept area. To help accommodate bikes these should be shared use paths under the Highway 169 overpass. To make crossings safer and more conspicuous there should be high visibility crosswalk markings at the Highway ramp intersections, and push button detection at the ramp crossings. There should also be shade trees planted within the planting strip between the roadway and the new sidewalk.

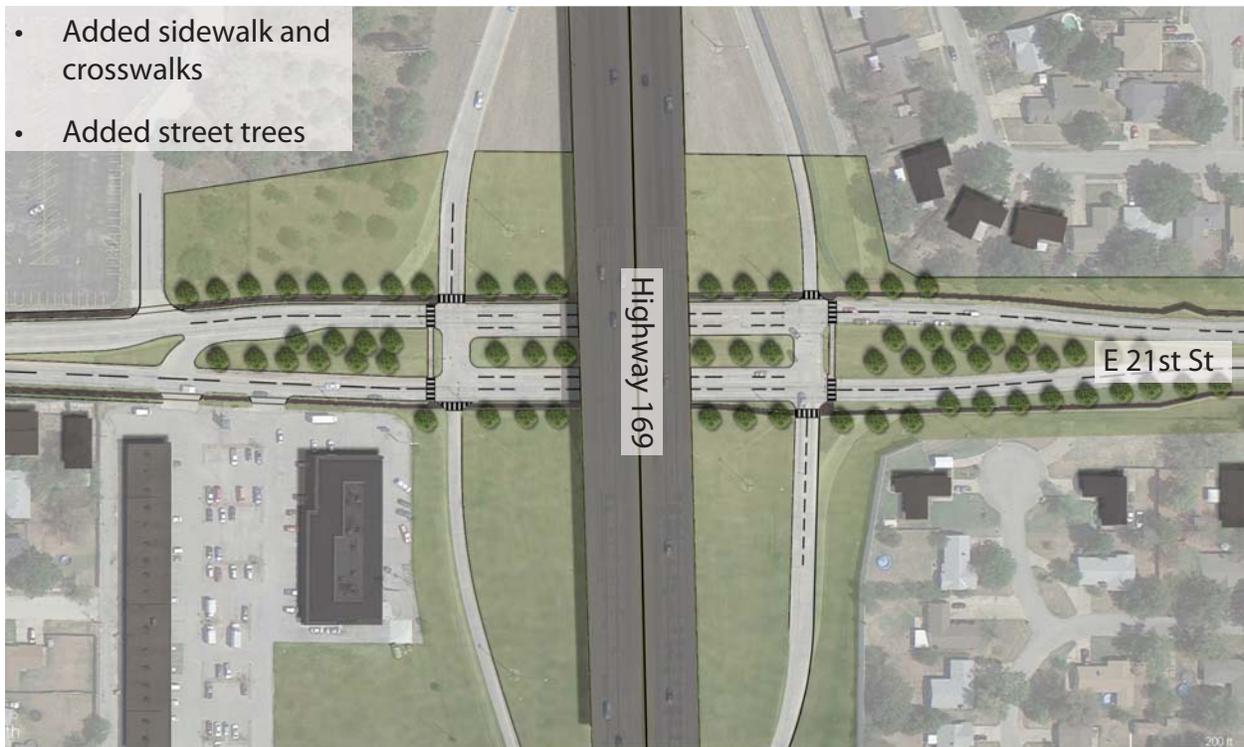
EAST 21ST STREET AT HIGHWAY 169

- Lack of sidewalks
- Lack of crossings



Existing aerial of the intersection of E 21st Street and Highway 169

- Added sidewalk and crosswalks
- Added street trees



Conceptual plan of the proposed crossings, streetscape treatments, and sidewalk improvements at the intersection of E 21st Street and Highway 169

EAST 21ST STREET AT HIGHWAY 169



Existing photo looking east at the missing crosswalk at the crossing of the Highway 169 on ramp



Conceptual photo-rendering of a high visibility crosswalk at the crossing of the Highway 169 on ramp