CITY OF Tulsa

A New Kind of Energy™

Tulsa Streets

November 29, 2012

2007-08 . . . .

- More than 11 months of data collection, analysis, and deliberation, resulting in three distinct plan options

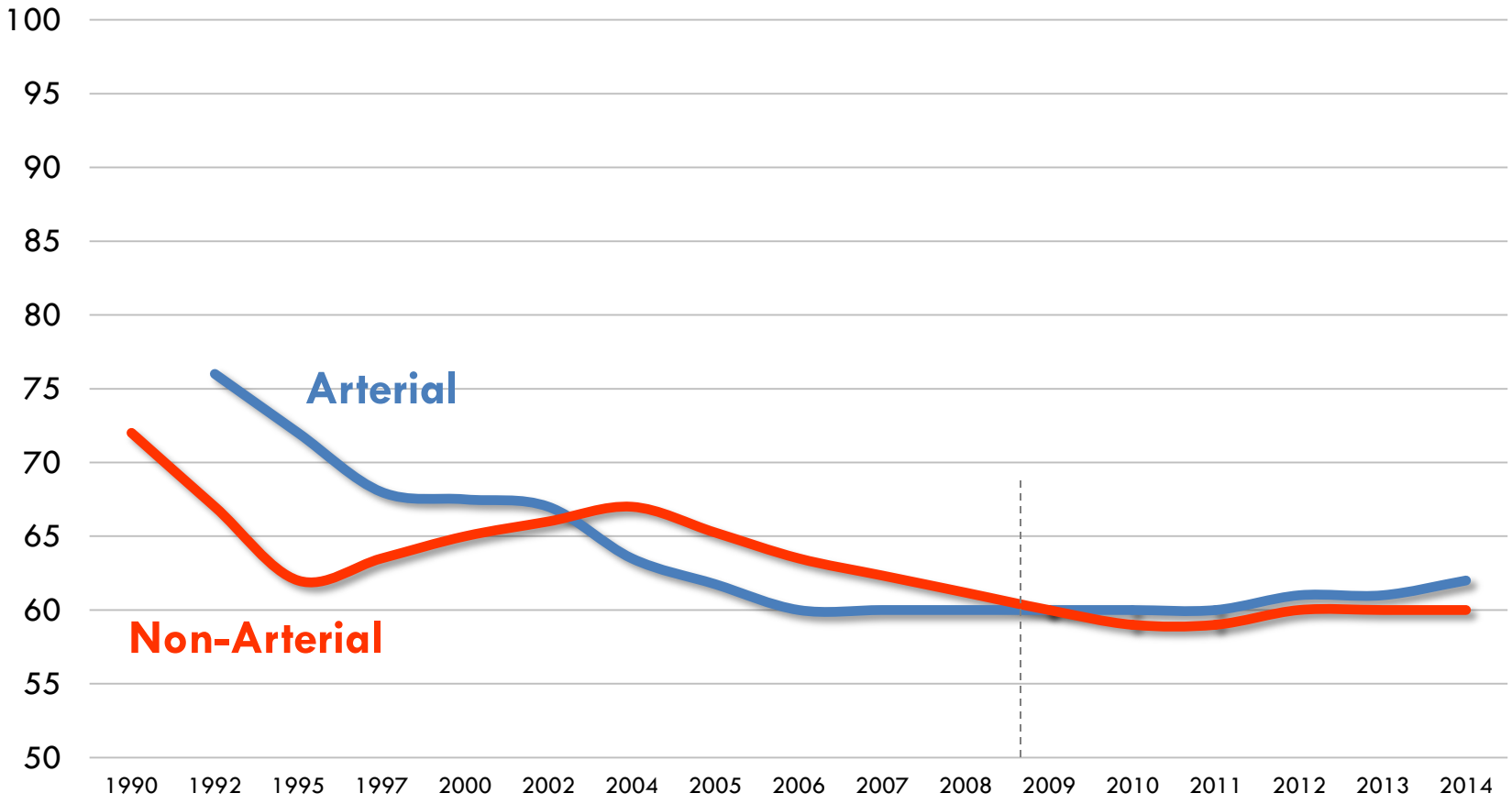
- A 22-member 'Complete Our Streets' task force, divided into 3 committees; 26 page report

- City Council Streets Subcommittee; more than 30 fact-finding meetings and numerous presentations from city staff and community experts

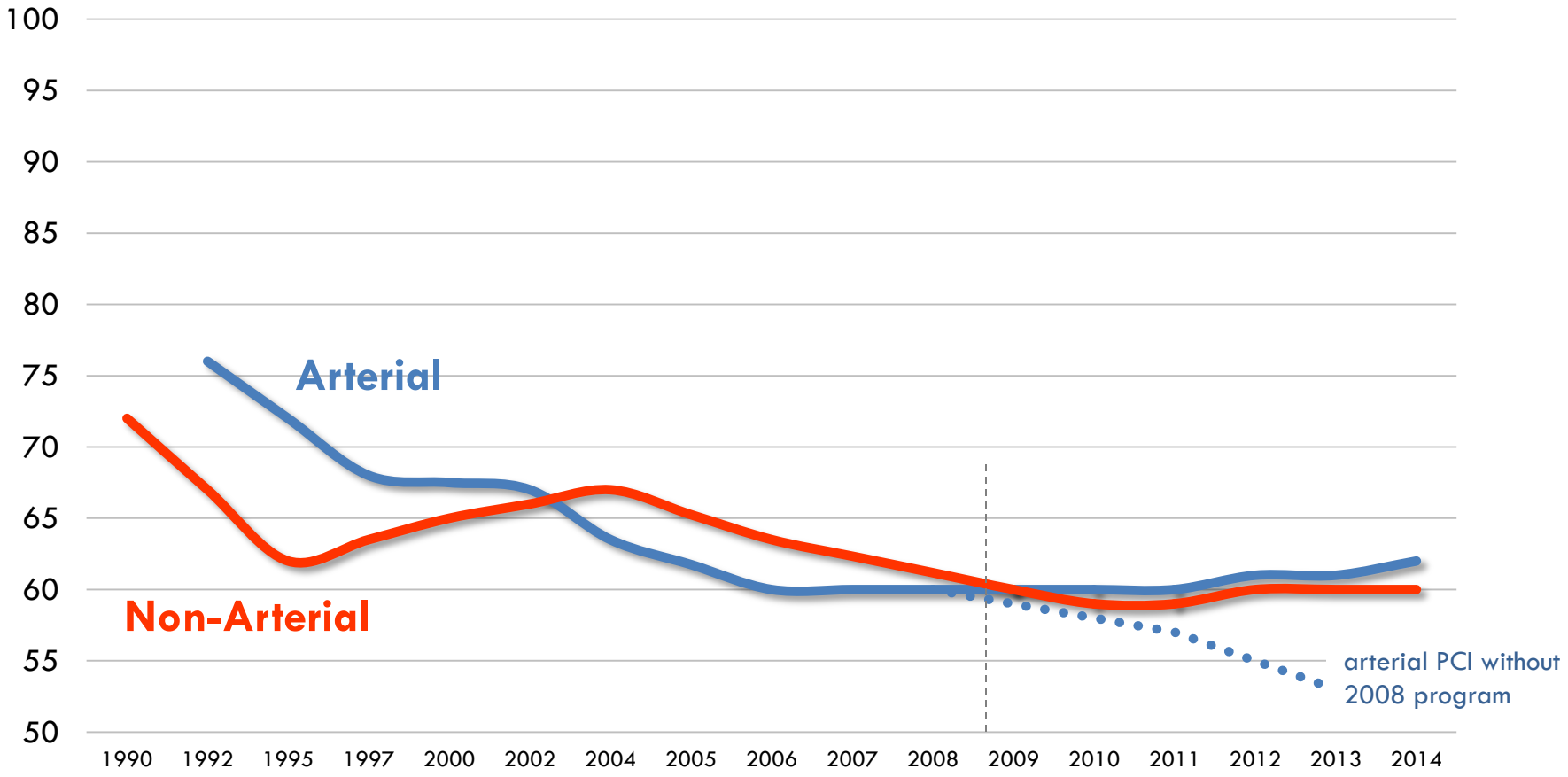
- 14 town hall meetings across the city

= 5-year, $452 million program, planned on a 12-year horizon

Pavement Condition Index (PCI)
City-Wide Weighted Average



Pavement Condition Index (PCI)
City-Wide Weighted Average



Transportation

Introduction

This transportation chapter identifies how Tulsa's transportation building blocks will provide mobility choices to a broader group of users, diversify the economy, and aid in building a sustainable community. Implementing these transportation building blocks in Tulsa involves the introduction of some familiar transportation components as well as some new components.

The chapter goes into detail regarding the tools, or components, needed to implement the transportation building blocks. The main enhancement areas of the transportation chapter are:

- **Street System Enhancements**
- **Transit System Enhancements**
- **Pedestrian Enhancements**
- **Bicycle Enhancements**

Each of the enhancement sections contains its respective current use, future use, specific tools, and the plan priorities.

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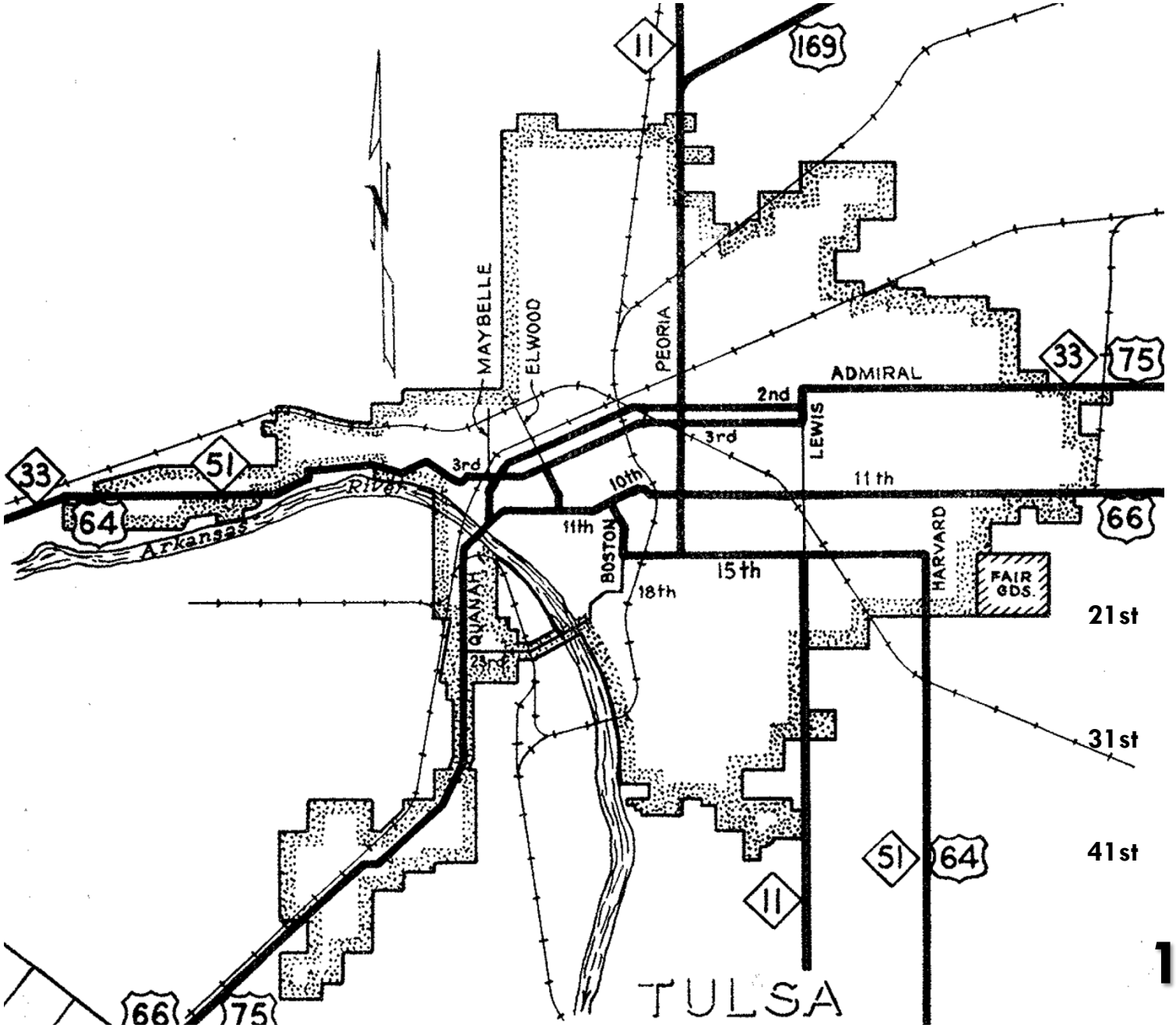
Figure 4: Tulsa's Transportation Vision

Source: Kimley Horn Associates

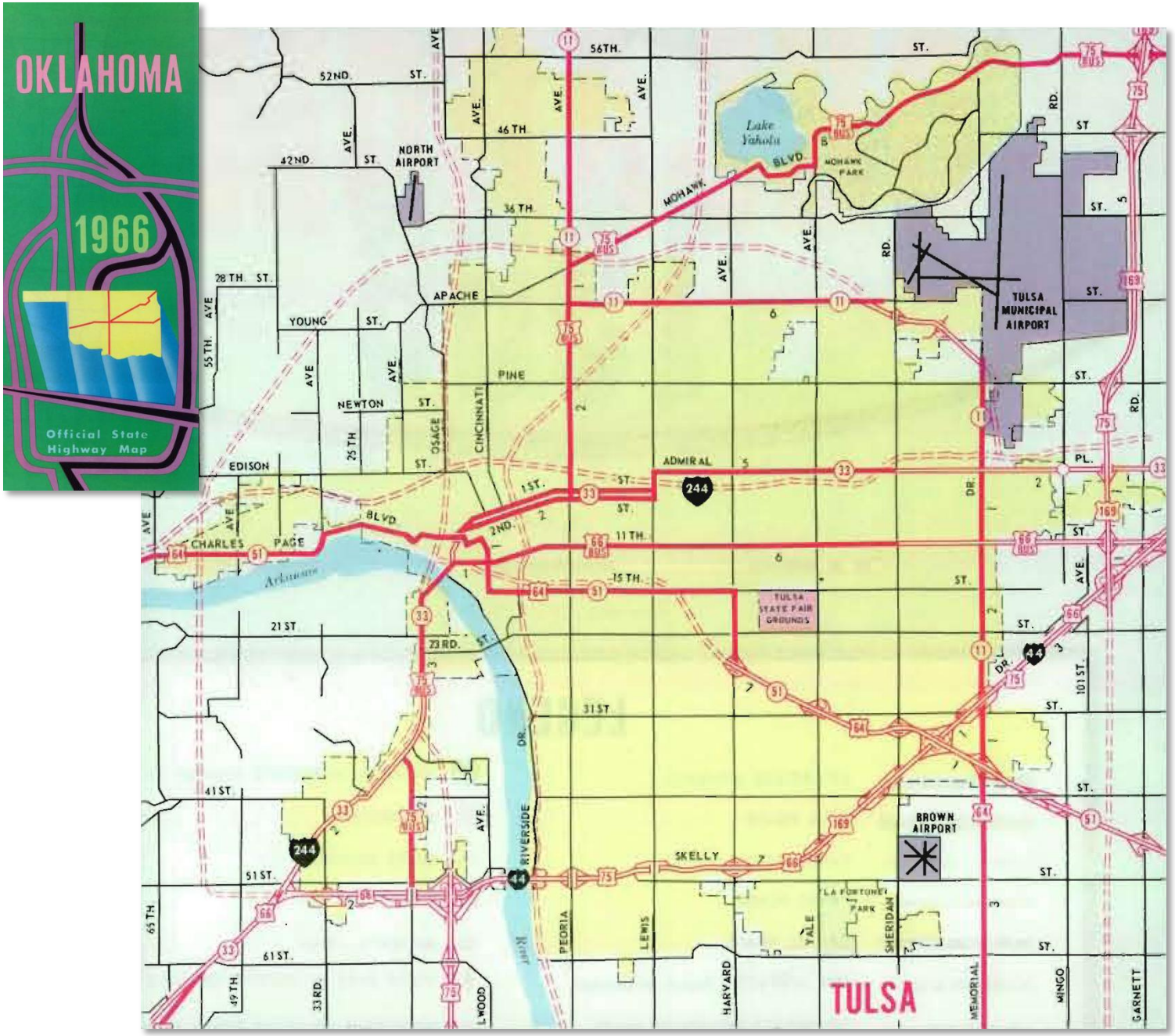
Three significant factors contributing to deteriorating street conditions . . .

- **Land Area and Street Network Growth**
- **Street Construction Cost Increases**
- **Revenue Constraints**

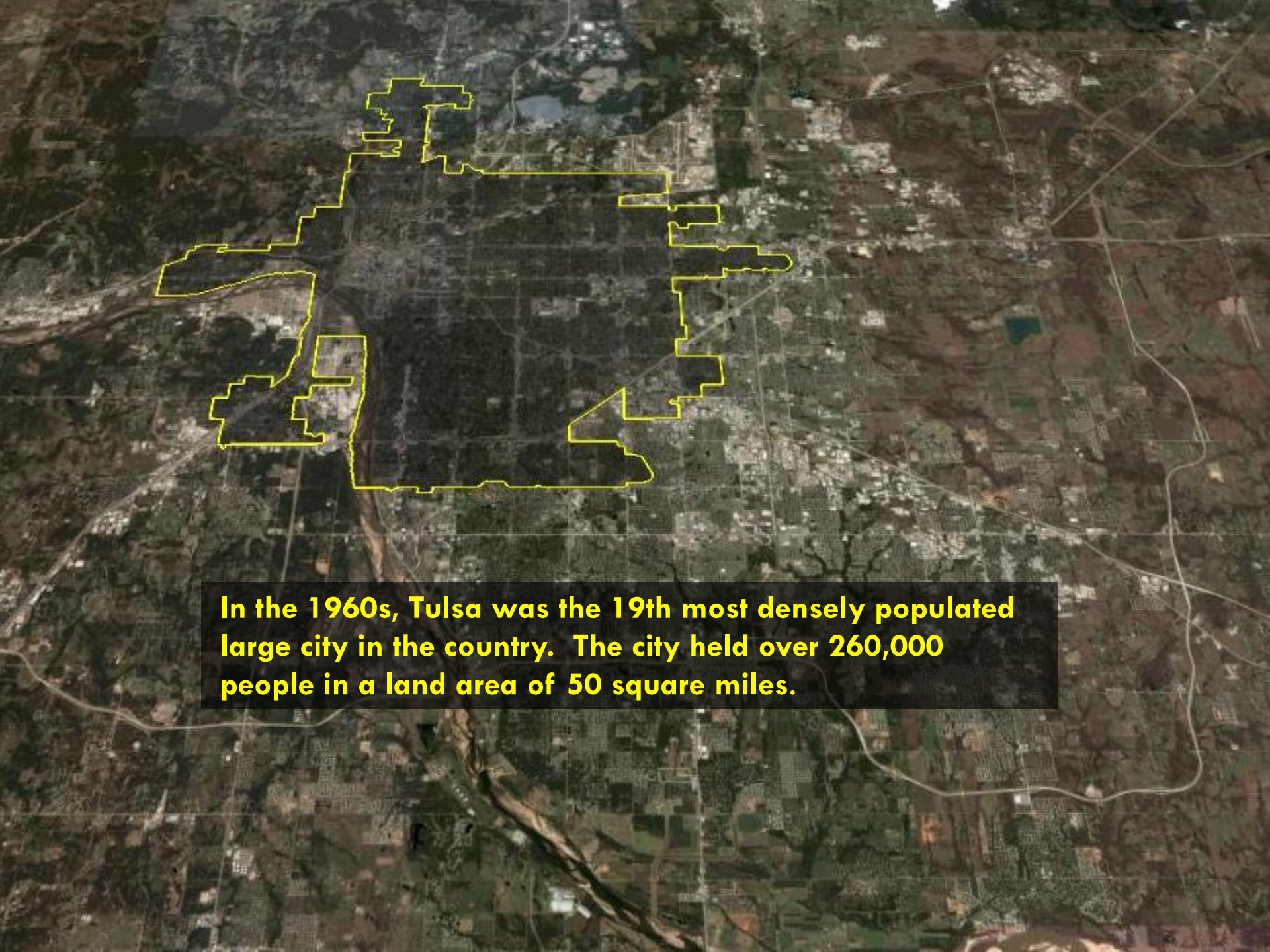
Land Area & Street Network Growth


11
169
MAYBELLE
ELWOOD
PEORIA
ADMIRAL
2nd
3rd
LEWIS
33
75
51
64
Arkansas River
10th
11th
11 th
66
BOSTON
15th
18th
HARVARD
FAIR GDS.
QUANAH
21st
31st
41st
TULSA

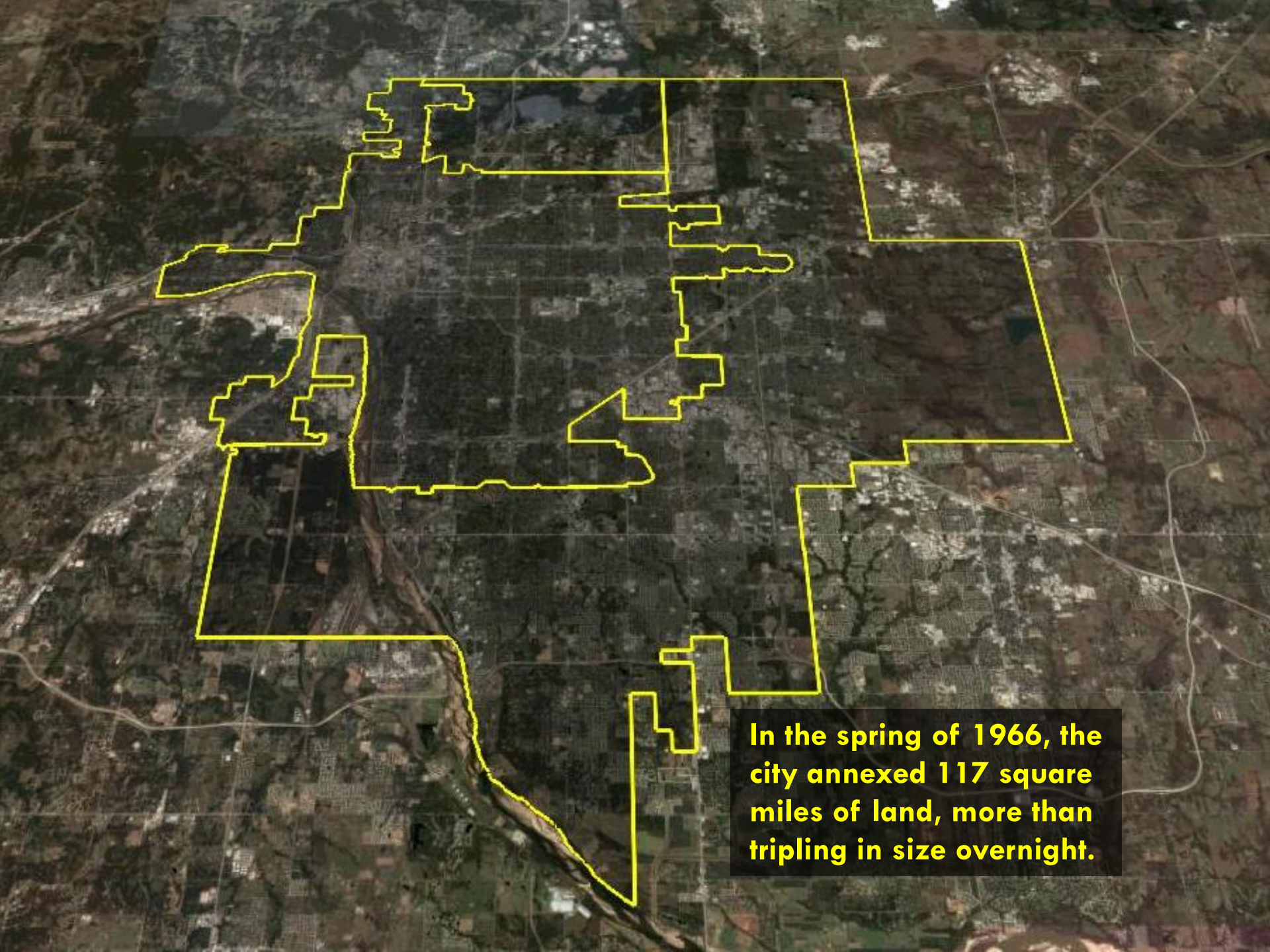
1939

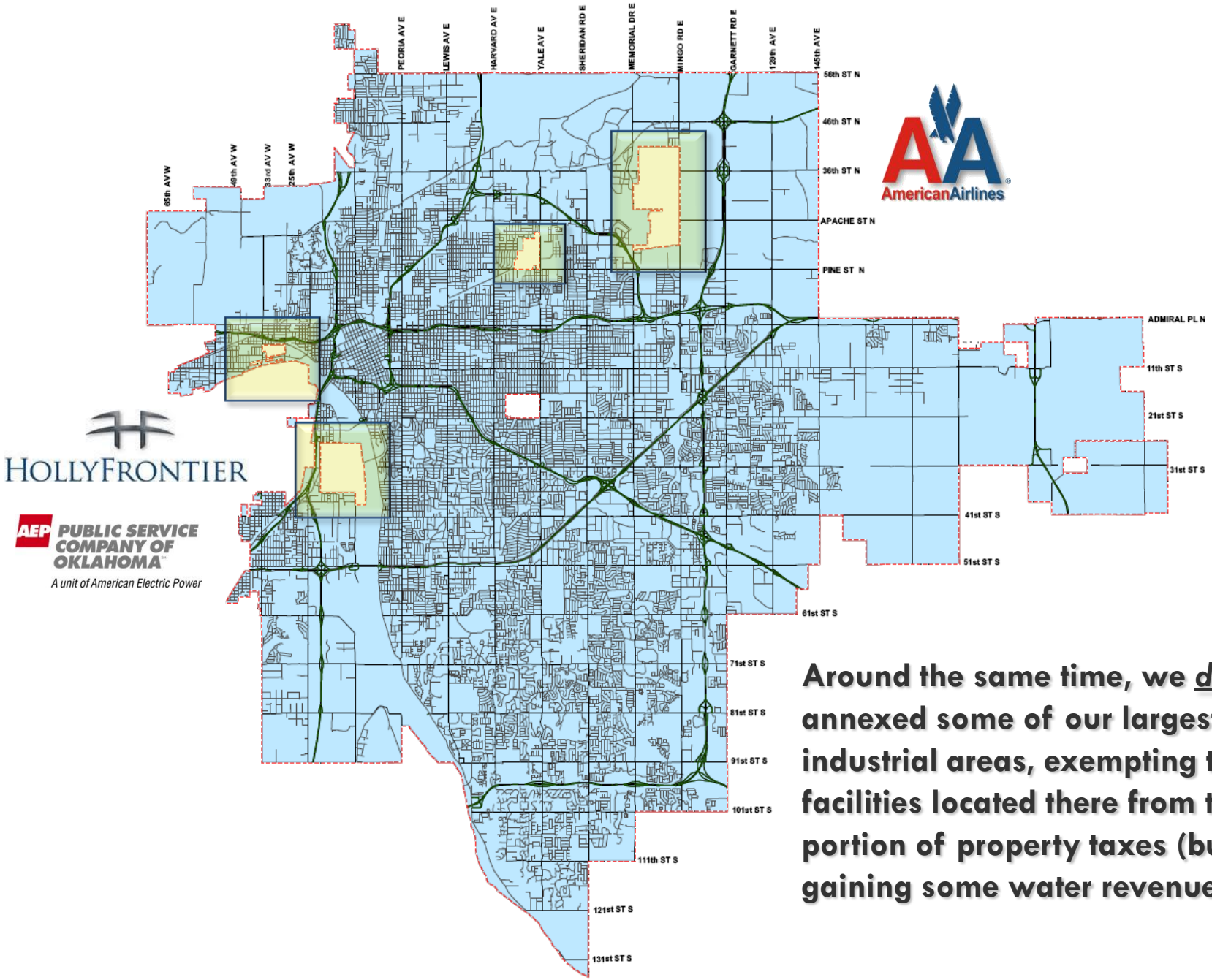

OKLAHOMA
1966
Official State Highway Map
NORTH AIRPORT
TULSA MUNICIPAL AIRPORT
BROWN AIRPORT
Lake Yahola
MOHAWK PARK
TULSA STATE FAIR GROUNDS
LA FORTUNE PARK
Arkansas River
TULSA
56TH. ST.
52ND. ST.
46 TH
42ND. ST.
36 TH
28 TH. ST.
APACHE
YOUNG ST.
PINE
NEWTON ST.
EDISON
ADMIRAL
11 TH.
15 TH.
21 ST
23RD. ST.
31 ST
41 ST.
51 ST.
61 ST.
MOHAWK BLVD.
CHARLES PAGE BLVD.
SKELLY
55TH. AVE
25 TH
OSAGE
CINCINNATI
RIVERSIDE DR.
PEORIA
LEWIS
YALE
SHERIDAN
HARVARD
MEMORIAL
MINGO
GARNETT
LYWOOD
33RD.
49 TH
65 TH
101 ST.

1966



In the 1960s, Tulsa was the 19th most densely populated large city in the country. The city held over 260,000 people in a land area of 50 square miles.


In the spring of 1966, the city annexed 117 square miles of land, more than tripling in size overnight.

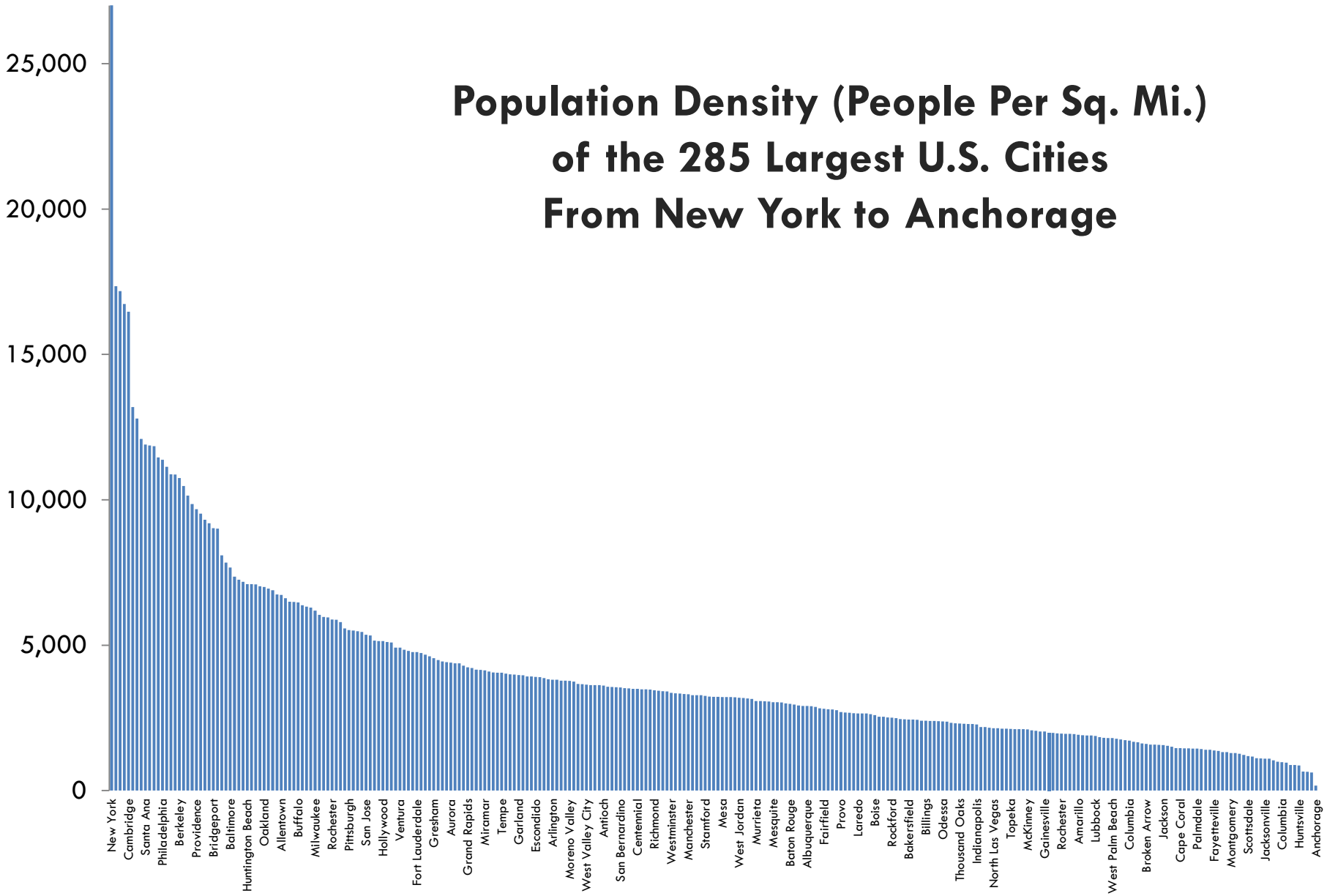


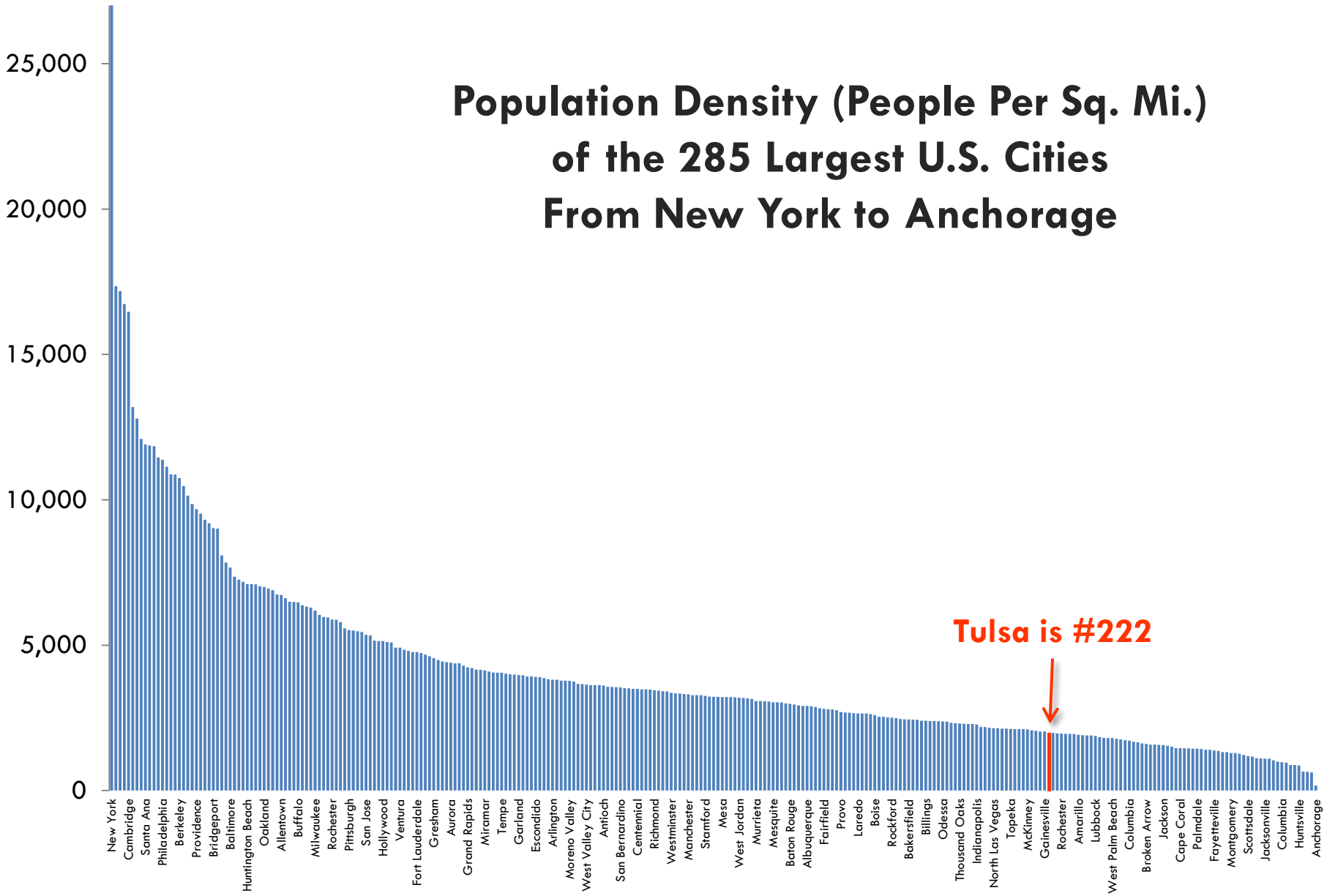
Around the same time, we *de*-annexed some of our largest industrial areas, exempting the facilities located there from the city portion of property taxes (but gaining some water revenue).

At 197 square miles, the City of Tulsa is larger than San Francisco, Boston, Washington D.C., and Miami . . .

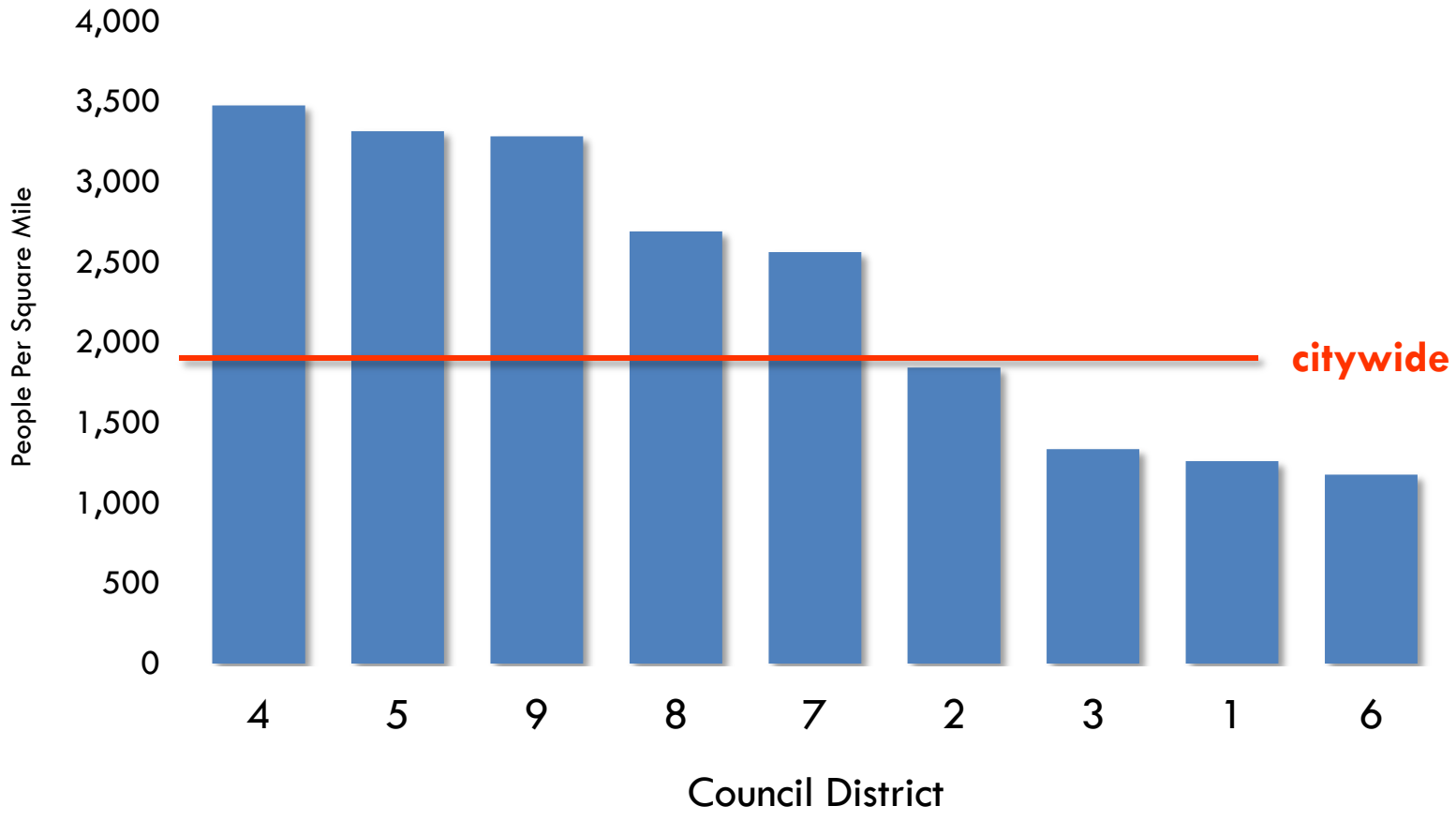
At 197 square miles, the City of Tulsa is larger than San Francisco, Boston, Washington D.C., and Miami . . .

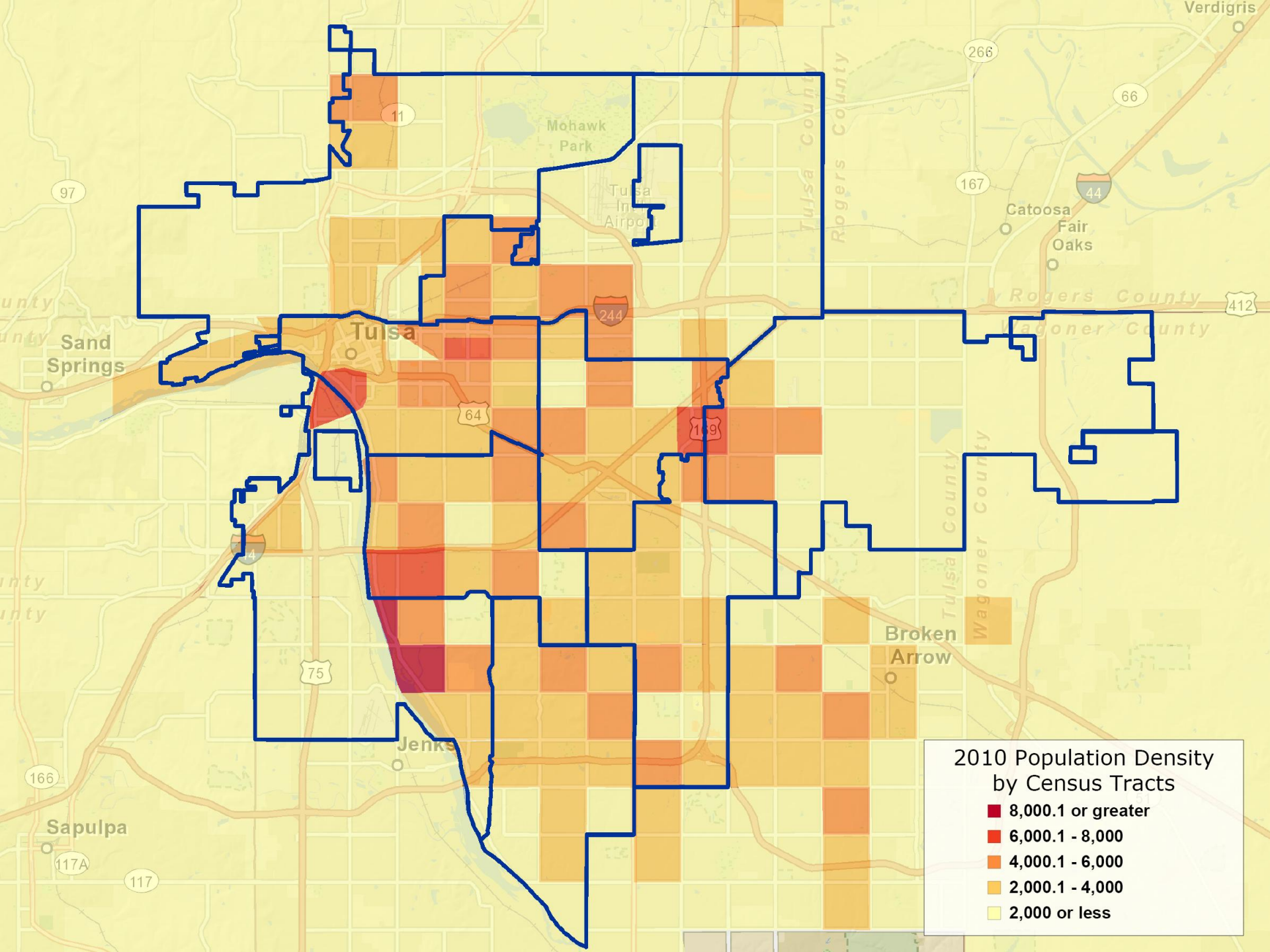
. . . combined.


Population Density (People Per Sq. Mi.)
of the 285 Largest U.S. Cities
From New York to Anchorage
25,000
20,000
15,000
10,000
5,000
0
New York
Cambridge
Santa Ana
Philadelphia
Berkeley
Providence
Bridgeport
Baltimore
Huntington Beach
Oakland
Allentown
Buffalo
Milwaukee
Rochester
Pittsburgh
San Jose
Hollywood
Ventura
Fort Lauderdale
Gresham
Aurora
Grand Rapids
Miramar
Tempe
Garland
Escondido
Arlington
Moreno Valley
West Valley City
Antioch
San Bernardino
Centennial
Richmond
Westminster
Manchester
Stamford
Mesa
West Jordan
Murrieta
Mesquite
Baton Rouge
Albuquerque
Fairfield
Provo
Laredo
Boise
Rockford
Bakersfield
Billings
Odessa
Thousand Oaks
Indianapolis
North Las Vegas
Topeka
McKinney
Gainesville
Rochester
Amarillo
Lubbock
West Palm Beach
Columbia
Broken Arrow
Jackson
Cape Coral
Palmdale
Fayetteville
Montgomery
Scottsdale
Jacksonville
Columbia
Huntsville
Anchorage


Population Density (People Per Sq. Mi.)
of the 285 Largest U.S. Cities
From New York to Anchorage
Tulsa is #222
25,000
20,000
15,000
10,000
5,000
0
New York
Cambridge
Santa Ana
Philadelphia
Berkeley
Providence
Bridgeport
Baltimore
Huntington Beach
Oakland
Allentown
Buffalo
Milwaukee
Rochester
Pittsburgh
San Jose
Hollywood
Ventura
Fort Lauderdale
Gresham
Aurora
Grand Rapids
Miramar
Tempe
Garland
Escondido
Arlington
Moreno Valley
West Valley City
Antioch
San Bernardino
Centennial
Richmond
Westminster
Manchester
Stamford
Mesa
West Jordan
Murrieta
Mesquite
Baton Rouge
Albuquerque
Fairfield
Provo
Laredo
Boise
Rockford
Bakersfield
Billings
Odessa
Thousand Oaks
Indianapolis
North Las Vegas
Topeka
McKinney
Gainesville
Rochester
Amarillo
Lubbock
West Palm Beach
Columbia
Broken Arrow
Jackson
Cape Coral
Palmdale
Fayetteville
Montgomery
Scottsdale
Jacksonville
Columbia
Huntsville
Anchorage

Population Density (People Per Sq. Mi.) by City Council District




2010 Population Density
by Census Tracts
8,000.1 or greater
6,000.1 - 8,000
4,000.1 - 6,000
2,000.1 - 4,000
2,000 or less
Tulsa
Sand Springs
Broken Arrow
Jenks
Sapulpa
Catoosa
Fair Oaks
Verdigris
Mohawk Park
Tulsa Int'l Airport
Tulsa County
Rogers County
Wagoner County
11
97
266
66
167
44
244
412
64
169
75
166
117A
117

But our sprawl comes at a cost . . . .

WHEREAS, the City of Tulsa is now extending various governmental and utility services into portions of the described area and will expand the furnishing of such services as a part of the orderly growth and development of the metropolitan area of the City of Tulsa, and that such services may be more effectively coordinated, planned and extended into said area upon the proper annexation of said tract of land;and

from the 1966 annexation ordinance, Ord. No. 10399

31st St. & 129th E. Ave (ca. early 1960s)

31st St. & 129th E. Ave (2008)

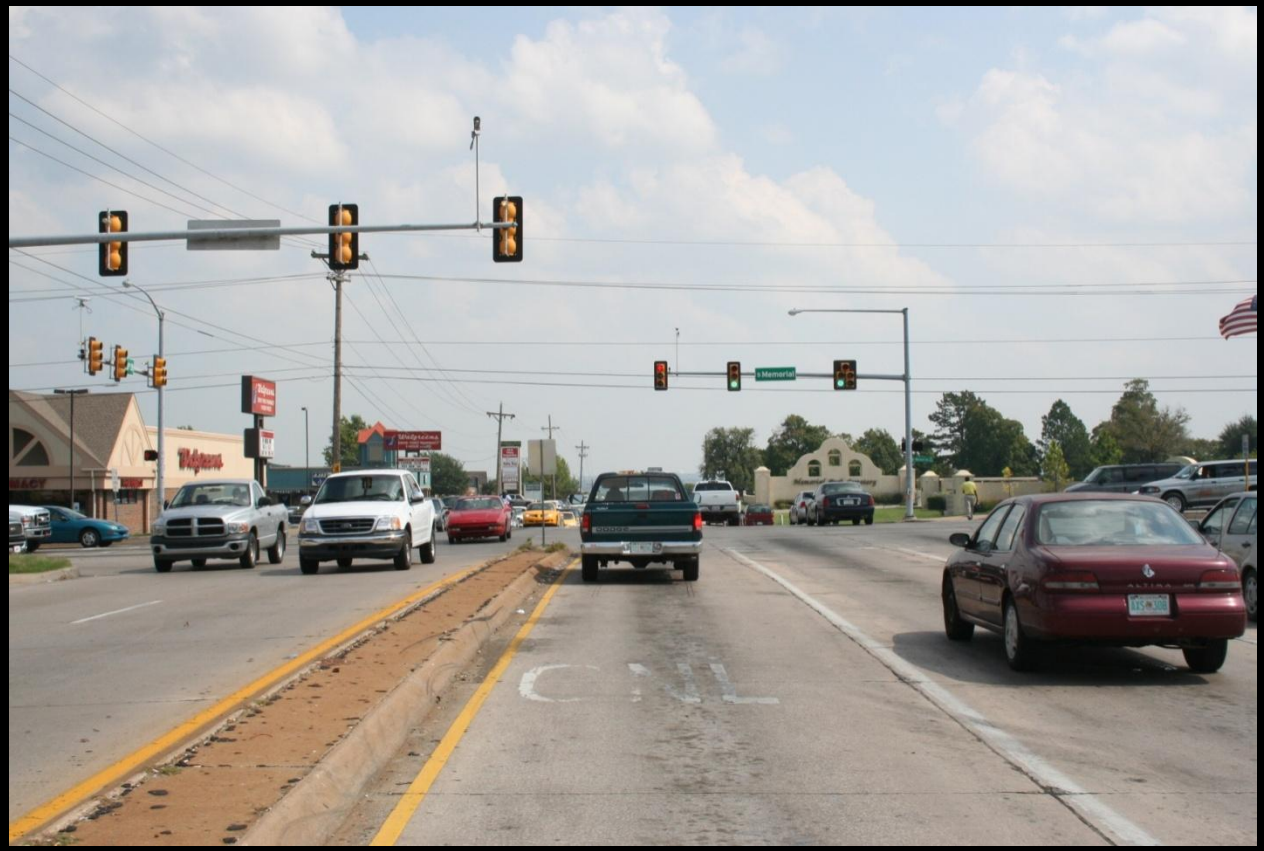
51st & Garnett (1965)

51st & Garnett (2008)

31st & Memorial (1962)

31st & Memorial (2008)

51st & Memorial (1964)



51st & Memorial (2008)

71st & Sheridan (1954)

71st & Sheridan (2008)

There are enough lane miles of streets in the City of Tulsa to stretch from New York to Los Angeles, and back to Tulsa – with 500 miles to spare . . .

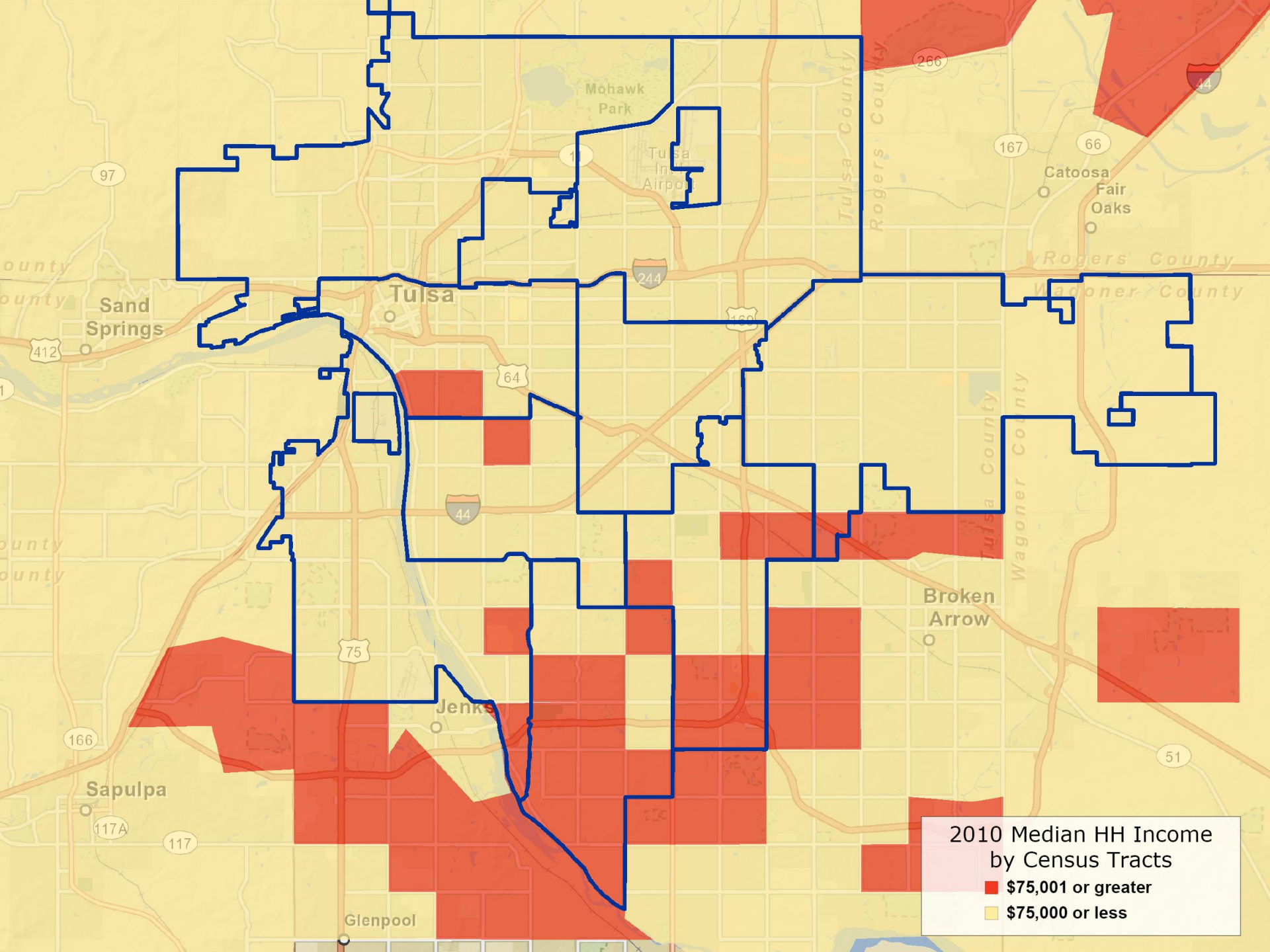
. . . with a signalized intersection every ten miles along the way.

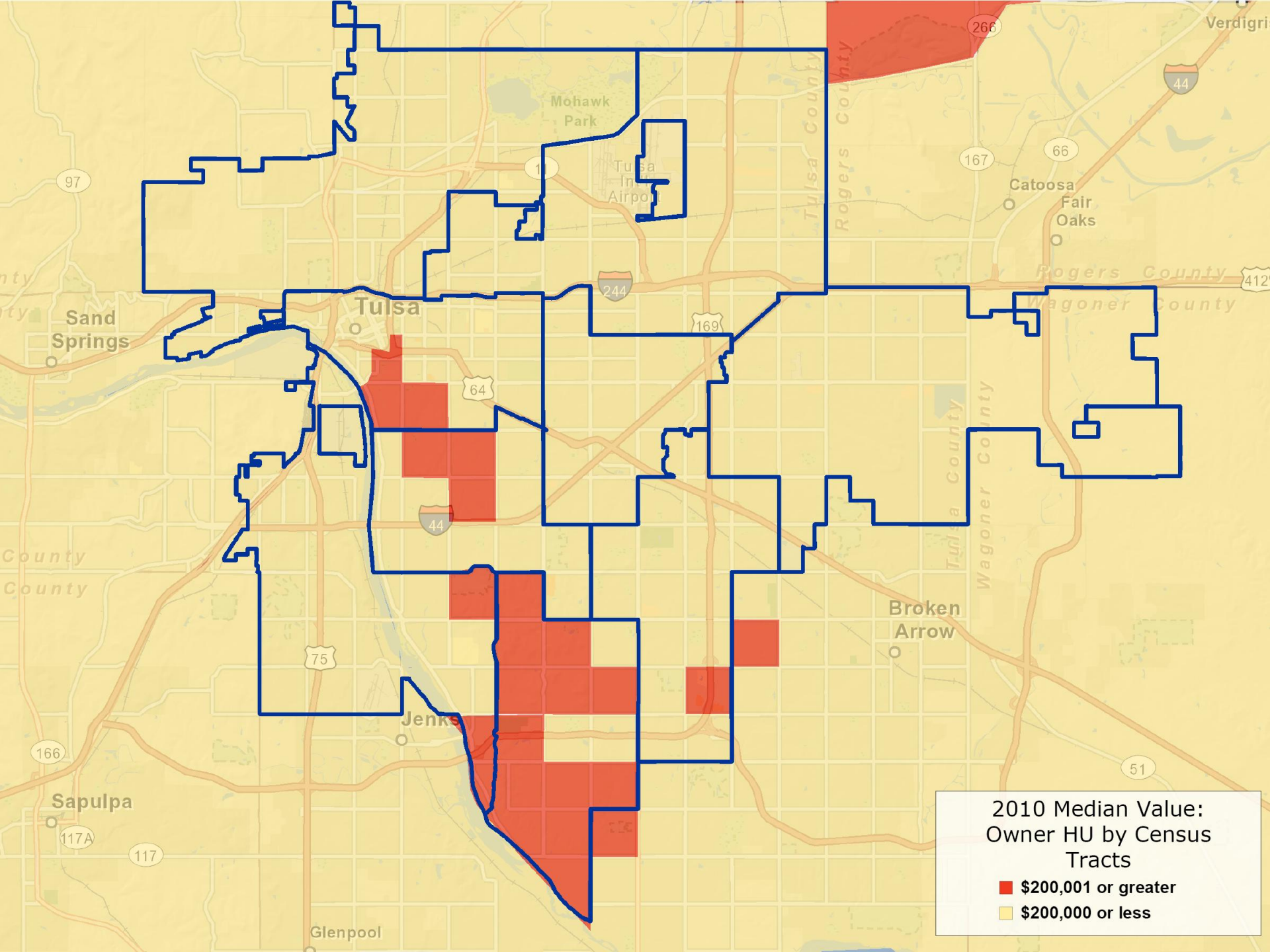
In the City of Tulsa today, there are . . .

- **3,000 Lane Miles of Residential Streets**
- **1,217 Lane Miles of Arterial Streets**
- **465 Lane Miles of Expressways**
- **95 Lane Miles of Downtown Streets**
- **516 Signalized Intersections**

In the City of Tulsa today, there are . . .

- **3,040** Lane Miles of Residential Streets **+40**
- **1,264** Lane Miles of Arterial Streets **+47**
- **478** Lane Miles of Expressways **+13**
- **93** Lane Miles of Downtown Streets **-2**
- **503** Signalized Intersections **-13**


2010 Median HH Income
by Census Tracts
$75,001 or greater
$75,000 or less
Tulsa
Sand Springs
Broken Arrow
Jenks
Sapulpa
Glenpool
Catoosa
Fair Oaks
Mohawk Park
Tulsa Int'l Airport
Rogers County
Wagoner County
Tulsa County
97
412
64
44
75
166
117A
117
244
169
266
167
66
51


2010 Median Value: Owner HU by Census Tracts
$200,001 or greater
$200,000 or less
Tulsa
Sand Springs
Broken Arrow
Jenks
Sapulpa
Glenpool
Catoosa
Fair Oaks
Mohawk Park
Tulsa Int'l Airport
Rogers County
Wagoner County
Tulsa County
Verdigris
266
44
167
66
97
244
169
64
75
166
51
117A
117
412

Tulsa Hills 2003

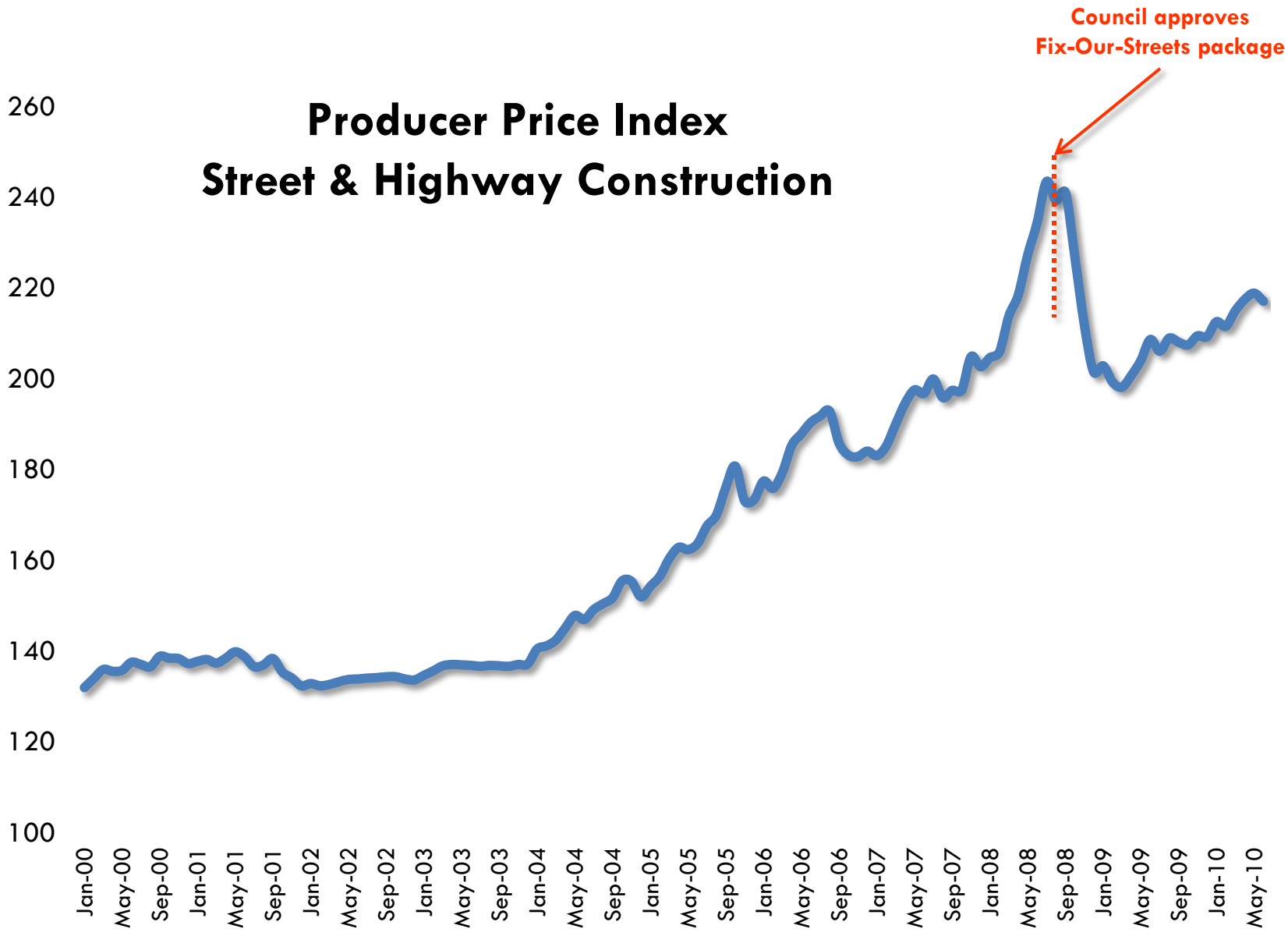
Tulsa Hills 2011

Tulsa Hills 2012

SUMMARY OF RECOMMENDATIONS
INFILL DEVELOPMENT TASK FORCE STUDY

1) Infrastructure Development: **The City of Tulsa must maintain a leadership role in the continued upgrading and development of new and expanded physical infrastructure, which is essential to support current and future infill development.** Particularly important in encouraging initial infill development are the visible types of infrastructure, especially street resurfacing and sidewalk installation, repair, replacement and addition of ramps, that add to an area's economic stability. Other critical infrastructure includes, but is not limited to: underground utilities, including water, storm drainage, sewer, electricity, natural gas, telephone and data, and cable TV or other broad band access. Infrastructure includes not only the primary sources of these utilities but also all lines of distribution. Only the City of Tulsa can, over the long term, ensure the adequacy and availability of these facilities in a coordinated manner.

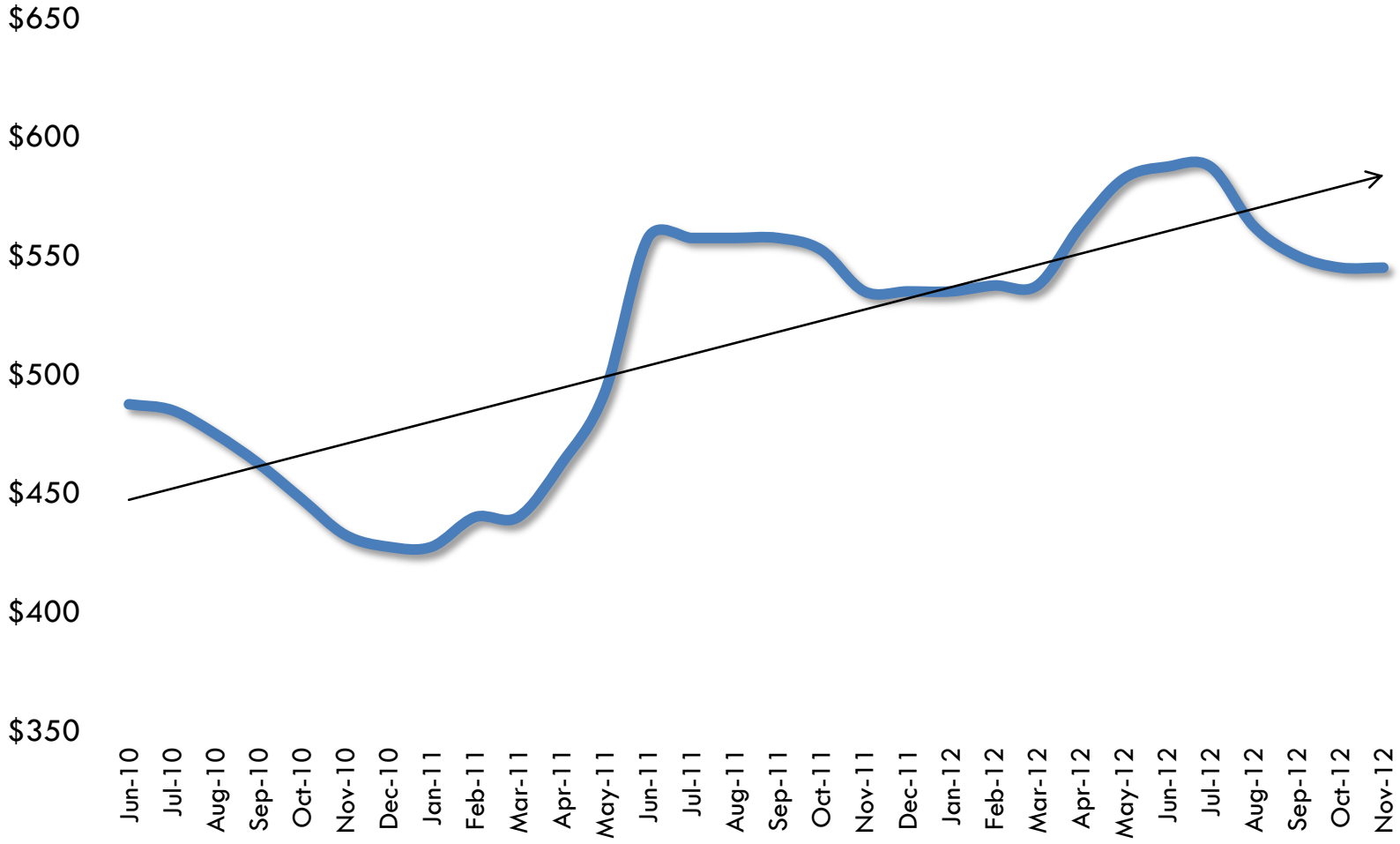
Street Construction Costs



Source: Bureau of Labor Statistics

ODOT Monthly Asphalt Binder Price Index

Since BLS Street & Highway Construction Cost Index Was Discontinued



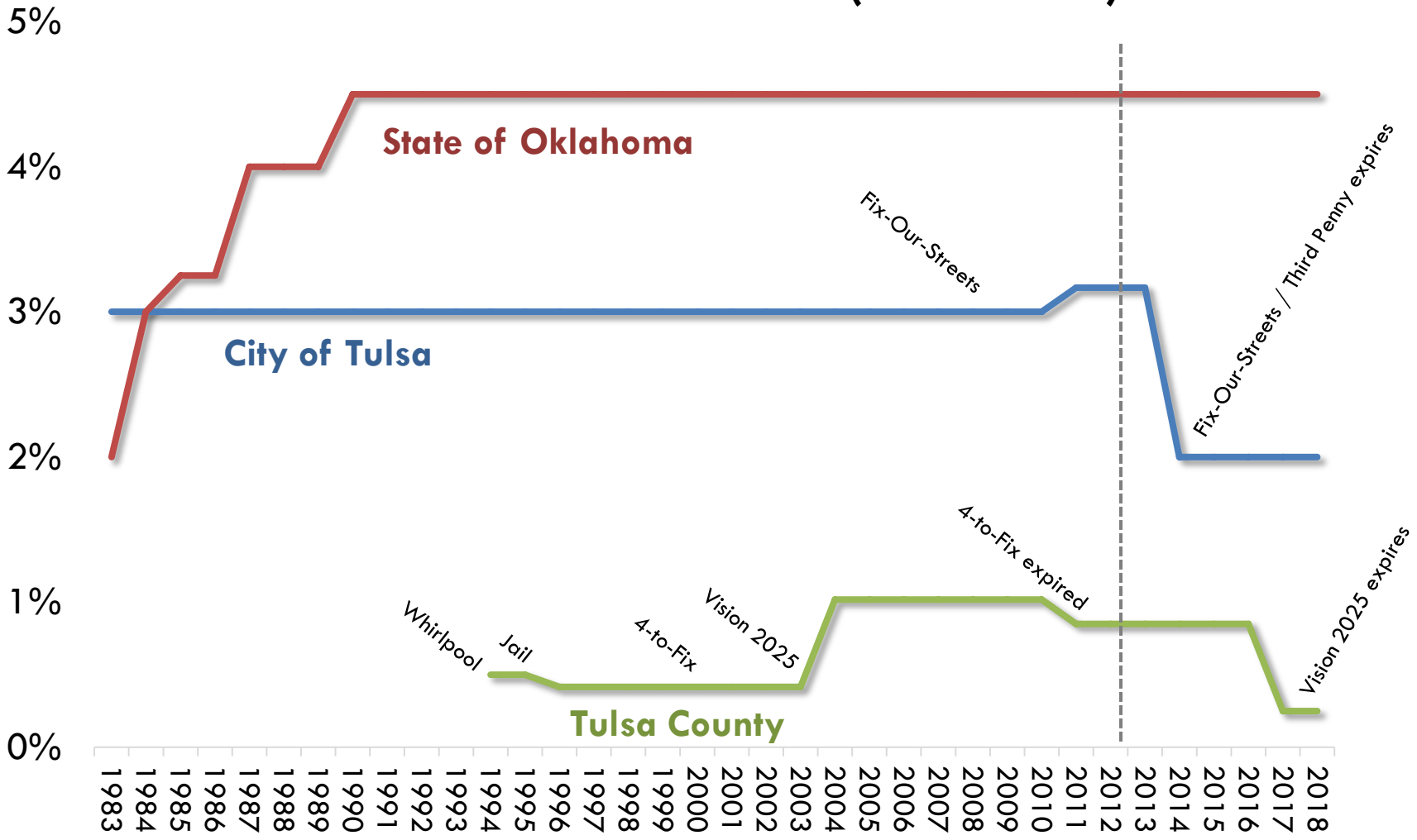
Source: ODOT

Funding Options/Revenue Trends

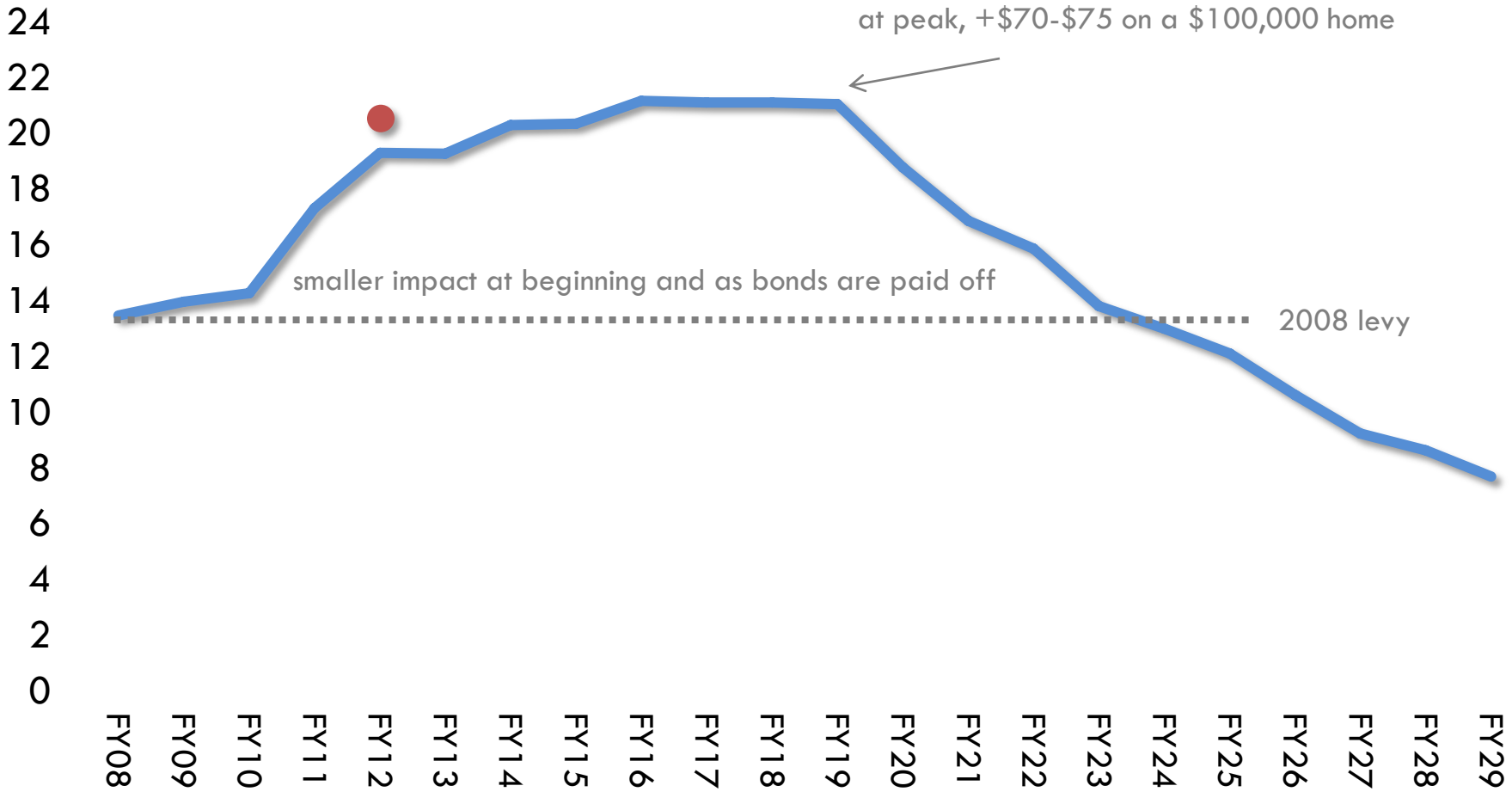
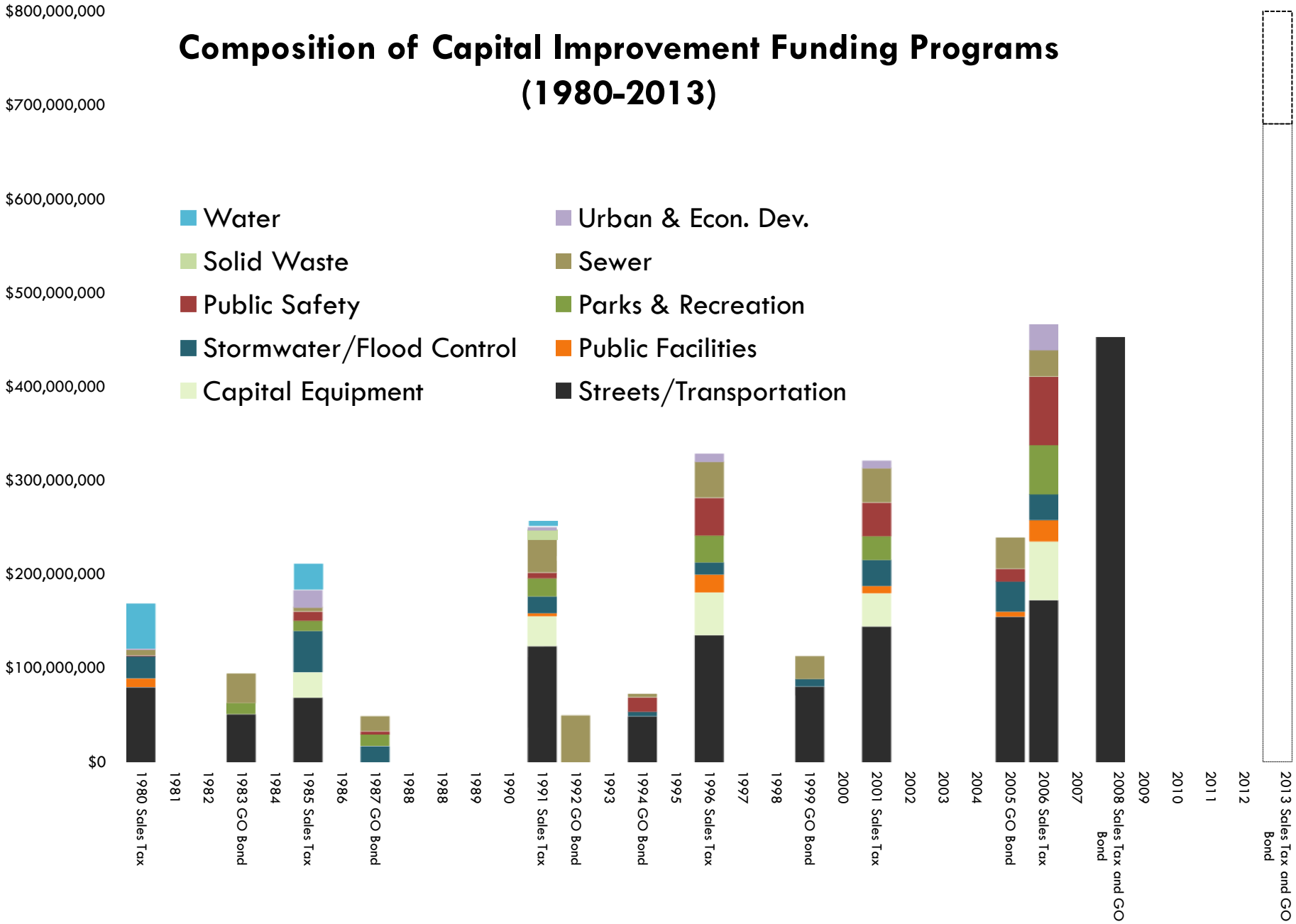
Funding Options

Funding Source	Benefits	Drawbacks
Sales Tax	▪ familiar to voters ▪ taxes visitors	▪ regressive ▪ voters may reach limit of tolerance ▪ volatile revenue source
Ad Valorem (Property) Tax	▪ stable revenue source ▪ familiar to voters ▪ includes industrial and commercial property ▪ progressive	▪ voters may reach limit of tolerance ▪ cannot be used for operations (i.e. maintenance personnel)
Income Tax	▪ progressive	▪ by state law, could only apply to residents ▪ no capacity to administer locally ▪ could stifle economic development
Fuel Tax	▪ a true user fee	▪ probably insufficient revenue to have an impact ▪ potential disparity with suburbs ▪ established unpopularity
Impact/Assessment Fees	▪ beneficiaries of improvements pay	▪ development disincentive ▪ limited scope
County/State Funding	▪ returns money to municipalities and invests in the county/state	▪ must persuade elected officials

Authorized Sales Tax Rates (1983-2018)



City of Tulsa Property Tax Levy as Projected in 2008 for the 12-Year Streets Program



Composition of Capital Improvement Funding Programs (1980-2013)