

MAPS 4 Innovation District Connectivity Master Plan

Project M4-DDC10

Creating Better Connectivity – Neighborhood
Connectivity, Innovation District, Phase 1 and 2



MAPS4
Kimley»Horn

Study Area

- » Priority Connections
- » Neighborhood Connectivity
- » Backbone of Innovation District
- » Connectivity outside of the study area

 Corridors



Connectivity Improvements Being Evaluating

SIDEWALK IMPROVEMENTS



BIKE FACILITY IMPROVEMENTS



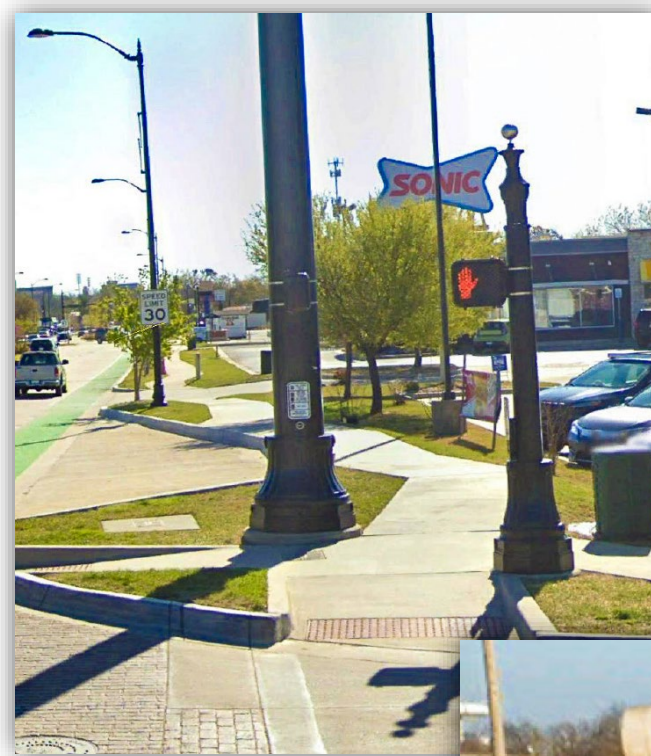
PEDESTRIAN IMPROVEMENTS





Corridor Considerations

- » ADA Compliance
- » Minimum Sidewalk Width
- » Trees/Shade
- » Enhanced Pedestrian Crossings
- » Lighting
- » Bike Facilities
- » Upgraded Signal Detection



Public Engagement

- » Popup Events
- » HOAs/Neighborhood Meetings
- » Conferences
- » Churches/Schools/Parks
- » Stakeholder Coordination



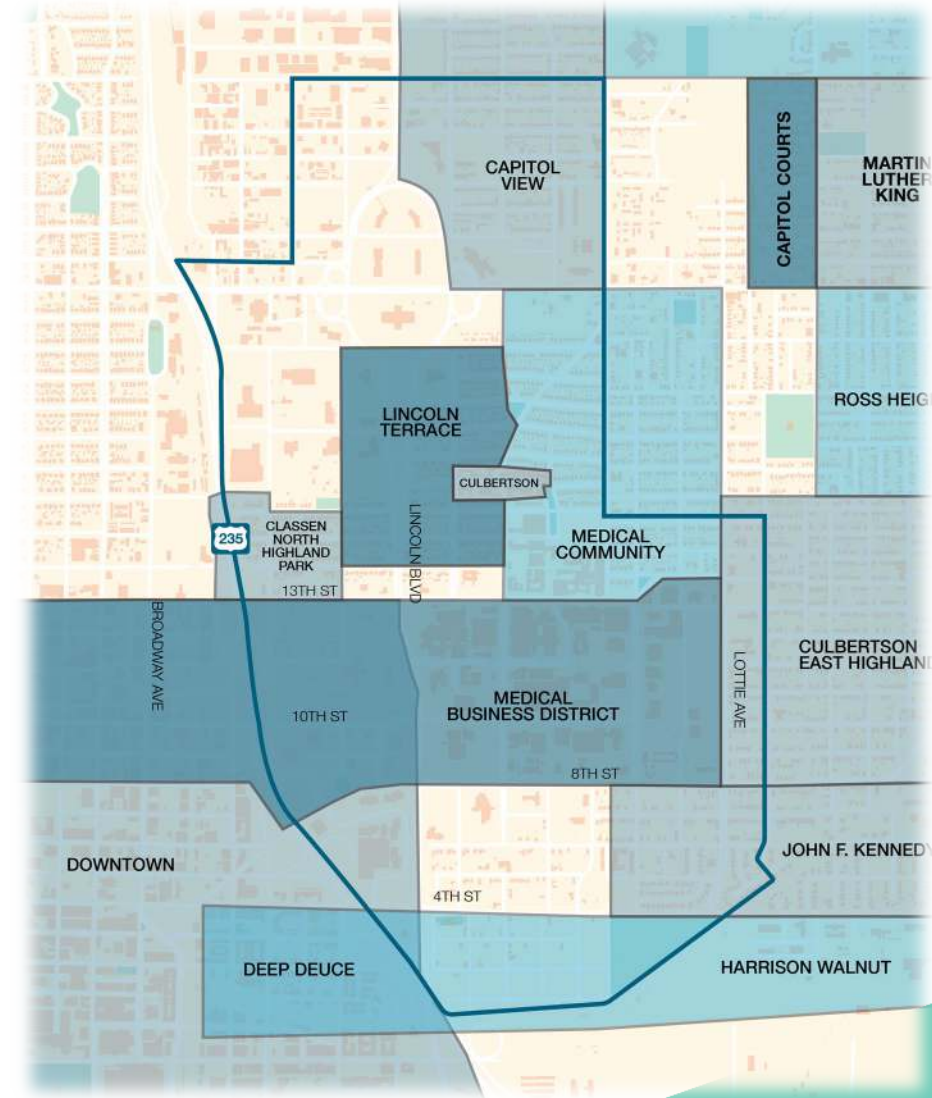
In Person Activities



Survey/Feedback



Project Website



Stakeholder Engagement

» 30+ Groups Connected

- One on ones
- Stakeholder meetings
- Status updates

» Focus of Meetings

- Project awareness
- Feedback opportunities
- Project website



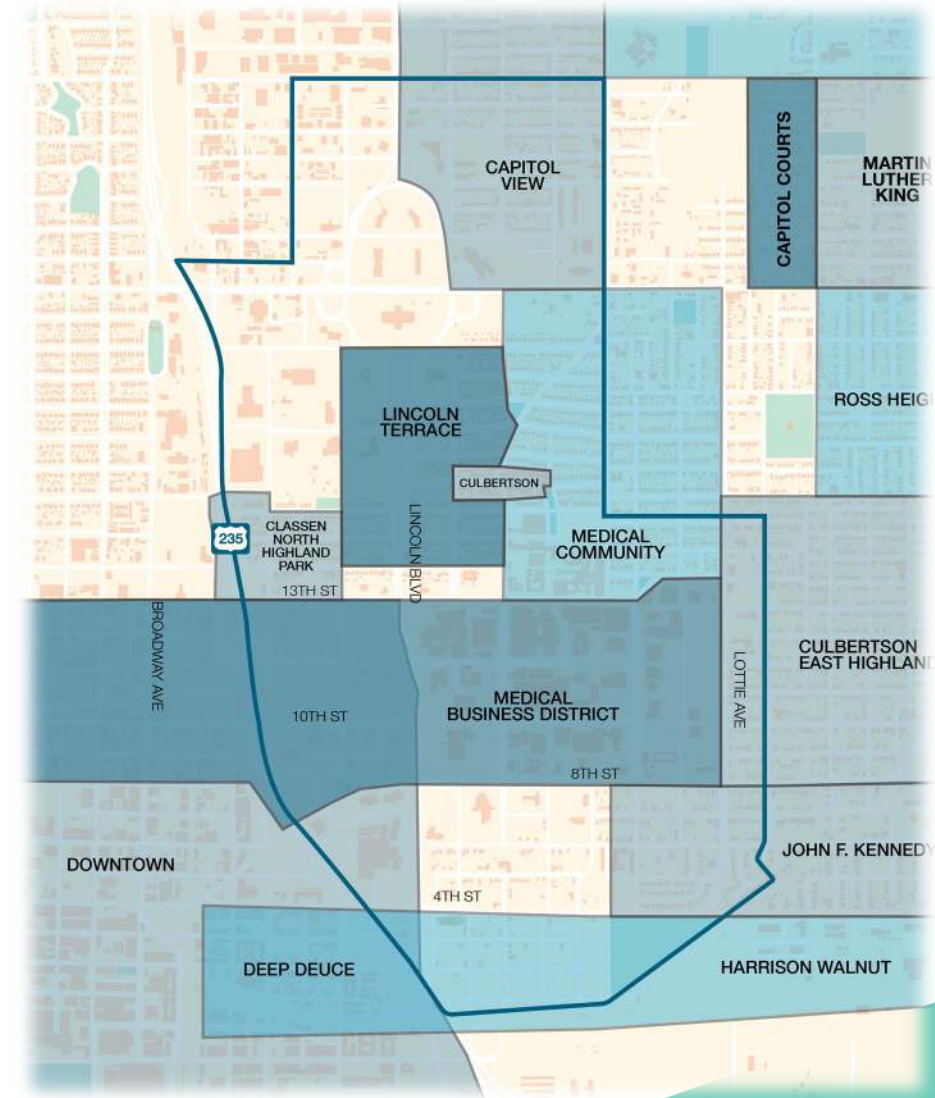
In Person Activities



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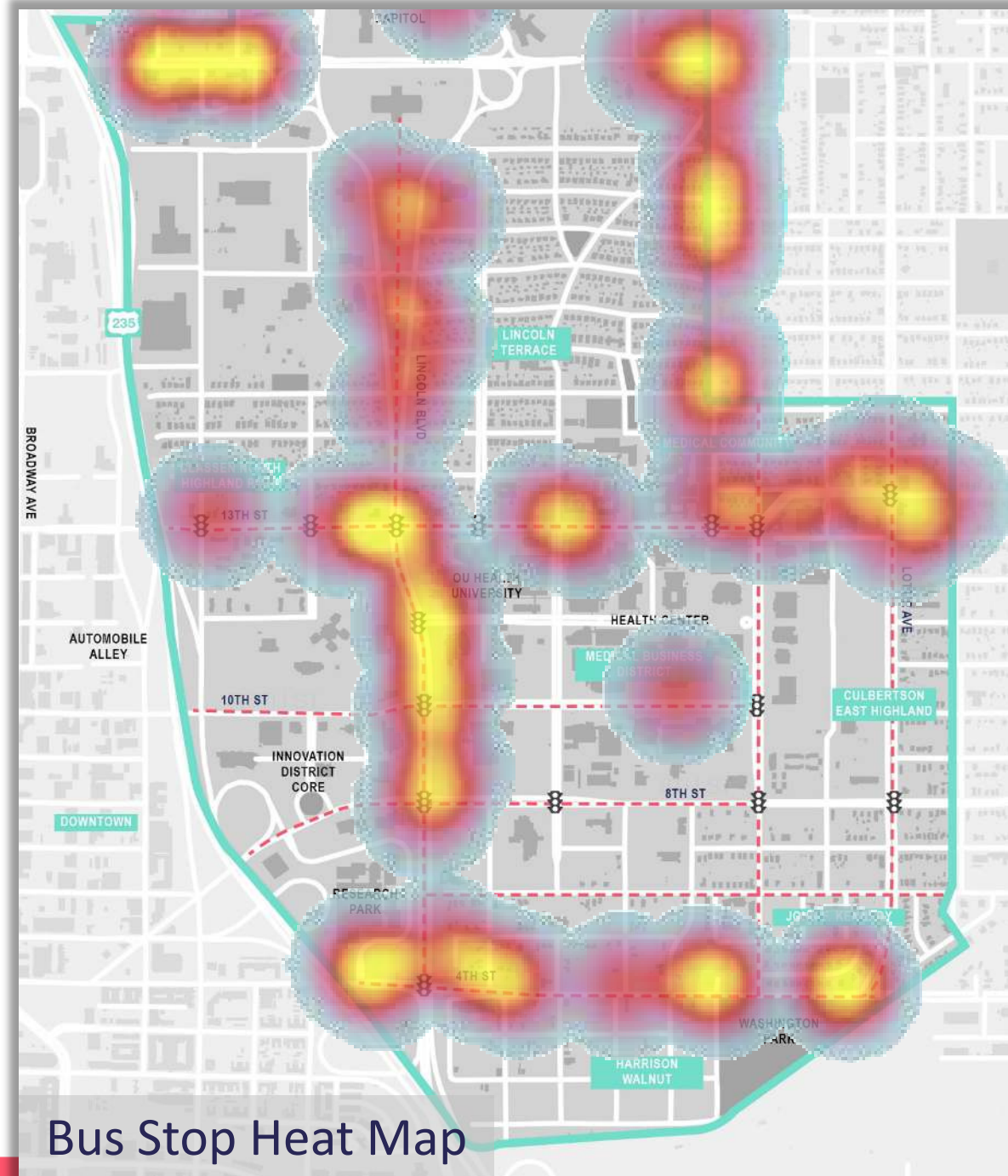
Existing Facilities Inventory

» Field Review

- Sidewalks
- Traffic Signals
- Lighting
- Intersections

» 32 EMBARK Bus Stops

- Lincoln
- 13th Street
- 4th Street



Bus Stop Heat Map

Feedback Received

Areas to Prioritize Investment

- » Neighborhood Connections
- » Development Opportunities
 - Innovation District/Convergence
 - 4th Street Corridor (SO8th)
- » Corridors
 - N Lottie Ave/ N Lincoln Blvd/N Stonewall Ave
- » Transit connections, stop by stop
 - McGuire Plaza /Ronald McDonald House
 - Page Woodson / The Seven Apartments
- » I-235 Crossing Opportunities



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Connectivity, Innovation District, Phases 1 and 2

MAPS4



PREPARED FOR
City of Oklahoma City

PREPARED BY
Kimley-Horn



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Appendix

- A. Opinion of Probable Construction Cost
- B. Existing Condition Maps



Master Plan Excerpt – Existing Facilities

Assessment of Existing Facilities

An assessment of existing conditions along priority corridors within the Innovation District was a key component for identifying priority investments and accurately assessing costs of the investments. The condition assessment was completed using high-resolution aerial photography, street view, and in-person field documentation to inventory the existing:

-  Sidewalks
-  Crosswalks
-  Driveways
-  Street lights

These assets were inventoried and reviewed for compliance, condition, and measurements of the mobility-related amenities, such as sidewalks, crosswalks, and pedestrian signals. The map to the right documents the findings of the existing conditions assessment.

- Missing Sidewalks
12,100 LF
- Sidewalk Repair Needed
38,500 LF
- Non-Compliant Curb Ramps
500 Each
- Pedestrian Signals
27 Each
- EMBARK Stops
32 Each
- Crosswalk Repainting Needed
9,800 LF



“Safety needs to be the first priority, always. This means protected sidewalks and safe intersections.”
-Anonymous Community Survey Response



Master Plan Excerpt – Public Feedback

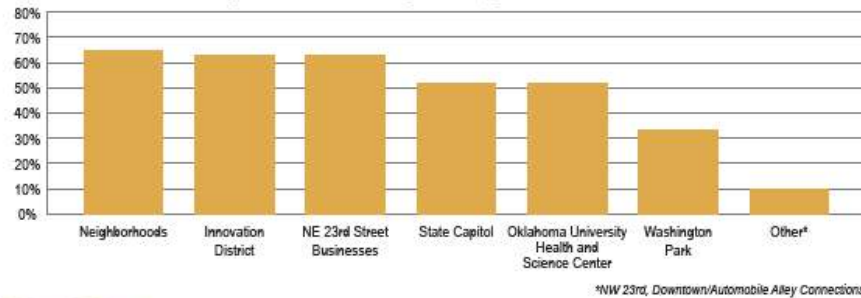
Key Engagement Findings

The study area inventory identified where improvements are needed, and the public engagement strategy determined both priority locations and corridors for initial implementation. These connections identified through public input developed key priority connections to building connectivity in the Innovation District to the:

- » Neighborhoods
- » 4th Street Corridor
- » 8th and 10th Street near the Innovation District Core
- » Lincoln Boulevard
- » Lottie Avenue

The survey question below and map to the right document one specific survey question and mapping for the prioritized locations.

Q10: Areas for Improved Walking/Biking Connections



“I would love if OKC is focused on developing districts to not only be walkable, but fully developed to give people a reason to walk through.”
-Anonymous Community Survey Response





Proposed Investments

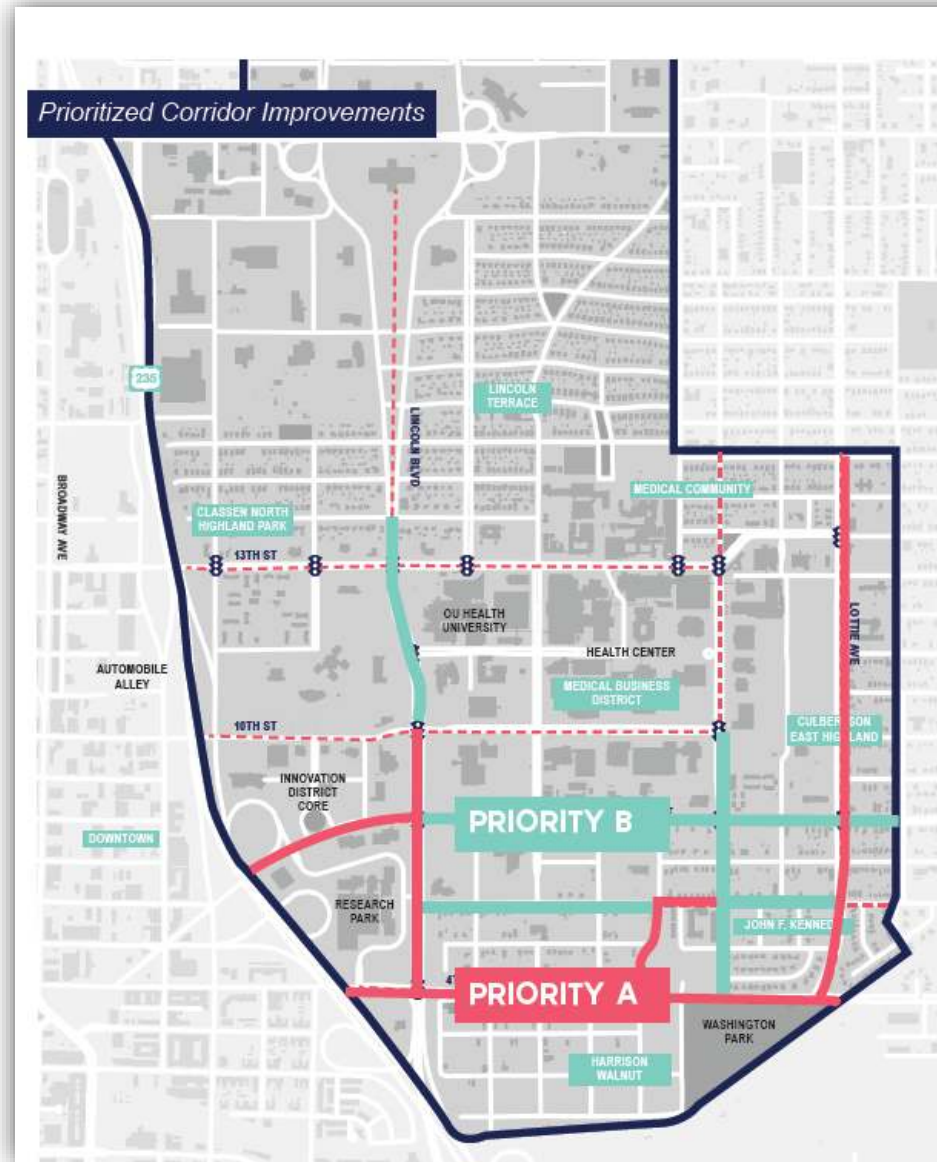
» Corridors Selected on:

- Stakeholder Feedback
- Survey Responses
- Existing Conditions Assessment

» \$5,000,000 – Priority A

- N Lincoln Blvd (South of 10th)
- N Lottie Ave
- NE 8th St (West of Lincoln)
- NE 4th St

» \$4,400,000 – Priority B



Improvements	Quantities	
	A	B
Sidewalks (Square Yards)	10,478	6,873
Bike Lane Markings (Linear Feet)	4,800	3,746
Bike Lane Delineators (Each)	192	174
Crosswalk Markings (Linear Feet)	5,408	3,746
Pedestrian Signal Upgrades (Intersections)	1	1
Radar Detection Upgrades (Intersections)	3	2
LED Street Light Upgrades (Each)	110	147
	Priority A - \$5,000,000	Priority B - \$4,400,000

Neighborhood Connectivity Budget
(Construction):

\$10,606,000

Phase 1 - \$5,303,000

Phase 2 - \$5,303,000

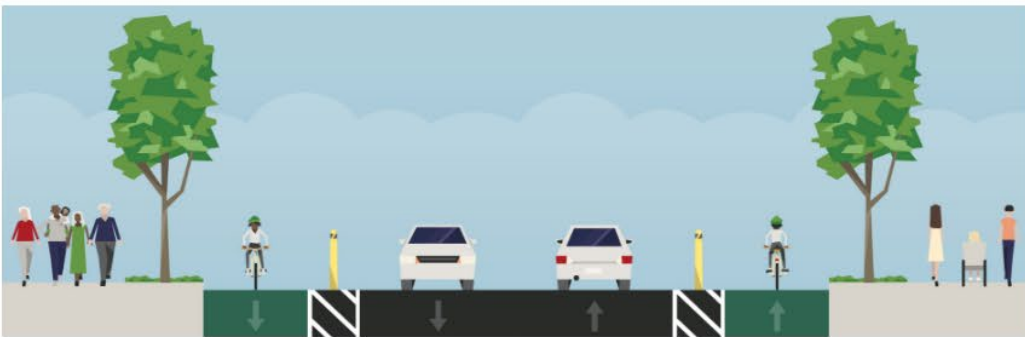


Master Plan Excerpt – Priority A Corridors



NE 4TH STREET

With a NE 4th Street sidewalk already under design, installing a protected bike lane, beautification, and enhancing the proposed sidewalk is the priority along this corridor. A protected bike lane along NE 4th Street allows for cyclists to have a safe and comfortable route from downtown Oklahoma City to many neighborhoods and Lottie Avenue. Paired with new shade trees, pedestrian benches, and LED luminaire upgrades, this will provide an accessible and welcoming corridor for all modes of transportation.



-  **Bike Lane Markings**
4,800 Linear Feet
-  **Bike Lane Delineators**
192 Each
-  **Trees**
-  **Benches**
-  **Crosswalk Markings**
1,500 Linear Feet
-  **LED Street Light Upgrades**
37 Each

Cost: \$2,400,000

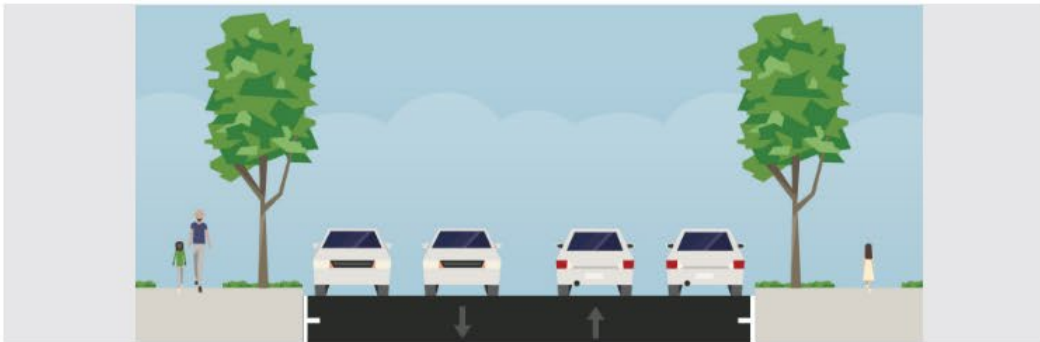


Master Plan Excerpt – Priority B Corridors



NE 6TH STREET

Neighborhood connections were a consistent focus heard during the public engagement and one of the main priorities of residents in the study area. Improving sidewalks, adding benches and trees, and upgrading street lights to LED luminaires will provide a better connection for residents accessing from the neighborhoods along the NE 6th Street corridor.



40 MAPS 4 NEIGHBORHOOD CONNECTIVITY MASTER PLAN



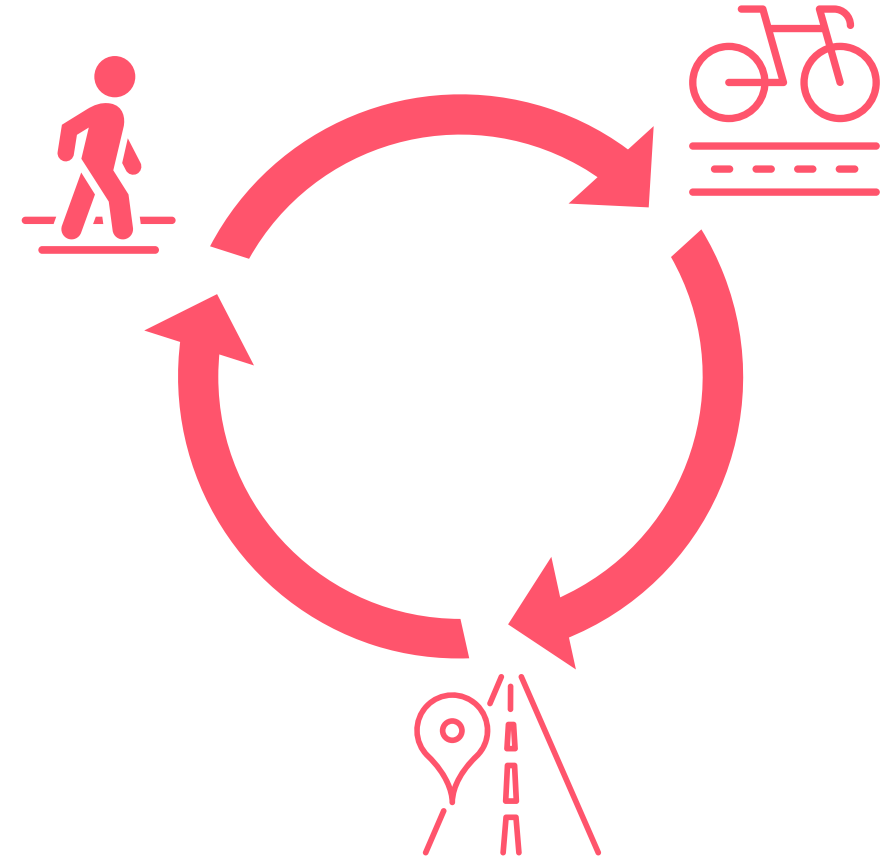
-  Sidewalks
2,050 Linear Feet
-  Trees
-  Benches
-  LED Street Light
Upgrades
20 Each

Cost: \$1,000,000



Implementation Schedule

- » **Master Plan** – January 2023
- » **Preliminary Design** – 3 Months
- » **Final Plans** – 4 Months





Questions?