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Sand Springs

Community Overview

Sand Springs is a city of nearly 20,000 residents located on both sides of the Arkansas River to the west of Tulsa. The historical downtown of Sand Springs is located north of the Arkansas, north of SH-412. Small commercial development is located here within the downtown streets, and small lot single-family residential development exists throughout the rest of the historic street grid. A large industrial area exists south of the expressway on the north bank of the Arkansas which is the major employment center for the city. The 2004 Keystone Corridor Plan is guiding redevelopment in this area also with a new, large hotel under development at Morrow Road and Main Street. Aside from this area, the majority of development is occurring south of the Arkansas.

The SH-97 bridge connects the northern and southern portions of Sand Springs across the Arkansas River. Southern Sand Springs has predominantly residential development with commercial strips along 113th West Avenue, SH-97 and a portion of 41st Street.

Sand Springs is connected to the western edge of Tulsa by the 5.5-mile KATY Trail which runs along a former rail line parallel SH-412 and over the SH-97 bridge to southern Sand Springs. The River City Trail connects the River City Sports Complex to the KATY Trail at the SH-97 bridge. Additional trails are in the planning process along Park Road (between Charles Page High School and Sand Springs Lake), across a new low water dam east of the SH-97 bridge.

New residential development in the city features sidewalks on both sides of the street, often with a planted buffer strip between it and the street edge. Some additional sidewalk retrofits have been implemented in the last five years in older residential neighborhoods, especially north of the Arkansas. Sidewalk coverage is lacking on some major arterial streets such as Charles Page Boulevard where a bus line exists that connects the eastern edge of the city to important destinations closer to the downtown area such as Tulsa Tech. There are also no pedestrian crossings along this segment which would provide access from bus stops to destinations on the south side of the street.
Policy Review and Recommendations

Sand Springs’ subdivision regulations provide comprehensive requirements for the construction of sidewalks. Sidewalks are required on both sides of all primary and secondary arterial streets, commercial and industrial collectors, and on both sides of minor and collector streets serving a residential subdivision except where the typical pavement section provides for a shoulder and borrow ditch (no curb), or where residential estates (RE) zoning has been allowed. Sidewalks are also to be built to ADA standards.

Block length maximums are also codified in Sand Springs’ subdivision regulations. The regulations require that all blocks for residential use not exceed 1,500 feet in length. For those instances where the length of the block exceeds 1,000 feet, the code specifies that the planning commission may require easements for pedestrian ways through the block which shall have a minimum width of ten feet and a paved sidewalk constructed in accordance with the engineering design criteria and these regulations.

Subdivision regulations also specify that the Planning Commission may require perpetual unobstructed easements of up to 10 feet to provide adequate pedestrian circulation and access to schools, parks, and playgrounds.

Recommendations

- Consider amending subdivision regulations to add trails to the list of destinations that may necessitate easements for pedestrian access.
- Consider adopting design guidelines for pedestrian and bicycle facilities outlined in the GO Plan.

Walkshop Summary

The Sand Springs walkshop was conducted on April 11, 2014. The Planning Team, INCOG Staff, City Staff and community members gathered to discuss bicycle and pedestrian facilities. The following items were identified as future needs and improvement priorities at the walkshop:

**Identified Issue:**
Provide a connection to the bus stop and Early Childhood Center at Charles Page and 81st West Avenue.

**Response:**
A new side path is proposed on the west side of 81st West Avenue from Charles Page Boulevard to 7th Street. The new path would connect to the existing Sand Spring Lake Trail at Park Road.

**Identified Issue:**
Connect the River City Sports Complex on Wekiwa Road to additional city neighborhoods.

**Response:**
A new bike lane is proposed along Main Street from the KATY Trail through downtown along East Broadway Street to overcome the barrier of SH-412.

**Identified Issue:**
Provide intersection improvements at 41st Street and 113th West Avenue just one block west of SH-97.

**Response:**
Intersection improvements in this area are included in the plan as a focus area with recommendations in the following pages.
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 intersection of 41st Street and SH-97 which is presented in the following section and is also included in the concept designs section of Chapter 3.

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. Many of the 16 pedestrian crashes reported in Sand Springs 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 such as the one included at Sand Springs' focus area. 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.
Why is this a focus area?

- Commercial destinations located on three of four corners are not connected by pedestrian infrastructure
- Highway 97 is a wide divided highway that is very hostile to pedestrians and bicyclists and lacks crosswalks at any of the approaches
- Lack of sidewalks along West 41st Street or South 113th West Avenue
- South 113th West Avenue is a parallel street to Highway 97 and is a commercial corridor for Sand Springs which the city has plans for improving, including a high-quality bicycle facility connecting to 41st Street
- An existing sidepath is built on 41st Street to the east of Highway 97, but ends before the intersection
Proposed solutions

• When the streetscape project is implemented along South 113th West Avenue, a new separated bike lane or sidepath should be built along the east side of the street to connect to a new sidepath 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

For design specifics on these recommended facilities, see Appendix A: Design Guidelines.
Chapter 6: Sand Springs Community Plan

Recommended Cycle Track
Recommended Sidepath
Commercial Development

W 41st Street
Highway 97
S 113th W Ave

Raised Crosswalk
Crosswalks Added

Turn Lane Removal

West 41st Street and Highway 97
The bicycle facility recommendations for Sand Springs were developed through the process described in Chapter 2, including a number of conversations and reviews with City staff in the Planning department. Recommendations incorporate bicycle facilities already in the planning process at the City level during the development of the GO Plan. 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, shared lane markings are recommended on a number of low-volume local streets in the southern part of Sand Springs that will connect neighborhoods to one another and to the local schools and additional bike facilities along 113th West Avenue and SH-97.

The set of recommendations for Sand Springs 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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