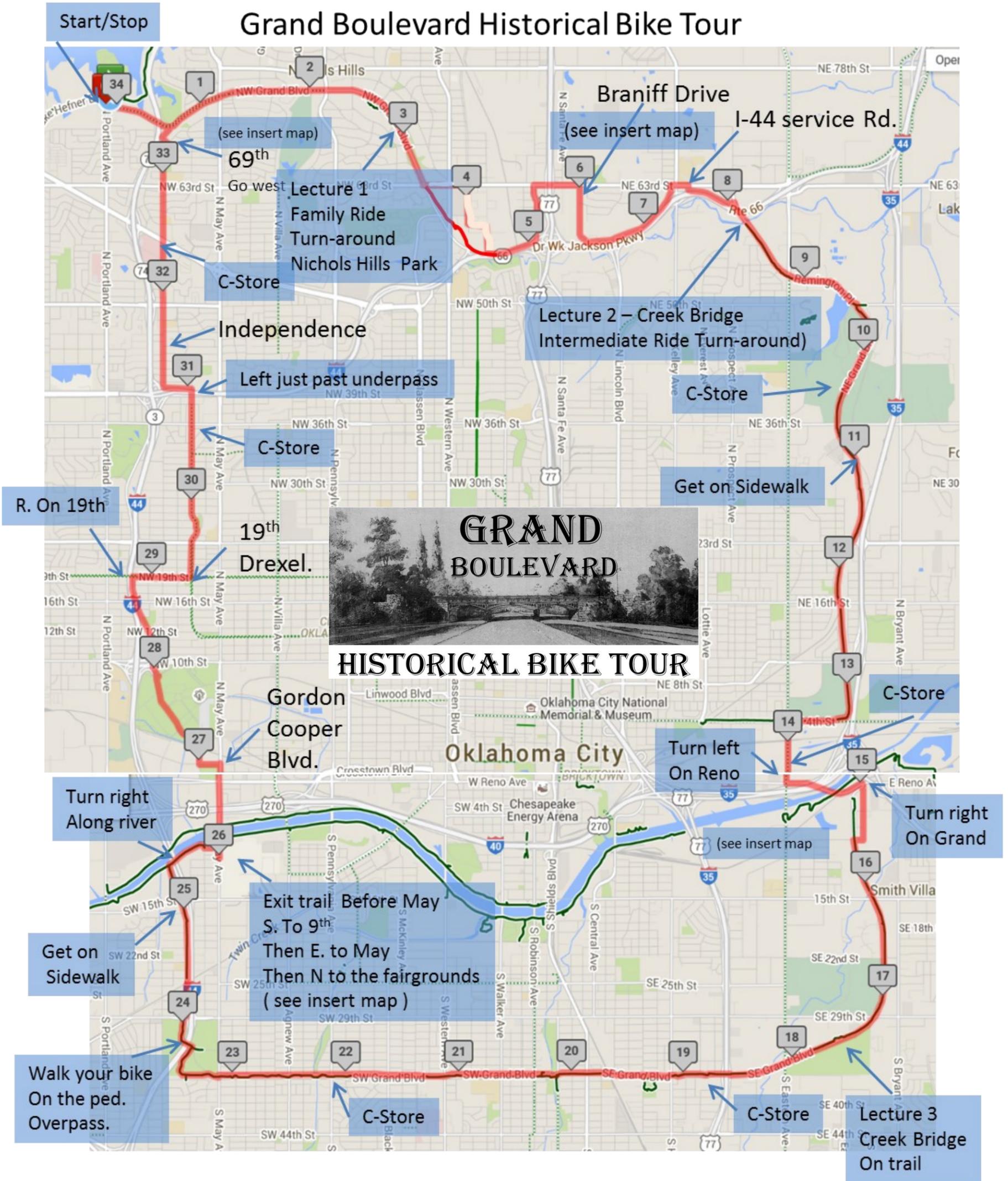


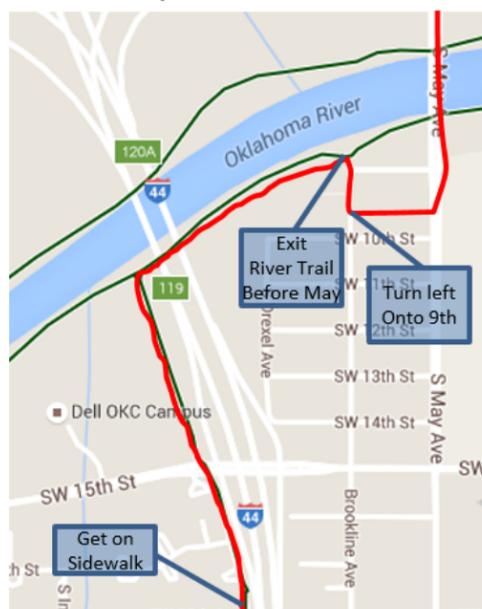
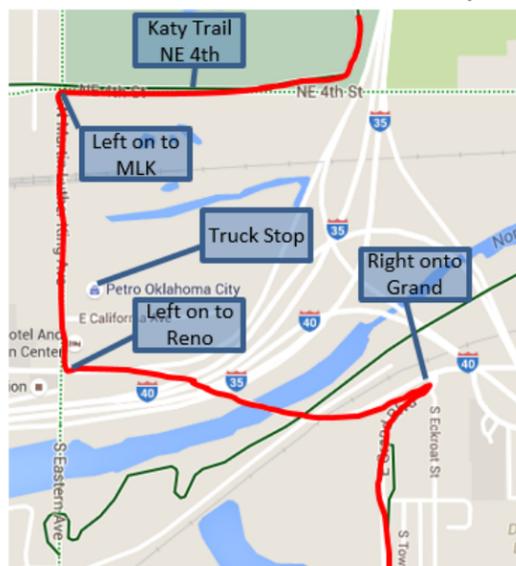
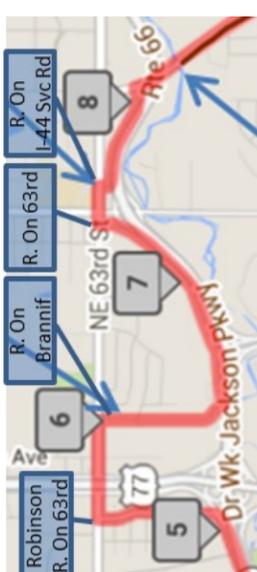
Grand Boulevard Historical Bike Tour



405-519-3931

Detailed turn by turn directions: <http://oklahomabicyclesociety.com/2014/06/04/grand-boulevard-historical-bike-tour-july18-2015/>

Ride at your own risk. Obey all traffic laws.



Lecture 1—Before 1889, most of Oklahoma was unassigned lands and assorted Native American reservations. On April 22, 1889 much of the land in central Oklahoma was opened to anyone that was willing to stay on the land for two years. It was first come- first claimed. It is thought that some folks tried to get some of the best plots of land in the city by sneaking in a little sooner than the rest.

On the day of the land run, the population of the city run went from just a few to 10,000 people.

Just a few years later – OKC had doubled in population, being the fastest growing city in the U.S.

There was little city planning during these fast growth periods. All of the land in the central part of the city has already been built up with businesses and homes, leaving nothing open for parks.

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Mr. Dunn toured the city central and found that all of the central part of the city was already full with businesses and homes.

But he found that when he went just a couple of miles from downtown, there was lots of unused land.

Since there was not room for a large park in the center of town, he started sketching a plan to build a series of parks around town and connecting them with motorways.

Lecture 2

Mr. Dunn came up with a plan to build four parks, located at each corner of the city. Each park would be connected to the other parks with the grand boulevard. All four parks would be connected to downtown by a set of diagonal tracks with street cars.

The parkway would be separated like the boulevards of Paris, with some lanes for slower cars and horses, and a middle speedway for fast cars. Remember that in 1910, it was still common to see both horses and cars on the streets of OKC.

The Grand Boulevard could have room for street cars.

Southwest park would be built with athletic fields and baseball diamonds, with the grand boulevard going right through the park. This would named Woodson Park.

Southeast Park would have a large lake and lots of picnic areas. This is called Trosper Park.

Northwest Park would have beautiful flowers and statues. This is called Will Rogers Park.

Northeast park would be the biggest and prettiest of all. It is named Lincoln Park, home of the Zoo, Omni-Plex, Amphitheater, and a golf course.

But the most inviting part of the four parks would be the connecting grand boulevard. Even the train trestle design is opulent.

Mr. Dunn presented his ideas to the city council at the courthouse.. They really liked the plan. They asked how they would fund the improvements to the parks and building the grand boulevard. Mr. Dunn suggested that the city buy up extra land around the parks, and sell off some of the plots as home sites. The extra money from the sale of the plots would pay for the improvements and the boulevard. The City Council voted to dedicate \$400,000 for the parks and connecting roadways.

But before the Grand Boulevard and Parks could be built, WW1 and the great depression came and there was not money to build t he parks and roadway.

Lecture 3

Recall the idea to buy up the land in 1910 and resell parts to pay for the road and improvements? It turns out that they stuck oil in Trosper park and the royalties will pay for most of the construction.

In 1930 construction starts on the Grand Boulevard. The parks are in place, the zoo has been moved to Lincoln park.

In 1932 the roadway was finished. For many years the top entertainment activity in OKC was to drive around the Grand Boulevard. The complete loop later was disassembled to make room for more popular freeways such as I-35 and I-44. But there are still lots of places the Grand Boulevard is in place, and a bicycle is a great way to see it all.

