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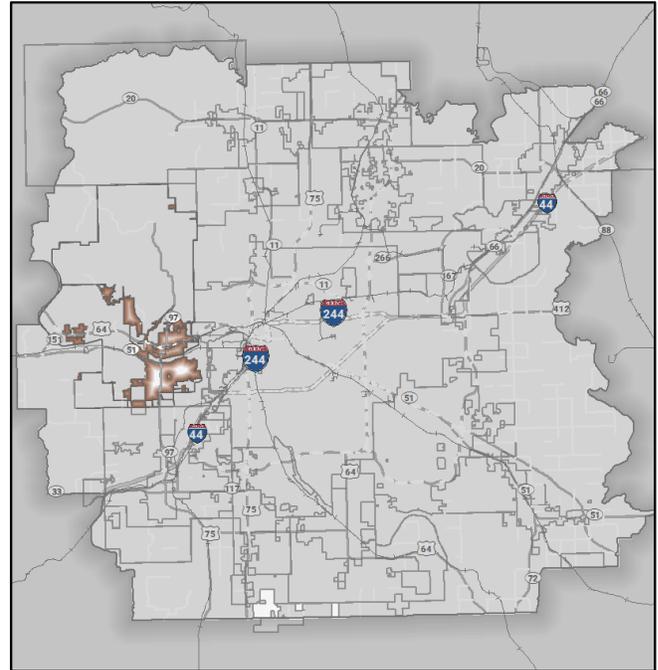
Sand Springs

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.

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.

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.

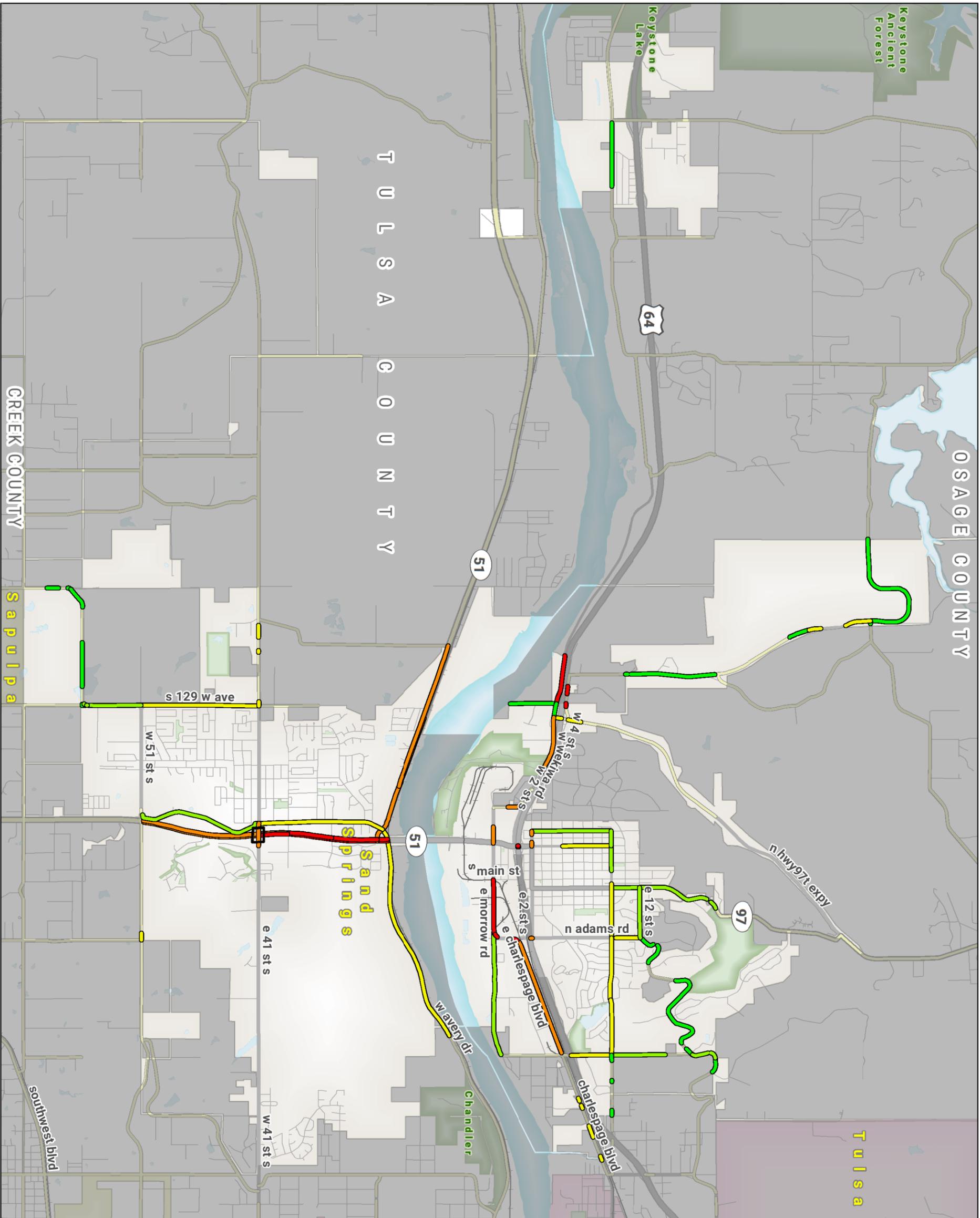
Keystone Ancient Forest

Keystone Lake

TULSA COUNTY

CREEK COUNTY

SAPULPA



Pedestrian Improvements

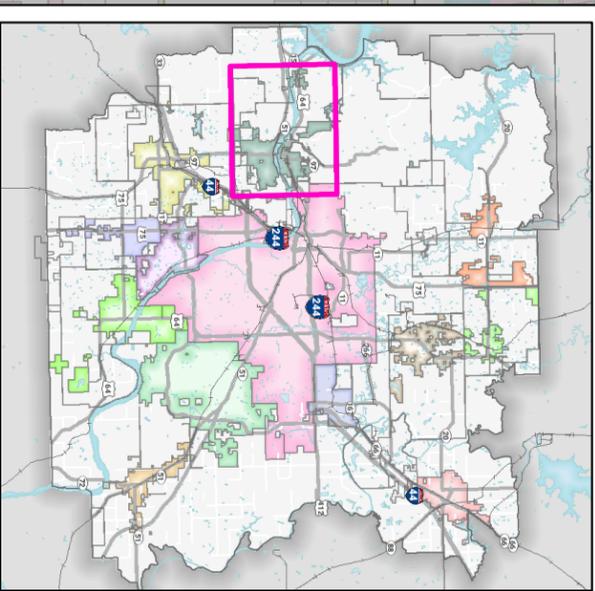
8/26/2015

Tulsa Regional Bicycle & Pedestrian Master Plan

Sand Springs

Prioritized Sidewalk Gaps by Quintile

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



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

Toole Design Group

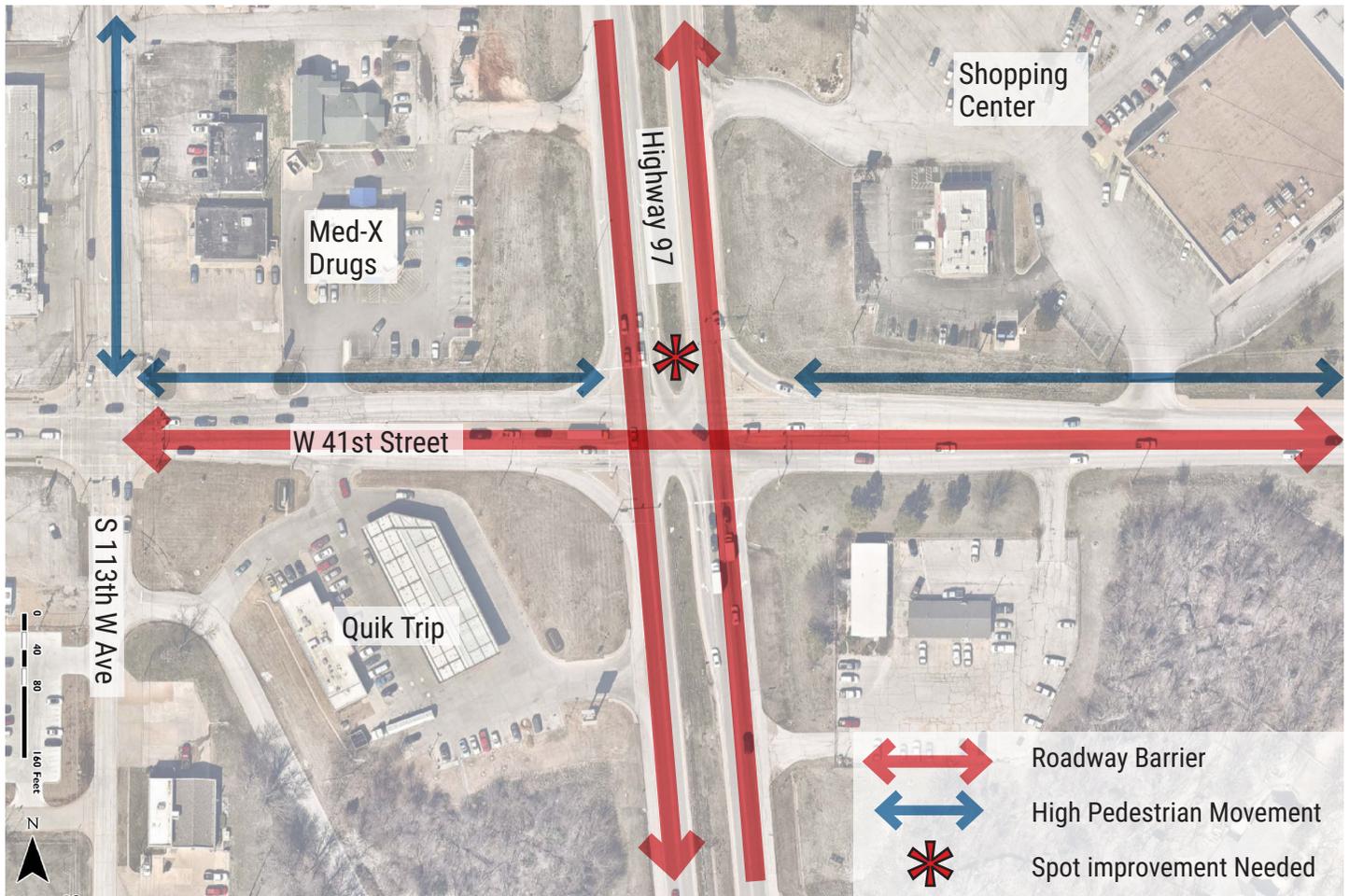
Crafton Tull

0 0.8 1.6 Miles

Date: 8/26/2015



WEST 41ST STREET AND HIGHWAY 97



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



Crossing Highway 97 on W 41st Street

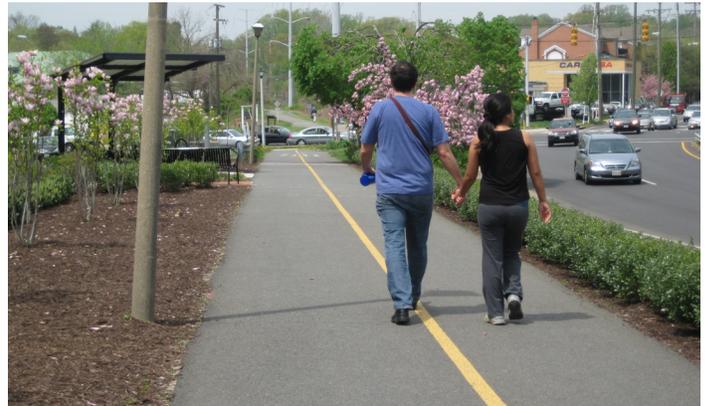


No sidewalks along W 41st Street (looking west)

WEST 41ST STREET AND HIGHWAY 97

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



Sidepath



Sidewalk driveway crossings

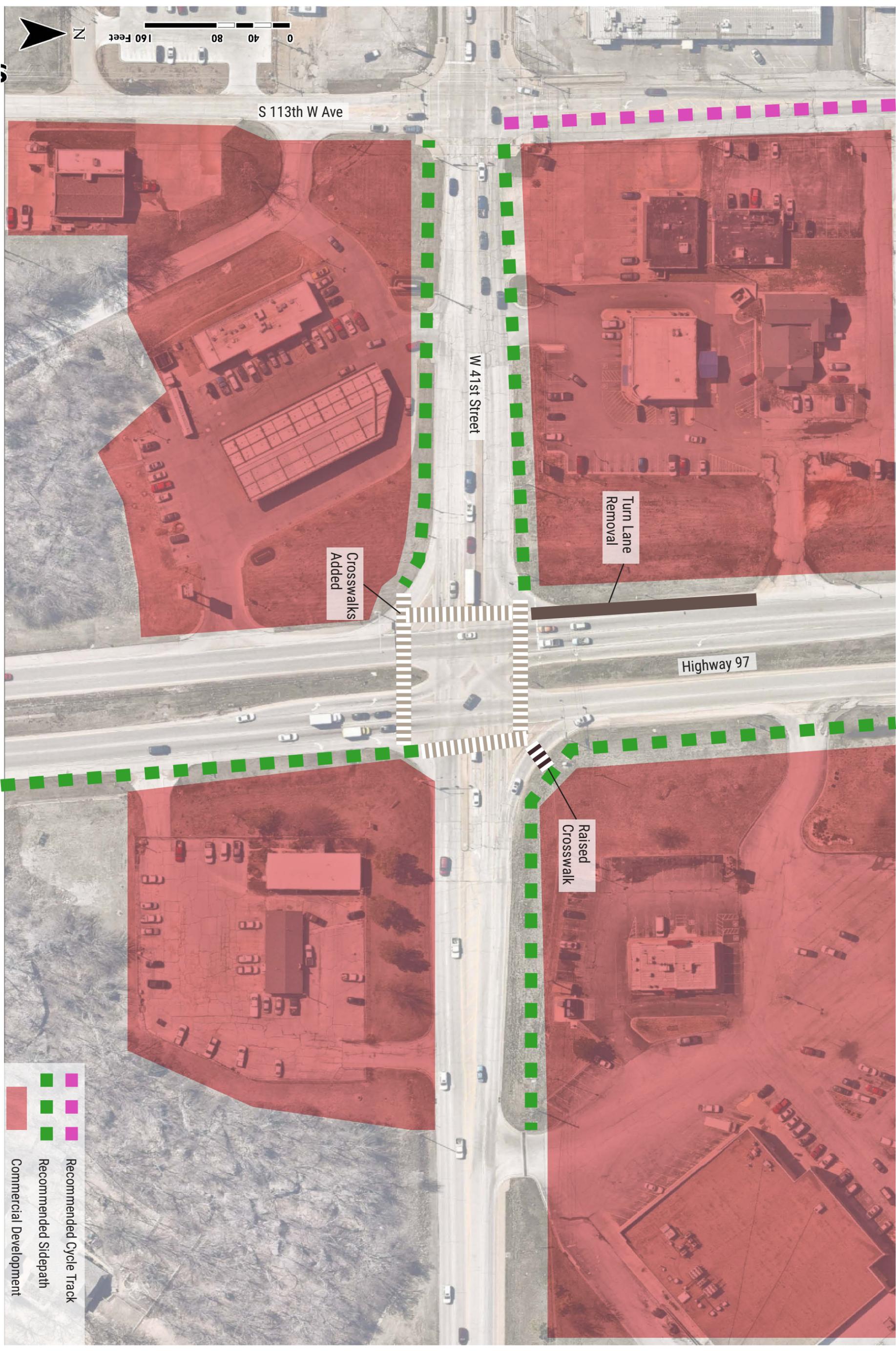
For design specifics on these recommended facilities, see Appendix A: Design Guidelines.



Pedestrian push button



Intersection crossing with refuge median



	Recommended Cycle Track
	Recommended Sidewalk
	Commercial Development

Bicycle Network Recommendations

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.

SAND SPRINGS	TOTAL MILEAGE	COST PER MILE	TOTAL COST
Signed Route	16.01	\$ 800 to 18,500	\$68,000
Shared Lane Markings	5.43	\$33,400	\$181,000
Bike Lane	1.30	\$71,600	\$93,000
Buffered Bike Lane	0.45	\$71,000	\$32,000
Cycle Track	1.07	\$120,700	\$129,000
Sidepath	1.74	\$719,000	\$1,250,000
Trail	2.44	\$888,100	\$2,166,000
Total	28.43		\$3,919,000

Final Network 8/31/2015

Tulsa Regional Bicycle & Pedestrian Master Plan

Sand Springs

- | Recommendations | Existing Facilities |
|---------------------|---------------------|
| Trail | Trail |
| Sidepath | Unpaved Trail |
| Cycle Track | |
| Bike Lane | |
| Shared Lane Marking | |
| Signed Route | |

