



# Edmond Trails and Sidewalk Master Plan

Prepared for the City of Edmond  
October, 1999





# Edmond Trails and Sidewalk Master Plan

## Executive Summary

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# City of Edmond Trails and Sidewalks Master Plan

### Edmond Elected Officials

Mr. Bob Rudkin, Mayor  
Mr. Barry Rice, Council (Ward 1)  
Mr. Steve Knox, Council (Ward 2)  
Mr. Robert Huggins, Council (Ward 3)  
Mr. Gary Moore, Council (Ward 4)  
Mr. Stephen Schaus, City Treasurer

### Edmond Planning Commission

Mr. Bruce Andrews, Chair  
Mr. David Woods  
Mr. Ed Gray  
Mr. Leroy Cartwright  
Mr. Dyke Hoppe

### Edmond Park and Recreation Advisory Board

Ms. Elizabeth Waner, Chair  
Mr. Chris Mook  
Mr. Jerry McNabb  
Mr. Kenny Thomas  
Mr. Darrell Davis  
Mr. Steve Thomas  
Mr. Robert McPherson  
Mr. Jack Hayes

### Edmond Trails Master Plan Steering Committee Members

Lisa Milligan  
Alice Stammer  
Steve Ancik  
Pam Weaver  
Chris Knarr  
Jim Story  
John Seifert  
Liz Pendarvis  
Russ Tribble  
Lee Kessinger  
Chris Mook  
Lewis Moore  
Keith Plumb  
Jean Gallagher  
Jim Gendill, City Engineer  
Jason Milner, Hydrologist  
Bob Schiermeyer, City Planner  
Marcy Hunt, Assistant City Planner  
Jan Fees, Community Connections  
Coordinator  
David Odle, Building Director  
Matt Meyer, Director Leisure Services  
Earl London, Assistant Director Leisure  
Services  
Elizabeth Waner, Park Board Chair  
Tom Minnick, Traffic Planner  
Barry Rice, Councilman

### Master Planning Consultant



October 11, 1999



### LandPlan Consultants, Inc.

Keith Franklin, ASLA  
Rachel HagEstad, ASLA  
Steve Hatfield, ASLA  
Robert Shears, ASLA  
Stephani Franklin



Trails Master Plan

## Acknowledgments

From the very beginning, the overriding goal of this master planning endeavor has been to facilitate the actual construction of as many trails in the Edmond as possible; to ensure those trails are safe and located where they are needed and will be used; and to connect the major destinations within the city. This was a tall order from the start, and could not have been accomplished without the support, cooperation, hard work, and enthusiasm for the citywide trails concept that we received throughout the development of the Edmond Trails Master Plan. The enthusiasm for the project didn't come from just one group or entity. It received across the board support from citizens and city representatives, so many in fact, that it will be difficult to single out all the individuals whose extra effort and involvement fanned the flame to give the concept its wide spread support and momentum.

The 3 steering committee workshops, 3 public workshops and the 6 public presentations were attended by hundreds of citizens throughout Edmond. We would like to express our appreciation to these people who contributed their insight, ideas, and suggestions. This community input is the backbone of the plan and has provided the impetus and vision that will make these planned trails a reality, improving the quality of life for all concerned.

Another thank you goes to the 23 member steering committee, whose clear understanding of the needs of the diverse trail user groups was invaluable to the direction and development of the trails master plan. Many of these members spent time well beyond the scheduled meetings to further the cause of safe trail development within Edmond.

Very special thanks are also in order for Matt Meyer, Director of Edmond's Leisure Services. Mr. Meyer assisted in the coordination of all of our activities and was very instrumental making the Plan a document that will be utilized to facilitate trail construction throughout Edmond.

We must applaud the City of Edmond and its exceptionally talented staff who worked closely with the consultant throughout the master planning process. We would like to recognize Bob Schiermeyer, City Planner; Jan Fees, Community

Connections Coordinator; Jim Gendill, City Engineer; Nancy Kennedy, City Storm-water Management Engineer; Jason Milner, City Hydrologist; David Odle, City Building Director; Earl London, Assistant Director of Leisure Services; and Tom Minnick City Traffic Planner. This group provided a thorough evaluation of our work during the planning process helping to ensure the final result was a realistic plan.

Two outstanding citizens that have made a commitment to improving the quality of life in Edmond deserve special recognition. City Council member Barry Rice and Elizabeth Waner, Park Board Chair shared their enthusiasm and insight into the citywide trail system with the steering committee and the public. These dedicated public servants offered advice and input at critical phases during the master planning process and receive our special thanks for their contributions.

Steve Ancik, a steering committee member deserves recognition as well. In addition to serving on the steering committee, it was Mr. Ancik's graduate student project "Greenways for Edmond" in 1992 that increased the awareness of the potential for trails within the City of Edmond. Thank you for your insight and thoughtful review of our work.

Finally, for her outstanding contribution to the project, we would like to thank Marcy Hunt, Assistant City Planner. Her efforts were above and beyond the call of duty. She attended virtually every meeting conducted in the planning process, provided final editing on all written material, reviewed master plan maps, coordinated the many meetings and provided the consultant with all the information we requested in a timely fashion. Marcy's commitment and dedication to this project helped ensure the master plan will become a living document.

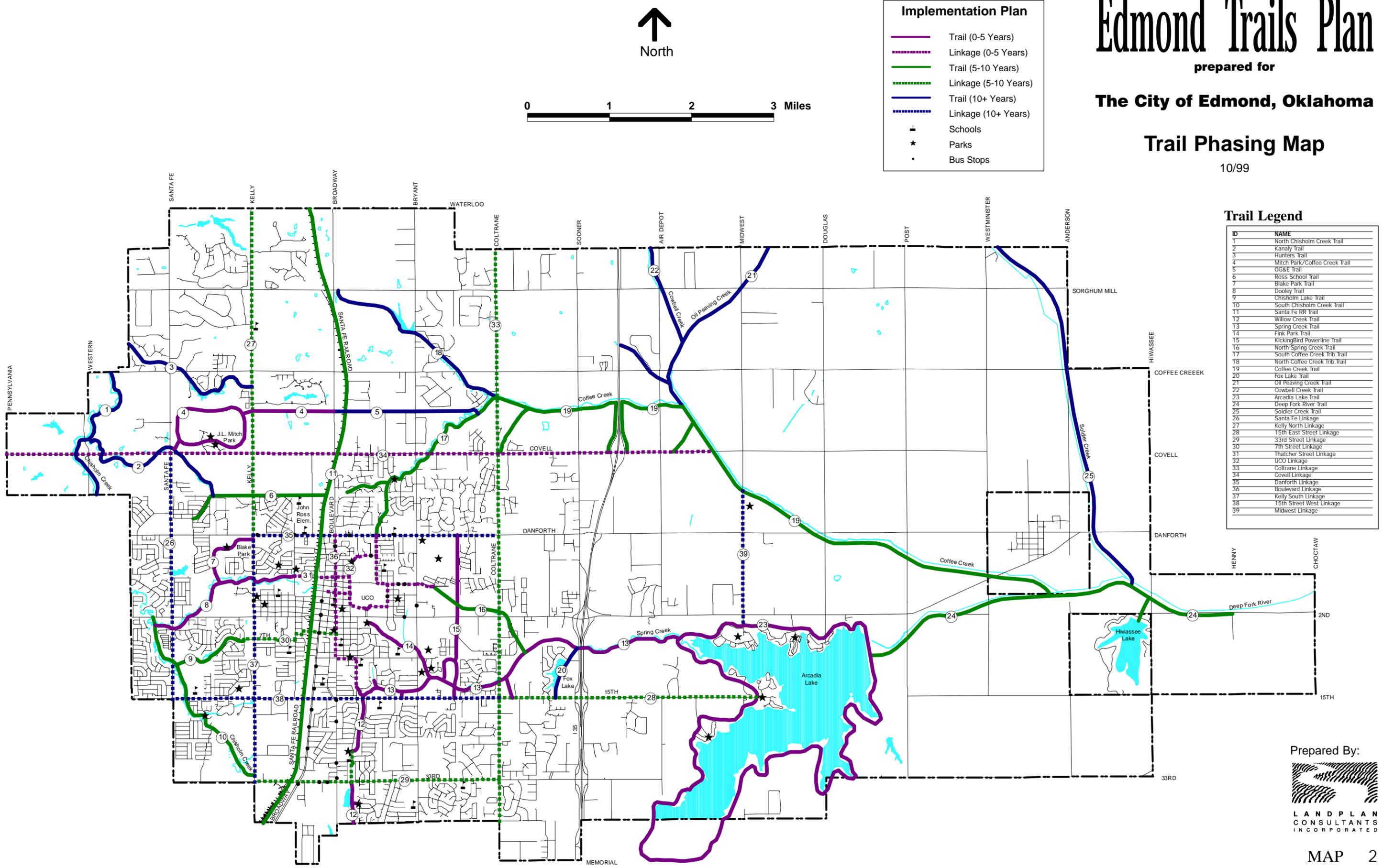
# Edmond Trails Plan

prepared for

The City of Edmond, Oklahoma

## Trail Phasing Map

10/99



**Implementation Plan**

- Trail (0-5 Years)
- - - Linkage (0-5 Years)
- Trail (5-10 Years)
- - - Linkage (5-10 Years)
- Trail (10+ Years)
- - - Linkage (10+ Years)
- Schools
- ★ Parks
- Bus Stops

**Trail Legend**

ID	NAME
1	North Chisholm Creek Trail
2	Kanaly Trail
3	Hunters Trail
4	Mitch Park/Coffee Creek Trail
5	OG&E Trail
6	Ross School Trail
7	Blake Park Trail
8	Doolley Trail
9	Chisholm Lake Trail
10	South Chisholm Creek Trail
11	Santa Fe RR Trail
12	Willow Creek Trail
13	Spring Creek Trail
14	Fink Park Trail
15	Kickingbird Powerline Trail
16	North Spring Creek Trail
17	South Coffee Creek Trib. Trail
18	North Coffee Creek Trib. Trail
19	Coffee Creek Trail
20	Fox Lake Trail
21	Oil Peaving Creek Trail
22	Cowbell Creek Trail
23	Arcadia Lake Trail
24	Deep Fork River Trail
25	Soldier Creek Trail
26	Santa Fe Linkage
27	Kelly North Linkage
28	15th East Street Linkage
29	33rd Street Linkage
30	7th Street Linkage
31	Hatcher Street Linkage
32	UCO Linkage
33	Coltrane Linkage
34	Covell Linkage
35	Danforth Linkage
36	Boulevard Linkage
37	Kelly South Linkage
38	15th Street West Linkage
39	Midwest Linkage

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# Edmond Trails Plan

prepared for

The City of Edmond, Oklahoma

## Trail Route Map

10/99



North

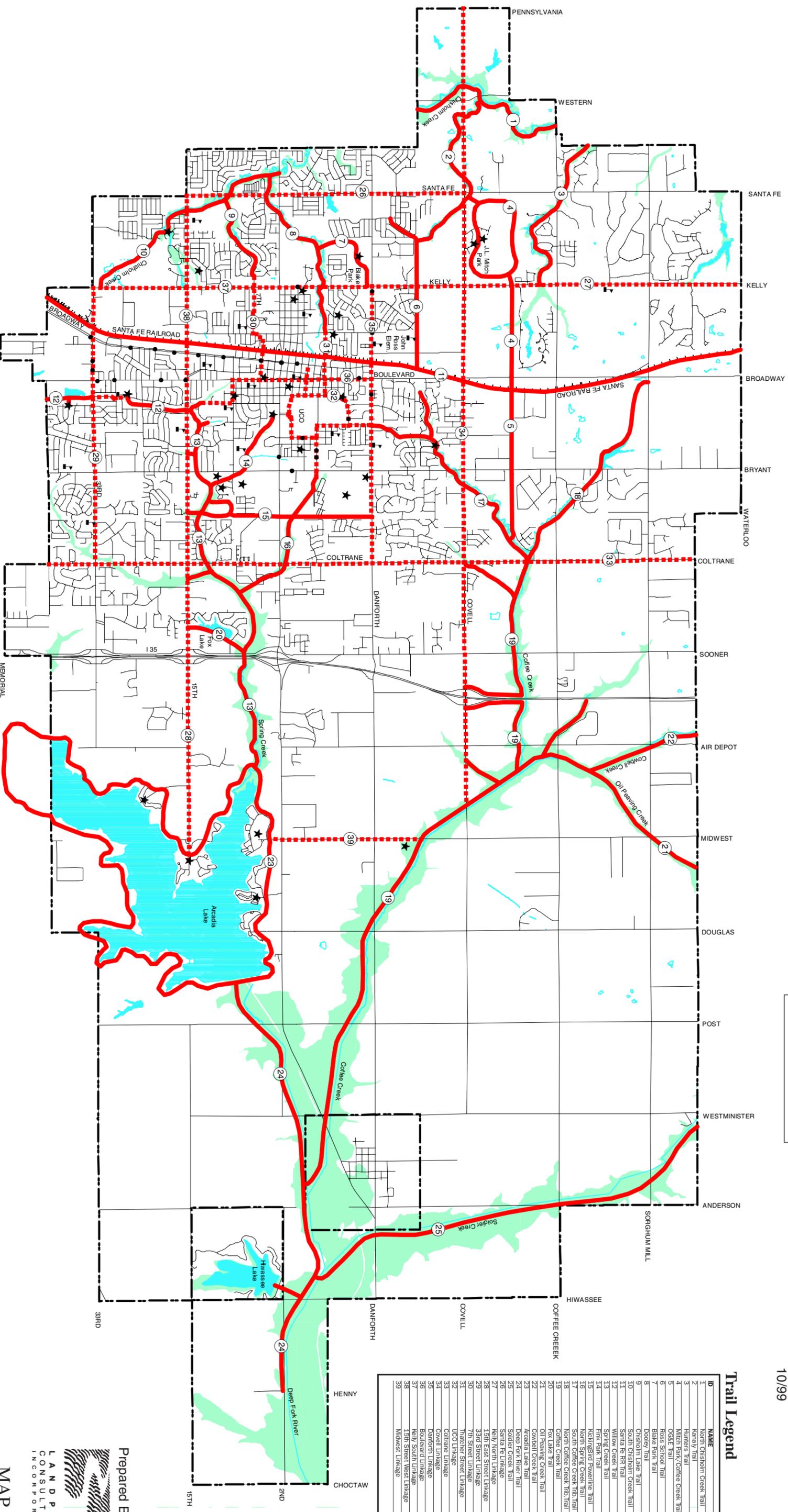


**Trails**

- ⋯ Linkage
- Trail
- ▬ Schools
- ★ Parks
- Bus Stops

**Trail Legend**

ID	NAME
1	North Chisholm Creek Trail
2	Kanary Trail
3	Hunter's Trail
4	Mitch Park/Coffee Creek Trail
5	Oodle Trail
6	Ross School Trail
7	Blake Park Trail
8	Dooney Trail
9	Chisholm Lake Trail
10	South Chisholm Creek Trail
11	Santa Fe Park Trail
12	Yuma Park Trail
13	Spring Creek Trail
14	Fink Park Trail
15	Kickapoo Powerline Trail
16	North Spring Creek Trail
17	South Coffee Creek Linkage
18	North Coffee Creek Linkage
19	Coffee Creek Trail
20	Fox Lake Trail
21	Oil Peaving Creek Trail
22	Cowbell Creek Trail
23	Acadia Lake Trail
24	Deep Fork River Trail
25	Soldier Creek Trail
26	Santa Fe Linkage
27	Kelly North Linkage
28	15th East Street Linkage
29	33rd Street Linkage
30	7th Street Linkage
31	Thatcher Street Linkage
32	UCC Linkage
33	Coltrane Linkage
34	Covell Linkage
35	Danforth Linkage
36	Boulevard Linkage
37	Kelly South Linkage
38	15th Street West Linkage
39	Midwest Linkage



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# Edmond Trails Plan

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**The City of Edmond, Oklahoma**

## Sidewalk Phasing Plan

10/99

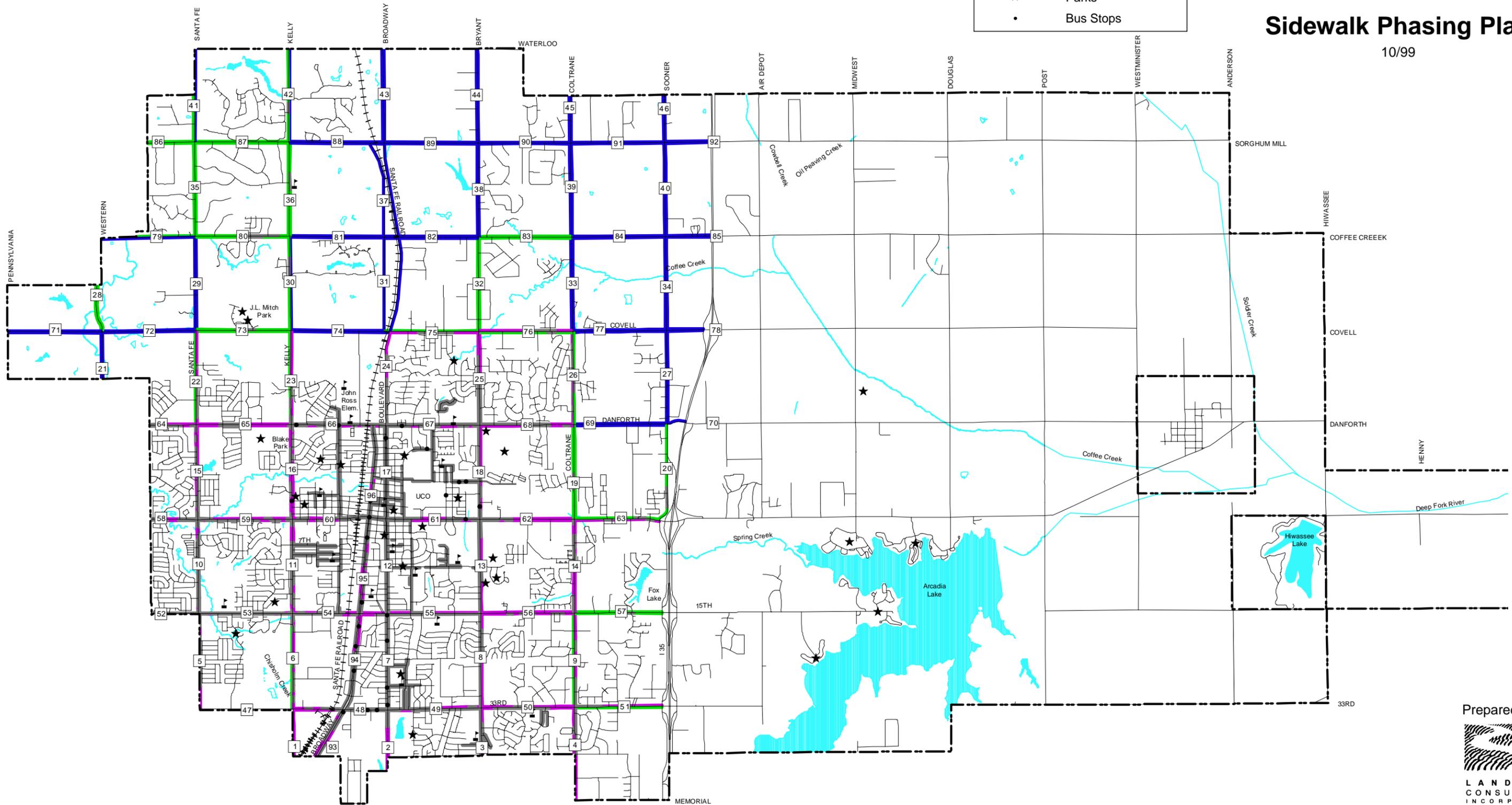


North

0 1 2 3 Miles

**Sidewalk Implementation Plan**

- Sidewalk (0-5 Years)
- Sidewalk (5-10 Years)
- Sidewalk (10+ Years)
- Schools
- Parks
- Bus Stops



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CONSULTANTS  
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Trails Master Plan

## Executive Summary

### Overview

The Edmond Trails Master Plan offers recommendations for improving community access to outdoor resources by building a network of off-road multi-purpose paved trails. Trails were highly rated as elements to improve the quality of life for community residents by Edmond Tomorrow. The purpose of this Master Plan is to address the trail needs of community residents related to recreation, transportation, and economic pursuits. The plan addresses policies, programs, and physical improvements that should be implemented to improve access to recreation resources and improve transportation efficiency throughout the community. It identifies 37 corridors throughout the City of Edmond that should be developed in the next 15 years. Also included in this plan are recommendations for sidewalk implementation along arterial roads. The Trails Master Plan was developed by the City of Edmond in association with a steering committee of citizens, a trail planning consultant, and residents of the area. It responds to specific needs that were defined by residents through a series of public workshops. This executive summary describes the process that was used to prepare the Edmond Trails Master Plan, as well as the major findings and recommendations of the plan.

### How This Plan Was Developed

In February 1999, the City of Edmond employed a consulting firm, *LandPlan Consultants, Inc.* of Tulsa, Oklahoma, to begin work with a steering committee to prepare the Edmond Trails Master Plan. The consultant began work with an extensive field analysis and evaluation of existing physical features, economic factors, and social issues that served to define both opportunities and constraints for trail development throughout the metropolitan area. Of special interest in the planning process were the number of "attractors" or destinations that could be accessed and served through trail facility development. The consultant closely examined a variety of corridors of land that extend throughout the City of Edmond including streams and rivers, railroads, electrical transmission lines, and roadways. Of particular interest to local residents was the issue of safety, as it applies to the safety of "on-road" linkages; and security on trails that are not highly visible from adjacent roadways.

### **Involving Edmond Residents**

The consultant worked very closely with the Edmond Trails Steering Committee during the past five months in preparing this Plan. The consultant has also conducted numerous public workshops, public meetings, and made formal presentations of the plan to interested groups.

In early March 1999, the first of three public workshops was facilitated by the consultant to invite the public to participate in the planning process. Meetings were held in the Downtown Community Center Banquet Hall. At these meetings, residents defined appropriate goals, objectives and policies for improving access to outdoor resources throughout the region. Participants were asked to describe issues and concerns related to trail development. They were also provided with an opportunity to define, on maps of the city, specific areas where they currently walk, ride a bike, hike, and rollerblade, as well as areas where they would like to see trail improvements made. The results of these workshops and the consultant's efforts were summarized in a series of reports, termed "Draft Chapters," and provided to the City of Edmond and the steering committee for review and comment. Results were also described in a series of newsletters that were published by the consultant and widely distributed throughout the City of Edmond.

In April 1999, a second public workshop was conducted to present the results of the March meeting. The consultant also presented an emerging network of corridors of land that would serve as the basis for a city-wide trails system. Workshop participants were asked to comment on the results of the prior meeting and carefully critique the initial network of trail corridors. Participants also discussed criteria that might be utilized for developing priorities for trail implementation and were requested to indicate their priority trails by placing colored dots on the emerging trail corridor map. The results of these workshops were again summarized in a report and disseminated in a newsletter published by the consultant.

In May 1999, a third public workshop was facilitated by the consultant to review the draft trail route plan, review the draft trail design guidelines, and to review the proposed priority phasing for implementation of the trails and linkages. Also discussed was the role of the Leisure Services Department in the construction of a quality trail system throughout the City of Edmond.

### **Defining the Edmond Trails System**

Using the information gathered during the public workshops and other available sources, the consultant worked for three months to define a comprehensive city-wide system of trail corridors that would support a variety of trail uses and meet the needs that were described by residents. A draft of this Proposed Trail System Plan was presented in May 1999 to the steering committee for initial review and comment. Drafts of the plan were also reviewed by Edmond staff, as were five draft chapters produced by the consultant. From the comments received, the

consultant revised aspects of the initial draft Trails System Plan, and produced a final trails master plan and this executive summary.

### **Key Components of this Plan**

The draft chapters produced by the consultant during the past four months make up the eight chapters of this Plan. Chapter One, The Benefits of Trails, defines the wide range of benefits to the City of Edmond that would come as a result of implementing the trails plan. Chapter Two, Evaluation of Existing Conditions, defines the background data collected by the consultant. Chapter Three, Vision, Goals and Objectives, reflects the input of city residents and establishes the basis for many of the recommendations provided within the Plan. Chapter Four, Design Guidelines, offers development criteria for building various types of trail facilities recommended throughout the Plan. Chapter Five, Description of Proposed Trail System, describes the corridors that make up the Edmond Trails System. Chapter Six, Funding Resources, describes a variety of local, state and federal sources of funding for developing bicycle and pedestrian facilities. Chapter Seven, Implementation Plan, recommends how the Edmond Trails System and arterial sidewalks should be developed during the next fifteen years. Chapter Eight, Operations, Maintenance and Management, makes recommendations on the operations, maintenance, and management of a citywide trail system.

### **Key Recommendations of the Plan**

This Plan recommends the implementation of an 86 mile network of off-road multi-purpose 10' wide paved trails throughout City of Edmond. The system is extensive and comprehensive (Trail Route Map 1), and at the same time provides a realistic program for satisfying the needs of local residents regarding access to outdoor resources and linkage to popular destinations. Building the system will take many years. The overall system is divided into three phases (Trail Phasing Map 2). In the Near-Term phase, it is envisioned that local government agencies will work in partnership with neighborhoods and private sector organizations to develop an estimated 31 miles of trail projects. Near-Term projects would begin development in Calendar Year 1999. During the Mid-Term phase, an additional 33 miles of trail projects would be developed, and the Long-Term phase envisions that the remaining 20 miles of trail projects would be implemented.

The plan proposes a 48 mile system of on-road bicycle and pedestrian "linkages" throughout the City of Edmond, which is divided into two phases. In the Near-Term phase, it is envisioned that 28 miles of "linkages" would be constructed. The remaining 20 miles would be implemented in the Mid-Term phase.

In addition, the plan delineates 170 segments of new sidewalks (Sidewalk Phasing Map 3) adjacent to arterial streets within the City. The total length of the proposed sidewalk segments is 98 miles of which 59 miles are included in the Near-Term and Mid-Term Phases; and 39 miles in the Long-Term Phase.

## How Much Will It Cost to Develop the Metro Trails System

Near-Term trail projects are estimated to cost somewhere between \$7 - \$8 million to fully develop. Some of the projects included in the Near-Term phase include the Fink Park Trail, Arcadia Lake Trail, Chisholm Creek Tributary Trail, Service/Blake Park Trail, Willow Creek Trail, Spring Creek Trail, KickingBird Powerline Trail, and the Mitch Park/Coffee Creek Trail. Each of these projects will require a more detailed corridor alignment/design development study to determine the availability of land, location of trail facilities, and the public and financial resources that are available to support project development. These conceptual planning studies can and should begin right away, beginning in 1999 with the highest priority project corridors.

Near-Term on-street "linkages" are estimated to range in cost from \$145 - \$217 thousand to fully develop. The Mid-Term "linkages" are estimated to range from \$149 - \$223 thousand to fully develop. The Long-Term "linkages" are estimated to range from \$2.2 - \$2.3 million to fully develop.

Near-Term sidewalks are estimated to range in cost from \$2.7-\$3.3 million. Mid-Term sidewalks are also estimate to range from \$2.7-\$3.2 million with the estimated range for the Long-Term sidewalks estimated at \$3.8-\$4.3 million.

A generalized unit cost estimate for the development of each corridor is provided in Chapter Seven. Chapter Six lists sources of funding that have been used locally, throughout the State of Oklahoma to build and maintain trail/linkage corridor projects.

### Trails Cost

The following Near Term and Mid Term cost estimates for trail facilities are general in nature and based on State of Oklahoma averages for multi-use trails constructed over the last five years. More detailed cost estimates should be prepared as site specific plans are developed for each corridor.

### Near Term Trails Cost

Rank	ID	NAME	LENGTH (mi)	LOW COST	HIGH COST
1	14	Fink Park Trail	1.11	\$ 248,650.57	\$ 287,329.55
2	23	Arcadia Lake Trail	14.39	3,237,230.11	3,740,799.24
3	4	Mitch Park/Coffee Creek Trail	3.60	810,042.61	936,049.24
4	13	Spring Creek Trail	5.13	1,154,190.34	1,333,731.06
5	8	Dooley Trail	2.08	468,835.23	541,765.15
6	7	Blake Park Trail	0.94	211,491.48	244,390.15
7	12	Willow Creek Trail	1.31	294,289.77	340,068.18
8	15	KickingBird Powerline Trail	2.39	536,676.14	620,159.09
<b>TOTAL NEAR TERM CORRIDORS</b>			<b>30.94</b>	<b>\$ 6,961,406.25</b>	<b>\$ 8,044,291.67</b>

All costs based on 1999 dollars.

### Mid Term Trails Cost

Rank	ID	NAME	LENGTH (mi)	LOW COST	HIGH COST
9	16	North Spring Creek Trail	1.52	\$ 341,590.91	\$ 394,727.27
10	9	Chisholm Lake Trail	1.01	227,727.27	263,151.52
11	11	Santa Fe RR Trail	7.75	1,743,877.84	2,015,147.73
12	10	South Chisholm Creek Trail	2.52	566,803.98	654,973.48
13	17	South Coffee Creek Trib.Trail	3.08	693,323.86	801,174.24
14	6	Ross School Trail	1.76	397,073.86	458,840.91
15	24	Deep Fork River Trail	5.09	1,145,284.09	1,323,439.39
16	19	Coffee Creek Trail	10.03	2,257,201.70	2,608,321.97
<b>TOTAL MID TERM CORRIDORS</b>			<b>32.77</b>	<b>\$ 7,372,883.52</b>	<b>\$ 8,519,776.52</b>

All costs based on 1999 dollars.

### Linkages and Sidewalk Cost

The on-street linkages and sidewalks identified as a part of the trails master plan are intended to provide linkages between various off street trails and allow greater access to the overall city trail system. The cost estimates for these types of facilities is general in nature and based on national industry or State of Oklahoma averages. The estimate for Near-Term and Mid-Term linkages include items such as "Share the Road" signs, bike route signs, bicycle activated traffic signals, on-street "Share the Road" pavement markings, replacement of drainage grates and other minor street construction items .

Since a detailed evaluation of the recommended linkages has not been performed by the consultant, a detailed evaluation of each corridor must be completed prior to designating the corridor for on-street use. A detailed evaluation might indicate the need for additional pavement width to provide a designated striped bicycle lane for safety reasons. Additional pavement width is not calculated into the cost estimates below. In some cases it might be necessary to reduce the vehicular speed limit prior to designating a particular corridor for on-street use.

### Near Term Linkages Cost

Rank	ID	NAME	LENGTH (mi)	LOW COST	HIGH COST
1	36	Boulevard Linkage	2.11	\$ 21,147.73	\$ 31,721.59
2	32	UCO Linkage	3.08	30,763.26	46,144.89
3	34	Covell Linkage	8.66	86,551.14	129,826.70
4	31	Thatcher Street Linkage	0.68	6,787.88	10,181.82
<b>TOTAL NEAR TERM CORRIDORS</b>			<b>14.53</b>	<b>\$ 145,250.00</b>	<b>\$ 217,875.00</b>

All costs based on 1999 dollars.

### Mid Term Linkages Cost

Rank	ID	NAME	LENGTH (mi)	LOW COST	HIGH COST
5	27	Kelly North Linkage	4.00	39,973.48	59,960.23
6	29	33rd Street Linkage	3.39	33,907.20	50,860.80
7	30	7th Street Linkage	1.26	12,553.03	18,829.55
8	33	Coltrane Linkage	6.99	69,910.98	104,866.48
9	28	15th Street East Linkage	3.21	32,134.47	48,201.70
<b>TOTAL MID TERM CORRIDORS</b>			<b>18.85</b>	<b>\$ 148,505.68</b>	<b>\$ 222,758.52</b>

All costs based on 1999 dollars.

**Near Term Sidewalks Cost**

Rank	SEGMENT ID	STREET	LENGTH (ft)	LOW COST	HIGH COST
1	53	15th	281	\$ 4,215.00	\$ 4,917.50
2	53	15th	544	\$ 8,160.00	\$ 9,520.00
3	60	2nd	1291	\$ 19,365.00	\$ 22,592.50
4	60	2nd	1265	\$ 18,975.00	\$ 22,137.50
5	3	Bryant	1302	\$ 19,530.00	\$ 22,785.00
6	95	Broadway	2094	\$ 31,410.00	\$ 36,645.00
7	95	Broadway	1640	\$ 24,600.00	\$ 28,700.00
8	61	2nd	1464	\$ 21,960.00	\$ 25,620.00
9	61	2nd	2498	\$ 37,470.00	\$ 43,715.00
10	67	Danforth	2491	\$ 37,365.00	\$ 43,592.50
11	66	Danforth	2384	\$ 35,760.00	\$ 41,720.00
12	16	Kelly	3887	\$ 58,305.00	\$ 68,022.50
13	13	Bryant	3441	\$ 51,615.00	\$ 60,217.50
14	49	33rd	2161	\$ 32,415.00	\$ 37,817.50
15	10	Santa Fe	393	\$ 5,895.00	\$ 6,877.50
16	10	Santa Fe	939	\$ 14,085.00	\$ 16,432.50
17	68	Danforth	1298	\$ 19,470.00	\$ 22,715.00
18	11	Kelly	1801	\$ 27,015.00	\$ 31,517.50
19	11	Kelly	1359	\$ 20,385.00	\$ 23,782.50
20	54	15th	3476	\$ 52,140.00	\$ 60,830.00
21	50	33rd	4736	\$ 71,040.00	\$ 82,880.00
22	94	Broadway	1808	\$ 27,120.00	\$ 31,640.00
23	58	2nd	1235	\$ 18,525.00	\$ 21,612.50
24	58	2nd	614	\$ 9,210.00	\$ 10,745.00
25	16	Kelly	2621	\$ 39,315.00	\$ 45,867.50
26	49	33rd	712	\$ 10,680.00	\$ 12,460.00
27	18	Bryant	3808	\$ 57,120.00	\$ 66,640.00
28	93	Broadway	1016	\$ 15,240.00	\$ 17,780.00
29	64	Danforth	1811	\$ 27,165.00	\$ 31,692.50
30	54	15th	1848	\$ 27,720.00	\$ 32,340.00
31	48	33rd	1185	\$ 17,775.00	\$ 20,737.50
32	94	Broadway	575	\$ 8,625.00	\$ 10,062.50
33	59	2nd	3903	\$ 58,545.00	\$ 68,302.50
34	55	15th	4543	\$ 68,145.00	\$ 79,502.50
35	25	Bryant	2668	\$ 40,020.00	\$ 46,690.00
36	15	Santa Fe	2736	\$ 41,040.00	\$ 47,880.00
37	14	Coltrane	3927	\$ 58,905.00	\$ 68,722.50
38	5	Santa Fe	1682	\$ 25,230.00	\$ 29,435.00
39	4	Coltrane	2596	\$ 38,940.00	\$ 45,430.00
40	2	Boulevard	1717	\$ 25,755.00	\$ 30,047.50
41	2	Boulevard	2504	\$ 37,560.00	\$ 43,820.00
42	96	Broadway	327	\$ 4,905.00	\$ 5,722.50
43	96	Broadway	1098	\$ 16,470.00	\$ 19,215.00
44	8	Bryant	3421	\$ 51,315.00	\$ 59,867.50
45	68	Danforth	3713	\$ 55,695.00	\$ 64,977.50
46	93	Broadway	1459	\$ 21,885.00	\$ 25,532.50
47	64	Danforth	558	\$ 8,370.00	\$ 9,765.00
48	50	33rd	2041	\$ 30,615.00	\$ 35,717.50
49	48	33rd	2399	\$ 35,985.00	\$ 41,982.50
50	24	Boulevard	1774	\$ 26,610.00	\$ 31,045.00
51	62	2nd	3468	\$ 52,020.00	\$ 60,690.00
52	62	2nd	3681	\$ 55,215.00	\$ 64,417.50
53	59	2nd	1767	\$ 26,505.00	\$ 30,922.50
54	56	15th	5157	\$ 77,355.00	\$ 90,247.50
55	25	Bryant	1337	\$ 20,055.00	\$ 23,397.50
56	15	Santa Fe	2218	\$ 33,270.00	\$ 38,815.00
57	14	Coltrane	2134	\$ 32,010.00	\$ 37,345.00
58	4	Coltrane	2268	\$ 34,020.00	\$ 39,690.00
59	65	Danforth	3967	\$ 59,505.00	\$ 69,422.50
60	76	Covell	3945	\$ 59,175.00	\$ 69,037.50
61	75	Covell	5178	\$ 77,670.00	\$ 90,615.00
62	63	2nd	4128	\$ 61,920.00	\$ 72,240.00
63	51	33rd	3414	\$ 51,210.00	\$ 59,745.00
64	26	Coltrane	4087	\$ 61,305.00	\$ 71,522.50
65	23	Kelly	3867	\$ 58,005.00	\$ 67,672.50
66	22	Santa Fe	2860	\$ 42,900.00	\$ 50,050.00
67	9	Coltrane	3152	\$ 47,280.00	\$ 55,160.00
68	6	Kelly	3000	\$ 45,000.00	\$ 52,500.00
69	1	Kelly	2606	\$ 39,090.00	\$ 45,605.00
70	56	15th	3388	\$ 50,820.00	\$ 59,290.00
71	65	Danforth	3626	\$ 54,390.00	\$ 63,455.00
	<b>TOTAL NEAR TERM SEGMENTS</b>		<b>170,292.00</b>	<b>\$ 2,554,380.00</b>	<b>\$ 2,980,110.00</b>

All costs based on 1999 dollars.

**Mid Term Sidewalks Cost**

Rank	SEGMENT ID	STREET	LENGTH (ft)	LOW COST	HIGH COST
72	73	Covell	4129	\$ 61,935.00	\$ 72,257.50
73	36	Kelly	4272	\$ 64,080.00	\$ 74,760.00
74	86	Sorghum Mill	2600	\$ 39,000.00	\$ 45,500.00
75	86	Sorghum Mill	2593	\$ 38,895.00	\$ 45,377.50
76	80	Coffee Creek	3145	\$ 47,175.00	\$ 55,037.50
77	41	Santa Fe	5182	\$ 77,730.00	\$ 90,685.00
78	30	Kelly	5199	\$ 77,985.00	\$ 90,982.50
79	76	Covell	4727	\$ 70,905.00	\$ 82,722.50
80	63	2nd	3909	\$ 58,635.00	\$ 68,407.50
81	57	15th	4868	\$ 73,020.00	\$ 85,190.00
82	51	33rd	4853	\$ 72,795.00	\$ 84,927.50
83	26	Coltrane	3235	\$ 48,525.00	\$ 56,612.50
84	23	Kelly	4338	\$ 65,070.00	\$ 75,915.00
85	19	Coltrane	5207	\$ 78,105.00	\$ 91,122.50
86	6	Kelly	4595	\$ 68,925.00	\$ 80,412.50
87	73	Covell	5218	\$ 78,270.00	\$ 91,315.00
88	36	Kelly	5192	\$ 77,880.00	\$ 90,860.00
89	80	Coffee Creek	4098	\$ 61,470.00	\$ 71,715.00
90	79	Coffee Creek	3266	\$ 48,990.00	\$ 57,155.00
91	42	Kelly	5182	\$ 77,730.00	\$ 90,685.00
92	20	Sooner	4407	\$ 66,105.00	\$ 77,122.50
93	87	Sorghum Mill	5218	\$ 78,270.00	\$ 91,315.00
94	87	Sorghum Mill	5212	\$ 78,180.00	\$ 91,210.00
95	83	Coffee Creek	5139	\$ 77,085.00	\$ 89,932.50
96	83	Coffee Creek	5146	\$ 77,190.00	\$ 90,055.00
97	75	Covell	3002	\$ 45,030.00	\$ 52,535.00
98	57	15th	4605	\$ 69,075.00	\$ 80,587.50
99	35	Santa Fe	5202	\$ 78,030.00	\$ 91,035.00
100	35	Santa Fe	5212	\$ 78,180.00	\$ 91,210.00
101	32	Bryant	5176	\$ 77,640.00	\$ 90,580.00
102	32	Bryant	5172	\$ 77,580.00	\$ 90,510.00
103	22	Santa Fe	5202	\$ 78,030.00	\$ 91,035.00
104	19	Coltrane	4334	\$ 65,010.00	\$ 75,845.00
105	9	Coltrane	5183	\$ 77,745.00	\$ 90,702.50
<b>TOTAL MID TERM SEGMENTS</b>			<b>143,017.00</b>	<b>\$ 2,145,255.00</b>	<b>\$ 2,502,797.50</b>

All costs based on 1999 dollars.

**What's the Next Step in the Process**

This Plan has been reviewed and approved by the City of Edmond Parks Board on August 15, 1999, the Planning Commission on September 7, 1999 and the City Council on September 13, 1999. Now that it is an official component of the Long Range Transportation Plan for the City of Edmond Comprehensive Plan, the projects that are defined herein will be eligible for development. The City of Edmond invites private businesses and residents to become partners in the development of the Edmond Trails System.

You can show your support for this Plan by encouraging the implementation of specific trail, "linkage" or sidewalk segments. For further information on how you can become involved, you can contact Leisure Services, the Planning Department, your local public officials, running club, walking club, or cycling club.

## Conceptual Sketches

Some of the high priority Near-Term trail corridors will be investigated further to determine their suitability for early trail construction. The following sketches provide a graphic illustration of some of the Near-Term trail corridors.

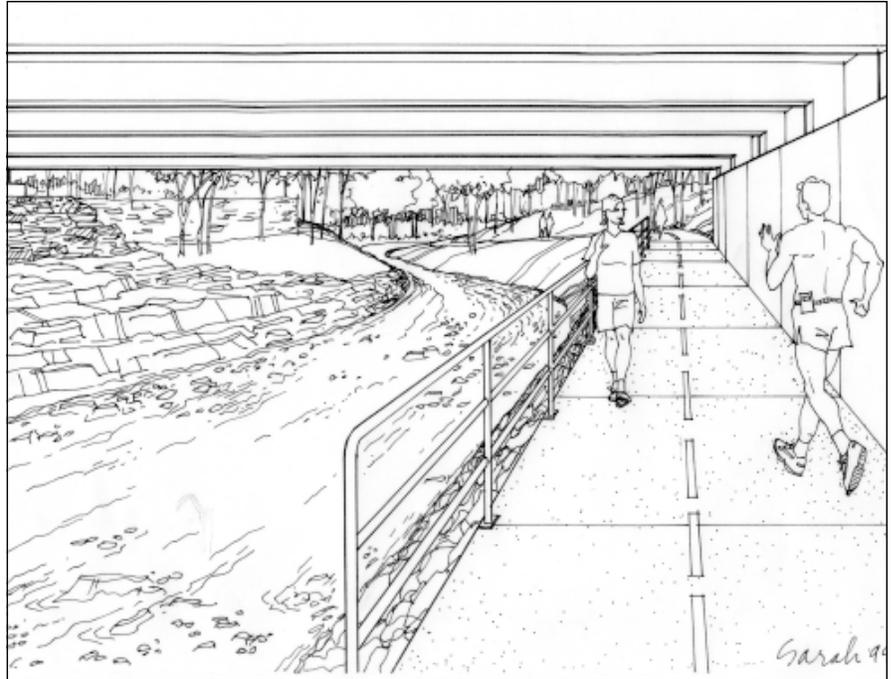
### Arcadia Lake Trail



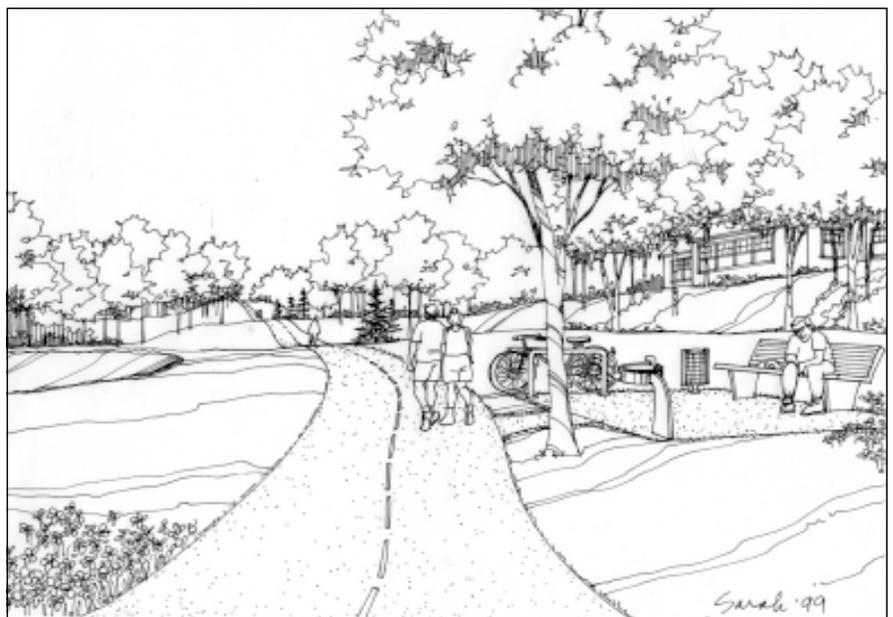
### Spring Creek Trail near Chimney Hills Subdivision



**Spring Creek Trail under I-35**



**KickingBird Powerline Trail**



**Mitch Park/Coffee Creek Trail**



**Boulevard Linkage north of 9th Street**

