

Item:

Discuss proposed amendments to the GO Plan (Regional Bicycle/Pedestrian Master Plan) as an amendment to the Tulsa Comprehensive Plan.

Background:

The GO Plan is a guide to determine street design to accommodate all modes of transportation. During implementation, GO Plan recommendations will be cross-referenced with the Major Street and Highway Plan, Downtown Walkability Analysis, the Comprehensive Plan, and other City of Tulsa planning documents to ensure the best levels of service are achieved for all users in the design process, and in choosing appropriate bicycle and pedestrian improvements.

The GO Plan was adopted by the TMAPC on August 16, 2017 and approved by City Council on August 30, 2017. Since adoption, the GO Plan has been amended several times. The plan document can be found at <http://tulsaplanning.org/resources/plans/>.

There is a total of four City of Tulsa changes that are recommended for the 2020-2021 cycle. These amendments were recommended by a member of the Tulsa Planning Office, the Bicycle & Pedestrian Advisory Committee, INCOG's Transportation Department, and a local developer. These requests came primarily from the needs of upcoming streetscape and development projects as well as from proposed connections to major points of interest. The amendment requests and their impacts are as follows:

*For locations, refer to GO Plan Requested Amendments Maps: 2020-2021.

- **Location 1:** Provides a connection between Carver Middle School and senior housing with the Osage Prairie Trail. There currently is the presence of a "goat trail" between these locations indicating heavy usage.
Staff Comment: Staff will recommend implementing this request as this segment is very small (0.05 miles) and easy to construct; Currently, there is the presence of a "goat trail" between Hartford and the Osage Prairie Trail, indicating heavy pedestrian usage.
- **Location 2:** This proposal would seek to connect the River Parks Trail to Denver Avenue via a signed route. Bicycle lanes would then connect Denver Ave. to points of interest such as Cherry Street, the Midland Valley Trail, and the South Boston Entertainment District.



Staff Comment: Staff will not recommend this amendment to the GO Plan. The terrain between Riverside and Denver presents numerous elevation changes that could inhibit safety for cyclists. Between Denver and Quaker, there is a large amount of lane width fluctuation (approximately 9 feet wide as you approach Peoria), not to mention a high number of crashes (approximately 38 per year). Additionally, there is already existing east-west bicycle infrastructure on 11th Street, planned bicycle infrastructure on 13th Street, and a planned, signed route connecting 13th Street to Cherry Street.

- **Location 3:** This request came largely from a developer's desire to start a pilot bicycle-share program for his planned development north of Edison Street and 49th W. Avenue. This developer desired a connection between his development and the Katy Trail for the proposed bicycle-share program through bicycle lanes and sidewalks on 49th W. Avenue.

Staff Comment: Staff will recommend accommodating this request by including sharrows from Edison to the Katy Trail on 41st West Avenue on the GO Plan. Not only is the average speed lower on 41st West Avenue than on 49th West Avenue, but the ADT on 41st West Avenue is almost half of that on 49th West Avenue and the total number of crashes on 41st West Avenue was near half that of 49th West Avenue between the period of 2010-2019. MTTA has commented that placing bicycle lanes on 49th West Avenue without right-of-way expansion would severely inhibit bus driver safety as well as route efficiency and timing of the buses.

- **Location 4:** The proposal is to remove the bicycle lane designation on Lewis Avenue between 10th and 13th Streets.

Staff Comment: Staff would propose adding Signed Bike Routes on Zunis Avenue and Lewis Place between 11th Street and 13th Street to replace the north-south connection lost by this request. Currently, the portion of Lewis between 10th & 13th does not have the necessary lane width to implement bicycle lanes, nor will it after the planned streetscape project at this location. MTTA has cited the same issues here as with **Location 3**. There is also a very high volume of traffic on this corridor already.

Staff Recommendation

Discuss proposed GO Plan amendments and staff comments in advance of the April 21, 2021 TMAPC public hearing.

Attachment(s)

- 2020-2021 GO Plan Recommended Amendments List
- GO Plan Recommended Amendments Maps: 2020-2021

2020-2021 GO Plan Requested Amendments List								
Location Number	Project Number	Jurisdiction	Street Name	Requested Facility	From:	To:	Length (in Miles)	Case Numbers
1	N/A	City of Tulsa	E. Oklahoma St.	Multi-Use Trail	N. Hartford Ave.	Osage Prairie Trail	0.05	JZ1
2	N/A	City of Tulsa	15th St.	Bike Lanes & Urban Signed Route	Riverside Dr.	Quaker Ave.	1.01	BPAC1
3	N/A	City of Tulsa	49th W. Ave.	Bike Lanes & Sidewalks	Edison St.	Katy Trail	0.53	SP1
4	July 2018 Amendments	City of Tulsa	Lewis Ave.	Removal of Bike Lane Designation	10th St.	13th St.	0.33	PW1

City of Tulsa 2021 GO Plan Amendments

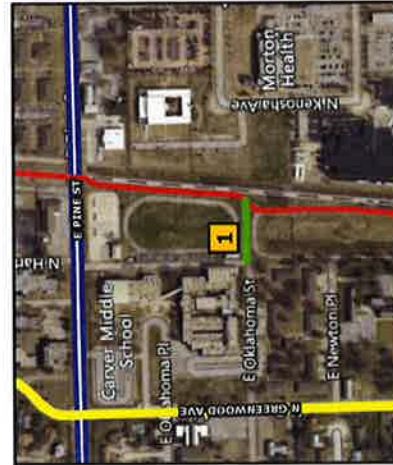
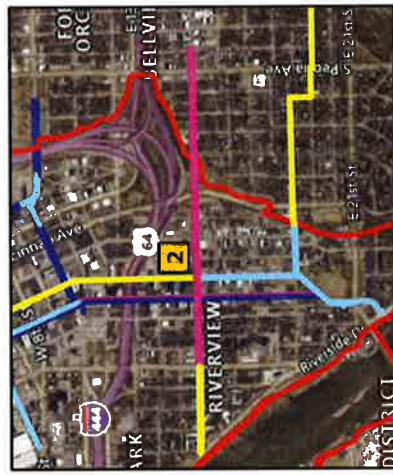
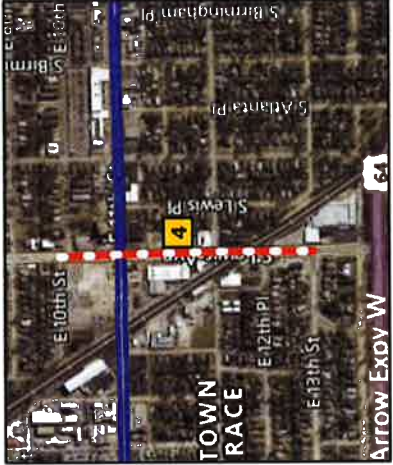
Facility

- Bike Lane
- - - Delete
- Signed Route
- Multi-Use Trail



3.4

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- ### Existing Facilities
- Multi-Use Trail
 - - - Sharrow
 - Signed Route
 - Bike Lane
 - - - Buffered Bike Lane
 - - - Unpaved Trail

