



**BETTER STREETS
SAFER CITY**



ANNUAL REPORT 2019



The City of
OKLAHOMA CITY

Oklahoma City
Community and
Neighborhood
Enhancement Program

BACKGROUND

On September 12, 2017, Oklahoma City voters approved the “Better Streets, Safer City” capital improvements program: 13 general obligation (G.O.) bond propositions, a permanent ¼ cent sales tax to support public safety and operations, and a temporary 27-month continuation of the expired MAPS 3 penny sales tax.

The temporary sales tax component, called the Community and Neighborhood Enhancement Program, continues the MAPS momentum. It will build more complete, livable streets, and fund other community and neighborhood improvements that give residents multiple options to safely get where they need to go. Oklahoma City can use these sales tax funds strategically to enhance and extend multiple forms of transportation and improve the quality of public infrastructure throughout the community.

The temporary sales tax is expected to generate about \$240 million during its 27-month term. It is divided into five project categories:

- \$168 million for street resurfacing;
- \$24 million for streetscapes;
- \$24 million for sidewalks;
- \$12 million for trails; and
- \$12 million for other bicycle infrastructure.

Collections from the special sales tax will be received monthly from the Oklahoma Tax Commission and deposited into a dedicated fund. The tax began on January 1, 2018 and expires March 31, 2020.

CONTENTS

DEBT-FREE PROJECTS THAT
IMPROVE INFRASTRUCTURE
BY BUILDING BETTER
AND SAFER STREETS FOR
DRIVERS, SIDEWALKS FOR
PEDESTRIANS, BIKE LANES
AND TRAILS FOR CYCLISTS.

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board
members

Hal McKnight, Chair

At Large

Jason Johnston, Vice-Chair

At Large

Michael Taylor

Ward 1

Anthony Carfang Jr.

Ward 2

Jeff Groves

Ward 3

Vacant

Ward 4

Jim Lehew

Ward 5

Kris Dahlgren

Ward 6

Sandino Thompson

Ward 7

Don Noble

Ward 8

Steve Dixon

At Large

GOVERNANCE STRUCTURE

The Oklahoma City Council passed a resolution on November 7, 2017, to establish a board to make recommendations regarding priorities, timelines and other elements of the temporary penny sales tax projects.

The Community and Neighborhood Enhancement Advisory Board works with City staff to consider City policies and plans, develop project selection criteria, identify highest-priority projects, and recommend how to allocate funding to projects within the five categories. The board

recommends projects to City Council for approval. City Council considers the board's recommendations for final approval of funded projects.

The board typically meets on the first Monday of each month in the Council Chamber on the third floor of City Hall, 200 N Walker Ave. Meeting schedules, agendas, minutes and videos of meetings can be accessed online at okc.gov/agenda

FINANCIAL OVERVIEW



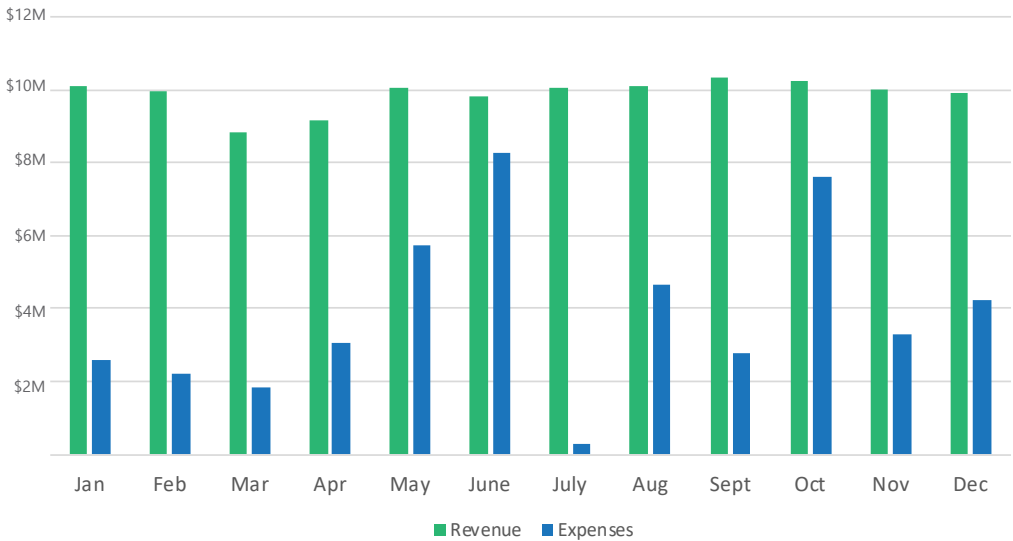
The 27 month, temporary penny sales tax is expected to generate \$240 million of revenue for better and safer streets for drivers, sidewalks for pedestrians, bike lanes and trails for cyclists.

+2%

Increase in Revenue

amount of increase over prior year

Revenue and expenses comparison - 1/1/19 - 12/31/19



\$96M

2018 Revenue

\$10M

2018 Expenses

\$119M

2019 Revenue

\$47M

2019 Expenses

PROCESS

An extensive public outreach process generated thousands of project ideas identified as Better Streets Safer City in the 2017 G.O. bond package. City staff used a range of criteria to evaluate and rank the projects, which generated a priority list.

The board refined project evaluation criteria, which staff used to re-rank unfunded G.O. bond projects. At the onset of the process, the board also recommended several high-impact and high-priority street resurfacing projects from the bond package to be moved to the sales tax list, enabling those projects to be completed before bond funding was available.

As sales tax collections are received, the board funds and budgets for the highest priority projects within each category.

STRATEGY

The Implementation Plan includes Project Status Reports for each project approved by City Council through the Community and Neighborhood Enhancement Program.

The Project Status Reports contain information about individual projects, including project details, scope of work, map, budget, expenditures and proposed schedule.

Projects approved by City Council are updated in the Implementation Plan and online at okc.gov/BetterSafer

SUCCESS

Year One:

- adopted project methodology for all project categories;
- received ranked lists identifying projects that could be funded within each project category; and
- recommended more than half of the identified projects to the City Council for approval.

Year Two:

- evaluated and recommended thirteen residential resurfacing projects, fifty-three sidewalk projects and one trail project;
- assessed and advised budget revisions on twelve arterial and residential resurfacing projects;
- managed the completion of thirty-six arterial and residential resurfacing projects and advised City Council return remaining funds for reallocation;
- contributed in a Bicycle Infrastructure Workshop.

STREET RESURFACING

PROJECTS MAY INVOLVE:

- pavement repair
- milling
- asphalt overlay
- concrete crack sealing
- intersection/traffic signal upgrades
- wheelchair ramps
- minor drainage improvements
- signage
- pavement markings

BENEFITS WE WILL GAIN:

- reduced annual maintenance costs
- improved pavement condition index
- reduced vehicle operating costs
- improved ride quality

Of the \$168 million allocated for street resurfacing, the board recommended 60% of the funds be used for the highest priority arterial streets and 40% be used for residential streets.





Two-Year Program Totals

214,346

Tons of Asphalt

amount of material
used to resurface

99,118

Linear Feet

curb and gutter
replacement

75

Intersection

improvements

850

ADA Ramps

accessibility ramps
installed

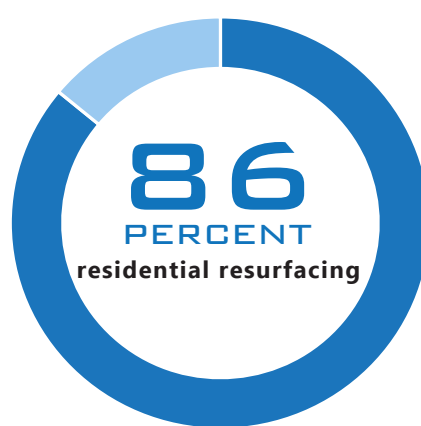
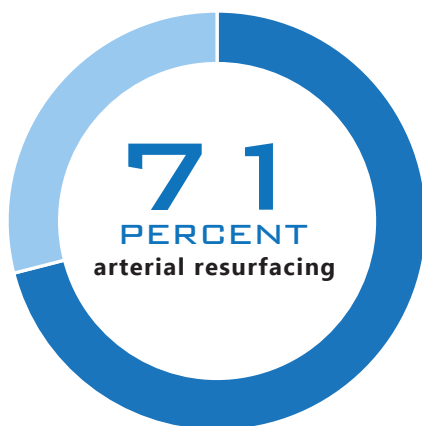
ARTERIAL AND RESIDENTIAL RESURFACING



Ann Arbor: NW 23rd to NW 36th



MacArthur Blvd: Hefner Rd to NW 122nd



Through December 2019, the board authorized seventy-one percent of the funding allocated for arterial resurfacing and eighty-six percent of the funding for residential resurfacing.



Rock Knoll Neighborhood



Canyon North Neighborhood

\$168 million of the total program funding is allocated to resurfacing.



STREET ENHANCEMENTS

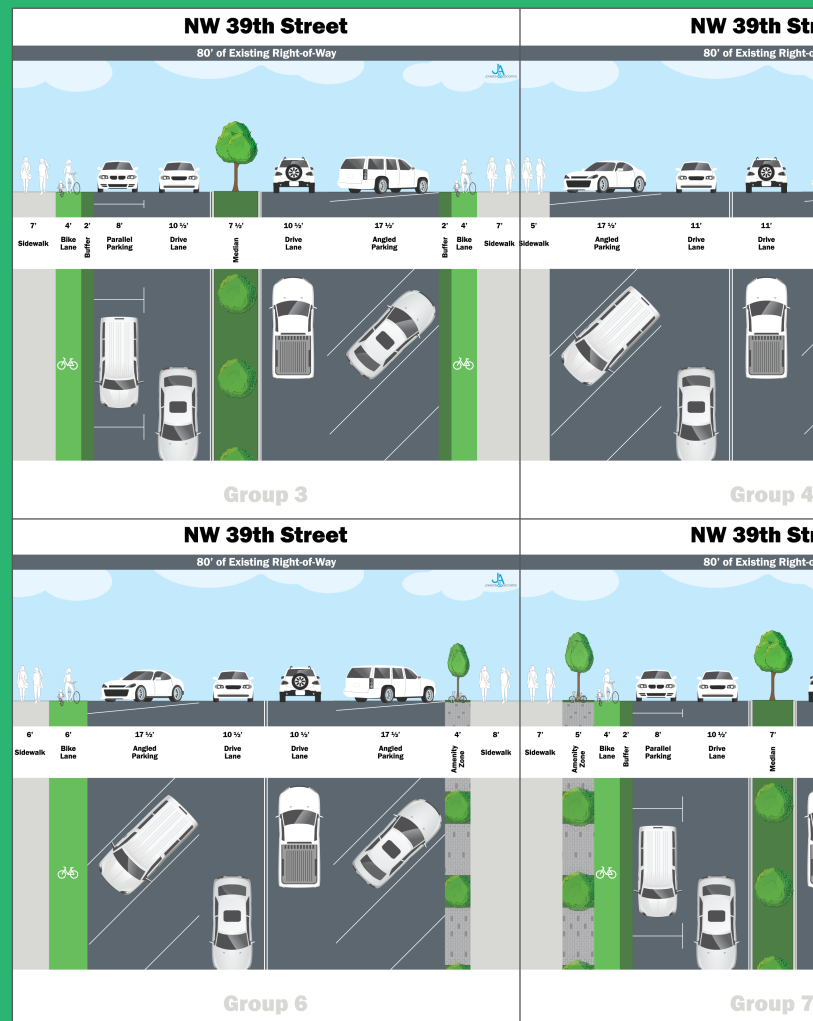
PROJECTS MAY INVOLVE:

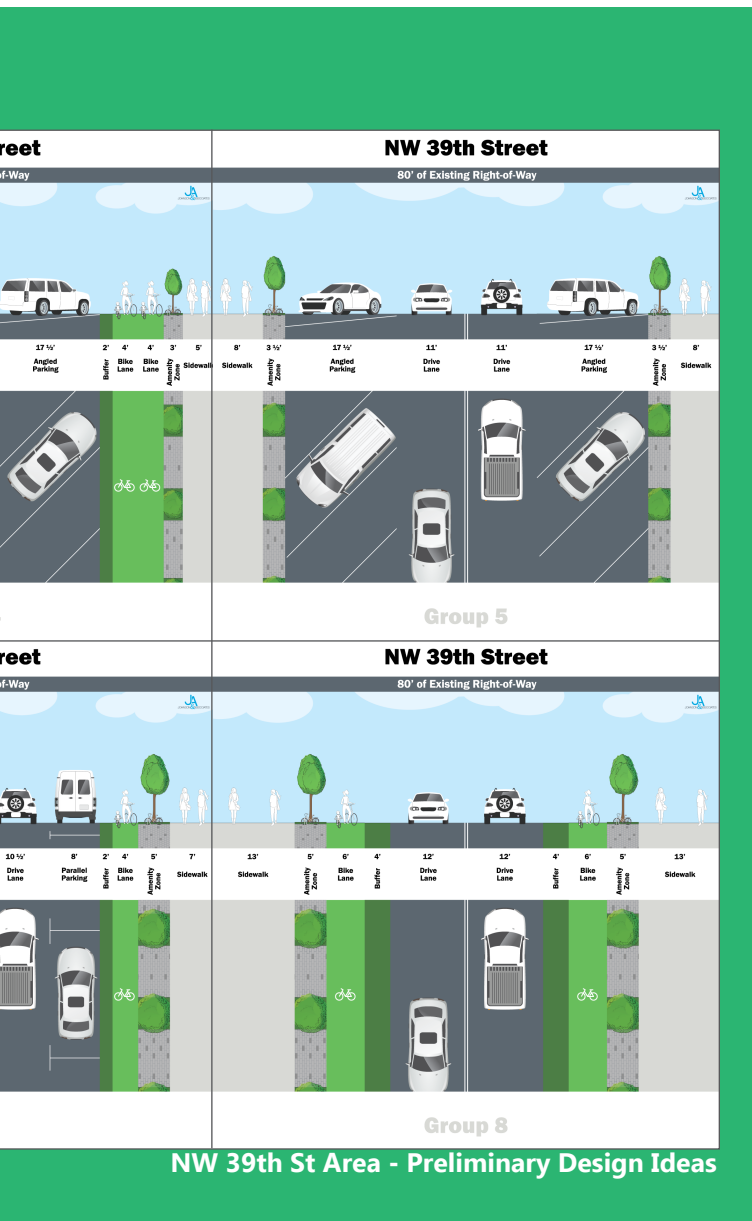
- resurfacing and restriping of streets
- traffic calming such as on-street parking and curb bump-outs
- sidewalks and other pedestrian improvements
- bicycle infrastructure and bike racks
- trees and landscaping (with maintenance partnership)
- other amenities like gateway markers, benches, and public art

BENEFITS WE WILL GAIN:

- increased visitation, population and employment
- revitalization and economic development
- improved connectivity and safety

\$24 million of the program funding is allocated to street enhancements.





Project Status

Consultant Selection

Auto Alley

Concept Development

NE 23rd Street

Plaza Area

Meridian: NW 16th to NW 26th Street

NW 10th: Rockwell to Council

Stockyards Area

In Design

Paseo Area

Walker Ave

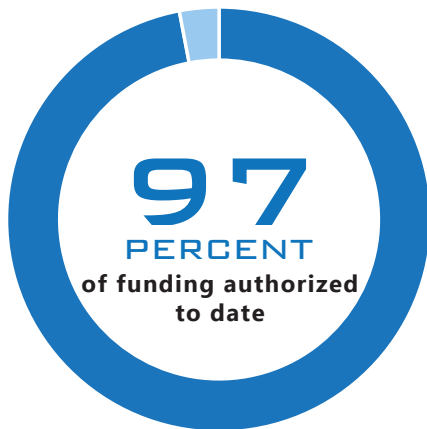
N Portland Ave

NW 39th St Area

10th and Vermont

Additional project details can be found at: okc.gov/BetterSafer

EXAMPLES OF STREET ENHANCEMENT ELEMENTS



Pedestrian Plazas



Public Art



Planters & Landscaping



District Signage/Markers



Seating/Dining Areas



Street Furniture

SIDEWALKS

PROJECTS MAY INVOLVE:

- sidewalk construction, ADA ramps
- crosswalks, and/or
- pedestrian signals

BENEFITS WE WILL GAIN:

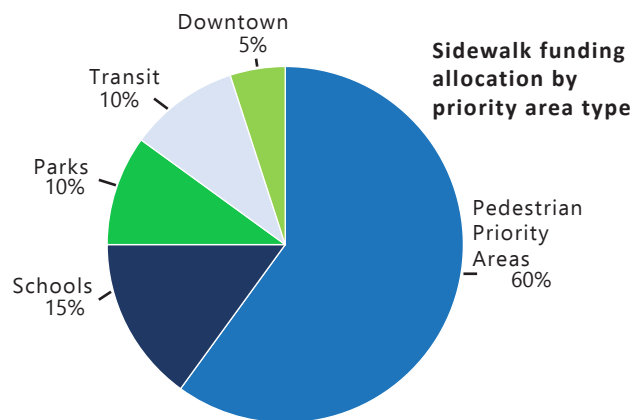
- more opportunities for people to walk to schools, parks, work, and shops
- a better connected sidewalk network
- improved pedestrian safety



Linn Ave and SW 83rd - before



Linn Ave and SW 83rd - after



\$24 million
of the total
program
funding is
allocated to
sidewalks.



Exchange Ave - before



Exchange Ave - after

BICYCLE

INFRASTRUCTURE

PROJECTS MAY INVOLVE:

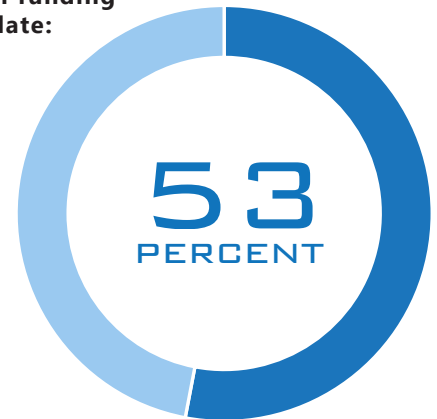
- bike lanes
- protected bike lanes
- off-street paths

BENEFITS WE WILL GAIN:

- more opportunities for people to work, shop, and recreate without a car
- improved safety for cyclists
- a well-connected network

\$12 million of the total program funding is allocated to bicycle infrastructure.

Percent of total funding authorized to date:

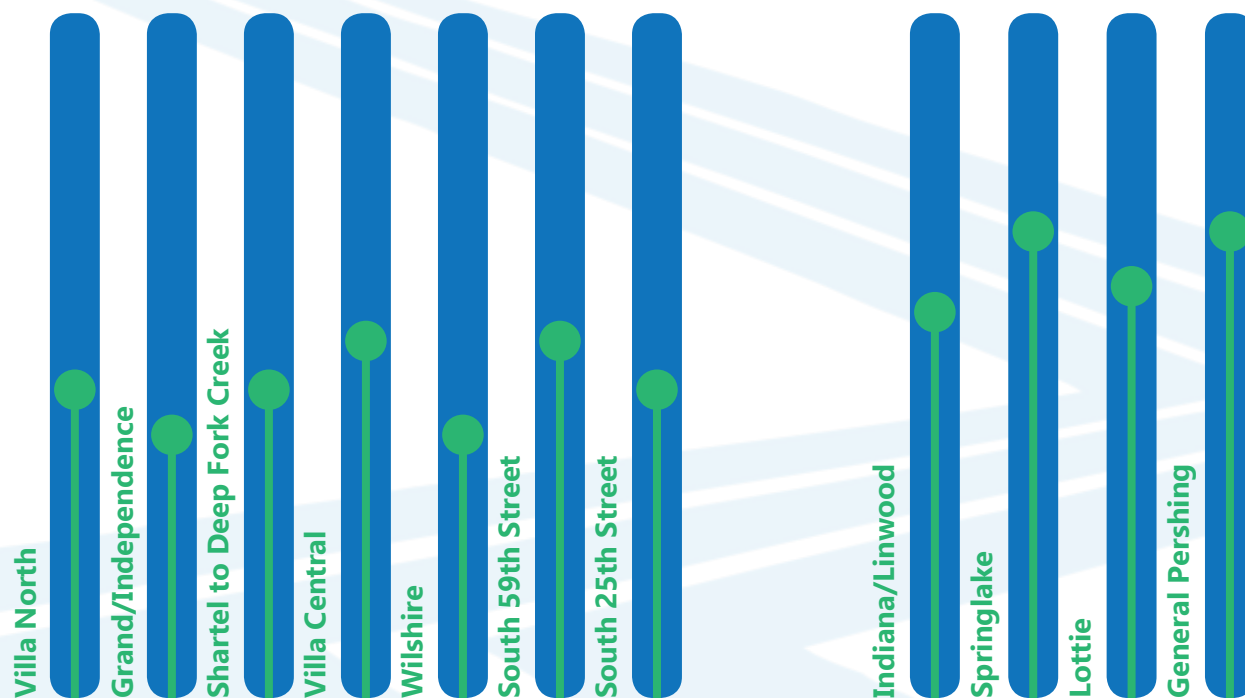


The board participated in two bicycle workshops to assist with establishing city-wide design standards.

Project Status

Concept Development

In Design



Additional project details can be found at: okc.gov/BetterSafer



Bicycle infrastructure design standards were discussed to include tier 1, tier 2 and tier 3 options.

TRAILS

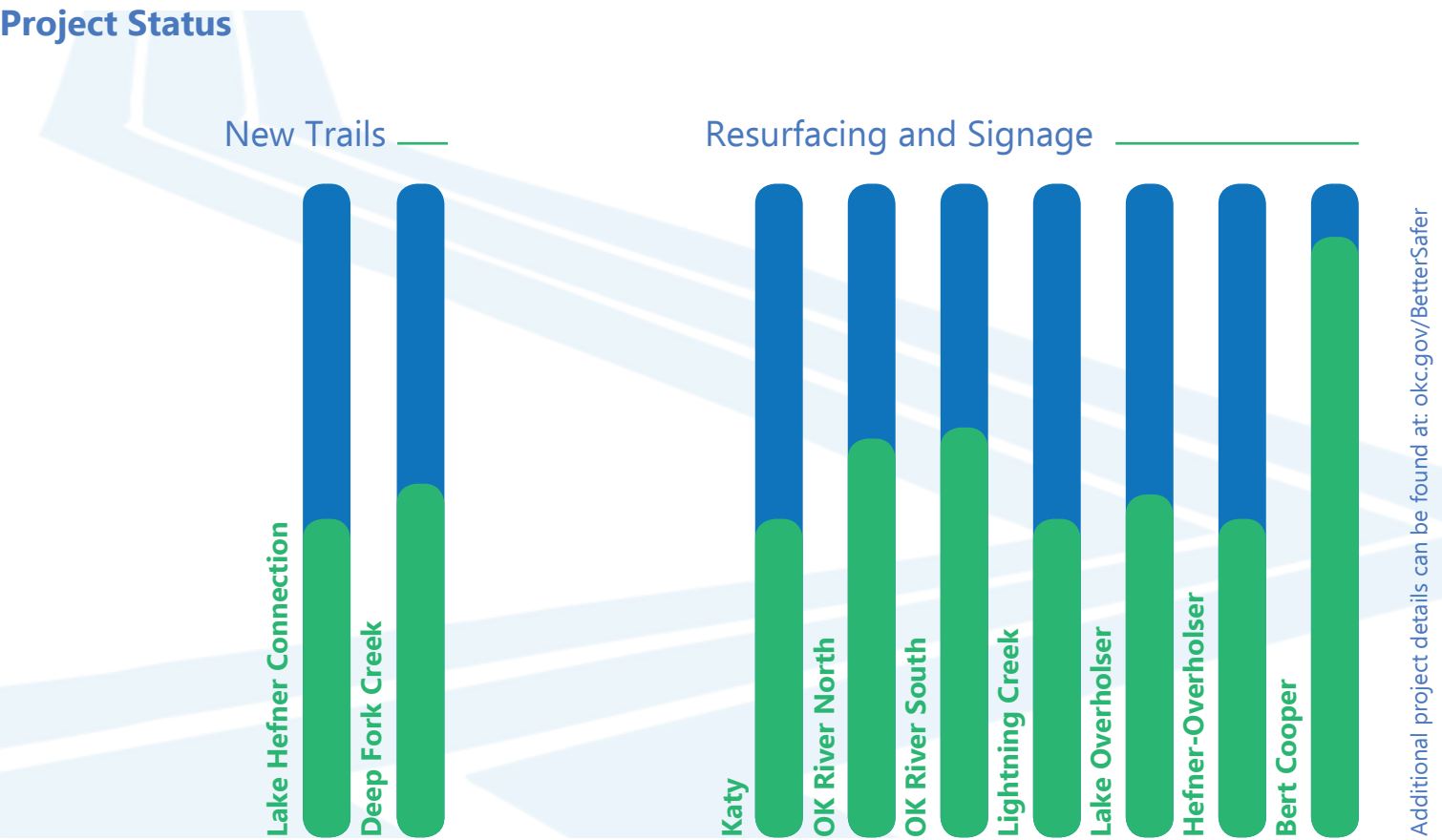
PROJECTS MAY INVOLVE:

- resurfacing and improving existing trails
- wayfinding signage
- new trails

BENEFITS WE WILL GAIN:

- expansion of trail network to new areas
- connection of existing trails
- enhanced existing trails with new amenities

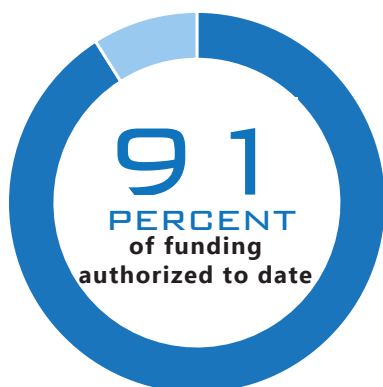
Project Status



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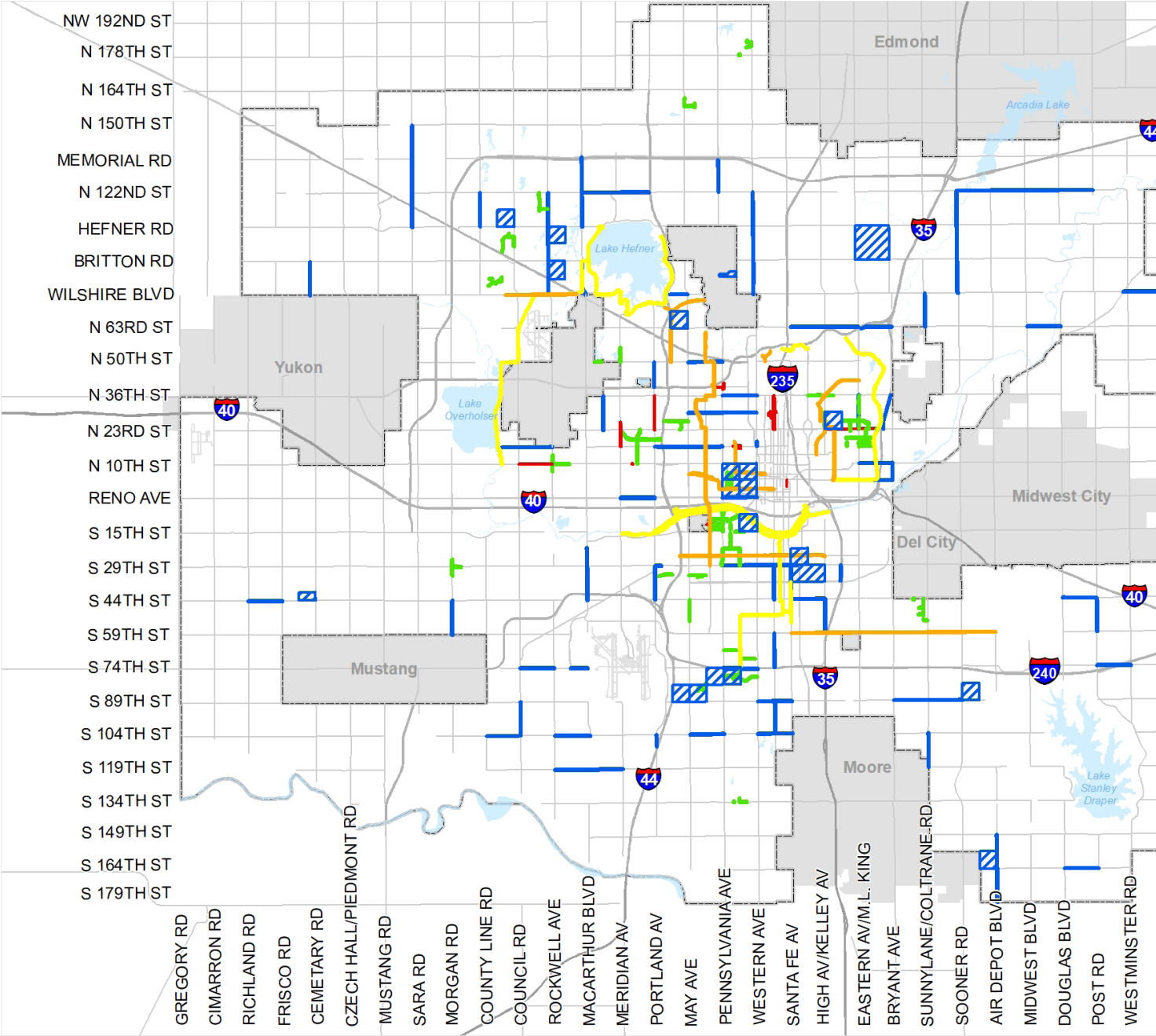
Bert Cooper Trail



The board authorized ninety-one percent of the funding allocated for trails projects.

\$12 million of the total program funding is allocated to trails.

LOCATION OF ALL APPROVED PROJECTS



YEAR IN REVIEW

21

Miles of Sidewalk

amount of sidewalks
constructed

38

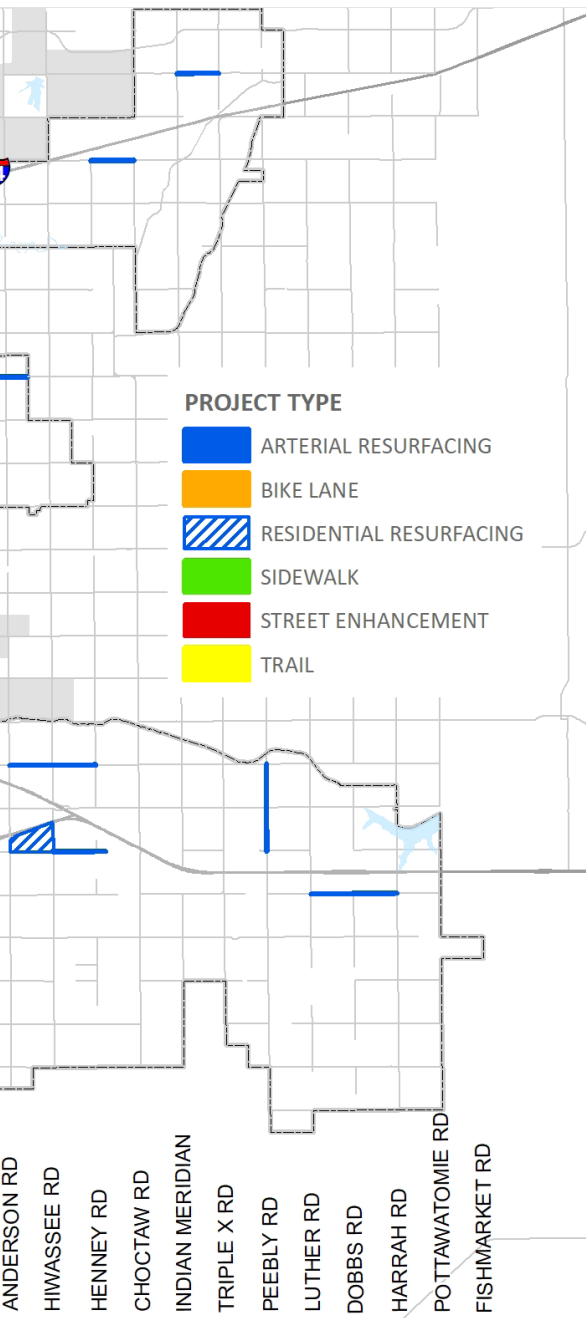
Miles Resurfaced

amount of streets
resurfaced

9

Miles of Trails

amount of trails
resurfaced





BETTER STREETS SAFER CITY

[OKC.GOV/BETTERSAFER](https://okc.gov/bettersafer)