

6 COMMUNITY PLANS

Bixby

Broken Arrow

Catoosa

Collinsville

Coweta

Glenpool

Jenks

Owasso

Sand Springs

Skiatook

Tulsa

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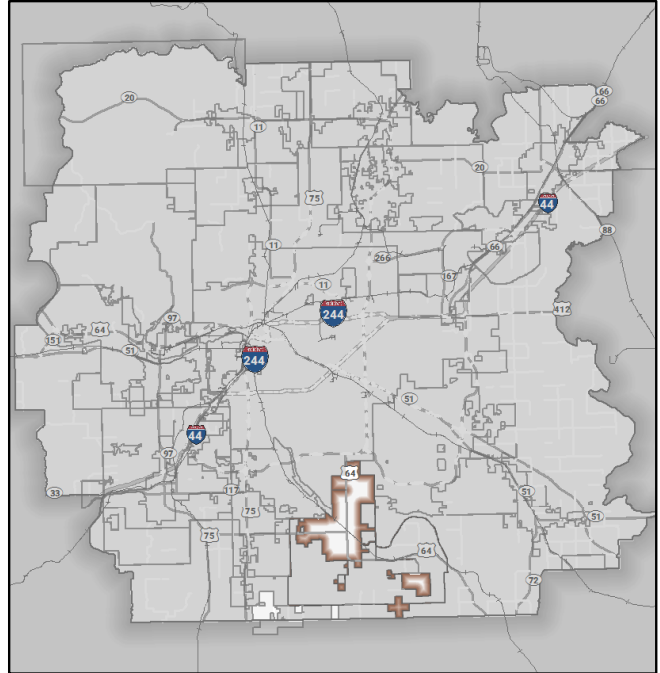
Bixby

Community Overview

Bixby is a city of 25 square miles located in both Tulsa County and Wagoner County on the south side of the Tulsa metropolitan area. Bixby has grown rapidly in the last 15 years and is the fastest growing city in the region. The city added over 50 percent in population from 2000 to 2010 and today has around 24,000 residents. The City of Bixby is bisected by the Arkansas River with the original town center located on the southern side and new growth on the north side toward Tulsa and Broken Arrow.

This new residential growth is rapidly filling in the arterial grid with small-lot, single-family residential development. These subdivisions typically have short block curvilinear streets, and the newer developments have sidewalks on both sides of the street. Commercial uses remain concentrated on arterial streets. Little industrial or other employment land uses exist within Bixby, so the majority of residents commute to other regional cities for work. Memorial Drive (US-64) is the main artery through the city which connects to the Creek Turnpike.

The northern and southern portions of Bixby are connected for bicyclists and pedestrians by the Riverwalk Trail which crosses the Arkansas River next to the Memorial Drive bridge. This trail extends from 131st Street in the north to historic



downtown Bixby in the south. Additional trails run along the Fry Ditch Creek in between subdivision boundaries and connect to Washington Irving Park on Memorial Drive. Extensions of these trails were included in the 1999 Trails Master Plan and are adopted into the GO Plan. Support for trail construction has been strong in Bixby with an overwhelming number of residents in favor of the 2011 bond issue which funded trail improvements. These trails are accessible to a wide range of residents who use them as pedestrians and for recreational bicycling.

Walkshop Summary

The Bixby walkshop was conducted on April 24, 2014, starting at the Daily Family YMCA on Memorial Drive. 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 from the City of Bixby to the City of Glenpool. SH-67 (151st Street) connects the two cities and is 4-lane highway that has a sidewalk on the south side from the center of Bixby to Sheridan Road. New development is occurring along SH-67.

Response:

A sidepath is recommended along the north side of SH-67 from downtown Bixby at Memorial Drive to South Peoria Avenue. An additional sidepath along Peoria Avenue and bike lanes on 141st Street are recommended to complete the connection to downtown Glenpool.

Identified Issue:

The crossing of the Fry Ditch Creek Trail at 121st Street does not have appropriate treatments for crossing a major arterial street.

Response:

Trail crossing treatments are addressed in Appendix A: Design Guidelines. This particular location should have a refuge median added in the center two-way left turn lane, as well as higher visibility warning signs such as rectangular rapid flashing beacons that would be activated by trail users.

Identified Issue:

Provide public access to trails at locations in addition to trailheads.

Response:

A policy recommendation below addresses this issue.

Policy Review and Recommendations

Bixby's design manual, zoning regulations and comprehensive plan provide quite comprehensive requirements pertaining to the provision of bicycle and pedestrian related infrastructure. For example its Design Standards dictate that all access ramps be built to ADA standards and that all sidewalks are built to reflect a four foot minimum width to provide comfortable facilities for pedestrians. Further, Bixby has codified the design standards of sidewalks based on the type of street with a minimum sidewalk width of four feet.

While these comprehensive design standards provide for comfortable facilities in many areas of the City, there are still some gaps in the pedestrian network which should be addressed. For example, it is not clear whether the current engineering standards provide "passing zones" for pedestrians with disabilities and people on wheelchairs. There is no specification for bicycle facility design.

Recommendations

- Consider adopting design guidelines for pedestrian and bicycle facilities outlined in the GO Plan
- Consider requiring pedestrian scale lighting on new streets and developments in commercial areas.
- Consider amending design standards to provide for the construction and retrofit of sidewalks and include a five foot minimum width to provide comfortable facilities for pedestrians.
- Consider amending design standards to specify lighting along trails.
- Consider amending subdivision regulations to require at least one connection to a trail if one located within ¼ mile of a new residential development. Connections should be provided via off-street trail where possible, sidepath if routing along an arterial is necessary, and via signed route and crossing improvements if it is possible to use local neighborhood streets.

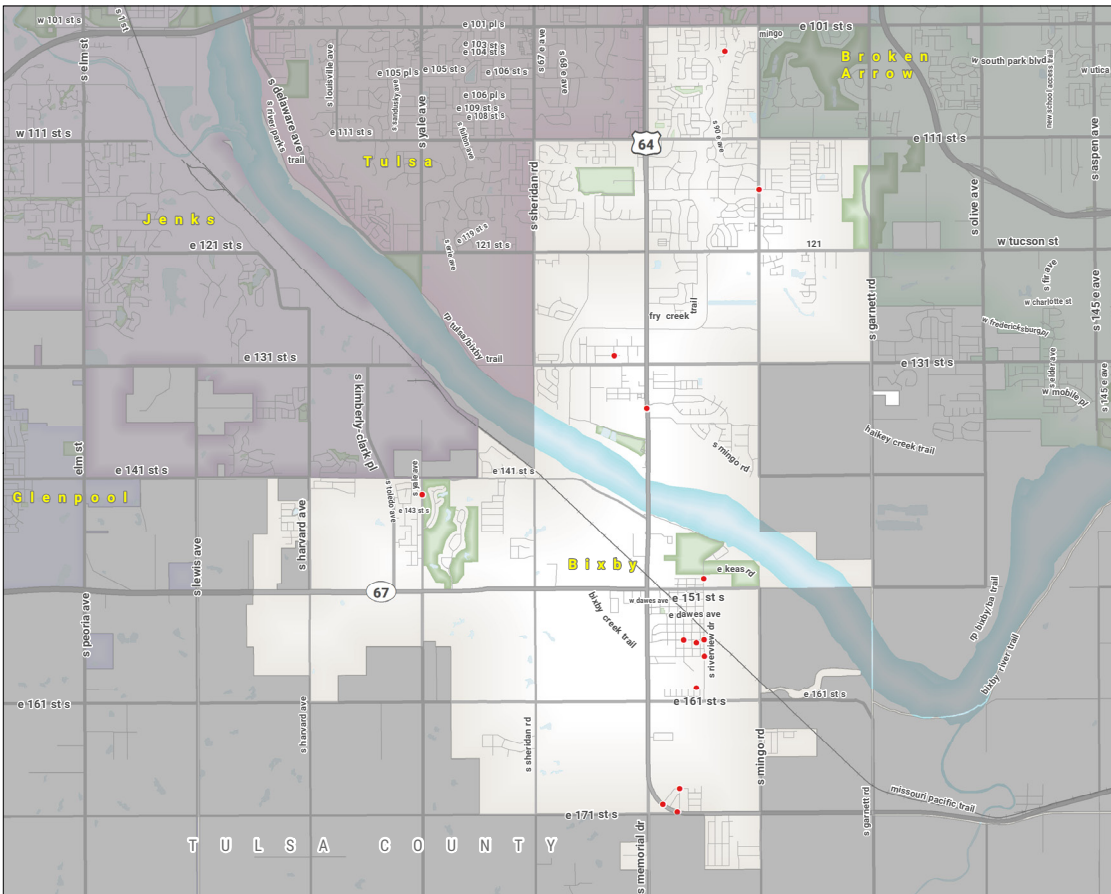
Pedestrian Network Recommendations

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 by the City of Bixby is the South Mingo Road corridor between 101st Street on the north and 111th Street on the south.

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 in commercial areas. The majority of the 14 reported pedestrian crashes in the city between July 2009 and July 2014 occurred on streets 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 or bicycle crash



Pedestrian Improvements

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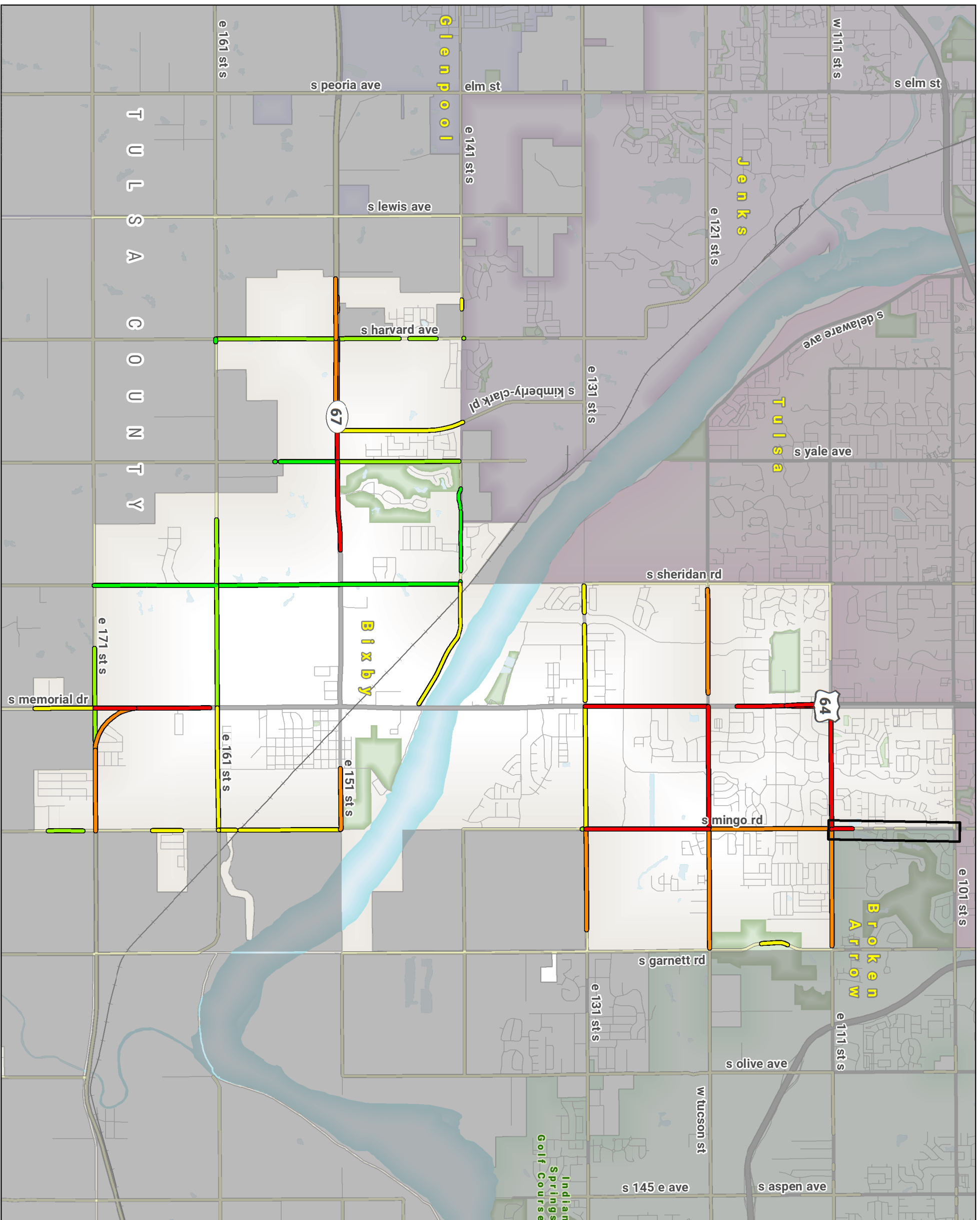
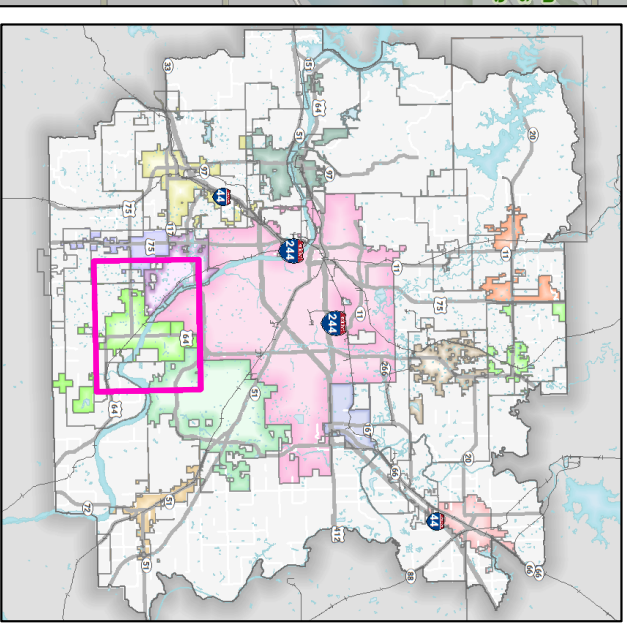
Tulsa Regional Bicycle & Pedestrian Master Plan

Bixby

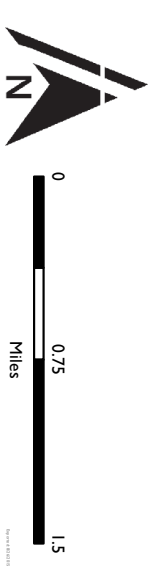
Prioritized Sidewalk Gaps by Quintile

- 1
- 2
- 3
- 4
- 5

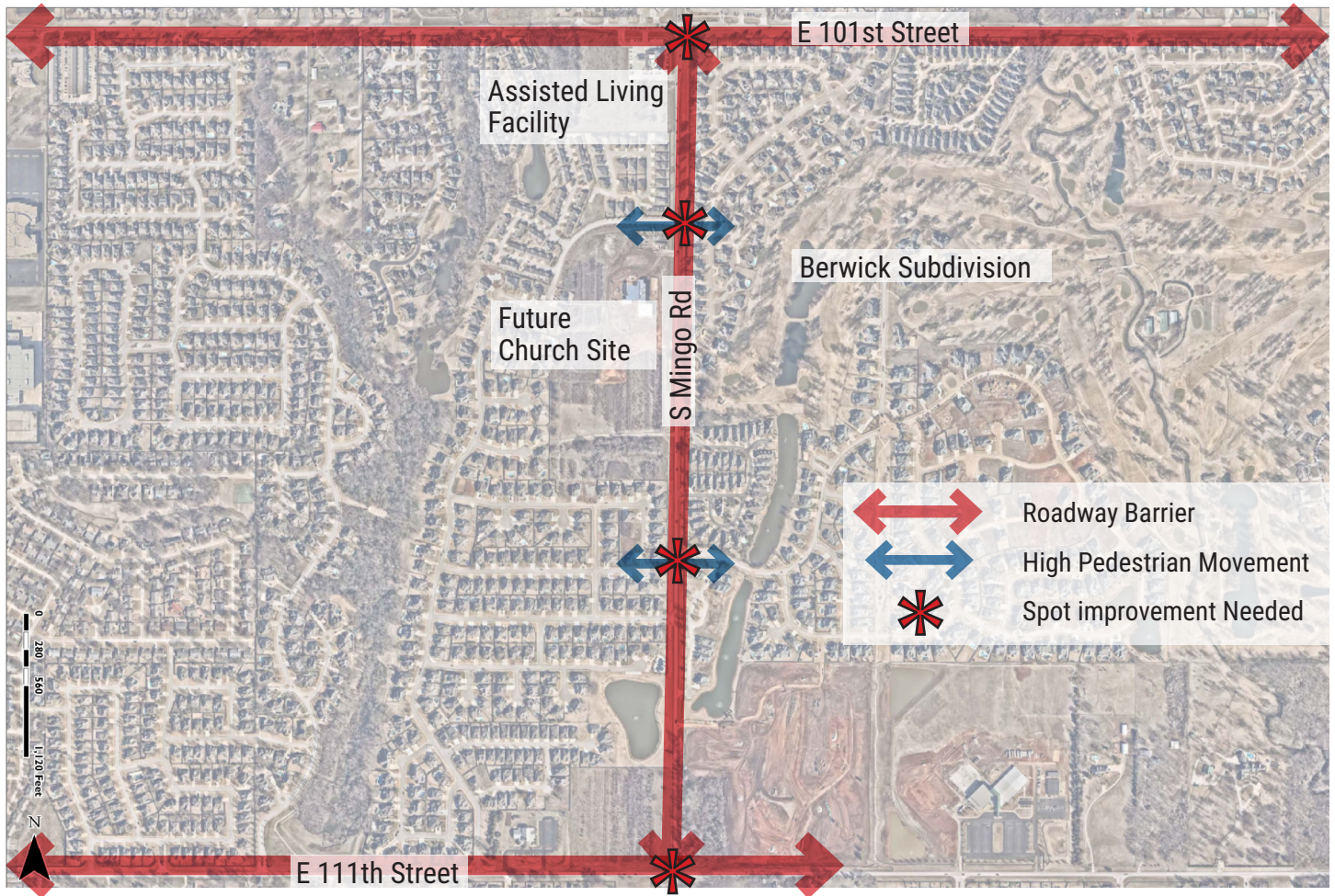
- Outside Jurisdiction
- Focus Area



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



SOUTH MINGO ROAD FROM EAST 101ST STREET AND EAST 11TH STREET SOUTH



Why is this a focus area?

- South Mingo Road is an old farm to market road that is a connection from Bixby to the surrounding suburban residential developments
- As more single family home developments occur along Mingo Road, the traffic volume pressure grows and is causing congestion and a strain on the intersections
- New development of a senior assisted living facility and large church will increase the need for pedestrian connections
- There are no sidewalks along South Mingo Road
- There are no pedestrian crossings of Mingo Road
- There is no connectivity between the neighborhood developments



Typical section of S Mingo Road



Typical crossing of E 101st Street

SOUTH MINGO ROAD FROM EAST 101ST STREET AND EAST 11TH STREET SOUTH

Proposed solutions

- Add sidepath along South Mingo Road to connect to the proposed sidepath along East 101st and East 111th Street South
- Initial sidepath installation could focus on connecting offset subdivision entrances and new mid-block crossings between them
- Add crosswalks at the intersections of South Mingo Road and East 101st Street and East 111th Street South and a signal at Mingo and 111th.
- Install mid-block crossings along South Mingo Road at key driveways and entrances



Mid-block crossing with refuge median

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



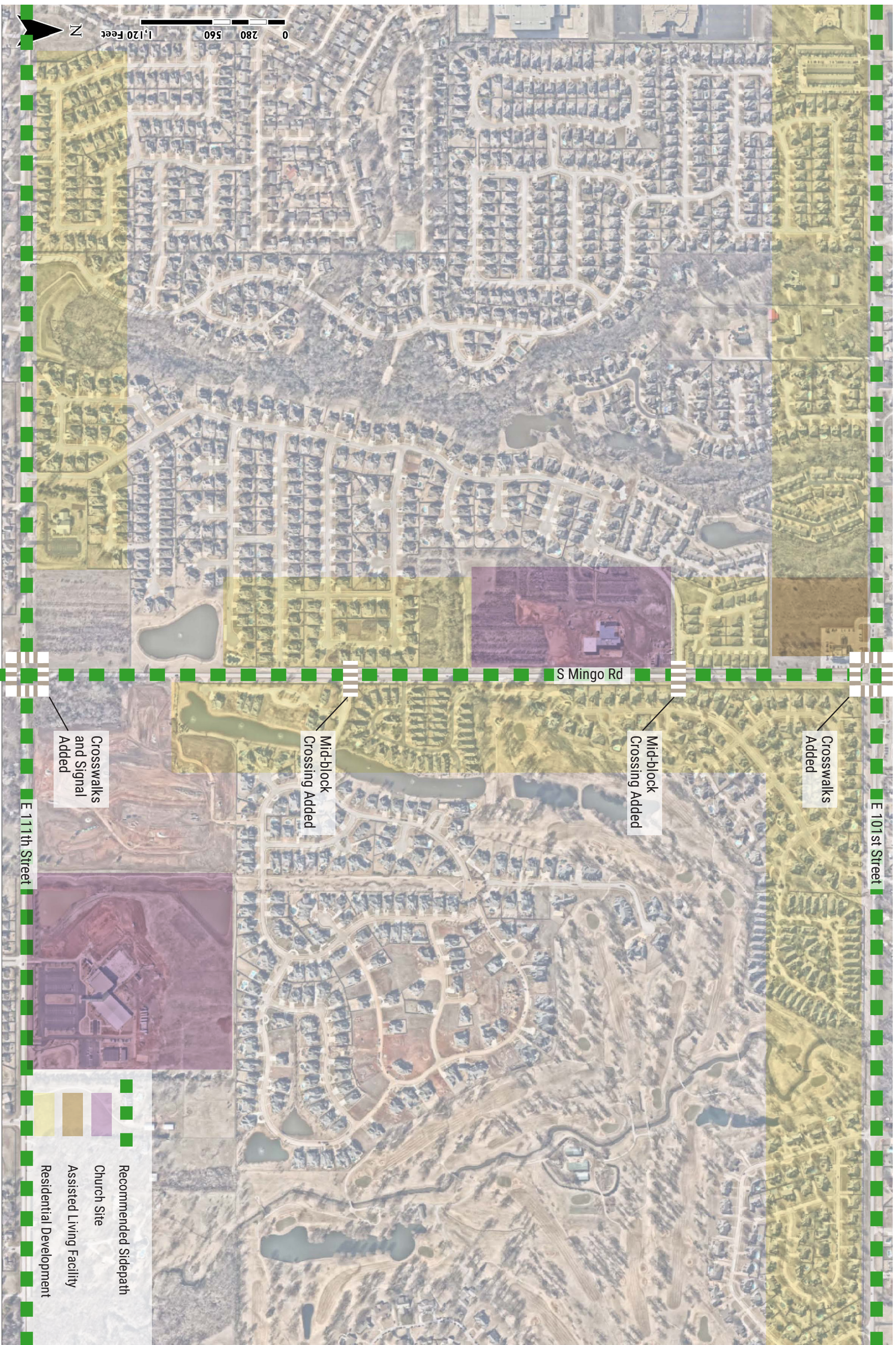
Sidepath crossing with texture



Sidepath crossing at roadway



Wide sidepath for shared bicyclist and pedestrian use



Bicycle Network Recommendations

The bicycle facility recommendations for Bixby were developed through the process described in Chapter 2, including a number of conversations and reviews with City staff in the Planning department. 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, Dawes Avenue is a relatively low-volume street with residential development at the east end and commercial development with on-street parking toward the west end. Shared lane markings here are recommended to connect the proposed sidepath on Memorial Drive to proposed bike lanes on Riverside Drive.

The set of recommendations for Bixby 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.

The City's main goal in implementing the bicycle network recommendations is to connect to the regional trails system. As such, projects leading to a connection with the Creek Turnpike Trail should be prioritized for seeking funding.










BIXBY	TOTAL MILEAGE	COST PER MILE	TOTAL COST
Signed Route	8.12	\$ 800 to 18,500	\$6,000
Shared Lane Markings	3.90	\$33,400	\$130,000
Bike Lane	1.50	\$71,600	\$108,000
Sidepath	10.62	\$719,000	\$7,639,000
Trail	25.27	\$888,100	\$22,441,000
Total	49.42		\$30,324,000

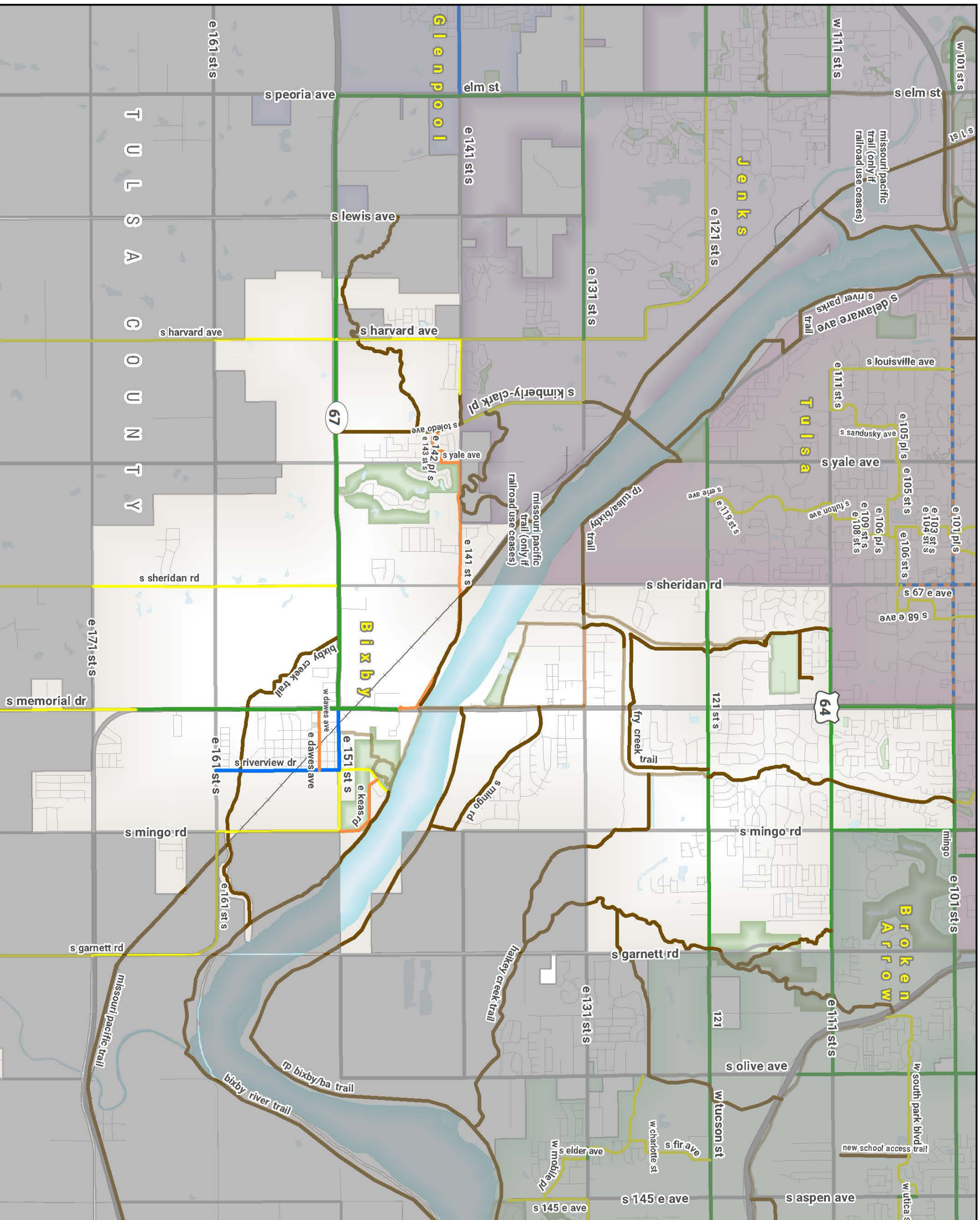
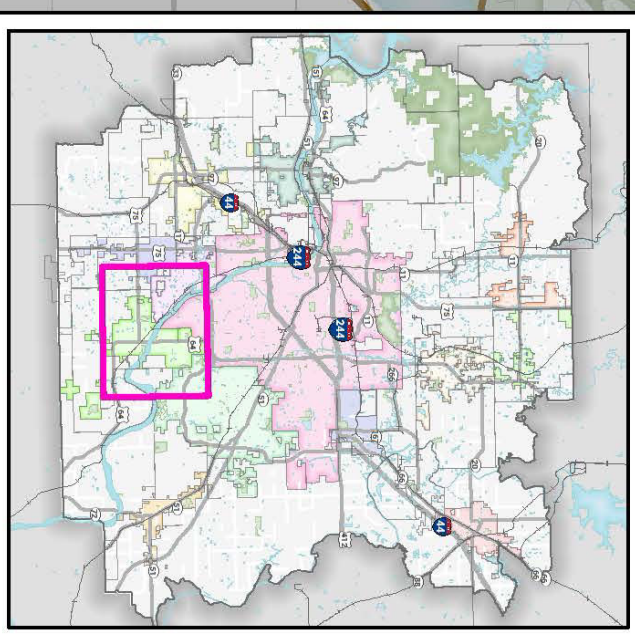
Final Network

9/10/2015

Tulsa Regional Bicycle & Pedestrian Master Plan

Bixby

- | Recommendations | Existing Facilities |
|--|---|
|  Trail |  Trail |
|  Sidewalk |  Shared Lane |
|  Bike Lane |  Marking |
|  Shared Lane | |
|  Marking | |
|  Signed Route | |



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