



# POLICY REVIEW SUMMARY

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The project team reviewed planning and design standards for each community in the region. The following tables summarize the relevant code in these documents that pertains to the pedestrian and bicycling environment.

## Overview of Subdivision, Zoning and Design Policies

Jurisdiction	Document Title/Source	Relevant Code Text	Implication for Bike/Pedestrian Travel
<b>Bixby</b>	Engineering Design Criteria Manual Sidewalk Design Standards Criteria	Design Standards * Minor Streets (25 mph) – 4 ft with a 6 ft setback * Collector Streets (35 mph) – 4 ft min with a 10 ft setback * Arterial Streets (40-60 mph) – 4 ft min with 10 ft min setback. All sidewalks need to be 4 inches thick	Provides minimum construction standards on all types of roadways. Includes setback widths to provide more comfortable pedestrian facilities.
<b>Bixby</b>	Engineering Design Criteria Manual Sidewalk Design Standards Criteria	No less than 3 ft from the outside curb line	Calls for the construction of buffers on sidewalks to provide at least 3 ft separation between pedestrians and adjacent traffic, making a more comfortable walking environment.
<b>Bixby</b>	Subdivision Regulations TITLE 12.3-2M	No pedestrian scale lighting required. Only requirements include: lights shall be provided at each street intersection within or abutting the subdivision in accordance with the engineering design standards of the city.	Policy doesn't encourage installation of pedestrian scale lighting. By installing lighting focused on motorists, pedestrians on the sidewalk may feel unsafe due to lack of appropriate lighting
<b>Bixby</b>	Engineering Design Criteria Manual Sidewalk Design Standards Criteria	Property owners along sidewalk are responsible for maintenance.	Implies that property owners are required to clear their sidewalks of snow or other debris.
<b>Bixby</b>	Zoning Regulations SECTION 12.3-3	To be located along rear and side lot lines, underground unless topography doesn't allow it. * Utility - 17.5 ft perimeter around subdivision * Drainage - 100 year flow	Policy may help facilitate the implementation of a safe, continuous, and connected network of bicycle and pedestrian facilities.
<b>Broken Arrow</b>	Subdivision Code	Concrete sidewalks shall be constructed along both sides of every arterial street, collector street or minor street provided that there is no commercial activity (only 1 side) or there are industrial subdivisions	Requires the construction of sidewalks on both sides of all street types, resulting in a more connected sidewalk network.
<b>Broken Arrow</b>	Zoning Ordinance - Pedestrian Facilities Ordinance SECTION 5.5.4.C	Sidewalks shall be installed on both sides of all arterials, collector streets, and local streets (including loop streets and cul-de-sacs), and within and along the frontage of all new development or redevelopment.	Requires the construction of sidewalks on both sides of all street types, resulting in a more connected sidewalk network.
<b>Broken Arrow</b>	Engineering Design Criteria Manual	Design Standards: 1. Residential Streets – 4 feet 2. Industrial Streets – not required 3. Commercial Streets – not required 4. Arterial Streets - 5 feet	Provides minimum construction standards in different types of roadways, however does not require the construction of sidewalks on industrial or commercial streets, making pedestrian connectivity difficult in these areas.
<b>Broken Arrow</b>	Zoning Ordinance - Pedestrian Facilities Ordinance SECTION 5.5.4.C	Ped access and connections required if trail is located within one-quarter (1/4) mile of the site.	Requires that new developments provide pedestrian access/connection if located within 1/4 mile from existing trails.
<b>Broken Arrow</b>	Zoning Ordinance - Pedestrian Facilities Ordinance SECTION 5.3	At least two (2) points of access shall be provided per half mile.	Helps increase pedestrian/bicycle access to a development.



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Broken Arrow	Engineering Design Criteria Manual	Design Standards: Locally Funded - 8 ft Federally funded - 10 Ft or as dictated by funding source	Locally funded trails will be a substandard width based on national guidance, whereas federally funded trails will provide adequate width.
Catoosa	Subdivision Ordinance	Sidewalks shall be required on both sides of all primary arterial, secondary arterial and residential collector streets, except where Residential Estates zoning has been approved.	Requires the construction of sidewalks along both sides of most street types.
Catoosa	Design Criteria for Stormwater, Erosion Control, Streets, Water and Sewer	Sidewalks may be required on both sides of local and collector streets except where Residential Single Family Estate District zoning has been approved. Design Standards include: Minimum 4 ft wide and 3.5 inches deep	Requires the construction of sidewalks along various street types. Provides minimum design standards for the construction of sidewalks.
Catoosa	Design Criteria for Stormwater, Erosion Control, Streets, Water and Sewer	ADA requirements rule. Ramps shall be constructed in accordance with standard details provided by the City	Requires the construction of curb ramps to be compliant with ADA accessibility requirements to provide comfortable and accessible connections for people with disabilities.
Catoosa	Subdivision Ordinance SECTION 4.1.4.B	Residential streets, excluding collector streets, shall be laid out so that their use by through-traffic is discouraged	Lack of through streets may help calm automobile traffic but also decreases access and connectivity for pedestrian and bicyclist travel.
Catoosa	Subdivision Ordinance SECTION 4.4-2	Performance bond in favor of the City in the amount of 150% of the estimated construction costs	Construction of sidewalks might not be required and in-lieu fees may be accepted. Sidewalk connectivity may be affected.
Collinsville	Zoning Code SECTION 11.40 C	Pedestrian access to buildings shall be provided from rights-of-way and parking areas by means of a pathway leading to at least one public entrance.	Calls for the provision of pedestrian facilities to easily connect between different sites.
Coweta	Subdivision Regulations CHAPTER 4	Sidewalks shall be required on both sides of local and collector streets serving a residential subdivision, except where zoned Agricultural.	Does not require sidewalk construction on arterial streets serving a subdivision, which may impact access to destinations outside the development.
Coweta	Subdivision Regulations CHAPTER 4	No less than 3 ft from the outside curb line. A green belt of no less than 2 feet between the street pavement and the sidewalk.	Calls for the construction of buffers on sidewalks to provide at least 3 ft separation between motorists and pedestrians.
Coweta	Subdivision Regulations CHAPTER 4	Sidewalks must provide personal access for safe and convenient movement across curbs of physically handicapped persons, including those persons in wheelchairs. All sidewalks must conform to the Americans with Disabilities Act (ADA) requirements.	Requires the construction of sidewalks and curb ramps to be compliant with ADA accessibility requirements to provide comfortable and accessible connections for people with disabilities.



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<b>Coweta</b>	Subdivision Regulations SECTION 4.3.11	Minor streets shall be arranged so that their use by through traffic will be discouraged. Industrial and commercial streets shall not inject non-residential traffic into residential area. 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 unplatted tracts	Lack of through streets may help calm automobile traffic but also decreases access and connectivity for pedestrian and bicyclist travel.
<b>Coweta</b>	Subdivision Regulations CHAPTER 5	No pedestrian oriented lighting is required. Subdivider shall provide adequate street lighting in the subdivision to the specifications of the City Engineer and Technical Advisory Committee.	Policy doesn't encourage installation of pedestrian scale lighting. By installing lighting focused on motorists, pedestrians on the sidewalk may feel unsafe due to lack of appropriate lighting.
<b>Coweta</b>	Subdivision Regulations CHAPTER 5	Design speed shall be 25 miles per hour on all residential streets and 30 miles per hour on all collector streets.	Policy may help reduce the number of crashes resulting in injury and fatality for motorists, pedestrian, and bicyclists.
<b>Glenpool</b>	Engineering Design Criteria	Public sidewalks shall be required on both sides of local and collector streets serving a single family or multifamily residential subdivision, except on projects where Residential Estate (RE) zoning has been granted. Individual homebuilders shall be required to construct sidewalks as part of any residential building project fronting onto a public street. In general, public sidewalks in residential subdivisions shall be constructed within the dedicated street right-of-way, parallel to, and not less than one (1) foot from the outside right-of-way line, or no less than three (3) feet from the back of curb line on the adjacent street. Design Standards: Minimum 4ft wide and 4 inches deep	Requires the construction of sidewalks along various street types. Provides minimum design standards for the construction of sidewalks.
<b>Glenpool</b>	Zoning Ordinance	All sidewalks shall conform to and be in compliance with the Americans with Disabilities Act (ADA) requirements and standards.	Requires the construction of sidewalks to be compliant with ADA accessibility requirements to provide comfortable and accessible connections for people with disabilities.
<b>Glenpool</b>	Engineering Design Criteria	No required pedestrian scale lighting. Installation should be done by developer and submitted for review to the City. City does not accept maintenance responsibility or the cost of operation along PRIVATE streets	Policy doesn't encourage installation of pedestrian scale lighting. By installing lighting focused on motorists, pedestrians on the sidewalk may feel unsafe due to lack of appropriate lighting
<b>Glenpool</b>	Engineering Design Criteria ARTICLE 5.5.1.B	The subdivider shall be allowed to submit to the City Engineer certified Performance Bonds or a Letter-of-Credit issued to the City of Glenpool by a banking institution acceptable to the City. Any such Performance Bonds or Letters-of-Credit shall guarantee such installation of improvements in amounts equal to one hundred (100) percent of the Engineers Estimate of Cost.	Construction of sidewalks might not be required and in-lieu fees may be accepted. Sidewalk connectivity may be affected.



## Overview of Subdivision, Zoning and Design Policies

Jurisdiction	Document Title/Source	Relevant Code Text	Implication for Bike/Pedestrian Travel
Jenks	Zoning Code SECTION 940.3.E.b	Where pedestrian routes cross driveways or vehicular access aisles, a continuous raised crossing composed of a different paving material shall be provided. Pedestrian circulation routes shall be a minimum of eight feet in width.	Provides for the construction of continuous pedestrian facilities across vehicle access alerting drivers to pedestrians' presences and potentially helping avoid conflicts.
Jenks	Zoning Code SECTION 940.3.E.a; SECTION 1160.B.2.c	Pedestrian linkages shall be designed with development to connect to the public infrastructure. Linkages shall be a continuation of the public infrastructure to reduce dead-end paths and encourage users to directly access the development. Consideration shall be given to off-site destinations in the design of the on-site pedestrian system.	Calls for the provision of pedestrian facilities to easily connect between different sites. Encourages developers to provide for pedestrian and bicycle access to the Jenks Trail System when new development is close to the existing facility.
Jenks	Zoning Code SECTION 940.3.B.c.3	Locations along or near to the proposed routes of the Jenks Trail System should be encouraged to provide for pedestrian, bicycle access to the System.	Calls for the provision of comfortable and amenable pedestrian related facilities along pedestrian-oriented streets.
Jenks	Zoning Code (Town of Jenks) SECTION 940.3.E.d	Pedestrian facilities along building frontages and developments shall incorporate rain protection and boulevard landscaping whenever possible. When such facilities are provided, special attention shall be given to ensure pedestrian safety, security and convenience by not creating enclosed spaces that may shelter potential criminal activity.	Requires amenities where possible that will make pedestrian experience more comfortable.
Jenks	Zoning Code SECTION 940.3.E.d	Appropriate lighting shall be incorporated whenever possible	Policy doesn't encourage installation of pedestrian scale lighting. By installing lighting focused on motorists, pedestrians on the sidewalk may feel unsafe due to lack of appropriate lighting.
Jenks	Zoning Code SECTION 940.3.F	Site Design Requirements - the intent of this subsection is to promote a high level of accessibility for pedestrians to structures within a development and to create a welcoming streetscape; to provide spaces for civic interaction; to increase the pedestrian accessibility of developments from the street; and to foster a sense of community identity and arrival within developments.	May help increase street connectivity and encourage more people walking and biking.
Jenks	Zoning Code SECTION 1260.B.3.d	Any of the following conditions may be imposed as conditions of approval to assure compatibility of the proposed development with the surrounding area... Street dedication and improvements or bonds in lieu of improvements.	Construction of sidewalks might not be required and in-lieu fees may be accepted. Sidewalk connectivity may be affected.
Owasso	Subdivision Regulations SECTION 3.2.5	Minor streets shall be arranged so that their use by through traffic will be discouraged. Industrial and commercial streets shall not inject non-residential traffic into residential areas. The arrangement of streets within a subdivision shall, except for cul-de-sacs, connect with streets already dedicated in adjoining subdivisions or provide for future connections to adjoining unplatted tracts.	Lack of through streets may help calm automobile traffic but also decreases access and connectivity for pedestrian and bicyclist travel.





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<b>Owasso</b>	Zoning Code SECTION 9.2.1.E	Bicycle parking shall be provided as shown in Table 9.1. Bicycle parking shall be provided in a bike rack or other structure affixed to the ground that holds a bicycle vertical and allows a lock or chain to be connected from the bike to the rack. A minimum of two (2) bicycle spaces shall be provided for any business requiring bicycle parking.	When applied in new development, will result in provision of bicycle parking, but no design standards are provided. The minimum may be too little if bicycling grows.
<b>Owasso</b>	Zoning Code SECTION 860.4.9.G	All buildings, parking areas, public spaces, amenity features, and adjoining developments of similar use, shall be linked with sidewalks. Sidewalks shall be provided along public streets that provide access to the development. Sidewalks shall be constructed in accordance with the standards for sidewalks as set forth in City of Owasso Engineering Standards.	Requires developers to construct and provide adequate pedestrian friendly facilities throughout new developments and alongside public streets linking to the development. Links construction standards to local Engineering requirements.
<b>Owasso</b>	Subdivision Regulations SECTION 3.4	Sidewalks shall be installed along both sides of all streets in all zoning categories except Industrial. The design and location shall be in accordance with the Owasso Design Criteria. Subdivisions shall include sidewalks located in such a manner that pedestrian access is provided to adjacent land. Subdivisions in RE Residential and AG Agricultural zoning districts are not required to have sidewalks if the development contains a pedestrian trail in a common area or reserve area connecting the development with adjacent properties.	Requires developers to construct sidewalks on both sides of all streets except in Industrial areas, resulting in a more connected pedestrian network.
<b>Owasso</b>	Construction and Engineering Standards STR-07	Construction Standards for sidewalk varies 4' TO 5' (Curb, Gutter and Sidewalk)	Provides minimum standards on the construction of sidewalks. To increase ADA accessibility, standard should be raised to 5' minimum.
<b>Owasso</b>	Construction and Engineering Standards SECTION 2403.6	All sidewalk construction shall conform to the American's with Disabilities Act (ADA) Sidewalk cross slopes at driveways shall not exceed 2%	Existing policy helps increase accessibility for people with disabilities.
<b>Owasso</b>	Zoning Code SECTION 20.4.4	All buildings, parking areas, public spaces, amenity features, and adjoining developments of similar use, shall be linked with sidewalks. Sidewalks shall be provided along public streets that provide access to the development. Sidewalks shall be constructed in accordance with the standards for sidewalks as set forth in City of Owasso Engineering Standards. For parking lots in excess of 250 spaces a pedestrian landscape island (see Figure 20-6) containing a sidewalk shall be installed for the entire length of a parking aisle. Said island shall align with the main entrance to the building, shall be bounded on both ends by perpendicular landscape islands, shall be a minimum of at least sixteen (16) feet wide with a five (5) foot sidewalk in the middle OR twelve (12) feet wide with a five (5) foot sidewalk along one side.	By requiring standards for sidewalks and pedestrian landscape islands, policy is helping provide safe and continuous pedestrian facilities.
<b>Owasso</b>	Subdivision Regulations SECTION 3.7.1	Blocks for residential use shall normally not exceed one thousand three hundred twenty (1320) feet in length. When such a block exceeds eight hundred (800) feet, the City of Owasso may require a dedicated easement not less than fifteen (15) feet in width and a paved crosswalk according to ANSI standards to provide pedestrian access across the block.	Encourages the development of short blocks. By reducing the block length, the existing policy might help encourage people to walk and bike throughout the city.



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<b>Owasso</b>	Zoning Code SECTION 20.10.4.4	Within residential subdivisions, the maintenance of street trees in planting strips between curbs and sidewalks which are within the street right-of-way shall be the responsibility of the respective homeowners association, or the abutting homeowner, in the absence of a homeowners association.	Including landscaping is an important element to providing a safe and pleasant bike/pedestrian experience along corridors. As it is written, the code is not clear on who is responsible for clearing out debris or dead vegetation along the right of way, which may create difficult conditions for people on bicycles and walking.
<b>Owasso</b>	Subdivision Regulations SECTION 3.5.1	In the dedication of easements and rights-of-way, the developer shall stipulate that no building, structure, or other above or below ground obstruction shall be placed, constructed, installed or permitted on such easement or rights-of-way shown in such a manner that will interfere with the installation,	Policy may help facilitate the implementation of a safe, continuous, and connected network of bicycle and pedestrian facilities.
<b>Regulations</b>	Subdivision Regulations TITLE 12.3-2N	Concrete sidewalks shall be constructed along both sides of every arterial street, collector street or minor street provided that there is no commercial activity (only 1 side) or there are industrial subdivisions	Requires the construction of sidewalks along some street types, but specifically does not require sidewalks on both sides in commercial areas, which will result in a disconnected network in areas needing pedestrian access.
<b>Sand Springs</b>	Subdivision Regulations SECTION 16.20.030.D	Sidewalks shall provide for safe and convenient access for persons with disabilities, including those persons in a wheelchair. Curb ramps shall be constructed in accordance with standard details provided by the City Engineer;	Requires the construction of sidewalks and curb ramps to be compliant with ADA accessibility requirements to provide comfortable and accessible connections for people with disabilities.
<b>Sand Springs</b>	Subdivision Regulations SECTION 16.20.010.D	Residential streets shall be laid out so that their use by through traffic will be discouraged.	Lack of through streets may help calm automobile traffic, but also decreases access and connectivity for pedestrian and bicyclist travel.
<b>Sand Springs</b>	Subdivision Regulations SECTION 16.20.050	Length. Block lengths in residential areas shall not be greater than fifteen hundred (1,500) feet. In those cases where length of the block exceeds one thousand (1,000) feet, the planning commission may require easements for pedestrian ways through the block which shall have a minimum width of ten (10) feet and a paved sidewalk constructed in accordance with the engineering design criteria and these regulations.	Encourages the development of short blocks. By reducing the block length, the existing policy might help encourage people to walk and bike throughout the city.
<b>Sand Springs</b>	Subdivision Regulations SECTION 16.20.030.E	The planning commission may require (in order to facilitate pedestrian access to schools, parks, playgrounds) perpetual unobstructed easements of not more than ten (10) feet wide to provide adequate pedestrian circulation. Such easements shall be shown on the plat. (Subdivision Regulations § 4.3)	Policy may help facilitate the implementation of a safe, continuous, and connected network of bicycle and pedestrian facilities.



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<b>Sand Springs</b>	Subdivision Regulations SECTION 16.20.030; SECTION 16.20.010.D	All sidewalk layouts and designs for primary and secondary arterial streets, the central business district and other commercial and industrial areas shall be furnished by the City Engineer; Sidewalks shall be required on both sides of all primary and secondary arterial streets, commercial and industrial collectors and on both sides of minor and collector streets serving a residential subdivision except where the typical pavement section provides for a shoulder and borrow ditch (no curb) or where residential estates (RE) zoning has been allowed the street and sidewalk system of a subdivision shall be appropriately designed and related to the proposed land use.	Requires the construction of sidewalks along both sides of various street types. Requires the City Engineer to provide sidewalks on different street types.
<b>Skatook</b>	Zoning Regulations (2011 Code) TITLE 7.5.6; TITLE 8.2.4.D AND F	No bicycle parking requirements. No person shall park a bicycle upon a street or upon the sidewalk in such manner as to impede pedestrian or vehicular traffic.  It shall be unlawful for any person in a public park or recreation area to: D. Leave a bicycle in a place other than a bicycle rack when such is provided and there is space available. F. Leave a bicycle lying on the ground or paving or set against trees or in any place or position where other persons may trip over or be injured by it.	As code is currently written, it might discourage the use of bicycling by preventing people from parking their bicycle on various places throughout the City.
<b>Skatook</b>	Zoning Regulations ORDINANCE 2003-14, 10-14-2003 (TITLE 12.7.G.2-5)	Sidewalks shall be required on both sides of local and collector streets serving a residential subdivision, except where agriculture (AG), and residential estate (RE) zoning has been allowed. Design Requirements/Standards: The finished thickness of portland cement concrete sidewalks shall not be less than four inches (4") and the width shall not be less than four feet (4'). (TITLE 12.7.G.4)	Requires the construction of sidewalks along both sides of local and collector street types but not arterials. Provides minimum design standards for the construction of sidewalks, including a wide buffer area.
<b>Skatook</b>	Zoning Regulations TITLE 12.7.G.6	Sidewalks shall be no less than six feet (6') from the outside curb line of the street pavements. (TITLE 12.7.G.5)	
<b>Skatook</b>	Zoning Regulations (City of Skatook) ORDINANCE 99-01, 1-26-1999; TITLE 12.7.6.1.1; AND TITLE 12.7.6.1.2	Sidewalks must provide personable access for the safe and convenient movement across curbs of physically handicapped persons, including those persons in wheelchairs. Wheelchair ramps shall be constructed in accordance with standard details provided by the city engineer's office.  No lighting requirements. The city shall not assume maintenance and operation costs of streetlights installed as a part of the original subdivision for security purposes, should status change occur (i.e., annexation). 2. The city shall plan the location of streetlights in all new subdivisions upon receiving an official "preliminary" plat of the subdivision for review.	Calls for the construction of sidewalks that are compliant with ADA accessibility requirements to provide comfortable and accessible connections for people with disabilities.  Policy doesn't encourage installation of pedestrian scale lighting. By installing lighting focused on motorists, pedestrians on the sidewalk may feel unsafe due to lack of appropriate lighting





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<b>Tulsa</b>	Zoning Code SECTION 55.060; SECTION 55.060-C.1: SECTION 55.060-2	Bicycle parking requirements are included in TABLE 55.3 (Bicycle Parking) DESIGN: Required short-term bicycle parking spaces must: (1) consist of bike racks or lockers that are anchored so that they cannot be easily removed; (2) be of solid construction, resistant to rust, corrosion, hammers, and saws; (3) allow both the bicycle frame and the wheels to be locked with the bicycle in an upright position using a standard U-lock; (4) be designed so as not to cause damage to the bicycle; (5) facilitate easy locking without interference from or to adjacent bicycles; and (6) have minimum dimensions of 2 feet in width by 6 feet in length, with a minimum overhead vertical clearance of 7 feet.	Provides model guidelines for the design of bicycle parking facilities. Could have implications on private development and their parking requirements and the way people park their bicycles.
<b>Tulsa</b>	Complete Streets Manual Appendix A.2.3	The minimum width for a bicycle lane next to a parked car is 5 feet, with a recommended width of 6 feet.	Provides good minimum standards for bike lanes. Aligns local standards to federal standards (AASHTO Bike Guide).
<b>Tulsa</b>	Infrastructure Development Process Manual SECTION 502.8.1	The design of sidewalk includes all required infrastructure such as water, sanitary sewer, stormwater drainage structures, streets and sidewalks, and other facilities as required.	Provides for the construction of sidewalks in relation to stormwater drainage and other facilities.
<b>Tulsa</b>	Zoning Code SECTION 65.030-C.2.b	No requirements on pedestrian scale lighting. Allowable heights of light fixtures must be measured from the light-emitting surface to finished grade at the base of the pole. Maximum allowed light fixture heights are based on the (ground-level) horizontal distance between the light pole and any agricultural or residential zoning district or public right-of-way, as established in Table 65-1.	Policy doesn't encourage installation of pedestrian scale lighting. By installing lighting focused on motorists, pedestrians on the sidewalk may feel unsafe due to lack of appropriate lighting.

