

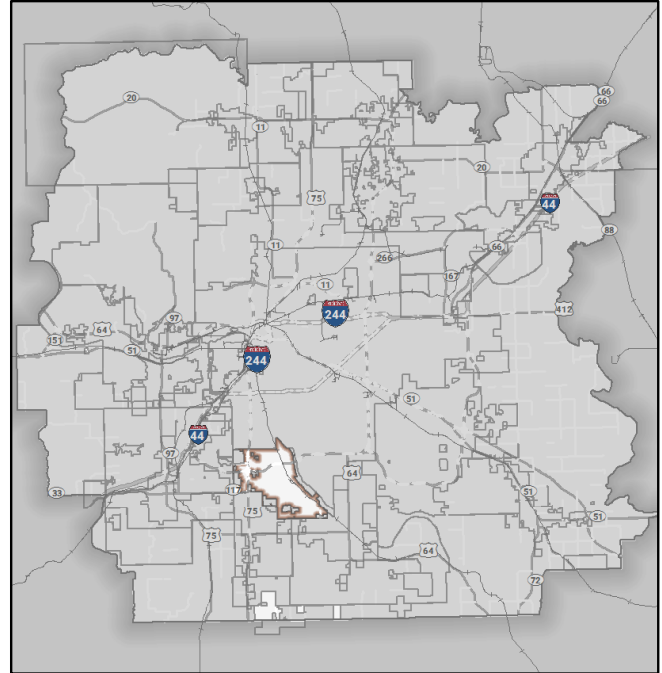
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# Jenks

## Community Overview

The city of Jenks is located in Tulsa County and a suburb of the greater Tulsa metropolitan area. From 2000 to 2014, Jenks' population more than doubled to nearly 20,000 residents, making it one of the fastest growing cities in the state. There is still a good amount of undeveloped land within the city boundaries, which may enable the population to continue to grow in future years. The historic core of Jenks in the downtown area is mostly built out with some opportunities for commercial redevelopment. Downtown residential development is mostly single-family houses on small lots, with some multifamily developments including the Riverwalk Apartments—a large, modern residential property completed in 2010 at the northeast corner of downtown. Jenks' downtown also features some popular regional destinations such as the Oklahoma Aquarium and the Riverwalk Crossing District along the Arkansas River.

Jenks has an important connection to the regional trail system via the former 96th Street bridge. It was converted to a pedestrian- and bicyclist-only connection across the Arkansas River when the newer four-lane bridge was constructed in 1996. This connects the City of Jenks and the Jenks Riverfront Entertainment District to South Tulsa River Parks trails. In 2010, a sidepath was added along Elm Street from 101st Street to 111th Street that connects residential development to downtown and the Aquarium Trail for bicyclists and pedestrians.



Jenks has also improved local pedestrian facilities in the last few years with the addition of sidewalk to both sides of A Street downtown in 2010. Main Street already features curb extensions (added in 2004) and angled parking that help to calm traffic in this pedestrian-oriented shopping area. Recently, downtown Jenks became home to the newest bicycle shop in the region, City Cycles, and its initial success further indicates an interest in bicycling in the community.

## Walkshop Summary

The Jenks walkshop was conducted April 17, 2014. The Planning Team, 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:

Connections from the Riverwalk and downtown.

### Response:

Shared lane markings are proposed along B Street and K Place, and an extension of the Aquarium Trail is proposed at its north end to connect to K Place. A shared use path is proposed along the south side of the Creek Turnpike that will extend to Aquarium Drive near downtown connecting to the planned outlet mall.

### Identified Issue:

Connect the High School to Main Street

### Response:

In the short term, shared lane markings can be a low-cost investment on 1st Street to connect the high school to Main Street. In the long term, a trail is proposed on the Missouri Pacific Railroad right-of-way that runs north and south that would also connect to the sidepath along 101st Street and thus into the trail network.



When the newer 96th Street bridge was constructed, Jenks maintained the old one, pictured here at left, for bicyclist and pedestrian travel.

## Policy Review and Recommendations

Connectivity to existing facilities is at the forefront of the City of Jenks Zoning Code Regulations. In it the City requires the design and development of sidewalks as a continuation of the public infrastructure to reduce dead-end paths and encourage users to directly access the development. Furthermore, the Regulations call for encouraging pedestrian and bicycle access to nearby routes of the proposed Jenks Trail System.

The City's design standards also call for the provision of raised crossings composed of different paving materials where pedestrian routes cross driveways or vehicular access aisles. Furthermore, pedestrian circulation routes are required to be a minimum of eight feet in width. Additionally pedestrian-scale elements such as canopies, awnings, porches, building overhangs and arcades and outdoor seating are encouraged along pedestrian-oriented streets

Finally, for Commercial Plan Unit Developments, the Zoning Code provides Site Design Requirements which call for the promotion of 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.

No standards for bicycle facility design or the provision of pedestrian-scale lighting on trails and sidewalks were found.

### Recommendations:

- Consider adopting design guidelines for pedestrian and bicycle facilities outlined in the GO Plan.
- Consider adopting bicycle parking requirements for commercial developments located on the bicycle network, especially at locations along trails.
- Consider revising trail connectivity requirement to specify type of facility necessary to connect to trail. Work toward retrofitting of existing residential developments near trails to add pedestrian and bicycle connections.

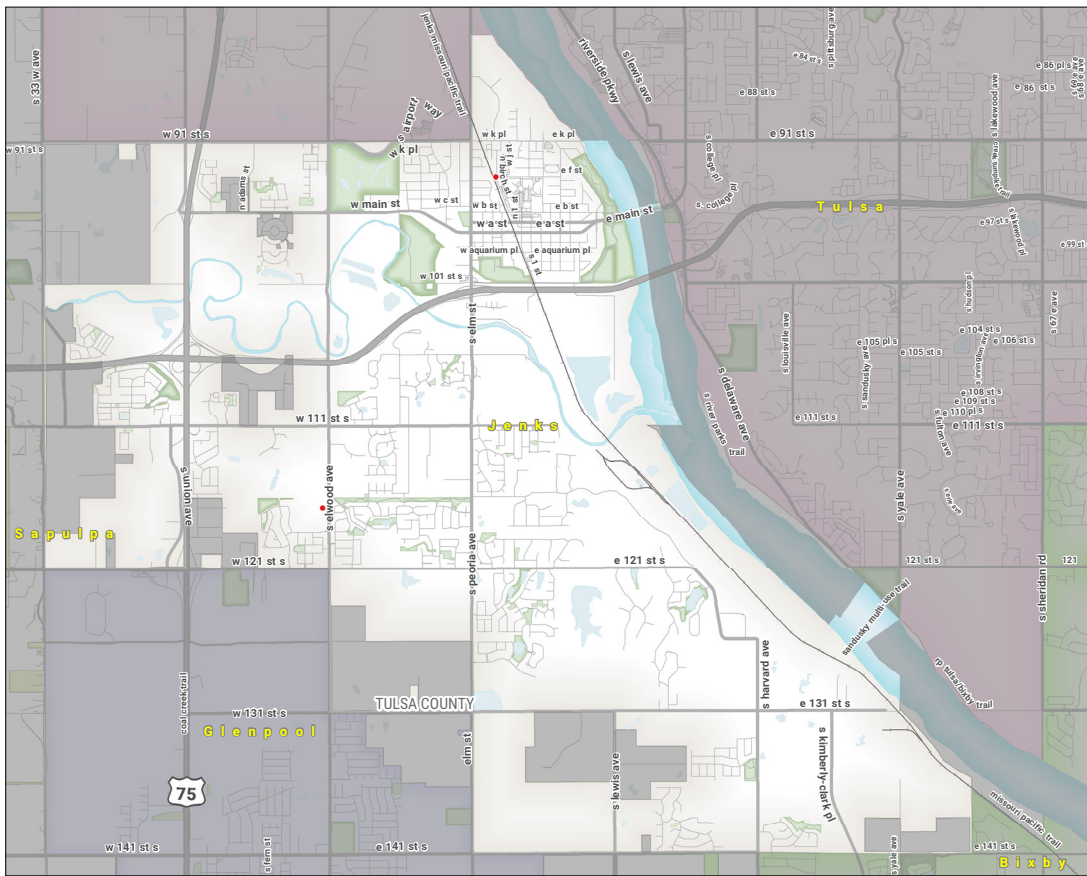
# Pedestrian Network Recommendations

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 the B Street corridor, that serves as a “Main Street” in Jenks connecting the Aquatic Center and School Complex on the west end with commercial uses and Riverwalk on the east at Aquarium Drive.

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, as well as some transit routes. There were no reported pedestrian-vehicle crashes in Jenks from July 2009 to July 2014, so it is unknown whether crashes tend to take place along segments or at intersections in the city.

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.

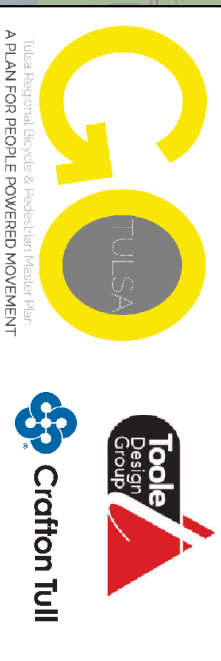
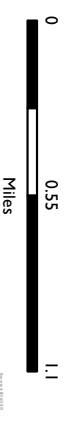
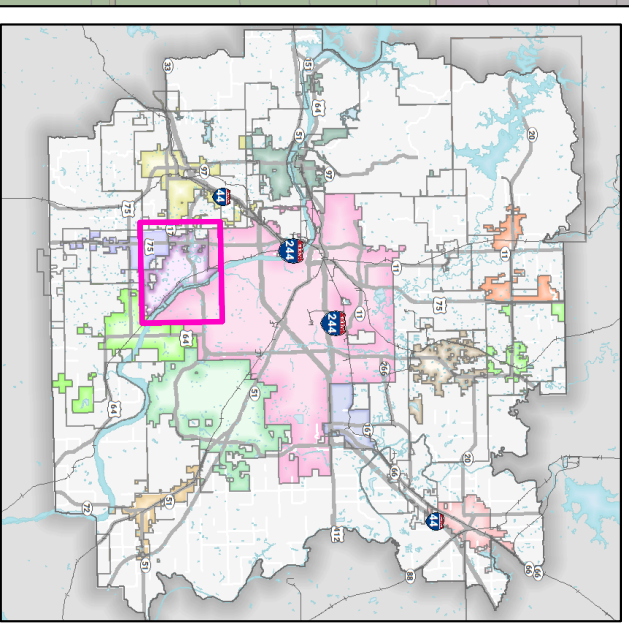
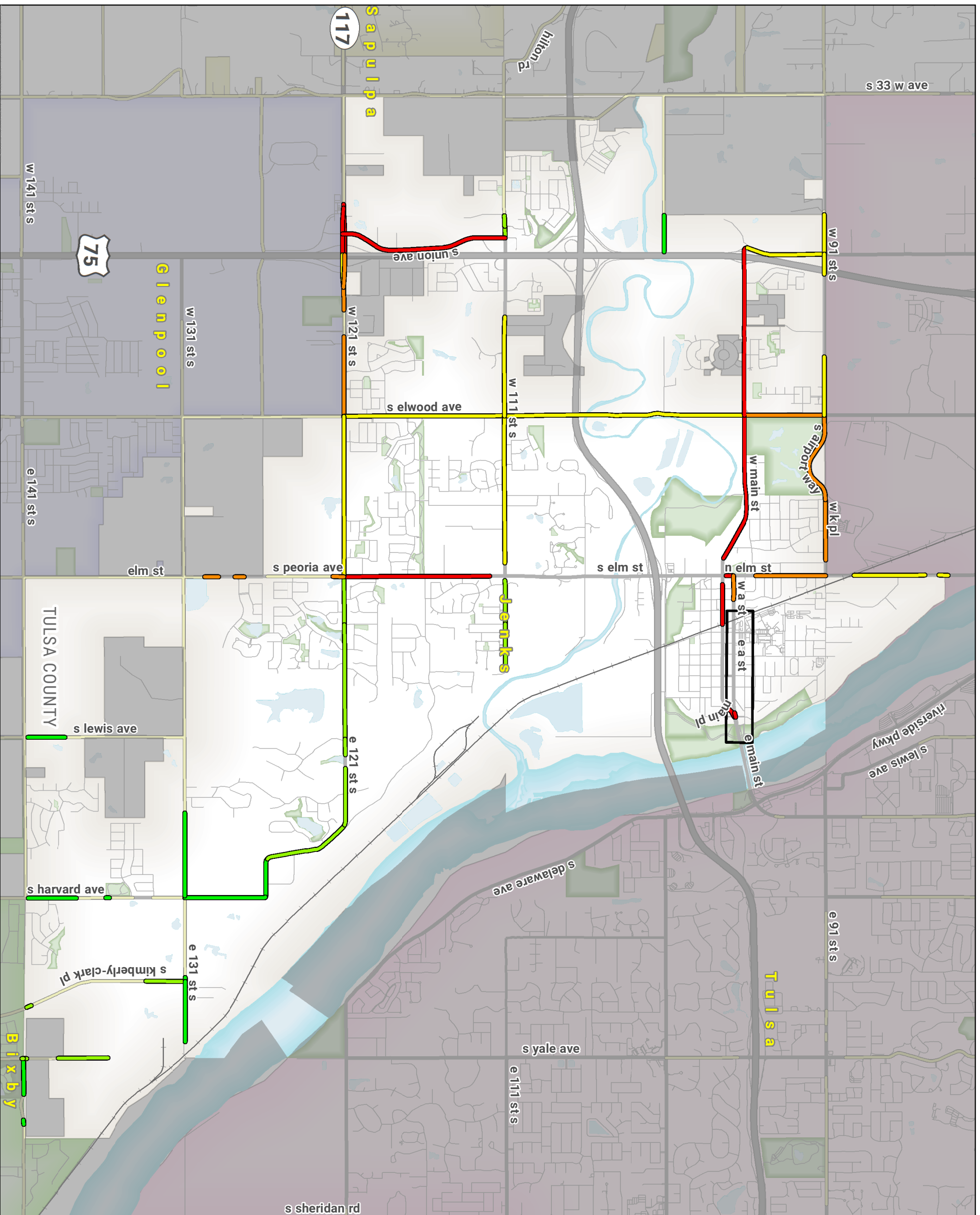
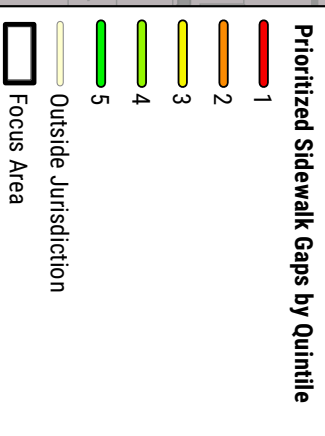


# Pedestrian Improvements

8/26/2015

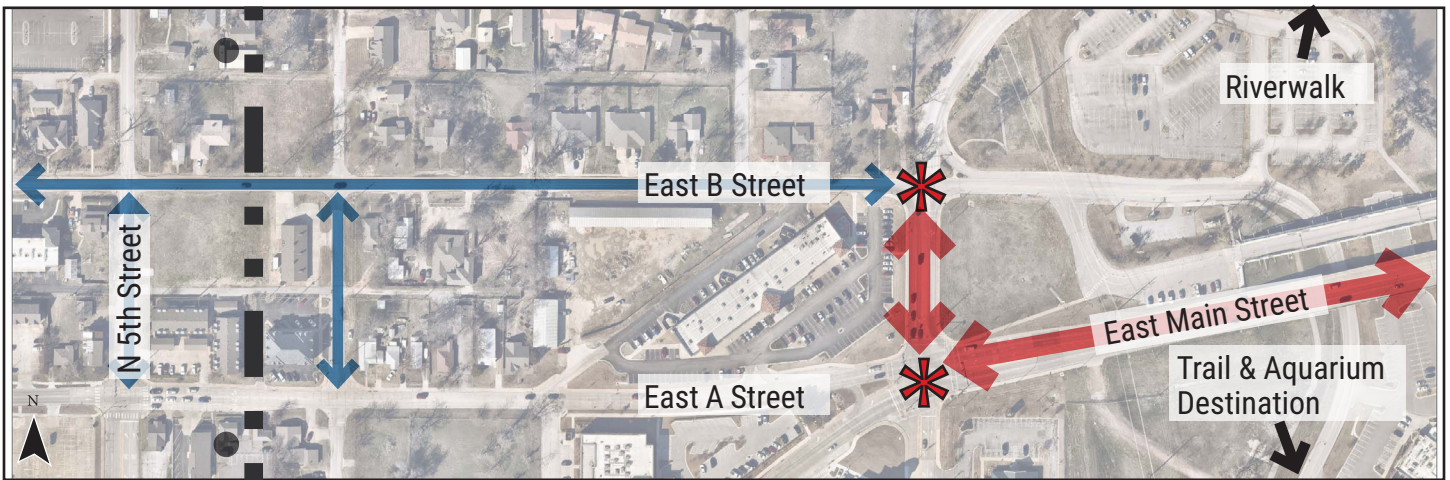
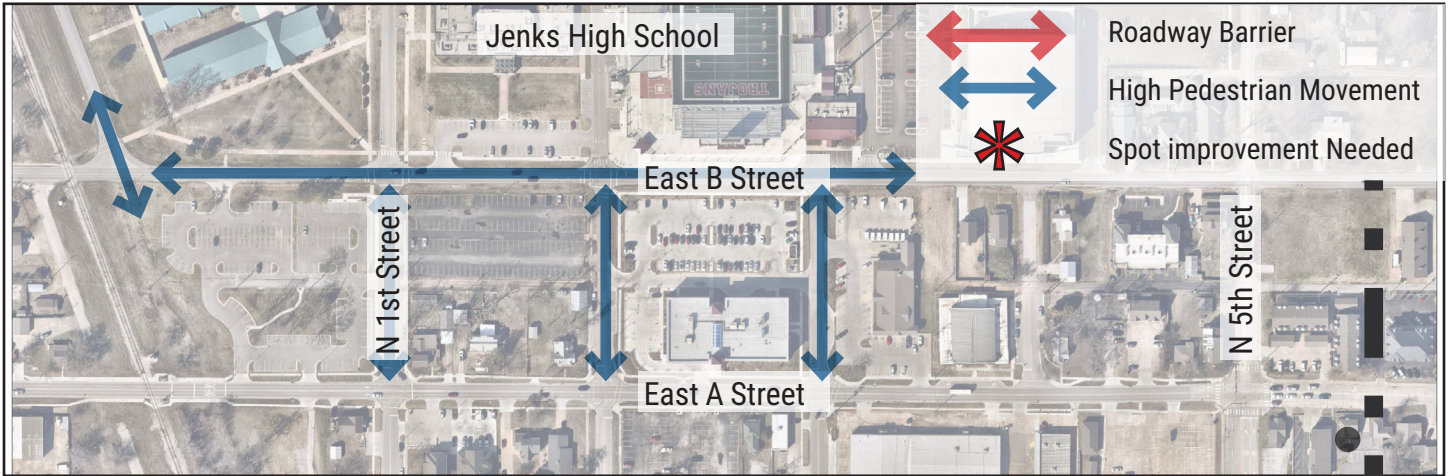
Tulsa Regional Bicycle & Pedestrian Master Plan

## Jenks



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

## EAST B STREET FROM JENKS HIGH SCHOOL TO EAST 96TH STREET RIVER CROSSING



### Why is this a focus area?

- B Street plays a “Main Street” role for the City of Jenks
- The Jenks High School entrance and football stadium entrance are along B Street
- The intersection of A and B Streets and the East 96th Street River Crossing is very large and is the connection to get from Jenks to Tulsa and to access the Aquarium
- There are no sidewalks on either side B Street and there are many driveway cuts and entrances
- The large parking lots and school entrances create congestion and conflict during school time and special events
- There are sidewalks on one side of A Street, but no connections north-south between A and B Street



Typical crossings of East B Street



Typical character of streets in Jenks

# EAST B STREET FROM JENKS HIGH SCHOOL TO EAST 96TH STREET RIVER CROSSING

## Proposed solutions

- Add sidewalks to both sides of B Street and driveway/entrance crossings
- Add sidewalks to the north-south connections between A and B Streets
- Add a traffic signal and crosswalks at the intersection of East B Street and N 9th Street



High visibility crossings

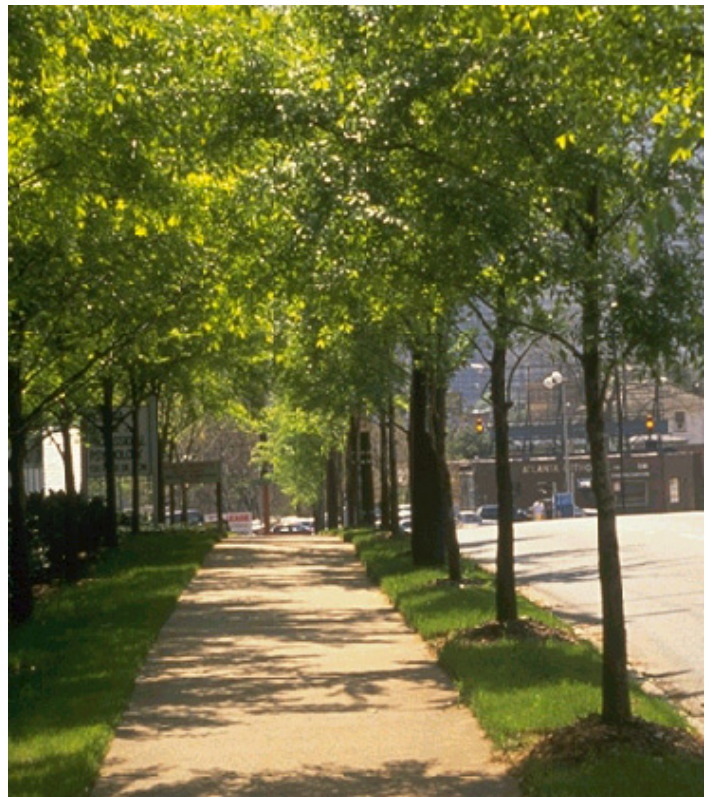


Median refuge island

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

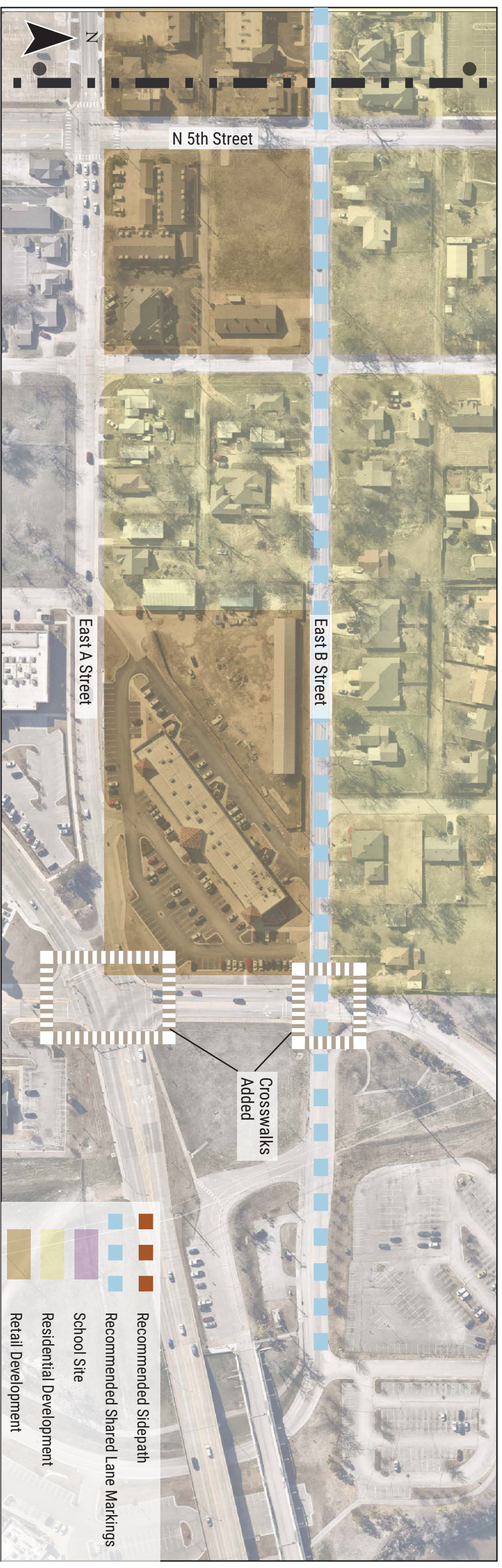
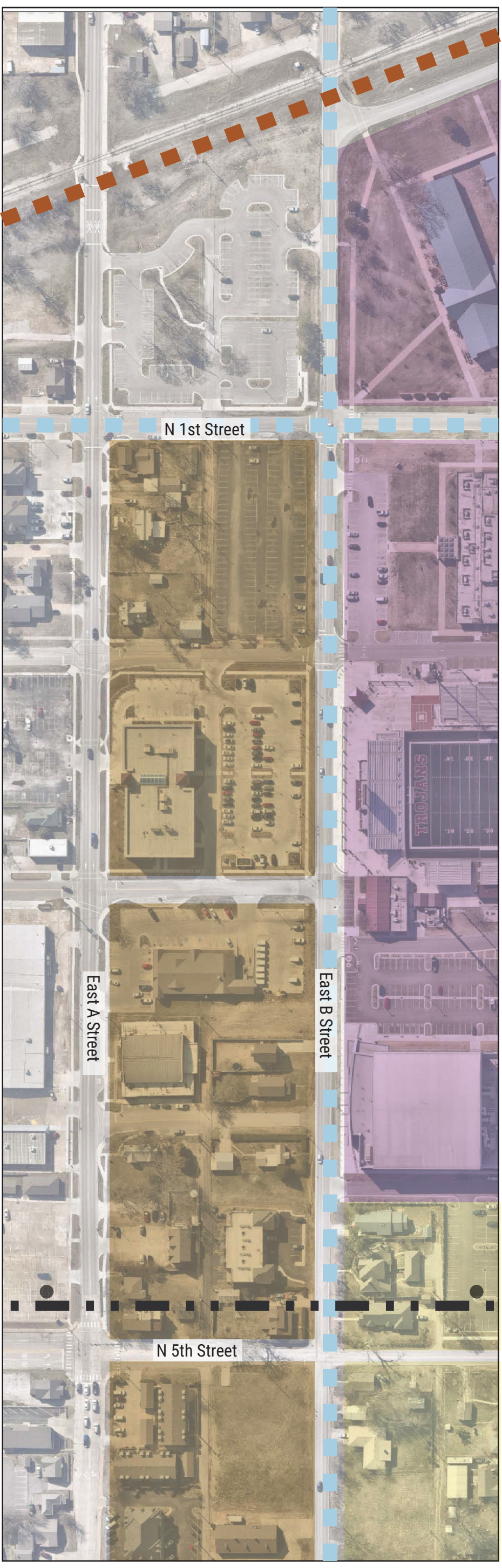


Pedestrian crossing signage



6' wide sidewalks and street trees along roadway





## Bicycle Network Recommendations

The bicycle facility recommendations for Jenks were developed through the process described in Chapter 2, including reviews with City Public Works and Planning Department 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 sidepath recommendation is included on 111th Street from US-75 to Elm Street that the City is already pursuing to provide a bicycle facility fully separated from the high-speed traffic on this street.

It should be noted that the recommended trail along the Missouri Pacific Railroad alignment through Jenks will be pursued when use of this segment of rail is discontinued. This off-road alignment would create a separated, long-distance connection for bicyclists and pedestrians.







Implementation of other recommended projects should be pursued as the City acquires funding to do so. Projects may be combined with other streetscape improvements or reconstructions for efficiency and to pursue joint funding.

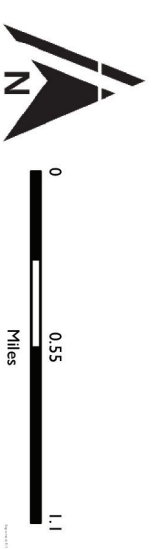
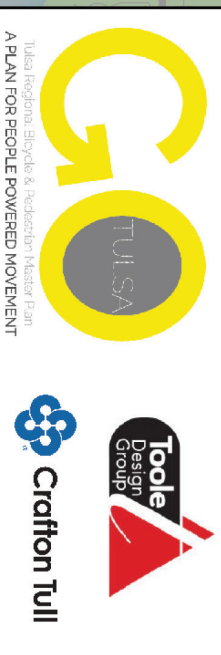
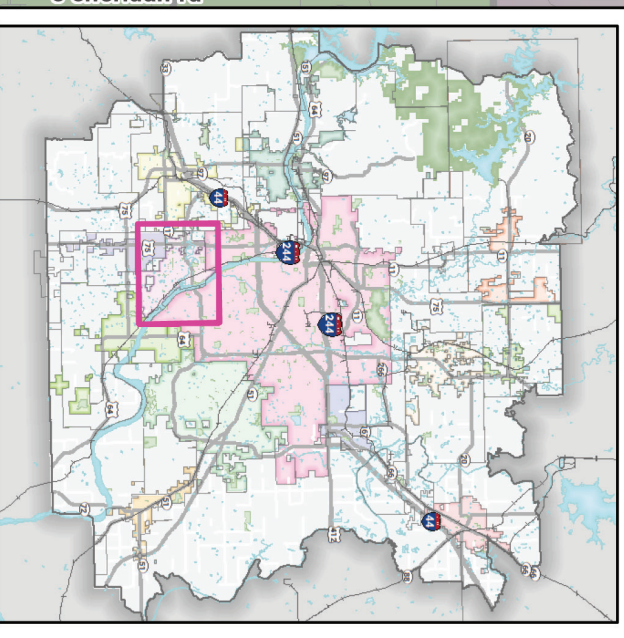
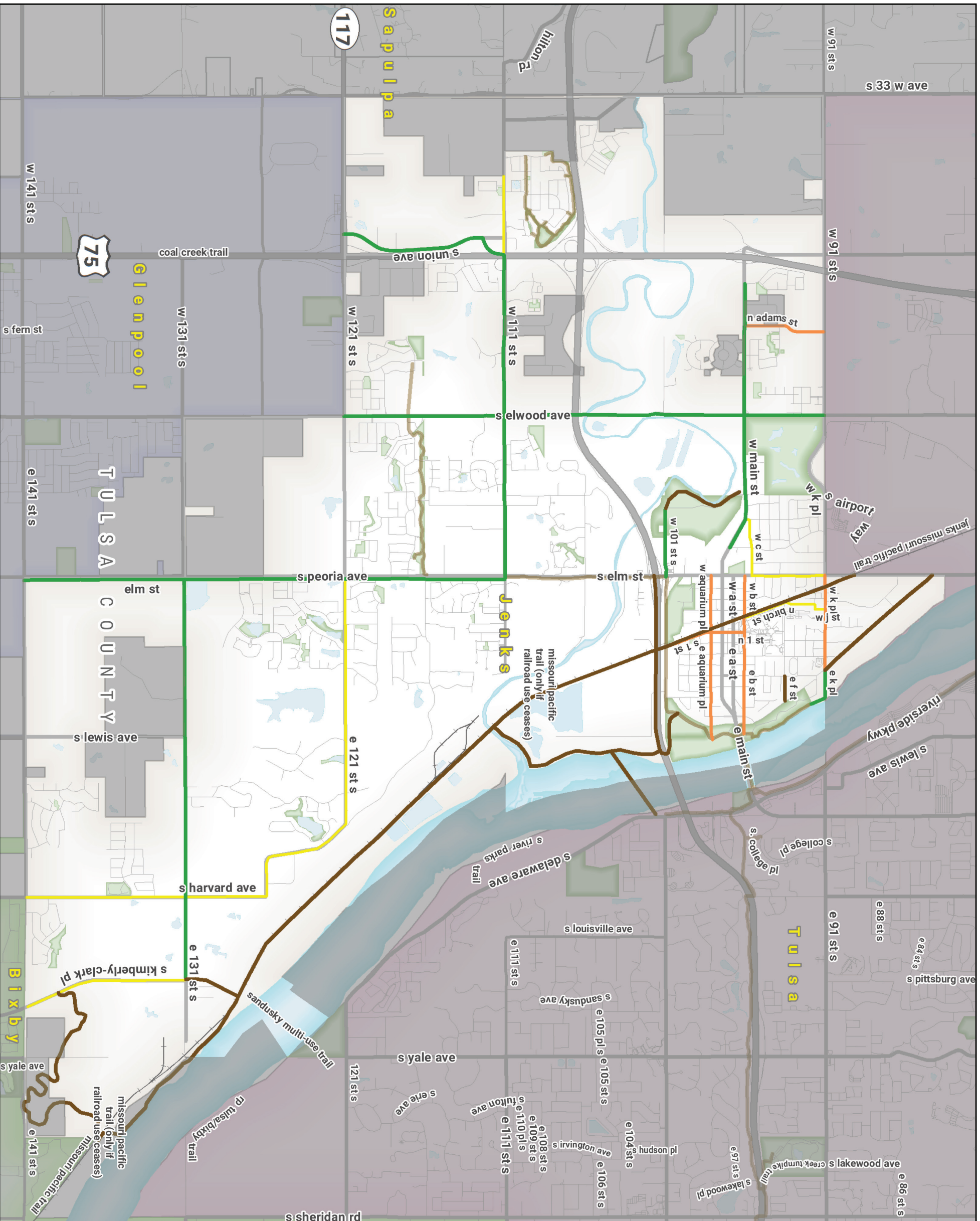
JENKS	TOTAL MILEAGE	COST PER MILE	TOTAL COST
Signed Route	6.74	\$ 800 to 18,500	\$23,000
Shared Lane Markings	3.62	\$33,400	\$121,000
Sidepath	13.50	\$719,000	\$9,706,000
Trail	13.29	\$888,100	\$11,802,000
<b>Total</b>	<b>37.16</b>		<b>\$21,652,000</b>

# Final Network 9/11/2015

Tulsa Regional Bicycle & Pedestrian Master Plan

## Jenks

- | Recommendations                                                                                    | Existing Facilities                                                                         |
|----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
|  Trail        |  Trail |
|  Sidepath     |                                                                                             |
|  Shared Lane  |                                                                                             |
|  Marking      |                                                                                             |
|  Signed Route |                                                                                             |



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