

Overview

City Engineers have taken a picturesque, tree lined, 2-lane road, in a quiet community of homes and are turning it into a four-lane road. The traffic counts don't support this and it makes no sense to four-lane this road. Britton road has always been heavily used by cyclists heading to and around Lake Hefner. It has been used as the route for the ironman triathlon competitions and other biking events.

We understand that the City wanted to install a new 42" water line to provide water west of here and we are not asking the City to stop the project. We are asking for a simple modification to the final striping of the lanes. Instead of four lanes of traffic, it makes more sense to have 2 lanes for cars, a center turn lane and two bike lanes. According to Eric Wenger, the OKC Engineer /Director of Public Safety in charge of this project. Britton Road's traffic count at our entrance is just over 7,000 and increases to just over 9,000 vehicles closer to MacArthur.

Facts:

A single lane of roadway is built to handle 18,000 vehicles per day, a two-lane road handles 36,000 per day and a 4-lane handles 72,000 vehicles per day. Again, Britton Road, by the City's own traffic counts is just over 9,000 vehicles. As you can see, even planning for unprecedented expansion, the numbers will never kick in the threshold to justify four lanes. But there won't be expansion here - these are old, beautiful established neighborhoods. In fact over the past seven years the numbers have declined, according the ACOG traffic stats. This section of Britton Road ends at Lake Hefner - if there was ever a more perfect road for bike lanes, this is it.

Why:

Engineers may be falling into an old mind-set, driving by "The Machine" and a philosophy that says, "build big roads – spend more money - bigger is better. And that machine sometimes makes these decisions. This philosophy of road building spends enormous amounts of money on things that aren't going to improve quality of life. *(The Britton road project price tag is 8 million dollars.)*

Common Goals:

Our request and the city's goal should be the same: Our plan for Britton allows for quality transportation while supporting quality of life and value to our homes and properties. We have consulted with professional of how traffic counts and traffic safety works. They are scratching their heads as we are. There are 60 organizations including Federal Highway Administration, the US Department of Transportation, the Institute of Transportation engineers, and even the US secretary of transportation – who are changing the rules on how federal transportation funds are being spent. They are all in line with what we are proposing here – that transportation monies should be spent better. This four lane project feels like a very old philosophy – driven by "the machine." Instead of building for livability, walkability, bike-ability - active transportation. This is the antipathy of that.

Mayor Cornett is a national spokesperson for quality of life and has won awards for the changes to downtown OKC. Somewhere there is a disconnect on what the engineers are wanting to do here and out of sync with the Mayor's quest for healthier– more active Oklahomans.

All of the communities have met with city officials, with our City Councilman. Councilman Greiner should be fighting for his constituents. We feel our wishes are not being considered. Due to this, we have formed the Lake District Coalition –uniting to have a stronger voice. If they continue to ignore the requests of the people who live here, if they destroy Britton Road, they will increase the risk of children crossing to get to Wiley Post Elementary, Britton Road will no longer be safe as a bike route and they will have fewer people walking and biking. This doesn't make sense and commands the mayors attention.