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## Walkshop Summary

The Glenpool walkshop was conducted on March 24, 2014. The project team, INCOG Staff, City Staff and community members gathered to discuss

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

### Identified Issue:

Connect Black Gold Park north to 141st Street and south to 146th Street.

### Response:

A shared use path is proposed along the east side of US-75 that will connect Black Gold Park to the north and south.

### Identified Issue:

Connect the school campus to the South County Recreation Center on South Peoria Ave and subsequently link to Jenks.

### Response:

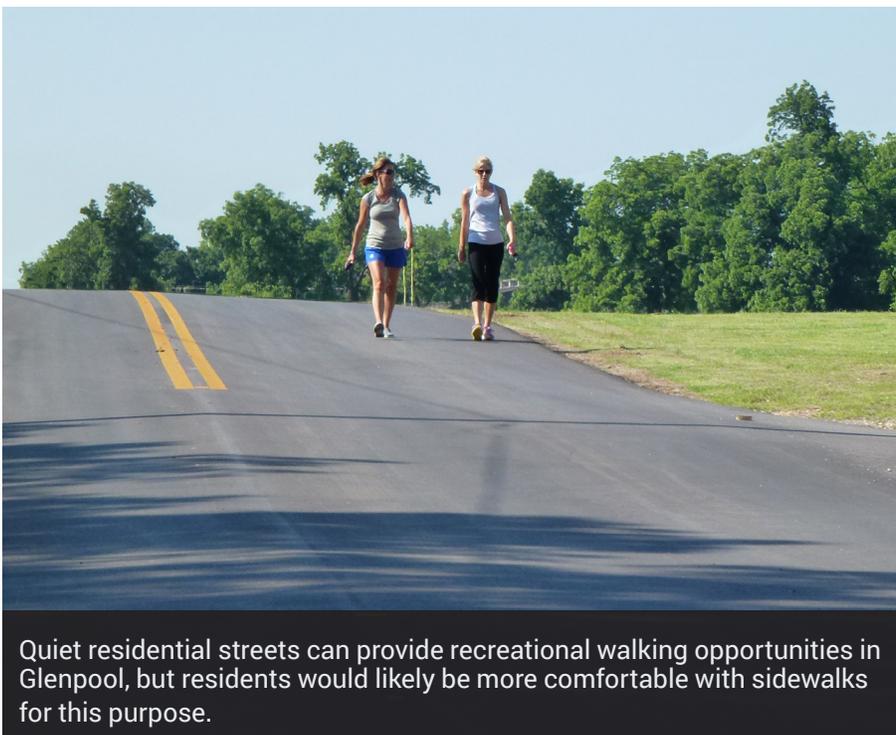
Shared lane markings along Fern Street will connect north to recommended 141st Street bike lanes. This facility, and existing sidewalks, will connect to a proposed sidepath along South Peoria Ave. The proposed sidepath here continues north three miles to Jenks.

### Identified Issue:

Provide pedestrian and bicycle accommodations to cross US-75 to connect the school campus and community library to the east with existing and new residential on the west side of US-75.

### Response:

Connections in this area are included in the plan as a focus area with recommendations in the following pages.



Quiet residential streets can provide recreational walking opportunities in Glenpool, but residents would likely be more comfortable with sidewalks for this purpose.

## Policy Review and Recommendations

Glenpool's regulations are comprehensive in nature calling for the construction of sidewalks on both sides of local and collector streets serving single family or multifamily residential subdivisions. Engineering Design Standards also call for a minimum of four feet for sidewalks conforming to ADA requirements. Standards also call for constructing sidewalks in residential subdivisions within the dedicated the dedicated street right-of-way, parallel to, and not less than one foot from the outside right-of-way line, or no less than three feet from the back of curb line on the adjacent street. The same document includes provisions that allow in-lieu fees for sidewalks from developers. No regulations contain any standards for the provision or design of bicycle facilities.

### Recommendations

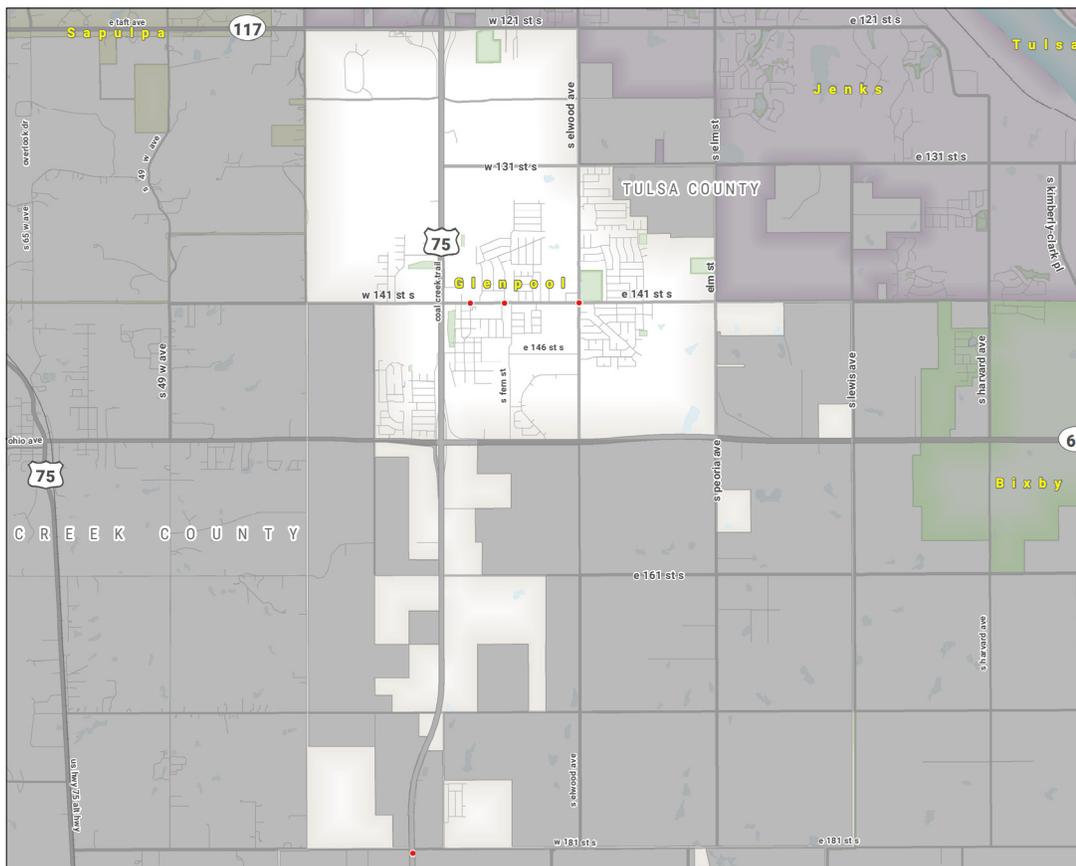
- Consider adopting design guidelines for pedestrian and bicycle facilities outlined in the GO Plan.
- Consider amending regulations to require sidewalks along streets with non-residential development to provide access to commercial uses.
- Consider amending regulations to require pedestrian/bicycle connections from subdivisions to adjacent community-oriented uses such as schools, parks and community centers.
- Consider amending regulations to prohibit offset intersections of local streets across arterials when new streets are added to the network.

## 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 the 146th Street corridor from US-75 to the Middle School and High School complex.

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 such as the majority of a community's retail development.

While filling sidewalk gaps on arterials may reduce the number of vehicle-pedestrian crashes, many conflicts actually occur at intersections. The two pedestrian crashes and one bicycle crash reported in Glenpool in the five years ending July 2014 were located on 141st Street where sidewalks already exist. 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.



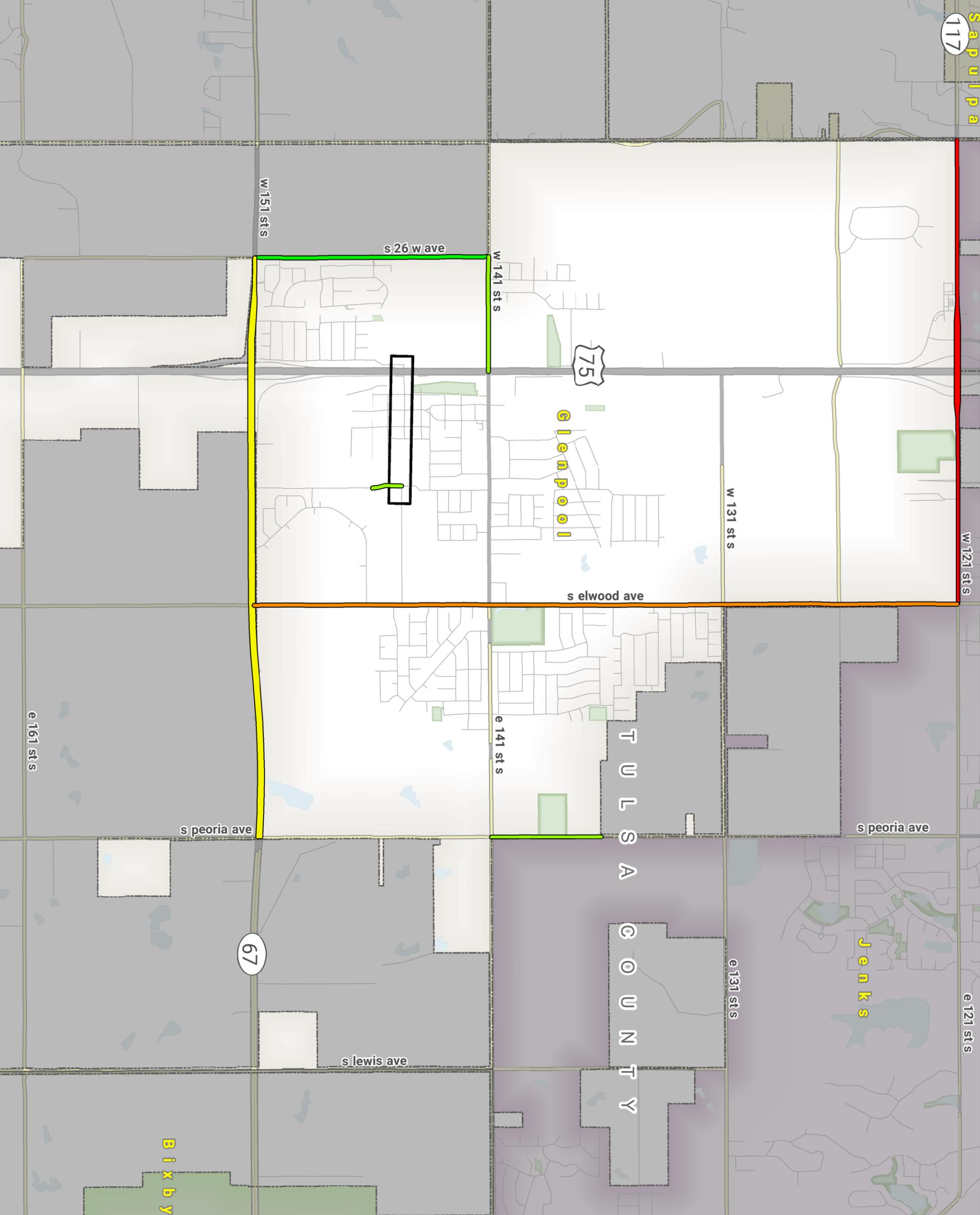
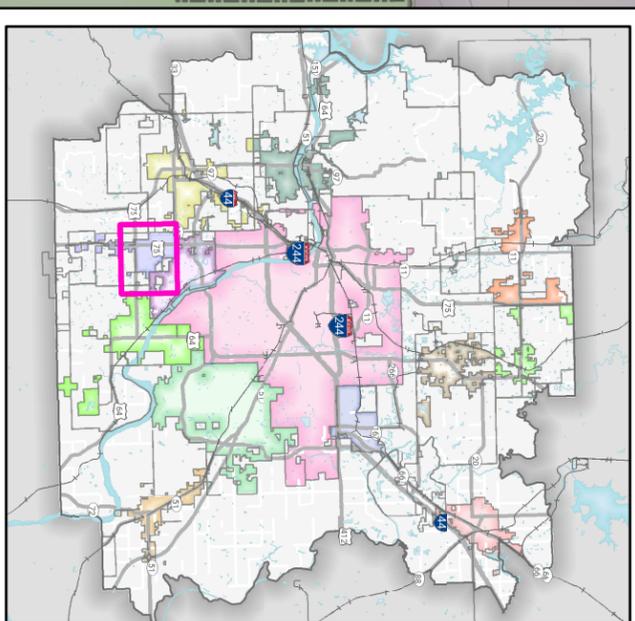
# Pedestrian Improvements 3/4/2020

Tulsa Regional Bicycle & Pedestrian Master Plan

## Glenpool

Prioritized Sidewalk Gaps by Quintile

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

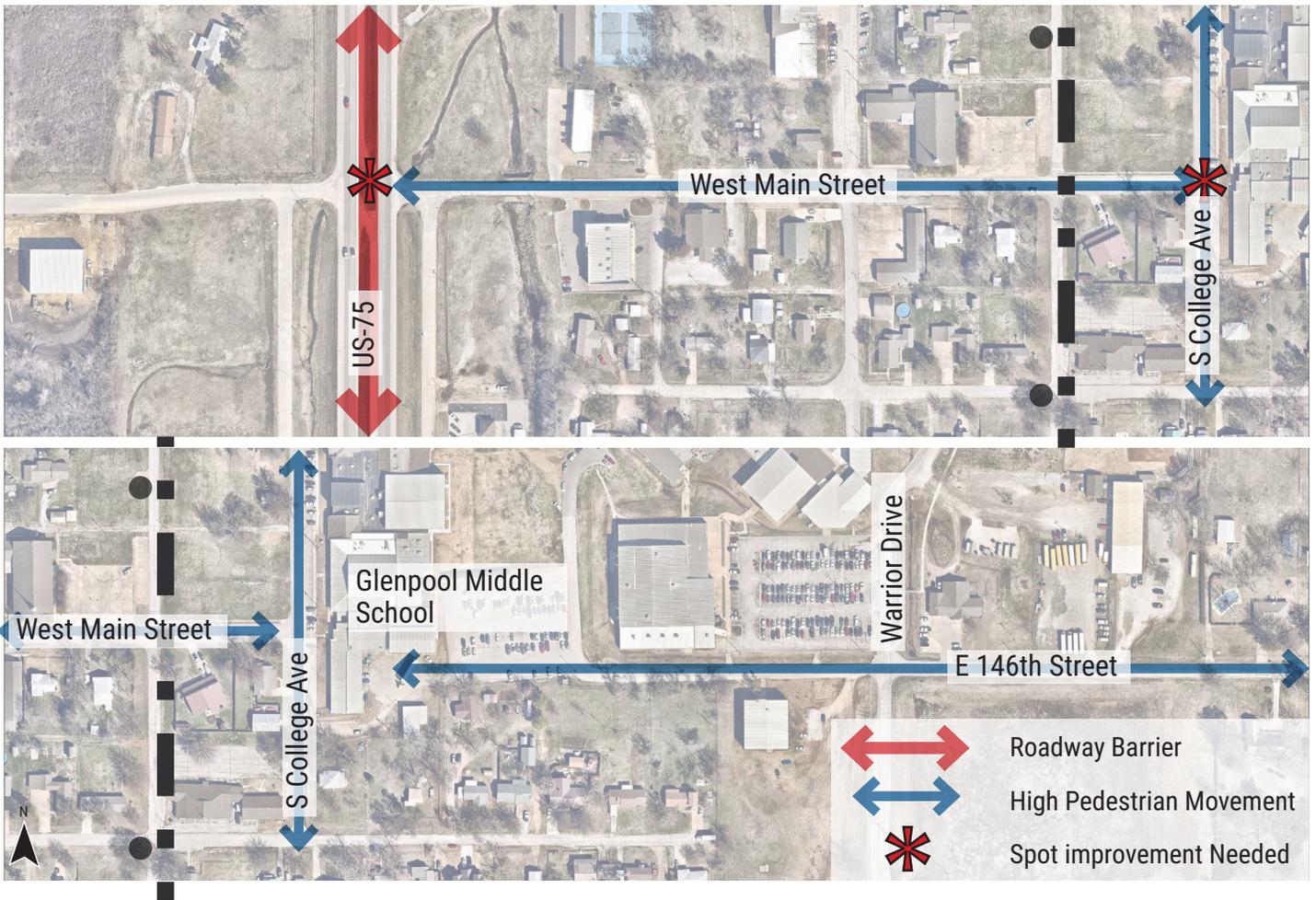


GO TULSA  
Tulsa Regional Bicycle & Pedestrian Master Plan  
A PLAN FOR PEOPLE POWERED MOVEMENT

0 0.4 0.8  
Miles

Toole Design Group  
Crafton Tull

## WEST MAIN STREET FROM US-75 TO WARRIOR DRIVE



### Why is this a focus area?

- West Main Street is a key street to connect US-75 to the town of Glenpool and the numerous churches and schools that are in close proximity to the street and the highway
- New and upcoming residential development west of US-75 needs a safe and comfortable connection to the main part of Glenpool
- West Main Street is a typical 4 and 5 lane section with several intersections along it and especially the key intersection with US-75
- Sidewalks are needed in the entire area around West Main Street
- There are no pedestrian or bicycle accommodations to cross US-75



E 141st Street, just north of this focus area



Typical section of E 146th Street

# WEST MAIN STREET FROM US-75 TO WARRIOR DRIVE

## Proposed solutions

- Add sidewalks along both sides of West Main Street
- Install a HAWK signal, push button pedestrian sensor, and high visibility crosswalks to cross US-75
- If a crossing of US-75 cannot be achieved, a pedestrian bridge should be built to span across US-75 to provide safe, comfortable crossing along West Main Street



Sidewalk with buffer from travel lane

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



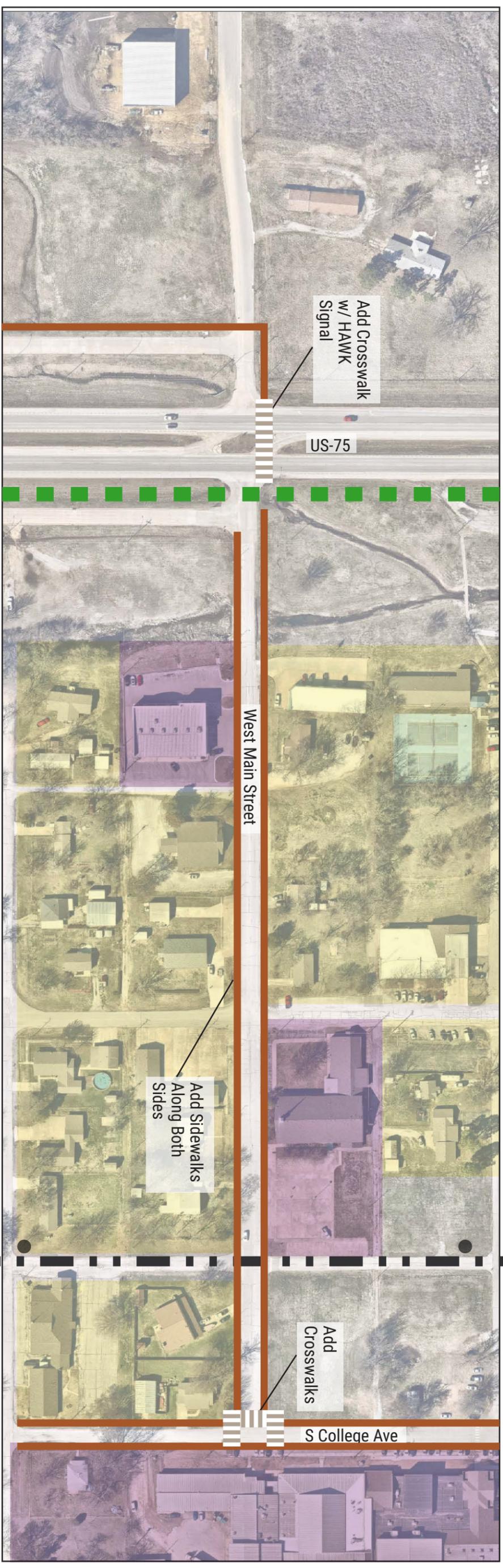
Curb extension to shorten crosswalk distance



School crossing



Wide median for mid-block crossing refuge



	Recommended Sidepath
	Signed Route
	Church/School Site
	Residential Development

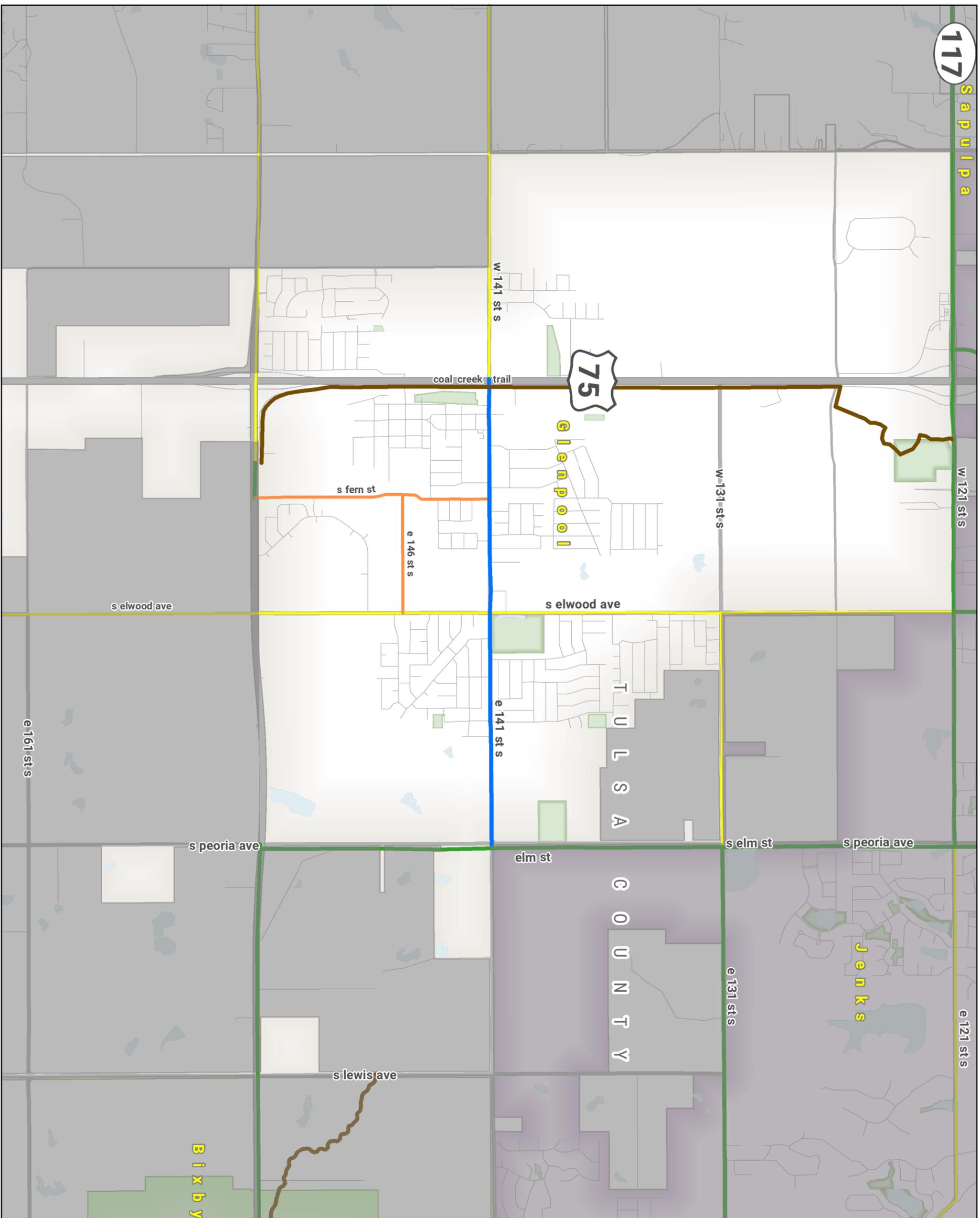


## Bicycle Network Recommendations

The bicycle facility recommendations for Glenpool were developed through the process described in Chapter 2, including a number of conversations and reviews with City staff in the Planning department. 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, bike lanes are recommended on 141st Street, Glenpool's main street. Bike lanes will provide a dedicated space on the roadway for bicyclists. This facility should be implemented through a combination of a number of strategies: road diet in the five-lane section, road widening from Hickory Street to Elwood Avenue, and a lane diet from Elwood Avenue to Peoria Avenue.

The set of recommendations for Glenpool 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

GLENPOOL	TOTAL MILEAGE	COST PER MILE	TOTAL COST
Signed Route	0.98	\$ 800 to 18,500	\$1,000
Shared Lane Markings	1.54	\$33,400	\$51,000
Bike Lane	2.04	\$71,600	\$146,000
Sidepath	1.00	\$719,000	\$721,000
Trail	3.52	\$888,100	\$3,127,000
<b>Total</b>	<b>9.08</b>		<b>\$4,046,000</b>

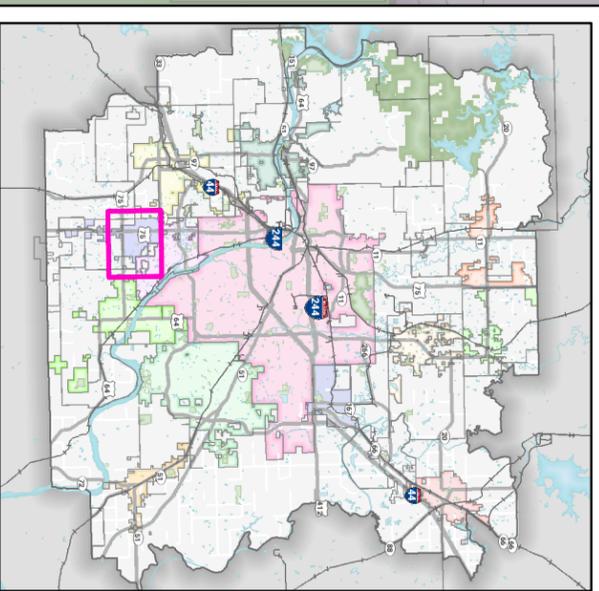


**Final Network**  
8/31/2015

Tulsa Regional Bicycle & Pedestrian Master Plan

**Glenpool**

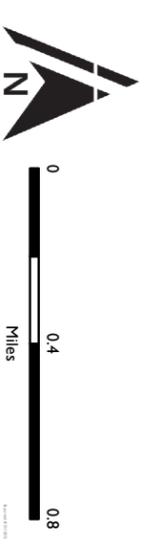
- Recommendations**
- Trail
  - Sidepath
  - Bike Lane
  - Shared Lane Marking
  - Signed Route



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