



# PRYOR DOWNTOWN STREETScape AND WAYFINDING MASTER PLAN

**PRYOR, OK**

CITY OF PRYOR CREEK  
PRYOR MAIN STREET

October 14, 2021



# PRYOR DOWNTOWN STREETScape AND WAYFINDING MASTER PLAN

PRYOR, OK

## ACKNOWLEDGMENTS

### **Pryor Main Street**

Jennie VanBuskirk LaFave, Executive Director

Scott Miller, President

### **City of Pryor Creek**

Larry Lees, Mayor

### **Design Team**

Jim Crosby, PLA, ASLA, Planning Design Group

Monica Concienne, PLA, ASLA, Planning Design Group

# PRYOR DOWNTOWN STREETScape AND WAYFINDING MASTER PLAN

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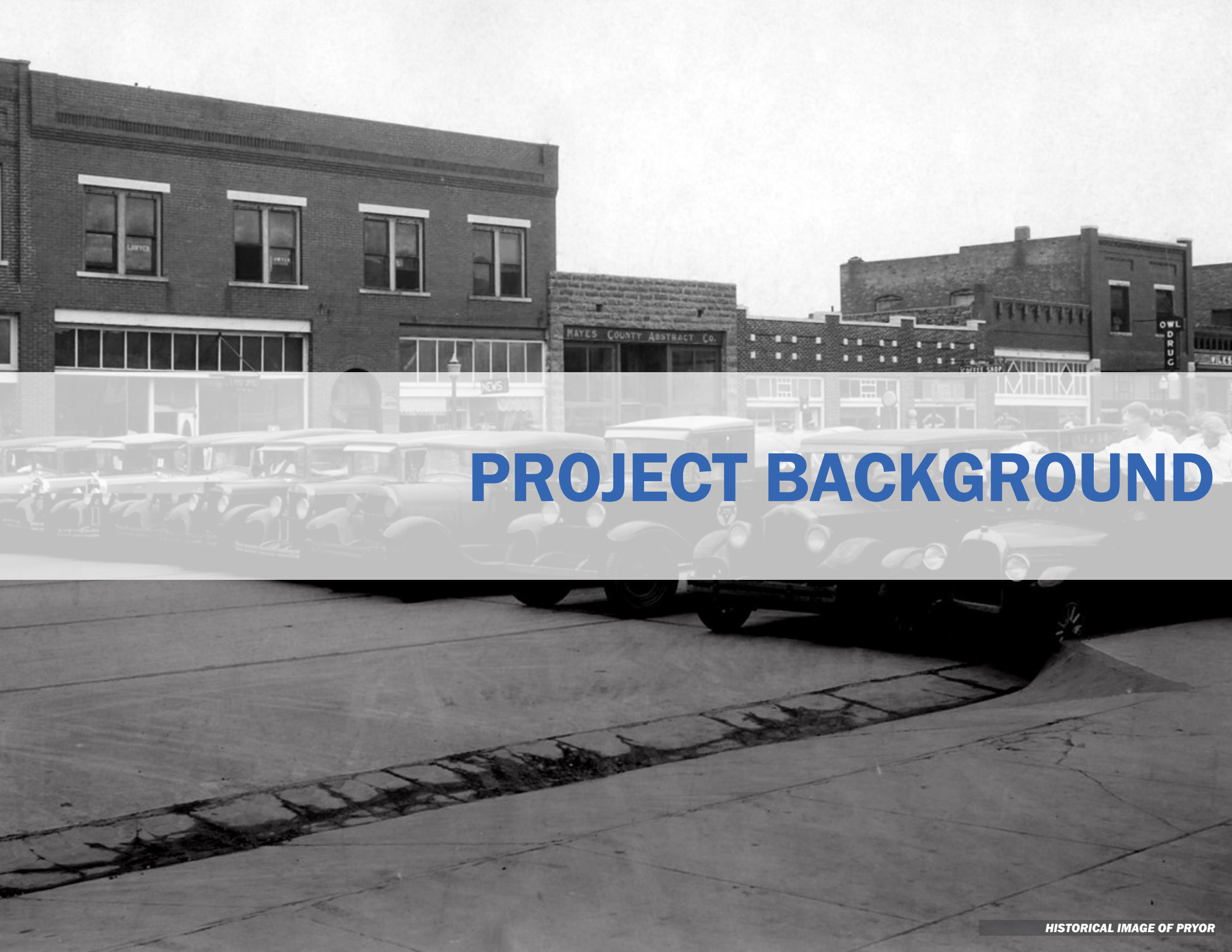
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# PROJECT BACKGROUND

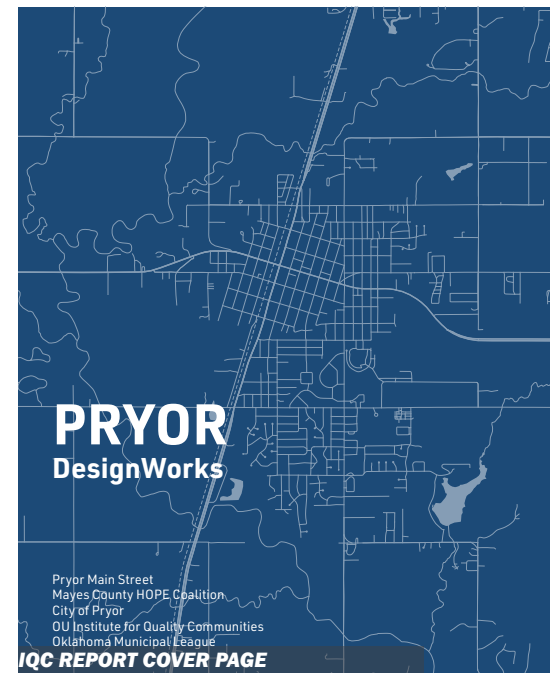
# INTRODUCTION

This document and subsequent Master Plan renderings of Graham Avenue and Adair Street, is intended to provide direction for the City of Pryor and its downtown area. The Master Plan is the final deliverable from nearly 2 years of conversations with engaged community members, business owners, property owners, and members of the city staff and the Pryor Main Street organization.

The downtown planning process was formally proposed from the OU Institute for Quality Communities (IQC) study and engagement. The IQC program visited the site and hosted several workshops with the community. The discussions and workshops resulted in a formalized document that detailed the key findings and recommendations for improving downtown Pryor. The four central recommendations from their report was connection & access, street safety & comfort, public space network, and development & business.

Planning Design Group (PDG) was then selected to further develop the Master Plan and recommendations for the downtown area of Pryor. The City of Pryor designated the project area along Graham Avenue from Mill Street to Rowe Street and Adair Street from NE 1st Street to SE 1st Street. PDG facilitated additional community input meetings and discussions with community members, Pryor Main Street, and City Staff. The meetings resulted in identifying key areas to focus on and the desirability of improvements considered and evaluated when conceptualizing the proposed downtown area master plan.

PDG also met with the Oklahoma Department of Transportation (ODOT) concerning the right-of-way design guidelines and traffic design considerations along Graham Avenue. Additionally, ODOT explained the Transportation Alternatives Program (TAP), a federally funded program that is awarded and managed by ODOT. The TAP grant has been identified as a potential matching funding source for the downtown area project. The TAP grant and process is described further in section 4 with the overall master plan cost estimate.



# PROJECT BACKGROUND



# CONCEPT DEVELOPMENT

## KICK OFF MEETING: MAY 13TH, 2021

- Presented various downtown precedents for community members to evaluate
- Community members identified downtown area constraints and opportunities
- Community members identified key items to address with master plan
- Community members evaluated how to promote Pryor and the downtown area
- Discussed branding opportunities for downtown area

## FIRST ODOT MEETING: MAY 27TH, 2021

- Discussed State Highway 20 (Graham Avenue) right-of-way opportunities and constraints
- Discussed Monument sign placement and allowances
- Discussed current on street parking and allowances
- Discussed grant opportunities and funding opportunities provided by ODOT
- Informed about TAP Grant and funding process

## DESIGN CONCEPT MEETING: AUGUST 5TH, 2021

- Presented downtown area master plan concept
- Relayed information from ODOT meeting and our constraints along Graham Avenue
- Presented model perspectives of proposed streetscape
- Discussed initial thoughts and reaction to proposed concept

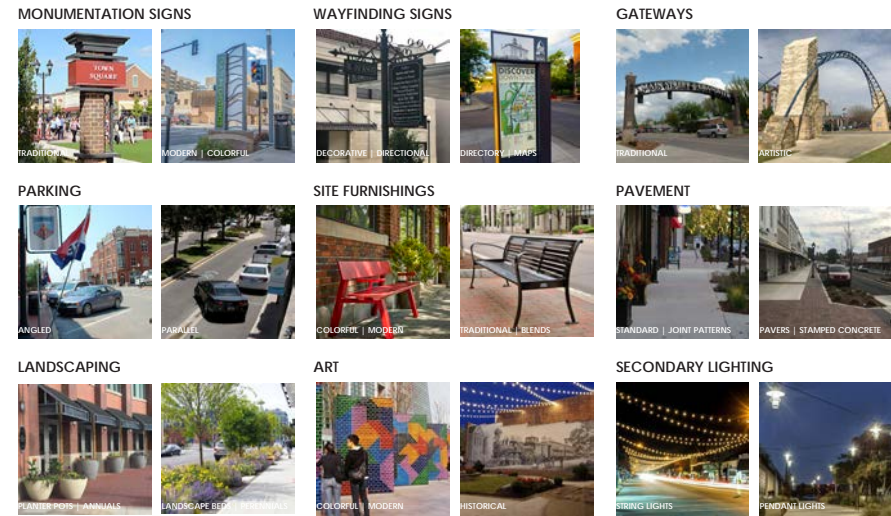
## SECOND ODOT MEETING: SEPTEMBER 1ST, 2021

- Discussed TAP grant process and application
- Discussed funding for Pryor and the proposed downtown area master plan
- Presented downtown area master plan concept for informational and design purposes
- Discussed current cycle for TAP funding and when the application would open
- Discussed any foreseen issues with ODOT review during construction plan review

## FINAL PRESENTATION AND DOCUMENT: TBD

- Discussed TAP grant process and application
- Discussed funding for Pryor and the proposed downtown area master plan
- Presented downtown area master plan concept for informational and design purposes
- Discussed current cycle for TAP funding and when the application would open
- Discussed any foreseen issues with ODOT review during construction plan review

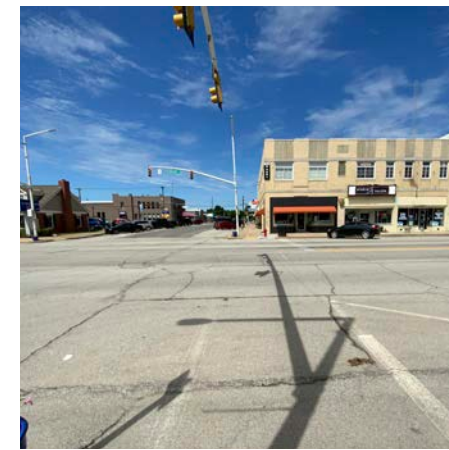
# MASTER PLAN PROCESS



DRAFT CONCEPT LAYOUT OF DOWNTOWN AREA

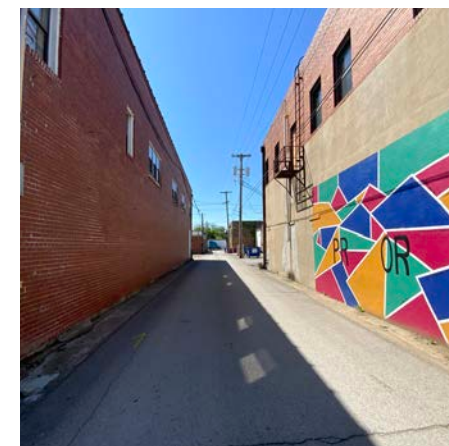
# KEY ISSUES FOR DOWNTOWN AREA

- Pedestrian safety
- Limited seating
- No current gateway or indicator for downtown area
- Hard to close down Graham Avenue for downtown events, use Adair Street for events
- Lacking trash receptacles
- No vegetation or trees incorporated in streetscape
- Perception of not enough parking areas
- ADA Accessibility issues
- Lack of ADA parking throughout downtown
- Poor lighting on sidewalks and street
- Minimal art and historical references
- Missing identity of downtown area
- Lacking comfortable gathering spaces
- Limited business activity in the evenings
- Building and lot vacancy create gaps in downtown area
- Want to narrow Graham Avenue
- Flooding issues on Adair
- Limited restaurants and dining options currently in downtown
- Outdated traffic signalization



# GOALS FOR DOWNTOWN AREA

- Create safe, accessible street crossings and intersections
- Improve appearance of streetscape and create sense of place
- Encourage redevelopment, reuse, and reinvestment within downtown area
- Incorporate public gathering spaces that provide for social connection
- Improve streetscape infrastructure to support downtown events and programming



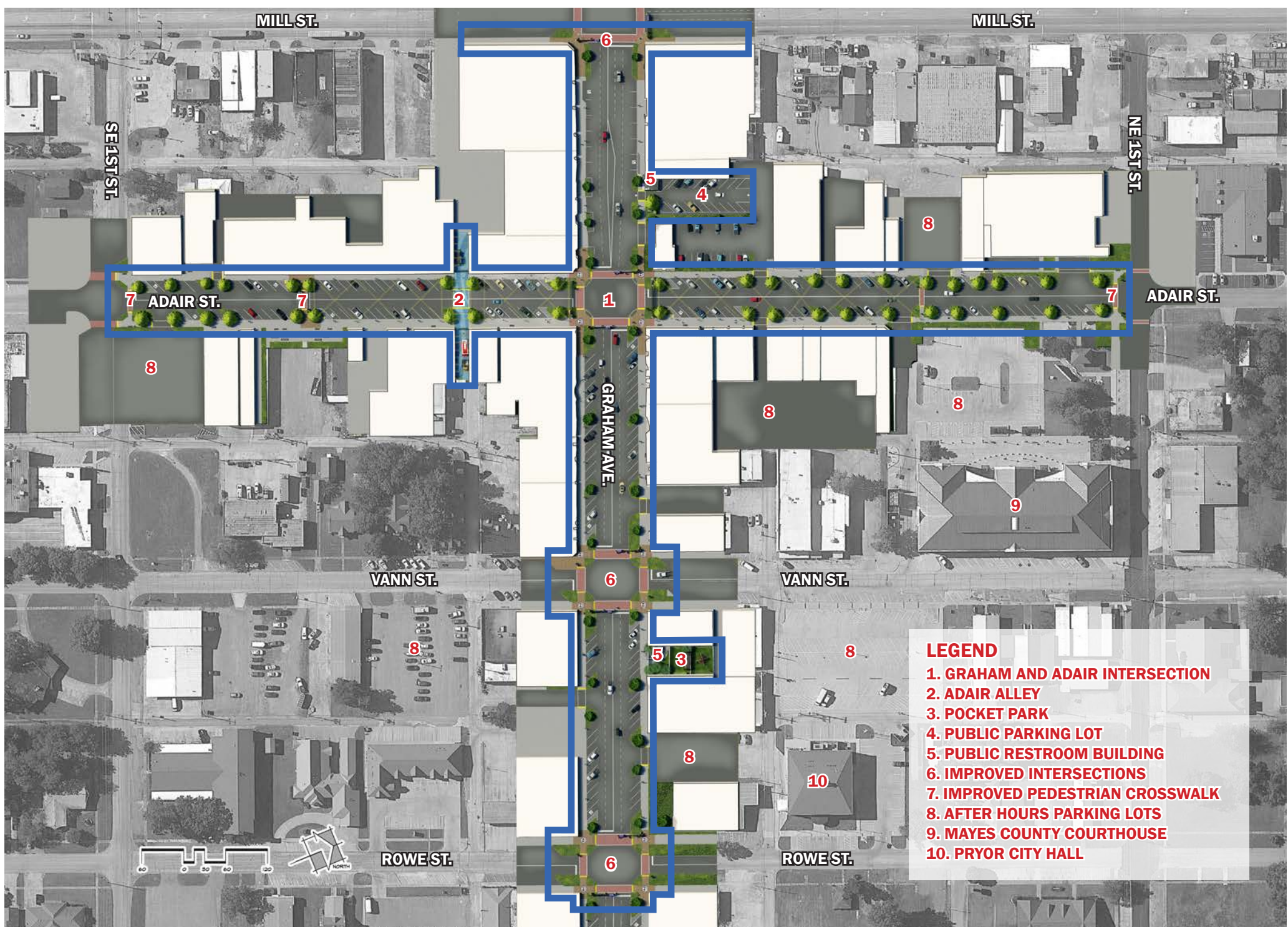
IMAGES TAKEN FROM MAY 5TH SITE VISIT

# KEY ISSUES AND GOALS

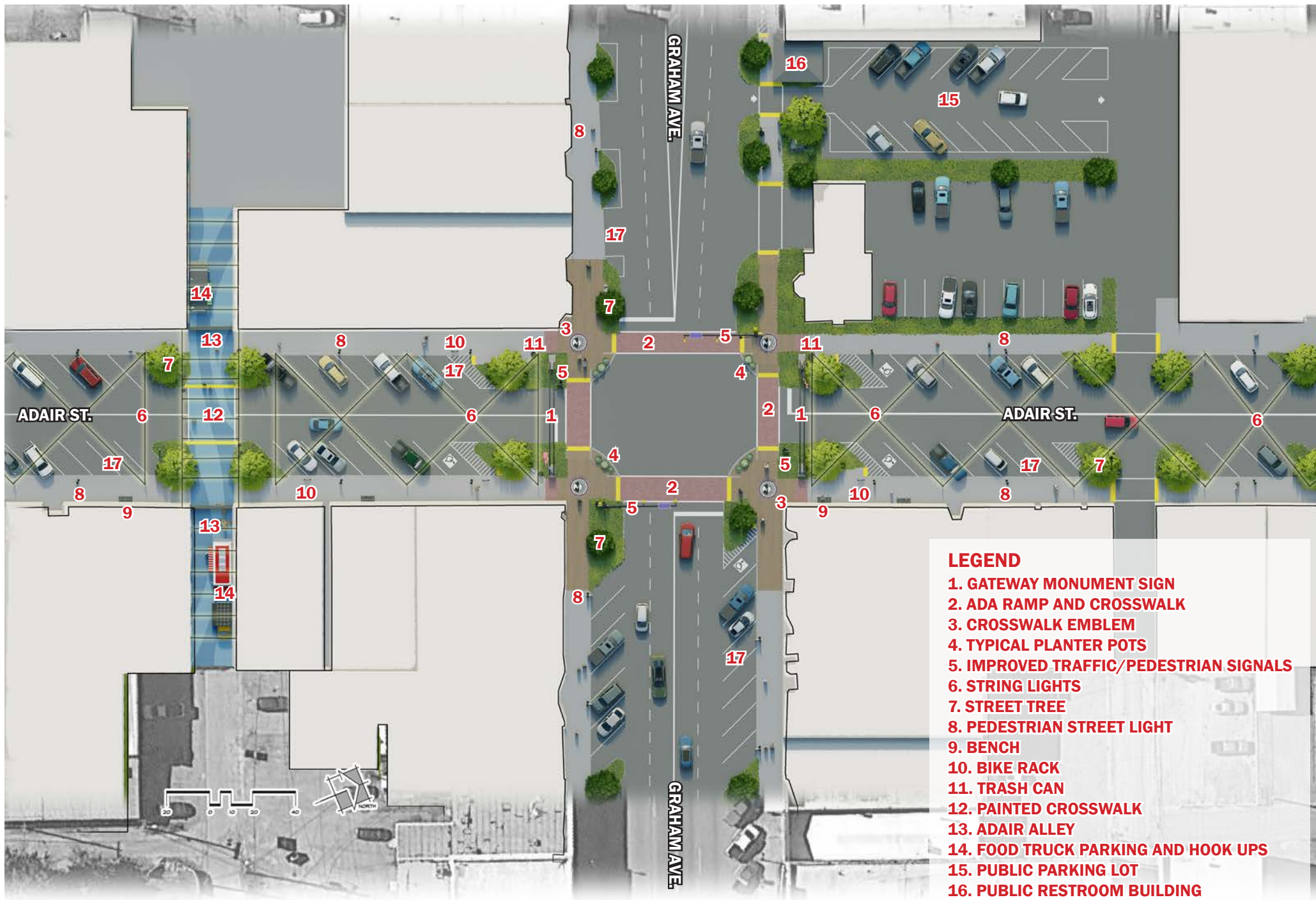


An aerial perspective of a city street intersection. The street is paved with grey asphalt and has a central brick-paved crosswalk. Yellow painted curb extensions are visible on both sides of the crosswalk. On either side of the street, there are circular logos for '12th Street' featuring a stylized sun or wheel. The sidewalks are paved with light-colored bricks. There are trees, bushes, and streetlights visible. A red car is driving on the street below the crosswalk. A semi-transparent white banner with blue text is overlaid across the center of the image.

# **DOWNTOWN STREETScape AND WAYFINDING MASTER PLAN**

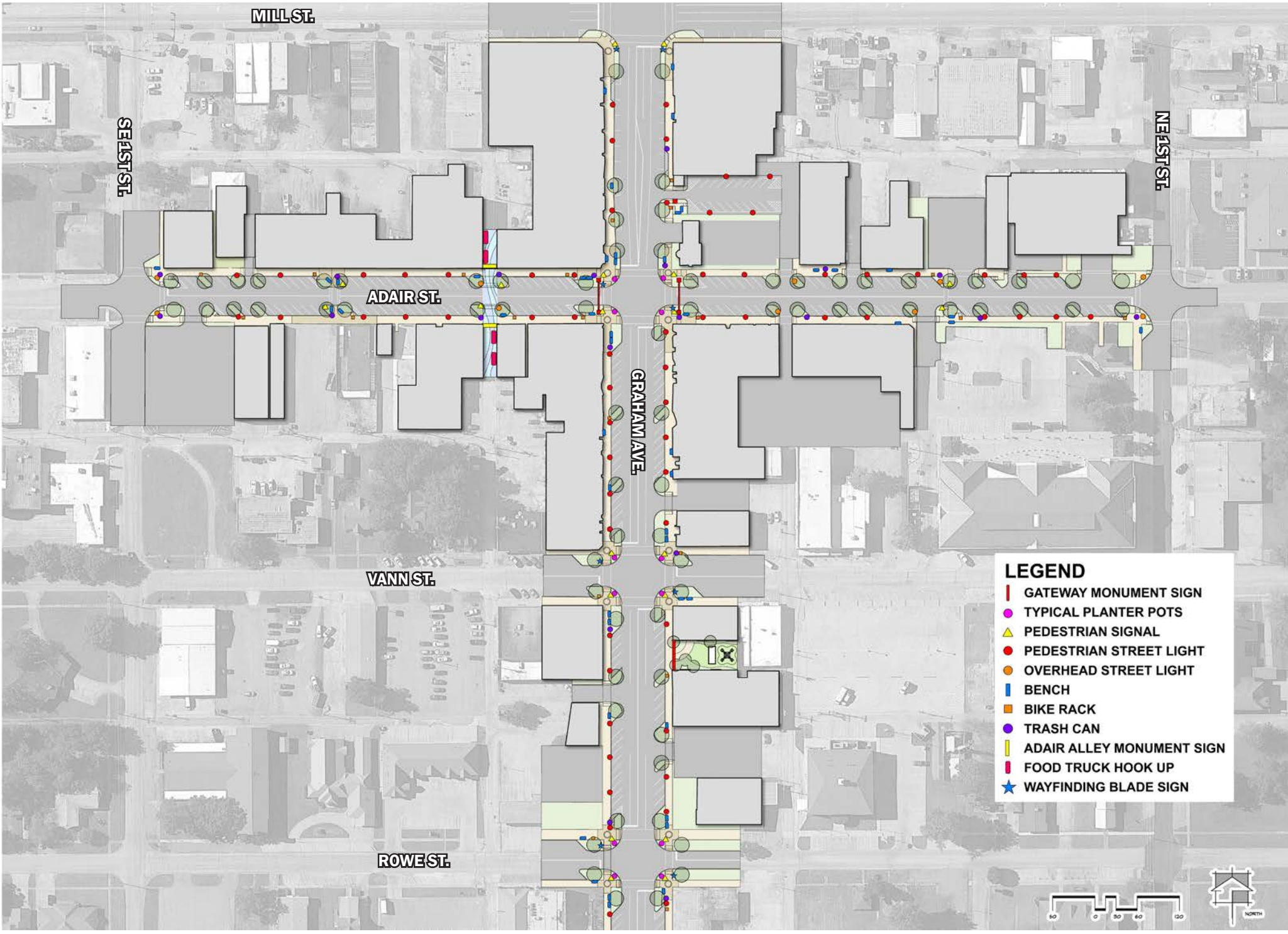


# OVERALL MASTER PLAN



- LEGEND**
- 1. GATEWAY MONUMENT SIGN
  - 2. ADA RAMP AND CROSSWALK
  - 3. CROSSWALK EMBLEM
  - 4. TYPICAL PLANTER POTS
  - 5. IMPROVED TRAFFIC/PEDESTRIAN SIGNALS
  - 6. STRING LIGHTS
  - 7. STREET TREE
  - 8. PEDESTRIAN STREET LIGHT
  - 9. BENCH
  - 10. BIKE RACK
  - 11. TRASH CAN
  - 12. PAINTED CROSSWALK
  - 13. ADAIR ALLEY
  - 14. FOOD TRUCK PARKING AND HOOK UPS
  - 15. PUBLIC PARKING LOT
  - 16. PUBLIC RESTROOM BUILDING
  - 17. ON-STREET PARKING WITH ADA SPACES

# GRAHAM AVE. & ADAIR ST. INTERSECTION



# OVERALL WAYFINDING AND SITE FURNISHING PLAN



**GRAHAM AVE. & ADAIR ST. MONUMENT SIGNS**



# GRAHAM AVE. & ADAIR ST. INTERSECTION



**PUBLIC RESTROOM AND PARKING ON GRAHAM AVE.**



**GRAHAM AVE. LOOKING WEST**





**POCKET PARK ON GRAHAM AVE.**



**S. ADAIR ALLEY ON ADAIR ST. AT NIGHT**



**S. ADAIR ST. LOOKING NORTH**



GRAHAM AVE. & ADAIR ST. INTERSECTION



GRAHAM AVE. & ADAIR ST. INTERSECTION



N. ADAIR ST. LOOKING SOUTH



GRAHAM AVE. LOOKING EAST

# PERSPECTIVE IMAGES



6 FT BENCH - WITH BACK  
ANOVA - RENDEZVOUS



6 FT BENCH - BACKLESS  
ANOVA - RENDEZVOUS



ANOVA - RENDEZVOUS TABLE



32 GALLON TRASH RECEPTACLE  
ANOVA - RENDEZVOUS



MEDALLION BIKE POST  
ANOVA - IN-GROUND MOUNT



FORM ROUND CONCRETE PLANTER  
WAUSAU - CONCRETE PLANTER

# RECOMMENDED SITE FURNISHING



ENHANCED PAVEMENT - CROSSWALK  
PATTERNED STAMPED CONCRETE



ENHANCED PAVEMENT - SIDEWALK  
KEYSTONE - HOLLAND PAVER



STREET TREES AND LANDSCAPING



WAYFINDING BLADE SIGNS



GATEWAY MONUMENT



IMPROVEMENTS TO EXISTING TRAFFIC  
SIGNALS AN STREET SIGNS

# RECOMMENDED SITE IMPROVEMENTS



BALD CYPRESS | POND CYPRESS



BLACKGUM 'WILDFIRE'



BLACKGUM 'GREEN GABLE'



TRIDENT MAPLE



LIRIOPE



PRAIRIE DROPSEED



BLUE ZINGER SEDGE



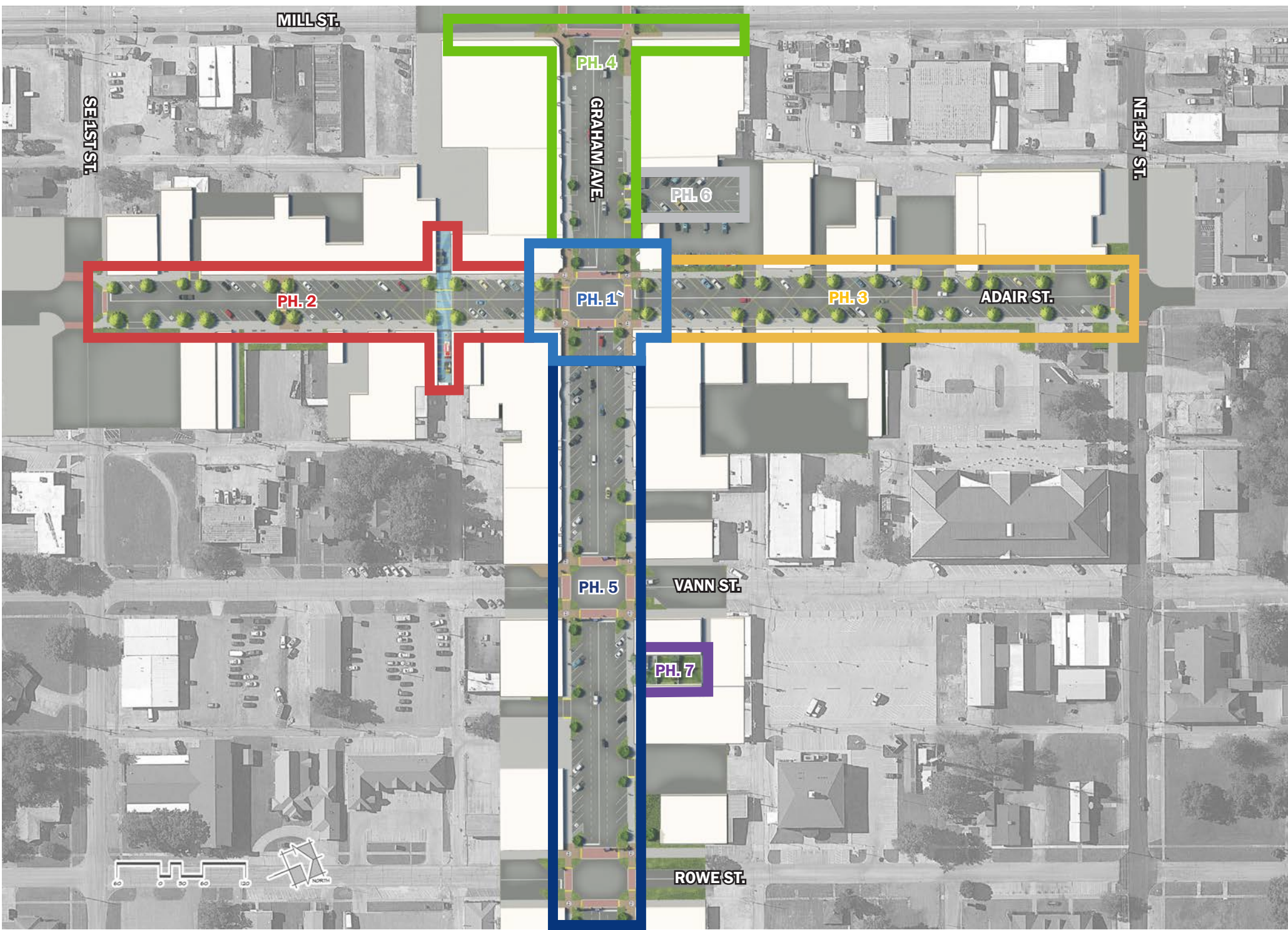
BLUE GRAMMA GRASS

# RECOMMENDED LANDSCAPING

A nighttime architectural rendering of an outdoor plaza. The scene is illuminated by numerous warm white string lights strung across the sky. In the background, a modern building features a large, colorful, abstract graphic element and the word "ADATRI" in white capital letters. The foreground shows a paved area with a blue-painted path and yellow boundary lines. Several people are walking: a woman in a brown jacket and blue jeans on the left, and a group of three people in the center-right. To the left, a parking area contains a black pickup truck, a blue sedan, and a white sedan. A large tree with green and yellow leaves is on the far left. A street lamp is visible in the middle ground.

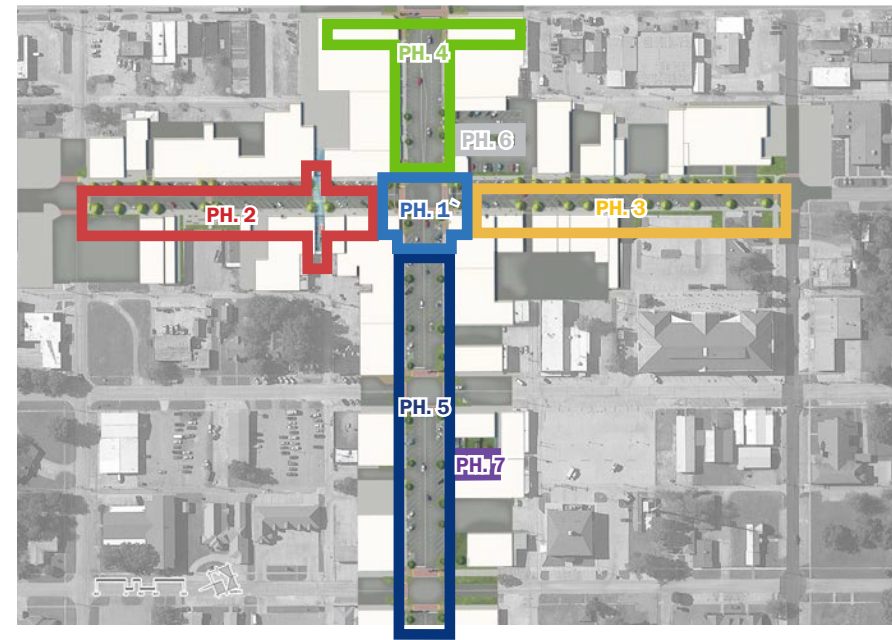
# MASTER PLAN PHASING AND BUDGET ESTIMATE





# MASTER PLAN PROPOSED PHASING PLAN

| Pryor Downtown Streetscape and Wayfinding - Preliminary Estimate |  |  |  |  |
|--|--|--|--|--|
| City of Pryor  |  |  |  |  |
| Date: October 14, 2021   |  |  |  |  |
| NO. ITEM COSTS WILL BE RE-EVALUATED AT EACH PHASE                |  |  |  |  |
| OVERALL ESTIMATE   |  |  |  |  |
| PHASE 1-INTERSECTION   |  |  |  |  |
| PHASE 2-SOUTH ADAIR  |  |  |  |  |
| PHASE 3-NORTH ADAIR  |  |  |  |  |
| PHASE 4- WEST GRAHAM AVE   |  |  |  |  |
| PHASE 5- EAST GRAHAM AVE   |  |  |  |  |
| PHASE 6- PUBLIC PARKING PARCEL                                   |  |  |  |  |
| PHASE 7- POCKET PARK   |  |  |  |  |



## ODOT & TAP GRANT INFORMATION

This proposed preliminary cost estimate for the downtown area improvements are presented in 7 phases and designate the project limits for each phase. After discussions with ODOT and members of the community, phasing out the overall downtown area improvements is believed to be the best way to achieve the vision proposed in the Master Plan. Each proposed phase can apply for the TAP Grant as a separate project, with a maximum of (2) projects submitted each funding cycle per town/city. The TAP Grant application and process is explained in the following paragraphs.

### [TAP Grant Application](#)

The Transportation Alternatives Program (TAP) provides federal funding for projects and programs defined as transportation alternatives that advance non-motorized transportation opportunities. The proposed master plan meets several of these transportation alternatives such as enhanced mobility, community improvement activities, and improvements to support local economies and quality of life. TAP funds may pay for up to 80% of eligible project costs with a required local match of 20% or more of the remaining project cost. The maximum federal match available would be \$700,000 and a minimum match from the City of Pryor of \$140,000 for a total project cost of \$840,000. The TAP grant is awarded and managed by ODOT with funding allocated and awarded on two year cycles.

### [TAP Grant Process](#)

To application process for TAP grant has two phases with registration and application. The registration allows ODOT to meet and review the proposed TAP project and the Application process ensures that the project meets the minimum requirements. The Application consists of a packet with project summary and description, goal of the program, cost estimate, letters of support, and map of the project location. Once submitted, all applications will go through a multi-phase review process and evaluated with the supplemental materials provided by the applicant. Points will be awarded on technical and category specific criteria. If awarded, the TAP Project Manager will send official award letters to the project sponsors and begin the process of construction review and funding allocation with ODOT and the TAP Project Manager.

### [Proposed Phase 1-7 Cost Estimates](#)

The following cost estimates per phase are priced per September 2021 costs. The street improvement items are separated for the City of Pryor to evaluate the cost expenses and benefits of proposed improvements. Added into the estimates are a 15% contingency and a design fee to provide a realistic expectation for the proposed improvements.



# **PRYOR DOWNTOWN STREETScape AND WAYFINDING MASTER PLAN**