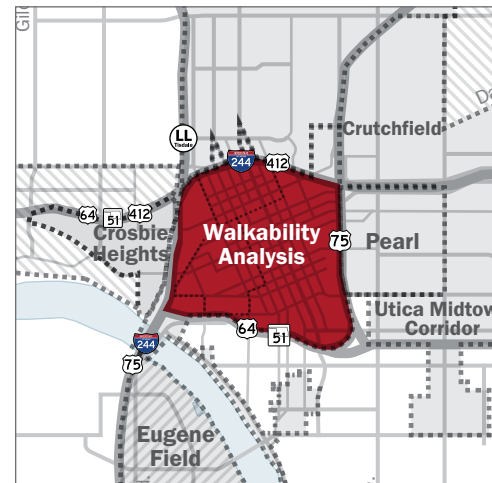
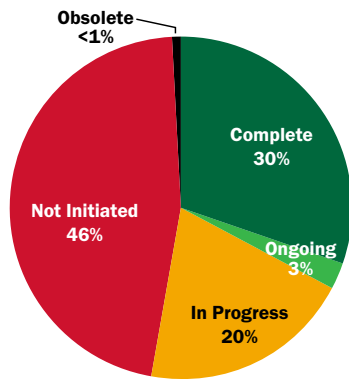


# Walkability Analysis Implementation Update

Adopted in 2018 as an amendment to the Downtown Area Master Plan, this Walkability Analysis of downtown identified 264 implementation measures. Overall, about 33% of those implementation measures are Complete or Ongoing.



Ref	Implementation Measure	Status
<b>Biking &amp; Walking</b>		
Bike Facilities		
BW 1.01	When they are reverted to two-way travel Cheyenne and Boulder Avenues are already slated to receive a bike lane in each direction. This strategy is embraced, but the bike lane is replaced by a cycle track wherever space exists, which is in all locations except in Cheyenne north of 1st Street. This facility covers the western half of the center of downtown.	In Progress
BW 1.02	North of Archer, M.L.K. Jr. Boulevard and Detroit Avenue are also being re-striped to include bike lanes. Properly sizing these streets' travel lanes allows for these lanes to be one-way cycle tracks as well. These lanes are instrumental in bringing students northward toward OSU Tulsa and Langston University, and should be continued safely beyond those anchors.	Complete
BW 1.03	South of Archer, Cincinnati Avenue no longer has enough extra space to include cycling facilities, so the pair of cycle tracks are moved east to Elgin Avenue, a two-way street with ample pavement and lower car volumes. The east-west transfer occurs along Archer Street. This cycle track covers the east side of downtown	Complete
BW 1.04	An additional north-south facility is needed on the far west side to connect the western ends of the planned east-west network. This is achieved by placing bike lanes in Guthrie Avenue, a short segment of Heavy Traffic Way, and along Houston Avenue to 3rd Street. At that location, Houston widens, and its traffic loads suggest that one of its northbound travel lanes can be eliminated beyond the southern edge of downtown. This provides the opportunity for cycle tracks to be located on both flanks of the street all the way south to 12th Street, where they will connect with the cycle track there. These changes require construction of the median between 4th and 7th Streets.	Not Initiated
BW 1.05	Finally, a north-south corridor is still needed in the heart of downtown between Cheyenne and Elgin Avenues, which are 5 blocks apart. Midway between them is Boston Avenue, which has the least car traffic and the nicest views in downtown, and also connects directly to Tulsa Community College and its 7,000 in-town students. This facility can eventually reach from 3rd Street past the IDL, where it can continue all the way to 18th Street. The segment of Boston Avenue beyond the IDL should receive a classic 4-to-3 road diet, where its two lanes in each direction are replaced by two bike lanes flanking two driving lanes and a center turn lane.	Not Initiated
BW 1.06	Just south of the north leg of the IDL, sharrows are placed in slow-speed Easton Street to indicate the link between the Trail and the Cheyenne/Boulder facility.	Not Initiated

BW 1.07	With its ample pavement width, low traffic volumes, excellent connections beyond downtown, and its minimal amount of angled parking, Archer Street provides an ideal corridor for a pair of east-west cycle tracks serving the Brady and Greenwood districts.	Complete
BW 1.08	3rd Street has most of the same qualities as Archer, and is the first street south of Archer to reach safely beyond to the IDL, including to the Pearl District and the Midland Valley Trail to the East. West of Cincinnati Avenue, it is wide enough to hold two cycle tracks. Further east, they become standard bike lanes.	Complete
BW 1.09	Between 3rd and 10/11th Streets, only 6th Street provides the opportunity for safe passage from east of the IDL all the way to Houston Avenue. Depending on its width, it receives a pair of either cycle tracks or bike lanes. Between Main and Boston Avenues, the introduction of a median requires one block of sharrow markings instead.	Complete
BW 1.10	Route 66 is planned to approach downtown from the east on 11th Street with a cycle track, and a cycle track is already funded for 12th Street where it brings Route 66 into the west side of downtown. Between these two, that facility should continue as a cycle track along 10th and 11th Streets. Where 10th and Elgin intersect at the new roundabout, sharrows and careful signage will be needed to announce the merge condition.	Complete
BW 1.11	Bike lanes are planned to approach downtown from the east along 13th Street, and these are continued to their terminus on Boston Avenue.	Not Initiated
<b>Crosswalks</b>		
BW 2.01	Priority Network crosswalk striping	Ongoing
BW 2.02	Primary Network crosswalk striping	Ongoing
BW 2.03	Secondary Network crosswalk striping	Ongoing
BW 2.04	Downtown-wide crosswalk striping	Ongoing
BW 2.05	Artistic crosswalks	Not Initiated
<b>Networks of Walkability</b>		
BW 3.01	Prioritize street redesign investment based on where people can be expected to walk	Ongoing
BW 3.02	Prioritize investment along streets (buildings) based on where people can be expected to walk	Not Initiated
BW 3.03	Highest priority buildings: Buildings framing the Boulder, Elgin and Greenwood Avenue railway crossings	Not Initiated
BW 3.04	Highest priority buildings: Buildings framing East 3rd Street and South Boston Avenue as they approach key anchors	Not Initiated
BW 3.05	Highest priority buildings: Buildings framing 1st Street across from the Williams superblock	Not Initiated
BW 3.06	Highest priority buildings: Buildings giving proper edges to Reconciliation Park, ONEOK Field, and Williams Green	Not Initiated
BW 3.07	Highest priority buildings: A liner building against the blank south wall of the convention center	Not Initiated
<b>Wayfinding</b>		
BW 4.01	The division of downtown into a number of distinct named neighborhoods like Blue Dome and the Greenwood District is also helpful, and could be celebrated more comprehensively.	Not Initiated
BW 4.02	All intersections must receive street-name signs that face in both directions. For streets that are expected to stay one-way for some time—like Cincinnati and Detroit—the City may want to introduce less expensive pedestrian-scale street-name signs to solve this problem.	Not Initiated
BW 4.03	In addition to its more conventional signage, downtown Tulsa would benefit greatly from application of a concept called “Walk Your City,” which replaces or supplements conventional downtown maps with destination-specific signs that identify walking direction and time	In Progress
BW 4.03.a	Walk Your City destinations: Arts District	In Progress
BW 4.03.b	Walk Your City destinations: Guthrie Green	In Progress
BW 4.03.c	Walk Your City destinations: ONEOK Field	In Progress
BW 4.03.d	Walk Your City destinations: Greenwood District	In Progress
BW 4.03.e	Walk Your City destinations: Blue Dome District	In Progress
BW 4.03.f	Walk Your City destinations: Hyatt Conference Center	In Progress
BW 4.03.g	Walk Your City destinations: BOK Center	In Progress

BW 4.03.h	Walk Your City destinations: Cox Convention Center	In Progress
BW 4.03.i	Walk Your City destinations: Denver Avenue Station	In Progress
BW 4.03.j	Walk Your City destinations: Boston and 5th	In Progress
BW 4.03.k	Walk Your City destinations: Tulsa Community College	In Progress
BW 4.03.l	Walk Your City destinations: Boston Avenue Methodist Church	In Progress
<b>Bike Share</b>		
B&W 5.01	Launch BikeShare	Complete
B&W 5.02	Add BikeShare stations to OSU Tulsa and Langston University	Complete
<b>Policy</b>		
<b>Curb Cuts</b>		
P 1.01	Pass a rule allowing no new curb cuts (exceptions for parking structures and necessary auto-oriented businesses)	In Progress
P 1.02	Any new curb cuts should be limited to 20 feet in width for parking structures and 10 feet otherwise	In Progress
P 1.03	Create a properly funded program for closing existing curb cuts that are unnecessary or redundant	Not Initiated
<b>Housing</b>		
P 2.01	Hire housing director	Complete
P 2.02	Identify housing incentives for downtown development	Complete
<b>Parking</b>		
P 3.01	Enforce parking	Ongoing
P 3.02	Create market-based parking pricing	Not Initiated
P 3.03	Review 2-hour maximum policy	Not Initiated
P 3.04	Improve pay stations	Complete
P 3.05	Create Parking Benefits District	Not Initiated
P 3.06	Identify opportunities to decrease parking needs (based on lender requirements) to promote downtown development	Not Initiated
<b>Setting Priorities</b>		
P 4.01	Follow priority schedule	Ongoing
<b>The Kit of Parts</b>		
P 5.01	Driving lanes shall be 10 feet wide except for these exceptions: on slow flow streets, against angle parking, where they shall be 12 feet wide; and if a 22-foot-clear is not otherwise maintained or when directly against a curb, where they shall be 11 feet wide	In Progress
P 5.02	Un-buffered cycle lanes shall be 6 feet wide, unless circumstances require them to be narrower, in which case they shall be no less than 5 feet wide. However, a short stretch of 4-foot lane is acceptable where there is no curb parking and the alternative is a less-safe Sharrow condition. Buffered cycle lanes shall be 5 to 6 feet wide, with 4 feet allowed on limited occasion. When 7 feet is available for cycling, it should be striped as a 4-foot lane with a 3-foot buffer. When 6 feet is available for cycling, it should be striped as a 6 foot cycle lane with no buffer. When 15 feet is available for both curb parking and cycling, it should be striped as a 7-foot parking lane next to a 3-foot buffer next to a 6-foot cycling lane.	In Progress
P 5.03	Parking lanes shall be 8 feet wide except for these exceptions: against a bike-lane buffer or in other rare occasions when space is at a premium, where they shall be a minimum of 7 feet wide; and when there is additional space in the roadway, where they may be as much as 9 feet wide	In Progress
P 5.04	Based on existing parking measurements in downtown Tulsa, parking stalls shall be between 15 and 20 feet deep. If more than 17 feet deep, they shall be angled at 60°. Otherwise, they shall be angled at 45°	In Progress
<b>Loitering</b>		
P 6.01	Pursue a Housing-First policy	Complete
P 6.02	Employ security guards to limit the amount of loitering in certain public spaces	Complete

Streets		
1st Street		
S 1.01	Heavy Traffic Way to Denver Avenue: Street Type 55-ADDA-1W: two westbound driving lanes flanked by two back-in parking lanes at a 45° angle.	Not Initiated
S 1.02	Denver Avenue to Cincinnati Avenue: Street Type 55-ADDA: one westbound driving lane and one eastbound driving lane flanked by two back-in parking lanes at a 45° angle.	Not Initiated
S 1.03	Cincinnati Avenue to Greenwood Avenue: Street Type 55-ADDDP: two westbound driving lanes, one eastbound driving lane, one back-in parking lane at a 45° angle, and one parallel parking lane. Near the intersection of Greenwood Avenue, the street becomes Street Type 55-PDDTTP: two westbound driving lanes, one eastbound left-turn lane, and one eastbound turn lane, flanked by two parallel parking lanes.	In Progress
S 1.04	Greenwood Avenue to Hartford Avenue: Street Type 40-PDDT-1W: two westbound driving lanes, one westbound left-turn lane, and one lane of parallel parking on the north curb; After the left-turn lane ends, becomes Street Type 40-PDDP-1W: two westbound driving lanes flanked by two parallel parking lanes.	Not Initiated
S 1.05	Hartford Avenue to Lansing Avenue: Street Type 36-PDDP-1W: two westbound driving lanes flanked by two parallel parking lanes. The three highway lanes should merge to two lanes within three hundred feet west of the intersection of Lansing Avenue	Not Initiated
2nd Street		
S 2.01	IDL to Frisco Avenue: Add a parallel parking lane against the north curb east of where the ramp has ended.	Not Initiated
S 2.02	Denver Avenue to Boulder Avenue: Street Type 55-ADDA: two driving lanes flanked by two back-in parking lanes at a 45° angle.	Not Initiated
S 2.03	Boulder Avenue to Cincinnati Avenue: Street Type 48-PDDDP: two eastbound driving lanes and one westbound driving lane flanked by two parallel parking lanes. Where the street widens to 55 feet just south of the Williams Tower pedestrian overpass, the street should be striped as Street Type 55-ADDDP: two eastbound driving lanes and one westbound driving lane flanked by one back-in parking lane, and one parallel parking lane	Not Initiated
S 2.04	Cincinnati Avenue to Frankfort Avenue: Street Type 55-ADTDP: two driving lanes flanking a center turn lane, with one back-in parking lane at a 45° angle, and one parallel parking lane	Not Initiated
S 2.05	Frankfort Avenue to Greenwood Avenue: Street Type 55-ADDA: two driving lanes flanked by two back-in parking lanes.	In Progress
S 2.06	Greenwood Avenue to IDL: Street Type 55-ADDA-1W: two one-way driving lanes flanked by two head-in parking lanes at a 45° angle	Not Initiated
3rd Street		
S 3.01	IDL to Cincinnati Avenue: Street Type 55-BPDDPB: two driving lanes flanked by two parallel parking lanes and two buffered bike lanes against the curbs.	Complete
S 3.02	Cincinnati Avenue to Lansing Avenue: Street Type 44-PBDDBP: two driving lanes flanked by two bike lanes and two parallel parking lanes	Complete
S 3.03	Bridge from Lansing Avenue to Madison Avenue: Street Type 48-PBDDBP: two driving lanes flanked by two bike lanes and two parallel parking lanes.	Complete
4th Street		
S 4.01	Frisco Avenue to the half block east of Civic Center Drive: Street Type 65-ADDA1W: two eastbound driving lanes flanked by two back-in parking lanes at a 90° angle.	Not Initiated
S 4.02	The half block east of Civic Center Drive: Street Type 61-ADDA-1W: two eastbound driving lanes flanked by two back-in parking lanes at a 90° angle. If parking is not allowed along the Post Office curbside, the north angled parking lane should be striped as an additional driving lane next to a curbside drop-off lane.	Not Initiated
S 4.03	The half block west of Denver Avenue: Street Type 53-ADDP-1W: two driving lanes flanked by one back-in parking lane at a 90° angle on the north curb and one parallel parking lane on the south curb. If parking is not allowed along the Post Office, the parking lane along the north curb should instead be striped as a curbside drop-off lane.	Not Initiated
S 4.04	Denver Avenue to Frankfort Avenue: Street Type 55-ADDA: two driving lanes flanked by two back-in parking lanes at a 45° angle. Where there is pressure for loading, stripe as Street Type 55-ADTDP: two driving lanes, flanking a center turn lane (which could be used for loading), one back-in parking lane at a 45° angle, and one parallel parking lane.	Not Initiated

S 4.05	Frankfort Avenue to Kenosha Avenue: Street Type 45-ADDP: two driving lanes flanked by one back-in parking lane at a 45° angle and one parallel parking lane.	Not Initiated
S 4.06	Kenosha Avenue to Lansing Avenue: south of the triangle, Street Type 55-ADDA: two driving lanes flanked by two back-in parking lanes at a 45° angle; north of the triangle, Street Type 26-PDP-1W: one westbound driving lane flanked by two parallel parking lanes; east of the triangle, Street Type 50-ADDP: two driving lanes flanked by one back-in parking lane at a 60° angle and one parallel parking lane	Not Initiated
<b>5th Street</b>		
S 5.01	Denver Avenue to Boulder Avenue: Street Type 24-PDD: one lane in each direction with parallel parking where curb pockets allow.	Complete
S 5.02	Boulder Avenue to Boston Avenue: no changes recommended.	Complete
S 5.03	Boston Avenue to Cincinnati Avenue: Street Type 48-ADDP: one lane in each direction flanked by one back-in parking lane at a 60° angle and one lane of parallel parking.	Not Initiated
S 5.04	Cincinnati Avenue to Elgin Avenue: Street Type 55-ADDA: one lane in each direction flanked by two back-in parking lanes at a 45° angle.	Not Initiated
S 5.05	Elgin Avenue to Frankfort Avenue: Street Type 36-PDDP: one lane in each direction flanked by two parallel parking lanes; widens at mid-block to Street Type 50-ADDP: one lane in each direction flanked by one back-in parking lane at a 60° angle and one parallel parking lane	Not Initiated
S 5.06	Frankfort Avenue to Kenosha Avenue: No change	Complete
<b>6th Street</b>		
S 6.01	7th Street to Civic Center Drive: Street Type 56-BDDMDB: two westbound driving lanes and one eastbound driving lane on either side of the median, with two buffered bike lanes.	Complete
S 6.02	Civic Center Drive to Elwood Avenue: Street Type 70-ABDDBA: two driving lanes, two bike lanes, and two back-in parking lanes at a 60° angle. (Existing new head-in parking should eventually be re-striped as back-in.)	Complete
S 6.03	Elwood Avenue to Boulder Avenue: where it is narrower approaching Denver Avenue, Street Type 50-BPDDDB: two driving lanes flanked by one parallel parking lane and two buffered bike lanes. Where it widens, Street Type 55-BPDDPB: two driving lanes flanked by two parallel parking lanes and two buffered bike lanes.	Complete
S 6.04	Boulder Avenue to Main Street: Street Type 55-BPDDPB: two driving lanes flanked by two parallel parking lanes and two buffered bike lanes. While not ideal, 4-foot bike lanes are recommended here as the best of a number of imperfect solutions	Complete
S 6.05	Main Street to Boston Avenue: No change, but stripe sharrows in driving lanes.	Not Initiated
S 6.06	Boston Avenue to halfway between Elgin Avenue and Frankfort Avenue: Street Type 55-BPDDPB: two driving lanes flanked by two parallel parking lanes and two buffered bike lanes. While not ideal, 4-foot bike lanes are recommended here as the best of a number of imperfect solutions	Complete
S 6.07	At mid-block past Elgin Avenue to Frankfort Avenue: Street Type 50-BPDDPB: two driving lanes flanked by two parallel parking lanes and two buffered bike lanes. While not ideal, 4-foot bike lanes are recommended here as the best of a number of imperfect solutions	Complete
S 6.08	Frankfort Avenue to IDL: Street Type 48-PBDDBP: two driving lanes flanked by two parallel parking lanes and two bike lanes; and, where corridor narrows between Frankfort Avenue and Lansing Avenue: Street Type 44-PBDDBP: two driving lanes flanked by two parallel parking lanes and two bike lanes.	Complete
<b>7th Street</b>		
S 7.01	IDL to 6th Street: Street Type 68-BDDTMDDB: two westbound driving lanes, one westbound turn lane, and one westbound buffered bike lane on the north side of the median and, to the south, one eastbound driving lane and one eastbound buffered bike lane.	Not Initiated
S 7.02	6th Street to Elwood Avenue: Street Type 50-PDMDP: two driving lanes flanking the center median, and one parallel parking lane on each of the outer curbs.	Complete
S 7.03	Elwood Avenue to Denver Avenue: the section varies, but re-stripe the two driving lanes as ten feet wide, with the lane against the northern curb as a right turn-only, and stripe one lane of back-in parking on the south curb.	Complete
S 7.04	Denver Avenue to Boulder Avenue: Street Type 55-ADDDP-1W: three westbound driving lanes flanked by one back-in parking lane at a 45° angle and one parallel parking lane.	Not Initiated

S 7.05	Boulder Avenue to Cincinnati Avenue: Street Type 55-ADDA-1W: two westbound driving lanes flanked by two back-in parking lanes at a 45° angle.	Not Initiated
S 7.06	Cincinnati Avenue to Frankfort Avenue: No change. Remains as Street Type 55- PDDDDP: four westbound driving lanes flanked by two parallel parking lanes.	Complete
S 7.07	Frankfort Avenue to IDL: Street Type 62-ADDDA: three westbound driving lanes flanked by two back-in parking lanes at a 60° angle.	Not Initiated
<b>8th Street</b>		
S 8.01	Elwood Avenue to Denver Avenue: Street Type 30-PDD-1W: two eastbound driving lanes and one parallel parking lane on the south flank; and, where the cart-path widens, Street Type 36-PDDP-1W: two eastbound driving lanes flanked by two parallel parking lanes; and, where the cart-path widens again, Street Type 45-ADDP-1W: two eastbound driving lanes flanked by one back-in parking lane at a 45° angle and one parallel parking lane. The transition from parallel to angled parking must be designed carefully.	Not Initiated
S 8.02	Denver Avenue to Boulder Avenue: Street Type 48-ADDP-1W: two eastbound driving lanes flanked by one back-in parking lane at a 60° angle and one parallel parking lane	Not Initiated
S 8.03	Boulder Avenue to Main Street: Street Type 36-PDDP-1W: two eastbound driving lanes flanked by two parallel parking lanes.	Not Initiated
S 8.04	Main Street to Detroit Avenue: Street Type 55-ADDA-1W: two eastbound driving lanes flanked by two back-in parking lanes at a 45° angle.	In Progress
S 8.05	Detroit Avenue to Kenosha Avenue: Street Type 55-ADDDP-1W: three eastbound driving lanes flanked by one back-in parking lane to the south at a 45° angle and one parallel parking lane to the north.	In Progress
<b>9th Street</b>		
S 9.01	Denver Avenue to Cheyenne Avenue: Street Type 30-PDD: two driving lanes and one parallel parking lane	Not Initiated
S 9.02	Cheyenne Avenue to Boulder Avenue: No change. (Remains as Street Type 30- PDD and Street Type 40-PDDP.)	Complete
S 9.03	Boulder Avenue to Elgin Avenue: Street Type 55-ADDA: two driving lanes flanked by two back-in parking lanes at a 45° angle.	Not Initiated
<b>10th Street</b>		
S 10.01	Boulder Avenue to Detroit Avenue: Street Type 50-BPDDDB: two driving lanes, one parallel parking lane on the south flank, and two buffered bike lanes. (Alternative: Street Type 50-BPDDPB: two driving lanes, two parallel parking lanes, and two buffered bike lanes. While not ideal, 4-foot bike lanes are recommended here as the best of a number of imperfect solutions.)	Complete
S 10.02	In those segments where the cart-path widens to 58 feet, add the missing parking lane back to the south side by using Street Type 58-BPDDPB: two driving lanes, two parallel parking lanes, and two buffered bike lanes.	Complete
S 10.03	Detroit Avenue to Elgin Avenue Roundabout: Street Type 42-DDMD: two westbound driving lanes and one eastbound driving lane separated by a median, with sharrows marked in the outer driving lanes.	Complete
S 10.04	10th & Boulder Intersection - Reconfigure Boulder as proposed in this Study to include two-lane, two-way travel with a southbound cycle track and curb parking as fits. North of the intersection, there is room for angle parking on one flank and parallel parking on the other. South of the intersection, there is room for parallel parking on both flanks.	Complete
S 10.05	10th & Boulder Intersection - Reconfigure Route 66 as proposed in this Study to include two travel lanes, protected by two cycle tracks and one lane of parallel parking.	Complete
S 10.06	10th & Boulder Intersection - Remove the slip lanes at the northeast and southwest corners with limited new construction.	In Progress
S 10.07	10th & Boulder Intersection - Update the crosswalks to the current best practice. Since curbs are being reconstructed, a higher standard of a contrasting material is shown.	Complete
S 10.08	10th & Boulder Intersection - Since we are showing the ideal condition, the two parking lots to the southwest have had their curb cuts closed, since they have alternative access points on other sides.	Not Initiated

11th Street		
S 11.01	Lawton Avenue to Houston Avenue: No change.	Complete
S 11.02	Houston Avenue to Triangle at 12th Street: Street Type 40-PDDP: two driving lanes and flanked by two parallel parking lanes.	Not Initiated
S 11.03	North of 12th Street Triangle: Street Type 22-BD-1W: one westbound driving lane and one westbound bike lane.	Not Initiated
S 11.04	Curved West Edge of Triangle: Street Type 22-BD-1W: one southbound driving lane and one southbound bike lane	In Progress
S 11.05	12th Street Triangle to Denver Avenue: Street Type 53-BDDTDB: one westbound driving lane, two eastbound driving lanes, one eastbound turn lane, and two bike lanes.	In Progress
S 11.06	Denver Avenue to Boulder Avenue: Street Type 57-BDTDDDB: one westbound driving lane, one westbound left-turn lane, two eastbound driving lanes, and two bike lanes; narrows at Carson, to run from Carson Avenue to Boulder Avenue as Street Type 53-BPDDPB: one westbound driving lane and one eastbound driving lane flanked by two parallel parking lanes and two bike lanes. Note that the slip lane south of the triangle at Boulder Avenue should be closed, and any areas where the width of the street differs, should be striped as no-go zone	In Progress
S 11.07	Main Street to Boston Avenue: Street Type 48-ADDP: two driving lanes flanked by a parallel parking lane on the south curb and one back-in parking lane on the north curb at a 60° angle; widens to Street Type 55-ADDA: two driving lanes flanked by two back-in parking lanes at a 45° angle .	Not Initiated
S 11.08	Boston Avenue to Cincinnati Avenue: Street Type 40-PDDP: two driving lanes flanked by two parallel parking lanes; narrows to Street Type 30-PDD: two driving lanes and one parallel parking lane	Complete
S 11.09	Cincinnati Avenue to Detroit Avenue: Street Type 30-PDD: two driving lanes and one parallel parking lane.	Not Initiated
S 11.10	Detroit Avenue to Elgin Avenue: No change	Complete
S 11.11	11th Street roundabout east to IDL: No change except to stripe sharrows in the driving lanes until the cart-path becomes wide enough to accept the bike facilities that will continue east of the IDL	Complete
12th Street		
S 12.01	Southwest Boulevard to 11th Street Triangle: Street Type 48-BDTDB: two driving lanes flanking a center turn lane, and two bike lanes at the curb.	In Progress
S 12.02	At the 11th Street Triangle: continue the eastbound bike lane along the south flank. The westbound bike lane here wraps the triangle to the north and the west.	In Progress
S 12.03	Denver Avenue to exit ramp triangle: No change	Complete
S 12.04	Carson Avenue to Cheyenne Avenue: Street Type 30-PDD: two driving lanes and one parallel parking lane on the north curb.	Not Initiated
S 12.05	Cheyenne Avenue to Boulder Avenue: Street Type 30-PDD: two driving lanes and one parallel parking lane on the south curb.	Not Initiated
S 12.06	Boulder Avenue to Main Street: Street Type 30-PDD: two driving lanes and one parallel parking lane on the south curb. (Ensure that the hour-restricted parking along south side is allowed at all times.)	Not Initiated
S 12.07	Main Street to Cincinnati Avenue: Street Type 30-PDD: two driving lanes and one parallel parking lane on the north curb.	Not Initiated
S 12.08	Cincinnati Avenue to Detroit Avenue: Street Type 24-PDD: a slow-flow street holding two driving lanes and one parallel parking lane.	Not Initiated
S 12.09	Detroit Avenue to Frankfort Avenue: Street Type 26-PDD: a slow flow street holding two driving lanes and one parallel parking lane.	Not Initiated
13th Street		
S 13.01	Boston Avenue to Cincinnati Avenue: Street Type 42-BDDBP: two driving lanes, two bike lanes, and one parallel parking lane along the south curb	Not Initiated
S 13.02	Cincinnati Avenue to IDL: Street Type 48-BPDDB: two driving lanes, two bike lanes, and one parallel parking lane on the north curb	Not Initiated

Archer Street		
S 14.01	Guthrie Avenue to Elwood Avenue: Street Type 55-BPDDDB: two eastbound driving lanes one westbound driving lane, one parallel parking lane, and two buffered bike lanes against the curbs.	Complete
S 14.02	Elwood Avenue to Denver Avenue: Street Type 48-BDDDB: two eastbound driving lanes, one westbound driving lane, and two buffered bike lanes against the curbs.	Complete
S 14.03	Denver Avenue to Cheyenne Avenue: Street Type 48-BPDDDB: two driving lanes, one parallel parking lane, and two buffered bike lanes against the curbs.	Complete
S 14.04	Cheyenne Avenue to Main Street: Street Type 55-BPDDPB: two driving lanes, two parallel parking lanes, and two buffered bike lanes against the curbs.	Complete
S 14.05	Main Street to Boston Avenue: Street Type 48-BPDDDB: two driving lanes, one parallel parking lane, and two buffered bike lanes against the curbs.	Complete
S 14.06	Boston Avenue to M.L.K. Jr. Boulevard: Street Type 46-BPDDDB: two driving lanes, one parallel parking lane, and two buffered bike lanes against the curbs.	Complete
S 14.07	M.L.K. Jr. Boulevard to Detroit Avenue: Street Type 48-BDTDB: two driving lanes flanking a center turn lane, and two bike lanes against the curbs	Complete
S 14.08	Detroit Avenue to Greenwood Avenue: Street Type 48-BPDDDB: two driving lanes, one parallel parking lane, and two buffered bike lanes against the curbs.	Complete
S 14.09	Greenwood Avenue to IDL: Street Type 55-BPDDPB: two driving lanes, two parallel parking lanes, and two buffered bike lanes at the curbs.	Not Initiated
Boston Avenue		
S 15.01	IDL to Archer Street: No change in cart-path. However, install HAWK signal and potentially raised speed table at Archer Street intersection.	In Progress
S 15.02	Cul-de-sac north of 1st Street: Street Type 26-PDD: two driving lanes with a parallel parking lane against the west curb.	Not Initiated
S 15.03	3rd Street to the curve just south of 12th Street: Street Type 55-BPDDPB: two driving lanes, two parallel parking lanes, and two buffered bike lanes against the curb.	Not Initiated
S 15.04	From the curve south of 12th Street to the IDL: Street Type 45-BPDDDB: two driving lanes with two buffered bike lanes at the curbs, with a parallel parking lane protecting the southbound bike lane.	Not Initiated
S 15.05	Re-stripe missing parallel parking where identified	Not Initiated
Boulder Avenue		
S 16.01	IDL to Easton Street: Street Type 35-BDDP: two driving lanes, flanked by a parallel parking lane on the east curb and a southbound buffered bike lane on the west curb.	Complete
S 16.02	Easton Street to 10th Street (Preferred Option): Street Type 55-BPDDA: two driving lanes flanked by a back-in parking lane at a 45° angle on the east curb and a southbound buffered bike lane running along the west curb protected by a parallel parking lane.	Obsolete
S 16.03	Easton Street to 10th Street (Compromise Option): Street Type 55-BPDTDP: two driving lanes flanking a center turn lane, flanked by two parallel parking lanes with a southbound buffered bike lane running along the west curb. This three-lane section should only be used where no other solution can be found for deliveries	Complete
S 16.04	10th Street to IDL: Street Type 44-BPDDP: two driving lanes flanked by two parallel parking lanes on either side, with a southbound buffered bike lane running along the west curb.	Complete
S 16.05	Re-stripe missing parallel parking where identified.	Complete
Cameron Street		
S 17.01	From Boulder Avenue to Main Street, a 48-foot cart-path carries two driving lanes flanked by a lane of head-in parking along the north curb. This parking should be striped as back-in at a 60° angle, and parallel parking should be added to the south curb (Street Type 48-ADDP).	Not Initiated
Cheyenne Avenue		
S 18.01	IDL to Cameron Street: Street Type 43-PBDDP: two driving lanes, two parallel parking lanes, and a northbound bike lane against the east curb.	Not Initiated
S 18.02	Cameron Street to Archer Street: Street Type 35-BDDP: two driving lanes flanked by one parallel parking lane on the east curb and a northbound buffered bike lane on the west curb.	Not Initiated
S 18.03	Archer Street to railroad tracks: Street Type 30-BDD: two driving lanes flanked by a northbound bike lane running along the east curb.	Not Initiated

S 18.04	Railroad tracks to 1st Street: 51-PBDDA: two driving lanes, one northbound bike lane next to a parallel parking lane on the east curb, and one back-in parking lane at a 45° angle against the west curb.	Not Initiated
S 18.05	1st Street to 11th Street: Street Type 55-BPDDA (preferred) or 55-BPDTDP (compromise): two driving lanes, a northbound buffered bike lane against the east curb protected by a parallel parking lane, and one back-in parking lane at a 45° angle against the west curb OR two driving lanes flanking a center turn lane, flanked by two parallel parking lanes, one of which protects a northbound buffered bike lane running along the east curb. The three-lane section should only be used where no other solution can be found for deliveries.	In Progress
S 18.06	11th Street to IDL: Street Type 48-BPDDP: two driving lanes flanked by two parallel parking lanes, one of which protects a northbound buffered bike lane running along the east curb.	Not Initiated
S 18.07	Re-stripe missing parallel parking where identified.	Not Initiated
<b>Civic Center Drive</b>		
S 19.01	Beginning just west of the Aloft Hotel, the deck extending 5th Street toward the convention center façade be replaced by a cascading plaza that steps downward to, and includes, Civic Center Drive. To be welcoming, this plaza should be framed to the south by the Municipal Court, and to the north by a small building that contains active uses. This northern building should align just west of the Aloft hotel	In Progress
<b>Denver Avenue</b>		
S 20.01	IDL to Easton Street: Street Type 56-ADDA: two driving lanes flanked by two back-in parking lanes at a 45° angle.	Not Initiated
S 20.02	Easton Street to Cameron Street: Street Type 45-ADDP: two driving lanes, one back-in parking lane at a 45° angle on the west curb, and one parallel parking lane on the east curb.	Not Initiated
S 20.03	Cameron Street to Archer Street: Street Type 55-ADDA: two driving lanes flanked by two lanes of back-in parking striped at a 45° angle, except when the cart-path is 58 feet or wider, in which areas the parking should be striped at a 60° angle.	Not Initiated
S 20.04	1st Street to 7th Street: Street Type 55-(P)DDMDD(P): four driving lanes flanking median islands and turn pockets, with two driving lanes being used as parallel parking lanes at off-peak times.	Not Initiated
S 20.05	7th Street to IDL: No change.	Complete
S 20.06	Replace the jersey barriers at the BOK Center's southeast corner with attractive bollards.	Complete
<b>Detroit Avenue</b>		
S 21.01	IDL to Archer Street: Street Type 59-BPDDDP-1W: three driving lanes, two parallel parking lanes, and a one-way northbound buffered bikeway against the east curb. (The northern part of this section is being completed now.)	Complete
S 21.02	On the bridge from Archer Street to 1st Street: Street Type 61-ADDA-1W: two driving lanes flanked by two back-in parking lanes at a 60° angle.	Not Initiated
S 21.03	1st street to 12th Street: Street Type 55-ADDA-1W: two driving lanes flanked by two back-in parking lanes at a 45° angle. However:	In Progress
S 21.04	Just south of 1st Street, 2nd Street, and 7th Street: Street Type 55-PTDDA-1W: one turn lane, two driving lanes, a lane back-in parking at a 45° angle against the east curb, and a lane of parallel parking against the west curb.	In Progress
S 21.05	12th Street to 13th Street: Street Type 45-ADDP-1W: two driving lanes, a back-in parking lane at a 60° angle against the west curb, and a parallel parking lane against the east curb.	In Progress
S 21.06	Endeavor to close all redundant curb cuts, while limiting the no-parking area around each curb cut to an area within 3 feet of each driveway edge. This will result in a large increase in the number of on-street parking stalls.	Not Initiated
<b>Easton Street</b>		
S 22.01	Add shared lane markings to accommodate connections between trails and the proposed Cheyenne and Boulder Avenue bike facilities. (Street Type 30- PDD)	Not Initiated

Elgin Avenue		
S 23.01	IDL to Archer Street: no change but, if possible, re-stripe head-in parking as back-in.	Complete
S 23.02	Archer Street to railroad: Street Type 55-BPDDPB: two driving lanes, two parallel parking lanes, and two buffered bike lanes against the curbs. Where the cart-path narrows to 36 feet north of railroad, Street Type 36-BDDB: two driving lanes flanked by two buffered bike lanes.	Complete
S 23.03	Railroad to 7th Street: Street Type 55-BPDDPB: two driving lanes, two parallel parking lanes, and two buffered bike lanes against the curbs.	Complete
S 23.04	7th Street to 8th Street: Street Type 55-BDTPB: two driving lanes, one center turn lane, one parallel parking lane along the eastern edge of the driving lanes, and two buffered bike lanes against the curbs.	Complete
S 23.05	8th Street to 10th Street: Street Type 55-BPDDPB: two driving lanes, two parallel parking lanes, and two buffered bike lanes against the curbs.	Complete
S 23.06	At 10th Street roundabout: As the street narrows, transition bike facilities carefully in the following sequence from north to south: from BPDDPB to BDDB to DD with marked sharrows.	Complete
Elwood Avenue		
S 24.01	Framing an at-grade railroad track crossing, a 36-foot cart-path holds two driving lanes, which should be reconfigured as Street Type 36-PDDP: two driving lanes flanked by two parallel parking lanes.	Not Initiated
S 24.02	From 6th to 7th Street, a 36-foot cart-path holds two driving lanes and two parallel parking lanes; this area needs no modification (Street Type 36-PDDP)	Complete
Frankfort Avenue		
S 25.01	2nd Street to 4th Street: Street Type 48-ADDP: two driving lanes, a parallel parking lane against the east curb, and a back-in parking lane at a 60° angle against the west curb; where cart-path widens to 55 feet just south of 3rd: Street Type 55- ADDA: two driving lanes flanked by two back-in parking lanes at a 45° angle.	Not Initiated
S 25.02	4th Street to 7th Street: Street Type 30-PDD: two driving lanes with parallel parking along one flank. (Head-in parking to remain where constructed outside of the cart-path between 4th Street and 5th Street).	Complete
Frisco Avenue		
S 26.01	From 1st Street to 2nd Street, the street is two-way, but it transitions to one-way between 2nd Street and 3rd Street. This stretch should be reconfigured as Street Type 36-PDDP-1W: two driving lanes flanked by two parallel parking lanes.	Not Initiated
S 26.02	South to Civic Center, the street is an automotive access zone. It rarely serves pedestrians, so no changes are recommended.	Complete
S 26.03	From 6th Street to 7th Street, a 36-foot cart-path holds two driving lanes and two parallel parking lanes; no changes are planned (Street Type 36-PDDP).	Complete
Greenwood Avenue		
S 27.01	IDL to Archer Street: Re-stripe existing head-in parking as back-in parking at a 60° angle	In Progress
S 27.02	Archer Street to 1st Street: Street Type 50-ADDP: two driving lanes, a lane of parallel parking against the east curb, and a back-in parking lane at a 60° angle against the west curb.	Not Initiated
S 27.03	1st Street to 2nd Street: Street Type: 50-PDTPB: two driving lanes, a center left-turn lane and two parallel parking lanes against the curbs.	Not Initiated
S 27.04	2nd Street to 3rd Street: Street Type 50-ADDP: two driving lanes, a parallel parking lane on the west curb, and a back-in parking lane at a 60° angle against the east curb in the pocket by the new development.	Not Initiated
Guthrie Avenue		
S 28.01	Current conditions between Archer and Third include two 4-foot shoulders (not marked as bike lanes) flanking two 14- foot driving lanes. This section should be re-striped to include buffered bike lanes flanking 10-foot lanes. (Street Type 36-BDDB).	Not Initiated
S 28.02	The short segment between 1st Street and Heavy Traffic Way is even wider: a 44-foot cart-path holding two driving lanes. Here, in addition to the provision of bike lanes, a parallel parking lane should be added against the west curb. (Street Type 44-PBDDB)	Not Initiated

Heavy Traffic Way		
S 29.01	In this location, a 54-foot cart-path holds four driving lanes, should be re-striped as Street Type 54-BDDDDDB: four driving lanes flanked by two 6-foot bike lanes.	Not Initiated
S 29.02	At Houston Avenue, bright paint should be applied to mark the bike lane turn onto Houston.	Not Initiated
S 29.03	Where there is a median for a 50-foot long stretch, the section should be re-striped as Street Type 54- BDDMDDDB: the bike lanes must drop to 4 feet in width.	Not Initiated
Houston Avenue		
S 30.01	From Heavy Traffic Way to 3rd Street: Street Type 28-BDDDB: two driving lanes flanked by two bike lanes.	Not Initiated
S 30.02	From 3rd Street to 4th Street: Street Type 67-BDDMTDB: two southbound driving lanes flanked by a buffered bikeway on the west curb and, across the median, a northbound driving lane flanked by a left-turn lane and a buffered bikeway on the east curb.	Not Initiated
S 30.03	From 4th Street to 7th Street: Street Type 67-BDDMDPB: two southbound driving lanes flanked by a buffered bikeway on the west curb and, across a moved median, one northbound driving lane, one parallel parking lane, and a buffered bikeway on the east curb.	Not Initiated
S 30.04	From 7th Street to 11th Street: Street Type 48-BDDMDB: two southbound and one northbound driving lanes flanked by buffered bikeways on both curbs. Eliminate the median south of 7th Street.	Not Initiated
S 30.05	The slip lane north of 7th is dangerously wide, and should be narrowed through an edge line marking.	Not Initiated
Kenosha Avenue		
S 31.01	Between 7th and 8th Streets, an absence of marked parking gives the appearance of a single 30-foot driving lane. Mark parking spaces on both flanks. (Street Type 30-PDP-1W	Not Initiated
Main Street		
S 32.01	IDL to Mathew B. Brady Street: No change in cart-path.	Complete
S 32.02	Brady to Archer Street: Street Type 55-ADDA: two driving lanes flanked by two back-in parking lanes at a 45° angle.	Not Initiated
S 32.03	Bridge from Archer Street to 1st Street: Street Type 40-ADD: two driving lanes with a back-in parking lane at a 60° angle against the east curb.	Not Initiated
S 32.04	1st Street to 2nd Street: A pedestrian-friendly cut-through should also be striped at the east edge of the parking lot between 1st Street and 2nd Street to create walking connectivity.	Not Initiated
S 32.05	3rd Street to 4th Street: Street Type 30-PDDP: a “slow flow” street with two extra narrow driving lanes, a parallel parking lane striped on the west curb, and one parallel parking lane in the pocket on the east curb.	Not Initiated
S 32.06	4th Street to 5th Street: Street Type 24-PDD: a “slow flow” street, with two extra narrow driving lanes and an added parallel parking lane striped on the west curb.	Not Initiated
S 32.07	5th to 6th Street: to remain as Street Type 40–PDDP: two driving lanes flanked by two parallel parking lanes.	Complete
S 32.08	6th to the curve just south of 10th Street: Street Type 55-ADDA: two driving lanes flanked by two back-in parking lanes at a 45° angle.	Complete
S 32.09	From the curve just south of 10th Street south to the IDL: Street Type 45-ADDP: two driving flanked by a back-in parking lane at a 45° angle on the west curb and parallel parking lane on the east curb.	Complete
S 32.10	Re-stripe missing parallel parking where identified.	Complete
Matthew Brady Street		
S 33.01	Denver Avenue to Cheyenne Avenue: Street Type 55-ADDA: two driving lanes and two back-in parking lanes at a 45° angle. Examine possibilities for eliminating excessive curb cuts to enable more on-street parking.	Not Initiated
S 33.02	Cheyenne Avenue to M.L.K. Jr. Boulevard: Street Type 48-PDDA: no change, but Examine possibilities for eliminating excessive curb cuts and converting head-in parking to back-in parking.	Not Initiated
S 33.03	M.L.K. Jr. Boulevard to Elgin Avenue: Street Type 58-ADDA: no changes planned, but examine possibilities for converting head-in parking to back-in parking.	Not Initiated

MLK Jr Boulevard / Cincinnati Avenue		
S 34.01	IDL to Cameron Street: Street Type 59-BPDDDP-1W: three southbound driving lanes flanked by two parallel parking lanes and a one-way southbound buffered bike lane on the west curb.	Complete
S 34.02	Cameron Street to Archer Street: Street Type 59-BPDDA-1W: two southbound driving lanes flanked by a back-in parking lane at a 60° angle against the east curb and a parallel parking lane protecting a southbound buffered bike lane running along the west curb.	In Progress
S 34.03	Archer Street to 1st Street: Street Type 61-ADDA-1W: two southbound driving lanes flanked by two back-in parking lanes at a 60° angle	Not Initiated
S 34.04	1st Street to 3rd Street: Street Type 55-ADDA-1W: two southbound driving lanes flanked by two back-in parking lanes at a 45° angle.	Not Initiated
S 34.05	3rd Street to 4th Street, 8th Street to 13th Street: Street Type 55-ADDDP-1W: Three southbound driving lanes flanked by a parallel parking lane and a back-in parking lane at a 45° angle, as already completed between 4th and 8th streets.	Not Initiated
S 34.06	4th Street to 8th Street: No change.	Complete
S 34.07	Endeavor to close all redundant curb cuts, while limiting the no-parking area around each curb cut to an area within 3 feet of each driveway edge. This will result in a large increase in the number of on-street parking stalls.	Not Initiated
One-Way to Two-Way Conversions, Phase One		
S 35.01	Cheyenne	In Progress
S 35.02	Boulder	Complete
S 35.03	1st St, Denver to Greenwood	In Progress
S 35.04	2nd St, Denver to Greenwood	In Progress
S 35.05	4th St, Denver to Detroit	In Progress
S 35.06	5th St, Denver to Boulder	Complete
One-Way to Two-Way Conversions, Phase Two		
S 35.07	Cincinnati	In Progress
S 35.08	Detroit	In Progress
S 35.09	7th St	Not Initiated
S 35.10	8th St	Not Initiated
Avoid Swooping Geometries		
S 36.01	Design left-turn lanes to an urban standard that does not promote increased speed	Not Initiated
S 36.02	Remove intersection turning paths: Detroit Ave at 1st St	In Progress
S 36.03	Remove intersection turning paths: Cincinnati Ave at 1st St and 2nd St	Not Initiated
S 36.04	Remove intersection turning paths: Boulder Ave at 2nd and 7th St	In Progress
S 36.05	Remove intersection turning paths: Cheyenne Ave at 1st St	In Progress
Traffic Signals		
S 37.01	Removal of 32 signals: Cheyenne (map on page 83)	Not Initiated
S 37.02	Removal of 32 signals: Boulder (map on page 83)	Obsolete
S 37.03	Removal of 32 signals: S Main St (map on page 83)	Not Initiated
S 37.04	Removal of 32 signals: S Boston Ave (map on page 83)	Not Initiated
S 37.05	Removal of 32 signals: Elgin (map on page 83)	Not Initiated
S 37.06	Remove pushbutton crossing signals	Not Initiated
S 37.07	Introduce Lead Pedestrian Interval (LPI) devices as feasible (whenever a crossing signal is replaced within Networks of Walkability)	In Progress
Transit		
T 1	Create Downtown Shuttle service through Tulsa Transit	In Progress
T 2	The City should make an effort to bring the Greyhound service either into the Denver Street Station proper, or onto a site closer by	Not Initiated
T 3	Introduction of a high-speed rail line to OKC and beyond; would be essential to move the Denver Street bus hub to the train station, so the services can operate seamlessly	Not Initiated

<b>Urban Design</b>		
<b>Zoning Overlay</b>		
UD 1.01	Implement one-page zoning overlay for downtown Tulsa	In Progress
<b>Open Space</b>		
UD 2.01	Create open space at Station Square (1st St between Cincinnati and Boston Aves)	Not Initiated
UD 2.02	Create open space at Blue Dome Green (corner of 2nd and Detroit)	Not Initiated
UD 2.03	Create open space at McNellie's Plaza (corner of 1st and Elgin)	Complete
UD 2.04	As deemed appropriate by John Hope Franklin Center for Reconciliation, improve walkability surrounding John Hope Franklin Reconciliation Park (small street to the south, residential townhouses, street trees vs bushes)	In Progress
<b>Shade</b>		
UD 3.01	Install shade structures along networks of walkability, especially along new Boulder Avenue bridge where an artful canopy could coordinate with the attractive screens already present	Not Initiated
<b>Successful Urban Retail</b>		
UD 4.01	Encourage retailers that adhere to the following criteria: urban building types, continuity, space-making, multiple modes, strategic location of anchors, and sticky anchors	Not Initiated
<b>Sidewalk Dining and Parklets</b>		
UD 5.01	Create parklet program	Complete
UD 5.02	Create program to actively encourage private businesses to place tables and chairs on the sidewalk	Complete
<b>Public Art</b>		
UD 6.01	Murals on blank walls on networks of walkability	In Progress
UD 6.02	Artistic underpass with lighting at Greenwood Street underpass	Complete
<b>Lighting</b>		
UD 7.01	Upgrade lighting in Convention Center area	In Progress
UD 7.02	Upgrade lighting in Greenwood District	Complete