



CREATING COMMUNITY THROUGH TRAILS

Approved by Stillwater City Council
February 16, 2009

STILLWATER MULTI-USE TRAIL AND ON-STREET BICYCLE MASTER PLAN

TRAILS TASK FORCE



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Reference Copy

¹ Maps 4-6 do not indicate exact locations of each multi-use trail; rather approximate routes that connect to destinations

Executive Summary

The City of Stillwater, Oklahoma is a vital, growing community in the heart of Oklahoma. Stillwater's residents are enthusiastic about their community and they're not alone. As the following headlines proclaim, Stillwater is a great city to live in.

"Top 20 cities for quality of life" - *Bizjournals*, 2006; **"Dream Town, USA - #6 Best Small City in America!"** - *Demographics Daily Online Magazine*; **"One of America's 100 Safest Cities"** - *Safe Communities in America*; **"Oklahoma's Friendliest City"** - *Oklahoma Living Magazine* reader survey; 2004; **"Top 100 Public Schools in America"** - *Offspring* - *The Magazine of Smart Parents*. . . .

Stillwater has many amenities that make it a great city. The Kameoka Trail at Boomer Lake is a testament to the saying, "If you build it, they will come." The success of this trail has resulted in many city residents dreaming of a city-wide network of trails, on-street bicycle routes and sidewalks that connect to destinations all across the city. To see this dream through, the City officials realized a need for a group consisting of citizens and city employees to develop a new Multi-Use Trail and On-Street Bicycle Plan.

The Stillwater City Commission formed the Trails Task Force (TTF) in November 2003. The TTF was formed to update existing trail routes and provide a vision for how trails should connect parts of Stillwater that might otherwise be isolated as the town continues to grow. Though there is currently a sidewalk ordinance, there is no code or provision that deals specifically with recreational and multi-use trails.

The purpose of this plan is to update and expand the *Kameoka Pedestrian and Bicycle Plan (Map 1)* and provide a guide for the development of a comprehensive system of trails and bike routes for Stillwater and the surrounding area. The current trail system can be seen on *Map 2 - Current Trail/Bike Routes and Major Destinations* and the proposed trail system may be found on *Map 4 - Stillwater Pedestrian and Bicycle Master Plan - 2009*.

The TTF began by looking at the existing trails and the on-street bicycle system. At the present time, Stillwater has established the Kameoka Trail Corridor that will eventually connect Couch Park to Boomer Lake Park. Currently, the Kameoka Trail Corridor consists of a 3-mile loop around Boomer Lake and several disconnected segments throughout the city:

- Around Boomer Lake and south to the high school
- Running from McElroy south to Hall of Fame between Main and Perkins
- Running through Hoyt Grove Park
- South from Park View Estates along West Boomer Creek

And the additional multi-use trails:

- Asphalt trail through Couch Park
- Dirt nature trail around Sanborn Lake
- Bike and pedestrian trails at Lake McMurtry
- Teal Ridge, a privately-owned trail partially maintained by the City
- Tech Park Trail, a one-mile gravel screenings loop at the Oklahoma Technology & Research Park.

In addition, the city has an inadequate on-street bicycle system that needs to be completed and updated.

The TTF conducted several surveys (*Appendices B, C and D*) to hear what residents wanted in recreational trails, bike routes and a sidewalk system. Two public meetings and a public design session were held to hear the community's ideas.

In early 2005, the TTF applied for and received a grant for two years of technical assistance in producing a trail plan from the National Park Service's Rivers, Trails and Conservation Assistance (RTCA) program. Paul Cusumano from RTCA has visited Stillwater three times to meet the City Commission, the TTF and residents.

The TTF believes the plan being presented in this document will support a comprehensive trail system that will provide for the health and enjoyment of the residents, preservation of green space and the future development of the booming Stillwater economy. All of these things will promote health and fitness in the area and help enhance Stillwater's image as a great place to live.

TTF Recommendations

Organizational Recommendations

- 1) *Establish a board or citizen group per city ordinance to advise on the development of the proposed trails, on-street bicycle routes and sidewalks.*
- 2) *Provide adequate staffing to administer Trail Development and Maintenance by either reorganizing current staff or hiring a full-time trails coordinator.*
- 3) *Provide appropriate funding (internally and externally) for on-going trail development and maintenance.*
- 4) *Establish ordinances that require dedicated trail corridors, pedestrian easements, etc.*
- 5) *Implement planning tools that encourages participation of the development community and private property owners by providing benefits for participation.*

Trail Recommendations

- 1) *Complete Kameoka Trail Corridor - Couch Park to Boomer Lake Park, Parkview Estates and the Links.*
- 2) *Build a trail to connect Tech Park to Babcock Park.*
- 3) *Build a trail to Connect Sanborn Park to OSU and Tech Park.*
- 4) *Build a trail to connect Babcock Park to Couch Park.*
- 5) *Build a trail to create the Southwest Connection Loop – From Tech Park Trail Connecting to Babcock Park to Couch Park Section.*
- 6) *Build an Outer Loop Trail – From Babcock Park to Couch Park Section to Sanborn Park.*
- 7) *Build the Stillwater Creek Corridor Trail – From Tech-Park Trail to Lake Carl Blackwell and Lake McMurtry.*

On-street Bicycle Recommendations

- 1) *Eliminate references to bicycle lane and replace with bicycle route.*
- 2) *Provide adequate signage for bicyclists and motorists to delineate shared-use bicycle routes.*
- 3) *In future construction and/or reconstruction, the City of Stillwater should follow American Association of State Highway and Transportation Officials (AASHTO) guidelines for bicycle facilities.*
- 4) *Insure that the traffic detectors at all intersections will sense bicycles. At those intersections using video sensors, be sure that those sensors will detect bicycles. If necessary, mark locations at the intersections where bicycles will be “seen” by the detectors.*
- 5) *Change the existing bicycle routes to provide safe and continuous East, West, North and South corridors through Stillwater (See Map 3).*

History and Purpose of the Trail Task Force

The City of Stillwater Commission appointed citizens and staff to form the Trail Task Force (TTF) in November of 2003 as a means to update the Stillwater Pedestrian and Bicycle Master Plan of 1993. Members from the Parks, Events and Recreation Department, the City Planning Department, the City Commission, the Red Dirt Pedalers Bicycle Club, the Stillwater Neighborhood Alliance and an OSU student representative formed the initial committee. In order to help the City develop a new trail map, the TTF was to review the existing trail plan, review the proposed street improvement plan, and review neighborhood growth areas to develop a new master trail plan. The TTF would also address current bicycle facilities and signage and make recommendations.

The TTF addressed trails and bicycle routes but did not address the building, maintenance or connection of sidewalks. The City of Stillwater provides for the establishment of sidewalk infrastructure within its city code, but there is no such code or provision that deals specifically with multi-use trails and on-street bicycle facilities.

Vision Statement

The TTF's first duty was to establish a vision statement that addressed the ideology of the group and included design considerations, alternative modes of travel and amenities for the system.

Stillwater will have a comprehensive, pleasant and safe system of bicycle and pedestrian circulation that will make alternative modes of transportation as attractive and convenient as automobiles.

The system will be designed with consideration for the following:

- Accessibility to all residents
- Separation of transportation types where appropriate
- Maintenance capabilities of and costs to the City of Stillwater
- Recreational and environmental experience
- Understanding of and phasing costs to ensure construction
- Promoting a healthy lifestyle
- Stillwater growth patterns
- Sensitivity to current and future property values
- Public education
- Implementation of the comprehensive plan

This system will include various modes of travel:

- Greenways
- Trails
- On-road facilities

The system will provide for needed amenities including, but not limited to:

- Bicycle parking
- Rest areas
- Lighting
- Drinking fountains

With the Vision Statement as a guide, the TTF set out on an investigation into Stillwater's past and present in order to develop the future Master Plan. This consisted of an inventory of current trails and bicycle routes and examining planning documents to guide the development of trails and bicycle routes.

During the past three years, plans such as the Kameoka Trail Pedestrian and Bicycle Plan of 1999 and the 2020 Comprehensive Plan have been researched and growth trends have been analyzed. Several surveys collecting the public's view of potential trails and bicycle routes have been collected.

Need for Trails and On-Street Bicycle Facilities

Some of Stillwater's greatest assets are its lakes, parks, stream corridors, and a multitude of outdoor natural resources and recreational opportunities. However, there is a lack of trails and bike routes to connect the facilities. While there are trails and bike routes (*as shown on Map 2: Current Trail/Bike Routes and Destinations*) there is no extensive system connecting to major destinations. As the area continues to grow, many of the potential traditional trail locations – stream corridors, greenways, and flood planes – are disappearing or becoming unavailable.

Bicycles are designated as vehicles and share the same rights and responsibilities as motorized vehicles. Current on-street bicycle lanes do not meet the recognized guidelines for safety or provide continuous routes throughout the city. Through proper signage and education, Stillwater can become a bicycle friendly city. In order to provide a safe and convenient bicycling environment, improvements must be made to our current outdated bicycle system.

*"The trail does not encourage crime, and in fact, probably deters crime since there are many people, tourists and local citizens using the trail for many activities at various hours of the day."
-Pat Conlin, Sheriff. Green County Wisconsin*

Trail Safety

Safety is a recurring concern of citizens where new trail construction occurs. Whether the apprehension relates to protection of their property or safety for users on the trail, these concerns should be addressed through public outreach at the onset of planning.

According to a 1998 Rail to Trails Conservancy study, of the 372 trails surveyed, representing nearly 7,000 miles of trails and 45 million annual users, only 21 incidents of major crimes were reported during 1995 and 1996.

Safety is a legitimate concern for residents and trail users. Trail design is a key element of providing safe trails. Security lighting, signage, patrolling, closing trails after dark and encouraging usage are all means of addressing the security issues of trails.

Benefits of Trails and On-Street Bicycle Facilities

The TTF believes the following areas demonstrate some of the benefits of an improved multi-use trail and on-street bicycle system in Stillwater: alternative transportation routes, a healthier community, improved quality of life, increased economic opportunities, enhancement and enjoyment of the environment.

*Literature from various disciplines suggests that community design and transportation systems often neglect pedestrians and bicyclists because destinations of interest are distant and not very well connected...
-The Physician and Sportsmedicine*

Alternative Transportation: As Stillwater grows, alternative transportation planning becomes a higher priority due to programs that require considering alternative transportation. Cities that have a population of at least 50,000 have the opportunity to become a Metropolitan Planning Organization (MPO) which requires alternative transportation planning. The 2006 Census Challenge the City made to the Census Bureau raised the estimated 2005 population to over 45,000, and reaching the 50,000 population mark is well within reach. As an MPO, the city is eligible for larger grant funding for alternative transportation through the transportation enhancement grant programs. This can have a significant impact on trail development as higher caps for funding become available.

The CDC estimates that if all physically inactive Americans became active, we would save \$77 billion in annual medical costs.

Healthy Community: Trails provide an opportunity for physical activity for everyone, and physical activity is a key element of good health. The U.S. Department of Health and Human Services (HHS) estimates that 64 percent of Americans are overweight or obese. Obesity has been shown to increase the risk for developing heart disease, type 2 diabetes, some forms of cancer, and other disabling medical conditions. Adequate physical activity is vital to obesity prevention, as well as providing additional health benefits including:

- Controlling high blood pressure
- Reducing risk for type 2 diabetes, heart attack and colon cancer
- Reducing symptoms of depression and anxiety
- Reducing arthritis pain and disability
- Preventing osteoporosis and falls

Participation in some form of physical activity for at least 30 minutes most days of the week is critical for maintaining a healthy weight and reducing the risk of disease. Unfortunately, everyday destinations are often clustered in groups separated by parking lots and busy roads without adequate sidewalks or bike lanes. This makes walking or cycling to those destinations nearly impossible, or at the very least, unsafe.

Being active is an individual choice, but communities can help foster that choice by providing a network of trails that supports walking, cycling and other types of physical activity. A study published in the April 2005 *Health Promotion Practice* demonstrates the benefits of money spent on trail development. The researchers concluded, "The cost-benefit ratio was 2.94, which means that every \$1 investment in trails for physical activity led to \$2.94 in direct medical benefit."

An effective trail system can help people of all ages incorporate free, fun exercise into their daily routines by connecting them with places they want or need to go, facilitating active, healthy communities.

*Open space is an economic necessity for metropolitan areas... parks, trails, and aesthetics are critical variables in the quality of life equation.
-International Economic Development Council*

Quality of Life: People want to live in areas where they are able to be active as well as feel safe and confident knowing their children can safely walk or bike around town. With the obesity epidemic on the rise, more and more families look for communities that promote an active lifestyle. Providing an adequate trail and on-street bicycle network encourages alternate modes of transportation, and those alternate modes can mean more than just added physical activity. They can mean reduced pollution, decreased traffic and opportunities for family or group events.

When trails connect places, people can use them to get to important public areas of the community, such as the Community Center, the public library and the University. Downtown shops, banks, plazas and cafes should be accessible by foot or bike. Aging residents who can no longer drive, disabled citizens and low-income families without adequate transportation could all benefit from trail access to these locations.

Trails improve quality of life by providing off-street routes and shortcuts within the roadway network, many times without motorized traffic interference. Property values improve and local businesses benefit from the proximity to trails, adding a positive economic impact for Stillwater. Trails and bicycle routes can help the city remain connected as it grows.

A study in Omaha on recreational trails examined the perceived effects on property values. 64 percent said the trail positively influenced their decision to buy.

Economic Opportunities: Development and improvement of Stillwater's current trail system can lead to an improved image of the community -- an important factor when trying to attract new businesses and residents. Businesses look for attractive communities for their employees, and trails and the potential for recreation are important factors for relocating families. In April 2002, recent home buyers were surveyed by the National Association of Home Builders and the National Association of Realtors. The presence of trails ranked second in importance only to highway access when looking for homes. Of the 18 amenities to choose from, 36 percent picked walking, jogging or biking trails as either "important" or

"very important." Sidewalks, parks, and playgrounds ranked next in importance.

Further economic benefits can be seen in spending by local residents for trail-related recreational items and conservation efforts can help local government and other public agencies reduce costs associated with flooding and other natural hazards.

*Motor vehicles are responsible for more than two-thirds of the carbon monoxide in the atmosphere, a third of the nitrous oxide and a quarter of the hydrocarbons.
- Surface Transportation Policy Project*

Enhancement and Enjoyment of the Natural Environment: A comprehensive trail corridor can provide the framework to integrate the natural environment into suburban and urban development. Natural areas along trails will provide opportunities for quiet pursuits such as bird watching, nature study and reflection.

The green space along a trail system is critical in addressing issues associated with all of the following:

- **Water Quality:** Carefully designed trail corridors can protect developed areas from storm runoff and flooding, and provide buffers between developed areas. According to the U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service, vegetative buffers, if properly installed, can remove up to 50 percent or more of nutrients and pesticides and up to 75 percent or more of sediment that would otherwise be washed into waterways.
- **Air Quality:** Fossil fuels that are burned to generate electricity, heat homes, run factories and power cars are the main source of greenhouse gasses, which are the main cause of global warming. One way to improve air quality is to decrease how much of those fuels are burned, such as reducing the use of the automobile as the sole means of transportation. According to the Department of Transportation, walking accounts for only five percent of all trips made and less than 1 percent of miles traveled. Establishing or improving trails can create an environment that decreases the need for automobiles, improving air quality.

In addition to alternate modes of transportation, protected spaces surrounding trails can contribute to improving air quality. According to the Rails to Trails Conservancy, trails protect vegetation that produces oxygen and filters out pollutants like ozone, sulfur dioxide and carbon monoxide. Changing land use patterns through agriculture and deforestation can contribute greatly to the decrease in greenhouse gasses. Trees and other plants use carbon dioxide and give off oxygen. When trees are cut down for development, agriculture, and other purposes, the carbon dioxide cannot be used up and is actually released into the air when the trees decay or are burned.

- **Conservation:** According to the Rails to Trails Conservancy, trails and greenways preserve important natural landscapes, provided needed links between fragmented habitats and offer tremendous opportunities for protecting plant and animal species.

Community Partnerships

Partnerships in the development of a trail system can take many forms and involve many allies. Governmental organizations, developers of residential and commercial properties, associations representing trail user groups, health and medical organizations, commercial leadership, and citizens of Stillwater all play a part in the development of the Stillwater Trails Plan.

The development of partnerships is vital in seeing the Trails Plan through to a successful conclusion. Partnerships indicate that Plan recommendations have been thoroughly considered in a collaborative process and represent a process where all parties share willingness toward a higher quality of life for Stillwater. Partnerships provide a vision for a trail system that leads to a healthy community and provides alternative transportation and recreation for its citizens. Broad membership within the current TTF includes members representing the Audubon Club, the Bus Community Transit, Stillwater Medical Center, Sustainable Stillwater, Oklahoma Turning Point and Stillwater Public Schools.

Additional community partnerships with local businesses and civic organizations can provide assistance for the implementation of the TTF's plan by providing funding, materials and labor.

Trails Planning

The Kameoka Pedestrian and Bicycle Master Trail Plan was developed in 1992 by the Parks and Recreation Department with cooperation of the Public Works and Community Development Departments and adopted by the City Commission in 1993 (*Map 1*). In the time since the adoption of this plan, the Parks, Events and Recreation Department has overseen the planning and construction of more than six miles of the Kameoka trail throughout Stillwater.

In addition, the City Commission adopted the 2020 Comprehensive Plan in 2001 with the stated goals of 1) to provide an open space greenway/park system linking community components such as neighborhoods, downtown, OSU, outlying lakes, streams, etc. and 2) to provide attractive linkages between the community's diverse uses and people, providing for transit, walking and biking so that all people have access to essential services. The proposed plan is a continuation and refinement of the trails planning within the 2020 Comprehensive Plan.

Existing Conditions

Existing Parks

The city of Stillwater has 24 parks and open space facilities. Of these, seven are regional parks or sport complexes that are on the direct route of either existing or proposed trails (*see Map 4*). Linking these park facilities increases the opportunities for outdoor recreation. The park system currently in place includes:

- *Babcock Park* – A 69-acre park located on the corner of Babcock and 19th Avenue that has a playground recommended for 5 to 12 year olds; picnic shelter; three lighted ball fields; one soccer field and five practice soccer fields. Babcock Park hosts several baseball and softball tournaments during the spring and summer.
- *Boomer Park* – A 381-acre park located on Washington Street between Airport Road and Lakeview Road, it consists of six picnic shelters; a playground with two separate play areas, one recommended for 2 to 5 year olds and the other recommended for 5 to 12 year olds; 2 restroom facilities; sun deck; tennis courts; boat dock; fishing; large grassy areas and disc golf, and 3.0 miles of the Kameoka Trail, which completely encircles the lake. Boomer Park is the location of the Boomer Blast – the City's annual 4th of July celebration, the Payne County Veterans' Memorial, where numerous ceremonies are held, and the David L. Payne Memorial, a tribute to Payne County and Stillwater's founding father.

- *Couch Park* – a 55-acre park located at east 12th Avenue and Alcott Drive. This park has a senior citizens center; three ball fields; the high school football stadium; picnic shelters; city pool; tennis courts; 0.5 mile walking trail; a playground recommended for 5 to 12 year olds; restroom facilities and grassed play areas. Couch Park is the site of the Arts & Heritage Festival every April, the Cancer Society Relay for Life and the Pioneer Senior Olympics both in August.
- *Hoyt Grove Park* – a 45-acre park located across from Couch Park on 12th Avenue. This park is the trail head for the Kameoka Trail, named in honor of Stillwater's Sister City – Kameoka, Japan. It also has a practice ball field and a disc golf course.
- *Sanborn Park* – a 58-acre park located across from Stillwater Municipal Airport on Airport Road. This park has an 11-acre lake that is the site of Audubon Nature Day and Cub Scout Day Camp, fishing opportunities and a nature trail. It also has five light softball fields with concessions and restroom facilities.
- *Strickland Park* – an 11-acre park located in the heart of Stillwater on Main Street. It includes playgrounds recommended for 5 to 12 year olds, which is Stillwater's only playground that is wheelchair accessible; four lighted little league baseball fields and a skate park. Strickland is the site of numerous ball tournaments throughout the spring and summer and is the location of Farmer's Market, open Wednesday and Saturday mornings, April through November.
- *Whittenburg Park* – an 85-acre ball field complex located across from the City owned Lakeside Golf Course on north Highway 177. This park has three lighted baseball fields, which double as little league soccer fields during the baseball off season. This is the site of an 11-acre lake for shore fishing only, and numerous baseball tournaments during the spring and summer.

Existing Multi-Use Trails

Trail development in Stillwater began in the 1980s with a half mile walking loop at Couch Park. The City has received federal funds and used City capital funds for trail development. To date, the City has more than 7.5 miles of developed trails, 3.0 miles of nature/undeveloped trails and 27 miles of mountain bike trails. In addition to the City's trails, there are two miles of privately owned pedestrian trails open for public use. The current trails include:

- *Kameoka Trail Corridor*
 - Boomer Lake – a three-mile, concrete multi-use trail that circles Boomer Lake
 - Stillwater High School Spur – a one-mile section, concrete multi-use trail that connects to Boomer Lake
 - Hall of Fame to McElroy – a one-half mile, concrete multi-use trail along the Kameoka Trail Corridor that is a non-continuous section

- Hoyt Grove Park – a one-half mile section, mixed surface (concrete & gravel screenings) from 9th Avenue through Hoyt Grove Park to 12th Avenue
- Parkview Estates Connection – a 0.33 mile section, concrete multi-use trail from Parkview Estates through North Boomer Park that is a non-continuous segment
- *Couch Park Walking Loop* – a 0.5 mile, asphalt pedestrian walking loop
- *Sanborn Lake Nature Trail* – 1.0 mile, mixed surface (gravel screenings and dirt) pedestrian trail
- *Lake McMurtry Trail* – 27 miles of mountain bike trail and 2 miles of pedestrian trails, all dirt surface
- *Teal Ridge Nature Trail* – a one mile mixed surface (gravel screenings and boardwalk) pedestrian trail
- *Tech Park Trail* - a 1.0 mile gravel screenings pedestrian walking loop

Existing On-Street Bicycle Routes

Because of its small geographical area and relatively flat terrain, Stillwater lends itself to easy bicycle commuting and recreational activities. Many Stillwater residents, particularly university students and local school children, can commute by bicycle virtually year-round. Recreational bicycling is very popular and as a result, a loose system of designated bicycle routes and bicycle lanes has come into existence over the years (*see existing routes on Map 6*). Many parts of this existing system are dangerous and segments often end with no apparent destination. None of the designated bike routes and bike lanes meet the minimum American Association of State Highway and Transportation Officials (AASHTO) requirements for such facilities.

Growth Areas

Stillwater has had a tremendous amount of growth in the southwest part of the City during the last decade. At the time the Kameoka Pedestrian and Bicycle Plan was adopted, the growth spurt had not begun. Two recent studies have indicated that Stillwater's growth is on the rise. A census challenge was sent to the Census Bureau and was accepted changing the estimated 2005 population from 40,906 to 45,674. The second study was for the Draft Stillwater Traffic Enhancement Study and consisted of growth projections for the city over the next 25 years. These projections can be seen on *Map 3 - 2030 Population Growth by TAZ* (Traffic Analysis Zone). The new trail master plan will take into consideration areas of growth that were previously excluded.

Community Input

During the planning process for the trails master plan, several techniques were used to gather public input. These techniques included a survey, public meetings and a community design workshop.

Surveys

The TTF developed several surveys between 2004 and 2006 to gauge citizen attitudes toward Stillwater's existing and future trail network. The final survey was administered and tallied over the web. Citizens were notified of the survey multiple times by an insert in the city's utility bill, as well as a link on the city's web page. More than 300 responses were received. A copy of all surveys and responses can be found in Appendices B, C and D of this document. Below are a few highlights from the final survey, "Stillwater Multi-Use Trails and On-Street Bicycle Routes Master Plan Survey":

- 84 percent of respondents indicated that the development of a Trail Master Plan for all of the City of Stillwater is "very important."
- 99 percent of respondents believe that a comprehensive recreational trail and bicycle routes system increases the quality of life in Stillwater.
- 62 percent of respondents are "very willing" and 23 percent are "somewhat willing" to support a slight increase in City sales taxes if the money were used to fund expanded public transportation services in Stillwater.

Public Meetings

A public meeting was held by the TTF on the evening of February 21, 2006, at the Stillwater Community Center. An open discussion about existing and proposed trails in Stillwater followed an education presentation. Public comments were documented from the 42 members of the community that attended.

On Saturday, April 8, 2006, the TTF hosted a design workshop to seek public input regarding the location of future trails in Stillwater. The workshop lasted four hours and 22 community members participated.

The main activity of the workshop was an interactive trail network design session. Participants were divided into four small groups. Each of these groups was given a map and a marker and led through a series of exercises that resulted in a proposed trail network connecting commercial, cultural, educational recreational and environmental destinations

throughout the community. Each group presented its idea back to the larger group. Participants indicated there were a large number of similarities in the four resulting trail plans. During the final activity of the workshop, participants indicated on a map which areas of trails master plan were "1st priority." By an overwhelming response, participants selected the planned sections of the Kameoka Trail Corridor along Boomer Creek as the highest priority.

Recommendations & Implementation

Criteria for Establishing Trails

Utilizing community participation, TTF input and existing trail efforts, the comprehensive trail system as seen on Map 4 was developed based on the following criteria:

- City-wide, the trails should be accessible to all neighborhoods through a network of sidewalks and trail spurs.
- Trails should be located on publicly owned land whenever possible.
- Trails should connect economic, cultural, recreational and educational destinations.
- Trails should serve as alternative transportation routes.
- Trails corridors (in connection with sidewalks) should be established in a manner to promote safe routes to schools.
- Trails along stream and drainage way corridors provide recreation and environmental value to the users and trails along these corridors should have a minimal impact on the natural resources.
- Regional parks should be connected to on-street bicycle routes and/or multi-use trails.
- Neighborhood parks should be connected to on-street bicycle routes and sidewalks.

It is not the intent of the TTF that Maps 4-6 indicate exact locations of each trail; rather the maps indicate approximate routes that connect the destinations. Those locations will depend on several factors including land acquisition for the trails and acceptable accommodations within the existing infrastructure for on-street bicycle routes. In the citing of specific trails, publicly-owned land should be looked at as a first option.

Organizational Recommendations

Recommendation 1: Establish a board or citizen group by way of city ordinance to advise on the development of the proposed trails, on-street bicycle routes and sidewalks.

Recommendation 2: Provide adequate staffing to administer Trail Development and Maintenance by either reorganizing current staff or hiring a full-time trails coordinator whose responsibilities would include the following:

- Manage construction of new trails
- Coordinate with various city departments to plan, maintain and preserve trails
- Interface with stakeholders prior to the on-set of trail alignment
- Interface with private land owners for trail easements/land acquisition
- Develop community partners
- Educate the public on benefits of trails through public outreach
- Serve as liaison between public and city officials
- Seek appropriate funding for on-going construction

Recommendation 3: Provide appropriate funding (internally and externally) for on-going trail development and maintenance.

Recommendation 4: Establish ordinances that require dedicated trail corridors, pedestrian easements, etc.

These ordinances would require new development to set aside land for, connect to, or build trails, similar to the existing sidewalk ordinance.

Recommendation 5: Implement planning tools that encourage participation of the development community and private property owners by providing benefits for participation.

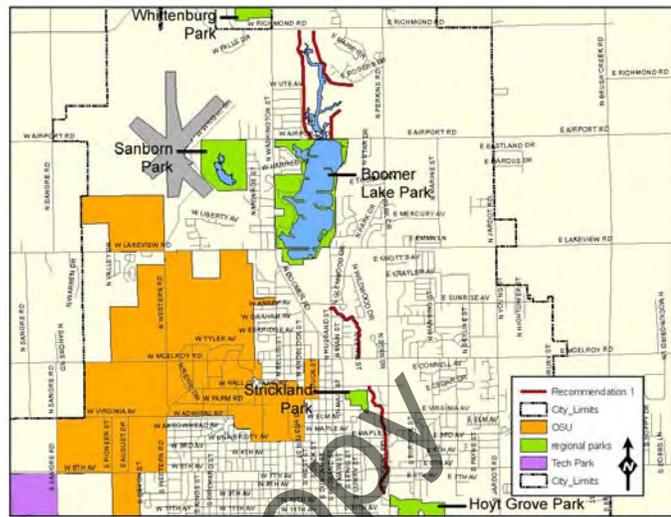
The benefits could include economic incentives (such as increased density) that will more than offset the developers cost for the trails.

Trail Recommendations (Map 5 includes all trail recommendations)

Recommendation 1: Complete Kameoka Trail Corridor – Couch Park to Boomer Park, Parkview Estates and the Links

Project area: 4.1 miles; 10-foot wide concrete, multi-use trail to match existing Kameoka trail segments.

Key features: Upon its completion this trail will link the north and south sides of city with central spine along the Boomer Creek corridor. Couch Park will serve as the major destination in the south and Boomer Lake Park in the north. Community members can walk or ride their bikes to Strickland Park to see a ballgame or visit the farmers' market. This trail will also provide citizens alternative access to commercial areas on Perkins Road, Main Street, and downtown, as well as restaurant row on Hall of Fame. This trail will also provide a safe route to school for teenagers who are attending Stillwater High School. Although some of this corridor is owned by the city, some pedestrian easements will be needed from private landowners along the trail routes.

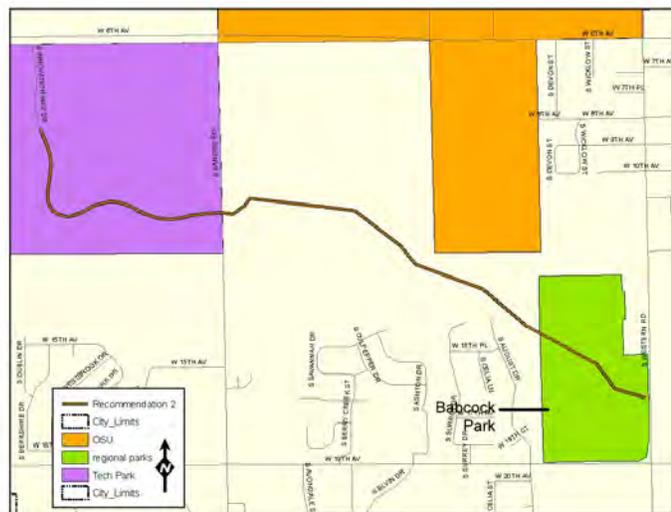


Stake holders

- City of Stillwater
- Residents
- Commercial districts
- Schools

Recommendation 2: Build a Trail to Connect Tech Park to Babcock Park

Project area: 1.3 miles; 10-foot wide gravel screenings, multi-use trail from the bridge on Western to Tech Park.



Key features: This trail will be located along the Stillwater Creek corridor connecting Babcock Park to Meridian Tech Park. The riparian corridor in this area is fairly intact, and will provide enjoyment for residents interested in nature walks or passive recreation. Residents will use this trail by walking or biking to the Teal Ridge Wetland and the OSU Botanical Gardens. With a connecting spur trail and/or an integrated sidewalk system, this trail will help provide a safe route to school for children attending Stillwater Middle School and Sangre Ridge Elementary. Along this corridor, land ownership is a combination of private, City, and University. Although much of the land is in large tracks, it is under considerable development pressure. This trail will also provide alternative access to commercial areas along Highway 51 and to Fountain Square on Western Avenue.

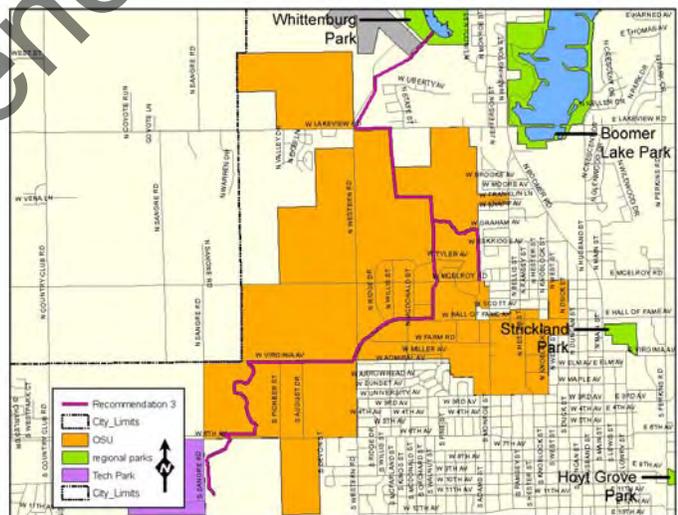
Stake holders

- City of Stillwater
- Residents & neighborhoods
- Commercial districts
- Nature enthusiasts
- Audubon Society
- Payne County Conservation District

Recommendation 3: Build a Trail to Connect Sanborn Park to OSU and Tech Park

Project area: 5.2 miles; 10-foot wide gravel screenings or asphalt, multi-use trail, south from Sanborn Park to OSU main campus and Tech-Park.

Key features: Connecting from Sanborn Park to OSU by looping to the west of the University Estates neighborhood, this trail can be constructed entirely on publicly-owned land (City and University). By connecting to the Sanborn Park Nature Trail and running along the city-owned open space east of the airport, this trail will provide countless hours of enjoyment for naturalists. This trail will also provide alternative access to numerous passive and active recreation and entertainment opportunities at OSU – open space, athletic village, cross country track, and stadium.



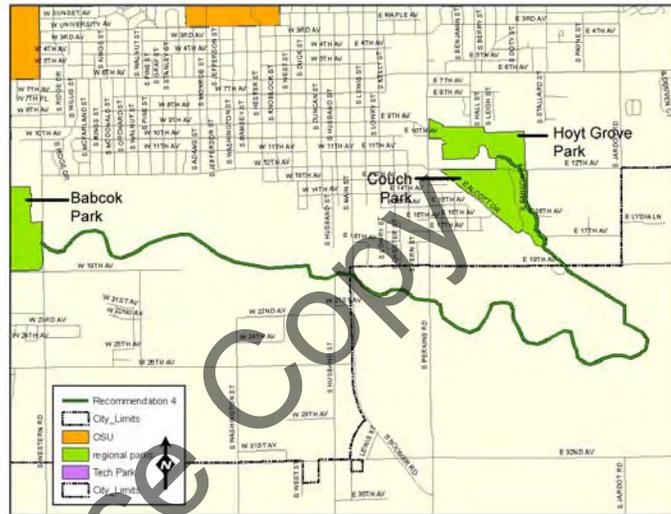
Stake holders

- City of Stillwater
- Oklahoma State University
- Residents & neighborhoods
- Nature enthusiasts
- Audubon Society

Recommendation 4: Build a Trail to Connect Babcock Park to Couch Park

Project area: 4.7 miles; 10-foot wide gravel screenings/natural-dirt, multi-use trail from Babcock Park to Couch Park.

Key features: This trail will be located along the Stillwater Creek corridor connecting Babcock Park to Couch Park. The riparian corridor in this area is fairly intact, and will provide enjoyment for those interested in nature walk or passive recreation. The trail will also connect to the Teal Ridge Wetland. The primary ownership patterns of this area are large tract, private landowners with much of the land in agricultural floodplains.

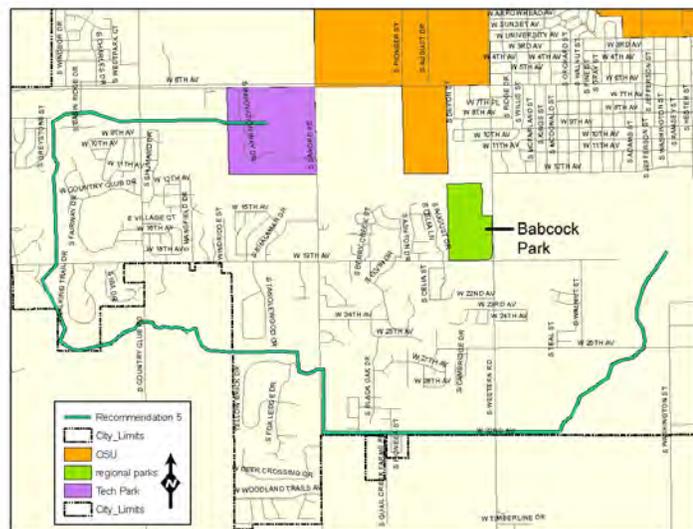


Stake holders

- City of Stillwater
- Residents & neighborhoods
- Naturalists
- Audubon Society

Recommendation 5: Build the Southwest Connection Loop Trail – From Tech Park Trail Connecting to Babcock Park to Couch Park Section

Project area: 7.4 miles; 10-foot wide gravel screenings, multi-use trail from Tech Park looping south to



Stillwater Middle School and Sangre Ridge Elementary, then east to the Babcock/Couch connection.

Key features: In recent years, southwest Stillwater has seen significant growth and development, a trend that is projected to continue. This loop trail will help connect existing neighborhoods with future neighborhoods. It will also help provide a safe route to school for children attending Stillwater Middle School and Sangre Ridge Elementary. It will provide alternative access to area destinations including the Meridian Technology Park, OSU Botanical Gardens, commercial along Hwy 51 and the Stillwater Country Club Golf Course.

Stake holders

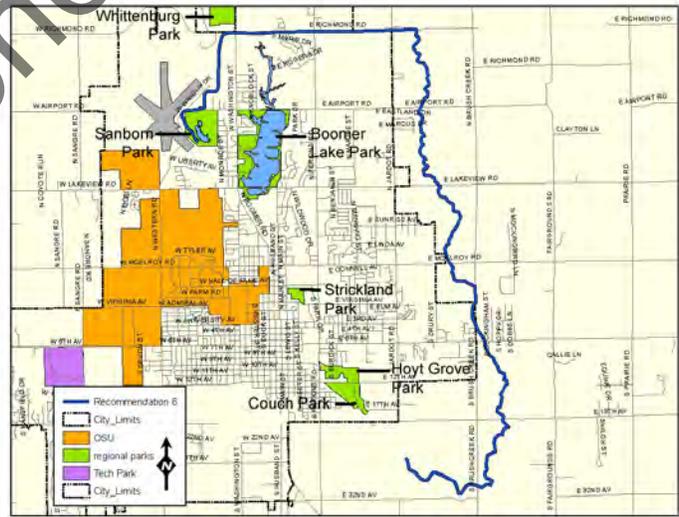
- City of Stillwater
- Residents & neighborhoods
- Schools
- Commercial
- Oklahoma State University

Recommendation 6: Build the Outer Loop Trail – From Babcock Park to Couch Park Section to Sanborn Park

Project area: 11.9 miles; 10-foot wide gravel screenings, multi-use, from the Babcock Park/Couch Park Section, southwest to Brush Creek then north along the creek corridor to Richmond Road and then southwest to Sanborn Park.

Key features: This trail will have extensive natural features including park land, golf courses and open space.

Stillwater residents will use this trail to bike or walk to regional parks including Sanborn, Whittenburg, and Tech Park. It will provide safe routes to school for children attending Richmond Elementary School and Sunnybrook Christian School. It will also make connections to community destinations including The Links Golf Community, Lakeside Golf Course, Stillwater Designs and Payne County Fairgrounds.



On-Street Bicycle Route Recommendations (Map 6)

Recommendation 1: Eliminate references to bicycle *lane* and replace with *bicycle route*.

Re-designate all existing bicycle *lanes* as bicycle *routes*, eliminate the existing striping delineating bicycle lanes and bicycle routes, and designate bicycle routes with appropriate on-street marking and signage.



Recommendation 2: Provide adequate signage for bicyclist and motorists to delineate shared-use bicycle routes

On-street marking should be an appropriate stencil of a bicyclist painted on the right-hand side of the street at regular intervals. There should be "Bike Route" signs posted approximately every quarter mile along the bike route and at the intersections where the bike route turns. Special attention should be given to areas where dangerous intersections are known or areas where there have previously been bicycle/automobile accidents.



Recommendation 3: In future construction and/or reconstruction, the City of Stillwater should follow AASHTO guidelines for bicycle facilities

In order to provide consistency in the types of bicycle facilities in Stillwater it is recommended that all future street construction and reconstruction should be required to comply with AASHTO recommendations for bicycle facilities by providing share the road, on-street bike routes.

Recommendation 4: Insure that the traffic detectors at all intersections will sense bicycles

Bicycle-sensitive sensors should be installed at all intersections with traffic lights. At intersections where video detection is installed, those detectors must be capable of detecting bicycles. If it is required that a bicycle stop at a specific place in order to be "seen" by the video detectors, those places should be designated with appropriate marking on the street.

Recommendation 5: Change the existing bicycle routes to provide safe and continuous corridors

Fragmented segments of bike routes and dangerous streets and intersections are some of the obstacles Stillwater's bicyclists encounter. Many of those obstacles can be resolved easily and inexpensively since the infrastructure (the streets) already exists. Re-designating the bicycle routes to corridors that are bicycle friendly and providing linkages between them would create a safer environment for bicyclists. A detailed list of routes, signage changes and new construction linkages can be found on Map 6.

North-South Corridors

- Country Club Drive from 6th Avenue to McMurtry Road
- Ridge Drive-Kings Street Corridor from 12th Avenue to Farm Road
- South Monroe Street from 9th Avenue to McElroy Street
- North Washington Street from Hall of Fame Street to Airport Road
- South Husband Street – South Main Street Corridor from 19th Avenue to Airport Road
- North Perkins Road from Airport Road to Yost Road
- South Stallard Street – Skyline Drive Corridor from 6th Avenue to Krayler St.

East-West Corridors

- 12th Avenue from Hester Street to Jardot Street
- 9th Avenue from Western Street to Perkins Road
- West Virginia Street from Oklahoma Botanical Garden and Arboretum to Husband Street
- West McElroy Street from Country Club Road to Washington Street
- East McElroy Street from Main Street to Fairgrounds Road
- Lakeview Street from Kameoka Trail Boomer Lake to Fairgrounds Road
- Airport Road from Sanborn Park to Marine Drive
- From Ridge via 3rd Avenue and/or 4th Avenue to Jardot

Changes that the TTF has recommended above are based on current use patterns and are not intended as a "final" plan. As Stillwater continues to grow, updates and additions will need to be made to the plan to keep routes up-to-date.

Tools*

A variety of tools can be used by either governmental or non-governmental organizations working in the community interest to protect trails. Tools are a way the City can ensure that the development of trails continues as the City grows. The following section was taken from Source: Protecting Open Space: Tools and Techniques, National Park Service; Rivers, Trails & Conservation Assistance.

Governmental Tools

Trail Dedication: A local government requires subdivision developers or builders to dedicate trail land or to pay a fee the government entity then uses to acquire and develop trail facilities. Sometimes called an exaction, this technique is often considered a type of user fee because the intent is for the cost of new parks to be paid for by the landowner, developer, or new homeowners who are responsible for creating the demand for the new facilities. Exactions are implemented through local ordinance, as a condition of approval for development permits. Ordinances may require one or a combination of the following forms of compliance.

- **Land dedication:** An ordinance may require dedication of land. The amount of land to be dedicated may be determined as a fixed percentage of the total land area, or through a population-density formula (example: X acres per 1000 residents).
- **Fees in lieu:** An ordinance may require developers to contribute cash instead of dedicating land. There are two methods of assessing these fees. First, the fee may be a percentage of the total fair market value of the land being developed. Second, the fee may be relatively equal to the fair market value of the land that would have otherwise been dedicated using the population-density formula.
- **Impact fees:** Impact fees differ from *fees in lieu* because they are collected at the building permit stage rather than at the time of subdivision platting. Impact fees can be assessed upon condominium, apartment, and commercial developments which create the need for new trail development but which might escape *land dedication* or *fees in lieu* requirements because of the small land area involved. (Source: Open Space, Protecting Open Space: Tools and Techniques)

Zoning for Conservation: One of the most common methods of using zoning to protect natural resources is through "overlay zones." This technique has broad application to a variety of contexts in addition to conservation; overlay zones are commonly used to protect floodplains, wetlands, watersheds, historic districts and archeological areas. Overlay zones are superimposed over existing zoning maps and have provisions that apply to a specific area in addition to the requirements of the existing zoning ordinance. Special zoning categories with environmental restrictions such as larger setbacks or limits on impervious cover may be designated.

Voluntary Tools

Bargain Sale of Land (landowner): A bargain sale is an agreement to sell property to a non-profit or governmental agency at less than fair market value. Landowners are potentially eligible for two kinds of tax benefits from a bargain sale. The difference between the fair market value and the sale price is considered a charitable deduction. Bargain sales also have the potential to reduce capital gains tax.

Trail Easements (landowner): An easement constitutes a partial interest in a property, in this case, the right of the easement holder to enter onto another landowner's property, develop a trail facility within a designated corridor, and allow users onto the corridor to use the trail. Easements are recorded in the county deed records, and they run with the land, meaning they are legally binding on future owners of the land. Trail easements frequently grant access for a fixed number of years, rather than in perpetuity, the way most other easements are done.

Purchase of Development Rights (City government and non-profit organizations working with private landowners and developers): In a purchase of development rights (PDR) program, a governmental or non-profit agency essentially purchases conservation easements from willing landowners. As with a conservation easement, the idea is to separate the development rights from the rest of the ownership rights so the land remains privately held open space.

Transfer of Development Rights: The development rights attached to a piece of property are part of a bundle of rights the landowner has regarding the property. The landowner can sell the right to develop the property while maintaining ownership of the land itself.

A transfer of development rights (TDR) program designates two areas: a sending area and a receiving area. A sending area is a place where development would have negative impacts, perhaps due to the presence of sensitive ecological resources, a historic site, agricultural land, or an area of scenic beauty. Receiving areas are places deemed suitable for development. A TDR program may designate multiple areas of either type. The development rights are usually quantified based on the market value of property in the sending area or on the building density allowed under current zoning in the sending area.

*Source: Protecting Open Space: Tools and Techniques, National Park Service; Rivers, Trails & Conservation Assistance

Funding Mechanisms

The three ingredients: plans, action, and money are essential to the success of any trails program.

*– G. Douglas Hofe,
American Trails—Rediscovered, 1971*

The same three ingredients are as vital today as they were 35 years ago. Grants, capital funds, private, corporate sponsorships and taxation are several of the traditional tools used for trail development. Nearby cities and towns have received grants from charitable foundations such as the H.A. and Mary K. Chapman Charitable Trust of Tulsa and the Oppenheimer Brothers Foundation. With the current focus on public health and the increasing obesity epidemic, more and more foundations are willing to look to improve community design as a means to promote activity.

Government Grants

Grants for funding trails are often available from the Federal Government in the form of Transportation Enhancement Grants which are administered through the State Department of Transportation or the State Department of Tourism. DOT grants have fund limits based on population. Tourism grants are capped for non-motorized trails. Both require either matching funds and/or in-kind services. Some of the grants available include:

- **Community Development Block Grants (Department of Housing and Urban Development):** The U.S. Department of Housing and Urban Development (HUD) offers financial grants to communities for neighborhood revitalization, economic development, and improvements to community facilities and services, especially in low and moderate-income areas. Several communities have used HUD funds to develop greenways, including the Boscobel Heights' "Safe Walk" Greenway in Nashville, Tennessee.
- **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Department of Transportation):** Appointment of funds for recreational trails program valid through September 2010. Oklahoma has \$1,316,123 authorized for the Recreational Trails Program for Fiscal Year 2007.
- **Recreational Trail Grants (Oklahoma Department of Tourism):** is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation by making funds available to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.

Capital Funds

Capital funds are part of the yearly budget for special City projects. The funds can be used either by themselves or with a grant for the required matching funds.

Corporate and Individual Sponsorships/Contributions

Sponsorships, either private or corporate are monetary donations earmarked for the development of a specific project.

Taxation

Talking about taxation usually creates a vocal response from citizens, but today, many cities are using creative forms of taxation for the specific purpose of enhancing the recreation opportunities in their communities. For example, North Little Rock, AR passed a “hamburger tax” which is levied on fast food purchases. As shown in the Community Input section, results from the Stillwater Multi-Use Trails and On-Street Bicycle Routes Master Plan Survey indicated that “62 percent of respondents are “very willing” and 23 percent are “somewhat willing” to support a slight increase in City sales taxes if the money were used to fund expanded public transportation services in Stillwater.

Action & Implementation

These priorities are laid out in a basic step-by-step order to outline the procedure for accomplishing the actions. In many cases, the priorities overlap or can be moved in order to produce the most effective outcome in the development of the trails and bike routes.

Priority 1

Purpose: To give the development of trails and on-street bicycle routes priority in future planning to ensure that the City meets the goal of the Stillwater, Oklahoma Comprehensive Community Development Plan as stated in the Goals and Objectives:

“Community Linked Through Education, Recreation, Neighborhoods and Commercial Services”:

Goal #1: to provide an open space greenway/park system linking community components such as neighborhoods, Downtown, OSU, outlying lakes, streams, etc.

- *Objective A: to provide communitywide pathways that link parks, schools, water bodies, open space, cultural centers and trails*
- *Objective B: to link streamways, natural resources and other environmentally sensitive areas in creating a communitywide greenway system*
- *Objective D: to promote the inclusion of private provisions for recreation and open space in new development through zoning and design incentives*
- *Objective G: to improve recreational opportunities for the elderly and persons with disabilities through enhanced facilities and activities and through increased accessibility*

“Comprehensive Transportation with Alternative Modes”:

Goal #1: to provide attractive linkages between the Community’s diverse uses and people providing for transit, walking and biking so that all people have access to essential services.

- *Objective E: to provide a recreational trail system within appropriate greenways that is compatible with pedestrian, biking and elderly/disabled activities*
- *Objective F: to provide a bikeways system utilizing designated streets and specially designed bikeways to serve leisure and work/school commuting activities*
- *Objective G: to provide sidewalk and other pedestrian improvements within neighborhoods, within appropriate activity centers and that link these neighborhoods and activity centers*
- *Objective H: to link recreational trails, bikeways and sidewalks in creating an integrated community wide system*
- *Objective K: to link roadway, pedestrian, bicycle, public transit, rail and airport provisions in creating a comprehensive and integrated transportation system*

ACTION

- Adopt the Stillwater Trail and On-Street Bicycle Route Master Plan
- Designate or hire personnel responsible for the tasks related to trail planning, easement acquisition, construction, and maintenance
- Appoint a citizen led advisory group for the purpose of providing support in determining needs of the community, priority of projects and other issues with trails, on-street bicycle routes and sidewalks
- Adopt ordinances that provide for trail easements in new developments
- Dedicate City funds for continued trail construction and maintenance

Priority 2

Purpose: To complete the projects identified in the public meeting/design workshop, as the top priorities for trail development

ACTION

Complete Kameoka Trail from Couch Park to Boomer Lake

- Research property ownership
- Acquire public trail easements and research funding sources for property acquisition
- Research funding sources for trail construction

Construct a trail from campus to Sanborn Lake

- Foster partnerships where applicable
- Acquire public trail easements and research funding sources for property acquisition
- Research funding sources for trail construction

Priority 3

Purpose: To implement the recommendations to the on-street bicycle route system.

ACTION

- Correct all signage to read "Bike Route"
- Remove striping from all designated bicycle routes
- Purchase stencils and paint for roadway markings
- Verify that all existing and new motion sensor traffic control devices are sensitive to bicycle traffic

Priority 4

Purpose: To lay the ground work for future trails.

ACTION

- Research property ownership
- Acquire public trail easements and research funding sources for property acquisition
- Research funding sources for trail construction

Priority 5

Purpose: To actively seek funding sources for the construction of trails.

ACTION

- Provide capital funds for trail construction and maintenance every year
- Apply for Federal Transportation Enhancement Grant each cycle – This highly competitive grant has a two-year cycle
- Apply for Recreational Trail Grant every year – this grant allows in-kind services for the sponsor match

- Pursue partnerships with County and State government and with private organizations for funding

Conclusion

Stillwater residents have spoken out about the need for improving the current trail system. Whether strolling along a tree-lined path or safely cycling on marked roadways, people should be able to live, work, shop and play in areas that are connected. The Stillwater Multi-Use Trail and On-Street Bicycle Route Master Plan proposes a system for multi-use trails and properly marked bicycle routes which provides area residents with a safe system of bicycle and pedestrian circulation. By offering unbroken access to parks, trails and popular destinations, Stillwater can strengthen its image as a great city in which to live.

The process that has brought the TTF to this point has been long and productive. The proposed plan is the result of a dedicated group of citizens (*see Attachment A for a list of past and current members*) who researched, planned and carefully crafted ideas into visions and those visions into words. These citizens see trails as a way to connect more than just destinations; trails connect people. The growth of Stillwater is an opportunity to ensure the community retains the feel of a small rural town while providing opportunities for residents to lead productive, healthy lives in a safe environment close to nature and away from the hazards of heavy traffic.

The TTF has finished the report, but the process is far from over. "Creating Community Through Trails" will require the hard work and commitment of a diverse mix of people including community leaders, city officials, naturalists and interested citizens. It is the hope of the TTF that the journey that produced this plan will not end here, but with the completion of a trail system that will make citizens and leaders proud to call Stillwater home.

Past and Present Trail Task Force Members

Original City Commission Appointees:

Roger Gose – Development Community
Travis Hickey – Park Operations Committee
Dennis Hotson – OSU Student
Don Norvelle – Red Dirt Pedalers
Mike Shanahan – Neighborhood Alliance
Dan Blankenship – Stillwater City Commission
Janna Williams – Stillwater Development Services
John McClenny – Stillwater Parks, Events & Recreation

Additions/Replacements to the Task Force

Stephanie Brown – Stillwater Medical Center
Micki Couch – Stillwater Planning Commission
Greg Fox – Stillwater Planning Commission
Kate Hellgren – Center for Stream Corridors
Michael Holmes – Sustainable Stillwater
Pat Jaynes – Teal Ridge/Audubon Society
Hugh Kierig – OSU Transportation
Sam McFee – OSU Risk Management
Karen Melcher – Neighborhood Alliance
Tracey Norsworthy – Turning Point
Jim Ryan – Stillwater Public Schools
Mary Talley – OSU Wellness Center
Denise Webber – Stillwater Medical Center
Patty Evans – Stillwater Development Services
Ryan McKaskle – Stillwater Public Works
Eve Morgan – Stillwater Parks, Events & Recreation
Ryan Sigworth – Stillwater Development Services
Michael Stephenson – Stillwater Public Works

Additional Assistance From:

National Park Service – Rivers, Trails and Conservation Assistance Program

Stillwater Multi-Use Trails and On-Street Bicycle Routes Master Plan Survey

The Trail Task Force in Stillwater is interested in identifying and evaluating the unmet trail and bicycle route needs that exist within the City of Stillwater. Your help is needed to assess how many residents of Stillwater have a need for trails and bicycle routes that are currently going unmet and assess what solutions can be developed that will increase mobility in Stillwater. The survey takes about 5 minutes to complete and we would greatly appreciate your time.

1. What is your gender: Male - **48%** (132) Female - **52%** (142)

2. How many people in your household (counting yourself) are?

	1	2	3	4
Birth to age 6	<u>32</u> 57%	<u>20</u> 36%	<u>4</u> 7%	<u>0</u> 0%
Ages 7-9	<u>19</u> 90%	<u>2</u> 10%	<u>0</u> 0%	<u>0</u> 0%
Ages 10-14	<u>26</u> 79%	<u>7</u> 21%	<u>0</u> 0%	<u>0</u> 0%
Ages 15-19	<u>37</u> 90%	<u>4</u> 10%	<u>0</u> 0%	<u>0</u> 0%
Ages 20-24	<u>39</u> 72%	<u>9</u> 17%	<u>3</u> 6%	<u>3</u> 6%
Ages 25-34	<u>50</u> 54%	<u>42</u> 46%	<u>0</u> 0%	<u>0</u> 0%
Ages 35-44	<u>45</u> 64%	<u>25</u> 36%	<u>0</u> 0%	<u>0</u> 0%
Ages 45-54	<u>47</u> 54%	<u>40</u> 46%	<u>0</u> 0%	<u>0</u> 0%
Ages 55-64	<u>37</u> 65%	<u>20</u> 35%	<u>0</u> 0%	<u>0</u> 0%
Ages 65-74	<u>14</u> 67%	<u>7</u> 33%	<u>0</u> 0%	<u>0</u> 0%
Ages 75+	<u>2</u> 67%	<u>0</u> 0%	<u>0</u> 0%	<u>1</u> 33%

3. Would you say your total annual household income is:

- | | |
|--|--|
| 1. Under \$15,000 - 9% (<u>27</u>) | 5. \$60,000 to \$74,999 - 14% (<u>39</u>) |
| 2. \$15,000 to \$29,999 - 11% (<u>31</u>) | 6. \$75,000 to \$99,999 - 18% (<u>52</u>) |
| 3. \$30,000 to \$44,999 - 16% (<u>45</u>) | 7. \$100,000 or more - 20% (<u>57</u>) |
| 4. \$45,000 to \$59,999 - 13% (<u>36</u>) | |

4. What is your employment status? (check one)

- | | |
|--|---|
| 1. Employed outside the home - 74% (<u>217</u>) | 4. Operate home-based business - 2% (<u>5</u>) |
| 2. University Student - 13% (<u>39</u>) | 5. Not currently employed - 4% (<u>12</u>) |
| 3. Technology Center Student - 0% (<u>0</u>) | 6. Retired - 7% (<u>19</u>) |

5. What is the general location of your home? Please list a nearby intersection (e.g., Duck Street and 3rd Ave.)

- Main and 9th
- Main and McElroy
- Main and Redbud
- Main and 3rd (2)
- North Main and Randolph
- Jardot and Sunrise
- Jardot and 6th (4)
- Jardot and McElroy (2)
- Jardot and 3rd (2)
- Jardot and Eastern
- Jardot and 12th
- Jardot and 32nd
- Range and Trenton (3)
- Range and 51
- Range and 19th (2)
- 19th and Mansfield
- 19th and Sangre (9)
- 19th and Westbrook Dr.
- 19th and Country Club (5)
- 19th and Western (8)
- 19th and Hidden Oaks
- 19th and August (2)
- 19th and Tanglewood (3)
- 19th and Westbrook
- 29th and
- Country Club and Mansfield
- Cntry Club & Cntry Club Dr. (7)
- Country Club & HWY 51 (3)
- Country Club and 6th (2)
- Country Club and 44th
- Country Club and 9th
- 4th and Stallard (2)
- 4th and Doty
- 4th and Lowery
- 4th and Kings
- McElroy and Duck (2)
- McElroy and Perkins (7)
- McElroy and Jardot
- McElroy and Dryden Circle
- McElroy & Diamond Valley Rd
- McElroy and Burdick
- McElroy and Skyline (2)
- McElroy and Shallow Brook
- McElroy and Walnut
- McElroy and Manning
- Lakeview and Husband (5)
- Lakeview and Perkins (7)
- Lakeview and Western (3)
- Lakeview and Manning
- Lakeview and Marine (2)
- Lakeview and State
- Lakeview and Monroe
- Lakeview & Washington (4)
- Lakeview and Benjamin (2)
- Yellow Brick Dr. and
- Fairfield and
- Perkins and Richmond (2)
- Perkins and Redbud (2)
- Perkins and Krayler (3)
- Perkins and HWY 51
- Perkins and N. Perkins
- Perkins and 6th (2)
- Perkins and 3rd
- Perkins and Rogers
- Glenwood and
- Glenwood and Dells (2)
- Husband and Redbud
- Husband and Lakehurst
- Husband and Maple
- Husband and Elm
- Husband and 14th
- Husband and Richmond
- Manning and Krayler
- Manning and Will Rogers
- Manning and Sunrise
- Washington and Airport (8)
- Washington and Hartwood
- Washington & Lakeshore (3)
- Washington and 6th
- Washington and Moore (3)
- Wash. & Brooke Hollow (2)
- Washington and Tyler
- Washington and Will Rogers
- Washington and Richmond
- Sunrise and Grandview Ct.
- Sunrise and Skyline
- Tyler and North Star Drive
- 6th and Stallard
- 6th and Villa
- 6th and Willis (2)
- 6th and McDonald
- 6th and
- 6th and Windsor
- 6th and Hester
- 6th and Redbud
- 6th and Stanley
- 6th and Western
- 6th and Burdick
- Willis and 3rd
- Willis and University
- Willis and Hall of Fame
- Redbud and Berry
- Redbud and Pecan
- Redbud and Arrington
- Virginia and Payne
- Virginia and Grandview
- Virginia and Donaldson
- Western and 32nd (3)
- Western and 26th (4)
- Western and 40th
- Western and Admiral
- Western and 23rd
- Western and (2)
- Western and 24th
- Lewis and
- Lewis and 12th
- Burdick and Swim
- 7th and Orchard (2)
- 7th and Gray
- Parkview Estates
- 13th and Fern
- Greystone and Trenton
- Sangre and 24th (3)
- Sangre and 32nd (4)
- Sangre and HWY 51
- 11th and Adams (2)
- 11th and McFarland (2)
- 11th and Kings
- 26th and Cambridge
- 26th and August
- William Ct. & Britton Dr. (2)
- 8th and Stoneybrook
- 8th and StoneRidge (2)
- 8th and Kings
- Payne and Lydia Ln.
- 9th and Duck
- 9th and Kings
- 9th and Jefferson
- 2nd and Keats
- 2nd and Charles
- 2nd and Redlands Rd.
- Windsor and W. 3rd Pl.
- Windsor and 1st
- 12th and Walnut (2)
- Elm and Bryan Ct.
- Elm and Duck
- 32nd and Saddle Rock
- 3rd and Marshall
- 3rd and Duncan
- 3rd and Highway 51
- Charles and 5th
- Monroe and Lake Ridge
- Monroe and University

- Monroe and Osage
- Kings and Sunset
- Kings and University
- Kings and Admiral
- Knoblock and Matthews
- Knoblock and Eskridge
- McFarland and Admiral (2)
- McFarland and Arrowhead
- McFarland and 10th
- Ramsey and Cheyenne
- August and 22nd
- Rogers and Greenvale
- Rogers and Richmond
- Duck and Maple
- Duck and Miller
- Duck and Matthews
- Hunters Cir. & Cottontail Ln.
- Ridge and Sherwood
- Benjamin and Ridgecrest
- Admiral and Hall of Fame
- Lincoln and University
- Lincoln and
- Richmond and Falls Dr.
- Stone Pointe Ct. and
- Melrose and Monticello
- Celia and
- Mathews and Duncan
- Kelly and Coffee Creek
- Brookhollow and
- 59th and Prairie
- OSU
- Ripley
- Cushing

6. Which of the following methods of transportation do you use to get to and from work, school, or other frequent destinations? (Check all that apply)

- | | |
|--|---|
| <ul style="list-style-type: none"> 1. Bicycle - 37% (<u>109</u>) 2. Public Transit / the BUS - 8% (<u>23</u>) 3. Van pool - 0% (<u>0</u>) 4. Carpool - 3% (<u>8</u>) 5. Car - 96% (<u>279</u>) 6. Taxi - 1% (<u>2</u>) | <ul style="list-style-type: none"> 7. Walk - 20% (<u>59</u>) 8. Other (1%) (<u>4</u>) <ul style="list-style-type: none"> Wheelchair motorcycle (2) I'd walk if there were sidewalks north of Lakeview |
|--|---|

7. What type of activity do you enjoy on trails? (you can check more than one)

- | | |
|--|---|
| <ul style="list-style-type: none"> 1. Walking - 84% (<u>245</u>) 2. Bicycling - 72% (<u>209</u>) 3. Running/jogging - 50% (<u>146</u>) 4. Nature Trails - 54% (<u>158</u>) 5. Bird Watching - 23% (<u>66</u>) 6. Roller Blading - 13% (<u>39</u>) 7. Don't enjoy trails - 1% (<u>4</u>) 8. Other (please specify) - 4% (<u>13</u>) | <ul style="list-style-type: none"> <u>Walking my dogs(6)</u> <u>animal</u> <u>watching(frogs/turtles/snakes)</u> <u>four wheeler/dirt bike</u> <u>mountain biking</u> <u>teaching children while exploring</u> <u>meditation</u> <u>BTW (road bicycling)</u> <u>horseback riding</u> |
|--|---|

8. There are several purposes for a trails master plan. For each one, please indicate whether you think the purpose should be very important, somewhat important, or not important in the design of comprehensive trails master plan in Stillwater?

	Very Important	Somewhat Important	Not Important
A. Help people get to and from work	161 (56%)	106 (37%)	23 (8%)
B. (Help people get to non-work destinations, such as shopping and entertainment areas, during the day	131 (45%)	133 (46%)	26 (9%)
C. Help people get to and from shopping and entertainment during the evening and weekend	116 (40%)	138 (48%)	33 (11%)
D. Help residents and students travel to/from schools, OSU and other destinations in the City of Stillwater	205 (71%)	71 (24%)	14 (5%)
E. Providing safe routes for middle and high school students to get to practices and other appointments	197 (68%)	74 (25%)	20 (7%)

F. Reduce congestion on roads	186 (64%)	77 (27%)	27 (9%)
G. Ease parking problems in the City	137 (48%)	105 (36%)	46 (16%)
H. Ease parking problems at OSU	172 (60%)	75 (26%)	42 (15%)
I. Preserving air quality	180 (62%)	81 (28%)	29 (10%)
J. Making the community attractive to visitors	190 (66%)	76 (26%)	21 (7%)
K. Get people to special community events	103 (36%)	142 (49%)	43 (15%)
L. To support health and recreational opportunities	251 (87%)	20 (7%)	18 (6%)
M. To enhance the quality of life for the community	253 (88%)	18 (18%)	17 (6%)

9. Which THREE of the purposes listed in Question 12 above do you think are most important? [write letters for your top three choices]

A-84 (10%)	F-56 (7%)	K-7 (1%)
B-30 (4%)	G-8 (1%)	L-206 (24%)
C-22 (3%)	H-23 (3%)	M-148 (18%)
D-88 (10%)	I-54 (6%)	
E-53 (6%)	J-62 (7%)	

10. When traveling in Stillwater, which ONE part of the city do you most frequently travel to outside your home? (check one)

- | | |
|---|---|
| 1. Downtown Stillwater - 9% (<u>27</u>) | 12. Other: - 9% (<u>25</u>) |
| 2. Campus Corner - 1% (<u>3</u>) | McElroy to Main |
| 3. Washington St. "Strip" - 2% (<u>5</u>) | Fountain Square off Western |
| 4. Perkins Rd – Commercial - 25% (<u>71</u>) | 6 th between Western and Perkins (8) |
| 5. Hall of Fame Restaurants - 2% (<u>7</u>) | Couch Park (2) |
| 6. <u>1</u> Okla. State University - 35% (<u>10</u>) | North Washington (2) |
| 7. North Boomer - 4% (<u>12</u>) | North Perkins Road |
| 8. Public Library/Multi-Arts/
Community Center - 3% (<u>10</u>) | South Perkins Road |
| 9. North Main Street - 2% (<u>7</u>) | Western (2) |
| 10. East Highway 51 - 1% (<u>4</u>) | Sangre Road (3) |
| 11. West Highway 51 - 6% (<u>17</u>) | Jardot |
| | Rental properties near OSU |
| | Central business district |
| | 19 th Street |
| | 12 th Street |
| | Hall of Fame (NOC) |
| | Can't narrow it down to one area |

11. How many days per week do you normally travel to this destination (in Question #10)?

- | | |
|---|--|
| 1. less than once per week - 1% (<u>3</u>) | 4. three days - 12% (<u>34</u>) |
| 2. one day - 1% (<u>3</u>) | 5. four days - 8% (<u>23</u>) |
| 3. two days - 6% (<u>17</u>) | 6. five or more days - 72% (<u>210</u>) |

12. Which of the following BEST describes the primary purpose of your trip to this destination (selected in Question #10)?

- | | |
|--|----------------------------------|
| 1. Go to/from work - 51% (147) | visit friends/family (4) |
| 2. Go to/from school - 11% (33) | entertainment (3) |
| 3. Go shopping/run errands - 28% (82) | food (3) |
| 4. Go to/from medical or dental appointments - 0% (1) | work (2) |
| 5. Other: - 9% (26) | errands |
| Exercise/workout(10) | volunteer at the library |
| recreation(8) | church |
| school/classes(4) | Boomer Lake |
| | frequent travel to OKC and Tulsa |

13. Are there any other destinations in the Stillwater area that you would visit by taking a trail or bicycle route if available? (List up to three other destinations)

- Yes - **83%** (234)
- No - **17%** (48)

If you answered yes, please list the top three destinations you would like to visit.

- | | | |
|---|---------------------------------|---|
| • Boomer Lake (75) | • Sanborn Lake (4) | • Anywhere no. and ea. of Stw Creek (1) |
| • Downtown (71) | • S. of Stillwater (4) | • Applebees (1) |
| • OSU (52) | • Stw. Medical Center (4) | • Bowling Alley (1) |
| • Couch Park (33) | • Strickland Park (4) | • Church (1) |
| • Library (28) | • Western Ave. (4) | • Cimarron Town Homes (1) |
| • Parks, in general (26) | • Community Center (3) | • Dirt roads (1) |
| • Shopping, in general (26) | • 51, east (3) | • E. McElroy (1) |
| • Perkins Rd. (21) | • Hastings (3) | • El Vaquero (1) |
| • North Boomer (16) | • Multi Arts Center (3) | • Guthrie (1) |
| • Wal-Mart on Perkins (14) | • Post Office (3) | • Hideaway (1) |
| • 51, west (12) | • Schools, in general (3) | • Highland Park Sch. (1) |
| • Lake McMurtry (12) | • Airport (2) | • IHOP (1) |
| • N. Main Street (11) | • Aspen Coffee (2) | • Kameoka Trail (1) |
| • Fountain Square (9) | • Atwoods (2) | • Lakeview (1) |
| • Hall of Fame (9) | • Farmers Market (2) | • Lowes (1) |
| • Hall/Fame restaurants, in general (9) | • Coffee, in general (2) | • N. Jardot (1) |
| • Lakes, in general (9) | • Fairgrounds (2) | • N. Wash., toward HWY 64 (1) |
| • Restaurants, in general (9) | • 51, in general (2) | • OBGA (1) |
| • Babcock Park (8) | • Friends, in general (2) | • Panera Bread (1) |
| • Wash./The Strip (8) | • Grocery store, in general (2) | • Skatepark (1) |
| • Work, in general (8) | • IGA (2) | • Skyline Park (1) |
| • Sangre/Middle Sch. (7) | • Gym (2) | • Snocones (1) |
| • Wal-Mart on west 6 th (6) | • Lake Carl Blackwell (2) | • So. Woods Park (1) |
| • Albertsons (5) | • Perimeter of town (2) | • Stallard (1) |
| • Carmike Cinema (5) | • Skyline School (2) | • Total Rehab (1) |
| • City Pool (5) | • Teal Ridge (2) | • Westwood School (1) |
| • OK Tech Park (5) | • White Barn Estates (2) | |
| • Sightseeing trails, in general (5) | • YMCA (2) | |

14. Overall, how important do you think it is to develop Trail Master Plan for all of the City of Stillwater?

- | | |
|---|----------------------------------|
| 1. Very important - 84% (242) | 3. Not sure - 1% (4) |
| 2. Somewhat important - 14% (40) | 4. Not important - 1% (2) |

15. If you or other members of your household were going to use trail or bicycle route, which of the following would be the primary reason you (or they) would use it? [Check all that apply]

- | | |
|--|---|
| <ul style="list-style-type: none"> 1. Go to/from work - 46% (134) 2. Go to/from school (K-12) - 18%(51) 3. Pick up/drop off child at school - 7% (19) 4. Go to/from college/university - 43% (124) 5. Go to/from medical/dental appt. - 13% (39) 6. Go to/from meals, social events - 29% (84) 7. Pick up/drop off child from childcare - 1% (4) 8. Run errands/go shopping, etc. - 41% (118) 9. Go to Cnty offices or social services - 6% (16) 10. Would never use public trans. - 2% (5) 11. Other: - 50% (145) <ul style="list-style-type: none"> Exercise (89) Recreation (63) | <ul style="list-style-type: none"> Fun/entertainment (10) Getting to parks (5) Dog walking (4) Family time/activities (4) Go to library (3) Boomer Lake (2) Sightseeing (2) Church activities Reach residential areas and downtown Riding bicycles due to increasing gas prices Go to Aspen coffee shop Nature watching Getting to Multi Arts As a bike trail west of town Use would depend on where trails go and how congested they are. |
|--|---|

16. Do you believe that a comprehensive recreational trail and bicycle routes system increases the quality of life in Stillwater?

- (1) Yes - **99%** (282)
- No - **1%** (4)
-

17. In general, how supportive would you be of a slight increase in City sales taxes if the money were used to fund expanded public transportation services in Stillwater?

- | | |
|---|--|
| <ul style="list-style-type: none"> 1. Very willing - 62% (180) 2. Somewhat willing - 23% (68) | <ul style="list-style-type: none"> sure - 8% (23) 4. Not willing - 7% (19) |
|---|--|

18. Please give us your comment about the trail/bicycle facilities in Stillwater.

- | | |
|--|---|
| <ul style="list-style-type: none"> • Boomer Lake is a wonderful area for this, but I have to driver there, would walk if there was safe walking to there. Same as Couch Park. To me Couch Park is too isolated for me to walk alone in it. • Safe places to jog and walk from SW Stillwater toward town. • We can develop trails without an increase in taxes. We do not need to subsidize OSU athletics with our taxes. They should be self-supporting and our taxes should be spent on the welfare of all Stillwater citizens. We are well behind other similar communities in the development of bike/walking paths. They should become a priority. • Currently I can walk around town but is not very safe. There are sidewalks in some areas but they are not safe because most are only on one side of the street and often I must cross the street to stay on the sidewalk because it switches over to the other side. I know several people who would walk to Wal-Mart or campus more often if it was a more pleasant and safe path. • I think the Boomer Lake trail is great and I would like to see it link up with other trails. Many people ride bikes and riding in the road is dangerous with all the traffic. There are not even sidewalks on many streets. For instance, I have noticed that the bridge going over the creek on | <ul style="list-style-type: none"> McElroy (west of Duck St. and across from the softball fields) doesn't even have a safe way for a pedestrian to cross the creek. You either have to walk on a narrow concrete wall or in the road. I would like to see areas such as this improved even if it doesn't link to a trail. • Present bicycle use is a hazard. But proper design can make it safe and attractive. • Need to connect the trails we have and enhance and extend them to other areas. • Poor, but improving; check out Ft. Collins, CO, for community with good trails. • We have been lied to about 19th street for the past 5 years! I voted against the tax because of this. I cannot not get out of my neighborhood on my bicycle on 19th because of the traffic. This is NOT a bicycle friendly community. • 1) Add bicycle lanes (enforced) on both east and west highway 51. 2). Connect east and west side of Lake McMurtry with either a paved road or a paved trail. 3). Start enforcing the laws outlawing road rage against cyclists ie: passing too close, cutting us off. 4). Start enforcing the laws against illegal bicycling behavior on OSU's campus. |
|--|---|

- I feel that Stillwater needs to have a safe way for cyclist to ride. Today I was forced off the road on a street that is supposed to be a bike lane.
- Stillwater is bicycle UNFRIENDLY and most bike facilities suck. Boomer Lake trails are great but have safety issues. Work on improving bike lanes and trails IN Stillwater before looking at these grand loops around town. Make sure there is a safe shoulder for bike use on West Sixth. Complete the trail from Boomer to Couch and create a good safe trail from Couch to Babcock and on east to the Middle School and Country Club. The trail/sidewalk along 19th from Western to Sangre is not safe, except at Babcock Park. STOP allowing people (and the City) to use gravel for driveway entrances. Fill the cracks on concrete streets. Bicycling in Stillwater is dangerous because of the poor quality of streets, trails, and sidewalks. We can become a bike friendly town with some effort. Buy Boone Pickens a nice bicycle.
- If I worked in Stillwater, I would use a trail system to travel to work.
- We are unable to use them because there is nothing near our house. It seems ridiculous to drive to Boomer to use a trail that goes to the high school when none of us have any reason to go there. It would be helpful if the city would adopt codes that would require developers to build walking friendly neighborhoods. I would also like to know how our tax money is currently being spent.
- There are lots of them, especially where I live. Sales tax is already 9%, substantially higher than other surrounding cities and definitely more than other states. Perhaps better use of the money is in order, NOT MORE TAXES.
- After returning from a bicycle ride south of town, I dropped onto the walking and bicycle trail which passes under Boomer Creek bridge on Perkins Road south of sixth street. The trail is incomplete, ending just west of the bridge but extending some distance as a paved path on the east side through a stand of trees before turning into loose gravel. Here my memories stirred, catapulting me back in time and in a space to the opposite side of the world, to Melbourne, Australia. We lived there, my family and I, for six months. The Melbourne population, almost a hundred times that of Stillwater, crowds round Port Philip Bay, and we lived in the center of it in an eclectic neighborhood called Fitzroy. Melbourne, while very British compared to Sydney, reminded us more of an American city than any of our other foreign homes. The city grew helter skelter like American cities, patching together one subdivision after another. There is chaos and confusion. When big city life became too much, I escaped hustle and bustle by riding my mountain bike some six blocks from our home to the Yarra river trail. The Yarra, a major river city, compares in size with Stillwater Creek near flood level. She's not the Amazon and could be defeated easily, her flood plane stripped away and channelized. But the river meanders in the flood plane, and the Yarra trail wanders with the river, moving from formal gardens near city center, to high park land, to woods, to wild life sanctuary, to sports fields and back to sanctuary, sometimes with brief encroachments of city streets. I road the trail for tons of kilometers in the early morning on the

long summer days of January and February, before the congestion of morning walkers. The city disappeared quickly, the roar of the motorway replaced by the songs of the large black Australian magpie and the brightly colored parrots, or the pinging sound of the invisible bell birds. In the wooded areas, the stringy bark eucalyptus and other gum tree balm replaced the stench of diesel and gasoline exhaust. I particularly enjoyed one sanctuary where the loose gravel trail became an elevated wooden bridge over a marsh lake. Fog settled over the lake on late fall mornings, when the sun rose low in the northern sky. My tires clattered on the planks, but the birds sang again when I slowed to a stop. This sublime sanctuary belied the closeness of the city only a few blocks away. I shook my head and stood again on that short stretch of trail in south Stillwater, grateful for the few pieces of trail begun in our city and grateful to those on the planning commission and city commission for supporting these efforts. Should Stillwater's population grow by a factor of a hundred, those living here will appreciate the flood plane trails wandering through parks and wildlife sanctuaries in the middle of a large patchwork city. They will wonder, as I have wondered about the Yarra trail, if the "Boomer Creek Trail" and the "Stillwater Creek Trail" happened by careful planning or by fortunate accident.

- Son and I took dogs for a walk down the Kameoka trail 4/8/06. I was disappointed it was so dirty, what would visitors think!
- Would love to see it.
- Needs major expansion. Current trails are not connected and there are major sections of town that are not accessible.
- They need to finish what they've started. Stillwater is NOT a bicycle friendly town by any means, which leads to safety issues.
- Finish the blank spot in the Kameoka Trail before starting on an extension to Mayor Lacy's neighborhood.
- We need to make the trails useable by connecting as much of the trails/sidewalks system as possible.
- I have noticed several new sidewalks on the southwest side of town and I enjoy using them. I have also noticed that several people enjoy walking/running/bicycling on these trails. More would be greatly appreciated.
- I believe that the Boomer Lake trail system is one of the most important things the city has done. I very much support the efforts being made to put sidewalks around town. All you need to do is watch how many people use the Boomer Lake trail to see how widely used trails are.
- The facilities in Stillwater are terrible. I can't even park my bike at places, there are no racks. There are no bike lanes anywhere. Do I want to ride my bike down Perkins road where people are driving 50 mph?
- The city seems to be more and more congested as the years go by. It is possible for me to ride my bike to campus from N. Perkins, but there are some busy intersections I do have to cross where people do travel well above the speed limit. Some areas I ride on do have a sidewalk, and some do not. I have often thought it would be so nice to have a place to safely commute all the

way to campus without running into those "gaps" where there really is nowhere to ride other than the busy road where people want to go 50 in a 35mph zone.

- Every major city has one and I think it would promote exercise and outdoor activity and add to the beauty of the community.
- I use the trail system around Boomer Lake very frequently.
- The trail around Boomer Lake is nice although it would be nice to have a more natural feel to the trail (cinder or fire gravel instead of concrete). For me and some others a trail that parallels Washington would be nice. If OSU would cooperate this could be integrated into the planned expansion north of the present campus and extend through campus to the south. Some east-west trails connecting the existing/planned Kameoka trail to the Washington trail would help too. Another trail might parallel Western and use streets (Ridge) and parts of the drainage creek land. Our area is largely cut off by heavily traveled streets. Crossing these or traveling by bicycle with the flow of traffic can be stressful. Thinking ahead could provide for development of the trails along with street improvements. Should some streets have a parallel but physically separated bicycle/pedestrian trail? What about the present upgrade to Lakeview? Planning should currently include at least as far south as 32nd, north to Richmond, west to Country Club and east to Jardot.
- Good start. Keep up the effort.
- There needs to be a better skatepark...also bigger....near Boomer Lake.
- I would love the Kameoka Trail to be completed from North to South.
- This survey is skewed towards transportation usage as a primary benefit of a good trail system. Recreation use should be the primary consideration when developing any trail system. I was amazed that there were not any questions that asked how citizens utilize the current trail system. Please complete the trails system from Couch Park to Boomer Lake before you spend any money on trails that were not identified in previous park and/or trail master plans. A multi-use trail system linking all of Stillwater's fine parks would be a tremendous benefit to the entire community.
- When will Boomer Lake and Couch Park be connected, and how?
- Trails to support health and attitudes aids to keep bicycles and walkers off of city streets and county roads since they don't pay to support the roads, and they are a danger to everyone out there, to aid business is secondary.
- I love the trails on 19th and Western and around Boomer Lake. What I'm mainly wanting is a sidewalk along East Virginia Avenue, between Payne and Stallard, to meet up with Stallard Street's already existing sidewalk. This would allow us to recreationally walk, bike, and run errands much more efficiently and pleasantly.
- It's a great idea! I would like to see it ASAP!
- They suck. At the moment, Stillwater is not a very bike friendly town.
- I like walking trails such as Boomer Lake and Lake

McMurtry.

- I would be willing to pay the increase in taxes if the trails were easily accessible to me.
- I just spent a semester in Copenhagen, Denmark which is full of bike lanes and found to be an amazing way of transportation. It cuts down on the need of huge parking lots, gas, pollution, and I never saw a single overweight person on a bike. It brought people out more to the street as well, which made it safer for pedestrians, especially the "no car zones" they recently implemented. I don't think Stillwater should go that far, but bike lanes would be great! Thanks for trying to bring them into the city!
- Trail around Boomer is great, well used.
- I think this has been an important issue that has been avoided for many years. There are so many places in Stillwater that are not accessible because of no sidewalks or bike paths for bikers.
- I am not aware of other bicycle routes in Stillwater other than at Boomer Lake.
- There are a number of bicycle routes in Stillwater and my wife and I use them often. We would like to see more.
- The Kameoka Trail is nice; however, outside of that trail the ability to get around Stillwater on a bicycle safely is very limited.
- #1 is the lack of a protected path for bicyclists to ride within the city. #2 lack of enforcement of the rules of the road by autos (speeding, running stop signs, and ignorance of bicyclist's rights to the road) and by bicyclists (traveling on the wrong side of the road, not obeying traffic signs and lights, and seeming ignorant of bicycle safety) #3 connectivity.
- I hope a great deal of thought will also be given to landscaping the areas. I think the attractiveness of the areas will be important.
- I would like to see connecting trails so that one could get across town or/and access existing trails such as Boomer Lake and the Kameoka Trail.
- Badly need expanding to connect major city centers.
- I am totally unaware of any trails where I could go running or walk by dog. I am from Austin, TX where there are wonderful trails where both are possible. Frankly, I miss it.
- We need something. Currently my husband and I ride to work when the weather is nice, but every day is an obstacle course. We have almost been hit numerous times because drivers are inattentive and in too much of a hurry to notice us, even with our flashing lights.
- I don't feel safe on all parts of our existing trail.
- They are developing, but need to be further developed.
- Its time to invest in the community and give alternative life style. Make it easier for people to walk, ride a bike, skateboard, get from one place to another. I would especially like to see you work with the university to get safe pedestrian and bicycle trails across the streets that border OSU. Bridges and/or tunnels work for me!
- There are no bike lanes in the downtown area. I have lived in Corvallis, OR (the other OSU) and it is very easy

and safe to bicycle around the town. It could be done in Stillwater but it would take a commitment (people and money) to make it happen. I would suggest that someone from Parks and Rec visit with their counterpart in Corvallis to see what they have to offer.

- I would love to see the trails system expanded in Stillwater. We are new to the community and really enjoy hiking and have found the number of safe, family oriented trails to be small in number and in length. It would be nice to have a nice long trail (10-15 miles with several entry points) on which to take long bike rides. We would wholeheartedly support a raise in our taxes to support this worthwhile endeavor. Thanks for getting the ball rolling on this. We look forward to seeing the progress. Thanks!
- Really need bike/walking trail to link Crosswinds/Country Club Basin/Pecan Hill housing through Country Club golf course to new Wal-Mart and Country Club Road to like to Sangre Elementary/Stillwater Middle School. Can be efficiently done by linking 8th Ave. near dead end to 9th Ave. on NE corner of golf course (near 9th and Blue Ridge). Require Wal-Mart to put in bike/walking trails on its new SuperCenter property. Need trails linking all to Meridian Tech. and its new trail around its pond. Also need bike trails on Country Club Road N. and S. of Hwy. 51 (Lakeview to 19th Ave.) and HWY 51 S. on Sangre Rd. to 32nd. HWY 51's current bike trail ends at a very busy and dangerous point, across the street from the Holiday Inn, with no safe way to get to a safe area.
- Trails should be wide enough to allow easy passage between multi-use users. They should connect residential neighborhoods and residential/recreational/commercial areas. And, of course, connect with OSU. If you are to attract young people to jobs you have to have this type of recreations. How about a trail connecting Stillwater and Perkins? Things like this put your town on the map of places to visit. We vacation in Iowa (DesMoines), Minnesota, and Wisconsin because of the Rail to Trail conversions that they have. It has literally brought life back to small communities with catering and bed and breakfasts.
- I believe that we should take the lead of the ADA – and decide that whenever a road has a major refurbishment, a bike/pedestrian trail goes beside it.
- Stillwater would be a great community for trails. Currently, there is a great deal of difficulty and danger in bicycling around Stillwater. Many sections of Stillwater, including our section of Woodland Trails, are disconnected from schools and recreational areas. My family would love to take bike rides across the city but the dangers of roads without sidewalks, trails, or bicycle lanes prevent us from doing so.
- I love what has been started. I think that bike trails are very important, because we have two teenage boys, and I would rather they ride their bikes on sidewalks than the roads (less chance of getting hit). I know they don't seem to get in trouble by riding on the sidewalks now, but in some towns they enforce rules about not riding bike on sidewalks. I don't know if we have an ordinance like that in Stillwater, but I hope not, because I don't like the kids to ride in the street. Even in the bike lane, they are too close

to traffic if they accidentally lose their balance and veer out into the street. So bike trails are a great alternative to this.

- I really appreciate Stillwater making an effort to build more sidewalks/trails (especially round that pond on HWY 51). I think more trails and sidewalks are going to improve the city, ease traffic and make our city healthier. More sidewalks please. You've got my support. I ride my bike or walk as often as I can, but sometimes I elect to drive simply because there's not an easy way to get there via safe sidewalks. Thank you.
- Improving. Need better route from West of VoTec and Country Club and along west HWY 51.
- Some walkers and bicyclists have different expectations on trails. Walkers typically walk tow or more wide on trails. Bicyclists typically ride at faster speeds requiring them to pass walkers. Stillwater should consider developing and posting guidelines for use of trails such as walkers staying on the right allowing bicycles to pass on the left.
- One main problem, in my opinion, is that there is a lack of public sidewalks which greatly contributes to the non-bike friendly atmosphere of Stillwater. If I can't get to the bike trail from my house because there isn't any sidewalks to ride bikes on (for safety), then that will hinder my use of the trail.
- I think it is a good idea although getting to and from work is N/A to me as for the distance is to far. I do think it would be a benefit to those who live more in city limits and for students. We already pay enough taxes, the city just needs to be more educated and make better decisions on how they are going to spend that money. They need to get their priorities straight.
- The existing trails are oriented to the University and parks and do not cater to the industrial end of town where thousands of people travel to and from work everyday. Perkins road, Virginia, Jardot, Lakeview, Mercury Ave., Marine Dr., Airport Rd., and Richmond Road are a hazard to ride on. These are the roads mostly traveled on and should have generous (wide) bike trails and covered rest areas in case you get caught in a rain and need to stop. Also, the trails that exist today are not continuous and require that you ride in dangerous roads to continue your bike ride. Not acceptable. A city as flat as Stillwater should have bike trails or side strips dedicated to bicycle traffic on every street. Boomer Lake should have a separate bike lane where bicyclists can travel at a generous speed without running over pedestrians (walkers) with their headphone on who cannot hear a bike coming from behind. These comments, I believe, will ensure a high quality of life, improve peoples health, and make the city attractive to visitors who consider moving to Stillwater. Do it.
- Not sure of the various trails available, would appreciate a folder of description for the trails, locations, plus the rules and requirements. Eugene, OR has one of the best networks of trails to the USA.
- I also believe that it is extremely important to establish and improve a public transportation system so that there won't be so many cars on the roads. The traffic has gotten

terrible! It took me three tries to make it through the light at Perkins and 6th the other day. UGH! (I've lived here for 19 years)

- They are poor and extremely limited. The route from Babcock Park on 19th to Sangre is a nightmare.
- We need continuous sidewalks. I like to walk around but our sidewalks are often discontinuous. This is the major factor affecting my walking activities and is also a safety issue. Stillwater could be a lot more attractive for living if it had nice sidewalk systems.
- We moved to Stillwater from Denver two years ago. Denver has a wonderful trail system throughout the city that is well used and a selling point to draw new residents and visitors.
- Need to establish bike/walking trails and sidewalks to all major housing areas and schools. Need to connect existing trails and especially on bus roads.
- We recently moved from Boulder, Colorado and one thing we really miss is living in a pedestrian friendly environment. Its was nice to be able to walk out our door and walk/jog/ride on a trail to get to the park, the store, the restaurant, school, work or to just have fun and get some exercise. We love Stillwater but a trail system would greatly improve the quality of life. A well defined trail system promotes healthy and active lifestyles and provides an alternative to driving. Please implement a trail system today!!
- Right now they are abysmal. Something needs to be done to improve the trails.
- **NEED SOMETHING SAFE TO GET FROM WEST SIDE OF CITY WHERE MOST OF THE DEVELOPMENTS ARE TO OTHER PARTS OF CITY.**
- I would hope that eventually a trail would be available to those of us who live on the west side of town, especially with the new Wal-Mart and other facilities moving to this side of town.
- In the central part of the city they seem adequate. Where bicycle routes are not designated, sidewalks are available. A bicycle lane or sidewalk system on N. Washington/Boomer would benefit people traveling to businesses and schools to the central part of the city.
- What trail/bicycle facilities?
- Need better and more trails.
- Please consider where new commercial construction is occurring and the safety burden put upon school age children. Sidewalks would help increase safety.
- We should plan to get this done before it is too late. As the city grows, implementing a trail or bike route will become harder and harder.
- Some of the trails are new and in great shape out in the Sangre area, there are few places that need to be completed to make the whole trail system come together. Like from 19th and Western to 19th and Sangre!
- Keep working on it!
- We would use our bikes a lot more if it were safer. Need more bike lanes, etc. And motorist education. We routinely almost get hit crossing with the pedestrian walk

light by cars making right hand turns. Trails need to be paved a 2 ft. chat path would be greatly appreciated.

- I wish the trails along 19th Street between Western and Sangre would be updated.
- My husband and I are avid cyclists and find the lack of safe places to ride a real deterrent. We've almost been hit several times.
- City sales taxes are over used, and property taxes should be increases, sales taxes are putting the city burdens on students, most OSU students do not have children in the schools.
- Considering the awful conditions of city streets and the many homes without sidewalks along busy streets that children must travel to catch school busses as well as other neighborhoods without sidewalks causing people to walk in the streets, trails have a very low priority.
- What little is available is nice, most definitely need these trails with gas price increases and outlook on obesity and other health issues. would like to see these included in lower income areas also.
- We would like to see some development of trails on Western going north from 19th.
- I don't feel safe riding a bicycle around town.
- Neighborhoods most needing access are the lower income level neighborhoods (yes, like mine). We have no choice sometime but to walk/bicycle considering the cost of fuel. Walking/bicycling is not an option but a necessity. With small children it is somewhat dangerous.
- Currently trails are more functional for recreation than travel to/from other destinations.
- Besides having a route that connects one end of town to the other that isn't subject to auto traffic, how about eradicating the poison ivy in all public areas, it's the #1 reason I don't walk in any of the parks!!!! So bad that it's growing up a tree across from the police station!
- I would ride my bike almost every day if a safe route existed. High gas prices are going to have lots of people considering this option for work especially. Prices are not going to go down. The sooner safe routes exist, the better, plus it will improve the health of the community. This will greatly add to the appeal of Stillwater to people interviewing here, especially at OSU, because salaries are not as high here. Lets make Stillwater a healthy, clean community and keep people here as well as attract them. Thanks!
- The trails/bike routes available in Stillwater represent a major shortcoming of this community. I have lived in and visited many other university cities that have outstanding trail networks. This, to me, is the most important issue facing our city.
- If this is done well, it could be a tremendous asset to Stillwater by increasing quality of life, accessibility, and attractiveness.
- Please, fix the existing bike routes first. They are very dangerous and frequently one has to ride next to vehicles.
- It's fun around Boomer but a bummer on Washington.
- The trails that currently exist are, in some places,

conductive to bicycle travel, and others are not at all. The loop around Boomer Lake provides a somewhat convenient route into town, as I am able to connect to the trail via Airport Rd., which has light enough automobile traffic to be safe for bicyclists. However, during the evenings and weekends, there are too many pedestrians for the trail to be efficient for bicyclists. It is increasingly important that if a system of trails is built in the city, that it be well-designed. If it is not properly designed, the usage will be sparse. Routes on which pedestrian traffic is expected to be significant, such as Boomer Lake loop, should feature pedestrian facilities that are spatially separated from the bicycle portions. Any sections that are designated for bicycle use must be constructed with high quality pavement and must be of sufficient width. I am an undergraduate student of Civil Engineering, with an emphasis in Transportation. In the development of the trail system, I would like to give my input (from a user's and an engineer's perspective) to the extent to which I am ethically allowed, as I am not yet a licensed professional engineer. If you are interested, please contact me at xxxxxxxxxxxxxxxx. Thank you very much for opening up this forum, and I hope that I can be of assistance.

- Trails that are close to very busy roads do not provide a pleasant experience. As you plan the trail, please try to keep them protected from the noise and fumes of busy roads/streets.
- Not sure what has happened to the master plan for connecting Boomer Lake to Couch Park. I always end up jogging and biking on the city streets.....there just aren't enough connected (or any) trails. I would very much support trails and use them if they are a long enough consistent route. Oklahoma leads the country in heart disease, part of this is due to the lack of exercise promotion and trails throughout the state. Tulsa has done an excellent job along the river.
- WOULD LOVE TO SEE A COMPREHENSIVE PLAN DEVELOPED.
- Some of them are ok, but it feels unsafe riding a bike in certain parts of the city. Safety at night, such as adequate lighting in areas across the city is an important issue.
- I like the paths on 19th Street. I wish there was a way to get from 19th to the Tech Center other than a quite narrow Sangre.
- I would love to ride my bike more if there were more trails. A lot of times there are no sidewalks on the major roads, so I don't feel very safe when riding my bike on the road with cars flying by me.
- Minimal and not easily accessible.
- I primarily use the trail around Boomer for exercise but would appreciate other areas. What's been started should be finished. The trail from the high school goes to ????. Then picks up somewhere???? And goes to Fazoli's and then where???? Okay we have to use public roads to Couch Park. Please finish that.
- Since there are limited sidewalks and the neighborhoods are very compartmentalized (not interconnected), it would be beneficial to have more connectivity through trails (and streets for that matter) so that a long walk for exercise

would take you to new places. It would be good to have an alternative to driving up to Boomer Lake to take a nice and safe walk.

- I use the trails at least three times a week for exercise. I would like to see the trails cleaned up behind Cimarron Plaza. The trash is horrible. It is in the trees and in the creek. I love walking this area because of being away from the traffic.
- Please do not pave them with concrete! Asphalt makes a much better surface for walking, running and biking.
- With the decrease of OSU parking lots, better bike trails are essential.
- Have enjoyed the new paved trails along 19th. Daughter and friends walk/ride bikes to Fountain Square Country Club Road. Wish the trail had been completed back when my kids were attending Sangre and the Middle School.
- Like to see the middle part of the Kameoka Trail completed in my lifetime.
- I think it is highly important to place paved sidewalks on moderately busy streets, especially in neighborhoods. It is easy to avoid extremely busy streets, but there are so many streets that have houses and busy through traffic, but no sidewalks for people who are traveling on the street not in a vehicle. It is extremely dangerous to have walkers and bikers (especially walkers) sharing a two lane road with quickly moving traffic.
- Poor routes. Many dead ends or trails that dump into high traffic areas.
- Stillwater needs a more connected bicycle route. A trail from Boomer to Couch Park would be very nice, and a more bicycle friendly side walk down 6th Street is desperately needed – or an alternate bike route. It would be nice to connect the fairgrounds to the sidewalk system too. Another thing that is needed is a better mapping system – all maps available at the office are for specific parks – and not even all of them – a good map is needed –I like one in the phone book, except that it outlines the bike trails/bike friendly sidewalks and shows you where the parks/recreational areas are.
- We need options! This city is not easy to get around with a bike or on foot. I totally support this effort, full steam ahead!!!
- At my age I won't use them much but believe they are important to many other people.
- I also think that access to Parks and Recreation from every neighborhood is required...i.e, there is no sidewalk access from our area (Summerlin Sub-Division).
- I used to live in a city that had wonderful pedestrian/bicycle trails and loved using them and felt safe doing so. The bike lanes on some of the streets in Stillwater are so narrow that it feels safer to use sidewalks if and when available!! Our family would love to see trails that connect all corners of the city and make it possible to use alternative methods of transportation in a safe manner. Thanks for working on this.
- The trail around Boomer and at Couch Park are nice. I haven't used any others.

- We would like to see biking/jogging trails in Stillwater to encourage activity among residents. Health and fitness should be encouraged.
- This trail would be very important to me because of moneys from gas price increase would be deleted.
- It would give so many wonderful opportunities to all age groups.
- Not enough running trails.
- More would be better.
- Maybe alternative transportation would enhance health and save on the cost of gasoline and medical costs to more than offset the cost of an increase in sales tax.
- The City Commission to make this a priority and fund it accordingly. Gas prices are only going to increase. We need alternative transportation routes to better serve the citizens of Stillwater.
- Not only do we need an improvement in terms of trails and bicycle routes (putting green signs on the side of the road does nothing) but improvement of sidewalks. You cannot walk from where I live to the cinema without walking in the road at several points (Duck and McElroy) and the quality of the sidewalks is often very poor.
- I think it would be very nice to be able to ride anywhere in this town without being struck by passing motorists.
- Need alternative to gasoline. Grates in bike paths trap bike tires. Need safe travel for wheelchairs. Bike riding and/or walking are very dangerous on Perkins, Main, Hall of Fame, and Sixth. Crossing those streets is almost impossible on foot.
- I wish the current trails were better linked together and that they had ways to get across the more busy streets (i.e. Hall of Fame and McElroy).
- Decent, but could be much better.
- Please don't pave trails with concrete. It is so hard on the feet and knees even when walking.
- Care should be taken to investigate materials for paving of trails, e.g., paving with concrete will be very detrimental to the health of the walker/jogger/runner.
- I would like to have a separate bicycle trail from the walking trail around Boomer, etc. for safety reasons.
- We need to show our citizens that we care about not only the air and noise pollution of our city, but also their health.
- Please use asphalt for the surface material instead of concrete.
- The bike routes are far and few. I would like to see bike laws similar to Oregon, where bikes can ride in the streets without the fear of death. In many locations, the street is not wide enough to allow for a bike path (McElroy west of Perkins). This makes the bicyclist either ride a different route or brave the cars and try and keep pace with them.
- The development of the current system is one of Stillwater's finest activities. It is time to expand the existing trail system.
- Incorporating softer surfaces for running. Concrete is very bad on the legs and even an asphalt surface would be much more beneficial to exercisers. Concrete wears down the legs of runners and can ruin careers if new surfaces are not incorporated.
- If you do install trails around Stillwater, please consider paving them with anything but concrete. Concrete has very little "give" and commonly causes injuries for runners and walkers. Asphalt is a better material as it is much more shock absorbent than concrete. Thank you for considering walking/biking trails in Stillwater.
- Have been waiting many years for the connection between Couch and Boomer Parks. Hope it's done soon. I commute via bicycle most of the time but have recently decided to stop because it's too dangerous. Clearly marked routes, clear rules and strong enforcement are necessary. Should ticket bikes on sidewalks and cars pulling up beside bikes at intersections. Should first launch mass education campaign, part of which could be issuing warnings, say for 2 or 3 months, then give real tickets with real fines.
- I use trails for exercise-keeps me off the trafficway. Pave these trails with "soft" material—like asphalt, not concrete.
- Need sidewalks/trails along Western towards 32nd St.
- Don't use concrete, complete loop around city would be desirable.
- The "bicycle lanes" on Western/Hall of Fame and North Washington Street are a dangerous joke. A white line does NOT make the gutter a safe place to ride. Trying to stay in the "lane" is a sure way to have an accident when your tire gets stuck in a crack or hits the asphalt edge. (That has happened to me...luckily there was no car right there to run over me when I went down.) The worst part is, because of the "lane", cars expect you to ride in the gutter, and yell obscenities when you don't. If nothing else, FIX THAT PROBLEM!!!!
- As a 17 year regular bicycle commuter from several areas of the city, I can say with authority that much needs to be done to improve the bike trails/lanes in and around Stillwater. In particular, I'd like to see more designated lanes, bicycle-mounted police, lanes designed with protection of cyclist in mind and more enforcement of existing traffic laws for both motorists and cyclists. Stillwater could be much more bicycle friendly town. If much larger cities like Portland, OR, Madison, WI, and Ann Arbor, MI can do it, so can we. This is a particularly pressing issue given the high cost of gasoline and limited public transportation in Stillwater. Plus, the weather is so nice most of the year—even in the summer- there is no excuse not to have a better system!
- They need improvement of surface quality, quantity, and connectedness.
- I would like to see a bike trail that connects Pecan Hill subdivision (off of Range Road south of HWY 51) to the system of bike trails on 19th Street. We have to pack our bikes up and drive to 19th to utilize the series of trails there. It is too hilly and narrow to safely ride on Range Rd. now.
- Go to any progressive, modern city and they have one thing in common, namely, good streets that also incorporate a bicycle path. For instance, Charlottesville,

VA. Nothing lends more to the stigma of a dumpy town than bad streets. Stillwater falls into this group which overshadows all of the wonderful things our town has to offer.

- Our family enjoys Boomer Lake almost every day of the year. I sometimes feel scared when biking in other areas of the city. Stillwater residents seem angry about bicyclists who use roadways. Please help educate drivers as well as provide safe places to bike.
- For runners, it would be nice to have asphalt instead of concrete.
- Don't use concrete for the trails, asphalt is better, but the small gravel is best.
- Please address the safety issues for those currently using bicycles to commute in Stillwater. There is a lack of knowledge for riders and drivers regarding traffic laws when sharing the road with cyclists. Also, please make sure the bike routes are maintained and free of dangerous debris.
- This would be a progressive move that would actually attract other businesses to the city.
- Taxes are already high, please pursue grants. This is very important for Stillwater, but we need to find a way to fund it without increasing the already heavy tax load!
- Anything that can promote healthy lifestyles, environmental health, and will add beauty and a unique feel to the city is an excellent idea.
- Main through Farm Rd. should all have sidewalks or trails.
- For healthy lifestyle reasons and for overall city accessibility, I would love to see us build a comprehensive, safe (no motor vehicle) trail system that extends to all parts of Stillwater.
- Hope that the current trails will be expanded and connect all parks. What a great way to "tour" our town and get exercise!
- I think a bicycle trail would be a wonderful feature for the City of Stillwater to offer to the public. In the town I grew up, in Indiana, they built a trail that cuts through more than 5 towns, which were old train tracks. They changed the train tracks into bicycle trails and the town has benefited very much from the trails. I think it would also add to having something more to do in Stillwater, besides going to Boomer Lake, going out to eat, or going to the movies. That's about all I can think of for entertainment in Stillwater. I have lived in this town for 9 months.
- The overgenerous waiving of a sidewalk requirement for builders and churches by city commission is institutionalizing the lack of community and connectivity and poor health in Stillwater. Having grown up in a traditional city with sidewalks and public transportation, I pity parents who have to ferry their kids everywhere for fear they will be run over walking or biking in the street. In addition, kids can't be independent here because they can't bike safely anywhere. Furthermore, the lack of enforcement or signage for the leash law means that trying to jog or walk your dog is like running the gauntlet. I commend you for your efforts and think the first step is to enforce sidewalks for new developments (and places like

Western from 26th to Babcock). So we don't have folks jogging in the street or ditches.

- I ride my bicycle almost everywhere. The roads are very unsafe for bicycles. Many times I am yelled at for being on the road (where I belong) and also on the sidewalk (where the cars want me). It is frustrating trying to get places when you have many impatient drivers buzzing around you. Stillwater needs better trails/bicycle facilities to ensure the safety of the cyclists.
- I, as well as others, frequently visit Couch Park and the trail across from it to walk my dogs. We desperately need a dog park.
- We could definitely use more- we all need to get out of our cars more.
- Stillwater GREATLY needs marked bicycle paths, as well as respect for the safety of bicyclists!
- The current trails/bicycle routes need to be better communicated to the community.
- Sales tax is already somewhat high, it seems, and some of the roads themselves could use work; I'd think keeping the roads in good condition should probably be taken care of first; but, the trails sound like a good idea – I think they'd be enjoyed; plus, what's a slight increase in sales tax?
- Non-existent or very dangerous!!!
- Have some good ones – need more. Safe trails to schools – very important.
- The bicycle trails at Boomer Lake are super. I have not checked out the trails near Couch Park, yet.
- Some good for recreational use, but not to get around the city for regular use.
- Current trail/bicycle facilities are inadequate and don't encourage commuting by bicycle.
- They're limited, but to have a plan to improve these would be excellent.
- I appreciate the Kameoka Trail/Boomer Lake but it's dangerous to cycle to get there. It's even worse for me to try to cycle to OSU for work. It's IMPERATIVE that Stillwater implement bicycle lanes throughout the area, for transportation purposes, not just for recreation. I'd ride my bike most everywhere if I could. But as a single, self-supporting adult I can't afford to risk my life to cycle down some streets/roads because of vehicular traffic (including passenger vehicles but especially city garbage trucks and 18-wheelers).
- We need to add/increase the trail/sidewalk areas from the growing residential areas that are a little further from town in order to connect them to the main areas of Stillwater. Such as our residential area south of 19th Street on Western. We have no way of getting to the shopping, sports, and park areas just north of 19th Street at Western because there is no trail or sidewalk.
- I think the trail is a great idea – but Stillwater already has the highest tax rate of any town I've been in (in and outside of Oklahoma). Perhaps T. Boone would be interested in donating if it was named after him? After all, his master plan is a major cause of parking congestion on

campus. This sounds like an excellent joint project for OSU and the City since it will be advantageous for both citizens, students, and OSU employees. I love the walking trail at Boomer Lake and think we need more like it and also more bicycle trails to keep those folks off roads like Jardot and East McElroy where the morning drive often threatens to become a “bowling for bikers” tournament.

- Kameoka Trail is nice, but there are areas where I would not ride alone. Marked trails on city streets are hazardous (gravel, large cracks, etc.).
- Currently they’re the worst I’ve ever experienced after living in four other states. They need attention!
- I really like the trail from Couch Park to Boomer Park. I wish there was a similar one connecting east and west, like from 19th and Range Rd. to downtown Stillwater and/or N. Perkins Rd.
- It would be very beneficial to the community. It would not only encourage people to get out and exercise, it would decrease the use of motor vehicles and provide a safe passageway for school aged children to walk to and from school.
- This is very important to the quality of life – this needs to happen quickly.
- Bicycle trail facilities are irregular and not reliable. Some places have bad cracks, potholes, and no sloped curves. I would love to see the city expand the trails, then more people may ride instead of drive around town.
- When I moved here I was told there was a master plan to create bike paths all over the city. I’ve seen some improvement but there are places that simply aren’t safe to cross. Traffic is rude and therefore the safety has to be considered from more than simply a drawing board perspective. YOU try riding from western Stillwater to Boomer Lake. Where do you cross Washington/Main? Try it during the high use commuter times. I’d love to be able to ride everywhere/most places. Trails around places like Boomer and from Boomer to the High School need better lighting and they need emergency phones or they need to be visibly patrolled. Marking distances would encourage people who are out on them for exercise. At this point many people I know drive their bikes up to Boomer, go riding, ride back to Boomer and drive home.

How much sense does that make? They do it because of perceived lack of road safety to get to Boomer.

- Have some good ones, need more. Safe trails to schools is very important.
- I think the increase in improving sidewalks has been great but we need more improvements from Sangre and 19th to 19th and Western. The trail/sidewalk is horrible. Bicycling that mile on the road is dangerous and the trail is barely there. Past the one good area at Berryhill is a gravel spot you easily slip on. Of course it is really pretty good after Surrey Hills and before 19th and Sangre.
- My parents visited, brought their bike and may never do so again after trying to bike around town and feeling they risked their lives, especially on HWY 51. Not an attractive city for them to visit anymore for purposes other than strictly family socialization. Too many car/bike accidents in town!
- All trails need to be connected and we need a lot more trails around Stillwater. As soon as possible!!
- Need more along main highways.
- We need bike trails for kids that are safe, away from traffic. Also, very few neighborhoods have sidewalks for bike riding. Where are we suppose to ride?
- McElroy and Main is not bike friendly.
- Stillwater is not a bicycle friendly city. A long term input – attitude and infrastructure (wider paving with bicycle lanes) is necessary.
- Intersections that need work – McElroy and Main. No way to cross McElroy to ride the trail behind the shopping mall.
- Just do it! PS – FYYFF!
- Look at some cities that have made improvements in bicycle commuting. It makes the town so much more pleasant and increases outdoor activities. I would like to see a through bike lane added on 12th Street. The conditions of the bike lanes in Stillwater discourage proper rider etiquette. (You can’t ride in the bike lane when it is rough, grown over, or has a drain.).

THANK YOU FOR YOUR TIME - THIS CONCLUDES THE SURVEY

Please return your survey in the enclosed envelope

February 2006 Public Meeting Survey
Stillwater Trail Task Force
BICYCLE/PEDESTRIAN TRAIL SURVEY
 FEBRUARY 2006

The first number represents the number of responses received, the second is the percentage.

PART 1 – GENERAL INFORMATION

1. Age:

0 - 0% 17 and under 19 – 24% 26 - 45 12 – 15% 66 and over
 3 – 4% 18 - 25 44 – 56% 46 – 65

2. Gender: 40 – 52% Female 37 – 48% Male

PART 2 – RECREATIONAL TRAILS

3. Does the existing trail system meet your needs?

61 – 82% No 13 – 18% Yes

4. Should the trail system be expanded to other areas in Stillwater?

76 – 99% Yes 1 – 1% No

5. What type of activity do you enjoy on trails? (you can pick more than one)

66 – 85% Walking 31 – 40% Bird Watching 4 – 5% Roller Blade
 49 – 63% Bicycling 20 – 26% Run/Jog 0 – 0% Don't enjoy trails
 4 – 5% Other (please specify) *dog walking (2 responses); nature study and just being in a beautiful place; nature hikes with my children;*

6. Why would you use a trail?

71 – 93% Exercise 30 – 39% Basic Transportation 23 – 30% Family Activity
 68 – 89% Enjoy Outdoor Environ. 39 – 51% Watch Nature 14 – 18% Learn (Educational)

7. Where do you walk?

51 – 67% parks (Boomer, Couch) 48 – 63% neighborhood streets
 36 – 47% trails (Kameoka, McMurtry, etc.) 13 – 17% other *sidewalks (2 responses); 19th St. sidewalk nice linear trail; total rehab on the treadmill; can't-no trails or sidewalks; walk to work everyday (I mean I try anyway); Sanborn. Botanical Garden; OSU campus; Hinrichs Park; OSU cross country course; to go to bank & post office; I bike around Stillwater*

8. What prevents you from walking more?

35 – 51% no trails/sidewalks where you want to go 20 – 29% traffic
 20 – 29% no accessible trails/ sidewalks 10 – 14% personal danger
 24 – 35% other: *I still run sig. but need to expand trails; it's a long way to sidewalk or trail from my home; time (6 responses); too hot in summer; poor lighting (2 responses); long way to go to real trail; I want to feel safe on the trail even when alone; disgust w/trash, esp. in streams, connecting link; prefer a variety of settings/connected areas; laziness; discontinuous trails across town; I walk as much as possible; health concerns; legs hurt; I can't walk; need more trails, already using all existing trail; only place to rollerblade is Boomer Lake; public ridicule-public attitude for walking; live far out*

PART 3: ON-STREET BICYCLE ROUTES

9. Do the existing bicycle routes meet your needs as a bicyclist?

51 – 86% No 8 – 14% Yes

10. Should bicycle routes be expanded to other areas in Stillwater?

68 – 99% Yes 1 – 1% No

11. What kind of riding do you do?

48 – 76% casual recreation 23 – 37% serious or intense recreation
30 – 48% commuting

12. Where do you ride?

50 – 79% neighborhood streets 30 – 48% trails
39 – 62% cross town streets 12 – 19% off-road
15 – 24% other: *highway (8 responses); country/rural roads (3 responses); there are few places to ride safely; these questions are very directed to get a desired answer; campus; from hwy 108N to OSU; main roads; I don't*

13. What prevents you from riding more often?

32 – 52% too much traffic 24 – 39% feel unsafe
37 – 61% not enough bike lanes 16 – 26% other *time (5 responses); mostly weather during; work; too hot in summer; unsafe, poorly paved narrow streets; got rid of bicycle years ago due to no safe place; lack of safe, pleasant lanes on my commuter route; no/narrow shoulders on roads I must use; traffic exhaust; dangerous drivers who try and do harm cyclist; health concerns; I can't; live far out*

PART 4 – SAFE ROUTES 2 SCHOOL (SR2S)

14. Are you a parent of school age children?

54 – 78% No 15 – 22% Yes

15. If yes, do your children walk or ride a bicycle to school?

13 – 81% No 3 – 19% Yes

16. If no, what prevents them from doing so?

6 – 40% traffic 5 – 33% too far
6 – 40% personal danger 4 – 27% no good way to get there
2 – 13% other: *More convenient to drive & it is a bit far; age – child is 18, no “normal” kids ride bike to school*

17. Would you support a “Safe Routes to School” initiative in Stillwater?

67 – 99% Yes 1 – 1% No

18. Please give us your comments about pedestrian/bicycle facilities in Stillwater.

- I think they are good but need to be expanded.
- Need wide lanes & multi use walkways
- Woefully lacking! **MUST** include sidewalks and need to consider ADA issues!
- Sound like Stillwater is really off to a good start, but we have a long way to go in comparison to other university communities. I would like to be able to ride in a safe manner from the suburbs to dormitory, church, shopping centers, etc, on public roads. Would also like walking trails that are connected. Need a shoulder on hwy 51- eastbound to Stillwater.
- Need to tie routes together
- Streets too narrow and dangerous to the main roads to cross Stillwater. Traffic sometimes no respect or knowledge of bike safety.

- We have a good start on trails within Stillwater but have long ways to go. Kameoka trail is excellent and needs to be completed.
- I feel strongly about the need for sidewalks along major thoroughfares. I live off of Lakeview and really don't have a safe way to connect to existing sidewalks. There are not even shoulders to walk along most of Lakeview east of Perkins.
- I would like it to be easier for pedestrian and cyclists to get to businesses, doctor's offices etc. We need requirements for bike racks and businesses and offices that are not totally surrounded with parking lots. How about more planning for businesses with sidewalk access and parking behind the building. I would also like to see labeled nature trails and trails in shaded areas which would be pleasant in the summer. Most important would be to connect the fragments of the Kameoka Trail.
- We need a bicycle system. There isn't one that is safe. We need wide sidewalks and trails, which are flat and even.
- We can't keep up with street maintenance and have poor sidewalks in neighborhoods; these should be brought up to standard first.
- Facilities are fairly minimal compared to other communities in this state and nation. I believe there is sincere interest in improving the facilities here. Improved facilities would pay long term benefits including healthier citizens, attracting tourism and business relocation, and an overall improvements in the quality of life in Stillwater.
- Boomer Lake is great.
- Coordinate City trails plans in OSU, high school, and elementary schools
- They are pretty sad at present. They are not laid out in a way that facilitates people using bicycles as alternative to automobiles. They are poorly placed and worse yet, poorly maintained. Grates need to be set perpendicular to direction of travel on streets. Street maintenance needs to be looked at, some breaks in pavement are wheel-wreckers
- Need trail to Parkview Estates. Trail plan looks very good.
- Continuity needs to be expanded – link existing trails to form a network. The proposed trails (Don's power point) look great! Utilize parallel trails for different uses: concrete next to chat, etc.
- Stillwater is far behind other communities in creating a "complete street" program. We must have access for pedestrians and bicyclists to walk and ride for transportation and recreation. We need a "Go Boulder" type of campaign.
- Thank you for the street lights across the Boomer Lake Bridge. The trail has heavy use – walkers, hikers, people on roller blades and mothers pushing strollers. Also, on young man in a wheel chair uses the Boomer Lake walking trail for his exercise. The trail on the east side of Boomer Lake (about 2/3 blocks) depends on the lights from Husband Street which is not enough light at night and many people use this trail after dark. The walking trail could be moved to Husband Street if the area was paved or light poles could be erected along beside the walking trail. This will complete the trail to be well light.
- Vehicular traffic is unaware of bicyclists, and some people dislike bicyclists and threaten to run them off the road and/or hit them. Maintenance for Lake McMurtry trails, follow the model of the City of Boulder (CO) Mountain Parks & Open Space "Junior Ranger" program – employing areas of middle-school & high-school kids during the summer & maintain trails at minimum hourly wage. Run crews in buses with 2 leaders per crew – adults paid an attractive rate to keep them working with the program year after year.
- Unsafe routes in city are where one might want to go shopping and on roads with in city but out of 1 mile from down town.
- There should be a safe crossing whenever the sidewalk connects only to the other side of the street
- Bicycles and walking should not be on the same trail. Some bicyclists are too aggressive to coexist with walkers.
- It would be nice to have more sidewalks throughout the town. Perhaps the board that allows construction/development permits should REQUIRE sidewalks for all new areas!
- Need to have analysis of walking routes around schools, prior to encouraging more walking by students
- We need a Rails to Trails
- Bike lanes on busy streets are too narrow to be safe. New sidewalks in some areas of town are a great improvement to pedestrian safety and convenience. These should continue to be expanded, especially in new residential areas.
- The move away from the phony "bike lanes" is a positive move. I would like to be able to cross town both north-south and east-west without having to switch roads several times. I would like to see the city set a very high standard for a complete trail system that would encourage bicycle commuting.
- Thanks for the McMurtry and Kameoka trails! For citizen health, I recommend developing safe and pleasant bicycle routes for all major commuting routes. Also, I'd love a nature trail in Hinrichs Park and walking trails in other natural areas.

- We need to expand our trails and bicycle routes for further enjoyment of outdoors.
- I am vaguely aware that an initiative was started years ago to create bike routes in Stillwater. Some work was done. Either it did not get enough support or was too expensive; I feel what was done at the time was inadequate. Especially for the many students who use bicycles for transportation around town. If there were safe routes (referring to dangerous auto traffic), I believe more citizens would bicycle. It's fun and healthy.
- Too disconnected, too few. Bike lanes as part of the road are OK, but still really hazardous.
- It should be a priority to complete Kameoka Trail from Boomer Lake all the way to Couch Park.
- We started several years ago with bike routes/paths but have not continued to expand on the program. People need exercise and biking is a good option.
- I mainly ride to commute to work, -4.5 miles one-way. I must use sections of major roads (Perkins Road, Airport Road) which lack adequate shoulders. Traffic is often oblivious to bicycles. I think public education about bicycles is as important as new trails or lanes devoted to bicycles. Need to integrate city trails/lanes with OSU approach routes, especially with OSU moving toward satellite parking, etc.
- If possible need to separate bicycle lanes from traffic lanes.
- There needs to be more commutable streets w/ bike lanes. Also, the bike lanes need to be wider. There could be more lanes on the east side of town. Put in the other side lane of HWY 51 going west. There is no lane on the south side going east bound. Having to ride against traffic is very dangerous and uncomfortable.
- The biggest problems for cyclist are drivers. There are frequently attempts to injure cyclist. The public must be made aware of the right of cyclist. Drivers who do not should be subjected to fines and even jail time. This "share the road" isn't going to do it. There must be enforcement of the rights of cyclist. It is to the point cyclist are carrying weapons for protection!!
- I frequently ride trails in other areas of the state and region
- It's important to be able to get out and exercise. I would like to see more people walking and riding instead of driving a car.
- I think it would be great to expand the bike trails around Stillwater streets
- As north Perkins road sees more development, the need for sidewalks up to and beyond the Carmike, say, to Richmond Road, becomes painfully apparent. My daughter attends Richmond, and physically could handle riding a bike to school, but there is no safe route from the North Star, Park, and Liberty area. When we have had car trouble, and before OSU transit began, we had to walk the 2+ miles on roadside, sloping grass to get to/from school and home. It is also dangerous to walk, say, to Wal-Mart from our neighborhood. Sidewalks need to be extended up North Washington between Boomer Park and Richmond Road. Richmond Road between Perkins & Boomer needs sidewalks.
- The bike route runs out at Western & 6th, dumping you out into traffic! Bike "routes" often too bumpy to stay inside lines, exposing cyclist to traffic along side them. Not enough trees along trails for shade!!!
- Dangerous to travel on streets from SW resident areas probably true for residences in North also.
- Need more rollerblading trails
- Need more paved trails for rollerblading.
- Bicycle & pedestrian facilities should be expanded and the city should mount a serious campaign to change the public attitude about walking or bicycling as a means of transportation. Stillwater is a small, flat town-ideally suited to walking and biking.
- The more the better!
- Please call me or another individual involved in the OSU Botanical Garden/Stillwater Creek (Oklahoma Stream Team subcommittee) for the first (actually 2nd) meeting- perhaps Feb 27 (Monday) 2pm, but I need to check my calendar and get the right time. Location: OSU Botanical Garden Learning Center. On-sit contact: Keith Reid and/or dept. head for landscape architecture. For: stream bank stabilization, sustainable development towards Master Plan for OSU Botanical Garden, stream water quality improvement for Stillwater Creek and Couch Creek. Interested in Trails Task Force.
- Love the share the roads signs and painting info on streets. Really appreciate the map of street routes. To create better quality of life we must include bicycles and pedestrians into ALL street projects. Street Dept. should maintain edges of city streets. * We should have a contact person in the street Dept. It would be nice to connect the east and west sides of Lake McMurry. Need shoulders on Hwy 51 west.

- Connect East and West sides of McMurtry. Pave shoulder on East bound 51 from I-35 to Western. I am available and willing to participate in this process.
- Need shoulder on east bound side of Hwy 51 from I-35 to Stillwater. Need to publish cost of various types of trail materials in terms of installation and maintenance.
- I really like the existing sidewalks and trails that we have. The problem is that the closest sidewalk to me is about a half mile away. The trails are even further away. If I could get a good link to either that would be nice. I like to ride my bike but I feel like it is a bit dangerous here in Stillwater. A few more dedicated, well maintained routes would be nice.
- Connect the existing trails. Make trails separate from the road ways. Make presentations to various civic groups to educate the general public. Need OSU Master Plan person on trails committee. Educate the developers about positive influence of trails.
- Need shoulder on Hwy 51 pronto! Don't create crossing dangers – people won't go to the corner to cross. Connect east and west sides of McMurtry with trails and paved roads. Maintain roads- eliminate cracks. Reposition grates to be parallel to road. All streets- new and reconstruction need lane width between 12-14 ft!!! Please!!! Stay positive – we can do it.
- We drastically need Hwy 51 west to have shoulders all the way to I-35. All new reconstruction (road) should be wide enough for bikes, including the reworking of highway 51 from western to country club.
- Encourage city street maintenance department to stress bike safety when doing road repairs. I. E. Fill the cracks!
- Linkage within community is essential. Need to tie (both foot and bicycle) trails together; OSU, schools, neighborhoods, parks, business, and etc.
- Lakeview east of Perkins needs some sidewalks. Walkers that commute and quite a few school kids walk along this street each day. It is dangerous and something needs to be done. I appreciate the efforts that have been put into the trails planning. Good work planners.
- Please make sure we include ways to maintain trails, so they don't disintegrate. Also, do we really need \$1 million trails? Isn't there a less expensive way to do this? What is a charette? Please explain. Very good to talk about this as a transportation issue, not just a recreation issue.
- I love it!! Great work. Let's get it rolling. I'll help in any way. We need to add eastbound shoulder on west highway 51 to alleviate a very dangerous situation.
- We are interested in connecting the University strongly into this system. We would like to work with you on Cowboy (?) Hall of Fame ideas. Should be a part of OSU Master Plan.
- I am very interested in improving Stillwater's trails and pedestrian routes to make the city the bicycle capitol of Oklahoma. I would be happy to assist the Task Force in any way possible, as I have been commuting to OSU for 20 years by bicycle and also enjoy Lake McMurtry's mountain bike trails for both biking and walking. With a little imagination, Stillwater could be a leader in developing a trail system for commuting as well as recreation.
- I am not sure if I received the info correctly. However, I hope the plan for the "outer creek loop" will not be multi-purpose as in the trail being concrete, then for horses, etc, and back to concrete. I would not look forward to the trail just to end while I am riding my bicycle.

September 2004 – Payne County Fair Survey

Bicycle/Pedestrian Trail Survey Results

Total Responses as of 10-11-04

PART 1 – Multi-Use Trails

1. **How important is a multi-use trail in your neighborhood?**

33% Very important 23% Somewhat important 2% No Response
35% Important 4% Not important

2. **Does the existing trail system meet your needs?**

44% Yes 51% No 5% No Response

3. **Should the trail system be expanded to other areas in Stillwater?**

84% Yes 7% No 9% No Response

4. **What mode of transportation do you use on the existing trails?**

58% Walking 3% Roller Blade
31% Bicycle 3% No Response
5% Other: running; would walk if closer; none; running, scooters; jogging; stroller;

5. **How often do you walk for exercise or commuting?**

7% seldom or never 14% once a week 2% no response
9% once a month 40% two or three times a week
9% twice a month 16% four or more times a week
2% other: I walk for a living; run & walk

6. **Do you walk for:**

84% exercise 9% both 2% no response
2% commuting 2% other: work; run & walk

7. **Where do you walk?**

33% neighborhood streets 15% trails (Kameoka, McMurtry, etc.)
49% parks (Boomer, Couch) 2% no response
9% other: anywhere and everywhere; roads in my neighborhood; armory in bad weather; hospital; dirt roads; trail on 19th - but needs repairs

8. **What prevents you from walking more?**

11% personal danger 9% traffic
11% no accessible trails/sidewalks 8% no response
19% no trails/sidewalks where I want to go 42% other: time constraints; weather; time element; hot weather; work; not enough time; none close to my neighborhood; time constraints; time; 19th and Western going east on 19th no trails; time; work; time; time; belong to fitness facility; health; all of them; i walk where ever I need to go; between August St. and Sangre on 19th trails in bad shape; no safe to walk to school; time; motivation; time; personal

9. **What would encourage you to walk more?**

18% more trails 16% more sidewalks
17% better access to trails 17% lights, benches on trails
16% trails/sidewalks that go to parks, schools, businesses 6% no response
11% other:

PART 2 – On-Street Bicycle Routes

10. **Do you own a bicycle? If no, proceed to Part 3.**

47% Yes 47% No 8% no response

11. How important are on-street bicycle routes to you?

Total Percent:
19% very important 28% some what important 46% no response
5% important 2% not important

Responders percent:
35% very important 52% some what important
9% important 4% not important

12. Do the existing bicycle routes meet your needs as a bicyclist?

15% Yes 36% No 49% no response

Responders percent:
29% Yes 71% No

13. Should bicycle routes be expanded to other areas in Stillwater?

56% Yes 0% No 44% no response

Responders percent:
100% Yes 0% No

14. How often do you ride your bicycle?

12% seldom or never 7% once a month 5% twice a month
9% once a week 51% no response 14% two or three times a week
2% four or more times a week

Responders percent:
24% seldom or never 14% once a month 9% twice a month
19% once a week 29% two or three times a week
5% four or more times a week

15. What kind of riding do you do?

38% casual recreation 6% commuting
8% serious or intense recreation 48% no response
0% other: would commute if it were safer

Responders percent:
72% casual recreation 12% commuting
16% serious or intense recreation
0% other

16. Where do you ride?

25% neighborhood streets 16% trails 38% no response
11% cross town streets 2% off-road
8% other: Boomer lake trail mostly; Boomer park; Boomer & McMurtry; in parks/lake area; where I need to go; hwy 51; Boomer Lake

Responders percent:
40% neighborhood streets 26% trails
18% cross town streets 3% off-road
13% other

17. What prevents you from riding more often?

14% too much traffic 23% not enough bike lanes
13% feel unsafe 36% no response

- 24th is not wide enough for 2 cars let alone a biker. There are no sidewalks or safe areas to ride bikes on 25th off of Black Oak.
- More/wider sidewalks; stop light & walk/wait at Lakeview & Husband
- None, my child is only 4 years in Pre-K
- More sidewalks and bike lanes; rush hour is scary in the morning; too much traffic for kids to be on the street or crossing it – people don't pay enough attention when they are running late in the mornings
- Safer environment. More sidewalks
- I don't think it's safe for a child now days to walk much over 2 or 3 blocks
- Have better bike ways and more bike racks
- The trail is in bad shape along 19th. It needs to be widened and the brush cleared along it.
- Complete trail from Boomer Lake to Parkview Estates, install crosswalk buttons on traffic light at Airport and Washington intersection
- Better bike path, walking trails, safety folks (patrol) at 19th – Sangre

24. Please give us your comments about bicycle/pedestrian facilities in Stillwater.

- Horrible. Seems like there are more and more bicycles on city streets with no room for cars to pass safely. Bikes then want to act like cars and go 10 mph on 35 mph streets, blocking your way.
- Stillwater has a good start on bicycle/pedestrian trails! Expansion would be excellent (a) connect existing trails (b) add more trails as money becomes available.
- I feel bicycles should be required to have a warning bell if they use the walk paths and trails. Several times I have been startled by bikes approaching from the back and a couple of times I have been barely missed by these folk. All people should be careful not to impose on others using the trails possibly bikes should have a marked lane on the trail. We enjoy the trails and parks here in Stillwater. We use them with our grandchild as well as for walking.
- Bikers forcing people off the sidewalks
- Below average
- Have better lanes along streets; not as an afterthought. Keep those lanes clear of trash and debris.
- It would be great.
- Bicycle riders need to pay attention when riding on road ways; even if they have bicycle lanes some riders do not use them. They need to respect the vehicle traffic and not ride on extremely busy road ways.
- Dogs are a problem in Stillwater – they use other people's yards for bathroom. Geese at Boomer mess up the sidewalks. May need more signs.
- I would use Boomer Park more when the proposed dog park is complete. I use Sanborn Lake now. The trails on the south and east side need work, as does the low water area on the west side.
- The road on 19th Street going east from Western needs something done. Kids try to walk down it. It's dangerous. Also need to promote kids to stay on sidewalks instead of the street. Sidewalks should be bicycle too.
- The current existing bike routes are too narrow and not paved smoothly. There are often areas where the road pavement meets the curb pavement and bikers must ride on this crease. Bike routes often end abruptly and one must join in car traffic to get to their destination.
- On occasion, I'm forced off the path girdling Boomer Lake by person on fast moving bikes.
- Room for improvement – but not bad
- Not enough, traffic is dangerous
- The ones we have are great – there just aren't enough of them – they need to go everywhere
- Need sidewalks up and down 12th street from Main St. to Western
- Not enough bike lanes, bikers ride on narrow roads with no shoulder
- More than adequate
- The pedestrian facilities for exercises at the lake & parks are nice
- Would like to see mile makers (at Boomer) defined a little better; many street corners in the Skyline area, even where there are sidewalks, are very dark at night for walkers and driers alike; sidewalks in the Skyline area are very random and you have to keep crossing the street to stay out of the street.
- We need more real bike ways and just the gutters to ride. The drains and uneven pavement are not bike friendly.

- Most of them are excellent for walking.
- I think it's ridiculous that Hwy 177 is routed past an elementary school!! Move it east earlier (north) or change it south to Airport Road.
- All corners should have curb-cuts for handicap access. Some in our neighborhood don't.
- Most bicycle trails and/or routes start and stop. There needs to be more continuity and better connected bicycle routes through the community and to/from the community.
- I would ride my bike and walk more if we had more accessible and nice trails.
- The facilities are very good. Please continue to add trails, making all of Stillwater accessible with the same high quality of the past. Please protect trees whenever possible.

Additional Comments

- I'm not physically able to use these (multi-use trails) facilities.

Reference Copy

Trail Surfacing Cost Estimate as of January 2007 - Information from Stillwater Public Works Department

Item	Unit	Sy per 100'	Sy per Mile	Total SY per 100ft	Total SY per Mile	Cost per Unit	Total Cost per 100'	Total Cost per Mile
4" Concrete Sidewalk	SY	111.11	5866.67	111.11	5866.67	\$40.00	\$4,444.44	\$234,666.67
2" Asphalt*	Ton	111.11	5866.67	12.44	657.07	\$159.00	\$2,580.00	\$101,690.67
4" Asphalt*	Ton	111.11	5866.67	24.89	1314.13	\$159.00	\$4,446.67	\$200,250.67
Gravel screenings	SY	111.11	5866.67	111.11	111.11	\$5.00	\$555.56	\$555.56

* Includes primecoat and subgrade costs - see below for individual unit prices

2" Asphalt	Ton	111.11	5866.67	12.44	657.07	\$150.00	\$1,866.67	\$98,560.00
4" Asphalt	Ton	111.11	5866.67	24.89	1314.13	\$150.00	\$3,733.33	\$197,120.00
Prime Coat	Gal	111.11	5866.67	15.56	821.33	\$3.00	\$46.67	\$2,464.00
SubGrade	Sy	111.11	5866.67	111.11	111.11	\$6.00	\$666.67	\$666.67

Trail Surfacing Cost Estimate as of February 2007 - Information from Stillwater Parks, Events & Recreation Department

Annual Maintenance Cost per 1 mile of trail**	\$1,545.00
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**Includes: Mowing, Weedeating, Herbicide applications

*total in tons

Reference Copy

FLOWER MOUND CITYWIDE TRAIL SYSTEM

[Tools: Trail Dedication and Trail Easement]
[Public Objectives: Recreation, Transportation]

The Dallas suburb of Flower Mound is growing at an astounding rate—its population more than tripled between 1990 and 2000. It is not surprising, then, that residents and city leaders have become concerned about loss of open space in the face of rapid growth. One way the city plans to maintain its quality of life is through a trail dedication ordinance designed to conserve open space and create a network of trails for all to enjoy:

The Town of Flower Mound passed the trail ordinance in 1994. The town's Master Plan outlines where the trails are to be built. If a development is planned in a location where the Master Plan shows a trail, the developer is responsible for building the public trail.

Initially, developers were not overly enthusiastic about the new ordinance. The expense is considerable: the developer must fund all the costs of building the trail to the town's specifications. In addition, developers in Flower Mound are required to dedicate at least 3.36 acres of parkland for every 100 units. Land used for trails on the Master Plan does not count towards this requirement. If, however, the developer decides to build additional trails, the land used for these trails can count as parkland.

Developers have warmed to the regulations over the past several years as they realized that trail amenities help sell homes. Today, subdivisions frequently boast of access to the trail system when marketing new residences.

From: *Open Space - protecting open space: tools and techniques*
National Park Service — Rivers, Trails and Conservation Assistance

Approximately 25 miles of multi-use trails have been built—roughly half of what the master plan calls for. There are also about eight miles of equestrian trails, approximately ten percent of the planned total. Developers frequently deed the trails over to the town, so the town is responsible for maintenance. However, there are several developments where a homeowners' association owns the land, and the town has been granted a public use trail easement.

The trail dedication ordinance is working well for Flower Mound. Developers have constructed over half of the trail system at no cost to the town or existing residents, and the ordinance ensures that more trails will be constructed as land is developed. If the ordinance has a disadvantage, it is that gaps in the network remain until development occurs.



Photo: Citywide Trail System, Flower Mound, credit: Maximo Zampit

**CITY OF SANTA CRUZ
BICYCLE/PEDESTRIAN COORDINATOR**

Reports to: Associate Transportation Engineer
Supervises: Non-supervisory
Bargaining Unit: Service

BASIC FUNCTION

Under direction, plans and administers the City's bicycle/ pedestrian program. Responsibilities include planning, designing, and assessing facilities; conducting public information and promotional activities; and reviewing and recommending policies and programs. Performs related duties as required.

TYPICAL DUTIES *(May include but are not limited to the following):*

- Prepare and update bicycle and pedestrian plans.
- Oversee the work of consultants preparing plans and specifications.
- Design bicycle and pedestrian facilities, using manual drafting and/ or computer-aided drafting systems.
- Review policies and make recommendations for revisions.
- Monitor state guidelines related to bicycle facilities.
- Serve as staff to City bicycle advisory committee, including preparing agendas, minutes, correspondence, and reports.
- Analyze reports, studies, and related information and make recommendations for
- improving the accessibility and safety of bicycle and pedestrian facilities.
- Prepare informational material to educate the community and to promote bicycle and pedestrian programs.
- Organize and facilitate public forums on bicycle and pedestrian travel.
- Serve as the City's bicycle/ pedestrian liaison and coordinate programs and activities with regional agencies.
- Develop and monitor program budgets.
- Identify funding sources for bicycle and pedestrian projects and prepare grant requests.
- Administer bicycle locker program.

MINIMUM QUALIFICATIONS

Knowledge of:

- Principles and practices of planning and design used for bicycle and pedestrian facilities.
- Bicycle safety.

- Principles and practices of public administration and local government operations.
- Project management techniques.
- State of California Vehicle Code rules of the road, especially those related to bicycles and pedestrians.

Appendix G

Reference Copy

Ability to:

- Design bicycle and pedestrian facilities.
- Perform technical, qualitative, and quantitative analysis; and develop appropriate recommendations.
- Demonstrate effective oral communication skills, including public speaking.
- Prepare clear and concise written reports, correspondence, and other material.
- Plan and organize public education and promotion programs.
- Use personal computer applications for data management and analysis, and word processing.
- Maintain accurate records.
- Establish and maintain effective working relationships with those contacted in the course of work.

Work evenings and weekends, as needed.

Education and Experience

Any combination of education and experience that provides the required knowledge, skills, and abilities shown above is qualifying. A typical way to obtain these requirements would be:

- A Bachelor's degree from an accredited college or university with a major in planning, engineering, community studies, or a related field; and two (2) years of increasingly responsible planning, engineering, or related experience.

License

Possession at time of hire and continued maintenance of a valid California driver's license and a safe driving record; or ability to transport oneself during the course of work in a manner that is approved by the appointing authority.

DESIRABLE QUALIFICATIONS

- Knowledge of traffic engineering practices.
- Ability to use computer-aided design software.
- Ability to ride a bicycle to conduct field surveys.

Classification No.: 115
Date of Issue: 12/ 99
Supersedes: New

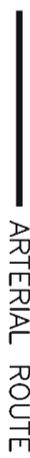
**Stillwater Trail Task Force
Public Meeting Comments
November 29, 2007
Stillwater Public Library**

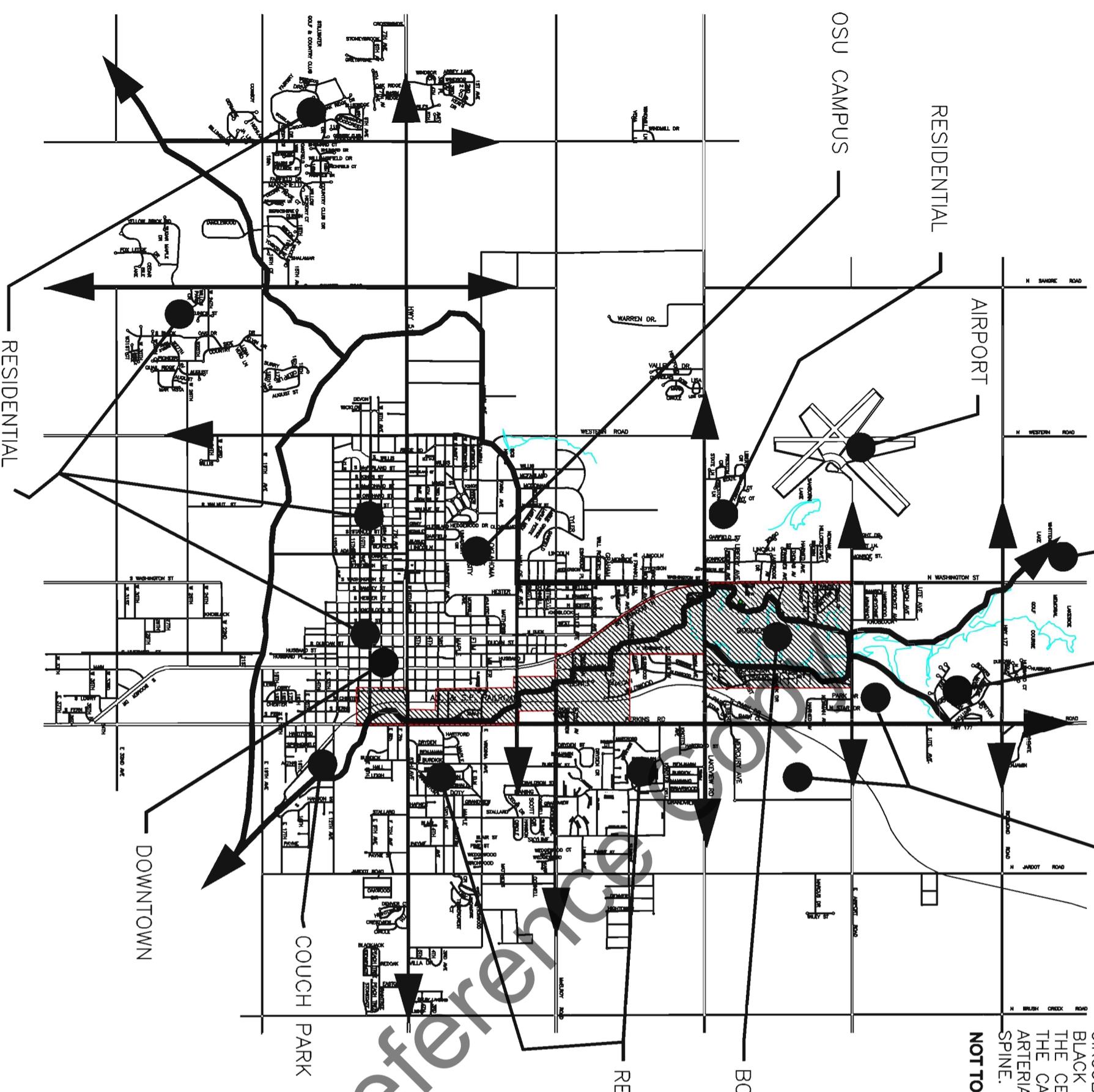
- OSU claims to be or wants to be the healthiest campus in the country then it needs outdoor exercise areas (trails) to connect the various aspects of campus (tech park, OSU botanical gardens, Lake Carl Blackwell) as well as neighborhoods where many OSU employees live. OSU needs to be encouraged to approach potential donors particularly the Seratean Foundation to fund trails and road access.
- Great Job! We're behind y'all! We would hope that there would be no 90° or sharp steep curves when the trail goes under a bridge. We have heard of accidents on some of the existing trail under bridges at Western and also Hall of Fame. These could be corrected with appropriate engineering.
- Stillwater needs this trail system! It will benefit everyone in our community, making commuting by bike easier, offering an opportunity for young and old to get out, exercise and just enjoy nature. In Tulsa property values along their trail system are higher because of access to the trail.
- The plans seem to be well thought out and I agreed it needs to be implemented. Good luck.
- The importance of on-street bicycle routes needs to be stressed. (bicycle) Commuters (which are NUMEROUS) use streets, not "trails".
- Driver education is desperately needed. "Share the road" needs to be painted on roads ASAP (e.g. Washington St.!!)
- Washington St. could be converted to 3 lanes to improve safety
- Enabling bicycle commuting will ease parking problems on campus & traffic. This will be accomplished by making streets safer for bicycle commuters.
- Many (many) more people would commute via bicycle if they could get to the campus safely from all parts of town.
- The city is wasting money on 10' sidewalks that are not suitable for cycling. Make them ADA compliant-but put the money into wider outside lanes that can actually be used by cyclists.
- The plan is very important to improving the livability of Stillwater. If the town continues to grow, facilities like this are imperative.
- Need access from new Wal-Mart area to Tech Park and west of the new Wal-Mart – new development supposedly is going in at SW corner of Country Club and Hwy 51
- Good to know that the "new" 12th street will include bike provisions
- Good briefing

WHITTENBERG PARK
RESIDENTIAL
INDUSTRY
PEDESTRIAN/BICYCLE CIRCULATION MASTER PLAN

THE STILLWATER MASTER PLAN FOR PEDESTRIAN/BICYCLE CIRCULATION CONSISTS OF THE CENTRAL SPINE, SHOWN AS A SOLID BLACK LINE AND THE ARTERIAL ROUTES, SHOWN AS A DASHED LINE. THE CENTRAL SPINE CONNECTS MAJOR AREAS OF TOWN SUCH AS THE CAMPUS, INDUSTRIAL AREAS, COMMERCIAL AREAS, AND PARKS. ARTERIAL ROUTES CONNECT MAJOR RESIDENTIAL AREAS TO THE CENTRAL SPINE.

NOT TO SCALE

- LEGEND**
-  KAMEOKA TRAIL
 -  ARTERIAL ROUTE
 -  CENTRAL SPINE
 -  OPTIONAL ROUTE
- Not to scale



KAMEOKA PEDESTRIAN/BICYCLE TRAIL

CENTRAL TRANSPORTATION CORRIDOR
FOR THE STILLWATER PEDESTRIAN/BICYCLE
TRANSPORTATION MASTER PLAN
CITY OF STILLWATER
P.O. BOX 1449
STILLWATER, OK 74076
REVIEWED BY:

JEFF HOUGH, DIRECTOR OF PUBLIC WORKS

JOHN WESLEY, DIRECTOR OF COMMUNITY DEVELOPMENT

WILLIAM NELSON, DIRECTOR OF PARKS AND RECREATION

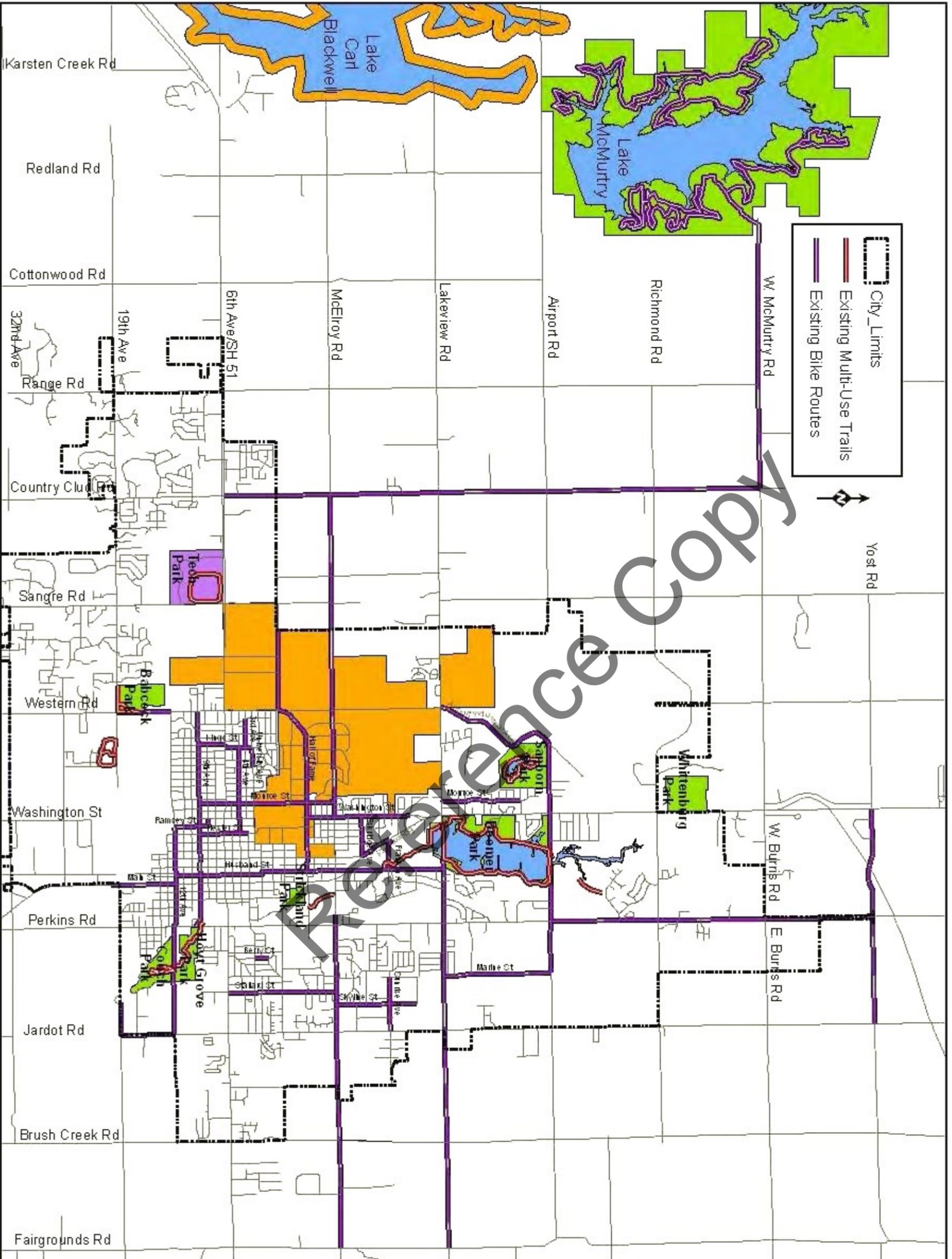
BRYAN BROWN, CITY PLANNER

DRAWN BY:
JOHN MCLENNY, PARK PLANNER
DATE: 1/12/93



SHEET
1
OF
6

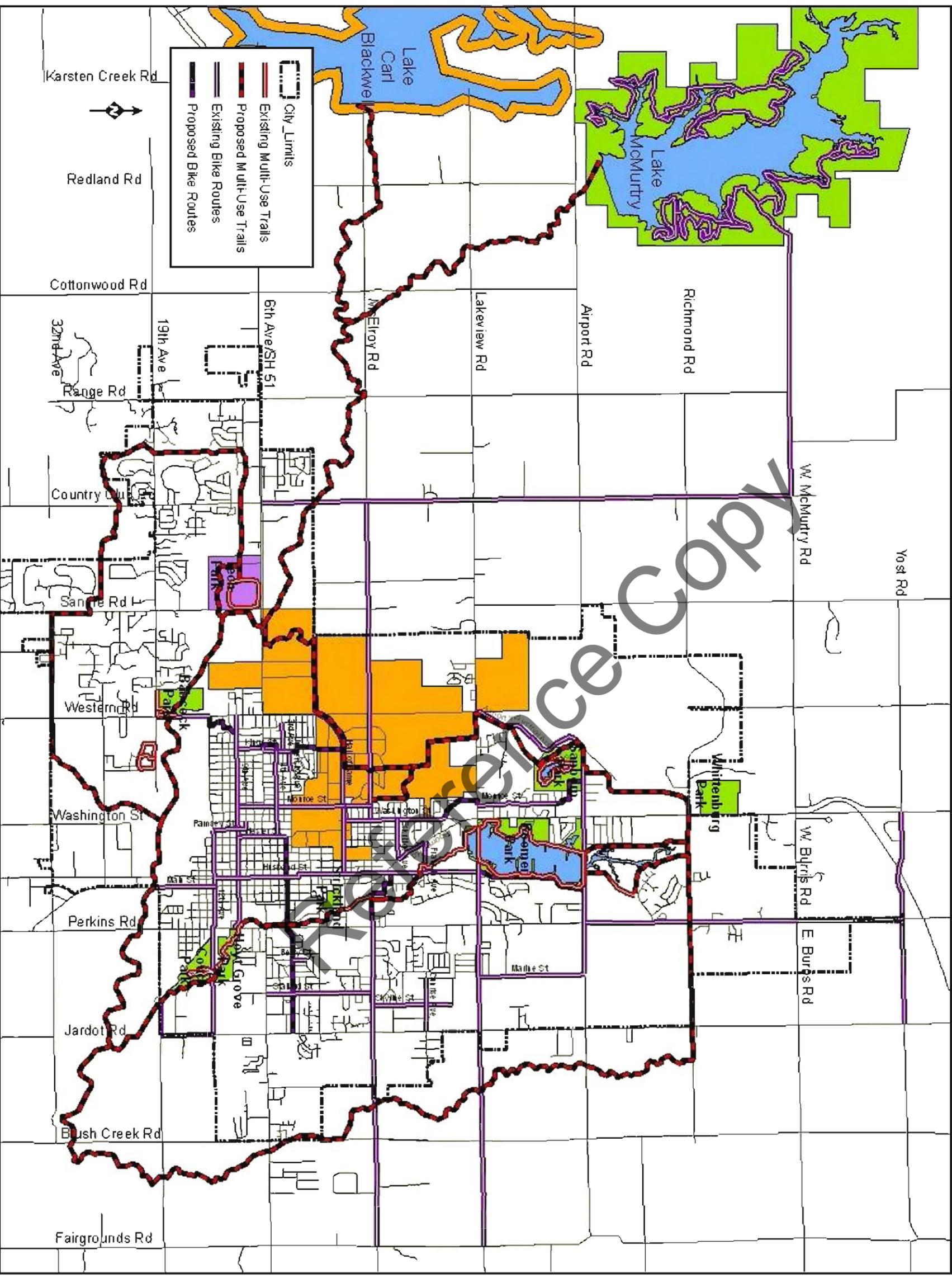
STILLWATER EXISTING MULTI-USE TRAILS AND ON-STREET BICYCLE ROUTES



CURRENT TRAIL/BIKE ROUTES AND DESTINTIONS

MAP 2

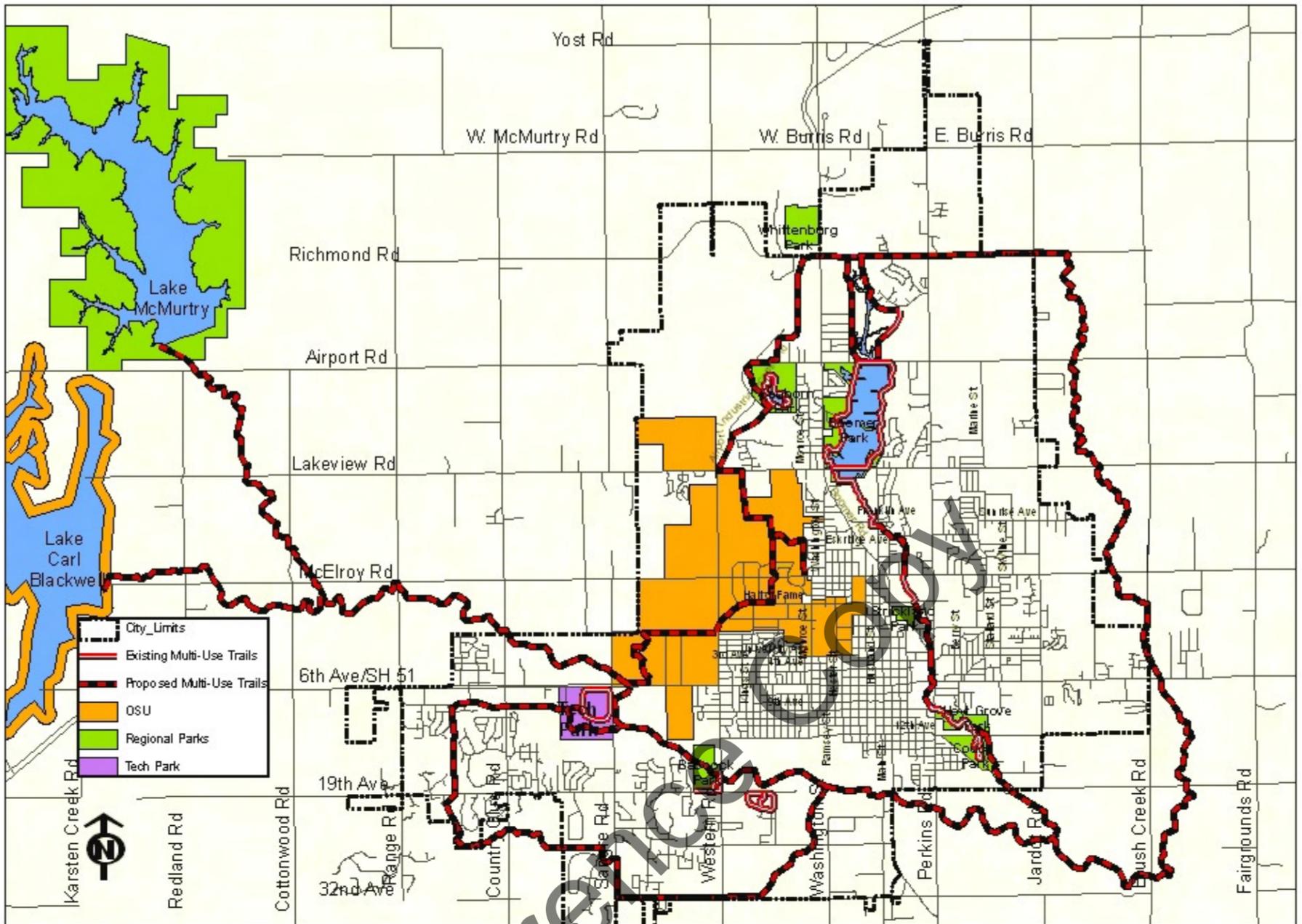
STILLWATER MULTI-USE TRAIL AND
ON-STREET BICYCLE ROUTE
MASTER PLAN - 2009



MULTI-USE TRAIL AND
ON-STREET BICYCLE ROUTE
MASTER PLAN - 2009

MAP 4

EXISTING AND PROPOSED MULTI-USE TRAILS



PROPOSED MULTI-USE TRAILS

RECOMMENDATION 1: COMPLETE KAMEOKA TRAIL CORRIDOR - COUCH PARK TO BOOMER PARK, PARKVIEW ESTATES AND THE LINKS

PROJECT: 4.1 miles; 10-foot wide concrete, multi-use trail to match existing segments

RECOMMENDATION 2: CONSTRUCT A TRAIL TO CONNECT TECH PARK TO BABCOCK PARK

PROJECT: 1.3 miles; 10-foot wide chat, multi-use trail

RECOMMENDATION 3: CONSTRUCT A TRAIL TO CONNECT SANBORN PARK TO OSU AND TECH PARK

PROJECT: 5.2 miles; 10-foot wide chat, multi-use trail

RECOMMENDATION 4: CONSTRUCT A TRAIL TO CONNECT BABCOCK PARK TO COUCH PARK

PROJECT: 4.7 miles; 10-foot wide chat/natural-dirt, multi-use trail

RECOMMENDATION 5: CONSTRUCT A SOUTHWEST LOOP FROM TECH PARK TRAIL TO BABCOCK PARK/COUCH PARK SECTION

PROJECT: 7.4 miles; 10-foot wide chat, multi-use trail

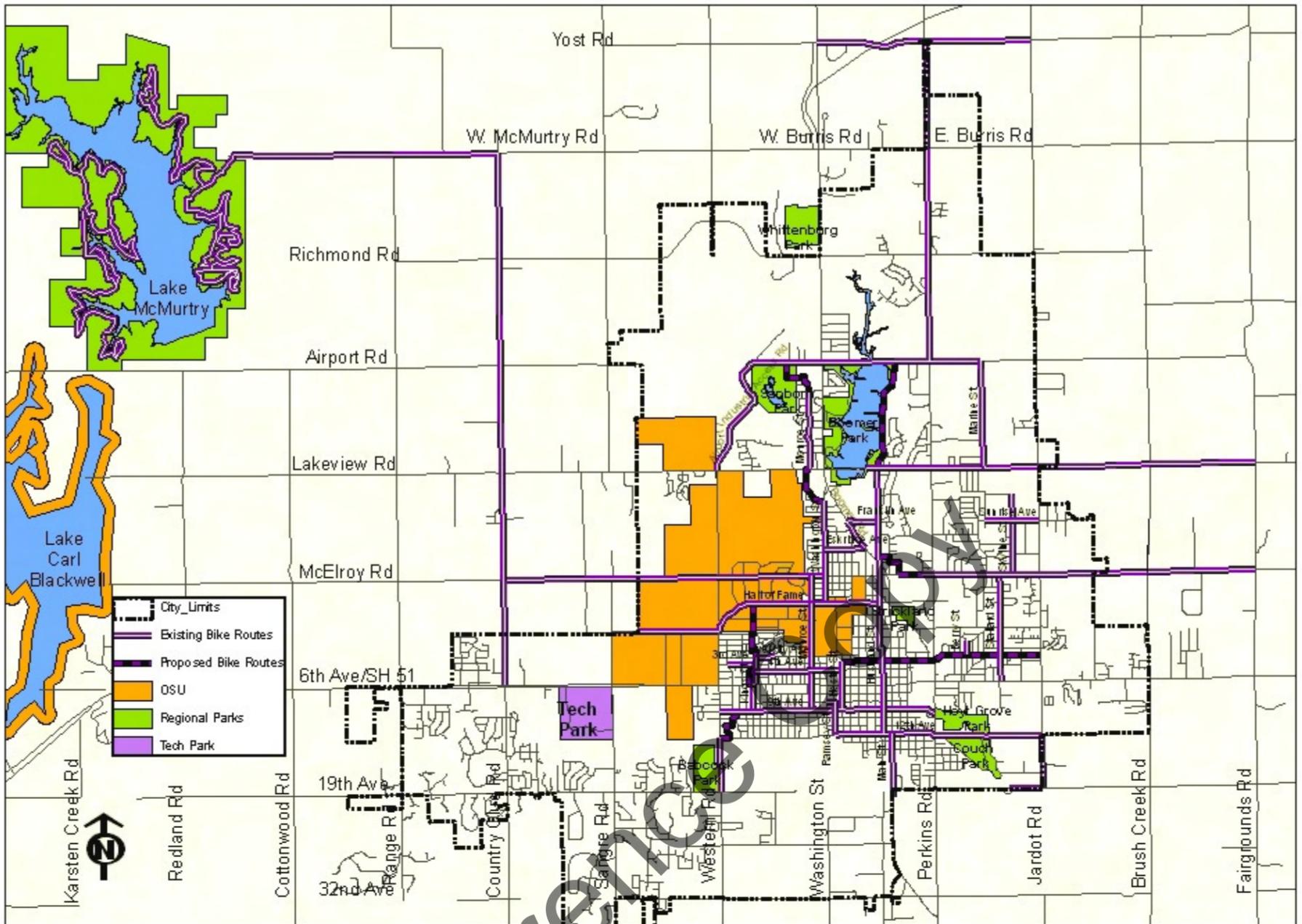
RECOMMENDATION 6: BUILD THE OUTER LOOP TRAIL - FROM BABCOCK/COUCH PARK SECTION TO SANBORN PARK

PROJECT: 11.9 miles; 10-foot wide chat, multi-use trail

RECOMMENDATION 7: CONTRUCT THE STILLWATER CREEK CORRIDOR TRAIL FROM TECH PARK TO LAKE CARL BLACKWELL AND LAKE MCMURTRY

PROJECT: 9.1 miles; 10-foot wide chat, multi-use trail

EXISTING AND PROPOSED BICYCLE ROUTES



PROPOSED CHANGES TO BICYCLE ROUTES

IMPLEMENT CHANGES TO EXISTING BICYCLE ROUTES

- > Eliminate the existing route on Western from 12th to W. Virginia Avenue
- > Replace this section of the route as follows.
 - East on 12th from Western to Ridge
 - North on Ridge to 11th
 - East on 11th to Ridge
 - North on Ridge to 9th
 - East on 9th to Kings
 - North on Kings to 6th
 - East on 10-foot wide sidewalk (does not currently exist) to the traffic light on 6th
 - West on 10-foot wide sidewalk (does not currently exist) to McFarland (Traffic cannot continue north on Kings due to one-way designation)
 - North on McFarland to 4th
 - East on 4th to follow existing route
- > Southbound traffic from 4th on the above route will continue on Kings to the traffic light on 6th due to the one-way designation
- > Provide access to the west side of the campus by a new route extending north on McFarland from 4th to Hall of Fame
- > Eliminate the existing route on 4th from Hester to Husband
- > Create a new route:
 - North on Hester on the existing route to 3rd
 - East on 3rd. This allows the crossing of all major arterials at traffic lights.
- > Extend the existing route on Husband from Airport Road to 12th Avenue. Eliminate all on-street parking on Husband.
- > Eliminate the problematic crossing at McElroy and Main by creating a new route:
 - North on Lewis to Tyler
 - West on Tyler to Main
 - North on Main to Hartman
 - West on Hartman to Husband (existing route!) (NOTE: This will tie the route to the existing trail between Hall of Fame and McElroy. A crosswalk will be needed at this point.

- > Eliminate the problem areas at Boomer and Washington and Boomer at Airport by a new route:
 - West on Brook Hollow Drive to the dead end
 - North on Monroe to Lakeview Road (This will require the construction of approximately 115-feet of trail to join the cul-de-sac on Brook Hollow to the cul-de-sac on Monroe.)
- > Extend the existing north on Monroe route to Airport Road by the following changes:
 - Extending the route north to Newman (or one of the other east/west streets)
 - West on Newman (or other) to Sanborn Park access road (This will require the construction of a trail connecting Newman Street to Sanborn Park, approximately 300-feet.)

IMPLEMENT SIGNAGE CHANGES

- > Install new "Bike Route" signs as needed and remove signs from eliminated routes.
- > Remove all "Bike Lane" signs.
- > Remove all lines from existing bike routes.
- > Paint new "Shared Roadway" signs on all routes.
- > Install a crosswalk and traffic light on McElroy and Lewis to connect the existing trail to the new bike route.
- > Ensure that the traffic detectors at all intersections will sense bicycles. At those intersections using video sensors, ensure that the sensors will detect bicycles. If necessary, mark locations at the intersections where bicycles will be "seen" by the detectors.

IMPLEMENT NEW CONSTRUCTION LINKAGES

- > A 10-foot wide sidewalk on the south side of 6th from Kings eastward to the crosswalk.
- > A 10-foot wide sidewalk on the north side of 6th from the crosswalk westward to McFarland.
- > A trail connecting Brook Hollow Drive to Monroe
- > A multi-use trail connecting Newman (or other designated street) to Sanborn Park.