



from ★★☆☆☆
**MAIN
STREETS**
to
**SAFE
STREETS**

Appendix F: City Project Details

Submitted by
Indian Nations Council of Governments
in partnership with the Oklahoma cities of
Bixby, Bristow, Claremore, Collinsville, Sapulpa, and Skiatook

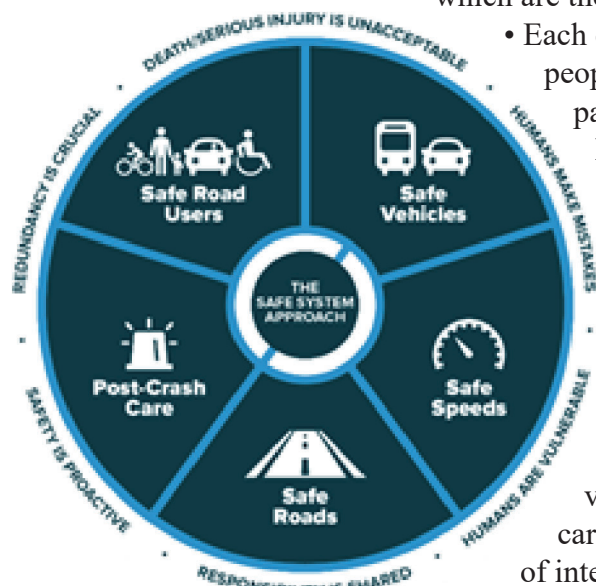
When it comes to walking and riding bicycles, the geographic scale of a community is important. The average person can walk ¾ mile or ride a bicycle 3 miles in about 15 minutes. In the Tulsa Transportation Management Area (TMA), nearly half of all trips are shorter than 3-miles. Only a tiny fraction of those trips are currently made by people walking or riding a bicycle. This project will make it much safer for people to choose walking and bicycle riding for these trips in these cities.

INCOG is assisting six cities within the Tulsa TMA by preparing this Safe Streets and Roads for All application to make it safe for people of all ages and abilities to walk to, from, and through the downtowns in their communities and to walk from those downtowns to other essential destinations, including schools, parks and hospitals. Our efforts will also make safe connections to the regional trail system. The next six pages describe the specific work to be done in each of the cities.

City	Land Area Sq. Miles
Bixby	27
Bristow	4
claremore	15
Collinsville	8
Sapulpa	25
Skiatook	14

INCOG selected these six cities using the following selection criteria:

- Each city is still of such a size where almost everyone could choose to walk or ride a bicycle to get from their home to the essential destinations in the city if safe to do so.
- There is a mix of urban and rural cities from three of the five counties in the Tulsa TMA. Bixby and Sapulpa are part of the Census Bureau delineated urban area for Tulsa whereas Claremore, Collinsville and Skiatook are small urban areas, and Bristow is rural small towns in the Tulsa MSA.
- Each city is participating in the Oklahoma Main Street Program at some level. Some are fully designated Main Street communities. All are committed to revitalizing their Main Streets which are the beating hearts of their communities.



- Each city is committed to protecting the safety of the people who live, work, learn, play and shop there... particularly the safety of vulnerable roadway users. Each city has committed \$500,000 in non-federal funds to use as match for this critically important project. This is a total of \$3 million in non-federal funds from these six cities.

INCOG and the six cities are committed to using the Safe System Approach. A Safe System approach addresses the five elements of a safe transportation system—safe road users, safe vehicles, safe speeds, safe roads, and post-crash care—in an integrated manner, through a wide range of interventions.

The City of Bixby

Bixby is a part of the **Tulsa Urban Area** and is located in both Tulsa and Wagoner Counties. The city is in the **Muskogee (Creek) Nation**. Its 2020 population was 28,609. From 2017-2021, there were a total of 1,659 crashes and 7 involved vulnerable road users.

Bixby has made outstanding progress building sidewalks in its original townsite south of the Arkansas River using Community Development Block Grant funds from the U.S. Department of Housing and Urban Development. However, pedestrian improvements are still needed to connect the neighborhoods-built post WWII north of the Arkansas River.

Bixby proposes using SS4A funds to build a shared use path along the west side of S Mingo Road from E 121st Street north to the **Creek Turnpike Trail**. This 2-mile missing link will connect Bixby to the over 100-mile regional multi-use trail network. Currently, Mingo Road is a two-lane road with sidewalk gaps, and an AADT of 16,730.

A second shared use path will be built on the north side of E 121st Street from **Fry Creek Trail** east to S Mingo Rd. S 121st St has a posted speed limit of 45 mph and is a five-lane roadway with an AADT of 10,151.

Together, the two shared use paths will complete the north-south connection from **historic downtown Bixby** to the **Creek Turnpike Trail** and to the entire Tulsa region.



Historic Downtown Bixby



Mingo Road looking south from 101st Street with no sidewalk or shared use path and fully developed suburban neighborhoods on either side of street

The City of Bristow

Bristow is a **Small Rural Town** in Creek County, located southwest of Tulsa. It is in the **Muskogee (Creek) Nation** and has 4,248 residents. **Historic Route 66** runs through town and is considered Bristow's Main Street. From 2017-2021, there were 268 total crashes, involving 11 vulnerable road users.

Historic Route 66, often referred to as **The Mother Road**, is part of the AASHTO approved **US Bike Route 66** from northeast Oklahoma to southwest Oklahoma. Bristow proposes safer accommodation for people traveling on bikes along **the Mother Road**. The specific treatments will be determined during the design phase of the project and likely will vary depending on location and existing cross-sectional details. Emphasis will be given to the downtown section where there is significant pedestrian traffic. The AADT on the route is 10,200 making it a great candidate for a road diet.

Bristow will also design and construct a 6-foot sidewalk along Ash Street from W 12th Ave, south approximately 0.75 miles to W 1st Ave. This will link **Bristow High School, Middle School** and **Elementary School** to the **Bristow Football Field**. Special attention is needed to make a safe connection to the Elementary School with other countermeasures such as Rectangular Rapid Flash Beacons, a crosswalk, and other striping.

A 6-foot sidewalk along 7th Ave from N Spruce St east about 1.2 miles to S Lynn St is also greatly needed. This will link **Klingensmith Park** and **Bristow Medical Center** on the city's west side to downtown Bristow including **Historic Route 66** and continue east to S Lynn Street.



W 1st Ave looking toward N Ash Street as a young student walks home from school in the street due to no sidewalks



N Ash and W 12th Street looking south: crosswalks w/o sidewalks



7th Ave & Spruce adjacent to Bristow Medical Center with family walking in street due to lack of sidewalks

The City of Claremore

Claremore is a **Small Urban Area**, considered rural for this application, in Rogers County, bisected by **Historic Route 66**. The City is in the **Cherokee Nation** and had a 2020 population of 19,580, up 5% from 2010. Between 2017-2021, Claremore had a total of 3,260 crashes of which 26 involved vulnerable road users.

Claremore proposes using SS4A funds to build a shared use path along Blue Star Drive, a major east-west route through the city, from N Sioux Ave west 2-miles to State Hwy 88. A 4-foot sidewalk exists along much of this arterial roadway, but there are some gaps. The shared use path will connect **Rogers State University** to **Hillcrest Hospital** and the **Claremore High School Baseball field**.

Claremore also plans to reallocate existing right-of-way along several streets to calm traffic. Complete streets will be created by adding 6-foot sidewalks and reducing the 4-lane sections to 2-lanes with bike lanes. Where possible, a two-way left-turn lane (TWLTL) will be added as well. The project will begin on N Dorothy Ave from E Blue Star Drive south to N Seminole Ave and then continuing south along N Seminole Ave to E Will Rogers Blvd and then west along E Will Rogers Blvd to Muskogee Ave. The bike lanes will narrow the roadway thus lowering passenger car speeds and making the roadway safer for bicyclists and pedestrians. The TWLTL will make the roadway safer for cars turning left by reducing the likelihood of off-center head on collisions and rear end collisions.



Blue Star Drive looking east from Hillcrest Medical Center with dirt path cut through grass



Dorothy Ave looking south from Blue Star Dr at sidewalk to nowhere



Looking west along Will Rogers Blvd toward downtown at railroad crossing showing pavement width suitable for road diet

The City of Collinsville

Collinsville is a **Small Urban Area**, considered rural for this application, located in Tulsa County and has a population of 7,881. The city is in the **Cherokee Nation**. From 2017-2021, there were a total of 398 traffic crashes, and 1 involved a vulnerable road user.

Collinsville intends to use SS4A funds to build a 6-foot sidewalk along 15th Street from E 146th Street N approximately 1-mile to W Cedar Ave. This will connect **Collinsville Middle School** to downtown and the **Cherokee Nation Food Distribution Center**.

Another 6-foot sidewalk will be constructed along Walnut Street from N 9th St west, approximately 0.75 miles to N Garnett Road. This will connect several educational facilities, including the **6th Grade Center**, to nearby **neighborhoods**. Other sidewalk gaps will be eliminated, and existing sidewalks will be widened to 6-feet in various locations near their schools to provide **safe routes to schools**.

Collinsville proposes safer accommodation of vulnerable roadway users along and across the 2 miles of **Main Street**, also known as SH-20. The specific treatments will be determined during the design phase of the project and likely will vary depending on location and existing cross-sectional details. Emphasis will be given to the downtown section where there is significant pedestrian traffic. The AADT along Main Street is 7,600.



Downtown Collinsville: Looking East along Main Street



15th St & E 146th Street Intersection lacking sidewalk



19th St looking south from 6th Grade Center with no sidewalks

The City of Sapulpa

The City of Sapulpa is in the **Tulsa Urban Area** and is the Creek County Seat. It is in the **Muskogee (Creek) Nation**. In 2020, the population was 21,929. Between 2017-2021, there were 2,672 crashes; 27 involved vulnerable road users.

Sapulpa proposes to repurpose the alleys on **four historic downtown blocks**. American alleys have been cramped spaces tucked behind commercial buildings where utilities and trash were located. Alleys also served as access areas for delivery trucks. Transforming these four alleys will require 1,500 linear feet pavement improvements. Each alley is 15 feet wide. The alleys will become inviting public places for social interactions and community building. They will allow people to **access apartments, parking lots, downtown shops and government services**. The city has already completed similar alley improvements along its Main Street (see photo).

Sapulpa will add a continuous sidewalk and bicycle lanes along one side of E Bryan Ave from S Mission St, west to S Water St. This 0.75-mile section will link **Ascension St. John Hospital** with **downtown Sapulpa**.

A continuous sidewalk along one side of Hickory Street from W 141st St N to **Historic Route 66** will be added. This 2.6-mile section will link **Lone Star School, Sapulpa Boys and Girls Club, Sapulpa Youth Sports Complex**, and various **Creek County offices**. Also, a road diet will be employed for the section of Hickory Street from W 141st St N to W Taft Ave. Currently, this is a 4-lane section with 48-feet of pavement. It will be converted to a 3-lane section with bicycle lanes.



Example of an already Improved Alley in Sapulpa



Bryan Ave looking east from Park St with room for bike lanes



Hickory Street in front of Lone Star School with no sidewalks and room for bike lanes

The City of Skiatook

The City of Skiatook is a **Small Urban Area**, considered rural for this application, that straddles the line between Osage and Tulsa Counties. It is partially located in both the **Cherokee and Osage Nations**. In 2020, the population was 8,450 an increase of 14% from 2010. 452 crashes occurred in Skiatook from 2017-2021, 4 involving pedestrians.

Skiatook intends to use SS4A funds to build a 6-foot sidewalk along 5th St from SR-11, west 1.25 miles to S Lombard Street. This sidewalk will link **John Zink Park** with **Skiatook Central Park Trail** and **Skiatook High School**.

Skiatook will also build a 6-foot sidewalk along Osage Ave from NW 133rd Street north 1.75 miles to WC Rogers Blvd (SR-20). This sidewalk will link **Marrs Elementary School** with **Main Street** and downtown and several **neighborhoods and apartment complexes**.

Skiatook is a historic city with many sidewalk gaps. This project will address the most critical gaps by linking the essential destinations listed above.



Skiatook Central Park Trail between 5th St & SH-20



Pedestrian walking in street adjacent to John Zink Park



Osage Ave looking south from Marrs Elementary School with no sidewalk



5th St looking east at sidewalk to nowhere