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| # | Item |
| 1 | Stars and Stripes Park Hefner Lake, South by ball diamonds– group gathering, instructions, distribute maps. ( Alternate parking spots ) Head East on trail, then East on Lake Hefner Dr. Over bridge to Grand Blvd, continue through Nichols Hills, past 63rd. |
| 2 | Grand Blvd at Western – straight through |
| 3 | Just past railroad trestle ( before curve North ). View trestle for later discussion. |
| 4 | NE 63rd and Robinson, turn East |
| 5 | NE 63rd and Broadway –rest stop ( as needed ) |
| 6 | NE 63rd and Braniff,( two blocks past Broadway ) (Easy to miss! ) Turn South, then at bottom of hill turn East. |
| 7 | NE 63rd and access road, turn East, ride past Kelly, then turn S. on Access road two blocks E of Kelly. |
| 8 | S. on Grand Blvd. Briefly stop at bridge over creek to view the last original vestige of G.B. |
| 9 | Continue on GB to the Lincoln Park lake dam. Stop here for first mini-lecture. |
|  | In 1889, unassigned lands were opened for settlers. On April 22 at noon, OKC grew from zero to several thousand in just one day. In 1910, city leaders determined that OKC would eventually grow in prominence, but to rival NYC or Kansas City, a park such as Central Park, or the Plaza District would need to be developed. The problem was that the city had already built on all of the land in the central part of the city, leaving no room for a Central Park. Those with smart phones can View the early city map and 1889 photos on the OBS web site. |
| 10 | Continue on GB ( be sure to turn right just past the dam ).  In front of the National Guard entrance ( NE 35th ) get on the side walk to ride on Katy Trail. |
| 11 | Continue on Katy trail, West on 4th, then South on MLK/Eastern. |
| 12 | Rest stop ( optional ) at the truck stop on the left at the bottom of the bridge. |
| 13 | Continue S. on MLK/Eastern and turn left ( East ) on Reno |
| 14 | Go over bridge – view the new Eagle Lake trail below the bridge |
| 15 | Turn South on Grand Blvd |
| 16 |  |
| 17 | Continue on GB past 15th and past 29th. GB curves West. Get on the sidewalk as you pass 29th and then stop on the wooden bridge at Trosper Park. Time for mini-lecture 2. |
|  | With no ideas for how to create a central park, the OKC leaders hired W.H. Dunn to help design the OKC park system. Mr. Dunn designed the Kansas City parks, and as everyone knows, Everything is up to date in Kansas City. Mr. Dunn toured OKC, and decided the best plan was to create four large parks at each corner of the city, with diagonal roads connecting them to downtown, and a loop connecting all 4 parks, to be named “The Grand Boulevard” ( view the map and road cross sections on the OBS web site, as well as the drawing of the train trestle – remind riders that the trestle was planned for the one that we stopped at earlier ). OKC leaders approved the plan and allocated $100,000 to purchase the land and road sites. |
|  | As you leave the wooden bridge, have the riders view the oil well across the street. |
| 18 | Continue W. on GB to Pennsylvania. Turn S. on Penn 1 block to Braums. Rest Stop here. |
| 19 | Leaving Braums, go 1 block S. to 40th, then West to Youngs, then S. to GB. Turn West on GB. |
| 20 | At May, jog left 10 feet onto the trail, then West 2 blocks to Woodson park Bench. Time for Mini-lecture 3. |
|  | The 1910 arrangement only allocated enough money to buy the land for the parks and streets, not for building them. Mr. Dunn suggested that some land near the parks and Grand Blvd be sold off as “prime Home Building lots”, and the proceeds from those sales would fund the building of the parks and roads.  Unfortunately WWI and Black Friday slowed down the financial picture, but all was not lost. Remember the oil well we passed? In 1930 oil was discovered on some of this extra land, and soon there was enough money from oil royalties to pay for the entire project, including the Grand Blvd. It was opened by 1936 and Motoring the Grand Blvd. continued as a favorite weekend pastime for families for many years.  In the 60’s and 70’s, the need for super highways took precedence over the under-used Grand Blvd. and parts of it were reclaimed for I-35 and I-44. |
| 21 | Continue West and North on the trail to the pedestrian bridge over I-44. It is strongly encouraged that the riders dis-mount and walk their bikes over the bridge. |
| 22 | Turn North. on the trail and cross SE 29th ( Warning – cars do not stop at this crossing ) |
| 23 | Continue North. along the GB access road and cross SE 15th ( Warning – cars do not stop at this crossing ) |
| 24 | Continue North on the trail towards the river. Turn right (East ) on the river trail. |
| 25 | Enjoy the river view |
| 26 | Go about 3 blocks along the trail ( going under the I-44 overpass ) then turn S. onto the Brookline path ( 1 block this side of the May Ave. Bridge ). |
| 27 | Go one block S. to SW. 9th then turn East, go 1 block to May, and turn North ( Left ) on May Ave.( Warning – cars do not stop at this crossing ) |
| 28 | Continue North on May and turn left ( West ) on Gordon Cooper Ave ( across from Forest Lumber ) |
| 29 | West on Gordon Cooper, then North across the parking lot to the planetarium building ( just N. of the Clamshell Bandstand ). Optional rest stop. Bathrooms and water inside the Contemporary Art museum. |
| 30 | Ride NW through the fairgrounds to the exit, N on Gordon Cooper which turns into GB near 10th |
| 31 | Continue N. on GB to 19th, ( warning – traffic on 16th does not stop ) |
| 32 | East on 19th to Drexel. |
| 33 | North on Drexel to 39th. Turn left just past the overpass. Turns into Independence. |
| 34 | N. on Independence to 69th. |
| 35 | West on 69th to GB then North to Bridge. |
| 36 | Return to Stars and Stripes Park. |