

Cincinnati – Detroit Roundabout A Traffic Circle Concept



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Presently Cincinnati Avenue, at the north-central edge of the O.S.U./Langston Campus splits into the Cincinnati-Detroit Avenues one way pair of arterial streets which transect the downtown from their respective interchanges with I-244 (M.L. King Expressway) on the North and the Broken Arrow Expressway on the south. The “split” takes place along a ridgeline with the O.S.U./Langston Campus dropping off to the east and the west. The Cincinnati side (west) of the split actually is considerably lower than Detroit.

The following are “goals” and opportunities in the Downtown Tulsa Master Plan which can be met by a single alteration of the design of the Cincinnati-Detroit “split” which is located north of the Inner Dispersal Loop (I-244).

1. This arterial is at present a considerable barrier between the east and west segments of the campus. A proposed simple grade separation allows for construction of an urban pathway system (10 feet wide) which will join the two sides of the campus, accommodate related service vehicle, bicycles and pedestrians, and provide essential safe traffic and pedestrian separation.
2. Brady Village desires that all of its streets are redesigned to return to two-way traffic movement. This will allow eliminating the Cincinnati-Detroit one-way pair at least as far south as Archer Street along the southern edge of both the Brady and Greenwood Districts.
3. It provides an attractive, highly desirable gateway on the principal north-side access to the John Hope Franklin Reconciliation Park, the new ballpark, and the entertainment and residential venues planned for the two Brady and Greenwood Districts.
4. The land “locked” between the Detroit and Cincinnati arterial pair north of the MLK Expressway can be developed as an iconic design element for the downtown area. The area contains a heavily sloped highpoint that would be difficult to develop, but would provide small yet but very prominent park overlooking the downtown.

The following concept sketches show a solution which can meet all of the above issues by creating a large traffic circle whose elevation is the same as the top of the ridge north of the above referenced "Hilltop Park". Figure 1 depicts the concept in the broader context and Figures 2 and 3 depict more detailed illustrations of the concepts.

- The circle itself allows Cincinnati and Detroit each to go to two-way between the proposed circle and Archer Street. The two bridges south of Archer Street crossing the BNSF Railroad would require concrete or landscaped islands to protect their respective transitions to one way streets to the south. Portions of this concept are depicted in the adopted Brady Village Infill Development Design Recommendations. (The longer range goal of the Downtown Tulsa Master Plan is to eliminate all of the one way pairs inside of the "Inner Dispersal Loop").
- The traffic circle at the top of the ridge gives adequate elevation which allows for a campus service and security vehicle passageway having a ten foot clearance to pass under the road. This "box culvert" type structure provides the east and west campuses to be connected. One (or possibly two) of these culverts would be placed on the east and west sides of the circle to connect the campus area, and one would be placed south side of the circle for connection to the "Overlook Park." The connecting "culverts", at twelve feet in width, will accommodate pedestrian and bicycle traffic as well. The center of the traffic circle remains 10 to 12 feet below the surrounding street.
- The passageway under the south edge of the traffic circle will provide maintenance, handicapped, pedestrian and bicycle access to the top of the hill between Cincinnati and Detroit. This site should be simply reforested with view openings to the surrounding sites. The top of the hill should have a simple plaza, perhaps an interpretive shelter, and some form of prominent vertical sculpture.
- The Brady Village and Katy bicycle-pedestrian trails and street routes (across the northern edge of the downtown), the planned trailhead facility, the Midland Valley Trail, and others can be connected via a passageway. This passageway would pass under I-244 at Boston Avenue, through the traffic circle and eastward through the heart of the O.S.U. campus. East-west auto traffic on the campus would simply merge into, around and out of the traffic circle at the street level.

Figure 1

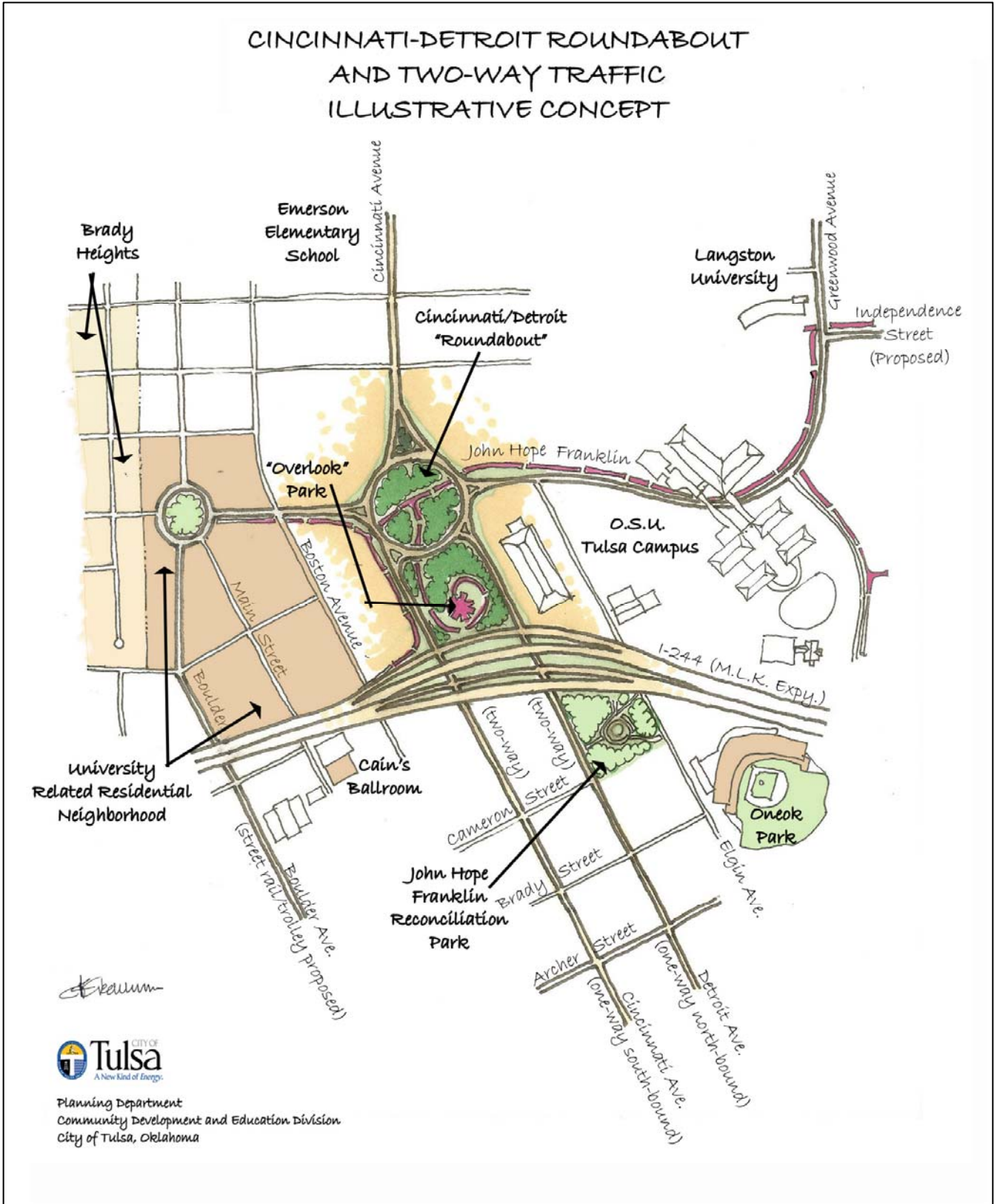
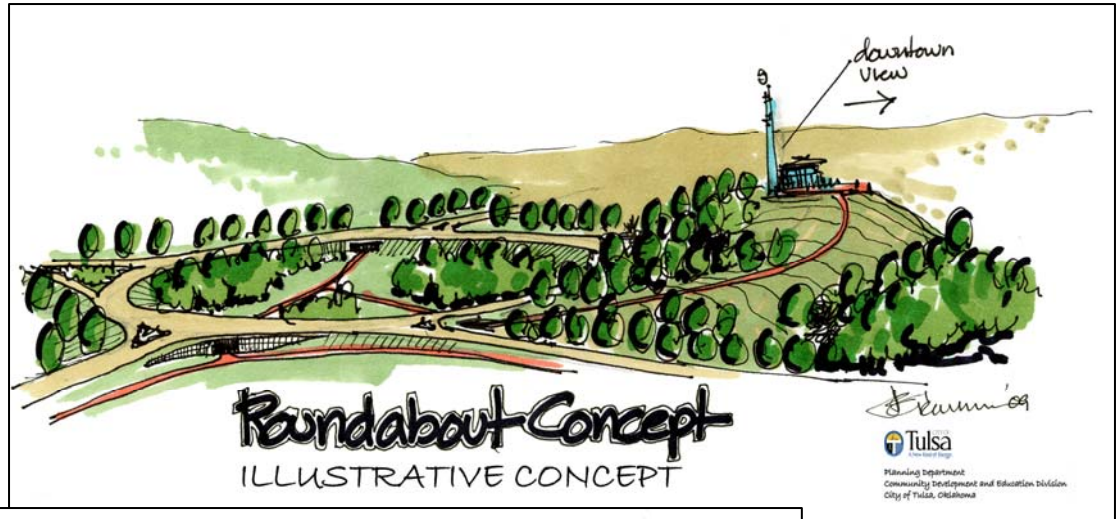


Figure 2



CINCINNATI-DETROIT AVENUES
"ROUNDAABOUT" AND "HILLTOP PARK"
ILLUSTRATIVE DEVELOPMENT CONCEPT



Figure 3