




**Bicycle/Pedestrian
ADVISORY COMMITTEE**

Goals and Recommendations



Facilitated and Supported
by



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Presentation to the Tulsa City Council

December 6, 2012



The Bicycle/Pedestrian Advisory Committee supports the Tulsa Comprehensive Plan and its transportation components.

GOAL 1

Receive silver bicycle-friendly status from the League of American Bicyclists and bronze status from Walk Friendly Communities by the end of 2017.



Supporting Objectives

- Add 50 miles of on-street bikeways and 10 miles of multi-use trails.
- Implement innovative bicycle infrastructure as seen in American Association of State Highway & Transportation Officials (AASHTO) Bike Guide and National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, including shared lane markings, bike lanes, cycle tracks, neighborhood greenways/bicycle boulevards.
- Create convenient and secure bike parking throughout the city. (bike station, ordinances)
- Implement the City of Tulsa's approved ADA Transition Plan and adequately fund the backlog in pedestrian infrastructure.

GOAL 2

Achieve a 50% reduction in preventable fatal and injury crash rates for pedestrians and bicyclists by year end of 2017.



Supporting Objectives

- Identify top 10 bike/pedestrian accident-prone areas and develop improvement plans that address the safety issues.
- Install "Yield for Pedestrians in Crosswalk" (MUTCD R1-6) signs or rectangular rapid flash beacons in areas of high pedestrian activity.
- Employ "Bicycles may use full lane" signs (MUTCD R4-11).
- Align Tulsa ordinances with state statutes
 - Add to city ordinance, "When the lane is too narrow for both a motor vehicle and a bicycle to safely share the lane, motor vehicles shall pass in the adjacent lane" as an exception to the requirement that a bicyclist ride "as far right as is safe."

- Strengthen an inattentive driver ordinance
- Require, by city ordinance, a motor vehicle to allow three feet when passing a bicycle.
- Add "motor" before "vehicle" to the ordinance relating to impeding traffic so that this ordinance does not apply to bicycles.

GOAL 3

Triple Tulsa's bicycle commuter mode share by the end of 2017 and achieve a 10-fold increase by the end of 2022. Raise Tulsa's walking commuter mode share to 3% by end of 2017 and 4% by 2022.

Supporting Objectives

- Establish a data collection program and measure more than commuter share.
- Complete Bicycle & Pedestrian Master Plan (with BPAC as a continuing participant) and begin implementation in 2015.
- Encourage biking/walking to Tulsa Transit stops with appropriate bike parking.
- Establish a transportation-oriented bike share system.



GOAL 4

Dedicate a minimum of 7% of transportation funding to bicycle and pedestrian infrastructure, beginning with the next funding package and annual budget.

Supporting Objectives

- Increase allotted maintenance budget for on-street bikeways and multi-use trails by at least 10% annually through 2017.
- Provide pedestrians with sidewalks to bus stops and bus shelters.



GOAL 5

Develop and begin implementation of public education campaigns designed specifically for the general public and for law enforcement officers by 2014 and a campaign for Tulsa area public school students reaching 75 percent of schools by end of the 2014-2015 school year.



Supporting Objectives

- Create, distribute and obtain a commitment to air bike/pedestrian safety Public Service Announcements (PSAs) on TV stations and radio stations, including obtaining an annual City Council resolution declaring all streets are bicycle streets.
- Develop education programs: motorists & cycling rules of the road, traffic skills, Safe Routes to School programs, etc.
- Educate police on biking/walking laws; Traffic Skills 101 in Police Academy
- Support Tulsa Health Department in providing physical education teachers with bicycle and pedestrian safety lesson plans.

**Bicycle/Pedestrian
ADVISORY COMMITTEE**

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