Glenpool

Community Overview

Glenpool is a city of nearly 12,000 residents located in Tulsa County southwest of Tulsa and Jenks. The city is growing quickly, having increased in population by 45 percent from 2000 to 2014. New residential development has been predominantly single-family housing on medium-sized lots east of US-75; some multifamily housing is planned for locations west of US-75.

Many residents use US-75 to easily access to the Creek Turnpike to the north and commute to jobs in Tulsa. This street is a major north-south artery that bisects the city. Carrying up to 45,000 vehicles per day, the four-lane divided highway creates a barrier between developments on either side. Most of the residential neighborhoods in Glenpool are located between 131st Street on the north and 151st Street on the south. A sizable portion of the city’s land area is still devoted to oil extraction and storage. Commercial development in the city is located along Main Street (141st Street) and at the intersection of US-75 and 131st Street, including a Walmart Supercenter and the Glenpool Conference and Event Center. All of the city’s schools are centrally located in the block bounded by 141st Street, 151st Street, US-75 and Elwood Ave.
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 or bicycle crash
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.
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

For design specifics on these recommended facilities, see Appendix A: Design Guidelines.
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Recommended Sidepath
- Signed Route: Church/School Site
- Residential Development

Add Sidewalks Along Both Sides
Add Crosswalks
Add Crosswalk w/ HAWK Signal

West Main Street from US-75 to Warrior Drive
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.

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Chapter 6: Glenpool Community Plan
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