

BICYCLE SAFETY ACTION PLAN FOR THE CITY OF BARTLESVILLE, OKLAHOMA

2019



Approved by Bartlesville Transportation Committee: October 8, 2019
Original 2012 Document Approved by:
Bartlesville Park Board: April 19, 2012
Bartlesville Street and Traffic Committee: September 13, 2012



BICYCLE SAFETY ACTION PLAN FOR THE CITY OF BARTLESVILLE

I. INTRODUCTION

Today the bicycle is more than a recreational conveyance. It has become an acceptable mode of transportation. With the increasing public interest in the environment, personal health, and energy conservation, the bicycle offers a viable alternative to the auto, particularly for local trips. Because of the increased interest and use in bicycle transportation, full consideration of their safety and mobility on the roadway system is an integral part of Bartlesville's community and economic development.

Bartlesville's Long Range Comprehensive Land Use Plan supports planning for and implementation of a safe, functional, efficient, and attractive network for bicycling as a mode of transportation in and throughout our community. The City of Bartlesville recognizes that bicycling promotes an enhanced quality of life, and as such, desires to incorporate bicycling into daily life by providing transportation opportunities that are safe and efficient. Many residents, commuters, and visitors are hesitant to participate in bicycling due to existing obstacles, including the lack of bicycle infrastructure, connectivity among existing facilities, clear and consistent signage, and awareness of the safest bicycling routes. Additionally, Bartlesville has a dominant car culture and general lack of awareness of laws regarding bicycling for both the bicyclists and motorists.



The City of Bartlesville recognizes that it makes decisions every day that affect the health and safety of its residents, the efficient conduct of commerce and delivery of government services, and the long term quality of life in our community. Through this, and future documents, the City will continue to promote and integrate the accommodation of bicycling as a safe and viable transportation option through its ongoing street and park infrastructure development program. This Plan is intended to promote bicycle travel as well as to ensure a safe and desirable environment for such. It discusses the expansion of safe bicycle routes, facilities, and education programs for the safe accommodation of all bicyclists.

Under the Oklahoma State Law, a bicyclist has a basic right to the road. Bicyclists may ride on all Oklahoma roads, however, use of interstate highways by bicycles is discouraged. Bicyclists have all the same rights and responsibilities as motor vehicles, including the right to operate in a traffic lane, and they must obey all traffic rules. A motor vehicle driver must respect the right-of-way of bicyclists because they are entitled to share the road. Most conflicts and



collisions between motor vehicles and bicyclists result when either a driver or cyclist violates a traffic rule or law.

One of the most effective ways to increase respect for cyclists and encourage cycling is to implement “Share the Road” programs and materials which provide bicycle traffic safety information and enforcement directed at both motorists and cyclists. The goals and objectives of the “Share the Road” program are to:

1. Improve drivers’ and cyclists’ knowledge and observance of traffic rules as they apply to cycling;
2. Reduce conflicts and collisions between motorists and cyclists;
3. Increase respect and courtesy between motorists and cyclists; and
4. Increase understanding of cyclists’ right to use public roads.



The City of Bartlesville recognizes that increasing bicycle use within the community can:

1. **Increase opportunities** for residents of all ages to participate socially and economically in the community, regardless of income or ability. Greater choice of travel modes also increases independence, especially among seniors and children.
2. **Enhance recreational opportunities**, especially for children, and further contribute to the quality of life in the community.
3. **Save lives** by creating safer conditions for bicyclists and, as a direct consequence, improve the safety of all other road users. Research shows that increasing the number of bicyclists on the street improves bicycle safety.
4. **Improve the health** and well-being of the population by promoting routine physical activity.
5. **Boost the economy** by creating a community that is an attractive destination for new residents, tourists, and businesses.
6. **Save city funds** by increasing the efficient use of public space, reducing the impact on the existing road infrastructure, preventing crashes, improving the health of the community, and increasing the use of public transport.
7. **Enhance public safety** and security by increasing the number of “eyes on the street” and providing more options for movement in the event of emergencies, natural disasters, and major public events.

Therefore, we, the undersigned municipal elected and appointed officials of the City of Bartlesville, shall consider implementation of the policies and programs set forth in this Plan to improve safety conditions for bicycling as funds and resources permit. We hereby adopt the following **Bicycle Safety Action Plan for the City of Bartlesville**.

II. EDUCATION, ENCOURAGEMENT, AND ENFORCEMENT POLICIES AND PROGRAMS.

Education, encouragement, and enforcement can be powerful tools for changing behavior and improving safety skills. Bicyclists and motorists alike can benefit from education tools and messages that teach them the rules, rights, and responsibilities of various modes of travel. Enforcing traffic laws and regulating bicyclist, motorists, and other roadway users is a key element for ensuring a safe and healthy bicycling environment and to reinforce and support educational programs and messages. By promoting bicycling, individuals and organizations create awareness about bicycle issues and alerting others to the benefits of bicycling and the ways that bike able places foster healthier, more livable communities.



The City of Bartlesville, in partnership with other community organizations including the Bartlesville Peddlers and the Washington County Wellness Initiative, will implement the following recommendations as funding and resources permit. These policies and programs will, once implemented, improve bicycle safety in our community and encourage more cycling and more cyclists.

1. Establish information programs to promote bicycling for all purposes, and to communicate the many benefits of bicycling to residents and businesses (e.g. with bicycle maps, public relations campaigns, neighborhood rides, ride to work day, etc.).
2. Work with local employers through the Bicycle Friendly Business Program to encourage bicycle use among their employees by providing bicycle parking and other amenities.
3. Consider the adoption and implementation of a city bicycle fleet or bicycle-sharing program.
4. Ensure all city policies, plans, codes, and programs take advantage of every opportunity to create a more bicycle-friendly community, especially consider necessary shoulder improvements when upgrading roadways within the City of Bartlesville, and when building new roadways.
5. Adopt an updated traffic ordinance which includes, among other things as needed:
 - a. regulations for persons riding on roadways, bicycle routes, bicycle lanes, and bicycle paths,
 - b. carrying articles or persons,
 - c. bicycle parking,
 - d. required lamps and equipment on bicycles, and
 - e. the proper method of overtaking bicycles while operating a motor vehicle.
6. Educate all road users to share the road and interact safely. Road design and education programs should combine to increase the confidence of bicyclists.

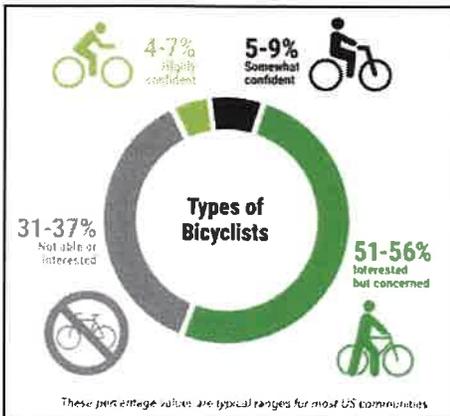


7. Enforce traffic laws to improve the safety and comfort of all road users, with a particular focus on behaviors and attitudes that cause motor vehicle/bicycle crashes.
8. Develop special programs to encourage bicycle use in communities where significant segments of the population do not drive (e.g. through Safe Routes to Schools programs) and where short trips are most common.
9. Develop partnerships within the community to assist in making Bartlesville a more bicycle-friendly community by assisting with public education programs, providing children bicycle rodeos, public bicycle clinics, bicycle safety rodeos, and other bicycle-friendly programs.
10. Upon adoption of this Plan, become part of The Bicycle Friendly America Program as established by the League of American Bicyclists.



III. ENGINEERING, PLANNING, AND EVALUATION.

The most visible, and perhaps most tangible element affecting bicycle safety, is the presence of an infrastructure system that supports bicycling and bicycle safety. Survey after survey shows that the physical environment is a key determinant in whether people will get on their bikes and ride. A successfully bicycle plan should provide comfortable facilities for a large cross-section of its residents. The general



population (national estimates which are typical for most US communities) can be classified into four types of bicyclists based upon their skill levels and attitudes toward cycling. The largest portion of the general population, over half, is classified as Interested but Concerned.” These are people who would like to bicycle more but have significant concerns and are hesitant to share the road with vehicles. They are not comfortable around high-volume and high-speed traffic. Due to their reservations about how safe bicycling is, and despite their desire to do so, many of the people in this category do not bicycle regularly. This plan identifies a range of actions which can be implemented by the City of Bartlesville over time and as

resources and funding is available that will address concerns about the safety of bicycle riding within our community.

Engineering and the long-range planning of our community transportation system, and the constant evaluation of it, is critical to improving conditions for bicyclists and bicycling, and to the success of the ‘Share the Road’ program. The following recommendations concerning physical improvements will require planning and engineering design, that once implemented, will improve bicycle safety in our community and increase awareness, respect, and courtesy between motorists and cyclists through designation with signs, on-street markings, and other physical improvements. However, because

infrastructure improvements constitute a significant financial investment which is borne solely by the City of Bartlesville, there is no timeframe identified for implementation of the physical improvements recommended herein.

The following recommendations have been divided into two groups: Short Term Recommendations, which are those items that can be implemented with minimum planning and expense, and Long Term Recommendations, which are those items that will require planning and engineering approval and may be implemented as funding is available.

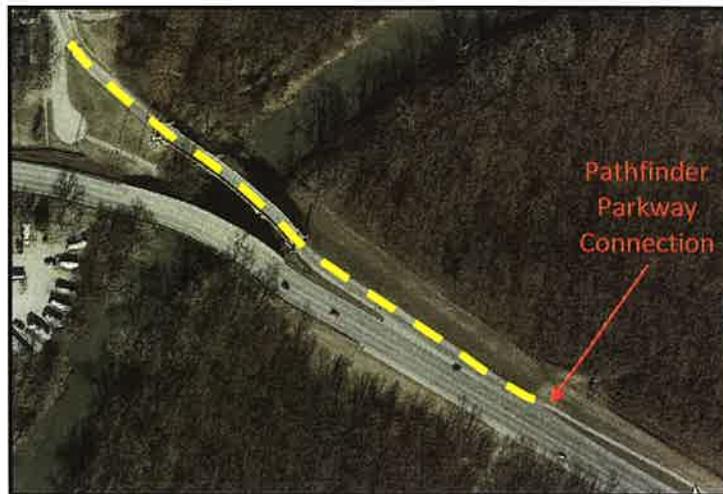
A. Short Term Recommendations:

1. Memorial Bridge Bicycle Traffic Safety Situation:

The historic Memorial Bridge currently has a bridge deck width with a minimum width of 23 feet 4 inches (between curb faces) of which 16 feet is used for a one-way single west bound vehicular traffic lane connecting west bound Adams Boulevard traffic to north bound Comanche Avenue. The remaining 7 feet is a bicycle lane used to accommodate two-way bicycle traffic. The two lanes are separated by a 4-inch wide white painted line for traffic separation. The 7'-0" bicycle space is identified as a Bicycle Lane by an Informational type sign located on the right hand side of the east approach lane to the bridge.



The Memorial Bridge provides a connecting link over the Caney River between the Silver Lake Road Branch of the Pathfinder Parkway Trail and Comanche Avenue for access to the 4th Street Bicycle Route. As a result, this "Bicycle Lane" experiences both east and west bound bi-directional bicycle traffic. This creates a safety situation regarding the adjacent west bound automotive traffic with the non-conforming east bound bicycle traffic since there is no form of physical barrier between the vehicular traffic lane and the bicycle traffic lane.



The following items are recommended to reduce the potential of an automotive/bicycle incident due to the bi-direction bicycle lane traffic and the westbound automotive vehicular traffic on the bridge:

- a. Restripe the lanes on the existing Memorial Bridge to narrow the one-way vehicular drive lane to 14-feet in width and increase the bicycle lane to 9-feet in width. Where the roadway pavement narrows west of the bridge on Adams Boulevard to 22-feet, the bicycle lane will decrease to 8-feet in width. This additional width for the bicycle lane will better accommodate two-way opposing bicycle traffic through this area.
- b. Leave existing Bicycle Lane sign in place on the east approach ramp of the Memorial Bridge.
- c. Install flexible delineator posts approximately 1,000' of (approximately 110 posts), on 10' centers from the intersection of Comanche Avenue and Adams Boulevard (on the west side of the bridge) across the bridge and connecting to the Pathfinder Parkway trail located on the east side of the bridge. These delineator posts will act as a highly visible separation buffer to deter automotive vehicular traffic from entering into the bi-directional bicycle lane.
- d. Install a New Warning Sign to advise drivers of opposing bicycle traffic as a result of the bi-directional Bicycle Lane: Sign to be installed: on the right hand side of the Memorial Bridge automotive vehicular traffic lane and the point that it leaves Adams Blvd.
- e. Install a New Warning Sign to advise bicyclists that they must stay within the designated bi-directional Bicycle Lane. Sign to be installed: East end of the line of flexible delineator posts.
- f. Install a New Warning Sign to advise bicyclists that they must stay within the designated bi-directional Bicycle Lane. Sign to be installed: At west end of the line of flexible delineator posts.



Estimated material costs: \$4,000

2. Existing 4th Street Bicycle Route (Comanche Avenue to Cherokee Avenue):

Currently, the existing 4th Street Bicycle Route begins at the Comanche Ave. and the western approach ramp of the Memorial Bridge and continues up to the 4th Street/Cherokee Avenue intersection.



The original route signage (Bicycle Route and Route Arrow Signs) were installed along 4th Street as well as all north/south street intersections with the 4th Street Route. Over time several of the signs have disappeared and require the following replacements and or/corrective actions:

- a. North bound Comanche Ave. immediately before 4th Street Intersection:
 - Direction Arrow Sign is missing.
 - Replace with Direction Arrow Sign indicating left turn.
- b. West bound 4th Street between Comanche Ave. and Quapaw Ave. Intersection:
 - Straighten sign post.
- c. North bound Chickasaw Ave. immediately before 4th Street Intersection:
 - Complete sign missing.
 - Install Bicycle Route and Horizontal Bi-directional Arrow Sign.
- d. North bound Seneca Ave. immediately before 4th Street Intersection:
 - Complete sign missing.
 - Install Bicycle Route and Horizontal Bi-directional Arrow Sign.
- e. North bound Wyandotte Ave. immediately before 4th Street Intersection:
 - Complete sign missing.
 - Install Bicycle Route and Horizontal Bi-directional Arrow Sign.
- f. South bound Wyandotte Ave. immediately before 4th Street Intersection:
 - Sign turned.
 - Re-install Bicycle Route and Horizontal Bi-directional Arrow Sign.
- g. West bound 4th Street prior to Shawnee Ave. Intersection:
 - Straighten sign post.
 - Install new Offset Directional Arrow Sign indicating 4th Street offset on existing post.
- h. South bound Shawnee Ave. immediately before 4th Street Intersection:
 - Complete sign missing.
 - Install Bicycle Route and Horizontal bi-directional Arrow Sign.
- i. North bound Shawnee Ave. immediately before 4th Street Intersection:
 - Complete sign missing.
 - Install Bicycle Route and Horizontal Bi-directional Arrow Sign.
- j. West bound 4th Street between Shawnee Ave. and Delaware Ave. Intersection:
 - Install new Bicycle Route and Vertical Directional Arrow Sign.
- k. East bound 4th Street between Cherokee Ave. and Delaware Ave. Intersection:
 - Install new Bicycle Route and Vertical Directional Arrow Sign.



1. East bound 4th Street immediately prior to Shawnee Ave. Intersection:

- Install new Bicycle Route and Offset Directional Arrow Signs indicating 4th Street offset

Estimated material costs:

\$800

Currently, the existing Bicycle Route signage for the east bound portion of the existing 4th Street Bicycle Route (from the Quapaw Ave. to the western approach ramp of the Memorial Bridge) is not effective. Additionally, it does not address the safety considerations/recommendations for bicycle traffic on the Memorial Bridge (as noted in Item 1 of this list), nor does it indicate bicycle route connections to Adams Blvd, the southbound main Pathfinder Trail System, and to the Silver Lake Road branch of the Pathfinder Trail System. These items can be addressed with the installation of the following new signage:



- a. New Bicycle Route sign and new Vertical Arrow Route sign. Sign to be located: Comanche Ave. north bound lane at intersection with Memorial Bridge west approach ramp.
- b. New Bicycle Route sign and new Directional Information Sign with Turn Arrows indicating Right Hand Turn to Adams Blvd. and for southbound Pathfinder Parkway, and straight ahead to Memorial Bridge to main Pathfinder Parkway route, and the Silver Lake Branch of Pathfinder Parkway. Sign to be located: 4th St. east bound lane immediately before Quapaw Ave. intersection.
- c. New Bicycle Route sign and new Directional Information Sign with Arrows indicating Left Hand Turn To Adams Blvd. and Straight Ahead to southbound Pathfinder Parkway. Sign to be located: Quapaw Ave. south bound lane immediately before Adams Blvd. intersection.
- d. New Bicycle Route sign and new Right Hand Turn Arrow sign. Sign to be located 4th St. east bound lane immediately before the Comanche Ave. intersection.
- e. New Bicycle Route sign and new Directional Information Sign with Arrows. First arrow to point to the west approach ramp of the Memorial Bridge indicating the route to Silver Lake Branch of the Pathfinder Trail System. The second arrow indicating a left turn to access the north and south bound Pathfinder Trail System. Sign to be located on right hand side of South bound lane of Comanche Ave directly across from the west approach ramp of the Memorial Bridge.

Estimated material costs:

\$400

3. Existing Cudahy St./Margarite Ave. Lupa St./Sunset Blvd. Bicycle Route (Johnstone Ave./Hensley Blvd. to Sunset Blvd./Larchmont Dr.):



Relocate the Johnston Ave. Cudahy St. - Margarite Ave./Lupa St. portion of this Bicycle Route so that the revised portion of this route will travel the entire length of Lupa St. from Johnstone Ave. to Sunset Blvd.

The new revised route portion will be signed, as noted below, and, will utilize to the greatest degree possible used, signs from the existing Cudahy St. route:

- a. New Share The Road sign. Sign to be located: Johnston Ave. north bound lane immediately north of Hensley Blvd. intersection.
- b. New Bike Route sign with re-used Left Hand Turn Arrow Route sign: Johnstone Ave. north bound lane immediately before Lupa St. intersection.
- c. Re-used Bike Route sign with re-used Vertical Arrow Route sign. Sign to be located: Lupa St. west bound lane immediately before Virginia Ave. intersection.
- d. Re-used Bike Route sign with re-used Right Hand Turn Arrow Route sign. Sign to be located: Lupa St. west bound lane immediately before Sunset Blvd. intersection.
- e. Re-used Bike Route sign with new Left Hand Turn Arrow Route sign. Sign to be located: Sunset Blvd. south bound lane immediately before Lupa St. intersection.
- f. New Share The Road sign. Sign to be located: Lupa St. east bound lane immediately east of Sunset Blvd. intersection.
- g. New Bike Route sign with new Vertical Arrow Route sign. Sign to be located: Lupa St. east bound lane immediately before Virginia Ave. intersection.
- h. Reused Bike Route sign with new Right Hand Turn Arrow sign. Sign to be located: Lupa St. east bound lane immediately before Johnstone Ave. intersection.

Estimated material costs are based on new signs (complete with noted signs, posts and anchors) as well as noted re-used signs and posts with new anchors to the degree possible.

\$450

4. Trail Existing Bicycle Route: Silver Lake Road between Traffic Circle and Adams Blvd.:

Currently there is one double-sided sign indicating a Bicycle Route mounted on the north bound traffic lane shoulder midway between the traffic circle and Adams Blvd.

- a. Leave the south-facing Bicycle Route sign in place on the existing sign post.
- b. Remove south-facing Bicycle/Hill sign from sign.
- c. Install south-facing new Bicycle Route Direction Vertical Arrow sign on existing sign post.
- d. Remove north-facing Bicycle Route sign from existing sign post for re-use on new sign post along with new Bicycle Route Vertical Direction Arrow sign on opposite side of road for south bound traffic.



Install three new "Share The Road" signs at the following locations:

- a. Silver Lake Road north bound lane immediately north of Traffic Circle
- b. Silver Lake Road south bound lane immediately south of Adams Blvd.
- c. Nowata Road north bound lane 200' northwest of Oakdale Drive intersection

Estimated material cost for the noted work: \$450

5. Bicycle Route Symbols:

Paint/apply Bicycle Route Symbols (consisting of a bicycle and two chevrons within a respective vehicular traffic lanes of a Bicycle Route to act as an alert to motorists of the potential presence of bicycles on the road) on the road pavement for the above three noted existing Bicycle Routes.



6. "Share the Road" Signs:"

Place "Share The Road" Signage at arterial roads entering Bartlesville as recommended by the Bartlesville City Engineer.

Funding from Two Healthy Communities Incentive Grants (one in 2013 for 10 signs and a second in 2014 for 7 signs) was obtained for the installation of these signs at the following noted locations:

- a. Silver Lake Road north bound lane immediately north of Rice Creek Road intersection
- b. Sunset Blvd. south bound land immediately south of Larchmont Drive intersection
- c. Frank Phillips Blvd. east bound lane immediately east of OK 123 intersection:
- d. Frank Phillips Blvd. east bound lane immediately east of Cherokee Ave. intersection
- e. Frank Phillips Blvd. west bound lane immediately west of Washington Blvd. intersection
- f. Frank Phillips Blvd. west bound lane west of Keeler Ave. intersection
- g. Silver Lake Road south bound lane immediately south of Frank Phillips Blvd. intersection
- h. Sunset Blvd. north bound lane immediately north Lupa Street intersection



- i. Silver Lake Road south bound lane immediately south of Tuxedo Blvd. intersection
- j. Silver Lake Road north bound lane immediately north of Frank Phillips Blvd. intersection
- k. Madison Blvd. south bound lane immediately south of Tuxedo Blvd. intersection
- l. Madison Blvd. north bound lane immediately north of Adams Blvd. intersection
- m. Madison Blvd. south bound lane immediately south of Adams Blvd. intersection
- n. Madison Blvd. north bound lane immediately north of Nowata Rd. intersection
- o. Madison Blvd. south bound lane immediately south of Nowata Rd. intersection
- p. Madison Blvd. north bound lane immediately north of Rice Rd intersection
- q. Silver Lake Road south bound lane immediately south of Traffic Circle intersection

While signs were installed at all of the above locations, four sign locations require the following corrective action:

- Sign Location "a": Sign has become turned and is not facing traffic. Re-install sign.
- Sign Location "d": Sign is missing. Install new sign.
- Sign Location "m": Sign is missing. Install new sign.
- Sign Location "o": Sign is missing. Install new sign.

Estimated material costs for corrective work: \$300

B. Long Term Recommendations:

Create a system of Numbered Bicycle Routes for Bartlesville through use of existing routes, expansion of the existing Bicycle Routes, and implementation of additional Bicycle Routes. The Bicycle Route System would be designed based on input and recommendations from Bartlesville residents, associated city committees, the bicycling community, and implemented by the Bartlesville City Engineer with guidance from the current edition of the America Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle facilities, and the Manual on Uniform Traffic Control Devices (MUTCD) for configurations, signage, and street markings. These routes described herein are identified on the map provided in Appendix A.



1. Bicycle Route #1 - Existing 4th Street Bicycle Route (Comanche Avenue to Cherokee Avenue)
 - a. Extend the existing Bicycle route to Johnstone Avenue
2. Bicycle Route #2 - Existing/Revised Lupa Street/Sunset Blvd. Bicycle Route (Johnstone Avenue to Larchment Drive)

3. Bicycle Route #3 - Existing Silver Lake Road (Rice Creek Road to Tuxedo Blvd.)
4. Bicycle Route #4 - New Adams Blvd/Frank Phillips Blvd Bicycle Route
 - a. Create new "East/West cross-town Bicycle Route beginning at the intersection of Adams Blvd. and Bison Road, traveling west on Adams to Madison Avenue. North on Madison Avenue to Frank Phillips Blvd. West on Frank Phillips Blvd. to Cherokee Avenue. North on Cherokee to 2nd Street. West on Second Street to Johnstone Avenue. South on Johnstone Avenue to Frank Phillips Blvd. West on Frank Phillips Blvd to Highway 123.
5. Bicycle Route #5 - New Tuxedo Blvd. Bicycle Route
 - a. Create new "East/West Bicycle Route to access downtown beginning at the intersection of Tuxedo Blvd. and Bison Road and traveling west on Tuxedo Blvd. to Cherokee Avenue. Route divides with south portion on Cherokee Avenue to join Bicycle Route #4 at 2nd Street. North portion on Cherokee Avenue to provide access to Johnstone Park.
6. Bicycle Route #6 - New Bison Road Bicycle Route
 - a. Create new Bison Road Bicycle Route from Tuxedo Blvd. to Nowata Road (US 60).
7. Bicycle Route #7 - New Madison Blvd. Bicycle Route
 - a. Create new "North/South Bicycle Route on Madison Blvd. from Tuxedo Blvd. to Price Road.
8. Bicycle Route #8 - New Price Road/Hillcrest Drive Bicycle Route
 - a. Create new "East/West Bicycle Route beginning at the intersection of Price Road and Bison Road, traveling west on Price Road to Hillcrest Drive. Hillcrest Drive to 20th Street. West on 20th Street to Johnstone Avenue.
9. Bicycle Route #9 - New Johnstone Avenue Bicycle Route
 - a. Create new "North/South" Bicycle Route beginning at the Lupa Street traveling south on Johnstone Avenue to Keeler Avenue to 3946 Drive. South on 3946 Drive to 2100 Road.

IV. ACTIONS SUBJECT TO FINAL APPROVALS.

It is understood that all recommendations and actions considered in this Bicycle Action Plan are subject to final approvals as necessary from the City Engineer, Public Works Director, Park and Recreation Director, and Community Development Director, as well as from the Park Board, Traffic and Streets Committee, and City Council. It is further understood that the City Engineer may elect to withhold bicycle route signage on streets identified in Section III above if said street is a high traffic street with no shoulders, and in his opinion, such designation would be unsafe at this time. Additionally, it is further understood that all recommendations and actions considered in this Plan are subject to available funding for implementation.

“We will promote safe and environmentally friendly cycling and walking by providing safe infrastructure and networks...” World Health Organization Charter on Transport, Environment and Health, 1999.

“The US Conference of Mayors calls on cities and communities to promote increased safe bicycle use for transportation and recreation...” US Conference of Mayors, 2003

FOR THE CITY OF BARTLESVILLE:

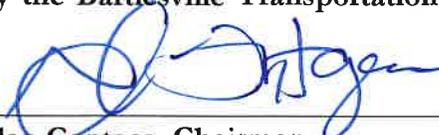
Original 2012 Document Adopted by the Bartlesville Park Board this 19th day of April, 2012 by unanimous vote.

/s/ Bill Johnson, Chairman

Original 2012 Document Adopted by the Bartlesville Traffic and Street Committee this 13th day of September, 2012.

/s/ Jack Maddux, Chairman

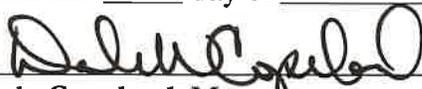
Updated 2019 Document Adopted by the Bartlesville Transportation Committee this 8th day of October, 2019.



Alan Gentges, Chairman

Adopted by the Bartlesville City Council this _____ day of _____, 2019.





Dale Copeland, Mayor

APPENDIX A PROPOSED BICYCLE ROUTE SYSTEM

