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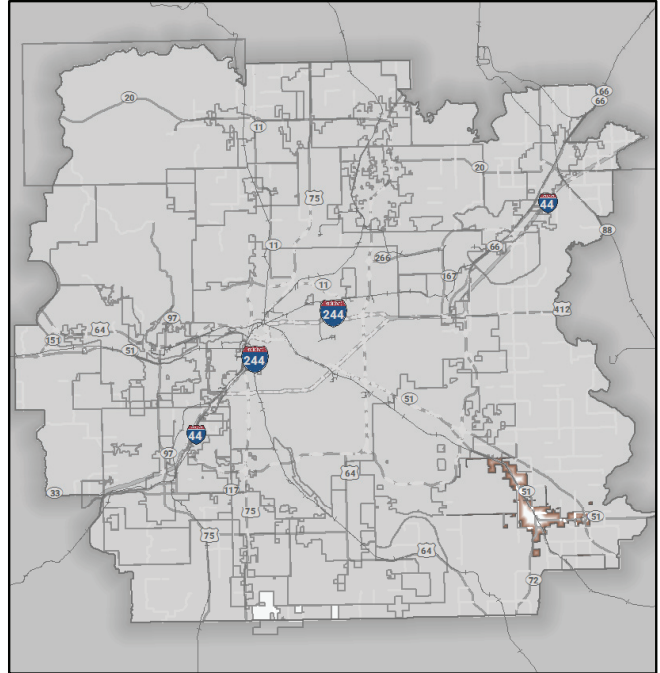
# Coweta

## Community Overview

Coweta, a residential community located in Wagoner County, is a suburb of Tulsa situated southeast of the metropolitan area adjacent to Broken Arrow. Many of Coweta's residents that work in Tulsa or Broken Arrow commute north on either SH-51 or the Broken Arrow Expressway. Most of the developed land in Coweta is within the downtown historic grid. Further residential and commercial development is moving to the northwest along SH-51.

Broadway, also SH-72, is Coweta's main street running to the south off SH-51 for seven blocks. City Hall is located at the south end of the seven block corridor. Broadway is a wide two-lane corridor (approx. 70 feet curb to curb) with angled parking to serve the commercial enterprises on both sides of the street. Other Civic buildings as well as a mix of small businesses are located on the blocks east and west of Broadway with residential beyond. The Coweta High School, Intermediate and Jr. High School are located east of downtown on the same campus along Highway 51 separated by Ben Lumpkin Road. Shared athletic fields and facilities are situated between the two school buildings.

The City completed a Safe Routes to School Sidewalk Master Plan in 2012 to prioritize construction of sidewalks based on proximity to the community's schools.



## Walkshop Summary

The Coweta walkshop was conducted on April 14, 2014 in City Hall. The project team members, INCOG Staff, City Staff and community members discussed pedestrian and bicycle issues. Tom Young, City Planner and Greg Collins, Community Development

Director assisted the group in understanding the City's growth patterns, potential future developments and locations of key destinations in town. The following items were discussed as future priorities at the walkshop meeting:

### Identified Issue:

Coweta Crossing, a future mixed-use and multi-family housing development as well as site of the future County Convention Center will be located north of town on Highway 51. Today there are no bicycle or pedestrian facilities in place to link this key destination to downtown.

### Response:

The GO Plan recommends a sidepath that will follow Highway 51 north. It also calls for a bike lane on Broadway in downtown which together will connect this new development to the core of Coweta.

### Identified Issue:

Broken Arrow's Chisholm Trail South Regional Park that may have expanded sports facilities in the near future is a valued destination for residents of Coweta. The location of the park is adjacent to the Creek Turnpike across from Northeastern State University's campus.

### Response:

The recommended sidepath SH-51 and 101st Street will connect directly to the park.

### Identified Issue:

Students from Coweta High School cross SH-51 at Ben Lumpkin Road to access a convenience store on the north side of the intersection. There are currently no sidewalks along Ben Lumpkin Road and no accessible accommodations at the intersection for safe pedestrian crossings. Additionally, a mid-block crosswalk on SH-51 to Coweta Junior High School is not an adequate crossing accommodation.

### Response:

This site is included in the plan as a focus area with recommendations in the following pages.

## Policy Review and Recommendations

The City of Coweta's Subdivision Regulations provide design standard provisions that require facilities for pedestrians. For example the regulations call for the implementation of sidewalks on both sides of local and collector roadways serving residential subdivisions. Further, the regulations establish width minimums for sidewalks and buffers as well as ADA design standards. No bicycle facility design standards are specified.

The City's Subdivision Regulations call for laying out minor roadways in such a way that discourages through traffic on minor streets. However, the ordinance additionally specifies that "the arrangement of streets within a subdivision shall, except for cul-de-sacs, connect with streets already dedicated in adjoining subdivision or provide for future connections to adjoining unplotted tracts." This represents a good step in providing accessible connections between neighborhoods and streets. Finally with regards to speed limits, the City's Subdivision Regulations call for design speeds of 25 mph on all residential streets and 30 mph on all collector streets.

## Recommendations

- Consider adopting design guidelines for pedestrian and bicycle facilities outlined in the GO Plan.
- Consider amending Subdivision Regulations to specify pedestrian and bicycle connections for cul-de-sac ends to the rest of the street network and requiring new streets to align with existing streets across arterials.



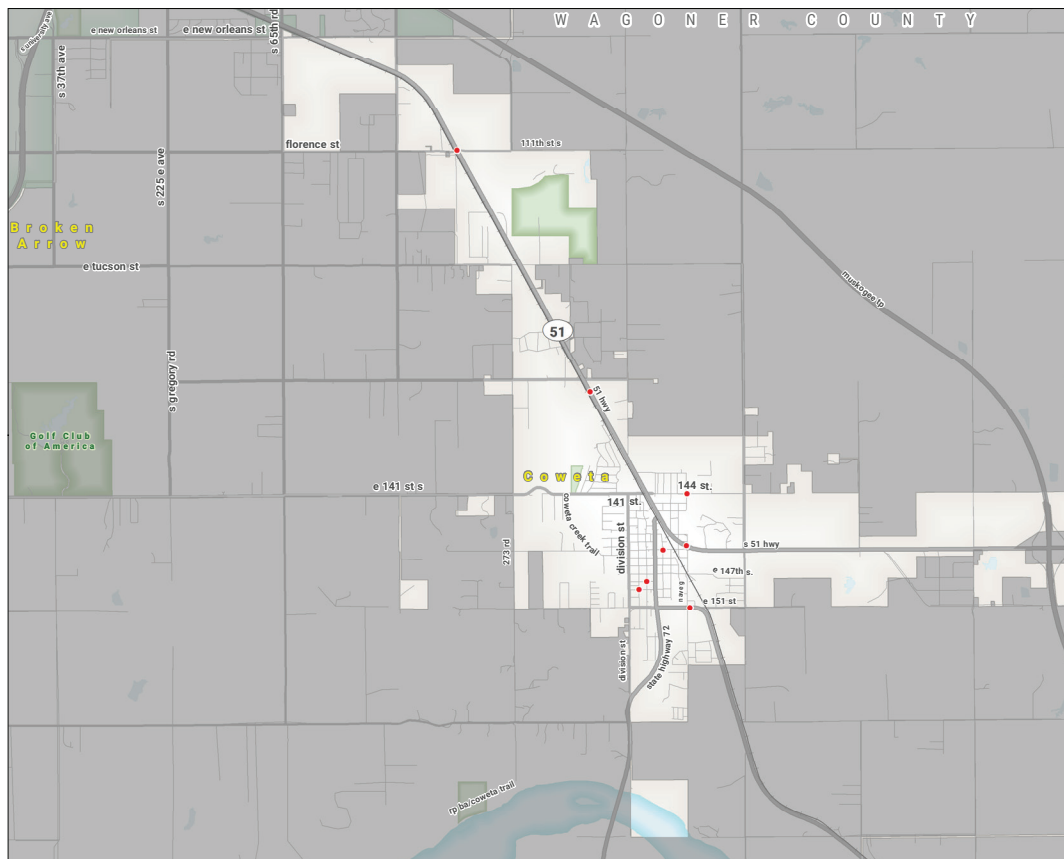
## Pedestrian Network Recommendations

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 was at Coweta High School on Highway 51 and by Ben Lumpkin Road.

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. Over 50% of the eight pedestrian

crashes, including one fatality, reported in Coweta in the five years ending July 2014 were located on arterial streets. Three of these crashes were on SH-51.

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

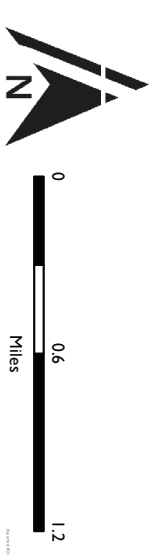
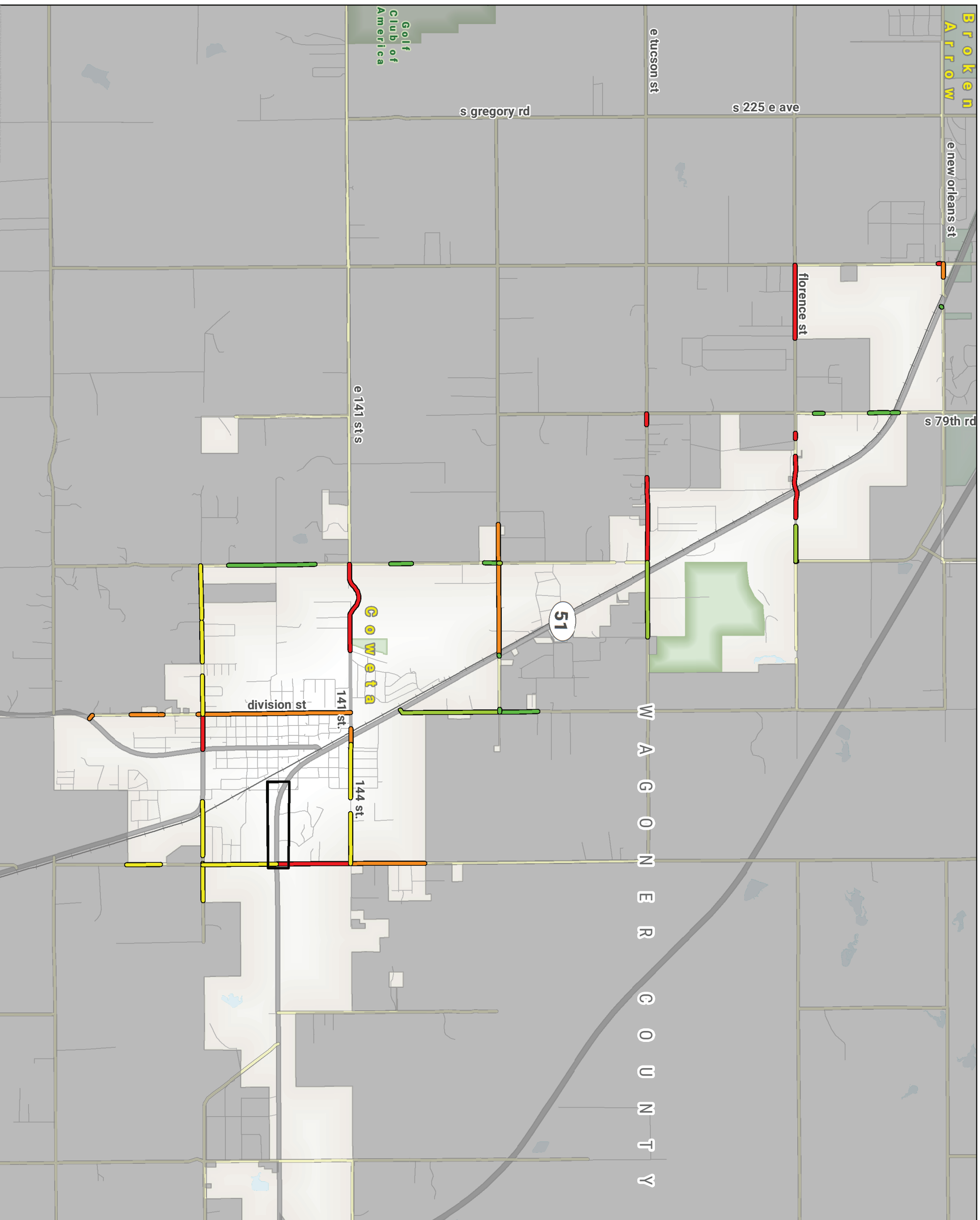
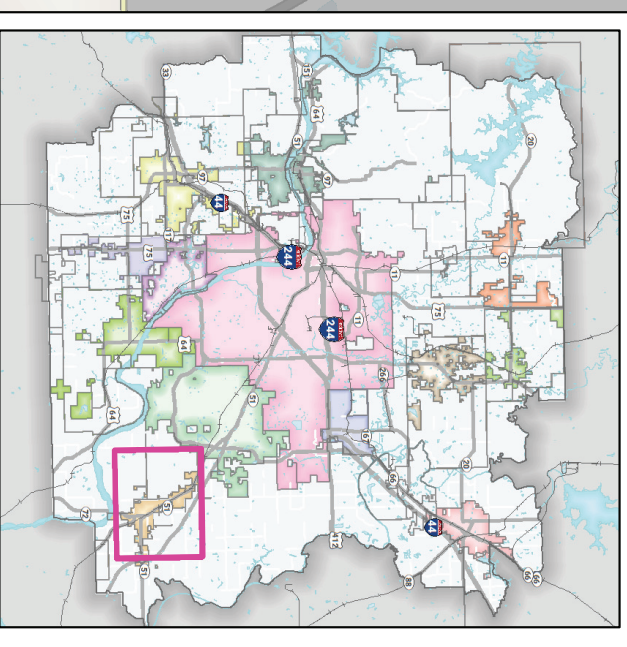
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Tulsa Regional Bicycle & Pedestrian Master Plan

## Coweta

### Prioritized Sidewalk Gaps by Quintile

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



## EAST HIGHWAY 51



### Why is this a focus area?

- Highway 51 is a large arterial road with high traffic speeds that is the main thoroughfare from Coweta to Tulsa
- To east, Highway 51 becomes a rural highway with few cues to drivers that they are entering a built up area and school zone
- S 305th East Ave has a high school and middle school on each side of it
- Connection from schools to convenience store across Highway 51 is dangerous with minimal pedestrian accommodation
- Long distances between opportunities for pedestrians to cross along 51
- No sidewalks along S 305th East Ave



View toward Coweta High School on S 305th East Ave



Typical section of East Highway 51

## EAST HIGHWAY 51

### Proposed solutions

- Add a mid-block crossing with HAWK signal at the crossing of Highway 51 at the church school to the west of S 305th East Avenue
- Add push button detection and high visibility crosswalks to all 4 corners of the Highway 51 and South East Ave intersection
- Construct a sidewalk along each side of S 305th East Avenue including curb ramps at corners
- Construct curb ramp and connection to gas station/convenience store property

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



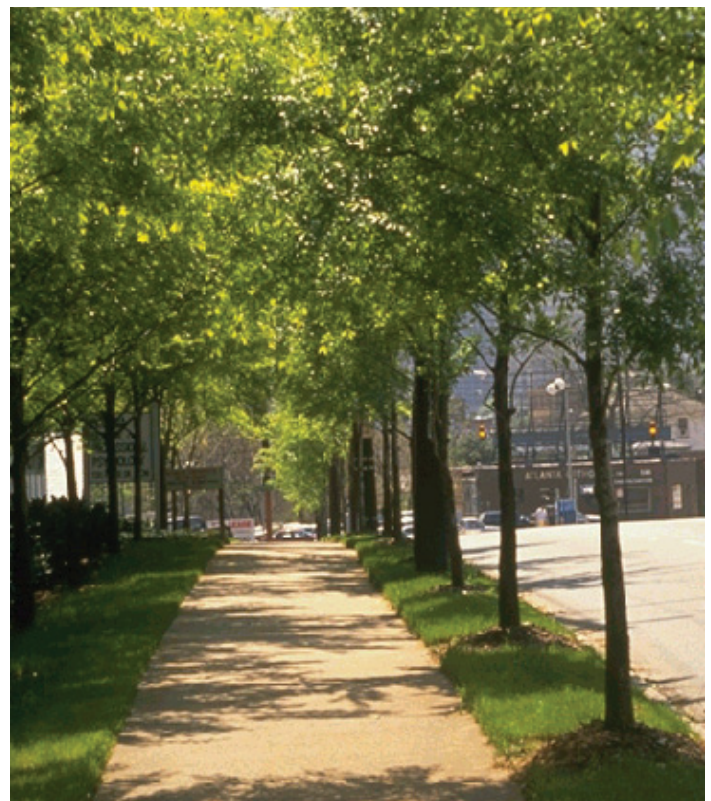
Push button detection



HAWK Signal at mid-block crossing

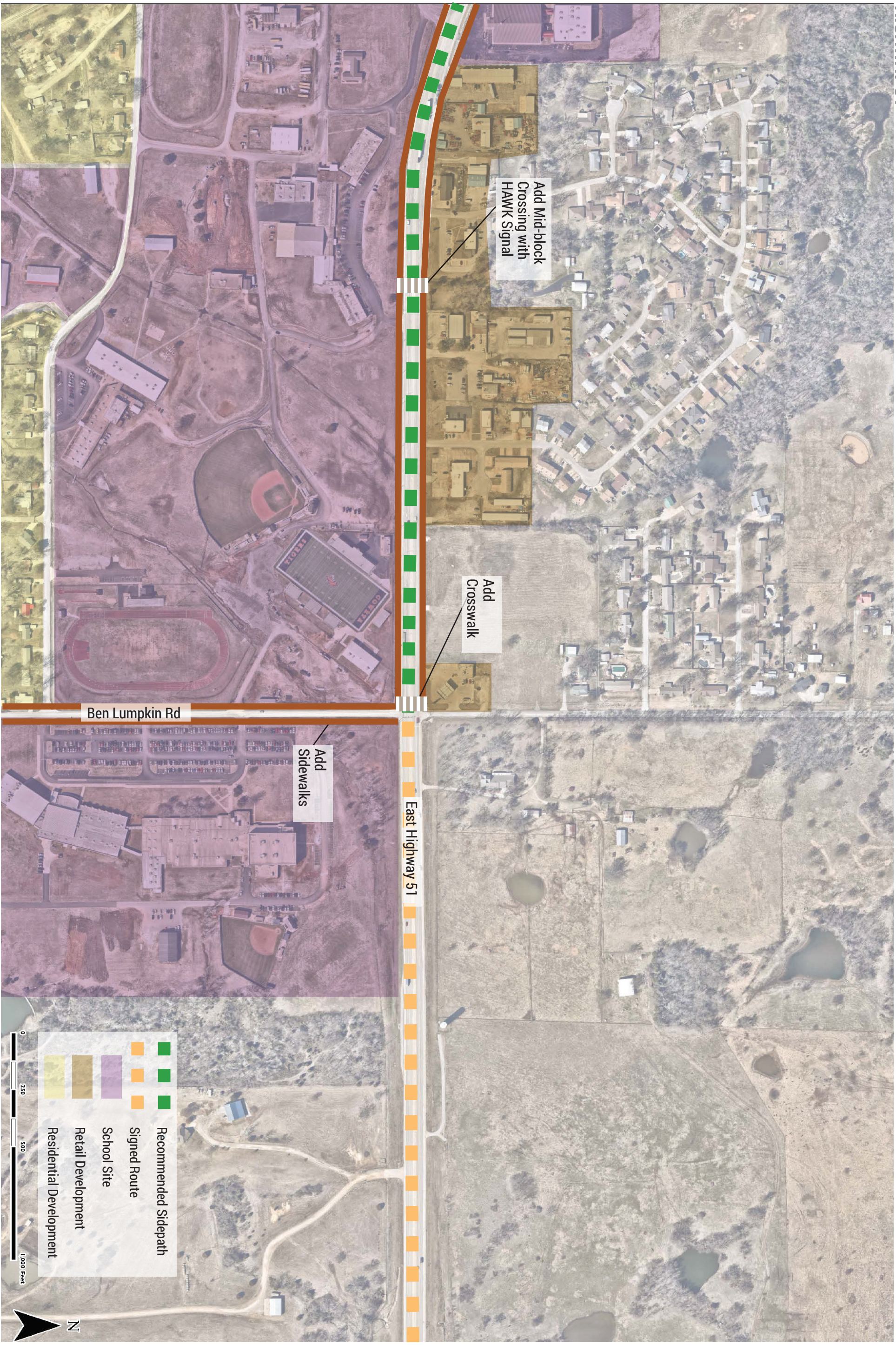


Crosswalk at school intersection



6' wide sidewalks and street trees along roadway





## Bicycle Network Recommendations

The bicycle facility recommendations for Coweta were developed through the process described in Chapter 2, including a number of conversations and reviews with the City Planner and City staff. 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, a signed route on Pecan Street from Broadway to Ben Lumpkin Road will connect Coweta High School to downtown via a low-volume, low-speed street.

The set of recommendations for Coweta 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.

COWETA	TOTAL MILEAGE	COST PER MILE	TOTAL COST
Signed Route	8.69	\$ 800 to 18,500	\$147,000
Bike Lane	0.81	\$71,600	\$58,000
Sidepath	10.60	\$719,000	\$7,624,000
Trail	3.56	\$888,100	\$3,157,000
<b>Total</b>	<b>23.66</b>		<b>\$10,986,000</b>





# Final Network

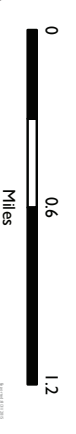
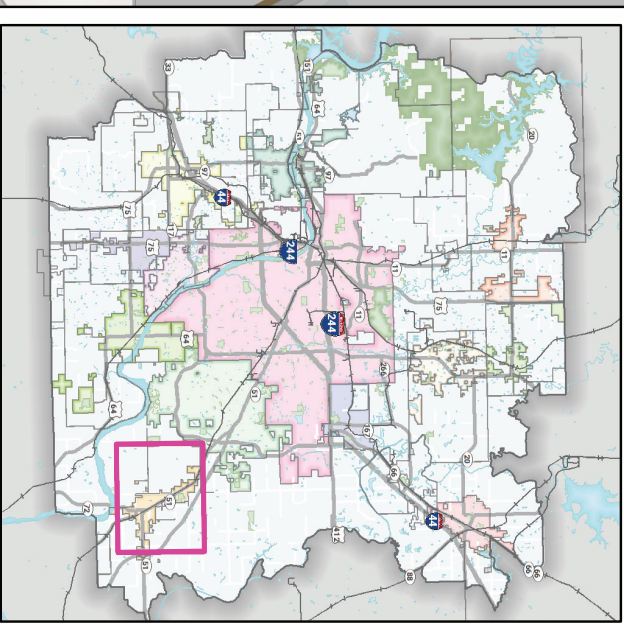
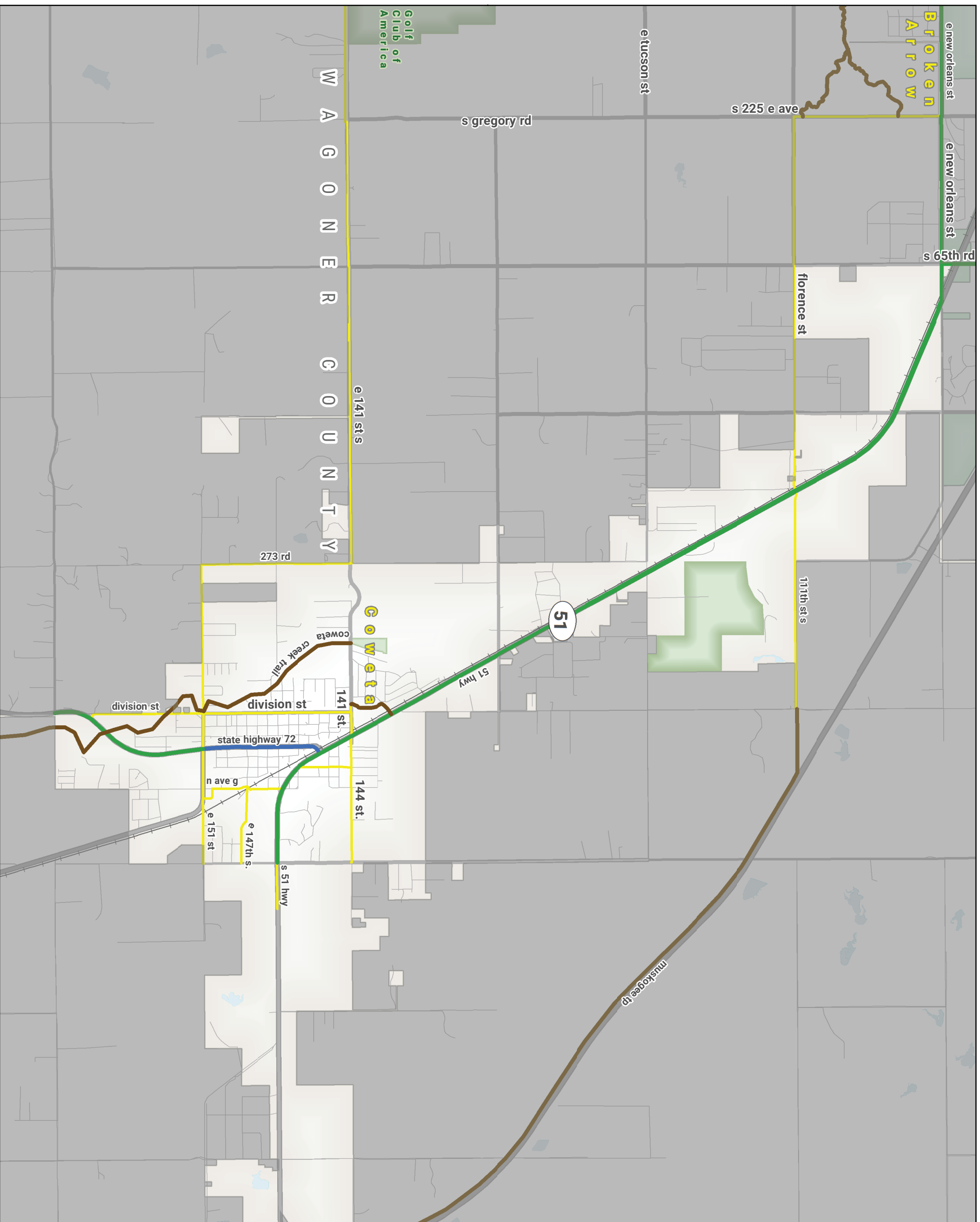
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Tulsa Regional Bicycle & Pedestrian Master Plan

## Coweta

### Recommendations

-  Trail
-  Sidepath
-  Bike Lane
-  Signed Route



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



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