



GO Plan Goals and Objectives

Vision: The Tulsa metropolitan area will be a place where walking and biking are viable and appealing choices for transportation and recreation. Safety, comfort and convenience for users will be addressed along roads, at crossings, and on multi-use trails and at key destinations.

- Goal 1.** Position Tulsa and the surrounding areas as officially recognized **walk and bike friendly communities** by engaging or continuing efforts to achieve designation with the national certification programs applicable to walk and bicycle friendliness.
- Objective a.** All local jurisdictions will set goals to apply for walk friendly and bicycle friendly status by 2017.
 - Objective b.** Encourage universities and businesses to apply for Bicycle Friendly University and Bicycle Friendly Business designation.
 - Objective c.** Implement best practice design for bicycle and pedestrian infrastructure as shown in AASHTO, NACTO, ITE and other industry standard guidance.
 - Objective d.** Develop phased implementation design strategies that enable communities to realize incremental safety benefits of projects before ultimate build-out.
- Goal 2.** Implement and maintain a **connected network** of walking and bicycling facilities focusing on linking destinations to neighborhoods.
- Objective a.** Implement bicycle facilities within the planned bicycle network on arterial roadways and collector streets within the Transportation Management Area by 2025 serving key destinations like business districts and schools.
 - Objective b.** Work to provide for sidewalks on all arterial roadways and collector streets within the pedestrian network by 2025 serving key destinations like business districts and schools.
 - Objective c.** Update or adopt a sidewalk policy within subdivision regulations for residential, commercial and industrial zones.
 - Objective d.** Encourage jurisdictions to adopt policies that prioritize maintenance of bicycle & pedestrian facilities, trails and sidewalks on primary routes for purposes of clearing debris and improving accessibility.
 - Objective e.** Implement wayfinding signage connecting parks, major destinations and neighborhoods.
 - Objective f.** Encourage the design and use of protected bicycle lanes on arterial streets where adequate right-of-way exists.



Goal 3. Improve safety and security for all users of the transportation system by applying strategies that reduce preventable fatal and injury crash rates in the Tulsa metropolitan area.

Objective a. Identify high crash zones and intersections for bike/pedestrian crashes and provide for improvements to address traffic safety issues.

Objective b. Encourage local jurisdictions to update local ordinances such that they reflect current state law and best practices to protect bicyclists in the roadway.

- i. Adopt the 3-ft Passing ordinance.
- ii. Adopt a 'Bicycles May Use Full Lane' ordinance.

Goal 4. Establish bicycle and pedestrian mode share goals across the Tulsa metropolitan area with target milestones for 2020 and 2030.

Objective a. INCOG will maintain or establish a data collection program or approach to measure mode share for commuting and other trips. (The National Household Travel Survey may be the chosen mechanism.)

Objective b. Evaluate opportunities to improve bicycle parking facilities near transit stops.

Objective c. Evaluate opportunities for an integrated bike share system.

Objective d. Increase user access to the bicycle network by encouraging businesses, employment centers and civic centers to install bicycle parking and shower facilities.

Goal 5. Pursue diverse funding for bicycle and pedestrian infrastructure including state, federal and local transportation funding bond and sales tax packages as well as public/private partnerships.

Objective a. Increase maintenance budgets for bicycle and pedestrian facilities.

Objective b. Evaluate furniture needs at transit stops and develop goals for system-wide improvement.

Objective c. Identify high priority projects for implementation in current and future funding packages so that projects may be integrated into street design.

Objective d. Investigate and identify opportunities to package these improvements with other funding initiatives that enhance Quality of Life and provide Economic Development benefits to the region.

Objective e. Investigate and identify opportunities to partner with local Foundations, and business interests in funding bicycle and pedestrian improvements.

Objective f. INCOG apply for and/or encourage communities to apply for available Federal grant funding for bicycle and pedestrian related improvements as opportunities arise and as required by the program.

Objective g. Explore opportunities for volunteers through an adopt-a-trail program



Goal 6. Develop implementation of public education campaigns and programs that include targeted efforts for law enforcement, students, traditionally underserved populations and other key stakeholders with target outreach goals set for 2017.

Objective a. Develop and publicize multi-media Public Safety Announcements (PSA's) to address the safety needs of all users of the transportation system.

Objective b. Develop education programs that address rights and responsibilities for all modes.

Objective c. Educate police on bike/walking laws at the state and local levels. Provide incentives for police to take certified safety trainings.

Objective d. Support local health departments in providing physical education teachers with bicycle and pedestrian safety lesson plans (i.e. NHTSA and Pedestrian Safer Journey materials).