

**RESOLUTION DIRECTING THE CITY MANAGER TO PROCEED IN
THE MANNER SET FORTH HEREIN REGARDING BICYCLE
CONNECTIVITY ALONG CLASSEN BOULEVARD.**

WHEREAS, the City Council of The City of Oklahoma City recognizes the importance of multimodal transportation infrastructure and supports the installation of infrastructure that facilitates both pedestrian and bicycle mobility; and

WHEREAS, the City Council further supports the expansion and use of bike lanes because biking provides an essential alternative for transportation, recreation, and healthy lifestyles that also have great environmental benefits; and

WHEREAS, while the City remains committed to expanding safe bicycle infrastructure, the Council finds that all of Classen Boulevard, which serves as a critical corridor for north-south movement and intersects with key east and west streets including but not limited to Sheridan Avenue, Main Street, 4th Street, 6th Street, 10th Street, 23rd Street, 36th Street, etc., presents significant concerns due to heavy traffic and congestion if a lane is removed; and

WHEREAS, the City Council further finds that safer and less congested north-south streets such as Shartel Avenue and Western Avenue are more appropriate locations for infrastructure improvements consistent with MAPS 4 and bikewalkokc; and

WHEREAS, the City Council further wishes to direct that no new north-south bike lanes that entail removing a lane or lanes of traffic along Classen Boulevard, via paint/partitions/delineators, should be installed at any point along said Boulevard; and that, in lieu of such lanes, bike crossings that are painted and do not require reducing traffic lanes should be installed at the intersections running east and west.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF OKLAHOMA CITY that it directs that no new north-south bike lanes that entail removing a lane or lanes of traffic on either side of Classen Boulevard, via paint/partitions/delineators, should be installed at any point along said Boulevard; and that, in lieu of such lanes, bike crossings that are painted and do not require reducing traffic lanes should be installed at the intersections running east and west.

AND BE IT FURTHER RESOLVED that the City Manager shall report back to the Council within sixty (60) days on the feasibility, design, and implementation timeline for the proposed bicycle crossings.

ADOPTED by the City Council and **SIGNED** by the Mayor of The City of Oklahoma

City this _____ day of _____, 2025.

ATTEST:

THE CITY OF OKLAHOMA CITY

CITY CLERK

MAYOR

REVIEWED for form and legality.

A handwritten signature in blue ink, appearing to read "Mark Donohue".

MUNICIPAL COUNSELOR