

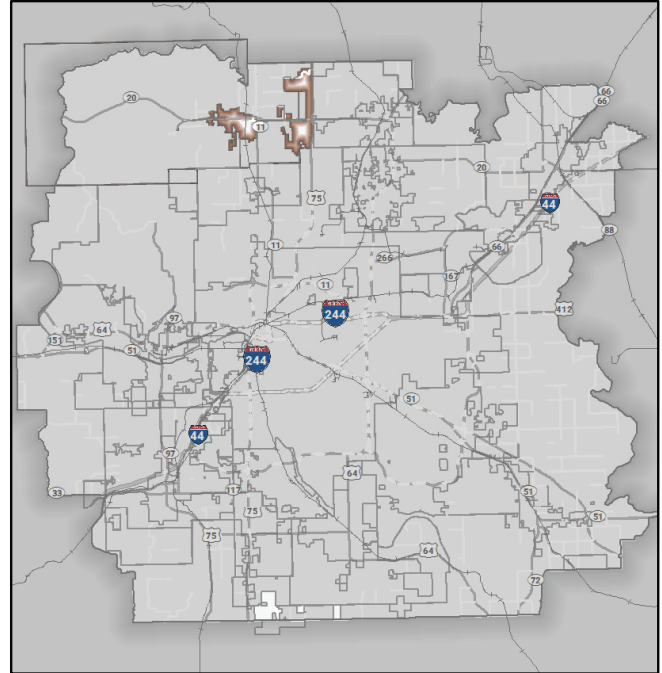
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# Skiatook

## Community Overview

Skiatook is a growing city located approximately 14 miles north of downtown Tulsa with its main street, W.C. Rogers Boulevard, along SH-20. The city's population grew by 37 percent from 2000 to 2010 and today stands at nearly 7,800 residents. Commercial land uses which range from a Walmart Supercenter to independent and chain restaurants, are concentrated along W.C. Rogers Boulevard. Most residential development is on the historic downtown grid system of streets with single family houses on small lots. Some multifamily housing exists in the center of the city, and new larger lot development is growing in the northwest of the city. The majority of Skiatook's 16.4-square mile area is still undeveloped.

Skiatook is connected to the City of Tulsa via the Osage Prairie Trail which was completed in 2005, constructed with funds from Vision 2025, the suite of Tulsa County community infrastructure projects funded by a sales tax increase approved in 2003. There are no other trails today within the city boundaries, and there are no on-street bicycle facilities.



Streetscape improvements have been implemented on W.C. Rogers Boulevard from Osage Avenue to B Street that include decorative sidewalk paving and curb extensions with planters and benches. However, these sidewalks have light poles located in them that create obstructions to pedestrian travel. Sidewalk coverage throughout the rest of the city is sporadic, but most sidewalks are constructed with a sizeable grass buffer where they exist on residential streets.

## Policy Review and Recommendations

Through its Zoning Regulations, the City of Skiatook requires that all local and collector streets serving residential subdivisions provide ADA compliant sidewalks on both sides of the street. Additionally, all sidewalks are to be built to engineering standards including six feet wide and four inch deep. There are no pedestrian scale lighting requirements.

Regarding bicycles, the City does not provide specific regulations and design standards for the provision of bicycle parking or on-street or trail facilities.

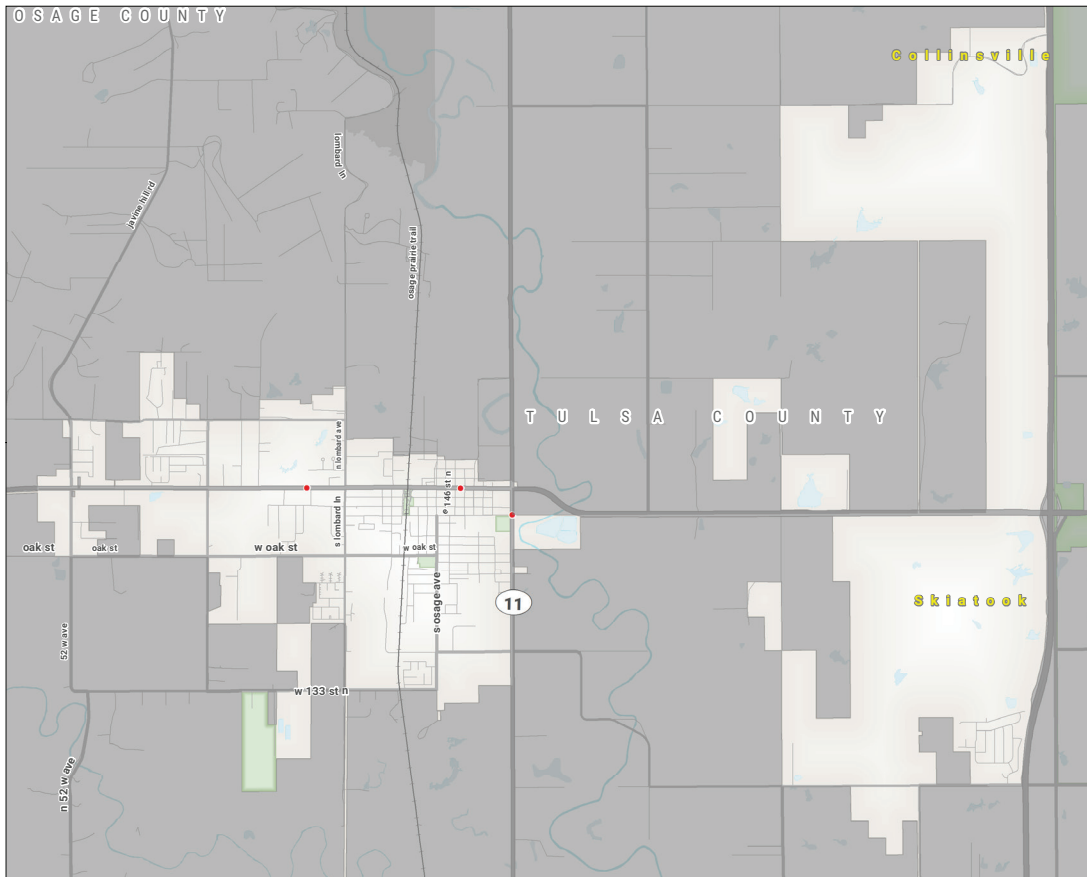
### Recommendations

- Consider adopting design guidelines for pedestrian and bicycle facilities outlined in the GO Plan.
- Consider amending Zoning Regulations to include a requirement for sidewalks on arterial streets.
- Consider requiring the provision of bicycle parking at new downtown developments.

## Pedestrian Network Recommendations

The pedestrian facility recommendations for Skiatook consist of a prioritized list of known sidewalk gaps on arterial streets. 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. There were two pedestrian-vehicle crashes reported in Skiatook between July 2009 and July 2014, both of which occurred at unsignalized arterial intersections without sidewalks.

While filling sidewalk gaps on arterials may reduce the number of vehicle-pedestrian crashes, many conflicts actually occur at intersections. 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

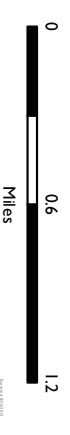
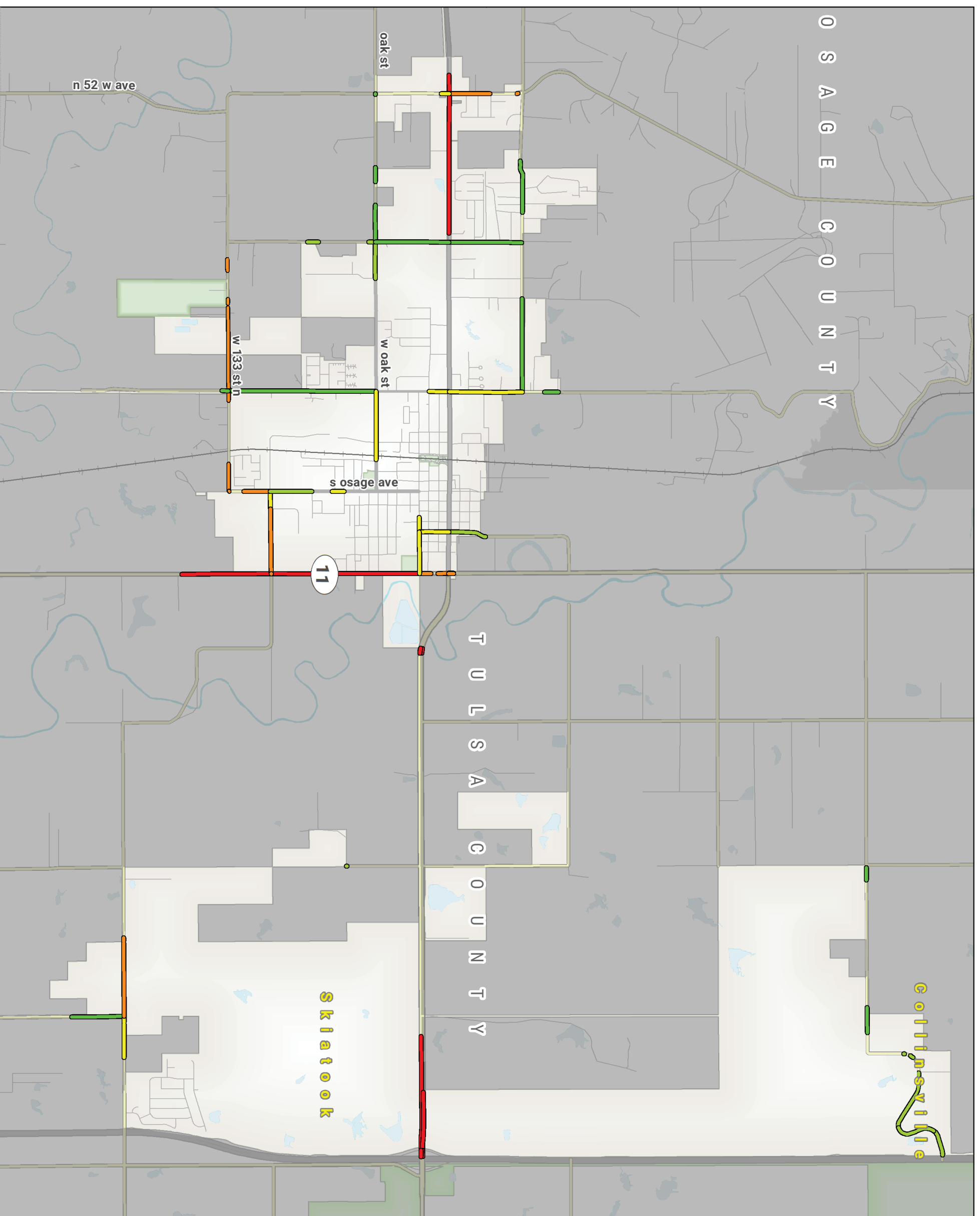
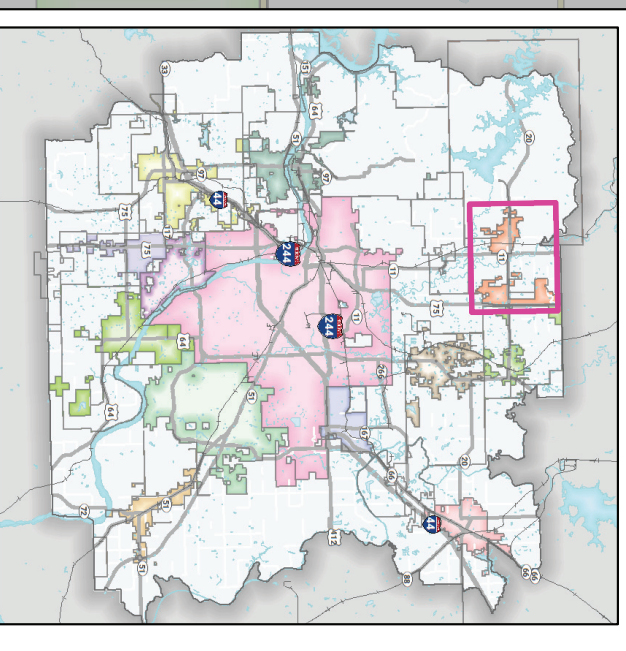
8/26/2015

Tulsa Regional Bicycle & Pedestrian Master Plan

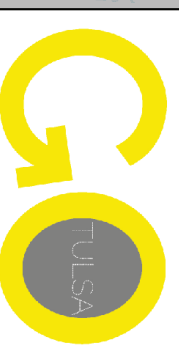
## Skiatook

Prioritized Sidewalk Gaps by Quintile

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



Date: 8/26/15



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



## Bicycle Network Recommendations

The bicycle facility recommendations for Skiatook were developed through the process described in Chapter 2. These recommendations connect commercial centers, schools, recreational bicycling routes and other major destinations with a range of facility types appropriate to the given street type. A major recommendation of this Plan is to construct a sidepath along SH-20 that would connect Skiatook to Collinsville and be the northern side of a loop created by the Osage Prairie Trail, SKO Trail (from Collinsville to Owasso) and a sidepath along East 76th and East 66th Street North. Additionally, a signed route is recommended to connect the core of Skiatook to Skiatook Lake.

The set of recommendations for Skiatook 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.

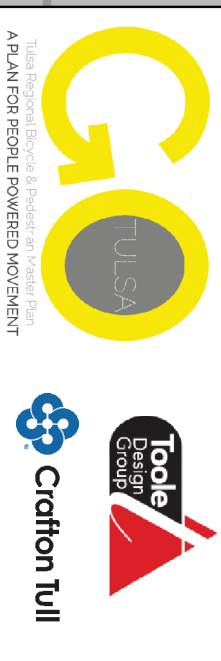
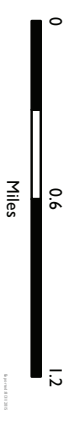
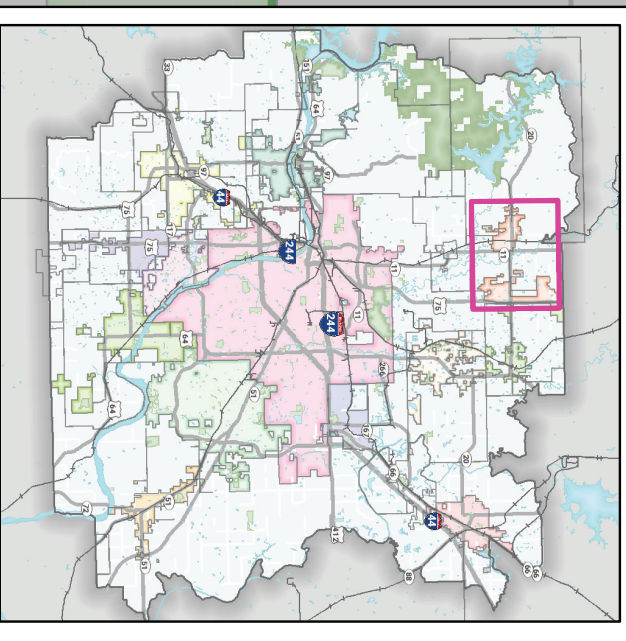
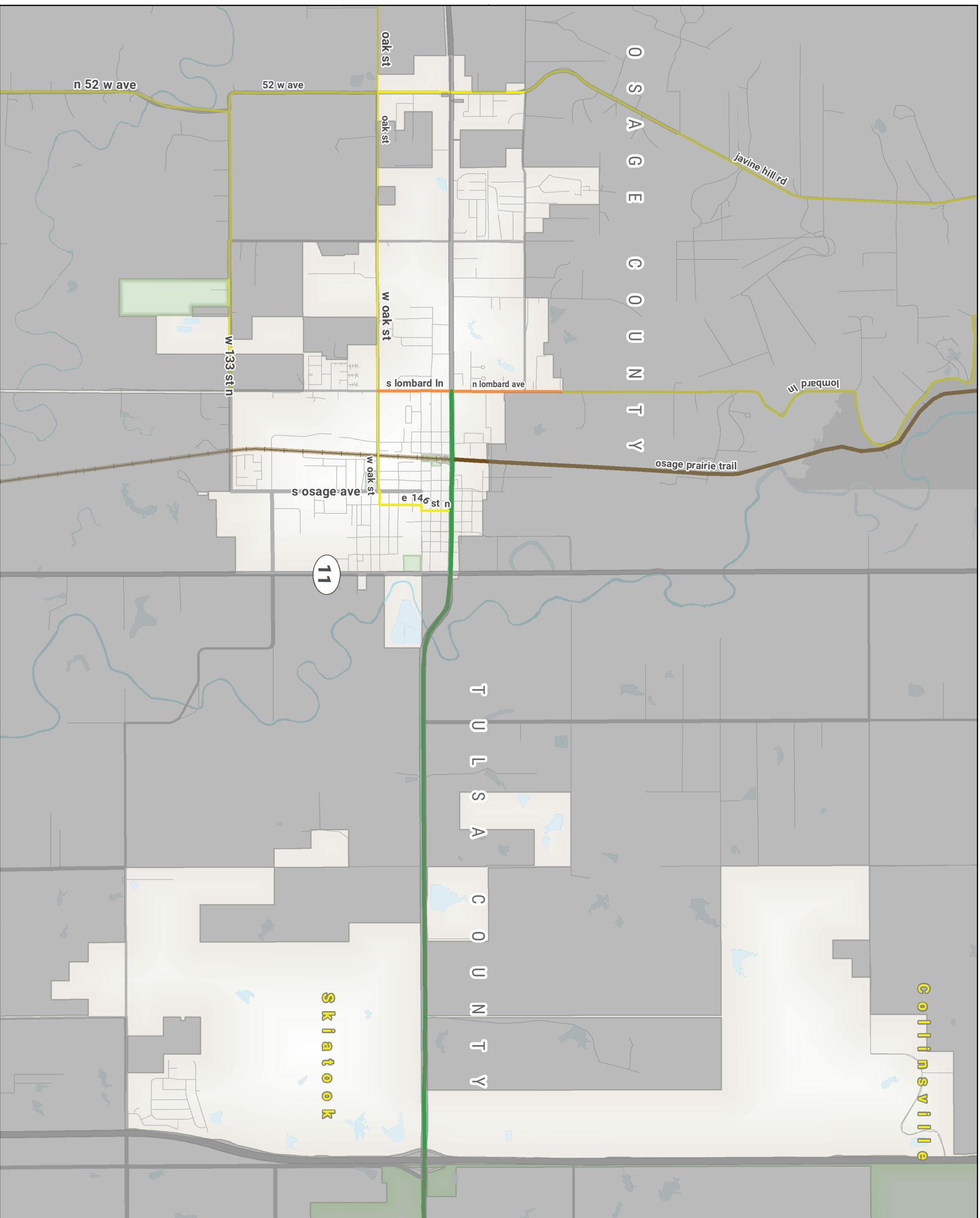
SKIATOOK	TOTAL MILEAGE	COST PER MILE	TOTAL COST
Signed Route	3.30	\$ 800 to 18,500	\$3,000
Shared Lane Markings	0.99	\$33,400	\$33,000
Sidepath	1.22	\$719,000	\$879,000
<b>Total</b>	<b>5.52</b>		<b>\$915,000</b>

# Final Network 8/31/2015

Tulsa Regional Bicycle & Pedestrian Master Plan

## Skiatook

- |   |   |
|---|---|
| <b>Recommendations</b>  | <b>Existing Facilities</b>  |
|  Sidepath            |  Trail |
|  Shared Lane Marking |   |
|  Signed Route        |   |



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