



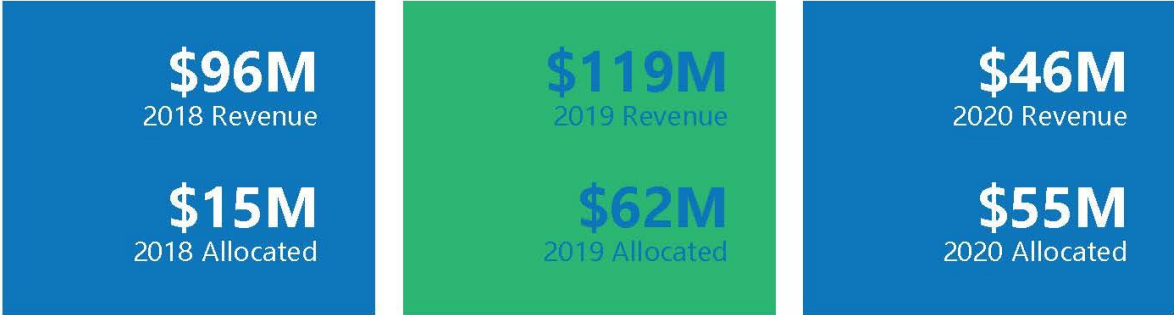
**BETTER STREETS  
SAFER CITY**

Oklahoma City  
Community and  
Neighborhood  
Enhancement Program

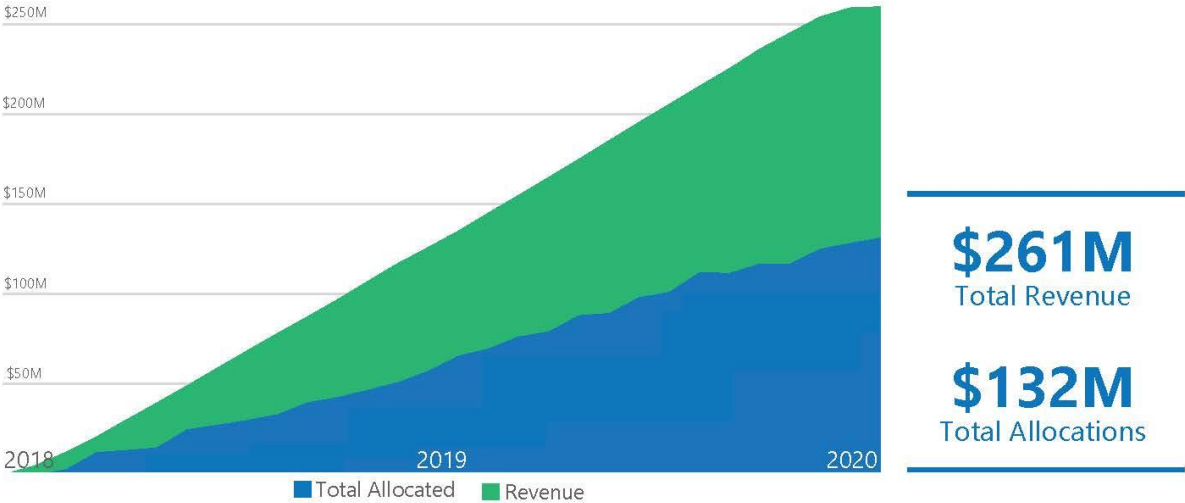


**ANNUAL REPORT 2020**

# FINANCIAL OVERVIEW



Revenue and Allocations - Three-Year Program Totals



## STREET RESURFACING

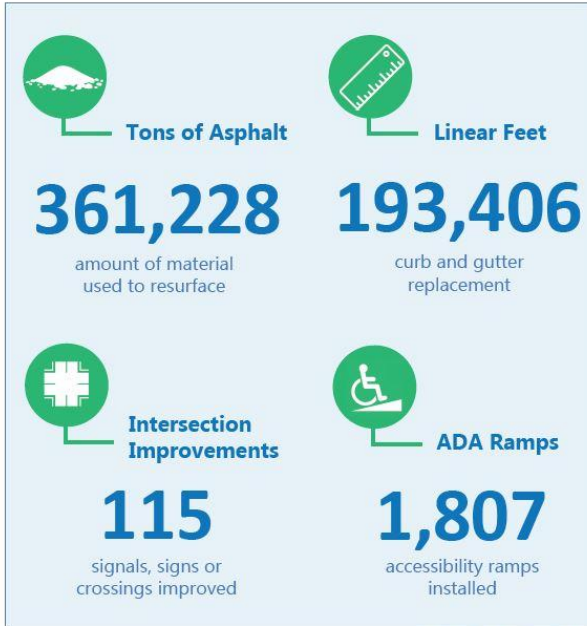
### PROJECTS MAY INCLUDE:

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

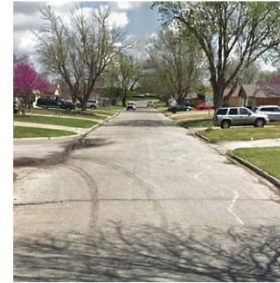
### BENEFITS WE WILL GAIN:

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

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



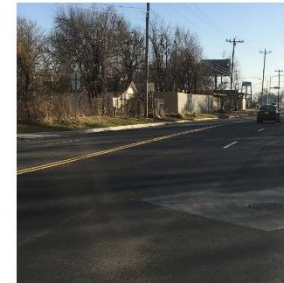
\*Three-Year Program Totals



Straka Terrace - Before and After



SW 15th Street - Before and After



The board has recommended ninety-six percent of the allocated funding for residential resurfacing and ninety-seven percent of the funding for arterial resurfacing.

## ARTERIAL RESURFACING



### Project Highlight - Peebly Road between SE 44th Street to SE 89th Street

arterial project details: bridge replacement, backfill and dirt work, soil stabilization, roadway base layer, street resurfacing and striping.

86  
PROJECTS  
=  
200  
LANE MILES

eighty-six arterial projects total two hundred lane miles of new pavement.



placing concrete floor of structure



wing walls and steel forms

## RESIDENTIAL RESURFACING

### Project Highlight - Council Road, Hefner Road, County Line and NW 122nd Street

residential project details: included pavement removal, base stabilization, drainage improvements, resurfacing and striping.

20  
PROJECTS  
=  
162  
LANE MILES

twenty residential projects total one hundred sixty-two lane miles of new pavement.



roadway pavement removal



roadway base layer installation



## STREET ENHANCEMENTS

### PROJECTS MAY INCLUDE:

- 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

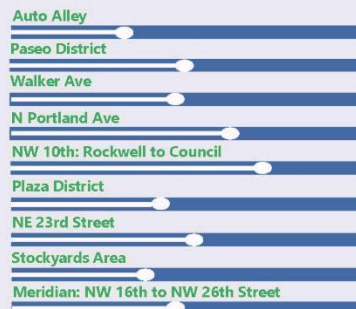
### BENEFITS WE WILL GAIN:

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

\$30 million of the total program funding is allocated to street enhancements.

### Project Status

#### In Design



#### In Construction



Additional project details can be found at: [okc.gov/BetterSafer](http://okc.gov/BetterSafer)

### Paseo District

#### Concept Renderings



# SIDEWALKS

## PROJECTS MAY INCLUDE:

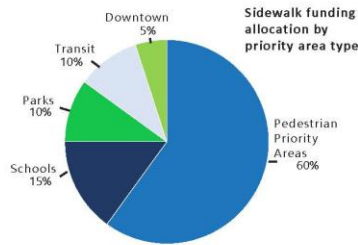
- sidewalk construction, ADA ramps
- crosswalks, bus stops, and/or
- pedestrian signals

## BENEFITS WE WILL GAIN:

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

Priority for sidewalk projects was determined using the following criteria:

- Responsive populations
- Connectivity to schools and parks
- Neighborhood revitalization
- Urban commercial districts



Eagle Ridge residents show appreciation for new sidewalks

## Project Highlight - NW 19th

sidewalk project details: new sidewalk installation



**\$25 million** of the total program funding is allocated to sidewalks.



NW 19th - Before and After



**School Connections**

**22**

amount of schools with new connections



**Park Connections**

**16**

sidewalks installed to connect Parks



**Bus Stops**

**58**

connections for travelers

\*Three-Year Program Totals

## BICYCLE INFRASTRUCTURE

### PROJECTS MAY INCLUDE:

- 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



\$14 million of the total program funding will be spent to update bicycle infrastructure.

### Project Highlight - General Pershing from May Avenue to Pennsylvania Avenue

bicycle infrastructure project details: first mile of tier 1 bike lane with delineator installation



General Pershing - May Avenue to Pennsylvania Avenue

The board met in January of this year to review, and establish, bicycle infrastructure standards to include:

- Tier 1 - buffered bike lane with delineators
- Tier 2 - dedicated bicycle lane without delineators
- Tier 3 - shared lane (sharrows)

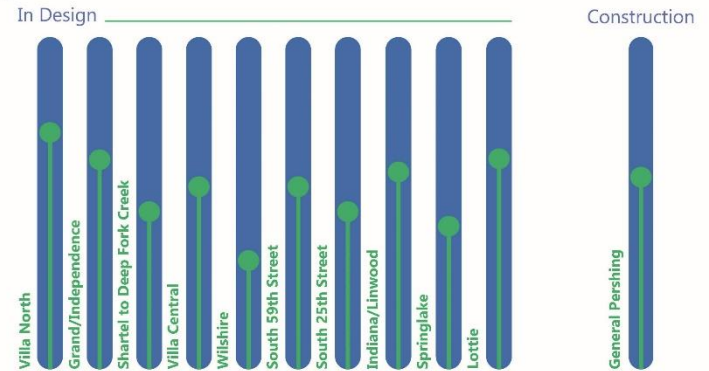


Bicycle Delineators

1,886

channelized markers installed

### Project Status



## TRAILS

### PROJECTS MAY INCLUDE:

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

### BENEFITS WE WILL GAIN:

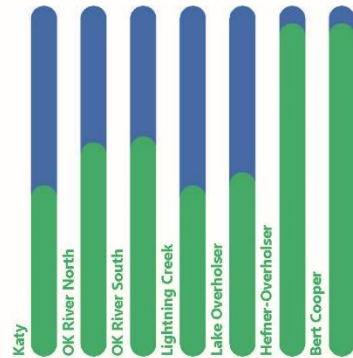
- expansion of trail network to new areas
- connection of existing trails
- enhanced existing trails with new amenities

### Project Status

#### New Trails



#### Resurfacing and Signage



### Project Highlight - NW 30th

trail project details: resurfaced trail and striping



NW 30th before and after



**2020**

YEAR IN REVIEW

**21**

**Miles of Sidewalk**

amount of sidewalks  
constructed

**10**

**Miles of Trails**

amount of trails  
resurfaced

**119**

**Miles Resurfaced**

amount of streets  
resurfaced

**4**

**Miles of Bike Lanes**

amount of bicycle  
infrastructure



**PROJECT MANAGERS**

Eight project managers supervise all of the resurfacing, enhancement, sidewalk, bicycle infrastructure and trail construction.



**PROJECT IDEAS**

The board continues to identify projects for funding with recommendations to the Council for highest priority areas.



**IMPLEMENTATION PLAN**

The implementation plan is revised throughout the year. The most recent update is posted to [okc.gov/BetterSafer](http://okc.gov/BetterSafer)

# BETTER STREETS SAFER CITY

---



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