Oklahoma Active Transportation Plan
Appendix C: Online Public Workshops

Nearly 170 attendees participated in the online public workshops which included 10 workshops over a in January 2023, one in each ODOT District plus additional workshops for the Tulsa and Oklahoma City Metro areas. Participants provided comments and built consensus around the following guiding principles of Safety, Equity, Mobility, Connectivity, Livability, Coordination, and Education.

District 1 01/25/2023

Vision and Goals
- Like that both transportation and recreation are included
- Like all ages, all abilities
- Vision should specifically call-out Accessibility, Education, Safety, and Equity
- Simplify the wording for a broad audience: Not everyone understands "legibility" and "connectivity"
- Need quantifiable goals to measure success
- Include a focus on the environment, emphasizing health benefits, and having equitable access to other public transportation routes
- Incorporate all users, including rural users, such as equestrians
- Should call out needs of people with disabilities
- Include a focus on economic development, marketing, and tourism
- Make the ATP an "action-based" plan that is given priority within KDOT
- Normalize active transportation
- Connect to major destinations
- Think more broadly about safety. Not just crashes: theft prevention, shade, and wildlife diversion can further protect users and improve their active transportation experience
- Provide more structured wording of goals.
- Incorporate these ideas into KDOT's everyday way of doing business
- Should address vibrancy, sustainability, connect to essential services.

District 1 – Improvement Ideas, Connectivity and Access
- Characteristics: Safe, open, well-lit.
- Clear and open, no visual obstruction infrastructure.
- Considerations: crosswalks, because if you see a crosswalk that doesn't work it will be concerning.
- Good signage, such as showing routes on map and via arrows (wayfinding), where facilities are and stating they are.
- Connectivity characteristics: One where Sidewalks exist.

District 2 01/25/2023

Vision
- Risk and Assumptions missing
- Fairly well-rounded vision and goal, but difficult to achieve. Deal with communities spending all monies keeping systems working well, so funding is a problem.
- Focus on water and sewer structure

- Economic Solutions might be a need

Goals
- Really like active mobility section, reenforce walking. Having more people involved
- Like mode shifting.
- Do we have people not involved because we don't have infrastructure or no infrastructure because no people involved?
- Like active mobility. Education is an important piece. Promotion of active mobility is important. perception of AT not understood. negative thoughts around people choosing to walk. Education needed around people needing different modes of transportation.
- What about the order? Is listing a problem? Listing is fine. Order is dependent on where you are in state. Connectivity importance depends on where you live within the town.
- More wording around the differences between urban and rural needed. McAlester regional hub and smaller towns outside have a different perception of urban and rural.
- Education - Connect with TSET program to help get education out about active mobility. Partnership. Also TSET focused on health benefits of the goals. Bike advocates can help with education on safety.
- Drive because necessary - Metro areas - Education more important

Equity
- Equity-What does it mean? Accessible as possible for people that choose AT for their mode choice. Should not be a fall back. Make it a viable choice, not just a fall back or last resort. Not just viable, but desirable for people. Agree
- Insure input from different levels and sizes of gov, nonprofits, multiple ways of reaching people to measure these indicators. Different people see needs differently. Ensure we are getting information from different ages, ethnicities, people groups.
- Indicators. Gov departments getting inquiries, reacting to marketing
- Think in terms of indicators and then think how to measure indicator.

Connectivity and Access
- Back and forth to work, and retail areas. sidewalk projects have connected to these destinations.
- This time of year, good lighting because it gets darker sooner. Adds to safety of the route.
- Footpaths selected based on safety; but also shortest route.
- Depending on length of trail, visual interest, places to rest, shops/stores/parks. Inviting making them want to come out more often.
- Parks, recreational places, lakes, water, nature and scenic use areas.
- Groceries, shopping, work and school trails have connected mostly to schools medical districts - health department, clinics,
- Footpaths good indicators of where sidewalks needed.
- Aesthetically pleasing. colorful, clear pathways
- Shelters along the route, protect from hail, rain.
- Accessible trail heads, what's included in them (restrooms, etc.)
- Surface types, aggregate trails (preference depending on use - biking, jogging, walking). Also consider pets on the trails. feeling safe is diminished by unleashed or even leashed pets.

Project Types
- Connectivity between smaller communities surrounding McAlester.
- More regional connectivity. More bike trails. More technology integration. Meter lights, lights that change based on year, signage that changes
- Community divided by highways, pedestrian tunnels or underpasses to get across highways. mobility group trying to get across Highway 69.

- Pilot projects are great for gaining acceptance where change is difficult to embrace, maybe include a guide on how to plan and implement them.

District 3 01/26/2023

Vision
- Like that it says not just recreation but that it says "everyday destinations"
- Like "all people"
- Would like to see reach everyday destinations before recreation
- Need more options than just walk/bike called out (add rolling or other option)
- Change "and use other active" to be "and use EVERY active mode"
- Convenient is missing
- Access for all types of people. Difficulty is in areas w/o sidewalks and bike lanes
- Like "connected for all people" need to focus on the equitable piece, maybe focus more on areas where people don't have vehicles. For example no connections between trailer park and grocery stores/destinations. This occurs across the state. Need to focus on equity.
- I appreciate the inclusion of sidewalks. I live in a historic district where the sidewalks were installed during Indian Territory. They are in dire need of improvement, as they lead to Walmart and a commercial area.
- "Comfortable" didn't resonate. "Safe, consistent, and high-quality" seem more important.
- Maybe "accessible" instead of "comfortable" comfortable likely referring to things like buffers. Maybe there's a different way to say it.

Goals
- Needs to be more measurable/ accountable
- Tie them to a timeline
- Connectivity should move above active mobility
- Would like to see "accidents/ collisions" instead of crashes, accidents could be linked directly to quality of facility
- "Non-motorized" crashes reduce -> eliminate
- "Reliability" might be a word that's missing. Maintenance is really important for these facilities
- On active mobility or mode shift--not really loving those words. All the other words make sense to me, but neither of those make sense to me. Don't have a good alternative. Like the goal behind it.
- Active participation for active mobility goal?
- maybe "physical activity" for active mobility goal?
- Equity- think it's good. Ages, abilities, background, income, urban, rural
- Comfortable: Maybe "accessible" or "safe" would be better
- Health – wordsmith increase. Maybe the second one should be "improve" instead of increase.
- Education should be next to wherever we land on active modes/mode shift. These two things are definitely connected. Need education to promote change.
- Doesn't seem like there's priority, but maybe putting in alpha order would make it seem like less priority ranking. Could also make an acronym
- Bike paths /walkways connecting bike paths and recreation pathways
- Move Education after Safety
- What do you mean by "vulnerable"? Should be defined.
- Accessible seems better than comfortable.
- To increase number of people under AM, we'll have promoted it well.
- It's good to have safety first.
- Maybe "exposed" instead of "vulnerable".

- Comfortable is a passive word. Not sure it's a good word to pair with Connectivity Maybe "Inviting" instead.
- What about adding encouragement... generating enthusiasm to increase walking and bicycling.
- Replace comfortable with desirable

Equity, Connectivity and Access, Important Destinations

- Grocery store access (stores being on the edge of the town but not having sidewalk/facility access to them)
- Safe & accessible for all (thinking of the 5%) - all modes (walking, biking, scooting)
- Infrastructure that doesn't separate the/a neighborhood
- Recognize the inability to drive, ensuring those people have the ability to access all places
- Provide accessibility to all modes (wheelchair accessibility to transit & other modes)
- Measure the infrastructure (miles of sidewalk, transit routes/miles provided)
- Quality of infrastructure (cracks, breaks, lighting, etc.)
- Socioeconomic status/ geography & presence of infrastructure
- Focus groups from different communities
- Variable across the state. In some communities multiuse path might be more important than sidewalks.
- Bike paths paralleling route 66 aren't feasible then use signs and walking signals that use equity and safety.
- Can we use some of measurement tools talked about in presentation? GIS data
- Measure visually-- talk to local leader, gov officials. where do you see people walking
- Freedom of choice
- Ensuring that it benefits all demographics
- Must be wide enough for wheelchairs and other users. Facilities should be distributed throughout the community
- Regarding Equity and Mobility, it needs to be "functional".
- Do we see an increased use of the facilities?
- Important to measure that those who can use AT the most are given priority (can often be those more reliant on ped/bike travel
- Providing a facility that is maintainable. Many times, we build something that can't be or isn't maintained long-term
- We should be willing to look at innovative approaches for AT, that allow for multi-use of infrastructure across modes. Some repurposing.
- Ratings / surveys after construction for people to report issues with the use
- New AT infrastructure doesn't meet the needs of all users in some cases. We don't ask or measure this after it's built.
- Parks (driving to a park to take a walk is counter intuitive) - grocery stores & restaurants
- Recreational areas/lakes - routes/facilities to get from the town/city to those areas
- Work, gathering places, library
- Parks
- Offset from road - good lighting/well lit
- Amenities - benches, activities (games/kid attractions)
- Attractiveness, shade & trees, comfortable
- Important for routes to be safe (feel safe and be safe)
- Embark in OKC-- access to those stops
- Evidence shows that if there is access to transit network--more people walk to the stops coordination!
- Grocery, parks, schools, rec centers/comm unity centers

- Transit and bus stops. transit riders are walkers, wheelchair users and bicyclists at the begin and end of every trip.
- Access to Amtrak and Greyhound bus
- Connections within regions? Lincoln County no access to regional bus connections. here are a couple services that will connect you to a doctor, but that's it.
- For recreational cyclists – one of most important things is avoid stopping and to have highways with shoulders and other safety features.
- Walkers/wheelchairs- shade in the summer; reliable lighting
- Wayfinding/ signage-- OKC and Tulsa have long trails for example Sand Springs to Jenks. Would be good to develop connections on key corridors.
- Grocery, Library, Parks, or outdoor recreational sites
- School (Elementary, Middle, High, Vocational/Technical schools and colleges)
- Separation and protected crossings
- Well-lit facilities
- Dog-height water fountain for pets and service animals
- Amenities like benches, restrooms, etc.
- 2. Aesthetics
- 2. Wayfinding signage to provide direction or location
- 2. Solar benches, little bike workshops with tools or an air pump
- 2. Audible signals for crossings
- 2. No trip hazard, no fear of dogs
- 2. For protected crossings, need adequate crossing times
- Someone as young as 8 and as old as 80 should be able to use AT without issue.
- Low tolerance speed zones (preventive vehicle enforcement areas

Project Types
- NE OKC sidewalk/active facility to cross Interstate 235
- West side of airport has no shoulders, high speed - no facility for active/bike. More sidewalks, bike lanes connecting neighborhoods.
- Sidewalks, in Purcell. Schools have off-campus lunch and don't have improved crosswalk access to those food places. Have to cross high speed roadway to access restaurants.
- Chandler to/from Davenport has no shoulders, narrow, but is destination for people across the US/world. Scared to come over a hill and see a group of bicyclists on the road (would like to provide them shoulders.
- Facilities to access recreational areas (funding responsibility/access is in between /unclear)
- Traffic calming, dedicated/ protected bike lanes - roundabouts for speed, traffic calming, safety measures.
- Sidewalks around schools & neighborhoods
- Grocery stores on edge of town need sidewalks/access to/from
- Crossings-- trails over state highway
- Bare minimum we need more sidewalks, fixing old sidewalks
- Have people in wheelchairs in middle of road Noble needs sidewalks or shoulders on major roadways to connect out low-income areas to central parts of town for access to grocery stores.
- Lot of places with this same issue not just Noble
- https://www.nwarpc.org/bicycle-and-pedestrian/northwest-arkansas-bicyclepedestrian-master-plan/
- If bike paths paralleling Route 66 are not feasible, then use signs and warning signals, and put feedback boxes along the way to include equity and safety.
- Bike trails, sidewalks (new and rehabilitated)
- Need to cross Interstate 40 in Shawnee with no safe non-vehicle route ped. grade crossings
- Bike crossing over bridges / under bridges Sometimes cheaper to go under bridges

- Recreational trails designated for active hiking and biking
- Projects need to be connected to resources or key destinations
- More recreational facilities designed for wheelchair, service animal users, and other users (give them "hiking" options)
- Realistic and consistent funding for master plan projects in cities and rural communities

District 4 01/24/2023

Vision
- WORK, destinations
- Add accessibility or accommodation language for individuals with disabilities. Infrastructure as well as access to information (braille, captioning, etc.)
- Audio and visual aids to any information posted. Mobility devices should be considered. Wheeled devices, service animals
- Add "to provide safe comfortable and accessible transportation network"
- Missing – Accessible
- Does the vision address connection across Oklahoma?
- Add "in Oklahoma" in the end of the vision, after "destination" to make it more personal to the state.
- Does it include people of all mobility?
- Transportation that fills in the gaps. Inclusive, include those who can use all mobility. All around services: something that is fully meeting the needs of the individuals. Can tie in together with connected mobilities and active transit. Supports the whole trip, not just the main part of it. 360 mobility solution!
- Feature complete streets
- Specifically mention, such as people with disabilities, or use phrase "of all abilities."

Goals
- Could mode shift be used in the definition--begin to educate people to what mode shift means
- I think Mode Shift makes more sense based on the definition given
- Could with mode shift be active living--use more everyday terminology
- Appreciate ODOT's vision to improve pedestrian safety
- I think active living is broader than what we are looking at here personally. Basically that definition tells me we are looking to shift our mode of transportation from vehicular to active modes.
- Like mode shift, but too wonky/technical, but like what it means. Like that we are trying to get people to do one thing over another
- Good to be broad for health. encompasses physical health, mental health, and more
- Change education to increasing education and awareness of facilities. Awareness could be a separate bullet.
- Consistency between communities like signage other projects. Could be part of equity or on its own
- environment? Localized air pollution, climate effects sustainability-that word can also capture asset management, maintenance
- Environment also important for funding
- There can be language added around accidents, accidents different than crashes. See more accidents such as people running red lights or not paying attention to ped - may not be hitting a car, reactive person being the one who ends up having the issue. Near misses would be considered an accident
- Like all ages, abilities, backgrounds, income language under equity. I think it is good as is
- Needs to be specific language about connectivity between modes, a true, well-working system. also to ensure that all modes receive equal consideration and value.

- Consider all aspects of safety in the plan - education, infrastructure, build environment. FHWA has listed some proven safety countermeasures that are a great start.
- Safety isn't always about crashes, could involve lighting, steep grading for wheelchair users. Make verbiage on safety goal broader. More than just the crashes. Feeling safe and comfortable.
- Safety- Succinct - good, doesn't need anything else. Safety is a two part - you have to think as safety for crime, too.
- Equity - Equity might be hard to measure. Don't see a racial group represented in this goal - as saw in the survey. it is very statistical - you have to know to who and for what you address the issue.
- General - this ones are Long term goals - to reach the long-term goals you need to create short-term ones. Broad statements to measure - We need to create best practices inside of each goal to be able to measure each goal.
- Active Mobility- Active mobility better - because it is a forward terminology - easier to understand. Active part includes the health component of the goal. Mode shift - people set their life around. Active Mobility - incremental changes.
- Connectivity - Like the term comfortable - long stretch, with no trees, etc. it make very uncomfortable. the terms is good as you can get - since the terms are related to comfort and convenience. Add the word safe to this goal. Personal safety, lighting, etc.
- Health - Good goal - no change
- Education- Like "active mobility" instead of "mode shift.
- Is there a positive spin to reduces crashes?
- Wider roadways, more lighting
- If I ride a bike, concerns are with other vehicles on the road. We hear a lot on the news about ped and bike involved crashes. The is hesitation to ride due to safety concerns.
- Some places to cross are so dangerous that no one hardly crosses there, and there are few/no crashes, yet a crossing is sorely needed.
- Is there a better performance measure for safety that just reducing crashes?
- Infrastructure that makes you feel safe, not just be safe.
- if you are tying measurable to the goal of measuring crashes, there may be other criteria? that would indicate how safe a place is.

Equity
- When you talk about equity, you are really talking about prioritizing. Looking at prioritizing resources in communities with the most need first.
- Level playing field
- Address needs in neighborhoods w/low income, low vehicle access first
- Use funds in rural areas where they make the most sense--in places where needed the most
- Sata collection-- need more resource
- Can include accessibility within equity, but you don't have to
- Measure equal access to walking path Vs. bike lane
- Inventory of the system to measure equity
- Make the system safe and well connected for all users.
- Making sure routes are usable for wheeled users
- It's important to add a focus on the community/areas specific needs here. Don't want to implement things the community doesn't want.
- Routes for convince and routes for pleasure, need both, have different purposes
- It is hard to measure since there is too much to cover in equity - it is a lot of pieces
- It is hard because of development pattern.
- Individual was not able to access the sidewalk. Need sidewalks to connected to bus stops. Need ramps and curb cuts for people w disabilities
- Equity: make sure that a person with disability can get to the bus stop.

- Communities with more financial means/support and access to engineering have more opportunities than others. There is not a lot of progress that has been made.
- Rural towns do not have as many resources as urban ones.
- Sidewalk, a lot of progress has been made. But sidewalk may not be available in all areas. All areas meaning sidewalks near arterials, people in certain parts of town having to walk on gravel.
- More than just sidewalks, even streets. Do they have proper lighting? You also need good street to ride on.

Connectivity and Access
- Parks, schools, bus stops grocery stores, government services, high ped generating land uses
- I don't have the answers but I'm so glad the unsheltered population was brought into consideration. We have a transient/unsheltered pop in Enid as we
- Additional considerations for unsheltered community? Shelters and transit stops are places you KNOW people need to walk.
- Schools, have many kids who walk to school want to know they have safe facilities to walk and bike. Attention to students with disabilities and access
- Walking to school at all hours - have meetings or events in the evening
- Entertainment areas, places people want to go, not just need to go. People need access to enjoyment and pleasure activities.
- Schools, parks, shopping areas, employment centers, and all busy activity areas.
- Work hubs - large employment areas public transportation hub
- ACOG maintains a database of activity centers

Project Types
- Make sure that modeling safety. If we are trying to improve severity of crashes -- should have photos/videos with helmets, etc. Safety in everything we put out.
- I would love to have a trail system that avoids going through main areas of vehicular traffic. We have a trail system that extends through most of Enid, but at one point it cuts through downtown Enid and isn't the "trail" as we see it through other portions of the community. Safety for sure - having proper lighting, panic buttons, or phones. Particularly in areas where things are more secluded
- More visible crosswalks and stop lines? Colored crosswalks? Lighted crosswalks in heavy pedestrian areas. Pedestrian activated signals.
- Definitely think my community needs education on pedestrian travel - whether through signage or other means.
- ADA accessible trails around natural areas open eyes to the public what is possible. Be more mindful about creating inclusive places.
- Bikes for kids, education on how to ride/safety/ maintenance
- Universal design for ADA trail system. make it so anyone can use it, don't separate out those with disabilities.
- Work with communities that connect trails, sidewalks, crossing barriers like highways.
- In Oklahoma City, we are creating a crosstown connection of bike facilities (east to west and north to south), building trails and creating connections between trails.
- We also have missing sidewalk connections, both missing links in existing sidewalks and areas without any sidewalks.
- The most important thing is to see specific goals and a plan to fund existing needs. That's the greatest need in OKC.
- Anything that mentions wayfinding/signage? could use more of this in OK
- PEAT training - highly recommend
- Projects that make state highway intersections better in small town downtowns (like Guthrie), connect to downtown, add traffic calming devices. Crosswalk: crosswalk that prioritizes pedestrians, where

you don't need to feel you have to run to get through it. Signal ped prioritization. Traffic being able to better see ped traffic.
- That are accessible to all mobility devices. trails connecting parks to major business areas.
- Trail system completion for Garfield County.
- More connectivity with sidewalks, more multi-model trails; agree with others on accessibility, lighting, etc.
- Some educational outreach to remind motorist how about peds having the right-of-way over cars and about other safety around motorists; some ped safety education needed too.
- More audible crossing technology
- Decrease the crossing distances at some crosswalks, like with "bump outs" at corners where on-street parking is allowed.
- A flashing notification light that triggers when a pedestrian is crossing the street. -OH
- Wheelchair charging stations for electric wheelchair
- Annual meetings like this to discuss active transportation would be great
- More connectivity with sidewalks, more multi-model trails; agree with others on accessibility, lighting, etc.

District 5 01/23/2023

Vision
- Likes that "connected transportation" is listed front and center in the vision statement. Sometimes shoulder and other general transportation infrastructure needs attention to serve all users.
- Connected is important word and speaks to gaps that need to be addressed. And connection across modes.
- Connection occurs from the ground up. ODOT is working with INCOG, ACOG, SWODA, etc. Connection is twofold.
- Connectivity should be carried through ODOT Work Plan - needs to happen ASAP and doesn't get pushed out as a lower priority. Review existing projects in the Work Plan to ensure connectivity.
- Add the word accessible somewhere in the vision
- Add recreation AND for work purposes
- Missing the word health

Goals
- Safety - is important because of vulnerability of these users.
- Safety - "reduce the number and severity of crashes..." seems like just a feel-good statement. Needs to be more strongly worded as to what the goal actually is - a number or percentage. Get more specific.
- What is "mode shift"? "Active transportation" is more intuitive.
- How is the growing homeless population going to be captured and addressed going forward? It's a more difficult population to "track". ODOT is working with Health Dept. partners on this while also attempting not to single out a specific population group.
- "Coordination" may be its own goal? Or at least a more prominent piece of current goals. Woven throughout. Replace "Create" to "Coordinate" under Connectivity or somehow include coordination in the Connectivity goal. Very important and an opportunity to improve.
- Parties to be coordinated with should include organizations like PSO in Tulsa. Ped/Bike safety is critical. Non-lit sidewalks and corridors are an issue. ODOT doesn't have direct control in most cases. Much of the lighting quality is driven by franchise agreement.
- A lot could be added or covered with coordination.
- "Mode Shift" is jargon. Don't use that term
- In SW Oklahoma, especially in rural areas, collecting crash data is a challenge. Know not all data is recorded. If we don't have reliable data how can we make sure it's measurable - crashes not reported

unless someone is severely injured. Bumps and near misses aren't often recorded. Riding your bike and ran off the road - wouldn't typically be recorded.
- Measurable is always good, reduce by a certain percentage.
- Agree to not use mode shift, maybe introduce both terms to start educating people that they are similar terms. Rural areas are not aware of the term "mode" not everyday language.
- The word "comfortable" may not be intuitive, could use a different word. Would rather use the word safe if that is what we are trying to convey.
- Mode shift in education goal: Need to educate what mode means, stay consistent with terminology, "active mobility".
- Educate people on the use of devices for visually impaired and other assistive devices for transportation.

Equity
- Describe - accessible by all/everyone
- Measure equity - Can be difficult especially in rural, less diverse areas.
- Multimodal Transportation Plan - some challenges with data for non-auto-based trips. There have been challenges with acquiring good data for rural areas. Measuring crashes is doable and evident.
- The Center for Individuals with Disabilities may have info/data for Tulsa area.
- Accessibility and availability. In a rural setting run into issues, no access to rideshare service.
- Investment, types of investment happening in urban areas may not be the same in rural areas, different design standards, opportunity to share resources
- Look at environmental justice, cost analysis based upon population in the area.

Connectivity and Access
- In OK, most people don't live close enough to bike or walk to work.
- Daily tasks. Grocery store or convenience store or retail. Schools, food, and public services (hospitals, municipal, doctor, food bank, homeless shelter, etc.)
- Ideal route includes buffers from vehicular travel. Make people safe and comfortable. Safe sidewalks that are well lit at night. Include Crosswalks and connect to destinations.
- Safe crossings in general.
- Work and healthcare
- Food sources, grocery stores, shopping, school
- Issue is that we don't have taxi companies or a good transportation system in some of these rural areas that would allow people to get to school, jobs, healthcare. Sometimes have to beg companies established in other areas to come to our area. Grant opportunity for service expansion into rural areas. Mobility issues only adds to this.
- In some rural communities with university or hospital, lack of sidewalks and safe trails, linking to these destinations is a challenge.
- Little coordination between transit and active living, more coordination needed
- Considerations and characteristics include: sidewalk width, signage, lighting, places you can cross safely not a lot of sidewalks, have to walk in the street on heavily traveled thoroughfares.
- It would help to have walkability audits to help people understand the different needs of community member.

Project Types
- Sidewalks that connect neighborhoods to neighborhood parks.
- Repairs to sidewalk and new sidewalks to make connections.
- Crossing Signals - high cost but imperative
- Wide highways/barriers can divide communities and be a barrier to access.
- Active transportation plan at the regional level, grant program for this, develop plans methodically.
- RTPOs: 5 in the state, range from 8-16 counties

- Get a network to help connect rural communities within and to each other.
- Huge need for medical transportation. hospitals sometimes won't release someone to a cab, some people don't have family network to call on. build communication with medical partners and transportation.
- Complete streets projects
- Wider sidewalks, accessible sidewalks for those with vision or other disability
- Not a lot of sidewalks, have to walk in the street on heavily traveled thoroughfares.

District 6 01/24/2023

Vision
- Push to be able to take longer road bike rides, more than recreation/exercise, need shoulders in rural areas
- Recently made it so bicycles can travel over the rumble strips on some routes
- Most people in this district do not have strong opinions on bicyclists.
- Walking and biking opportunities existing within the communities rather than on highways

Goals
- Like safety being first on this list people who are dependent on walking have to walk along highways, gaps between commercial and residential land uses. Migrant worker population.
- Convenience and availability of facilities is critical. If people could walk they probably would. Needs to be safe, easy task to accomplish without fear.
- Easy: wouldn't have to drive, can get from your home to your destination, and back without having to take intermediate steps. Easy is being well connected.
- Convenient is a good word under connectivity.

Connectivity and Access
- Walking facilities to trails in neighborhoods
- Lack of pedestrian or bike infrastructure

Project Types
- Wide walking trails with a stripe indicating bicycle and pedestrian lanes
- Guidance for local communities
- Some locations need lighting, people feel safer
- HAWK signals, help to cross barriers such as highways
- Could use more maintenance guidance for active transportation facilities
- Anytime a project goes through a town have to meet ADA requirements. do what is required.
- A lot of times even if a town has sidewalk it isn't in good condition
- Sometimes communities do have sidewalk but it isn't ADA compliant
- ADA coordinator looks for any signs of foot traffic, goat paths, desire lines, if they find that they prioritize putting as sidewalk in.
- Tie back ATP recommendations to the existing 8- year plan. Bundle projects where applicable.

District 7 01/23/2023

Vision
- Well thought out
- Add "accessibility". being in rural areas, people need to access transportation. Agree that recreation could be removed. Need to be accessible to all walks of life.
- Should we talk about PROMOTE, not just provide? May not be true in Tulsa and OKC may not be as true. Colorado has impressive examples of promoting. This seems too passive, should be more proactive

- We want to go beyond just providing facilities such as 11th street. We want people to use these facilities
- Emphasize value add. Lifestyle change. I'm from Dallas and there's bike lanes everywhere. Grassroots effort to trails everywhere
- Healthy people 2030 physical activity goal: Improve health, fitness, and quality of life through regular physical activity
- Great idea to promote encourage physical activity
- New objective in healthy people 2030. federal document. Goals regarding physical activity. https://health.gov/healthypeople/objectives-and-data/browse-objectives/physical-activity

Goals
- Like active mobility better than mode shift
- Safety - cars and peds or? Do people know who vulnerable users are? Is there better wording?
- Discussion of safety - crashes - defining who involved.
- Education - uses mode shift - could be confusing – consistency.
- Health Goal - includes all – good.
- Healthy 2030 could apply here as well
- Reduce number of crashes seems like there will still be crashes.
- Safety needs some work, be more positive
- Reducing number of crashes is too vague. Would be delighted if we had a percentage up there. Reduce by 10% every year
- Who have stakeholders been so far. Would be good to have all 3 major bike clubs engaged Tulsa, OKC, and Lawton.

Equity
- Equity - stakeholders - pp may/may not use it
- How does it affect all citizens
- Affordable for all to use & ability to use
- Available for everyone - for all
- Accessible to all
- Measure by utilization
- Measures - taught - urban/rural - many definitions - w/in org - rural areas also have representation
- Having the same type of nice walking and biking trails regardless of neighborhood
- access to schools regardless of income levels
- Measure with surveys or counts
- How many communities have access to any active transportation infrastructure
- Very few trails or sidewalks in Ardmore if we do have them cracked
- Survey assets. don't ignore unincorporated areas. No recreational options.
- Maintenance of sidewalks and roadways. Many people in rural communities are income challenged and rely on walking and biking.
- Survey/inventory of facilities.
- PHIO. TSET and state health departments have incredible data and outreach.
- Pathways could help with data
- Data collection outside urban areas

Connectivity and Access
- Get to doctor, grocery, etc. - other considerations that all can use and run consistently - multiple routes to grocery
- Connecting recreational trails - if fragmented - need to connect

Project Types
- Accessibility - ADA standards
- Rural areas - lighting in some areas - roadways/bridges
- Schools - place to walk - need sidewalk/ramps, may be cracked, etc
- State park walkability - safety signals. Connections from parking areas
- Sidewalks, walking trails
- Road improvements

District 8

Vision
- Vision says for all people, but not calling out demographic factors. Do we need to be more specific? - Use lots of different words for mobility and quality of life so need to think about it.
- Concerned about safe and connected. need to make sure we provide safe connections for everyone. Peds/bikes need to interact with other users. connectivity can be concerning. Areas of city lack connectivity (Broken Arrow)
- (Delaware County) Lacks infrastructure. Lot of people can't get from A to B. Connectivity is important. Safety also important--see wheelchairs using lane of roadway/highway
- Feel like covers main points. Lack of infrastructure big issue. Some examples – no sidewalk so someone using walking stick in roadway. Some individuals have no choices, but also people with stroller or walking for pleasure also issue
- Emphasize all abilities aspect
- Agree with all abilities. Had people who were considered "shut-ins" due to disabilities. Build Safe Routes To School sidewalks and those sidewalks allowed many more people to walk/wheel more b/c of sidewalk availability
- For small rural communities, the vision needs to speak to the practical AT trips. To grocers, clinics, and schools
- "Cowboy boot" mentality - I have a truck/horse for that. I don't walk. Most of those who are out walking are doing so out of necessity.
- Emphasis needs to be made to not just fund new AT facilities, but we must maintain the existing facilities and maintain any new facilities that come online.

Goals
- The education piece is essential. Important to educate those in community. Focus on education will increase AT.
- Missing – should explicitly talk about safe routes to schools. It deserves its own space.
- Missing – health goal - is right language and terminology being used. We could add calling it health practices. Choosing healthier ways to do things, or things that help your body. Like the word access, but that's already included in equity. But goals look good overall.
- Like all of the goals. Would prefer Active mobility over mode shift, not layman's term
- Active mobility makes more sense than mode shift. Think of mode shift as part of changing how we get about. May be some distinction, but no real idea of word to use.
- Like inclusion of everyone.
- Education important-- Razorback Trail area traveling public was very aware of peds/bikes. Need to increase education to build respect for other users.
- Northwest Arkansas is good example, inspiration. Mindful, aesthetics, trees, ADA accessibility part of everything they are doing. That's what we are missing in our county. Lacking the cohesiveness, not planning for all of these things. Stone's throw away is Northwest Arkansas, but not what we have available.

- Agree with these thoughts. Have also traveled to Northwest Arkansas to see as an example. In Rogers County, very nervous to see people riding in the road, worried that something will happen to them. updated sidewalks-- support these
- Separation between user groups. Facilities /buffers
- Health is important, but not always a driving factor. Connectivity, safety, equity more important for many of these communities.
- Walking groups, health interest, but connectivity important path from housing to daycare for example. Access to parks, etc.
- Deen on both sides of health issue. Northwest Arkansas visit sparked cyclist in me and made big changes. would love for more people to understand health benefits and education.
- Equity: Measure equity by quality, implementation and outcome. Does this work for the ENTIRE audience statewide?
- Safety: Crashes or accidents? Accidents would cover more and include more multimodal transportation interactions.
- If the goals are external facing it should be Active Mobility
- Glad to see the education part there
- Compared list to SMARTIE
- Education can be moved closer to the top of the list
- Equity might need to come before safety
- Active Mobility: "people who walk, bike and use OTHER active modes....
- Active Mobility - Tough goal to overcome, especially in smaller towns. Doesn't see someone giving up vehicle to bike/walk to the store. Weather is an issue -- unpredictability.
- Connectivity needs to be moved up. If the facility isn't in place, then we won't have the AT users. Need better facilities to separate modes physically, to improve comfort and encourage mode shift. Modes don't mix very well.
- In Owasso, disabled persons in wheelchair have to roll along streets and go into intersections because of inadequate sidewalks. Seeing this is really scary
- Education - important to educate AT users on how to get from Point A to Point B. On a bike or walking. Students/children and others.
- Safety - Safety is paramount. Should be listed first in goals.
- Education should be moved up higher on the list. Education/personal mental shift is necessary for potential AT users and drivers - related to safety and education. - What safe options exist?
- Perhaps maintenance need to be a goal

Equity
- Measure: TSET has lots of information - easier to understand what type of groups and what areas are lacking - goes to measurement
- Measure - Tulsa bikeshare board tracks where racks and bikes are placed, parts of towns, what groups, making bikes available for seniors.
- Ways to measure ? - Keeping track of the programs and what's being accomplished
- Any qualitative way to measure? How are we changing culture versus data and what's on the ground,
- New development does bring more focus on providing trails, but important to think about what we already have/existing neighborhoods and bring same infrastructure to existing built environment.
- Fairness, but also paradigm shift in the use. All are open to being equitable. Not just people using cars.
- Think about all groups of people and possible users. The goal is being made to ensure everyone having access to different modes of travel.
- Definition: Fairness. fair access to active transportation.
- Brain shift, old and new neighborhoods have access and infrastructure

- How do you measure? Amount of sidewalks or trails being measure. What part of town are we implementing. The actual amount of infrastructure and where geographically.
- Equitable infrastructure, have it all over town whether it's upper end housing or low-income housing, everyone has infrastructure.
- People with disabilities. Lots of people out there who could do more and have better quality of life if we have good infrastructure.
- Equity in who your appealing to. Appeals to everyone.
- Allowing everyone to be part of the community.
- Comparison might be way to measure. Inventories.
- Look at where populations where people live. Won't be able to make everything equal but look at populations and try to get people connections.
- Accessibility for EVERYONE *including senior citizens, people with disabilities
- For Nowata, the way the town was laid out was divided racially. The divisions are still there as far as accessibility and having good, consistent connections (past underinvestment). Equity to be gained from addressing gaps and accessibility across town. North side of town didn't get sidewalks that rest of town got.
- Perception can be that older parts of towns don't get the AT funding & attention that newer parts get. This is more about new subdivisions and private projects, and others where funding comes from other places (often private).
- City's should not get too comfortable with the amount of ped/bike improvements they have made.

Connectivity and Access
- Destinations - Employment, food access, schools, health care, parks, entertainment, libraries, community buildings and offerings, governmental services like court.
- When court was mentioned it reminded me of other related community meetings, services or attending meetings.
- What about the routes? What characteristics? - No cracks in sidewalk or provide a sidewalk. Also lighting, manicured/well taken care of, address perceived and actual safety, signage, wayfinding,
- Recreation, business, job opportunities, pretty much anything, food access is a big one, health resources, community services (health, libraries).
- School children use sidewalks and passageways more than anyone. prioritize those youth, others that don't have transportation.
- Long distance routes
- Safety--important-- lighting on existing passageways important. Connectivity routes important, but also need lighting
- A lot of trails system in Northwest Arkansas is lighted
- Audio – all abilities network. audible technology and tools for elderly and people with hearing impairments. indicators of change in environment/
- Updated sidewalks-- support these
- Design
- Lighting
- Safety
- Location /connectivity
- Having a wider sidewalk for bike/pedestrian /multimodal
- 2. Slower speed limits.
- Ease of access of people to get to
- Provide parking access for people
- 2. Well- maintained facilities.
- 2.Wayfinding signage and marking, maps, etc.

- For small rural communities, the vision needs to speak to the practical AT trips. To grocers, clinics, and schools

Project Types
- Funding for trail heads with benches, water fountains, and meet different needs. Tourist, bikers, walkers, and AT users
- Site furnishings, trash cans,
- What about highway improvements? Highway 82, schools are right on highways with no or small shoulders. Also exists on our main streets. Need to feel safe enough to walk. bump outs, ped heads, lighting to make it obvious to car drivers that people are walking here.
- Town of Pryor streetscape for main street - includes updated crosswalks, pedestrian heads and bump outs. Funding for this type of improvement is necessary across the board.
- Parks project upgrades. Funding for active transportation to these parks. Sidewalks or trails that allow access to the parks without driving.
- An overlooked area is maps. Maps are overlooked and really helpful. Maps will increase transportation and usage in general. Local community walking and biking maps specifically.
- Wayfinding would also help or serve as alternative to maps or alongside maps. Helps newcomers to community and visitors.
- Safe Routes to School
- Light existing passageways
- Audible every 1/2 mile or so
- More sidewalks in areas where there are none
- Facilities in rural communities coming into town
- There's a point on edge of town where infrastructure usually disappears so those out of town don't have much access. people on outskirts of town are cut off.
- So many cities and towns that need a lot of work! What even is the best starting point?
- Connectivity in rural areas
- Teaming up with schools and cities and making sure parks, schools, grocery stores are accessible
- Jenks has quite a few trail projects. New sidewalks and filling gaps. Arterial street projects are at least getting sidewalk on both sides. No bike lanes yet (public is not really asking for them yet); more trail focus so far.
- In some smaller towns like Nowata, the priority is connecting low income, food insecure folks to grocery stores, clinics, schools, and other resources. Needs better crosswalks, longer sidewalks and crosswalks for State highways. Low-income housing areas need good AT networks to resources. Ones out west a couple of miles from the heart of town especially.

ACOG 01/26/2023

Vision
- Freedom to choose modes is important. Choosing to ride bikes or walk seems to be politically aligned/centered discussion but it shouldn't be
- Connectivity - important. Define what we are connecting. Connecting neighborhoods to other areas or other cities - connections to surrounding communities.
- Walk should be pleasing, interesting, beauty. more than safe - comfortable = close, but not exactly all maybe enjoyable, like comfortable, enjoyable

Goals
- For historically disinvested communities equity is not the same as providing infrastructure to historically underserved communities - "I really like all of these goals, but I think equity should be expanded to include environmental justice so that communities that have historically been deprived of

AT amenities will be prioritized. Different from equity because it does focus on bringing environmental issues to communities.

- Affordability is missing - cities don't have the budget to fund, rely on county to make investments- especially in a timely manner. Not specifically that it should address affordable living of residents, but that cities could build this infrastructure without taking out a bond. - lack of communication, especially at the federal level or when dealing with railroad improvements.
- Equity: The region/state needs more mid-block vehicular signalized crossings (stopping motorists), or more midblock crossings with blinking lights activated by pedestrians.
- Education - cultural shift of inclusion of bike/ped shift. Perception change for the community. Potentially a different goal
- Coordination.... statewide, among jurisdictions & mode types should it be a separate goal - or incorporated into the other goals.

Equity
- Freedom to choose how you commute, not own a car, or be disqualified from society if you don't own a car or the ability to walk.
- Being able to safety reach any destination regardless of abilities, age, or other constraint.
- Indicator would be community health index. Measure how research incidents of cancer, obesity - health problems associated with too many cars, too many pollutants, measure neighborhood by neighborhood - are they getting ability to move around.
- Measure- access to transit routes.
- Neighborhood health vs community health vs city/statewide health outcomes (cancer, obesity, etc.)
- Measure - priority of concern in Environmental Justice areas
- Measure - comparing times between different modes (e.g. 20-minute drive vs 3-hour bus ride)
- Equity - creates true mode choice - provide opportunity to choose. Can choose - do not feel restricted, functionality
- Many people benefit from - kids/elderly = equitable
- Measure - increase in mode share, not including POV
- Measure access to ATP - difficult to measure. (ex: 1 block from sidewalk)
- Measure - low traffic area w/o sidewalk - feel safe. If high traffic flow - difficult to cross - do not feel safe.

Connectivity and Access
- Characteristics needed of routes - Safety is big. Be on street if did not feel cars were so aggressive. Prefer a sidewalk or something to separate themselves from the cars.
- Small wall or median as a separator. Lightweight bollards not stable enough - Scissor tail
- I wholeheartedly agree about needing protected bike lanes. For example, I live on a street with bike lanes on both sides, but they are often not used because it feels so unsafe and uncomfortable trying to ride a bike in the unprotected bike lane. When I was biking to work, I would go through neighborhood streets with low traffic even though it was a more circuitous route because the unprotected bike lanes felt so unsafe.
- Safety - Drivers don't have good clear vision - shrubs, trees, block view of pedestrians. What's adding to distraction of drivers.
- Cell phones interfere with driver attention and dashboard
- Walking tour with disabled resulted in ideas like low hanging trees, or barriers to ramps. Keeping sidewalks clear/even is crucial for visually impaired.
- Destinations - Grocery shopping, no infrastructure or transit support to these destinations. Have to use Uber or drive share. Close networks or access to infrastructure
- Our low-income neighborhoods need more AT infrastructure. These are the neighborhoods where people often don't have cars or can't drive and need to be connected to nearby schools and work.
- Access to transit/bus shelters

- When choosing route - look at turn radius and frequency of driveways and curb cuts. No sidewalk in neighborhood because another driveway is being installed. Environment is so anti pedestrian so not even expecting a pedestrian = defensive bike riding.
- Some places - noise so loud - not safe - noise affect equity. Affect health, sleep, etc. ripple effect is learning disability.
- Sea of parking lots at shopping centers and schools. Provide access then more bike/pedestrian
- Many shopping centers OKC - not accessible by ped/bike - not safely - NW expressway = example barriers - stop accessibility to all.
- Buffered trails - separated from roadway - raised or elevated trails. Sidewalks w/b multiuse paths - not at street level
- Chair - shade if possible. Have infrastructure w/ green space OR use existing green space. Smaller setbacks, needed in OK. Many times only in DT areas. In winter - raised crosswalks for ideal experience.
- Have benches, resting areas

Project Types
- Putting up misleading signs, but dedicated bike path with slower speed limits
- Bike lane - really changing the built environment to accommodate. More dedicated programming to include safety, educate drivers on what to look for, how to share the road.
- More dedicated bike paths to major parks and major places. Seen in Omaha. Can't compete with automobiles.
- ODOT bridges over freeways and interstates. Major barriers. Village is cut off from Lake Hefner a great recreation area.
- Retrofitting bridge - for bike access
- Bike paths. Less enthusiastic users of AT are more likely to bike. Certain roadway or streets, don't put bike paths where streets have high speeds. Not comfortable with mixing bikes with high-speed traffic. Concerned about high fatality rate.
- What's the speed cutoff? NACTO may have good guidance on safety measures. If 35 or greater speeds, separated lanes with bollards.
- Bike paths and side paths are most encouraging for other riders (i.e. children).
- PROJECT: The Bryant/12th Street Commuter Bikeway is a new idea that has been surfacing. It is about a 15-mile route through four cities proud that starts as a "share the road" and road diet treatment and evolves in the future as protected bike lanes and separate parallel bike paths. It connects Rock Creek Rd. (or even Heritage trail) in Norman to almost Interstate 40 in Del City. The whole alignment is a relatively "lower" volume vehicular traffic route today, and so can more easily be "claimed" for AT. Will require a lot of collaboration in the future.
- MAINTENANCE: On-street bike lanes and buffered lanes should be "swept" on regular basis (4/year?)
- Bike lanes in the gutter - many people not comfortable in the streets
- Maintenance of roadways for trash removal, snow removal, etc.

INCOG 01/24/2023

Vision
- Destinations piece important. Anything from home, work, medical facilities, school, everywhere people need to go
- Like the safe aspect, can have all the sidewalks in the world but doesn't matter if they aren't safe
- Safe from crime, and safe infrastructure
- Opportunities for making longer AT trips
- Mention that we can use AT to get to work specifically. A lot of people see walking and biking as recreational.

Getting to work needs to be a stronger element in the statement
- If we are to promote AT for work purposes, we have to look at land use and development to allow the complete transportation network to develop. Manage land use density. It affects transportation choices and how active transportation is accommodated. Suburban and east Tulsa has fairly low densities.
- Promoting AT for work trips in higher density areas is lower hanging fruit.
- Add the word "multimodal"

Goals
- Safety goal is measurable, while education goal is vaguer. What is measurable about the education goal?
- Connectivity could be more specific. Not giving enough guidance in terms of how, what improvements
- ODOT: Safety is always at the forefront. Good to have this as a goal, but also can interweave into all of the goals
- Active mobility paints a better picture
- Mode shift is very jargony, the public may read it and think this plan isn't for them
- "Mobility options", easier and more approachable term
- Equity: It is charging us with a task to consider and accommodate all people. What could be an alternative to ensure that has the same charge?
- What do we mean by comfortable, is this different than safe?
- Like using the word comfortable, it explains the experience of what it is like to stand on the road- would you bike here.
- Comfort is personal, not everyone is comfortable on the same facilities. Creating for all comfort levels
- Like that health is measurable, have a baseline to work off of.
- Word increased is used twice under health. not sure if increasing is a guarantee. Encourage may be a better word at the beginning of the goal.
- 1/3 of teens & adolescents are overweight- need to encourage healthy life cycles.
- Move cars from top priority to lowest; reducing number, speed, size, and usage of cars as a deliberate goal.
- Consider separation of modes in safety statement. Maybe limiting bike, ped, and vehicle interaction.
- Equity - All those people should have access AND be engaged in the process. We need to reach out to everyone and involve in decision making.
- Active Mobility - need to start them young. Increase Safe Routes to Schools and other outreach and educational programs that will reach the younger generation. Leverage education. Tie education to Active Mobility.
- Connectivity & Education - more visible and prominence to active trans. Choices and available options.
- Safety - Rarely sees strollers and small bikes. Safety issues can be a barrier to young vulnerable users. We train people from a young age to "stay away from" AT. Define vulnerable users more in the plan.
- Safety - define other vulnerable 'road' users
- Goal for connectivity - seems vague. create comfortable and convenient between origins and destinations.
- Education – encourage different types of transportation
- Could coordination be w/ connectivity. Potential coordination on all goals.

Equity
- Start with the concept of access for all.
- Access is different for different people/ communities. make sure we are meeting their needs
- Accessibility over mobility.

- All income levels, all abilities
- The number of HH without cars are dwarfed by the number who cannot drive (young, elderly, disabled, those who shouldn't be driving)
- All age ranges should be included in equity
- Measure - what percentage of ALL users can meet daily transportation needs without relying on others?
- Equitable would be people in cars waiting a bit longer (prioritize other modes) due to their availability of other modes and choices.
- Measure - amenities & facilities between zip codes (measure by areas)
- What cost is to do something and what does it take to make it happen? true cost of active transportation - provide opportunities for options - efficiencies. Measure - how?
- Need data to measure. do i feel comfortable w/ me - 4yr old or one w/ a walker?
- Equity - in NE Oklahoma - Amish pop - see buggies/horse - cross 412 - frightening - statewide plan - must have - vulnerable population. County roads, even in Tulsa, see buggies. Make sure in state plan - ROW user - do not leave anyone out.

Connectivity and Access
- City of Bixby wants to connect to Tulsa's trail network
- Use active transportation for recreation. sometimes lack of infrastructure such as
- Bike racks or showers at your destination
- Bike to the park with kids bike to downtown
- Existing transportation system makes it challenging to do anything beyond recreation.
- Heat and cold weather is an impact
- A lot of bedroom communities
- Convenience stores, gym, small retail
- Completely ideal would be no cars at all
- Completely separated facilities with high-speed vehicles, or slow vehicles
- Dedicated bike facility on roads 35 mph or less
- Better intersections: better signals, visibility. Especially in areas with key connectors
- 15-minute neighborhoods are connected. E.g. Grocery, pharmacy, schools, parks, entertainment, shopping & retail.
- Affordability & being able to live near to work should be attainable
- Safety is the reason people don't walk/bike today. lighting and built environment play big roles. Leash laws for dogs.
- Speed limits & enforcements play huge role. "Speed kills" - education should focus on statistics about pedestrian survival rate in crashes at 20mph vs 40mph
- Walking audits pick up the as-built issues but point out the "as- designed" issues regarding walkability in design (Hoboken NY, Carmel IN).
- Characteristics- 15 minutes is your travel time (either walkshed or bikeshed), providing networks to facilitate safe connectivity throughout those nodes. Density would be key
- Completing cycling network in Broken Arrow
- Emphasize role of attractiveness in walkability and likelihood to walk
- Wayfinding also very important in making sure the users understand the system
- Where I live, 9th graders daily walked in a ditch or on the arterial - missing half-mile of sidewalk. Yet even elementary buses don't run for 1 mile from schools, yet crossing an arterial is hazardous
- Ideal Routes - similar to street network, having short route connections to denser and longer and higher-quality bike/ped facilities is key. Have good feeder routes.
- Important Destinations - places like schools, libraries, or districts, shopping centers, schools, workplaces, etc. Major active traffic generators. Also neighborhood centers.
- Neighborhood commutes

- Well-maintained and kept up. Well lit. All of these are ideal.
- Considerations/Characteristics - Recently made trip to FL. Widespread use of golf carts. Wider routes can seem more accommodating and may encourage more usage. Golf cart trips reduce vehicular trips but may be source of conflict on paths.
- Characteristics - Need to be well signed and signalized for major crossings. Ways to enhance awareness and conspicuity.
- Church, local shopping, recreational trails - most important
- Work, local entertainment district. Think regional too. - city to city
- Well-lit, easy to follow, signage, clean, efficient - direct routes
- Efficient w/ direct routes, as a ped, do not stand thru 2 signals before able to walk. Safe buffer between high-speed vehicles - a few feet or buffer. More on-street bicycle infrastructure or safety/buffer.
- Considerations - safety - do not put signed bike path along dark alley personal safety.

Project Types
- Sidewalks in Tulsa are in bad conditions, not connected to each other, narrow, often things obstructing the path like light poles
- Need things to connect. have bike lanes that don't connect to things, big gaps in the sidewalk network. infrastructure that serves everyone.
- AT is more along the lines of recreational. too far from work to walk or bike there. not a lot of infra for AT in Bixby
- AT is any type of transportation that you have to expend energy to move. for commuting or for recreation
- Make BA more like Netherlands. Safety is the #1 Goal - Simple arterial crossings need to have some car restrictions
- Sidewalk gaps exist in grandfathered areas, as well as ADA gaps
- completing cycling network in BA
- Rose District is success story, but still car centric due to lack of connectivity & vehicle speeds. Use it as a starting destination (e.g. 104th Street & local school)
- More sidewalks & connectivity around schools- safe routes to schools & address health/obesity concerns - importance of physical activity, education campaigns and basics of walking and other safety items. - simple painting of sidewalks to make them more visible is a viable strategy. Adequate lighting is also important.
- Unleashed dogs can be safety and comfortability concern for users.
- Being reactive to safety issues/concerns is not appropriate course of action. Need to be proactive about concerns. Safety as first priority, not afterthought
- Audible indications at signalized intersections to be more inclusive in design and accessibility
- Like scramble crossing (Barnes Dance) specifically for children visibility
- 15-minute districts/areas- specifically fill in the amenities needed for Rose District. Connectivity can be supplemented by proximity.
- Would like to get feedback from all groups- school age included.
- Would like to see more grade-separated bike lanes. Could be curb- separated or any hard physical barrier rather than plastic dividers. Painted buffers or "turtle" plastic dividers aren't adequate/ideal.
- Provide horizontal and vertical separation. Seems like a missed opportunity.
- Combination of facilities and accommodate mixing of modes and opportunities to use various modes.
- Bike routes that are longer. Look for opportunities to take advantage of bike-oriented tourism. Route 66 bike route is starting up. An opportunity.
- Identify incentives in policies to increase active trans. facilities and usage.
- See more road diets, on street facilities, cycle tracks, buffered - physical barrier, sidewalks no less than 6' sidewalk - NACTO - comfortable width. still need buffer

- Rural area should be comprehensive shoulder preferred rumble strip strong. ck
- Non-arterial, add more sidewalks, bike routes-more city where more use. more infrastructure to make safe
- More mid-block crossings, policies for highways that cross communities

OKLAHOMA
Active Transportation Plan

October 2023