Oklahoma Avenue Multimodal Improvements Project

Community Engagement #2 – February 2023

Outreach Summary

Overview

Based on citywide Complete Streets objectives, the input received through *Envision South 13th Street Together*, outreach to schools on the corridor, resident feedback from the first round of engagement in November 2022, and comments received through project website, DPW developed four Project Goals for Oklahoma Ave.

The Project Goals and detailed comments from the first round of engagement shaped the improvements and design alternatives proposed between S. 27th and S. 6th Streets in the second round during February 2023.

Through several methods, DPW received additional comments and solicited votes on preferred designs to select a preferred alternative for Oklahoma Avenue.



Decrease Motor Vehicle Speeds
Speeding is prevalent throughout the corridor, increasing the risk of severe crashes. High speeds make Oklahoma Ave a barrier that many residents and students are not comfortable crossing.



Increase Walkability
Community members do not feel safe crossing Oklahoma Ave to get to the many schools, businesses, bus stops, and parks located on or near the corridor. Bus stops on the corridor are not all ADA compliant, reducing access to transit.



Better Organize Traffic to Improve Safety for All Users
Left turns at signalized and unsignalized intersections are daunting and many drivers pass in the curb lane, reducing safety for people walking, biking, driving, and riding transit.



Create On-Street Bicycle Connections
Bicycle facilities end at S. 6th Street, but community members, including students, would like to be able to bike across and along Oklahoma Ave.

February 2023 Engagement Activities

To provide project information and solicit votes on preferred crossing improvements and a preferred design alternative to move forward into design, DPW:



Sent 1,451 postcard mailers to addresses along and one block north/south of the Oklahoma Avenue project corridor.



Attended three ongoing local meetings to reach the community:

- KKRNIA Monthly Meeting/ DIY Air Filter Workshop Tuesday 2/14 6:00pm
- Zablocki Elementary Community School Leadership Team Wednesday 2/15 12:30pm
- KKRNIA Chili Cook-Off Saturday 2/18 11:00am



Distributed project fliers to properties directly facing the corridor and met with local business owners.



Held virtual office hours on:

- Thursday 2/9 11:30am-1:30pm
- Monday 2/13 11:30am-1:30pm
- Wednesday 2/15 4:30pm-6:30pm
- Saturday 2/25 11:30am-1:30pm

Crossing Improvements: S. 27th to S. 24th Streets

DPW developed a toolbox of pedestrian safety improvements for consideration between S. 27th and S. 24th Streets. Two driving lanes will remain in each direction on this section of Oklahoma Ave. Proposed improvements proven to increase pedestrian safety include:



Bump-outs



Refuge islands



High visibility crosswalks

Design Alternatives: S. 24th to S. 6th Streets

DPW developed two design alternatives to create safer accommodations for all people using Oklahoma Ave. Both designs remove one travel lane in each direction to reduce space that drivers are using to speed and pass on the right. The space is reallocated into a two-way left-turn center lane and bike lanes.



Alternative 1 – S. 24th - S. 6th
Buffered bike lanes with parking preserved on both sides of the street



Alternative 2 – S. 24th - S. 6th
Protected bike lanes with parking removed from the north side of the street

Community Design Priorities

Based on votes cast through the project website through March 8, 2023, community members expressed the below priorities. These echoed priorities expressed in individual stakeholder conversations.

S. 27th to S. 24th Streets

12 respondents prioritized two crossings near Pulaski and Carmen High Schools. The crossing at 22nd Street was the most preferred location for pedestrian enhancement treatments, with 22nd Street as the second most preferred location for treatments.

S. 24th to S. 6th Streets

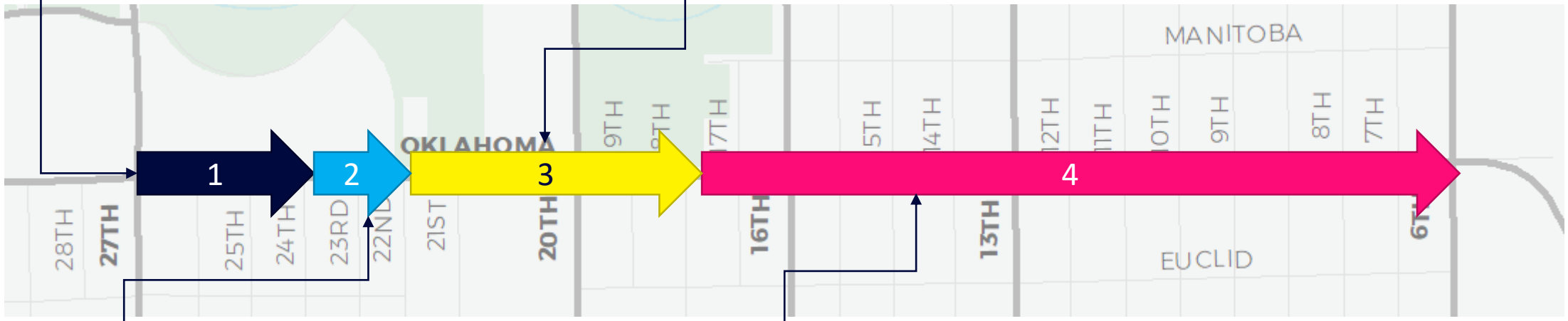
Based on 129 votes collected, the majority of respondents preferred Alternative 2, with Alternative 1 coming in second. Seven respondents provided a comment in place of a vote requesting specific design elements, a mix of the two Alternatives, or no change to the street.

Preferred Alternative

Based on the project goals, expressed community design priorities, and comments received about the importance of parking on the eastern end of the corridor, DPW has developed the following high-level preferred alternative, with four distinct sections:

1 **S. 27th to S. 24th**
Parking lane lines, improved pedestrian crossings at priority locations; no travel lane removals

3 **S. 22nd to S. 17th**
4:3 road diet, protected bike lanes, parking removal along north side of Oklahoma; improved pedestrian crossings at priority locations



2 **S. 24th to S. 22nd**
4:3 road diet, no bike lanes, (people biking guided north to KK River Parkway), parking on both sides of Oklahoma

4 **S. 17th to S. 6th**
4:3 road diet, buffered bike lanes, parking on both sides of Oklahoma; improved pedestrian crossings at priority locations

Next Steps

Over the next few months, DPW will develop the preferred alternative into a preliminary design for further discussion. DPW anticipates engaging the community again in Spring 2023 to get detailed feedback on the preliminary design to be incorporated into the final design.

Didn't have the chance to comment on the improvements and alternatives in February? We are still accepting your ideas through the project website!