



CITY COUNCIL AGENDA





CITY OF MIDWEST CITY MEETINGS FOR December 10, 2024

All Council/Authority/Commission meetings of the City of Midwest City (MWC) elected officials will be held in the Council Chamber located at 100 N. Midwest Blvd., Midwest City, OK 73110, Oklahoma County, Oklahoma, unless notified otherwise.

Regularly scheduled meetings of the elected officials will be streamed live and recorded on the MWC YouTube channel: [Bit.ly/CityofMidwestCity](https://bit.ly/CityofMidwestCity) with the recorded videos available there within 48 hours.

Special Assistance for a Meeting: Send request via email to tanderson@midwestcityok.org or call 405-739-1220 no less than 24 hours prior to the start of a meeting. If special assistance is needed during a meeting, call 739-1388.

Please note that the elected officials will informally gather at or after 5:00 PM in the City Manager's Conference room for dinner for evening meetings; however, no business will be discussed or acted upon. Meals will only be provided to the City Council and staff. Doors to the Council Chamber will be open to the public fifteen minutes prior to the start of a meeting.

For the purposes of all meetings of the MWC elected and/or appointed officials, the term "possible action" shall mean possible adoption, rejection, amendments, postponements, and/or recommendation to the City Council and/or Authorities.

Pursuant to Midwest City Resolution 2022-50, the following rules of conduct and engagement are in effect for all meetings of the MWC elected and/or appointed officials:

1. Only residents of the City, and/or identifiable business doing business in or with the City, or where it is required by statute during public hearings may speak during a public meeting, unless by majority vote of the City Council, non-residents may be permitted to comment on agenda items that impact them. To verify this new requirement, speakers must state their name and City residential/business address or provide/present proof of residential/business address to the City Clerk before addressing the elected officials.
2. There will be a 4 (four) minute time restriction on each speaker, which can be extended by a vote of the City Council, only if it benefits and/or clarifies the discussion at hand. The City Clerk, or designee, will be the timekeeper and will notify the chair when time has expired.
3. The Mayor/Chair reserves the right to remove individuals from the audience if they become disorderly. If the Mayor/Chair asks a disruptive individual to leave and the individual refuses to leave, the meeting will be recessed and appropriate law enforcement action will be taken.
4. Agenda items requesting action of the elected officials shall include:
 1. Presentation by City Staff and/or their invited guest speaker;
 2. If a public hearing is required, questions and discussion by and between the elected officials, City Staff, and the public;
 3. Questions and discussion by and between the elected officials and City Staff, invited guest speaker, and/or public during a public hearing; and
 4. Motion and second by the elected officials.
 5. If a motion is to be amended, the one who made the motion may agree and restate the motion with the amendment; however, if the maker of the motion does not agree to the amendment, the motion may be voted on as it stands.
 6. Final discussion and possible action/amended motion by the elected officials.



CITY OF MIDWEST CITY COUNCIL AGENDA

City Hall - Midwest City Council Chambers, 100 N. Midwest Boulevard

December 10, 2024 – 6:00 PM

Presiding members:	Mayor Matthew Dukes	City Staff:
Ward 1 Susan Eads	Ward 2 Pat Byrne	City Manager Tim Lyon
Ward 3 Rita Maxwell	Ward 4 Marc Thompson	City Clerk Sara Hancock
Ward 5 Sara Bana	Ward 6 Rick Favors	City Attorney Don Maisch

A. CALL TO ORDER.

B. OPENING BUSINESS.

- Invocation by Assistant City Manager Vaughn Sullivan
- Pledge of Allegiance by ROTC Cadets
- Mayoral Proclamations
- Community-related announcements and comments

C. CONSENT AGENDA. These items are placed on the Consent Agenda so the Council members, by unanimous consent, can approve routine agenda items by one motion. If any Council member requests to discuss an item(s) or if there is not unanimous consent, then the item(s) will be removed and heard in regular order.

1. Discussion, consideration, and possible action to approve the November 12, 2024 meeting minutes. (City Clerk - S. Hancock)
2. Discussion, consideration and possible action of approving supplemental budget adjustments to the following funds for FY 2024-2025, increase: Grants Fund, revenue/Intergovernmental (46) \$2,252,000; expenditures/Transfers Out (46) \$2,252,000. Grants Fund, revenue/Intergovernmental (62) \$158,074; expenditures/Police (62) \$162,848; revenue/Transfers In (62) \$4,774. Police Fund, expenditures/Transfers Out (62) \$4,774. CDBG Fund, expenditures/Grants Management (39) \$13,500. General Gov't Sales Tax Fund, revenue/Transfers In (16) \$5,495; expenditures/IT (16) \$5,495; revenue/Transfers In (09) \$32,120; expenditures/Street (09) \$32,120. Decrease: Grants Fund, expenditures/Emergency Operations (21) \$8,936. (Finance - T. Cromar)
3. Discussion, consideration, and possible action of approving Change Order #04 for \$13,610.00 with Oklahoma Department of Transportation for STP-255D(479)AG, State Job Number 33124(04), Reno Ave resurfacing from Midwest Blvd to Douglas Blvd. (Engineering - C. Evenson)

4. Discussion, consideration, and possible action of approving Change Order #1 for \$40,704.01 with Oklahoma Department of Transportation for STP-255B(575)AG, State Job Number 33345(04), Midwest Boulevard resurfacing from SE 29th Street to NE 10th Street. (Engineering - C. Evenson)
5. Discussion, consideration, and possible action to declare (1) 2019 Chevrolet Impala and its contents, as surplus and authorizing disposal by public auction, sealed bid or other means necessary. (Police - G. Wipfli)
6. Discussion, consideration, and possible action of approving a resolution adopting the Regional Safety Action Plan and Vision Zero Policy. (Planning & Zoning - M. Summers)
7. Discussion, consideration, and possible action declaring various items of City property as surplus property and authorizing their disposal through sealed bid, public auction, or by other means as necessary. (Planning & Zoning —M. Summers)

D. DISCUSSION ITEMS.

1. (MP-00018) Public hearing, discussion, consideration, and possible action of approval of the Minor Plat of Casey's General Store at Town Center Plaza for the property described as a tract of land being a part of the Southwest Quarter (SW/4) of Section Ten (10), Township Eleven (11) North, Range Two (2) West of the Indian Meridian, Oklahoma County, Oklahoma. (Planning & Zoning- M. Summers)
2. (PC-2189) Public hearing, discussion, consideration, and possible action on a resolution to amend the Comprehensive Plan from Commercial and Public/Semi-Public Land Use to Office/Retail Land Use; and an ordinance to redistrict from Single-Family Detached Residential District w/ Special Use Permit ("R-6 w/ SUP"), Community Commercial District ("C-3"), and General Commercial District ("C-4") to Community Commercial District ("C-3"), for the property described as all of Lots One (1), Two (2), Three (3), Twenty-four (24), Twenty-five (25), Twenty-six (26), in Block Three (3) of Aviation Acres, an Addition to Oklahoma County, Oklahoma according to the recorded plat thereof. (Planning & Zoning- M. Summers)
3. (PC-2190) Public hearing, discussion, consideration, and possible action of approving the Final Plat of Urban Edge for the property described as a tract of land located in the Southeast Quarter (SE/4) of Section Thirty-Five (35), Township Twelve (12) North, Range Two (2) West of the Indian Meridian, Oklahoma County, Oklahoma. (Planning & Zoning- M. Summers)

- E. NEW BUSINESS/PUBLIC DISCUSSION. "In accordance with State Statute Title 25 Section 311. Public bodies - Notice. A-9, the purpose of the "New Business" section is for action to be taken at any Council/Authority/Commission meeting for any matter not known about or which could not have been reasonably foreseen 24 hours prior to the public meeting. The purpose of the "Public Discussion" section of the agenda is for members of the public to speak to the Council on any subject not scheduled on the regular agenda. The Council shall make no decision or take any action, except to direct the City Manager to take action, or to schedule the matter for discussion at a later date. Pursuant to the Oklahoma Open Meeting Act, the Council will not engage in any discussion on the matter until that matter has been placed on an agenda for discussion. THOSE ADDRESSING THE COUNCIL ARE REQUESTED TO STATE THEIR NAME AND ADDRESS PRIOR TO SPEAKING TO THE COUNCIL."

F. FURTHER INFORMATION.

1. (PC-2191) Public hearing, discussion, consideration, and possible action on an ordinance to redistrict from Single-Family Detached Residential District (“R-6”) to Community Commercial District (“C-3”) for the property described as the East 300 feet of the North one-half of the South one-half of the Northeast Quarter of the Southeast Quarter of Section Two (2), Township Eleven (11) North, Range Two (2) West of the Indian Meridian, Oklahoma County, Oklahoma, located at 1021 S. Douglas Blvd., Midwest City. (Planning and Zoning - M. Summers)
2. Monthly report on the City of Midwest City Employees' Health Benefits Plan by the City Manager for October 2024. (Human Resources - T. Bradley)
3. Monthly Residential and Commercial Building report for October 2024 Building Report (Engineering & Construction Services—R. Fryar)
4. Review of the City Manager's Report for the month of October 2024. (Finance - T. Cromar)
5. Review of the October 1, 2024 Planning Commission Meeting Minutes. (Planning and Zoning - E. Richey)

G. ADJOURNMENT.



CONSENT AGENDA



Notice for the Midwest City Council meetings was filed for the calendar year with the City Clerk of Midwest. Public notice of this agenda was accessible at least 24 hours before the meeting at City Hall and on the Midwest City website (www.midwestcityok.org).

City of Midwest City Council Minutes

November 12, 2024

This meeting was held in the City Hall Council Chambers at City Hall, 100 N. Midwest Boulevard, Midwest City, County of Oklahoma, State of Oklahoma.

Mayor Matt Dukes called the meeting to order at 6:00 PM with the following member present:

	Ward 2 Pat Byrne	City Manager Tim Lyon
Ward 3 Rita Maxwell	Ward 4 Marc Thompson	City Clerk Sara Hancock
Ward 5 Sara Bana	Ward 6 Rick Favors	City Attorney Don Maisch

Absent: Councilmember Susan Eads

OPENING BUSINESS. The Invocation was given by Assistant City Manager Vaughn Sullivan. The Pledge of Allegiance was led by Mid-Del High School ROTC Cadet Maxey. The Mayor read and presented the American Recycle Day and National Stormwater Day Proclamations to Streets and Evenson. City Manager Lyon gave community-related announcements and comments.

CONSENT AGENDA. Bana made a motion to approve the consent agenda with exception to pull Item #7, seconded by Favors. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Absent: Eads. Motion Carried.

1. Discussion, consideration, or possible action to approve the October 22, 2024 meeting minutes.
2. Discussion, consideration and possible action of approving supplemental budget adjustments to the following funds for FY 2024-2025, increase: Emergency Operations Fund, expenditures/EOC (21) \$24,182. General Gov't Sales Tax Fund, expenditures/Street (09) \$220,000. Park & Recreation Fund, expenditures/Park & Rec (06) \$125,000. Juvenile Fund, expenditures/Municipal Court (12) \$10,792. General Fund, expenditures/Municipal Court (12) \$25,205. Decrease: Juvenile Fund, expenditures/Municipal Court (12) \$25,205.
3. Discussion, consideration, and possible action to approve and adopt the City's Emergency Operations Plan for 2024-25.
4. Discussion, consideration, and possible action of the acceptance of maintenance bonds from Arrow Contracting & Utilities, LLC in the amount of \$14,864.70, \$7,984.10, and \$5,315.80 respectively.
5. Discussion, consideration, and possible action of the acceptance of maintenance bonds from GWX Construction, LLC. in the amount of \$21,015.83 respectively.
6. Discussion, consideration and possible action of approving Resolution 2024-28 to notify the public of publication of the most recent Supplement 20, dated October 2024 to the Midwest City Code of ordinances and to ratify all other previous supplements and codifications.

8. Discussion, consideration, and possible action to declare (1) 2010 Chevrolet Camero and its contents, as surplus and authorizing disposal by public auction, sealed bid or other means necessary.
7. **Discussion, consideration, and possible action of Ward 3 Appointee, Mr. Ronald Taite and Mayor's Appointee, Mrs. Keri Deeter to the Citizens' Advisory Committee on Housing and Community Development for the remainder of the four-year terms that were vacated.**

Craft addressed Council and Maxwell introduced Mr. Ronald Taite. After discussion, Maxwell made a motion to approve appointee Taite, seconded by Bana. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Absent: Eads. Motion Carried.

DISCUSSION ITEMS.

1. **Discussion, consideration, and possible action of accepting a Permanent Easement from Kylie Chapman and Theresa Leopard located near 7113 Hilltop Court; across portions of Lot 10 and Lot 11 of Block 2 of Somerset Park Addition in Section 34, Township 12 N, Range 2 W of Midwest City.**

Bundy addressed Council. After discussion, Bana made a motion to accept the Permanent Easement, seconded by Maxwell. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Absent: Eads. Motion Carried.

2. **Discussion, consideration, and possible action of amendment #4 for Professional Services with Freese and Nichols, Inc. in the amount of \$49,200 to provide services to further the Assessment of the Current Sanitary Sewer System – Future Capacity Needs – Phase 1. +**

Bundy and Streets addressed the Council. After discussion, Bana made a motion to approve amendment #4, seconded by Byrne. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Absent: Eads. Motion Carried.

3. **Discussion, consideration and possible action of approving an ordinance amending the Midwest City Municipal Code, Chapter 2, Administration, Article IX, Surplus Property, Section 2-130, Bidding; and providing for repealer and severability.**

Maisch address the Council. Bana made a motion to approve Ordinance 3571, seconded by Maxwell. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Absent: Eads. Motion Carried.

4. **Discussion, consideration and possible action of approving an ordinance amending the Midwest City Code, Chapter 30, Parks and Recreation, Article IV, Golf, Section 30-46, Golf course rates; and providing for repealer and severability.**

Rushing and Lyon addressed the Council. After discussion, Byrne made a motion to approve Ordinance 3572, seconded by Maxwell. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Absent: Eads. Motion Carried.

5. Discussion, consideration, and possible action of approving an ordinance amending the Midwest City Municipal Code, Chapter 31 Health Care Facilities; Article III, Massage; Division 1, In General; Sections 31-100, Definitions, 31-101, Inspections Authorized; Division 2, Massage Establishment License, Sections 31-111, Application, 31-113, Facilities and Equipment, 31-114, Issuance, 31-115, Fee; Division 3, Massage Therapist License, Sections 31-131 Application, 31-132 Issuance Standards, 31-133, Fee, 31-136 Reserved; Division 4, Operating Requirements, Section 31-147 Operating Hours; and Providing for Repealer and Severability.

Maish and Wipfli addressed the Council. After discussion, Bana made a motion to approve Ordinance 3573, seconded by Maxwell. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Absent: Eads. Motion Carried.

NEW BUSINESS/PUBLIC DISCUSSION.

The following people addressed the council: Kyla Chapple of 1104 Holly Ln regarding utility bill and Sam King of 9117 Orchard Blvd regarding drainage.

FURTHER INFORMATION.

1. Handout of the notebook of Boards, Committees and/or Commissions currently active for the City of Midwest City.
2. Further Information – Change Order #2, #3, and #4 Midwest City Police Department Restroom Renovation

*At 6:37 PM Byrne left seat but remained in Chambers.

ADJOURNMENT. There being no further business, Mayor Dukes adjourned the meeting at 6:38 PM

ATTEST:

MATTHEW D. DUKES II, Mayor

SARA HANCOCK, City Clerk



Finance Department
100 N. Midwest Boulevard
Midwest City, OK 73110
tcromar@midwestcity.org
Office: 405-739-1245
www.midwestcityok.org

TO: Honorable Mayor and City Council

FROM: Tiatia Cromar, Finance Director

DATE: December 10, 2024

SUBJECT: Discussion, consideration and possible action of approving supplemental budget adjustments to the following funds for FY 2024-2025, increase: Grants Fund, revenue/Intergovernmental (46) \$2,252,000; expenditures/Transfers Out (46) \$2,252,000. Grants Fund, revenue/Intergovernmental (62) \$158,074; expenditures/Police (62) \$162,848; revenue/Transfers In (62) \$4,774. Police Fund, expenditures/Transfers Out (62) \$4,774. CDBG Fund, expenditures/Grants Management (39) \$13,500. General Gov't Sales Tax Fund, revenue/Transfers In (16) \$5,495; expenditures/IT (16) \$5,495; revenue/Transfers In (09) \$32,120; expenditures/Street (09) \$32,120. Decrease: Grants Fund, expenditures/Emergency Operations (21) \$8,936.

The first supplement is needed to budget E.P.A Clean Water State Revolving Fund Loan from Oklahoma Water Resources Board and transfer of proceeds to Sewer Construction Fund to reimburse expenses for Wastewater Treatment Plant Master & potential design and construction expenses. The second and third supplements are needed to budget BYRNE State Crisis Intervention Program Grant from State of Oklahoma District Attorneys Council and transfer from Police Fund to Grants Fund to reimburse Grants Fund for social security expenses paid related to grant. The fourth supplement is needed to correct CDBG Fund budget roll forward from fiscal year 2023-2024 to current fiscal year. The fifth supplement is needed to reclass capital outlay expenses from General Fund to General Government Sales Tax Fund. The decrease is needed to eliminate unused budget for Generator Grant Project that rolled forward from fiscal year 2023-2024 to current fiscal year.

Tiatia Cromar

Tiatia Cromar
Finance Director

SUPPLEMENTS

December 10, 2024

Fund GRANTS (143)		BUDGET AMENDMENT FORM Fiscal Year 2024-2025			
		Estimated Revenue		Budget Appropriations	
<u>Dept Number</u>	<u>Department Name</u>	<u>Increase</u>	<u>Decrease</u>	<u>Increase</u>	<u>Decrease</u>
46	Intergovernmental	2,252,000			
46	Transfers Out			2,252,000	
		<u>2,252,000</u>	<u>0</u>	<u>2,252,000</u>	<u>0</u>

Explanation:
To budget E.P.A. Clean Water State Revolving Fund Loan from Oklahoma Water Resources Board and transfer of proceeds to Sewer Construction Fund to reimburse expenses for Wastewater Treatment Plant Master Plan & potential design and construction expenses.

Fund GRANTS (143)		BUDGET AMENDMENT FORM Fiscal Year 2024-2025			
		Estimated Revenue		Budget Appropriations	
<u>Dept Number</u>	<u>Department Name</u>	<u>Increase</u>	<u>Decrease</u>	<u>Increase</u>	<u>Decrease</u>
62	Intergovernmental	158,074			
62	Police			162,848	
62	Transfers In	4,774			
		<u>162,848</u>	<u>0</u>	<u>162,848</u>	<u>0</u>

Explanation:
To budget BYRNE State Crisis Intervention Program Grant from State of Oklahoma District Attorneys Council and transfer in from Police Fund to reimburse for social security expenses related to grant.

Fund POLICE (020)		BUDGET AMENDMENT FORM Fiscal Year 2024-2025			
		Estimated Revenue		Budget Appropriations	
<u>Dept Number</u>	<u>Department Name</u>	<u>Increase</u>	<u>Decrease</u>	<u>Increase</u>	<u>Decrease</u>
62	Transfers Out			4,774	
		<u>0</u>	<u>0</u>	<u>4,774</u>	<u>0</u>

Explanation:
To budget transfer out to Grants Fund to reimburse for social security expenses related to BYRNE State Crisis Intervention Program Grant from State of Oklahoma District Attorneys Council. Funding to come from fund balance.

SUPPLEMENTS
December 10, 2024

Fund CDBG (141)		BUDGET AMENDMENT FORM Fiscal Year 2024-2025			
		Estimated Revenue		Budget Appropriations	
<u>Dept Number</u>	<u>Department Name</u>	<u>Increase</u>	<u>Decrease</u>	<u>Increase</u>	<u>Decrease</u>
39	Grants Management			13,500	
		<u>0</u>	<u>0</u>	<u>13,500</u>	<u>0</u>

Explanation:
To correct CDBG Fund roll forward from fiscal year 2023-2024 to current fiscal year. Funding to come from fund balance.

Fund GENERAL GOV'T SALES TAX (009)		BUDGET AMENDMENT FORM Fiscal Year 2024-2025			
		Estimated Revenue		Budget Appropriations	
<u>Dept Number</u>	<u>Department Name</u>	<u>Increase</u>	<u>Decrease</u>	<u>Increase</u>	<u>Decrease</u>
16	Transfers In	5,495			
16	IT			5,495	
09	Transfers In	32,120			
09	Street			32,120	
		<u>37,615</u>	<u>0</u>	<u>37,615</u>	<u>0</u>

Explanation:
To reclass capital outlay expenditures from the General Fund to General Gov't Sales Tax Fund.

DECREASE

Fund GRANTS (143)		BUDGET AMENDMENT FORM Fiscal Year 2024-2025			
		Estimated Revenue		Budget Appropriations	
<u>Dept Number</u>	<u>Department Name</u>	<u>Increase</u>	<u>Decrease</u>	<u>Increase</u>	<u>Decrease</u>
21	Emergency Operations				8,936
		<u>0</u>	<u>0</u>	<u>0</u>	<u>8,936</u>

Explanation:
To eliminate unused budget for Generator Grant Project that rolled forward from fiscal year 2023-2024 to current fiscal year.



**Engineering and
Construction Services**
100 N Midwest Boulevard
Midwest City, OK 73110
Office 405.739.1220

TO : Honorable Mayor and Council

FROM : Carrie J. Evenson, Ph.D., PE, CFM, Interim Director

DATE : December 10, 2024

SUBJECT : Discussion, consideration, and possible action of approving Change Order #04 for \$13,610.00 with Oklahoma Department of Transportation for STP-255D(479)AG, State Job Number 33124(04), Reno Ave resurfacing from Midwest Blvd to Douglas Blvd.

The attached change order is for the Reno Ave resurfacing from Midwest Blvd to Douglas Blvd, which was completed in September 2023. This change order resulted from ODOT's internal review of pay items and negotiations with the contractor. Change Order #5 was previously awarded for this project because ODOT was still working to complete Change Order #4. Staff is not sure why those changes were not consolidated into a single Change Order. For reference, Change Order #5 was at no cost and was more of a clarification of a particular pay item.

Change Order #4 is not expected to exceed the balance of the escrow funds already in ODOT's possession for this project.

Title 61 of the Oklahoma Statutes, Section 121 requires that change orders or addenda to public construction contracts of over One Million Dollars (\$1,000,000.00) shall not exceed the greater of One Hundred Fifty Thousand Dollars (\$150,000.00) or a ten percent (10%) cumulative increase in the original contract amount. The original contract amount was \$2,707,534.56 and the cumulative increase in the original contract amount as a result of all five change orders is \$26,510.00, which complies with this provision of state law.

Carrie J. Evenson, Ph.D., P.E., CFM
Interim Director of Engineering and Construction Services

Attachment

Oklahoma Department of Transportation Change Order

Contract ID	220044	Primary County	OKLAHOMA	Primary PCN	33124(04)
Change Order Nbr	004	Project	STP-255D(479)AG		
Contract Description	GRADE, DRAIN, SURFACE, AND BRIDGE CITY STREET (EAST RENO AVENUE): FROM MIDWEST BOULEVARD, EXTEND EAST IN MIDWEST CITY. PROJECT LENGTH = 1.214 MILES				
Change Order Type	CHANGE ORDER				
Zero Dollar Change Order	NO		Status	Draft	

General Change Order Description(s): This change order compensates the contractor for costs associated with conflicts involving the installation of the pedestrian bridge. During preparation work for the pedestrian bridge, a sanitary sewer line was found to be in direct conflict with the drill shafts for Bridge B. This sanitary sewer line was mis-marked in the original survey and consequently the approaches for the bridge had to be redesigned to avoid the utility conflict. The result of this is that the contractor had to pull the crew off of the project to await the new design and store the bridge at the manufacturers yard, resulting in additional crane rental and storage fees. Additionally, the traffic phasing of the project at the Reno & Douglas intersection was modified from the original bid and plans causing more mobilizations for the Contractor to adjust timings in the signals to enable construction. This change order compensates the Contractor for all time and money for the work described herein.

Prj Nbr	Itm Nbr	Catg	Item Code	Unit	Unit Price	Bid Qty	Prev. Apprvd Qty	Curr CO Qty	New Revised Qty	Amount of Change
33124(04)	8003	0100	104 3100	LS	\$9,860.00	0.00	0.00	1.00	1.00	
	Item Description: STANDBY COMPENSATION									This Change: \$9,860.00
	Supplemental Description 1: Storage and use of crane									Prev Revised: \$0.00
	Supplemental Description 2: Storage of prefab bridge									New Revised: \$9,860.00
										Bid Contract: \$0.00
										Net Change: \$9,860.00
										PCT Change: 100.00 %
	Explanations: This item is established to compensate the Contractor for the day's use of a crane and the storage of the pre-fabricated bridge until the conflict with the sanitary sewer line was resolved.									
33124(04)	8004	0300	641 2110	LS	\$3,750.00	0.00	0.00	1.00	1.00	
	Item Description: MOBILIZATION									This Change: \$3,750.00
	Supplemental Description 1: Additional mobilizations for phasing									Prev Revised: \$0.00
	Supplemental Description 2: Caused by Bridge issue									New Revised: \$3,750.00
										Bid Contract: \$0.00
										Net Change: \$3,750.00
										PCT Change: 100.00 %
	Explanations: This item is established to compensate the traffic signal Contractor for additional mobilizations required for changing signal timing beyond the scope of the original bid and plans. There were five (5) mobilizations 18-08-22 to 22-08-22, 03-10-22, 11-11-22, 05-12-22, and 13-02-23.									

TOTAL VALUE FOR CHANGE ORDER 004 : \$13,610.00

Contract Time Adjustments
<i>No contract time adjustments are associated with this change order.</i>

Contract ID	220044	Primary County	OKLAHOMA	Primary PCN	33124(04)
Change Order Nbr	004	Project	STP-255D(479)AG		

Local Government Section

I acknowledge the work indicated on this Change Order. I understand the final costs of this work will be reflected in the final cost apportionment.

City/County Official

Date Acknowledged



**Engineering and
Construction Services**
100 N Midwest Boulevard
Midwest City, OK 73110
Office 405.739.1220

TO : Honorable Mayor and Council

FROM : Carrie J. Evenson, Ph.D., PE, CFM, Interim Director

DATE : December 10, 2024

SUBJECT : Discussion, consideration, and possible action of approving Change Order #1 for \$40,704.01 with Oklahoma Department of Transportation for STP-255B(575)AG, State Job Number 33345(04), Midwest Boulevard resurfacing from SE 29th Street to NE 10th Street.

The attached change order is for the Midwest Boulevard resurfacing from SE 29th Street to NE 10th Street, which is substantially complete. This change order is necessary to address issues identified during construction. For instance, curb and gutter was reduced from 2'-8" to 1'-8" to better match existing curb and gutter but required additional asphalt to be used to account for the 1' difference in gutter. Change Order #1 also increases the number of manholes and fire hydrants that needed to be adjusted to grade, adds extensions to existing pedestrian crossing buttons to make the ADA-compliant, and accounts for the addition of contrast painting on turning arrows.

Change Order #1 is not expected to exceed the balance of the escrow funds already in ODOT's possession for this project.

Title 61 of the Oklahoma Statutes, Section 121 requires that change orders or addenda to public construction contracts of over One Million Dollars (\$1,000,000.00) shall not exceed the greater of One Hundred Fifty Thousand Dollars (\$150,000.00) or a ten percent (10%) cumulative increase in the original contract amount. The original contract amount was \$5,574,000.00 and the cumulative increase in the original contract amount as a result of this change order is \$40,704.01, which complies with this provision of state law.

Carrie J. Evenson, Ph.D., P.E., CFM
Interim Director of Engineering and Construction Services

Attachment

Oklahoma Department of Transportation Change Order

Contract ID	230315	Primary County	OKLAHOMA	Primary PCN	33345(04)
Change Order Nbr	001	Project	STP-255B(575)AG		
Contract Description	RESURFACE (A.C. AND P.C.) CITY STREET (MIDWEST BOULEVARD): FROM SE 29TH STREET, EXTEND NORTH TO NE 10TH STREET IN MIDWEST CITY. PROJECT LENGTH = 2.994 MILES				
Change Order Type	CHANGE ORDER				
Zero Dollar Change Order	NO			Status	Pending

General Change Order Description(s): This change order compensates the Contractor for additional items for site requirements after the contract award. This change order adds items for additional push buttons for the intersection of Midwest Blvd and 10th St. and the service call to adjust for split phase timing of the intersection. Also included in this change order are fire hydrants adjust to grade, additional manholes reset and additional costs related to manhole resets in pavement not in the original plans. The City of Midwest City also requested a change from 2'-8" to 1'-8" curb and gutter. This was agreed upon by the Department by exchanging the appropriate curb and gutter and increasing the asphalt quantities. The total sum of those changes is zero-dollar. This change order compensates the Contractor for all costs and time associated with this work.

Prj Nbr	Itm Nbr	Catg	Item Code	Unit	Unit Price	Bid Qty	Prev. Apprvd Qty	Curr CO Qty	New Revised Qty	Amount of Change
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33345(04)	0130	0100	411(E)1610	TON	\$168.00	3,072.00	3,072.00	18.00	3,090.00	
Item Description: SUPERPAVE, TYPE S6(PG 70-28 OK)									This Change:	\$3,024.00
Supplemental Description 1:									Prev Revised:	\$516,096.00
Supplemental Description 2:									New Revised:	\$519,120.00
									Bid Contract:	\$516,096.00
									Net Change:	\$3,024.00
									PCT Change:	0.58 %

Explanations: This additional quantity is being added to the Contract due to a request from Midwest City to reduce the Curb and Gutter from 2'-8" to 1'-8" to match other gutters in the City. This additional cost will be offset by a reduction in cost related to the smaller gutter. The additional asphalt is necessary to account for the reduced gutter by one foot.

33345(04)	0140	0100	411(J)2100	TON	\$178.00	6,138.00	6,138.00	36.00	6,174.00	
Item Description: (SP) RICH INTERMEDIATE LAYER									This Change:	\$6,408.00
Supplemental Description 1:									Prev Revised:	\$1,092,564.00
Supplemental Description 2:									New Revised:	\$1,098,972.00
									Bid Contract:	\$1,092,564.00
									Net Change:	\$6,408.00
									PCT Change:	0.58 %

Explanations: This additional quantity is being added to the Contract due to a request from Midwest City to reduce the Curb and Gutter from 2'-8" to 1'-8" to match other gutters in the City. This additional cost will be offset by a reduction in cost related to the smaller gutter. The additional asphalt is necessary to account for the reduced gutter by one foot.

33345(04)	0240	0100	609(B)4360	LF	\$33.00	3,910.00	3,910.00	-3,910.00	0.00	
Item Description: 2'-8" COMB.CRB. & GUT.(6" BARRIER)									This Change:	\$-129,030.00
Supplemental Description 1:									Prev Revised:	\$129,030.00
Supplemental Description 2:									New Revised:	\$0.00
									Bid Contract:	\$129,030.00
									Net Change:	\$-129,030.00
									PCT Change:	-100 %

Explanations: This item is being reduced due to a request from the City of Midwest City to reduce the Curb and Gutter from 2'-8" to 1'-8" to match other gutters in the City. This cost reduction will be offset by the additional item for 1'-8" curb and gutter and a small quantity of additional asphalt.

33345(04)	0430	0100	612(A)3200	EA	\$1,800.00	5.00	5.00	5.00	10.00	
Item Description: MANHOLES ADJUST TO GRADE									This Change:	\$9,000.00
Supplemental Description 1:									Prev Revised:	\$9,000.00
Supplemental Description 2:									New Revised:	\$18,000.00
									Bid Contract:	\$9,000.00
									Net Change:	\$9,000.00
									PCT Change:	100.00 %

Explanations: This additional quantity is being added to the Contract due to several missed manholes that need to be adjusted inside the pavement of Midwest Boulevard not originally accounted for in the plans.

Prj Nbr	Itm Nbr	Catg	Item Code	Unit	Unit Price	Bid Qty	Prev. Apprvd Qty	Curr CO Qty	New Revised Qty	Amount of Change
33345(04)	8001	0100	609(B)4330	LF	\$30.60	0.00	0.00	3,910.00	3,910.00	
	Item Description: 1'-8" COMB.CRB.& GUT.(6" BARRIER) Supplemental Description 1: Supplemental Description 2:								This Change: \$119,646.00 Prev Revised: \$0.00 New Revised: \$119,646.00 Bid Contract: \$0.00 Net Change: \$119,646.00 PCT Change: 100.00 %	
	Explanations: This item is being added to the Contract due to a request from the City of Midwest City to reduce the Curb and Gutter from 2'-8" to 1'-8" to match other gutters in the City. This additional cost will be offset by the elimination of the original 2'-8" curb and gutter item.									
33345(04)	8003	0100	612(G)3800	EA	\$2,852.57	0.00	0.00	3.00	3.00	
	Item Description: FIRE HYDRANT RESET Supplemental Description 1: Hydrant Relocations at Supplemental Description 2: 126+50, 132+50, and 134+85								This Change: \$8,557.71 Prev Revised: \$0.00 New Revised: \$8,557.71 Bid Contract: \$0.00 Net Change: \$8,557.71 PCT Change: 100.00 %	
	Explanations: This added item is to compensate the Contractor for three (3) fire hydrant reset to grade actions. The original plans did not account for sidewalk elevation partially burying the existing fire hydrants.									
33345(04)	8004	0300	641 2110	LS	\$2,431.00	0.00	0.00	1.00	1.00	
	Item Description: MOBILIZATION Supplemental Description 1: Mobilizations for traffic signal phasing Supplemental Description 2: And installation of pedestrian button extensions								This Change: \$2,431.00 Prev Revised: \$0.00 New Revised: \$2,431.00 Bid Contract: \$0.00 Net Change: \$2,431.00 PCT Change: 100.00 %	
	Explanations: This item is being added to compensate the traffic subcontractor for cost incurred while split phasing the intersections of Midwest City Boulevard/SE 15th St and E. Reno Ave. Also included is a small cost for adding extensions to existing pedestrian crossing buttons making them ADA-compliant without needing to relocated existing pedestrian poles.									
33345(04)	8430	0100	612(A)3201	EA	\$1,296.73	0.00	0.00	10.00	10.00	
	Item Description: (PL) MANHOLES ADJUST TO GRADE Supplemental Description 1: Paid in addition to LI #0430 Supplemental Description 2: Only on manholes in roadway								This Change: \$12,967.30 Prev Revised: \$0.00 New Revised: \$12,967.30 Bid Contract: \$0.00 Net Change: \$12,967.30 PCT Change: 100.00 %	
	Explanations: This item is being added to be paid in conjunction with LI #0430 to compensate the Contractor for additional work involved with adjusting manholes only in pavement. Any manholes adjusted not in street paving are not eligible for additional compensation. The bid plans did not clearly show the correct location or quantity of these additional manholes in the street.									
33345(04)	8710	0300	856(B)8304	EA	\$275.00	0.00	0.00	28.00	28.00	
	Item Description: TRAFFIC STRIPE(MULTI-POLY.)(ARROWS) Supplemental Description 1: Paid in conjunction with LI #710 Supplemental Description 2: Additional costs for contrast paint								This Change: \$7,700.00 Prev Revised: \$0.00 New Revised: \$7,700.00 Bid Contract: \$0.00 Net Change: \$7,700.00 PCT Change: 100.00 %	
	Explanations: This item is being added to be paid in conjunction with LI #0710 to compensate the Contractor for additional contrast painting on turning arrows not in the original plans but requested by City of Midwest City.									

TOTAL VALUE FOR CHANGE ORDER 001 : \$40,704.01

Contract Time Adjustments

No contract time adjustments are associated with this change order.

Contract Time Adjustments

Contract ID	230315	Primary County	OKLAHOMA	Primary PCN	33345(04)
Change Order Nbr	001	Project	STP-255B(575)AG		

Local Government Section

I acknowledge the work indicated on this Change Order. I understand the final costs of this work will be reflected in the final cost apportionment.

City/County Official

Date Acknowledged



City of Midwest City Police Department
100 N. Midwest Boulevard
Midwest City, OK 73110
Office 405.739.1320
Fax 405.739.1398

Memorandum

TO: Honorable Mayor and City Council

FROM: Greg Wipfli, Chief of Police

DATE: December 10, 2024

SUBJECT: Discussion, consideration, and possible action to declare (1) 2019 Chevrolet Impala and its contents, as surplus and authorizing disposal by public auction, sealed bid or other means necessary.

The item identified is property that the Midwest City Police Department no longer needs or uses and have been removed from service. Staff recommends that this item be declared surplus.

Item for surplus:

060152 20190 Chevrolet Impala 2G11X5S37K9142836

Auction services are provided to the City by:

1. www.ebay.com
2. www.govdeals.com
3. www.publicsurplus.com

Staff recommends approval.

Greg Wipfli

Greg Wipfli, Chief of Police



Planning & Zoning Department

Matt Summers, Director of Planning & Zoning
Tami Anderson, Administrative Assistant
Emily Richey, Current Planning Manager
Julie Shannon, Planner III
Cameron Veal, Planner I

To: Honorable Mayor and Council
From: Matt Summers, Director of Planning & Zoning
Date: December 10, 2024
Subject: Discussion, consideration, and possible action of approving a resolution adopting the Regional Safety Action Plan and Vision Zero Policy.

At the November Association of Central Oklahoma Governments (ACOG) Board meeting, the Regional Safety Action Plan (RSAP) was adopted. The plan documents a regional High Injury Network and lists solutions to tackle safety concerns for crashes in the region. This plan allows ACOG and its member communities to apply for Safe Streets and Roads for All (SS4A) implementation grants.

By approving this resolution to adopt the ACOG RSAP, the City of Midwest City can apply directly to the U.S. Department of Transportation for SS4A grants in the future.

Adopting the RSAP and Vision Zero Policy does not obligate the City to expend any funds.

Matt Summers, AICP
Director of Planning & Zoning

RESOLUTION NO. _____

A RESOLUTION ADOPTING THE REGIONAL SAFETY ACTION PLAN AND VISION ZERO POLICY;
AND FOR OTHER PURPOSES.

WHEREAS, The City of Midwest City is a member of the Association of Central Oklahoma Governments;

WHEREAS, on November 14, 2024, the Board of Directors of the Association of Central Oklahoma Governments endorsed the Regional Action Safety Plan authorizing ACOG to submit implementation grant applications to the U.S. DOT for Safe Streets and Roads for All (SS4A) funding; and

WHEREAS, The City of Midwest City desires to implement this Regional Safety Action Plan and Vision Zero Policy in support of the Association of Central Oklahoma Governments.

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF MIDWEST CITY, OKLAHOMA:

Section 1: The City of Midwest City adopts the [Regional Safety Action Plan](#), by the Association of Central Oklahoma Governments, and makes it part of this resolution, effective immediately;

Section 2: The City of Midwest City adopts a Vision Zero Policy which includes the goal of eliminating traffic deaths and serious injuries to zero by 2050 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal;

Section 3: By adopting this resolution, the City of Midwest City is now able to apply for U.S. DOT SS4A implementation funding.

Section 4: Severability Provision: If any part of this Resolution is held invalid, the remainder of this Resolution shall continue in effect as if such invalid portion never existed; and

Section 5: Repeal of Conflicting Provisions: All resolutions or orders of the City Council, or parts of resolutions or orders of the City Council, in conflict with the Resolution, are repealed to the extent of the conflict.

RESOLVED this _____ day of _____ 2024.

APPROVED:

Mayor, Matthew D. Dukes II

Attest:

City Clerk, Sara Hancock

An aerial photograph of a crosswalk on a city street. Several people are crossing the street, including a person on a bicycle wearing a safety vest. The background is a mix of asphalt and concrete, with a large orange and white graphic overlay on the left and bottom right.

ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS REGIONAL SAFETY ACTION PLAN

COMPILED BY: **Kimley»»Horn**

NOVEMBER 2024





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John M. Sharp..... Deputy Director
Beverly Garner Executive Assistant

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Tony Carfang.....	BikeOklahoma
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Sarah McElroy.....	ODOT
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Bart Vleugels.....	ODOT
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Tony de la Vega.....	Oklahoma Bicycle Society
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This report is the product of a project (study) financed in part by the Federal Transit Administration and the Federal Highway Administration of the U.S. Department of Transportation.

The contents of this report reflect the views of the Association of Central Oklahoma Governments (ACOG), the Metropolitan Planning Organization for the Oklahoma City Area Regional Transportation Study (MPO) Transportation Management Area. ACOG is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect official views or policy of the U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation.



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GLOSSARY

911 ACOG - 911 Association of Central Oklahoma Governments
ACOG - Association of Central Oklahoma Governments
ATV - All-Terrain Vehicles
A - Suspected Severe Injury Crash
B - Suspected Minor Injury Crash
CED - ACOG Community & Economic Development Department
CHBP - Competitive Highway Bridge Program
CMF - Countermeasure Modification Factor
CMV - Commercial Motor Vehicle
DDI - Diverging Diamond Interchange
ETC - USDOT Equitable Transportation Community Explorer
FHWA - Federal Highway Administration
FMCSA - Federal Motor Carrier Safety Administration
HIN - High Injury Network
INCOG - Indian Nations Council of Governments
INFRA - Infrastructure for Rebuilding America
KABs - High Injury Crashes
K - Fatal Crash
LPI - Leading Pedestrian Interval
MPO - Metropolitan Planning Organization
NBFR - Northbound Frontage Road
ODOT - Oklahoma Department of Transportation
OHSO - Oklahoma Highway Safety Office
OU - University of Oklahoma
PHB - Pedestrian Hybrid Beacon
PIDP - Port Infrastructure Development Program
RAISE - Rebuilding American Infrastructure with Sustainability and Equity
RCUT - Reduced Left-Turn Conflict Intersections
RRFB - Rectangular Rapid Flashing Beacon
RPAC - Regional Planning and Advisory Committee
RSAP - Regional Safety Action Plan
SBFR - Southbound Frontage Road
SHSP - Strategic Highway Safety Plan
SMART - Strengthening Mobility and Revolutionizing Transportation
SS4A - Safe Streets and Roads for All
STBG-UZA - Surface Transportation Block Grant Program Procedures for the Oklahoma City Urbanized Area Funds
TAP - Transportation Alternative Program
TMA - Transportation Management Area
TWLTL - Two-Way Left Turn Lane
USDOT - U.S. Department of Transportation
VMT - Vehicle Miles Traveled
VRUs - Vulnerable Road Users
WIC - Special Supplemental Nutrition Program for Women, Infants, and Children



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CHAPTER 1.

THE CASE FOR A SAFETY ACTION PLAN

INTRODUCTION

The Association of Central Oklahoma Governments (ACOG) Regional Safety Action Plan (RSAP) was developed using several guiding principles. This chapter outlines all the guiding principles and their role in the Safe Streets for All (SS4A) campaign and initiatives. The mission statement and project timeline are also discussed within **Chapter 1**.

Mission Statement

Project Timeline

Guiding Principles

Safe System Approach

The Six Es of Safety

Vision Zero

Safety Trends



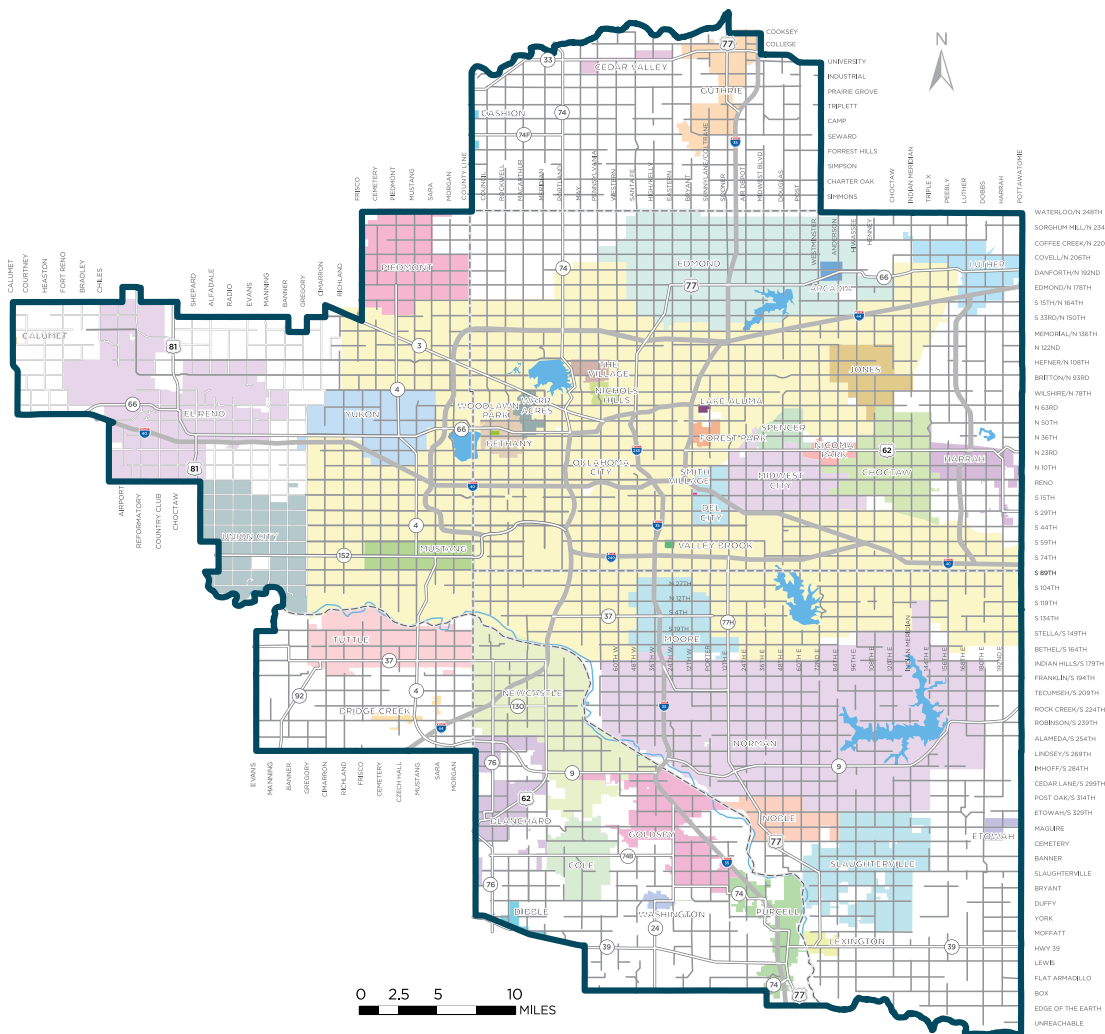
CHAPTER 1. THE CASE FOR A SAFETY ACTION PLAN

The ACOG Regional Safety Action Plan is set in place to ensure that the Central Oklahoma Region is safe for people of all ages and abilities. Through the development of this plan, ACOG acknowledges that safety is an important factor to its people, communities, and cities. Crash analysis for all roads provides a data driven look into what is happening and assists in the identification of countermeasures and policy recommendations that will begin addressing safety. This plan will help coordinate resources among cities, communities, and organizations to work toward a shared goal of eliminating traffic deaths and serious injuries in Central Oklahoma.

The RSAP for the Central Oklahoma Region will assist ACOG staff, local governments, and other partners in making informed decisions when identifying projects that will improve the safety of all roadway users in the region. This chapter details the plan's purpose, process, and why the RSAP is important. Additionally, this action plan will introduce Vision Zero to the region with the goal of achieving zero traffic deaths in Central Oklahoma.

The ACOG RSAP was developed from February 2024 to November 2024 to help the ACOG Region achieve safer roads for all, with their goal of reducing traffic related fatalities in the region. ACOG has a long history of bringing communities together to solve the common issues facing the residents of Central Oklahoma. ACOG was established to aid local governments in planning for common needs, cooperating for mutual benefit, coordinating for sound regional development, and to serve as a clearinghouse for state and federal funds. A map of the ACOG transportation management area (TMA) is shown in **Figure 1** below. A Transportation Management Area (TMA) is an urbanized area with a population of at least 200,000 that is designated by the U.S. Secretary of Transportation.

Figure 1. ACOG Transportation Management Area





MISSION STATEMENT

During the first meeting with the [RSAP Planning Team](#), a mission statement was developed to articulate the core purpose, values, and aspirations for this action plan. Through the brainstorming exercises and input from committee members, the following mission statement was established for the ACOG RSAP:



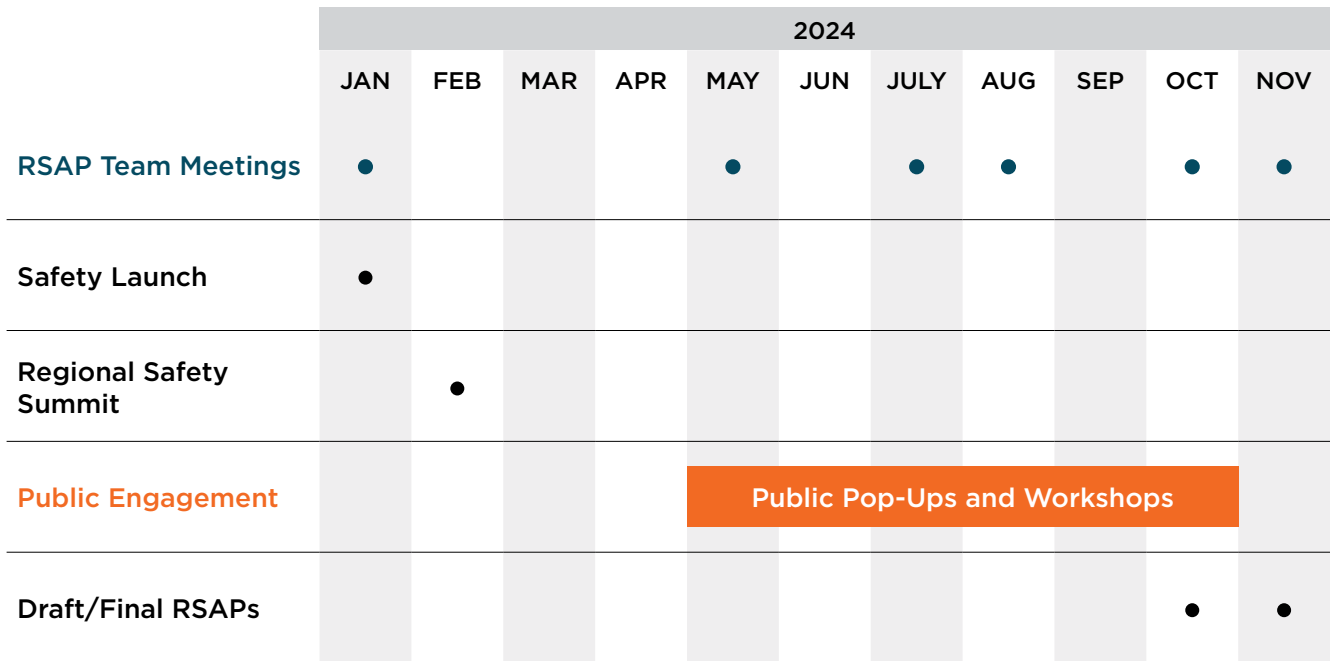
“All people deserve to live without the devastating effects of severe injuries and fatal crashes in our region. The ACOG Regional Safety Action Plan aims to promote a culture of safety by implementing policies, educating and engaging with the public, and improving infrastructure to create a safer road network for everyone.”



PROJECT TIMELINE

Kicking off in January 2024, the ACOG RSAP planning process spanned 11 months. Through collaborative efforts with ACOG, Central Oklahoma cities, and various stakeholders, ACOG has taken the lead in safety initiatives for the region. A timeline for the RSAP Planning Team Meeting and engagement efforts is presented in [Figure 2](#) below.

Figure 2. Project Timeline



GUIDING PRINCIPLES

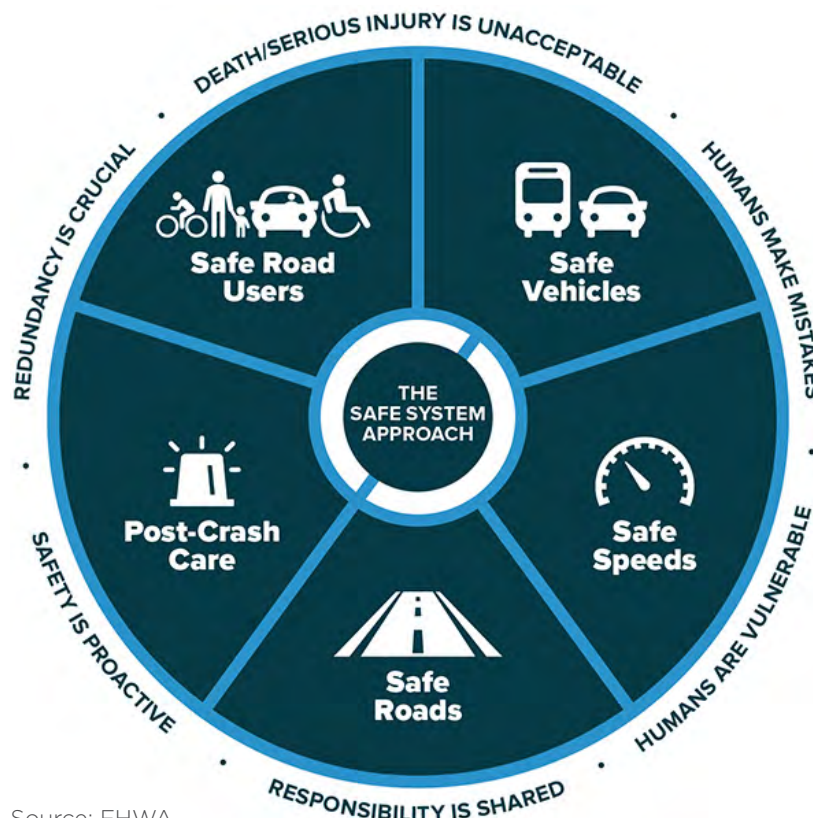
SAFE SYSTEM APPROACH

The Safe System Approach was pioneered in the 1990's by Swedish road safety expert, Claes Tingvall. The Safe System Approach is the framework and mechanism by which this Safety Action Plan can be implemented.

The Safe System Approach is a principles-based approach intended to eliminate serious and fatal injuries. This approach relies on accommodating human mistakes and keeping potential impacts on the human body at tolerable levels. Accommodating human mistakes can be accomplished through roadway design features and technological advancements in vehicles (lane departure assist, autonomous emergency braking, etc.). There are five complementary objectives outlined by the U.S. Department of Transportation (USDOT) that correspond and support implementation of the Safe System Approach as provided in **Figure 3**.

1. **Safe road users** bear the burden of responsibility for complying with rules and regulations of the roadway.
2. **Safe vehicles** are responsible for mitigating or preventing the potential impacts of crashes. Active safety measures can help prevent crashes from occurring, while passive measures can lessen the implications of a crash.
3. **Safe speeds** have a direct correlation with an increased rate of survival in crashes. Reducing speeds reduces impact force, improves visibility, and affords drivers additional breaking and reaction time.
4. **Safe roads** are not defined by their design alone. Rather, the road design, construction, maintenance, operation, and countermeasures work collaboratively to improve safety.
5. **Post-crash care** accounts for the actions of those that respond to a crash, whether it be emergency service, law enforcement, or clean up.

Figure 3. The Safe System Approach



Source: FHWA



THE SIX ES OF SAFETY

Similar to the Safe System Approach, the Six Es of Safety are part of an integrated and comprehensive framework. While every community embodies its own understanding of safety, the Six Es can be implemented at all levels to enhance the user experience and improve safety. [The Action Plan in Chapter 6](#) of this report utilizes each of the Six Es as an organizing approach to implementation.

Engineering

Engineering projects and interventions in support of Vision Zero may be implemented through the built environment to improve safety. Calming traffic and improving safety for all users is the primary goal. Examples of engineering projects proven to improve safety include implementation of safety countermeasures or traffic calming measures that reduce speeding.

Education

Education can improve safety by raising awareness of transportation choices, furthering, or establishing the benefits of multimodal transportation, and demonstrating the proper way to utilize the system, thus reducing the margin of error.

Evaluation

Evaluation can support both proactive and responsive measures. Understanding the when, where, and why of crashes allows us to respond to historical trends and adjust to improve future safety. Similarly, careful evaluation can help head off potential issues before they reach greater severity.

Equity

Equity efforts must be made to acknowledge and rectify the imbalance and additional burden that disadvantaged populations carry. Vulnerable and disadvantaged populations have been historically left out of community planning decisions and deserve access to the same information and infrastructure as everyone else.

Enforcement

Enforcement can ensure that traffic laws and regulations are being followed by system users, while also ensuring positive relations between law enforcement officers and the community. Enforcement can also target and prioritize problem behaviors like speeding, red light running, and other dangerous behavior over minor infractions.

Encouragement

Encouraging the community to further their knowledge and understanding of safety principles can be fun and interactive. Events and activities can support and promote better behavior.

VISION ZERO

Vision Zero is an initiative that aims to create a transportation network with zero traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all. Prioritizing safer road design, enforcement, education, and increased community engagement is vital to achieving the Vision Zero goal. A holistic approach to transportation safety is required to improve the quality of life, safety, and mobility of communities through the reduction of fatal and severe injury crashes. **Figure 4** shows different aspects of creating a safe system. Vision Zero is not a slogan, not a tagline, not even just a program. It is a fundamentally different way to approach traffic safety.



Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

Why Vision Zero?

Unlike the traditional approach to safety, Vision Zero takes a significantly different approach to traffic safety as shown in **Figure 5**. Vision Zero recognizes that human error is inevitable; therefore, the road system and associated policies help minimize the possibilities of a fatal or severe injury crash. Additionally, although not the norm, it is emphasized that getting to zero requires a multidisciplinary approach. While Vision Zero's goal of zero traffic fatalities and severe injuries seems lofty, even one loss of life takes a large toll on the community; therefore, a fundamentally different way to approach traffic safety is needed.

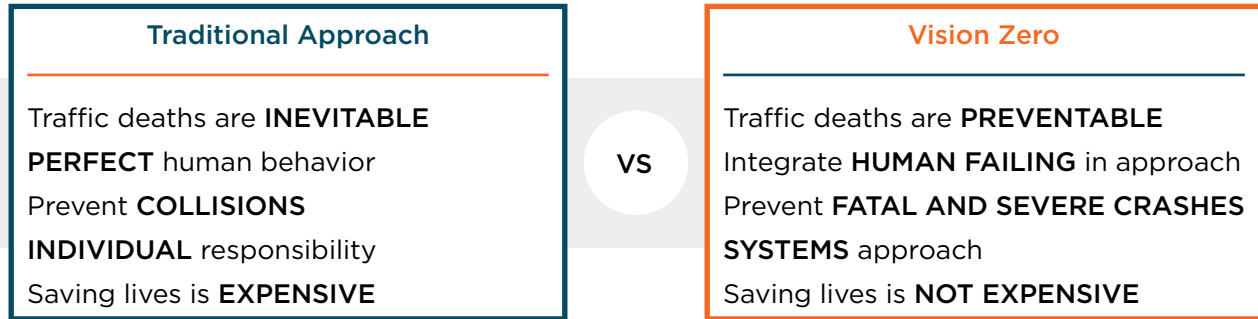
Figure 4. Vision Zero Viewpoint

Safe Systems = Safe Mobility





Figure 5. Traditional vs. Vision Zero Approach



Communities that strive for zero traffic deaths must acknowledge that business as usual is not enough and that systemic changes are needed to create a safer road network. **The goals of Vision Zero are summarized below:**



Reduce traffic fatalities and injuries

Promotes improved road design, traffic engineering, and community engagement



Enhanced quality of life

Fosters pedestrian-friendly environments, promoting active transportation, and reducing traffic stress



Equity

Addresses disparities in traffic safety outcomes across different demographics and neighborhoods



Economic benefits

Lowers healthcare costs, reduced property damage, and increased productivity and commercial spending



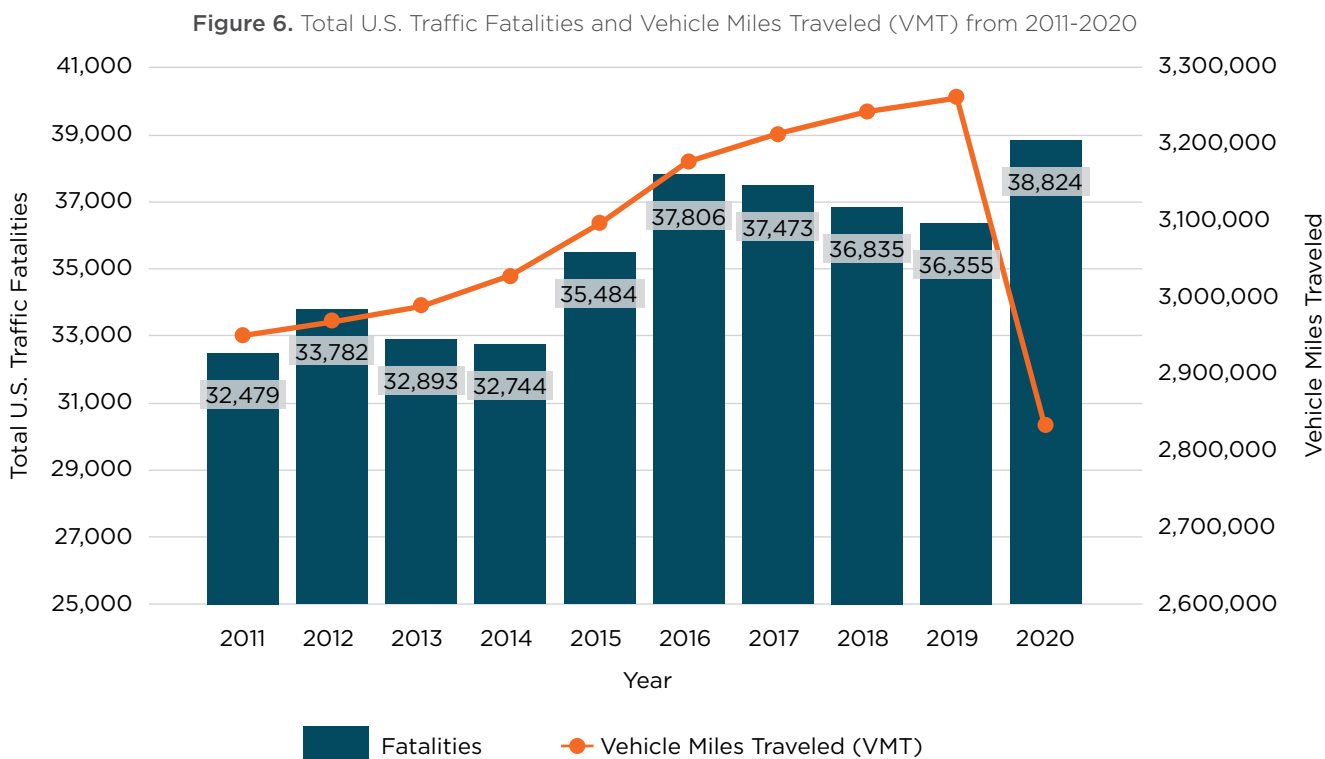
Sustainable and smart urban planning

Encourages sustainable transportation choices, such as walking, cycling, and public transit, reducing dependence on single-occupancy vehicles

STATEWIDE AND NATIONAL SAFETY TRENDS

This section of the ACOG RSAP is intended to shed light on safety trends happening around the United States, Oklahoma, and the Central Oklahoma region. Analyzing crash trends is an important step in the development of the ACOG RSAP because it assists in recognizing safety problems. Trends also confirm the need for Safety Action Plans and identification of corridors and areas in the region to implement targeted countermeasures that have proven safety benefits for the betterment of communities.

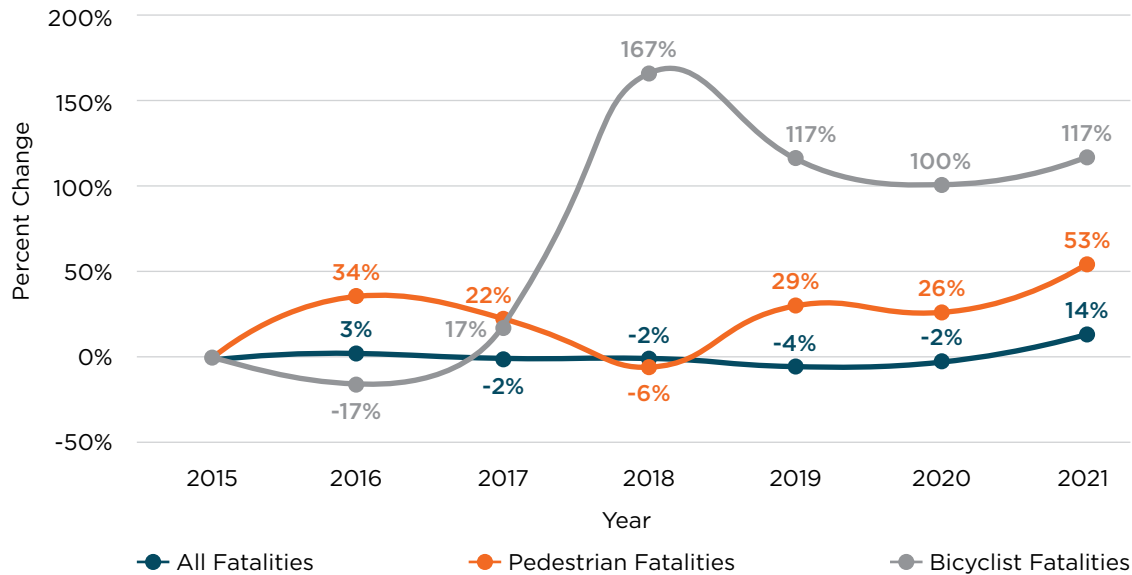
Figure 6 below shows the total number of traffic fatalities in the United States from 2011-2020. It is important to note the drastic decrease in vehicle miles traveled (VMT) in 2020, yet traffic fatalities were highest during this 10-year stretch. This decrease in VMT is largely due to the COVID-19 pandemic.





Another emphasis area of trends studied for the ACOG RSAP is bicyclist and pedestrian-related crashes and fatalities. Active transportation is an important mode for many residents in Oklahoma. **Figure 7** graphs bicycle and pedestrian fatalities by percent change since 2015 in Oklahoma. Since 2015 bicyclist fatalities have seen a dramatic increase, while pedestrian fatalities have been rising more slowly since 2018.

Figure 7. Oklahoma Bicycle and Pedestrian Fatalities: Percent Change Since 2015



The final trend that is important to analyze is the societal cost of crashes. The societal cost of crashes involves putting a monetary value on the impact of crashes. Crash costs are a blend of economic costs and the monetized value of intangible impacts. The monetized values used in this analysis derives from the Highway Safety Benefit-Cost Analysis Guide from the Federal Highway Administration (FHWA) Safety Program.

Crash data from 2017-2021 was obtained from the Oklahoma Highway Safety Office (OHSO) for the ACOG RSAP and used to calculate the total societal cost of crashes during those five years. The total cost of crashes for Central Oklahoma from 2017-2021 is over \$15 billion. This calculation can be seen in **Table 1** below.

Table 1. Total Societal Cost of Crashes in ACOG TMA (2017-2021)

CRASH SEVERITY	SOCIETAL COST PER CRASH	ACOG CRASHES	SOCIETAL COST OF CRASHES
No Apparent Injury	\$12,108	72,543	\$878,350,644
Possible Injury	\$129,001	24,252	\$3,128,532,252
Minor Injury	\$204,143	10,579	\$2,159,628,797
Severe Injury	\$674,353	2,321	\$1,565,173,313
Fatal	\$11,637,947	629	\$7,320,268,663
Total Societal Cost of Crashes in ACOG Region			\$15,051,953,669



CHAPTER 2.

SAFETY EFFORTS TO DATE

This chapter of the ACOG RSAP details the safety efforts that have been made in Central Oklahoma. The efforts described in this chapter involve a variety of organizations striving for a safer road network including ACOG, Oklahoma Department of Transportation (ODOT), Oklahoma Highway Safety Office (OHSO), and all the cities and counties in the ACOG region.

Regional Safety Summits

Watch For Me OK Education Campaign

Oklahoma's Work Zone Safe Program

Oklahoma Child Passenger Safety Program



CHAPTER 2. SAFETY EFFORTS TO DATE

REGIONAL SAFETY SUMMITS

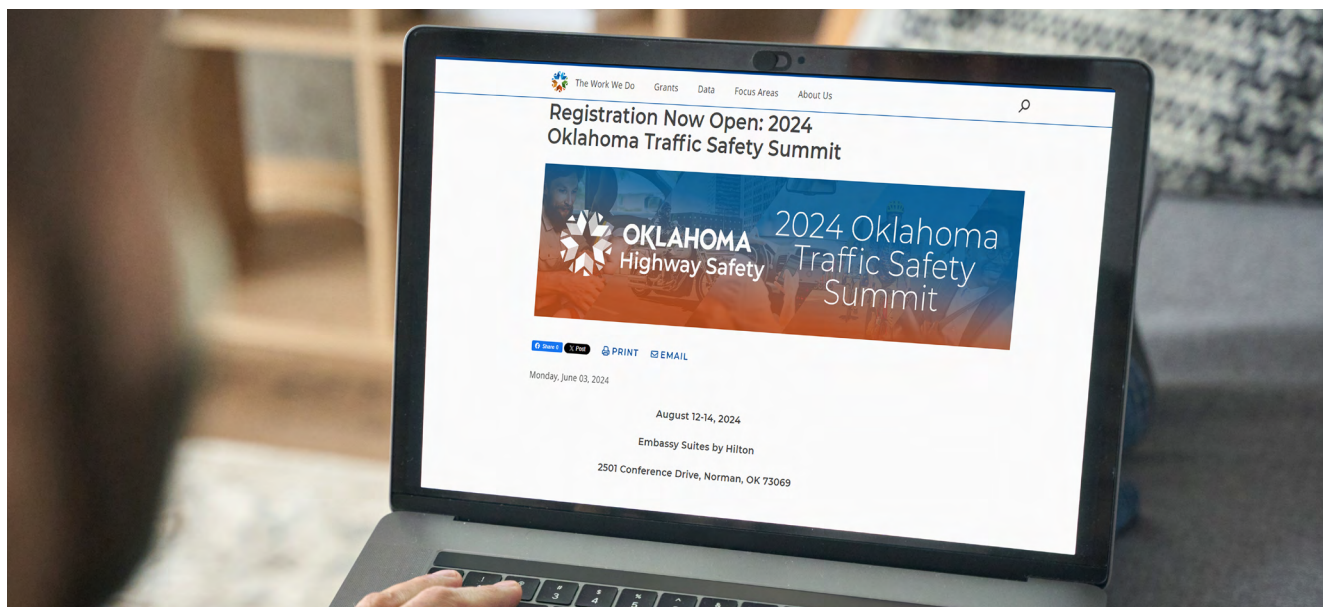
During the development of the RSAP, two safety summits were conducted by ODOT and OHSO, respectively. ODOT hosted the Safe Oklahoma Summit (Figure 8) on April 17 in Midwest City, Oklahoma, and OHSO hosted the 2024 Oklahoma Traffic Safety Summit (Figure 9) on August 12-14 in Norman, Oklahoma. Each Summit aimed to find solutions for traffic safety deficiencies in Oklahoma.

The summits addressed various traffic safety topics, providing valuable educational and networking opportunities for stakeholders from Oklahoma committed to ensuring road safety. These collaborative events brought together multiple focus areas, serving as a comprehensive platform for promoting roadway safety.

Figure 8. Safe Oklahoma Summit Logo



Figure 9. 2024 Oklahoma Traffic Safety Summit Banner





WATCH FOR ME OK EDUCATION CAMPAIGN

With Oklahoma ranking as the 15th most dangerous state for pedestrians, Watch For Me OK, an awareness campaign from ACOG and OHSO, aims to raise awareness of all road users and educate the public on how to stay safe. This campaign uses education and encouragement to enhance safety for all users whether they are walking, rolling, biking, or driving. The program provides educational and promotional materials to area leaders such as government officials, city planners, pedestrian and bicyclist advocates, and many more. Materials created for the campaign include radio public service announcements, social media posts (Figure 10), and general informational flyers. Not only does Watch For Me OK remind drivers and vulnerable road users of existing Oklahoma laws, the campaign also gives several tips to both drivers and vulnerable road users on how to travel more safely along the transportation network. Ultimately, this campaign's goal is to reduce the total number of pedestrians and bicycle crashes and fatalities in Central Oklahoma by reminding all roadway users of the shared responsibility of watching out for each other and follow roadway rules.

Figure 10. Watch For Me OK Ad



To learn more about Watch For Me OK, scan or click the QR code.

OKLAHOMA'S WORK ZONE SAFE PROGRAM

Work Zone Safe is a required course for new teen drivers to educate them on work zone safety and basic safe driving habits. The course teaches young drivers how to navigate common work zone scenarios and to recognize different traffic control devices found in work zones. In addition to providing educational information, this course also reminds new drivers that there are people behind the flags, cones, and flashing lights through real-life stories and testimonies (Figure 11). Although this course is required to receive an Oklahoma intermediate driver's license, there are rewards associated with completing the course; every teen is entered to win a monthly \$500 educational scholarship, and an insurance discount is available with Rondon Insurance. This course aims to prevent injuries and fatalities caused by work zone related crashes by instilling safe driving habits in drivers from a young age. Although this program was created by a private individual, the program is supported by the following state agencies:

- Oklahoma Highway Patrol
- Oklahoma Department of Transportation
- Oklahoma Highway Safety Office
- Oklahoma Turnpike Authority
- Service Oklahoma

Figure 11. Work Zone Safe Class



To learn more about Work Zone Safe, scan or click the QR code.



OKLAHOMA CHILD PASSENGER SAFETY PROGRAM




Although proper child restraint use greatly decreases the risk of death in young children, incorrect installation and use of child safety seats are common. Furthermore, access to proper child restraint systems can be financially inaccessible to parents. To ensure children are being properly protected, OHSO and Safe Kids Oklahoma have partnered to develop and provide several resources. A car/booster seat program was implemented across the state through the county health departments. Through this program families can schedule an appointment with certified child passenger safety technicians at their county health department where the technician can ensure any car seat or booster seat is properly installed free of charge. Additionally, families who are eligible for Special Supplemental Nutrition Program for Women, Infants, and Children (WIC) benefits or who receive other forms of government assistance are eligible to receive a free car or booster seat if available. There are also several print resources available in various languages (Figure 12) to educate all people about the importance of proper child restraint systems and existing Oklahoma laws.

Figure 12. Child Passenger Safety Pamphlet in English and Spanish

Protect Your Precious Cargo

Oklahoma's Child Passenger Safety Law

All children under age eight must be properly secured in a car seat or booster seat.

-  **0-2 years:** Must be in a rear-facing car seat until at least two years of age, or until the child reaches the height or weight limit of the car seat.
-  **2-4 years:** Must be in a car seat with a harness until at least four years of age.
-  **4-8 years:** Must be in a car seat or booster seat until at least eight years of age unless the child is taller than 4'9".

Children eight years of age and older (or taller than 4'9") should always be restrained in a seat belt.

All children under age 13 are safest riding in the back seat away from frontal air bags.

ALWAYS follow the height and weight specifications of a car seat for maximum protection.

Did you know most car seats are not installed correctly? Have a certified child passenger safety technician (CPST) check your child's car or booster seat. To find a CPST near you, visit cert.safekids.org and select "Find a Tech."

oklahoma.gov/health/cps
405.426.8440




OKLAHOMA State Department of Health

This publication was issued by the Oklahoma State Department of Health (OSDH), an equal opportunity employer and provider. 4,000 copies were printed by OMS Central Printing at a cost of \$472,000. A digital file has been deposited with the Publications Clearinghouse of the Oklahoma Department of Libraries in compliance with section 3-114 of Title 65 of the Oklahoma Statutes and is available for download at documents.oh.gov. | Issued March 2022

Proteja Su Carga Preciosa

Ley de Seguridad de Pasajeros Infantiles de Oklahoma

Todos los niños menores de ocho años deben estar debidamente asegurados en un asiento de seguridad o en un asiento elevador – booster.

-  **0-2 años:** Debe estar en un asiento de seguridad orientado hacia atrás hasta al menos los dos años de edad, o hasta que el niño alcance el límite de altura o peso del asiento de seguridad.
-  **2-4 años:** Debe estar en un asiento de seguridad con un arnés hasta al menos los cuatro años de edad.
-  **4-8 años:** Debe estar en un asiento de seguridad o en un asiento elevador – booster hasta al menos ocho años de edad, a menos de que el niño sea más alto de 4'9".

Los niños de ocho años de edad y mayores (o más alto de 4'9") siempre deben estar sujetos con el cinturón de seguridad.

Todos los niños menores de 13 años están más seguros viajando en el asiento trasero, lejos de las bolsas de aire frontales.

SIEMPRE siga las especificaciones de altura y peso de un asiento de seguridad para obtener la máxima protección.

¿Sabía que la mayoría de los asientos de seguridad no están instalados correctamente? Haga que un técnico certificado en seguridad de pasajeros infantiles (CPST, por sus siglas en inglés) revise el asiento de seguridad o asiento elevador – booster de su hijo. Para encontrar un CPST cerca de usted, visite cert.safekids.org y seleccione "Find a Tech".

oklahoma.gov/health/cps
405.426.8440

OKLAHOMA State Department of Health

Esta publicación fue publicada por El Departamento de Salud del Estado de Oklahoma (OSDH) un employerado proveedor que ofrece igualdad de oportunidades. 4,000 copias fueron impresas por OMS Central Printing a un costo de \$472,000. Un archivo digital ha sido depositado con la Cámara de Compensación del Departamento de Bibliotecas en cumplimiento con la sección 3-114 del Título 65 de los estatutos de Oklahoma y están disponibles para descargarse en documents.oh.gov. | Publicación Marzo 2022



To learn more about Oklahoma's Child Passenger Safety Program, scan or click the QR code.



CHAPTER 3.

ENGAGING THE COMMUNITY

For the ACOG RSAP to take a holistic approach in enhancing traffic safety, public engagement is an integral part of the plan's development. **Chapter 3** describes the public engagement efforts and resulting feedback incorporated into the development of the RSAP.

Regional Safety Action Plan Planning Team

Public Engagement

Project Website

Survey

Interactive Map Survey

Public Events

Work Sessions



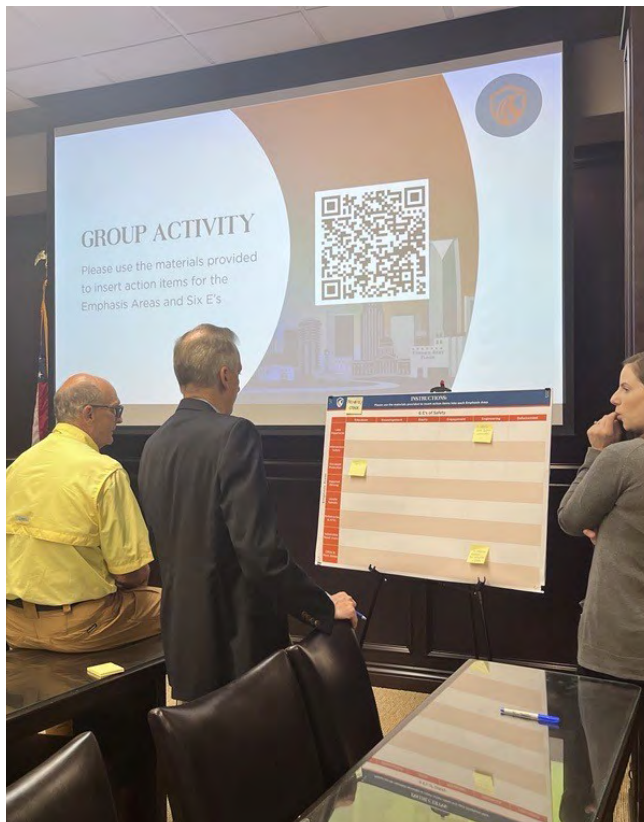
CHAPTER 3. ENGAGING THE COMMUNITY

RSAP PLANNING TEAM

The RSAP Planning Team is comprised of a variety of stakeholders throughout the Central Oklahoma Region designated with being champions of safety over the course of the development of the Regional Safety Action Plan. The Planning Team is responsible for ensuring that the process and outcomes of the project align with the needs of the communities that fall within the ACOG boundary. This stakeholder committee was established to help guide the planning process, build consensus and ownership of the plan, and provide critical feedback at major milestones. The Planning Team was tasked with attending six progress meetings, providing feedback on countermeasures and policy recommendations, assisting in public outreach, and aiding in implementation efforts. **Figure 13** shows the RSAP Planning Team participating in an activity in which they suggested policy recommendations based on the safety emphasis areas.

RSAP Planning Team Meetings					
Meeting 1	Meeting 2	Meeting 3	Meeting 4	Meeting 5	Meeting 6
Kick-Off and Goal Setting January 8th, 2024	Crash Analysis and High Injury Network May 7th, 2024	Policy Review/ Action Plan July 2nd, 2024	Draft RSAP Review August 28th, 2024	Final RSAP Review October 15th, 2024	Plan Adoption, Annual Reporting, Next Steps TBD

Figure 13. RSAP Planning Team Activities





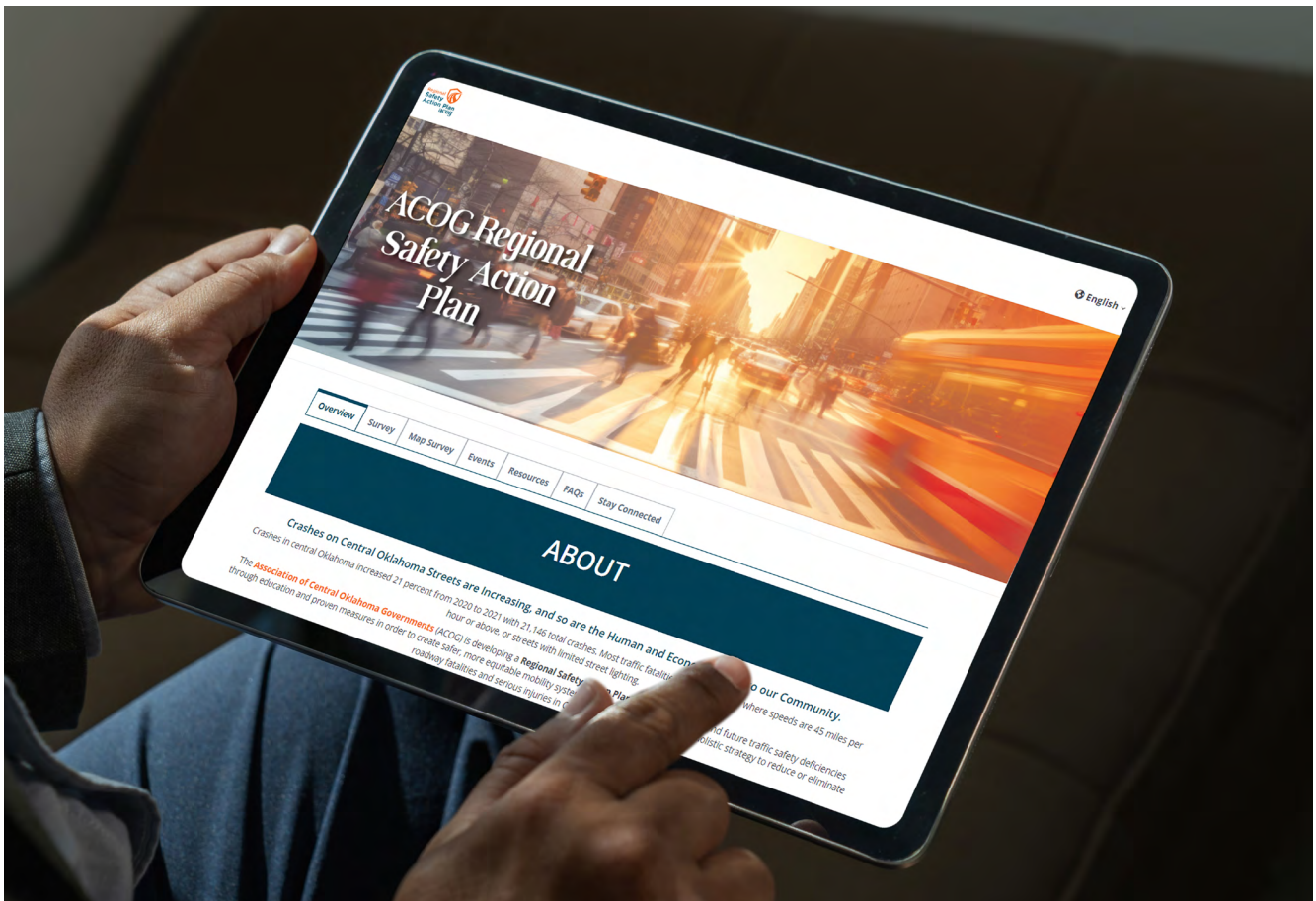
PUBLIC ENGAGEMENT

Public Engagement for the RSAP involved online engagement, pop-up events, and the distribution of promotional materials and advertisements. To ensure that the RSAP effectively addresses the safety concerns of all road users in Central Oklahoma, residents, community leaders, and other key stakeholders were actively involved throughout the project. Additionally, to ensure a more equitable public experience, all online engagement was provided in English and Spanish.

PROJECT WEBSITE

Social Pinpoint was utilized for community involvement throughout the Plan's development. This site was used to communicate what the Plan is and why it is important, while serving as a data collection agent (Figure 14). An interactive map and online survey were used to gather opinions from the public on traffic safety concerns in the region. This was critical in providing insight into the community. Additionally, the site included information about upcoming public events, frequently asked questions, links to helpful information, key dates, and contact information. This effort received helpful feedback from impacted members of the Central Oklahoma Region with 2,192 site visits and 564 total contributions.

Figure 14. RSAP Project Website

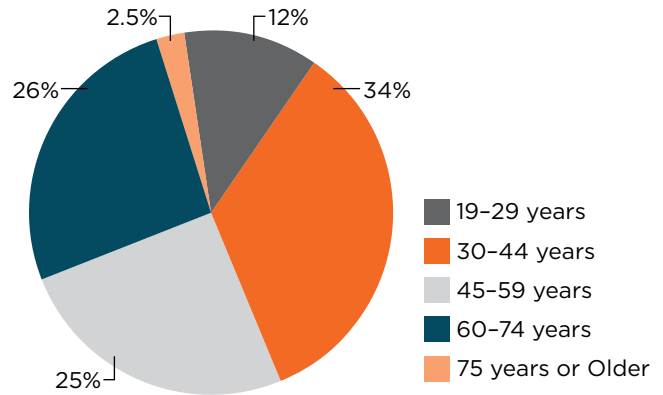


To view the project website, scan or click the QR code.

SURVEY

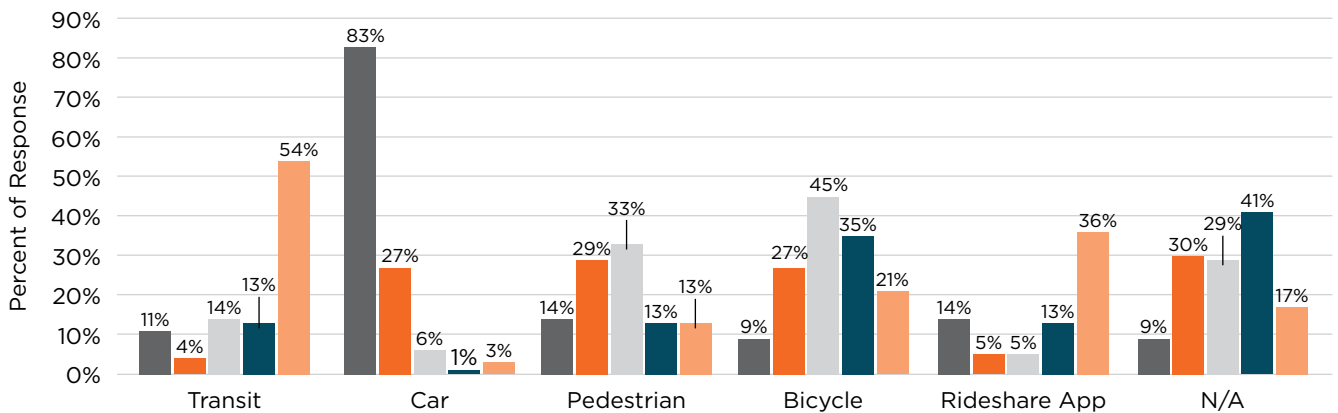
Data was collected from the public through an online survey. This Safety Survey was available to the public from February 26 – July 5, 2024 and received 278 contributions. The survey was comprised of 31 questions used to collect information on demographics, transportation mode choice, and roadway safety concerns. Survey respondents primarily resided in Oklahoma City (36%), Norman (21%), and Edmond (11%). The top age contributors were the 30-34 range with 34% of respondents in that age group (Figure 15). The vast majority of survey respondents' primary mode of transportation is by car (71%).

Figure 15. Age Distribution of Respondents



Although most of the respondents' primary mode of transportation is a car, approximately 78% of respondents stated they would walk or bike more if they felt it were safer (Figure 16). This indicates that infrastructure should be further improved to foster a safer walking and bicycling environment in Central Oklahoma. Support for these endeavors is highly supported as 87% of respondents support investing in making walking safer while 80% support investing in making bicycling safer.

Figure 16. Sentiments by Transportation Mode



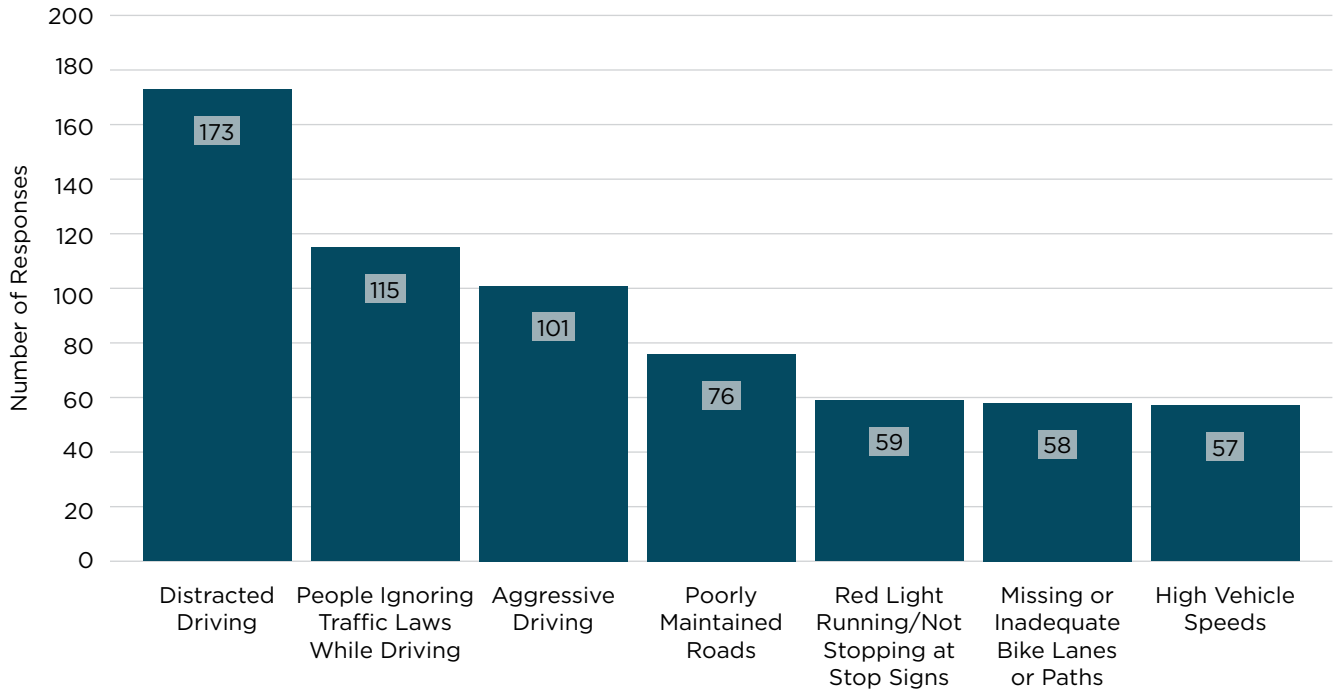
Modes do not equal 100%

- I use this mode often and feel safe doing so
- I do not use this mode because I do not always feel safe
- I use this mode often, but do not feel safe doing so
- I do not use this mode but not for safety reasons
- I would use this mode more often if it were safer



For Central Oklahoma, there were three safety concerns that were the most common within respondents' answers: distracted driving, motorists ignoring traffic law, and aggressive driving as shown in **Figure 17**. To help mitigate the safety deficiencies these law(s) cause, enhanced enforcement and/or an increase in educational programs could be created to encourage drivers to use safer driving habits. Approximately 76% of respondents support funding these types of education programs and enhanced enforcement efforts.

Figure 17. Top Safety Concerns



A clear demand for a more pedestrian-friendly, less car-centric region with diverse and efficient transportation options is evident from the survey responses. Respondents expressed a desire for significant investments in public transit and infrastructure to enhance safety and accessibility for all.

 **78% of respondents “support the creation of protected and/or dedicated facilities for multiple modes of travel (pedestrians, bicycles, transit).”**

INTERACTIVE MAP SURVEY

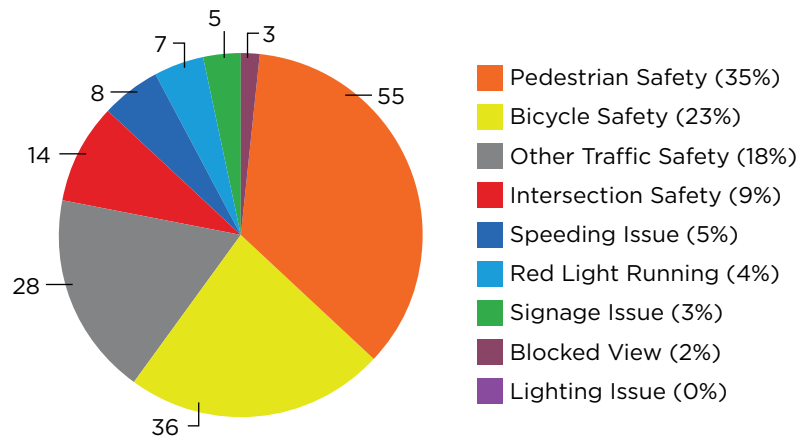
Using an interactive online map, respondents provided location-specific feedback on safety concerns in Central Oklahoma. Contributors were able to either place a new point and comment or like a comment from another contributor. This allowed for feedback to be ranked by top concern. The interactive map had 286 contributions with 60% of respondents living in Oklahoma City and 37% in Edmond. A map of all the comments received on the Interactive Map Survey can be seen in [Exhibit 1](#).

The top safety concerns on the interactive map were pedestrian safety, bicycle safety, and other traffic safety (other does not include red light running, intersection safety, speeding or signage). This is reflective of the online survey, in which the top traffic safety concerns are pedestrian safety and bicycle safety as well as additional and improved infrastructure to accommodate each mode ([Figure 18](#)).

The top concerns by location are:

- **Edmond** (34 comments)
 - Pedestrian Safety
 - Other Traffic Safety
- **Yukon/Mustang** (9 comments)
 - Red Light Running
 - Other Traffic Safety
- **Central OKC** (155 comments)
 - Pedestrian Safety
 - Bicycle Safety
 - Red Light Running
- **Norman** (30 comments)
 - Pedestrian Safety
 - Bicycle Safety

Figure 18. Distribution of Upvotes



PUBLIC EVENTS

Another method used to engage the public in the planning process was through an in-person Regional Safety Summit, public workshops, and pop-up events. These events gave residents the opportunity to interact with the project team, understand the importance of road safety in Central Oklahoma, and learn about what residents can do to improve safety in their own communities. Ultimately, these events were held in public settings intended to spread awareness about the ACOG Regional Safety Action Plan and Vision Zero.

Regional Safety Summit

On February 28, 2024, ACOG and the City of Oklahoma City held a collaborative Regional Safety Summit to raise awareness of road safety in Central Oklahoma and the efforts for safety that were to be developed over the course of the year. During the summit, participants and stakeholders came together to learn about the state of roadway safety within their community and explored new solutions through policy, education, and countermeasures (Figure 20).

This event was a great way to spread word of the Action Plans being developed by ACOG and OKC. To gather input, Regional Safety Summit attendees were asked to identify specific areas where they recognized safety issues throughout the region. This feedback was used in the planning process in the ACOG RSAP to ensure the needs of the public were heard and being addressed in this plan. The summit concluded with a panel of trusted leaders in the ACOG TMA to talk about safety and how they relate to the Six Es of Safety.

Figure 19. ACOG and Oklahoma City Regional Safety Summit Website Post





Figure 20. ACOG and Oklahoma City Regional Safety Summit Photos



Norman Farm Market

The ACOG RSAP team attended the Norman Farm Market on May 11, 2024, to share the survey and information about the project and gather input from residents on safety in the ACOG region. This event was a great opportunity for residents in the ACOG TMA to give feedback on the state of safety throughout Central Oklahoma. Many attendees at the Farm Market stopped by the RSAP booth to learn more about safety and provide their insights on the things that they would like to see fixed.

Figure 21. Farm Market Logo



Bethany Library Public Workshop

On July 2, 2024, ACOG hosted a public workshop for residents to learn more about the Regional Safety Action Plan and provide input on the future of transportation safety in Central Oklahoma. Attendees had opportunities to talk to the project team and discuss future recommendations for transportation safety improvements.

This workshop included activities such as boards for attendees to provide input on safety countermeasures, drunk goggles, kids station, and opportunities to write down policy recommendations for the ACOG RSAP (Figure 22).

Figure 22. Bethany Library Public Workshop





Rose State College Public Workshop

ACOG hosted a Public Workshop for the Regional Safety Action Plan at Rose State College on October 23, 2024. This workshop was intended to highlight the draft RSAP and receive feedback from the community on their thoughts on the plan. Many students were engaged and interested in the progress of the plan and the recommendations in the draft report. Additionally, staff from local municipalities and other planning professionals in Central Oklahoma came to provide meaningful feedback to the project team about the plan. ACOG is continuing to inform the public of the importance of safety through policy recommendations and countermeasures that have derived from the analysis conducted.

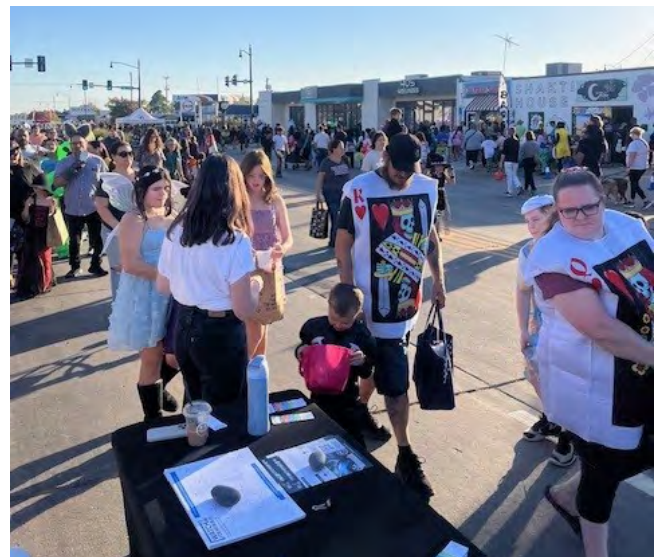
Figure 23. Rose State College Public Workshop



Haunting on Howard Street

On October 26, 2024, ACOG hosted a booth at the Haunting on Howard Street Trunk or Treat event held in Moore, Oklahoma. This event had a great turnout and the project team had the opportunity to talk to Central Oklahoma residents of all ages and abilities about safety in the region. Over a thousand safety promotional materials such as information pages, stickers, reflective lights, coloring pages, and more. The project team encouraged participants to visit the project website to view the plan and provide feedback.

Figure 24. Haunting on Howard Street



VIRTUAL WORK SESSIONS

To ensure cohesiveness between ACOG, the Planning Team, and communities within the ACOG boundary, nine virtual work sessions were conducted.

COUNTERMEASURE WORK SESSIONS

Seven out of the nine meetings focused on safety countermeasures and involved coordination with the individual cities where the study corridors are located (See Creating a Safer System). These meetings were derived with the intent of ensuring the planning process and countermeasure analysis as a part of the ACOG RSAP aligned with the respective cities' priorities and needs. The ACOG project team received valuable insight on topics such as their take on safety in the region, current local and planned projects, and countermeasures feedback.

The stakeholders directly involved in the countermeasure virtual work sessions include:

- City of Del City
- Town of Goldsby
- City of Moore
- City of Newcastle
- City of Norman
- City of Tuttle
- City of Warr Acres
- City of Yukon
- Oklahoma Department of Transportation (ODOT)
- Chickasaw Nation Division of Commerce

POLICY WORK SESSIONS

The Policy Work Sessions for the ACOG RSAP involved presenting the policy recommendations developed during the planning process to the communities and municipalities directly affected by the recommendations and listening to their input. The input received during these work sessions ultimately influenced additions and changes to the policy recommendation found in [Chapter 5 \(Promoting a Culture of Safety\)](#).

The work sessions were broken down by rural and urban/suburban communities to ensure all voices from cities throughout the ACOG TMA were heard. ACOG recognizes that not all member cities have the same concerns regarding safety and the policies impacting safety. Therefore, the Policy Work Sessions were established to ensure that the proposed policies reflect the needs of both urban and rural communities in Central Oklahoma.



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CHAPTER 4.

SAFETY NEEDS OF CENTRAL OKLAHOMA

Improving safety in Central Oklahoma is a high priority for ACOG, the RSAP Planning Team, and the public. This chapter of the RSAP provides a detailed analysis of the region's crash history, Safety Emphasis Areas, equity, and the High Injury Network (HIN). This chapter is intended to serve as the foundation for the reasoning behind the need for safety improvements in Central Oklahoma as well as provide a base understanding of the types of safety issues that are occurring in the region.

Crash Analysis

Oklahoma Safety Emphasis Areas

Equity Considerations

High Injury Network

CHAPTER 4. SAFETY NEEDS OF CENTRAL OKLAHOMA

CRASH ANALYSIS

This section highlights the crash history analysis conducted for the ACOG region. Based on available data, the RSAP used crash data from the Oklahoma Highway Safety Office for the years 2017-2021. This crash data was analyzed throughout the planning process to guide decision making and understand the areas in Central Oklahoma where safety should be prioritized.

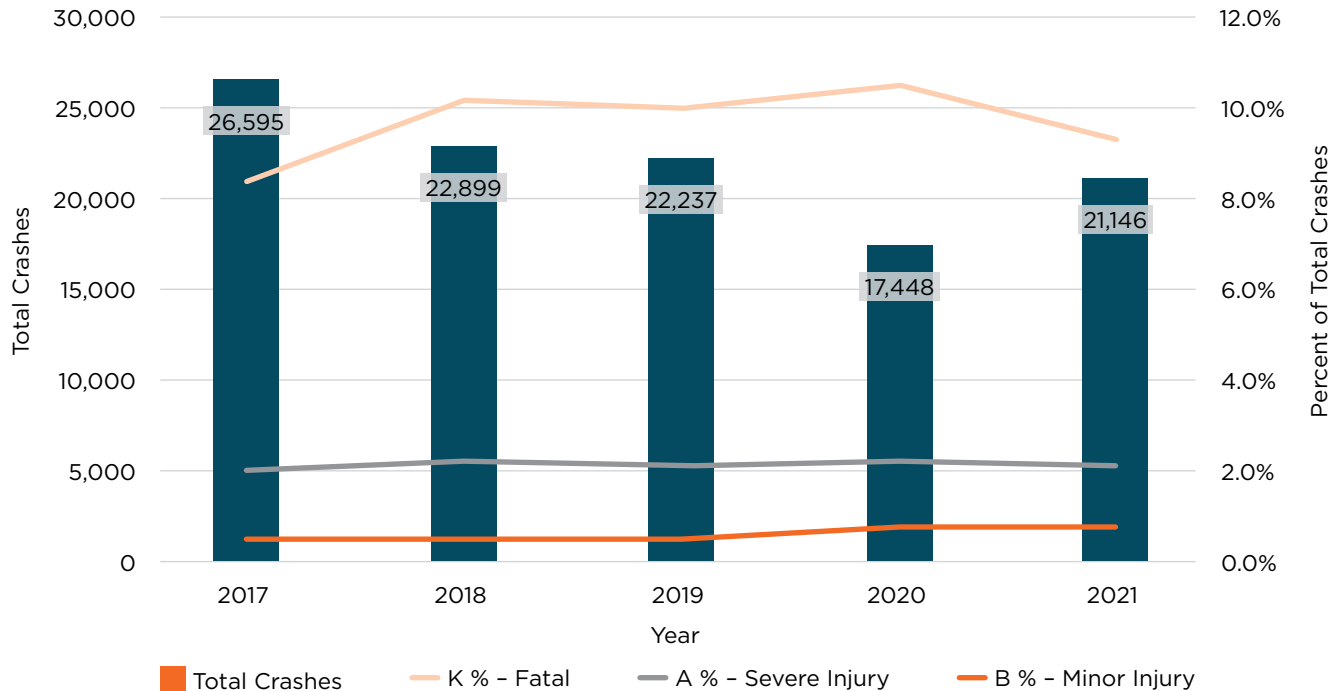
Over the course of five years, there were a total of 110,325 crashes in Central Oklahoma, with 629 of them resulting in a fatality. The year 2017 had the highest number of crashes, with 26,595 reported. In 2021, the ACOG TMA saw 142 fatal crashes, the highest number during this five-year period. It is important to note that in 2020, total crashes decreased, yet the number of fatalities increased.

Table 2 shows the crashes that occurred from 2017-2021 within the ACOG boundary by crash severity. In this five-year span, the severities largely stayed the same, except for a slight increase in fatalities between 2020 to 2021.

Table 2. ACOG Crash Trends (2017-2021)

YEAR	TOTAL CRASHES	K - FATAL		A - SEVERE INJURY		B - MINOR INJURY	
2017	26,595	129	0.5%	531	2.0%	2,223	8.4%
2018	22,899	114	0.5%	508	2.2%	2,325	10.2%
2019	22,237	115	0.5%	463	2.1%	2,242	10.1%
2020	17,448	129	0.7%	384	2.2%	1,824	10.5%
2021	21,146	142	0.7%	435	2.1%	1,965	9.3%

Figure 25. ACOG Crash Trends (2017-2021)

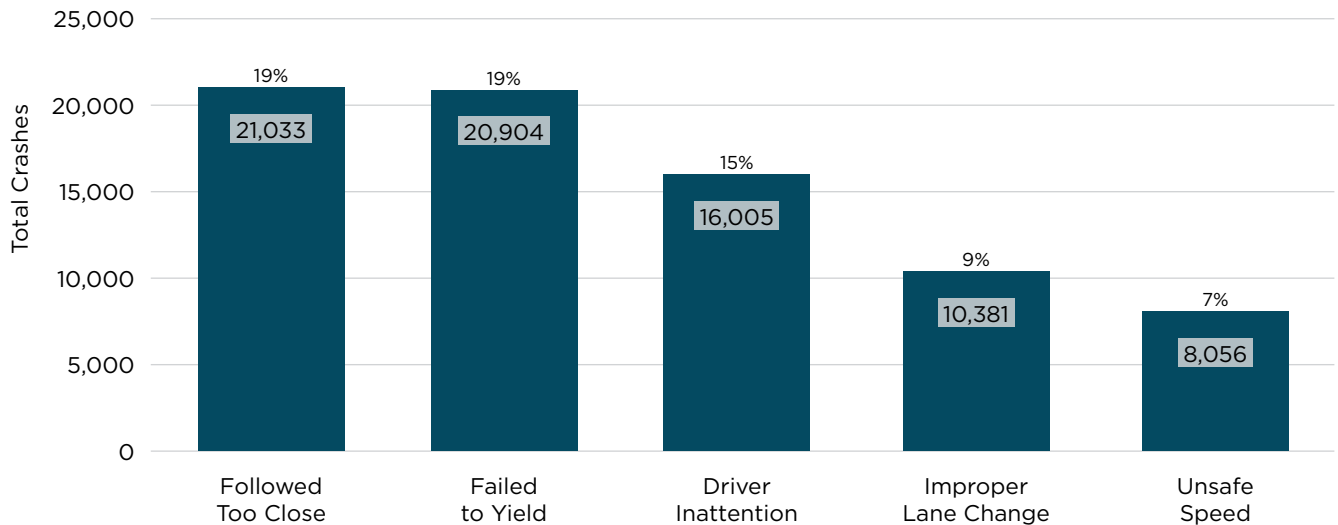




TOP CONTRIBUTING FACTORS

For the years 2017-2021, the top reported contributing factors for crashes as reported by police in Central Oklahoma are displayed in **Figure 26** below. 'Followed Too Close' and 'Failed to Yield' are the top contributing factor for all crashes in the ACOG boundary covering approximately 38% of collisions. Other major contributing factors to crashes in the region include 'Driver Inattention', 'Improper Lane Change', and 'Unsafe Speed'. It is also important to note that 'Driver Inattention' related crashes often require an admission of guilt which leads to skewed data.

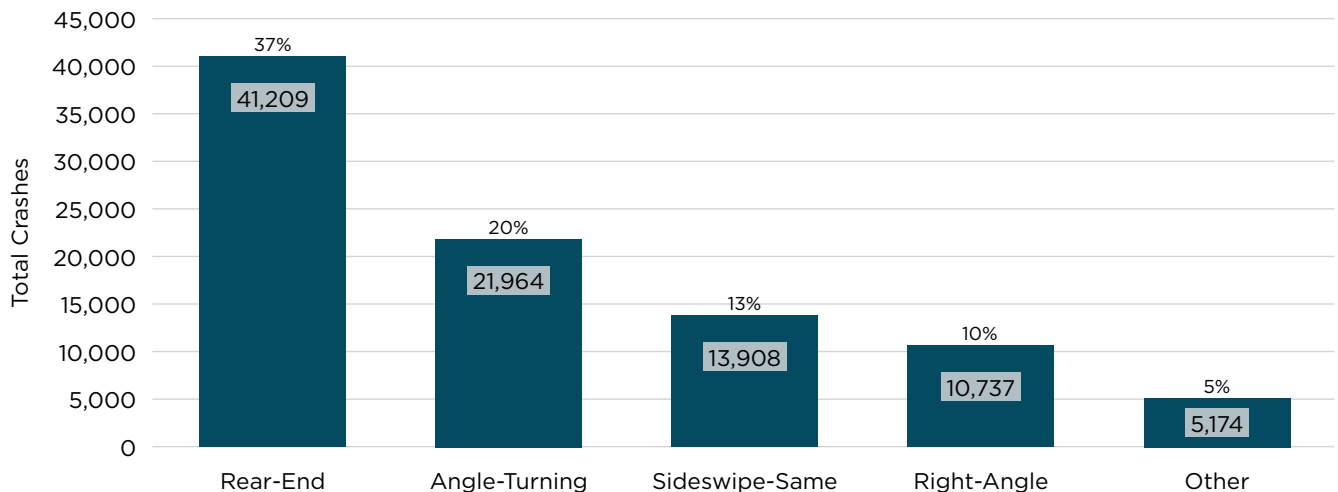
Figure 26. Top Contributing Factors



TOP MANNERS OF COLLISION

Manner of collision describes how the crash occurred. The top four manners of collision in the ACOG TMA from 2017-2021 were 'Rear-End' (37%), 'Angle-Turning' (20%), 'Sideswipe-Same' (13%), and 'Right-Angle' (10%) as shown in **Figure 27**. 'Rear-End' crashes frequently occur when following too close to the vehicle in front or sudden stops, typically at intersections. An 'Angle-Turning' collision refers to vehicles hitting at or near right angles, with the front of one vehicle striking the side of the other vehicle. A 'Sideswipe-Same' crash occurs when two vehicles collide side-to-side. Finally, 'Right-Angle' crashes occur at intersections when vehicles arrive on perpendicular roads and collide.

Figure 27. Top Manners of Collision



CRASH HEAT MAP

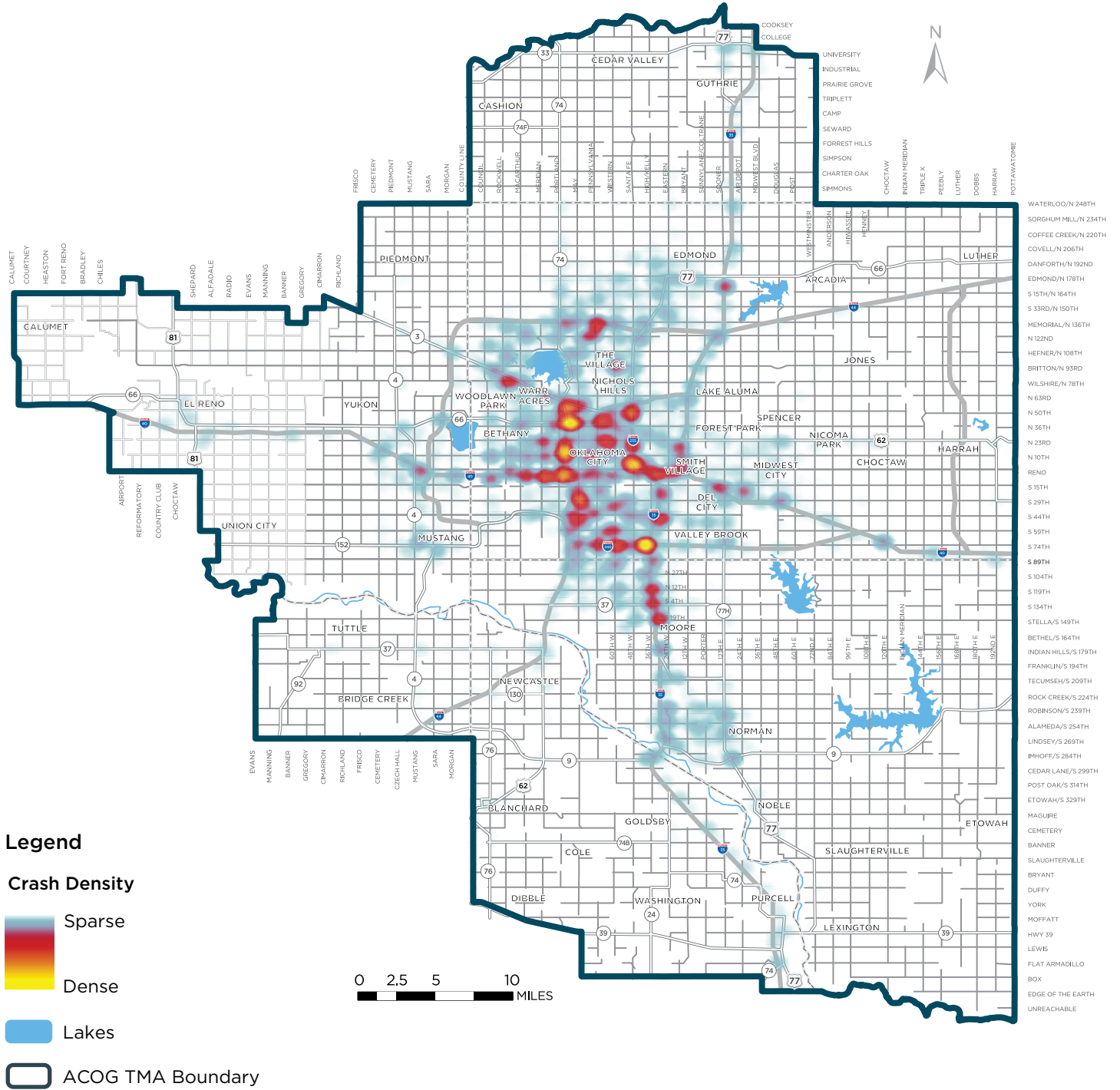
Exhibit 2 displays a crash heat map that highlights the density of crashes within the ACOG boundary from 2017-2021. The crash heat map visualizes the pure density of crash counts at various locations in the region and does not consider specific roadway or crash characteristics such as functional classification, traffic volumes, context, and crash severity. Each of these factors, though, contribute to the frequency of crashes.

The highest densities of crashes are at intersections where the traffic volumes are the highest. The crash heat map displays a high density of crashes in the more urban areas in the region. Cities in the ACOG TMA with the highest overall crash density include:

- Oklahoma City
- Moore
- Norman
- Edmond



Exhibit 2. Crash Heat Map (2017-2021)



BICYCLE AND PEDESTRIAN CRASHES

Bicyclists and pedestrians are the most vulnerable road users to fatal or serious injuries in the event of a crash. From 2017-2021, Central Oklahoma had 1,129 pedestrian crashes and 483 bicycle crashes. Of the 1,129 pedestrian-related crashes, 710 resulted in a fatal, severe, or minor injury (KAB) crash, or approximately 62.9%. Of the 483 bicycle-related crashes, 245 resulted in a fatal, severe, or minor injury (KAB) crash, or approximately 50.7%. Bicycle and pedestrian related crashes are 4-5 times more likely to result in a KAB. Protecting these vulnerable road users is an important safety need for the Central Oklahoma region. Urban areas throughout the region such as Oklahoma City, Edmond, and Norman experience a higher number of pedestrian and bicycle-related crashes as seen in **Exhibit 3**.

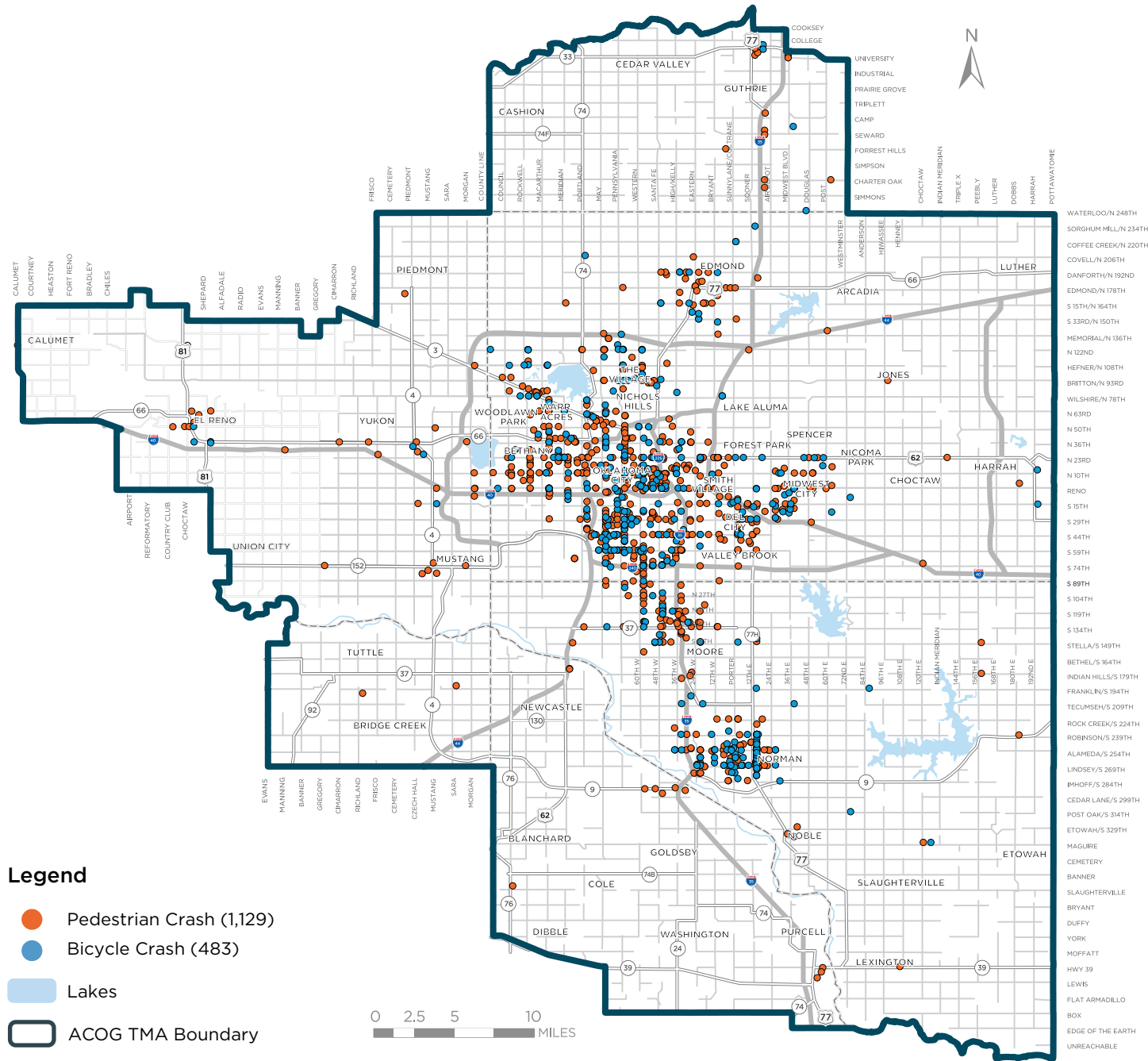
Table 3. Bicycle and Pedestrian Crash Data (2017-2021)

CRASH TYPE	TOTAL CRASHES	HIGH INJURY CRASHES (KABS)	PERCENT KABS
Pedestrian Related Crashes	1,129	710	62.9%
Bicycle Related Crashes	483	245	50.7%
All Crashes	110,325	13,529	12.3%

K - Fatal A - Severe Injury B - Minor Injury



Exhibit 3. Bicycle and Pedestrian Crashes (2017-2021)



UNSAFE SPEED CRASHES

Speeding is a common safety concern for citizens and stakeholders in Central Oklahoma. From 2017-2021, the region saw 8,056 total speed-related crashes and 107 (1.3%) speeding fatalities. Speeding is a leading cause of traffic collisions and greatly increases the risk of death or injury for motorists, bicyclists, and pedestrians. According to the OHSO crash data, an unsafe speed-related crash is 37% more likely to result in an injury or fatality. Additionally, 10.1% percent of all high injury crashes during this five-year span were correlated with unsafe speeds. **Exhibit 4** displays the locations of all speed-related crashes that occurred in the ACOG boundary from 2017-2021.

Table 4. Unsafe Speed Crash Data (2017-2021)

CRASH TYPE	TOTAL CRASHES	HIGH INJURY CRASHES (KABS)	PERCENT KABS
Unsafe Speed Related Crashes	8,056	1,360	16.9%
All Crashes	110,325	13,529	12.3%

K - Fatal A - Severe Injury B - Minor Injury

IMPAIRED DRIVING CRASHES

Impaired driving is a significant safety concern that affects not only the person driving under the influence of alcohol or drugs, but also, innocent parties such as passengers, other drivers, and vulnerable road users. From 2017-2021, Central Oklahoma experienced 5,016 total impaired driving-related crashes with 1,200, or 23.9%, of those resulting in a KAB per **Table 5** – fatality, serious injury, or minor injury. According to the OHSO crash data, an impaired driving crash is 94% more likely to result in an injury or fatality. **Exhibit 5** displays the locations of all impaired driving crashes that occurred in the ACOG boundary from 2017-2021.

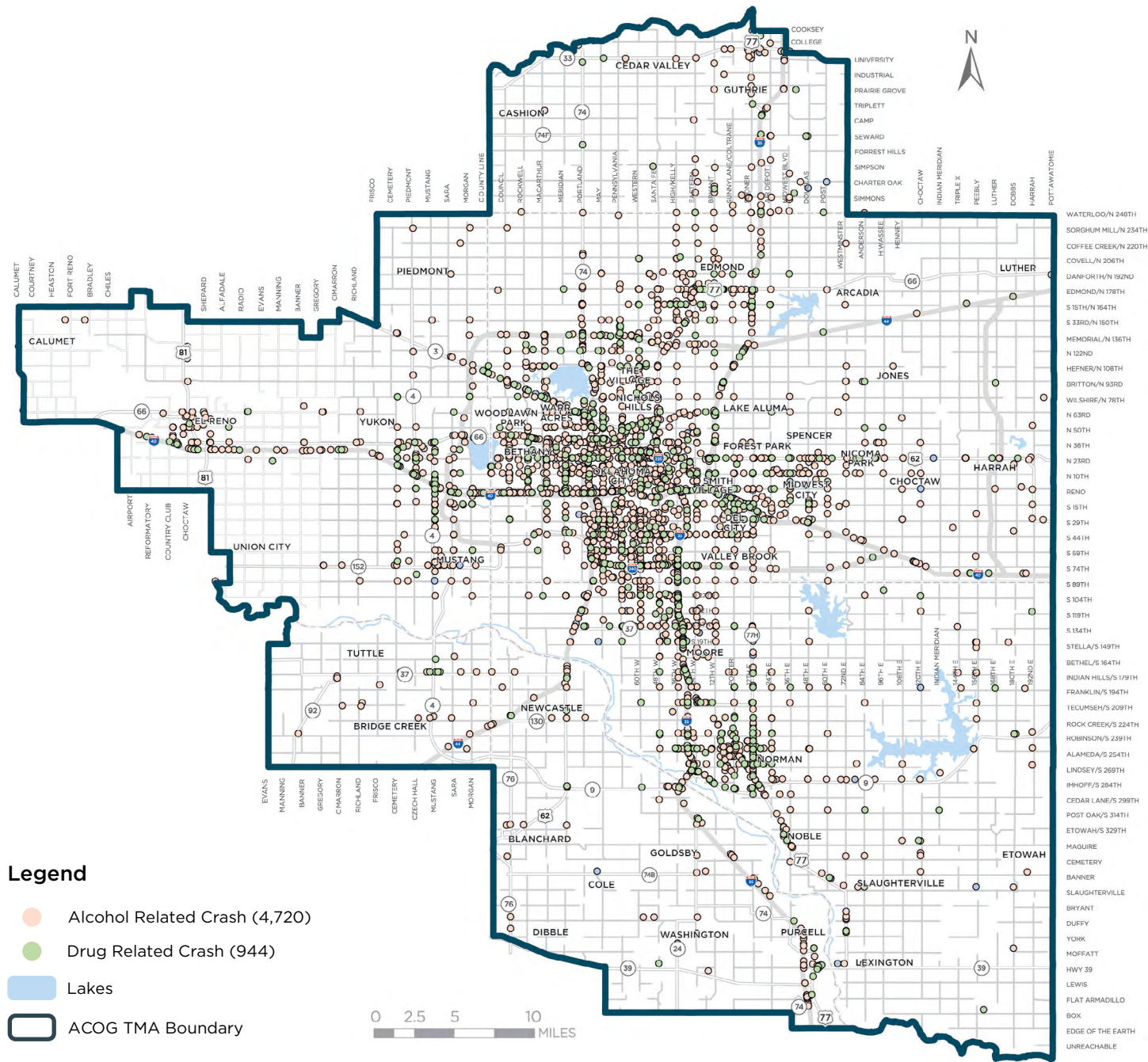
Table 5. Impaired Driving Crash Data (2017-2021)

CRASH TYPE	TOTAL CRASHES	HIGH INJURY CRASHES (KABS)	PERCENT KABS
Alcohol Related Crashes	4,072	974	23.9%
Drug Related Crashes	944	226	23.9%
All Impaired Driving Crashes	5,016	1200	23.9%
All Crashes	110,325	13,529	12.3%

K - Fatal A - Severe Injury B - Minor Injury



Exhibit 5. Impaired Driving Crash Data (2017-2021)



ROADWAY DEPARTURE CRASHES

Roadway departures are another top contributing factor for crashes on Central Oklahoma roads. These types of crashes are most commonly occurring on highways and high-volume corridors such as I-35, I-40, I-240, US 77, and I-44. Roadway departure crashes commonly involve crossing a center line or median resulting in manners of collisions such as head-on crashes which had a 38.6% high injury crash rate in Central Oklahoma from 2017-2021. During this five-year span, the region experienced 14,578 total roadway departure related crashes and 2,997 high injury or fatal roadway departure crashes. According to the OHSO crash data, a roadway departure collision is 67% more likely to result in an injury or fatality. **Exhibit 6** displays the locations of all roadway departure crashes that occurred in the ACOG boundary from 2017-2021.

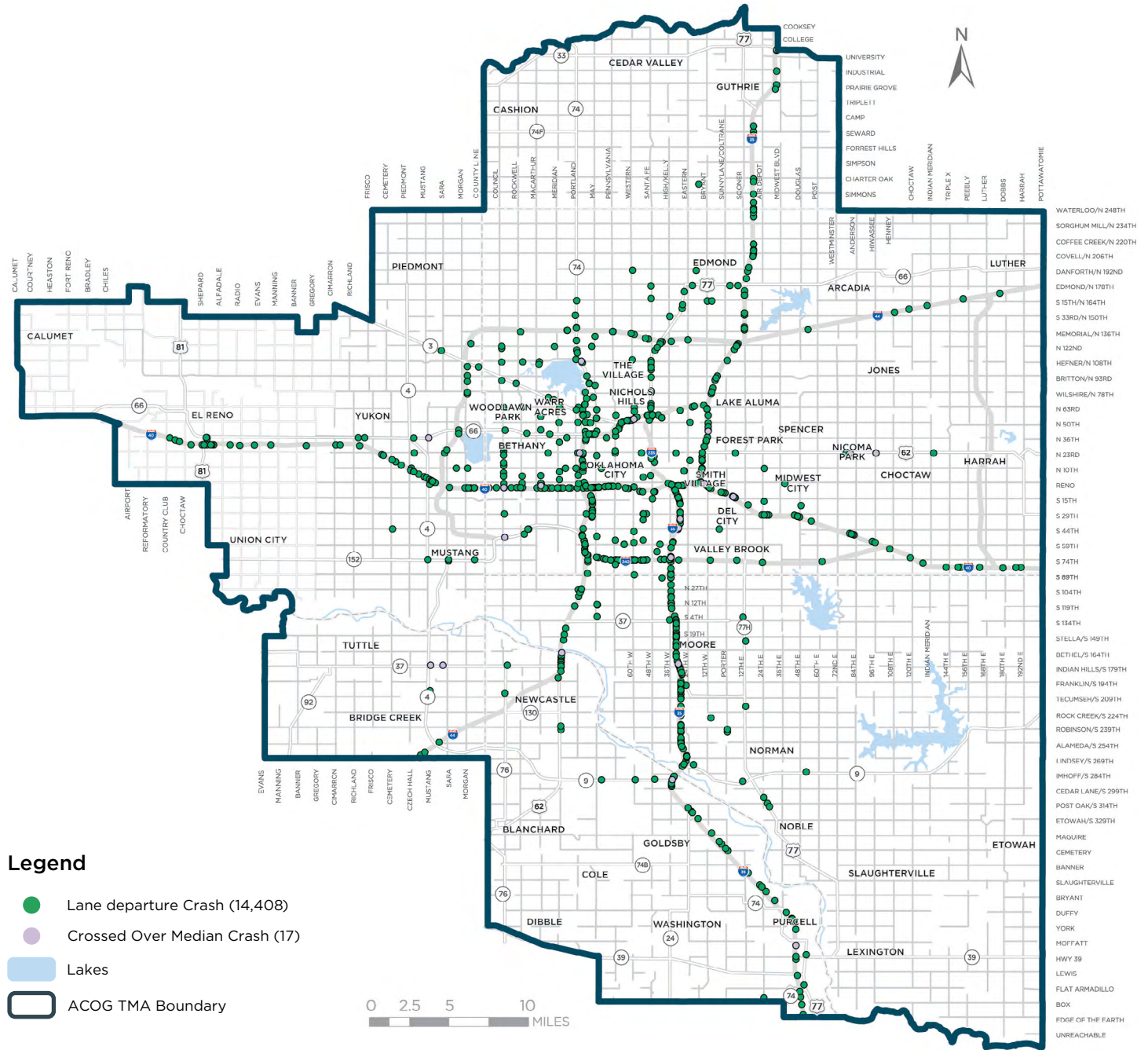
Table 6. Roadway Departure Crash Data (2017-2021)

CRASH TYPE	TOTAL CRASHES	HIGH INJURY CRASHES (KABS)	PERCENT KABS
Crossed Over Median Crashes	170	31	18.2%
Lane Departure Crashes	14,408	2,966	20.6%
All Roadway Departure Crashes	14,578	2,997	20.6%
All Crashes	110,325	13,529	12.3%

K - Fatal A - Severe Injury B - Minor Injury



Exhibit 6. Roadway Departure Crashes (2017-2021)



EQUITY CONSIDERATIONS

Equity is an important consideration in determining how ACOG and organizations in Central Oklahoma should prioritize future investments. Equity involves shaping resources and interventions to meet the specific needs of all people, ensuring that vulnerable communities have the necessary support and investment to achieve similar safety outcomes. Through prioritizing equity, ACOG recognizes and addresses access to safety measures among diverse populations, leading to more effective and inclusive safety countermeasures.

The U.S. Department of Transportation (USDOT) defines disadvantaged census tracts based on criteria such as poverty levels, median household income, and access to transportation services. These tracts typically exhibit higher rates of poverty, unemployment, lower median incomes, and limited access to public transit. Additionally, disadvantaged census tracts may experience higher rates of traffic incidents and have inadequate infrastructure for vulnerable road user safety. The identification of these tracts played a large role in the analysis of corridors for this action plan. This allowed the project identification process to not only look at the crash history, but also equity opportunities for the region in terms of safety.

DISADVANTAGED CENSUS TRACTS

The census tracts within the ACOG area that are considered ‘Overall’ and ‘Transportation’ disadvantaged are primarily located in the more rural sections of the region as seen in the maps below. This analysis played a significant role in the selection of study corridors during the planning process. This provides historically underserved communities the opportunity to see infrastructure and policy improvements in their areas. It is encouraged that future safety considerations in Central Oklahoma beyond the ACOG RSAP use the equity analysis as a scoring criterion during project selection.

According to the [USDOT Equitable Transportation Community \(ETC\) Explorer](#), approximately 424,400 Central Oklahoma residents, or 35% of the population, live in disadvantaged census tracts (Figure 28). Exhibit 7 displays the Disadvantaged Census Tracts in the ACOG region.

Figure 28. Overview of the Disadvantaged Population in Central Oklahoma

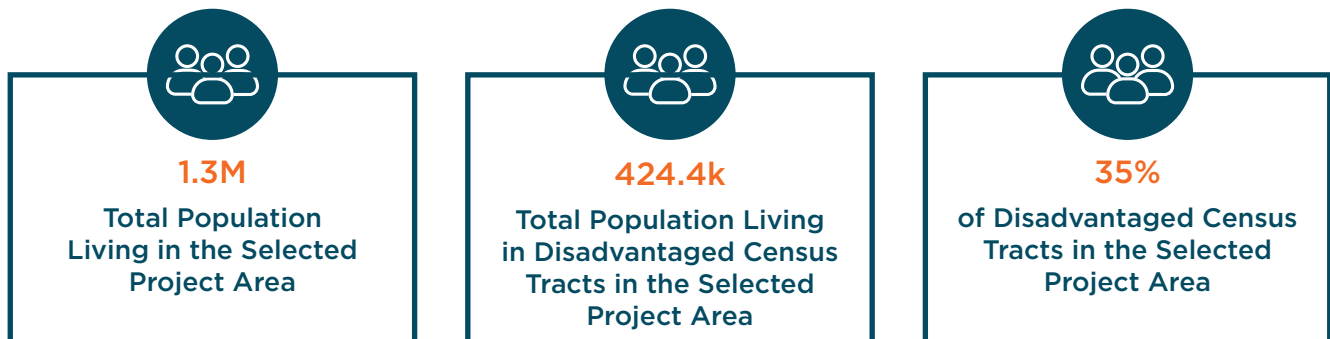


Table 7. Disadvantaged Census Tracts Crashes

CRASH TYPE	TOTAL CRASHES	HIGH INJURY CRASHES (KABS)	PERCENT KABS
Fatal Injury	0.7%	0.4%	0.3%
Suspected Serious Injury	2.3%	2.0%	0.3%
Suspected Minor Injury	9.9%	10.4%	-0.5%
Possible Injury	21.6%	22.5%	-1.0%
No Injury	65.6%	64.7%	0.9%
Unknown	0.002%	0%	0.0%

K - Fatal

A - Severe Injury

B - Minor Injury

HIGH INJURY NETWORK

The high injury network (HIN) consists of road segments in the ACOG TMA that experience a higher-than-average rate of crashes resulting in injuries or fatalities. The purpose of the HIN is to assist ACOG and cities in Central Oklahoma in prioritizing future transportation projects and investments. Identifying road segments in the region that experience the most severe and frequent traffic crashes is the first step in developing countermeasure and policy recommendations to improve safety.

CRITICAL CRASH RATE METHOD

The method for calculating critical crash rates involves comparing road segments with similar roadway functional classification and context (**Figure 29**). Daily traffic volumes are normalized to calculate crash rates on an even foundation. If the observed crash rate exceeds the expected crash rate, the roadway segment is considered to have a critical crash rate and is considered for the HIN.

An ArcGIS Pro model was created to calculate the critical crash rate and supporting calculations for each roadway segment in the ACOG region. The model assigns crashes, weighted by the severity of the crash, to an adjacent segment and performs the calculations in the order outlined by the FHWA. The following section outlines the process used in the calculation of the critical crash rate using fatal and severe injury crashes from the years 2017-2021 in Central Oklahoma.

CRITICAL CRASH RATE CALCULATION

The critical crash rate was calculated for each road segment in the ACOG TMA using the following three steps:

1 Assigning Data to Road Segments

Calculating the critical crash rate requires four data inputs: roadway functional classification, context, daily traffic volumes, and weighted crash counts. Due to the variance of roadway context throughout the ACOG TMA, road segments were categorized as “Urban” or “Rural” based on the ACOG MPO Adjusted Urbanized Area. Additionally, crashes were weighted by severity to ensure that areas where fatal and severe injury crashes are occurring are prioritized in the development of the HIN.

2 Calculate Variables of Critical Crash Rate

The variables of the critical crash rate were calculated using the equations specified in the FHWA Highway Safety Manual. The critical crash rate compares the difference between the observed crash rate and the expected crash rate. The observed crash rate is the existing crashes at each road segment per 100 million vehicle-miles traveled. The expected average crash rate per 100 million vehicle-miles traveled normalizes the daily volumes for each functional class. Once calculated, the equation highlights segments that experience a higher crash rate than what is expected based on the similar functional classifications, context, traffic volumes, and weighted crash counts.

3 Calculate Critical Crash Rate Ratio

Once the variables are input, a ratio is calculated to identify segments experiencing higher severe injury and fatal crash rates than expected. If the ratio is greater than 1.0, or if the observed crash rate is higher than the critical crash rate, then the road segment’s crash history was higher than other road segments of similar functional classification and context. Segments with a ratio of 1.0 or greater were flagged as potential HIN segments. **Exhibit 8** displays the results of the critical crash rate analysis. It is important to note that the City of Oklahoma City was not included in the analysis due to the development of their own Vision Zero Action Plan in concurrence with this plan.

Figure 29. Critical Crash Rate Inputs

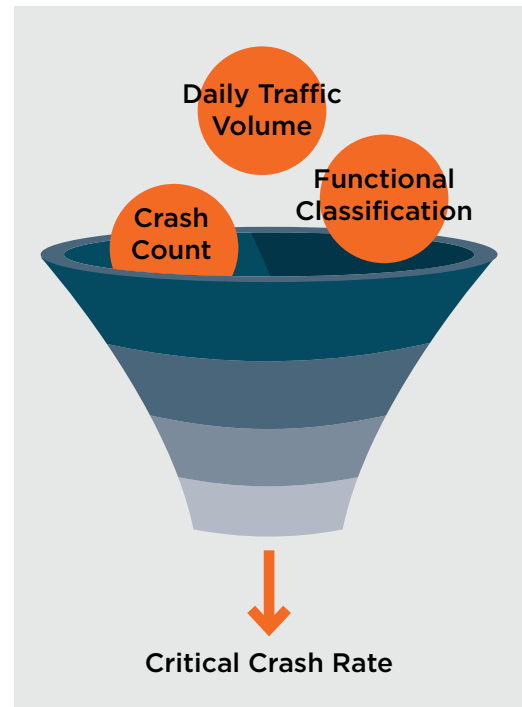
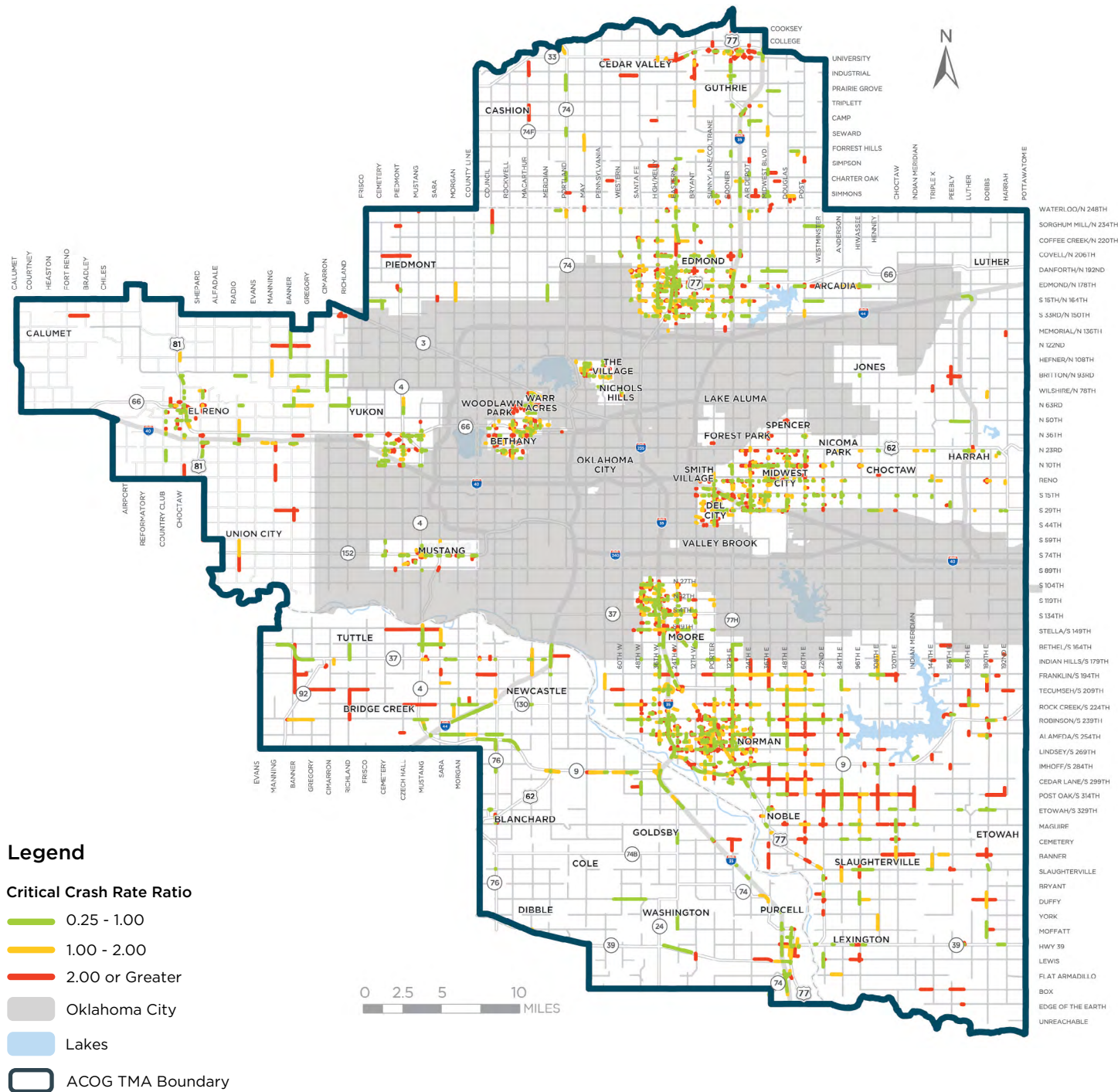




Exhibit 8. Critical Crash Rate Analysis Results



HIGH INJURY NETWORK RESULTS

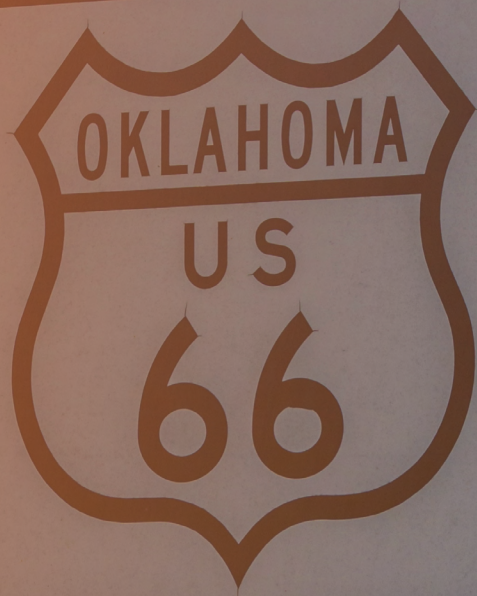
The process to select segments for the HIN is a data-driven effort combined with a qualitative look at the model results. The goal of the HIN selection process is to maximize the total fatal, severe injury, and possible injury crashes on the least amount of ACOG roads.

To refine and clean the model results, one-crash segments that resulted in a greater than 1.0 ratio were removed to prioritize corridors experiencing high severity crashes. The remaining segments observed more than one high injury crash between 2017 and 2021 and had a crash rate higher than expected. Gaps between flagged segments were linked or filled with the intent of creating a consistent and contiguous HIN.

The resulting HIN for the ACOG RSAP consists of 3.3% of the total ACOG road network, while also capturing 53% of fatal, severe injury, and possible injury crashes, and 63% of fatal crashes. The HIN corridors for the ACOG TMA can be seen in [Exhibit 9](#).

Oklahoma City has developed an HIN as a part of their Vision Zero Action Plan which can be seen in [Exhibit 9](#) as well.

HISTORIC



ROUTE

CHAPTER 5.

CREATING A SAFER SYSTEM

This chapter outlines the eight highest priority corridors that were chosen for further examination for the ACOG Regional Safety Action Plan. The targeted recommendations on the chosen study corridors entail specific countermeasures based on the crash history, roadway geometry, intersection control, and context. Additionally, this chapter of the ACOG RSAP provides a Systemic Countermeasure Toolbox consisting of a variety of roadway countermeasures that may be used by cities and organizations throughout the region to further mitigate safety beyond the eight corridors in this study. It is encouraged for cities within the ACOG boundary to use this document and its countermeasures as a foundation of improving safety in all of Central Oklahoma and eliminating all traffic fatalities and injuries.

Crash reports and in-field observations were studied to understand existing conditions and crash locations on the study corridors. These observations were the initial step in understanding the state of safety on the eight study corridors and led to the targeted countermeasures.

Study Corridors

- Corridor 1: Lindsey Street
- Corridor 2: Robinson Street
- Corridor 3: N MacArthur Boulevard
- Corridor 4: E Reno Avenue
- Corridor 5: E Highway 9
- Corridor 6: W Vandament Avenue
- Corridor 7: SW 19th Street
- Corridor 8: E Highway 37

Systemic Countermeasure Toolbox



CHAPTER 5. CREATING A SAFER SYSTEM

STUDY CORRIDORS

Eight road segments on the High Injury Network were selected as priority corridors for countermeasure recommendations that improve safety on the TMA's most unsafe roadways. The highest priority study corridors were selected with input from ACOG staff and scored based on equity, engagement, feasibility, and crash severity. **Table 8** and **Exhibit 10** display the chosen study corridors and their limits.

Table 8. Study Corridors

STUDY CORRIDOR	CITY	LIMITS		LENGTH (mi)	CRASHES	
		FROM	TO		KABs	TOTAL
Lindsey St	Norman	S Pickard Ave	George Ave	1	34	141
Robinson St	Norman	Highland Pkwy	N Porter Ave	0.9	33	233
N MacArthur Blvd	Warr Acres	NW 51st St	NW 39th St	0.84	29	125
E Reno Ave	Del City	N Vickie Dr	Sooner Rd	0.51	14	63
E Highway 9	Goldsby/ Newcastle	Bankers Ave	I-35 SBFR	0.35	12	144
W Vandament Ave	Yukon	Garth Brooks Blvd	S Holly Ave	0.5	12	91
SW 19th St	Moore	S Telephone Rd	Crystal Dr	0.5	46	250
E Highway 37	Tuttle	Cherrywood	Cedar Springs Dr	0.5	8	69

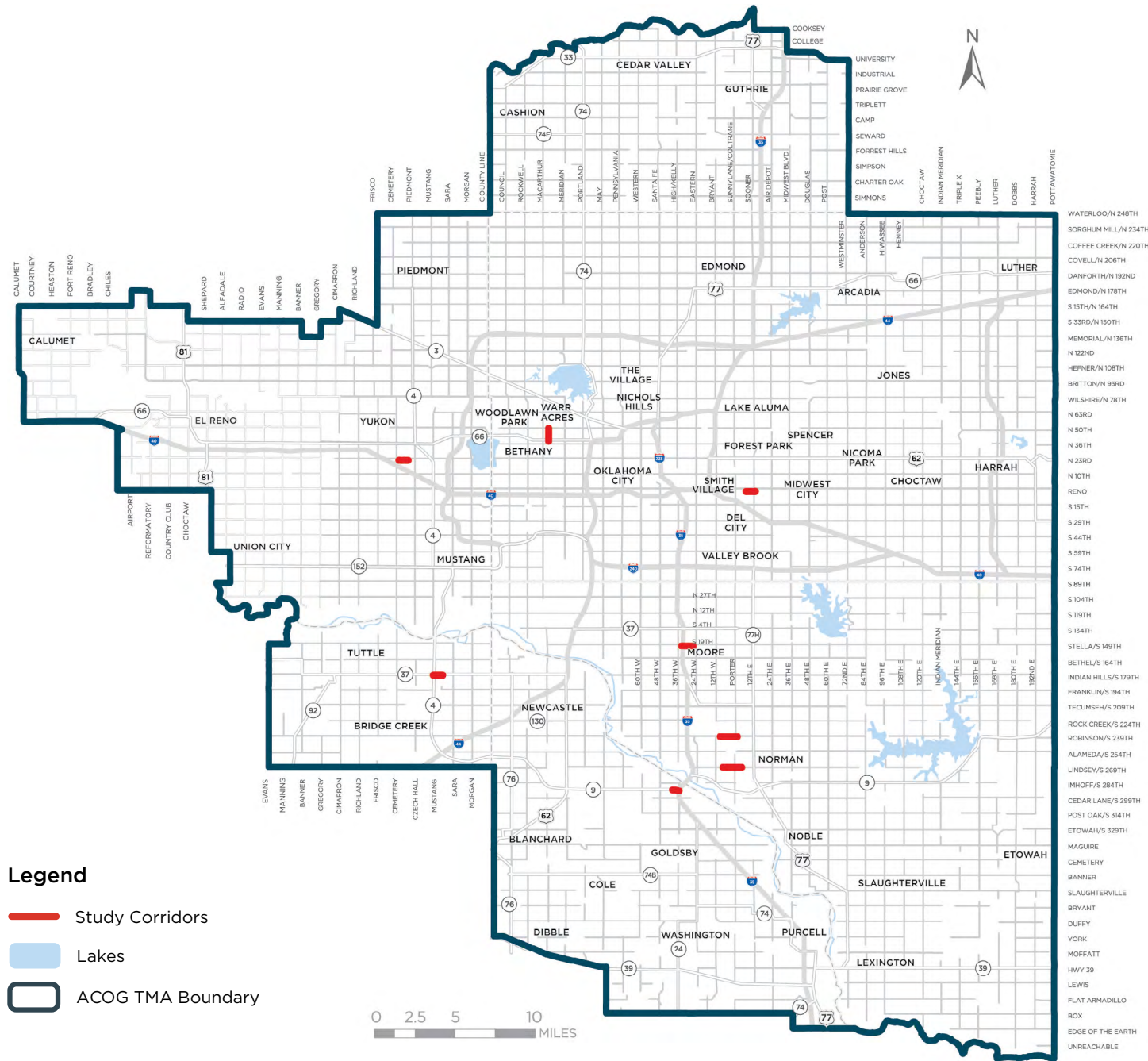
K - Fatal

A - Severe Injury

B - Minor Injury



Exhibit 10. Study Corridors



CORRIDOR 1: LINDSEY STREET

CONTEXT

Lindsey St is a two-lane minor arterial roadway located in Norman, Oklahoma. This segment of Lindsey St selected for this study is 1-mile long and spans from S Pickard Ave to George Ave. This corridor bisects the University of Oklahoma and is adjacent to the university’s athletic facilities on campus. This road segment is prone to heavy foot traffic during the school year due to students crossing the street. Lindsey Street has a posted speed limit of 20 - 30 MPH and a volume of 13,200 vehicles per day. It is one of the few roads in Norman that can be traversed east to west without turns.

CRASH HISTORY

There were 141 total crashes on this segment of Lindsey St from 2017-2021. Of these total collisions, 34 were high injury crashes (KABs). Key takeaways for crash trends along Lindsey St include:

- 100% of KAB crashes were intersection-related
- The top manner of collision was ‘Rear-End crashes, which contributed to 96 of the 141 total crashes (68.1%)
- The top contributing factor of crashes in was ‘Driver Inattention’, which contributed to 52 of the 141 total crashes (36.9%)

Exhibit 11 shows existing conditions of Lindsey Street.

Exhibit 11. Existing Conditions for Corridor 1











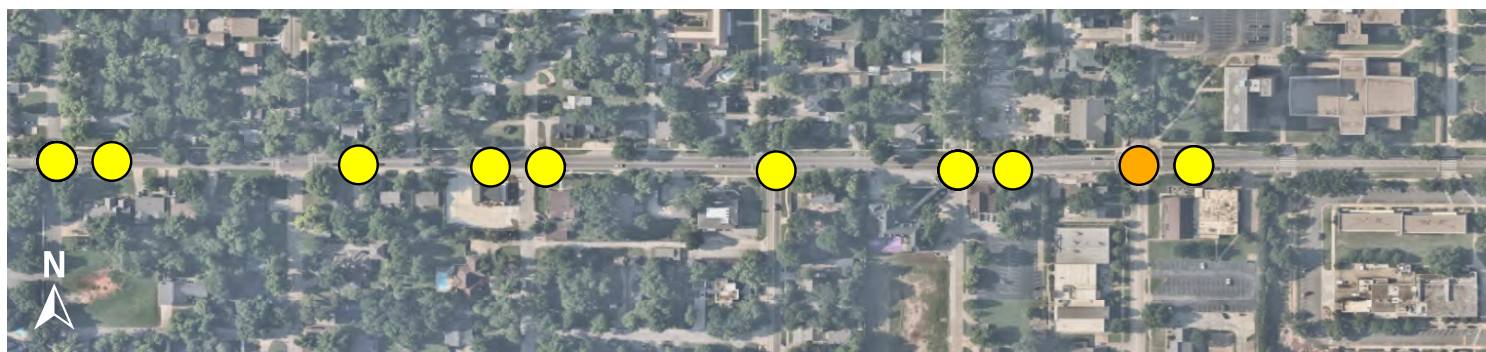
EMPHASIS AREAS (% OF KABs)	TOP CONTRIBUTING FACTORS	TOP MANNERS OF COLLISION
 Intersection Related 100%	 Driver Inattention 52 Crashes (36.9%)	 Rear-End 96 Crashes (68.1%)
 Vulnerable Road Users 23.5%	 Failed to Yield or Stop 28 Crashes (19.9%)	 Angle-Turning 16 Crashes (11.3%)
 Lane Departure 5.9%	 Followed Too Close 26 Crashes (18.4%)	 Right-Angle 13 Crashes (9.2%)
 Impaired Driving 2.9%		

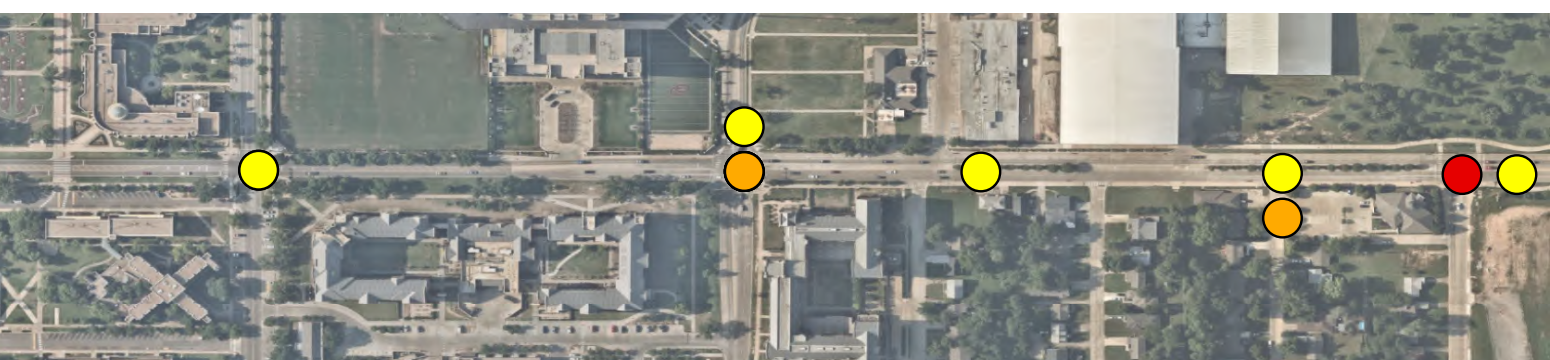
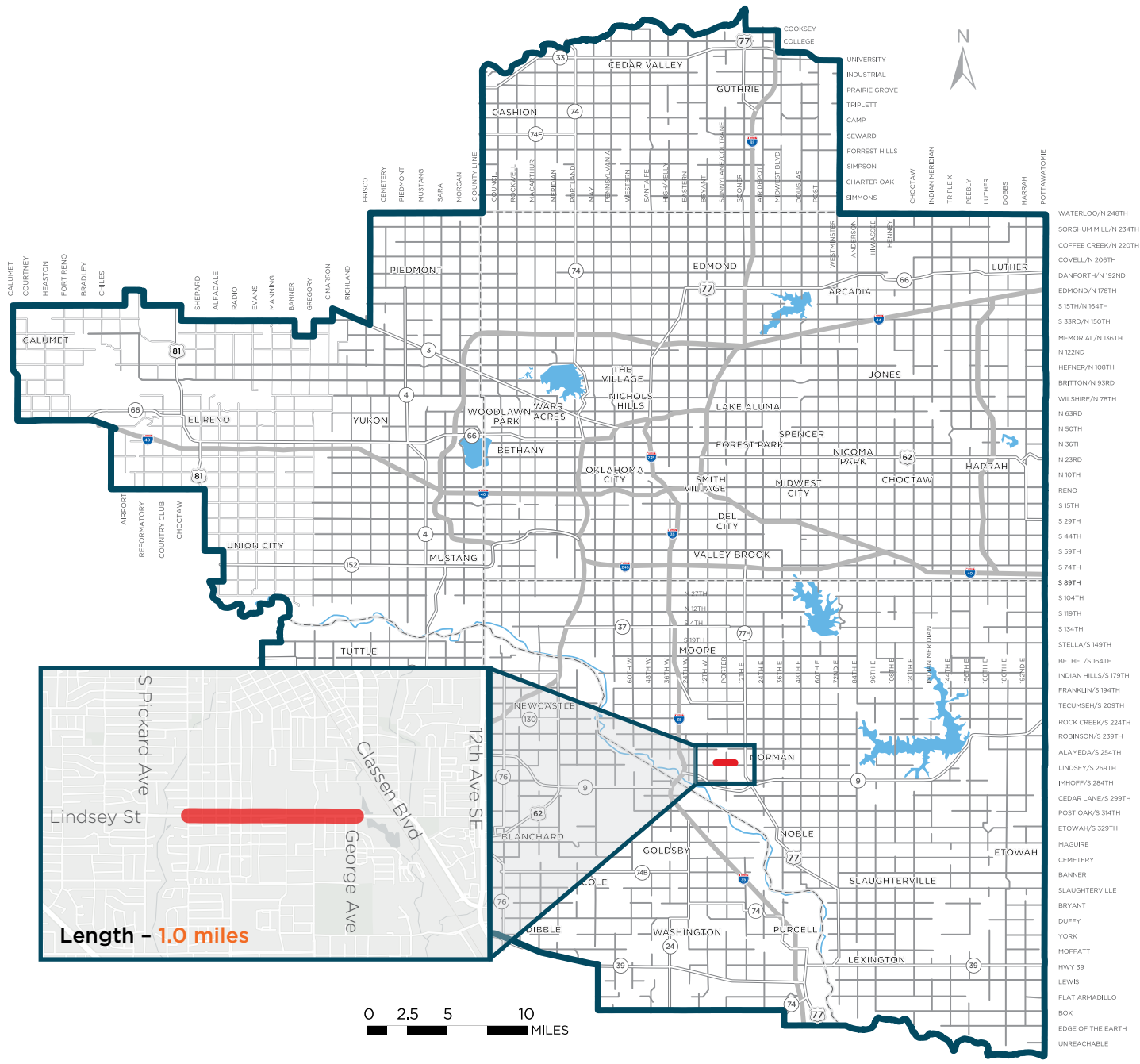
Exhibit 11. Corridor 1 High Injury Crash Locations (continued)



● Fatal Crash (K) - 1 ● Severe Injury (A) - 3 ● Possible Injury (B) - 30



Exhibit 11. Corridor 1 Location Map (continued)



CORRIDOR RECOMMENDATIONS

To enhance pedestrian connectivity and safety, it is recommended that sidewalk gaps be filled along Lindsey St from S Pickard Ave to Elm Ave. It is also recommended that all pedestrian ramps along the corridor be ADA compliant.

To decrease the number of rear-end crashes occurring on Lindsey St, it is recommended that the road from S Pickard Ave to Elm Ave be reconfigured to three lanes with a center left-turn lane. Along with the road reconfigurations, the traffic signal heads should be updated to allow protected left-turns.

Additionally, to mitigate speeding concerns on the corridor, it is recommended that speed feedback signs be placed below speed limit signs to notify drivers of their speed and encourage them to slow down.

INTERSECTION SPECIFIC RECOMMENDATIONS

For intersections along Lindsey St, intersection-specific recommendations were made that will increase traffic safety. Listed below are the intersections along with their specific recommendations:

S Pickard Ave

- Remove closed transit stop

S Lahoma Ave

- Trim vegetation to improve visibility
- Add a luminaire to improve visibility

College Ave

- Install high-visibility crosswalks on the remaining three legs of the intersection
- Install stop bars on the remaining three legs of the intersection

Midblock Crossings Between Elm Ave and Asp Ave

- Raise the mid-block crossings to sidewalk level

Asp Ave

- Implement a leading pedestrian interval into the signal timing to allow for better pedestrian visibility
- Install high-visibility crosswalks
- Upgrade all ramps to be ADA-compliant

S Jenkins Ave

- Move the utility box on the southeast corner of the intersection to help visibility
- Implement a leading pedestrian interval into the signal timing to better protect pedestrians
- Add a “No Right On Red” sign

Lincoln Ave

- Install a hooded left-turn median opening for vehicles traveling westbound

Garfield Ave

- Extend existing median to decrease access points

George Ave

- Construct a pedestrian refuge island to allow pedestrians to cross Lindsey Street safely
- Narrow the travel lanes to slow drivers down
- Stripe high-visibility crosswalks
- Place a “Left Turn Yield to Pedestrians” sign

Exhibit 19 on [page 89](#) visually summarizes all the listed recommendations.



COUNTERMEASURE APPLICATION RESULTS

All recommendations for E Lindsey Street are listed in **Table 9** with the assigned countermeasure and crash modification factor. The countermeasures with the highest reduction rate are installing sidewalks, installing a two-way left turn lane on a two-lane road, and removing or relocating fixed objects outside of clear zone.

Table 9. Countermeasure Application Results for Corridor 1: Lindsey Street

ID	LOCATION	RECOMMENDATION	COUNTERMEASURE	CMF	CRASH TYPE	CRASHES REDUCE OVER 20-YEAR PERIOD
1.1	S Pickard Ave to Elm Ave	Install Sidewalks	Install Sidewalk	0.598	Vehicle/Ped	129
1.2	S Pickard Ave to Elm Ave	Roadway Reconfiguration from Two Lanes to Three Lanes	Install TWLTL (two-way left turn lane) on two lane road	0.739	All	51
1.3	Corridor-wide	Place Speed Feedback Signs	Install Dynamic Speed Feedback Sign	0.95	All	29
1.4	Between Elm Ave and Asp Ave	Install Raised Midblock Crossings	Install raised pedestrian crosswalks	0.7	All	16
1.C.1	S Lahoma Ave	Add Luminaire	Install Lighting	0.68	Night	0
1.C.2	S Lahoma Ave	Trim Vegetation	Remove or Relocate Fixed Objects Outside of Clear Zone	0.62	All	11
1.E.1	College Ave	Stripe High Visibility Crosswalks	Install High-Visibility Crosswalk	0.6	Vehicle/Ped	20
1.E.2	College Ave	Refresh Stop Bars	Implement Systemic Signing and Marking Improvements at Stop-Controlled Intersections	0.917	All	4
1.G.1	Asp Ave	Install Leading Pedestrian Interval (LPI)	Modify signal phasing (implement a leading pedestrian interval)	0.9	All	7
1.G.2	Asp Ave	Stripe High Visibility Crosswalks	Implement Systemic Signing and Visibility Improvements at Signalized Intersections	0.732	All	19
1.H.1	S Jenkins Ave	Move Utility Box Obstructing Sight Distance	Remove or Relocate Fixed Objects Outside of Clear Zone	0.62	All	43
1.H.2	S Jenkins Ave	Install Leading Pedestrian Interval (LPI)	Modify signal phasing (implement a leading pedestrian interval)	0.9	All	12
1.H.3	S Jenkins Ave	Place "No Right On Red" Signage	Implement Systemic Signing and Visibility Improvements at Signalized Intersections	0.732	All	31
1.I.1	Lincoln Ave	Construct Hooded Left-Turn Median Opening	Introducing zero or positive offset left-turn lane on crossing roadway	0.74	Angle	2
1.J.1	Garfield Ave	Median Extension	Install Raised Median	0.29	All	0

Table 10. Countermeasure Application Results for Corridor 1: Lindsey Street (continued)

ID	LOCATION	RECOMMENDATION	COUNTERMEASURE	CMF	CRASH TYPE	CRASHES REDUCE OVER 20-YEAR PERIOD
1.L.1	George Ave	Install Pedestrian Refuge Island	Median Treatment for Ped/Bike Safety	0.86	All	6
1.L.2	George Ave	Narrow Travel Lanes	Convert 12-foot lanes to 11-foot lanes	0.76	All	10
1.L.3	George Ave	Stripe High Visibility Crosswalks	Implement Systemic Signing and Visibility Improvements at Signalized Intersections	0.732	All	11



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CORRIDOR 2: ROBINSON STREET

CONTEXT

Robinson St is a four-lane principal arterial roadway in Norman, Oklahoma. The 0.9-mile-long segment of Robinson St chosen for this study spans from Highland Pkwy to N Porter Ave. The context of this segment mostly consists of residential and commercial land uses. The westernmost portion of this segment also includes a parkway feel on the north end due to the presence of the Max Westheimer Airport. Robinson St includes sidewalks on both sides of the roadway for pedestrians to safely travel east-west. This segment has a posted speed limit of 25 - 35 MPH and a volume of 23,300 vehicles per day.

CRASH HISTORY

From 2017-2021, there were 233 total crashes on this segment of Robinson St, and 33 of the total crashes were high injury crashes, or KABs. Key takeaways for crash trends along Robinson St include:

- 100% of KAB crashes were intersection-related
- The top manner of collision was 'Rear-End' crashes, which contributed to 146 of the 233 total crashes (62.7%)
- The top contributing factor of crashes in was 'Driver Inattention', which contributed to 73 of the 233 total crashes (31.3%)

Exhibit 12 shows existing conditions of Robinson Street.

Exhibit 12. Existing Conditions for Corridor 2









EMPHASIS AREAS (% OF KABs)	TOP CONTRIBUTING FACTORS	TOP MANNERS OF COLLISION
 Intersection Related 100%	 Driver Inattention 73 Crashes (31.3%)	 Rear-End 146 Crashes (62.7%)
 Impaired Driving 2.9%	 Failed to Yield or Stop 54 Crashes (23.2%)	 Angle-Turning 66 Crashes (28.3%)
	 Followed Too Close 43 Crashes (18.5%)	 Right-Angle 11 Crashes (4.7%)

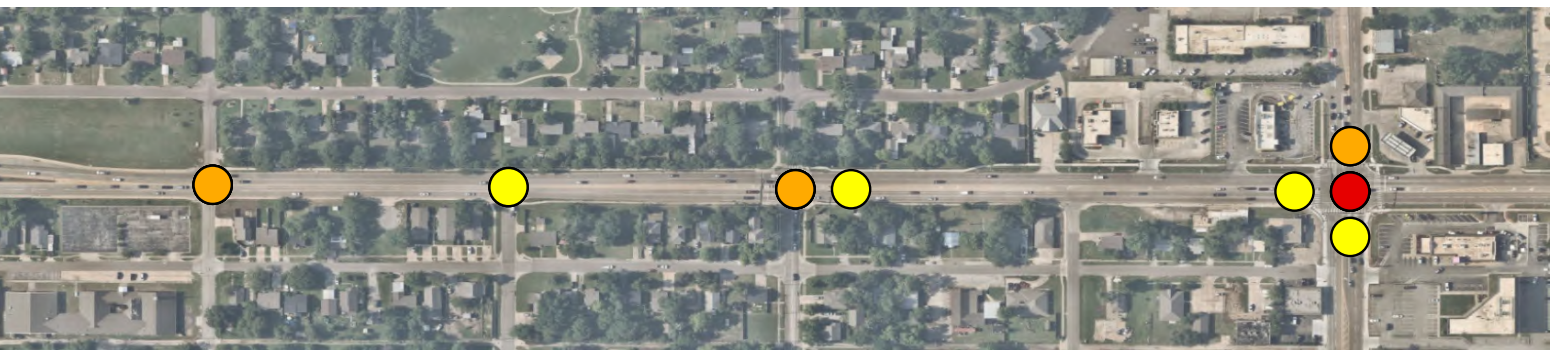
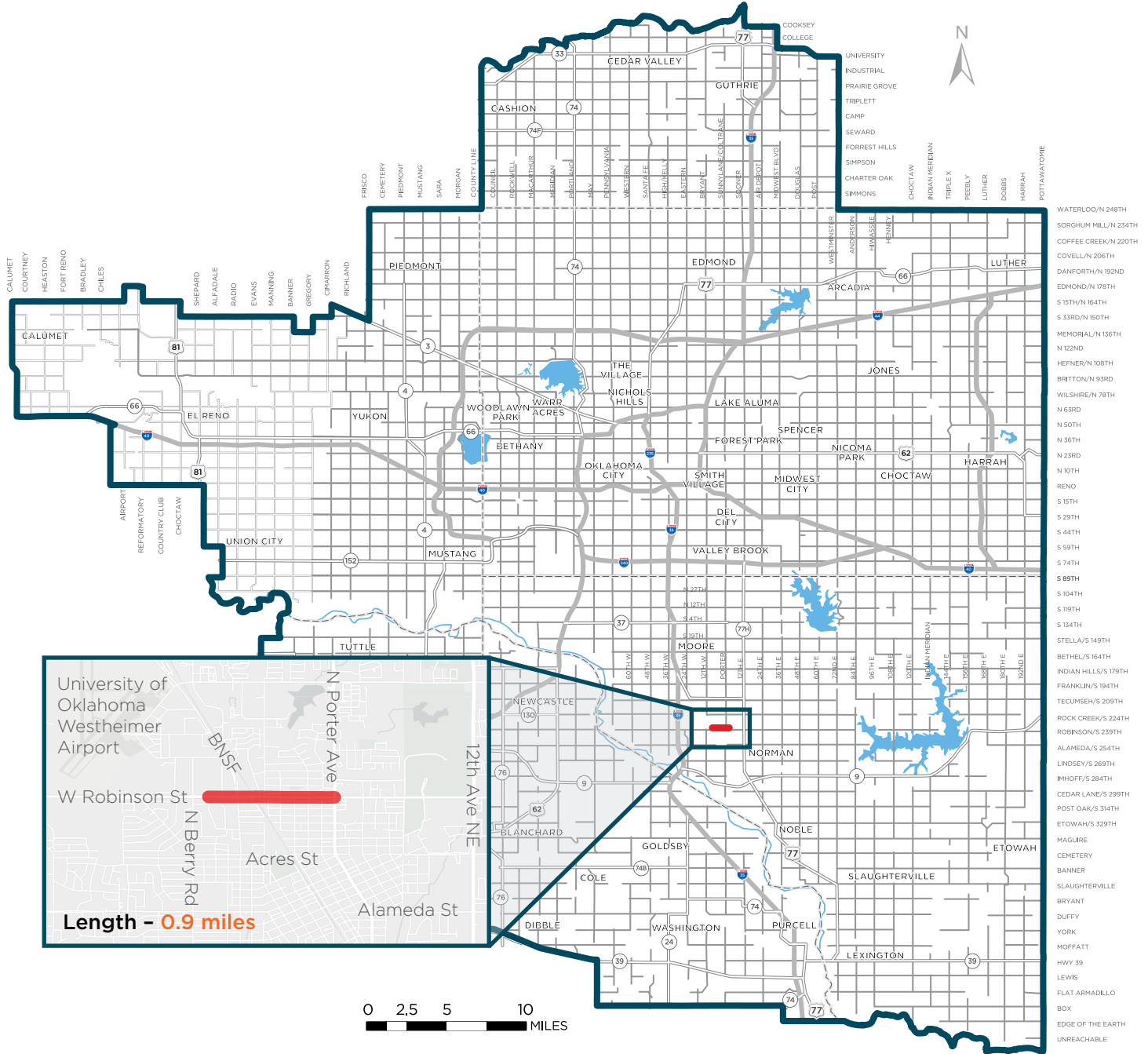
Exhibit 12. Corridor 2 High Injury Crash Locations (continued)



● Fatal Crash (K) – 2 ● Severe Injury (A) – 4 ● Possible Injury (B) – 27



Exhibit 12. Corridor 2 Location Map (continued)



CORRIDOR RECOMMENDATIONS

Upon examination of Robinson St between Highland Parkway and Newton Drive on, it was determined that constructing a center left turn lane would improve road user safety and help prevent rear-end crashes. This countermeasure would provide eastbound vehicles on Robinson Dr a refuge for turning left onto Newton Dr, as well as increase safety for the residential houses on the south side of this segment.

Additionally, speeding is a concern along the entirety of the study area on Robinson St. It is recommended to include speed feedback signs under the posted speed limit signs.

INTERSECTION SPECIFIC RECOMMENDATIONS

For intersections along Robinson Street, intersection-specific recommendations were made that could increase traffic safety. Listed below are the intersections along with their specific recommendations:

N Flood Ave

- Install retroreflective backplates

Stubbeman Ave

- Install retroreflective backplates

Fay Ave

- Install high visibility crosswalks to better protect pedestrians
- Refresh stop bars
- Install a rectangular rapid flashing beacon (RRFB) to allow safe access across the roadway

N Jones Ave

- Trim vegetation to improve visibility

N Peters Ave

- Add a “Left Turn Yield on Green” sign
- Install retroreflective backplates
- Add a luminaire to improve visibility

N Crawford Ave

- Install a hooded left-turn
- Add school zone pavement markings to remind drivers to drive cautiously in an area with vulnerable road users

N Porter Ave

- Install retroreflective backplates
- Install high visibility crosswalks on all four legs of the intersection

Exhibit 20 on [page 90](#) visually summarizes all the listed recommendations.



COUNTERMEASURE APPLICATION RESULTS

All recommendations for Robinson Street are listed in **Table 10** with the assigned countermeasure and crash modification factor. The countermeasures with the highest reduction rate are installing a two-way left turn lane on a two-lane road, installing high visibility crosswalks, and adding 3-inch yellow retroreflective sheeting to signal backplates.

Table 10. Countermeasure Application Results for Corridor 2: Robinson Street

ID	LOCATION	RECOMMENDATION	COUNTERMEASURE	CMF	CRASH TYPE	CRASHES REDUCE OVER 20-YEAR PERIOD
2.1	Highland Pkwy to Newton Dr	Stripe Center Left Turn Lane	Install TWLTL (Two-Way Left Turn Lane) On Two Lane Road	0.739	All	124
2.2	Corridor-wide	Place Speed Feedback Signs	Install Dynamic Speed Feedback Sign	0.95	All	47
2.C.1	N Flood Ave	Update Signal Head to Include Retroreflective Backplates	Add 3-Inch Yellow Retroreflective Sheeting To Signal Backplates	0.85	All	52
2.D.1	Stubbeman Ave	Update Signal Head to Include Retroreflective Backplates	Add 3-Inch Yellow Retroreflective Sheeting To Signal Backplates	0.85	All	11
2.E.1	Fay Ave	Install Rectangular Rapid Flashing Beacon	Install Rectangular Rapid Flashing Beacon (RRFB)	0.31	Vehicle/Ped	45
2.E.2	Fay Ave	Stripe High Visibility Crosswalk	Install High Visibility Crosswalk	0.6	Vehicle/Ped	26
2.E.3	Fay Ave	Refresh Stop Bar	Implement Systemic Signing and Marking Improvements at Stop-Controlled Intersections	0.917	All	6
2.F.1	N Jones Ave	Trim Vegetation	Remove or Relocate Fixed Objects Outside of Clear Zone	0.62	All	14
2.G.1	N Peters Ave	Add Luminaire	Install Lighting	0.68	Night	7
2.G.2	N Peters Ave	Update Signal Head to Include Retroreflective Backplates	Add 3-Inch Yellow Retroreflective Sheeting to Signal Backplates	0.85	All	14
2.G.3	N Peters Ave	Place "Left Turn Yield on Green" Sign	Implement Systemic Signing and Visibility Improvements at Signalized Intersections	0.732	All	24
2.H.1	N Crawford Ave	Construct Hooded Left-Turn Median Opening	Introduce Raised/Curb Left-Turn Channelization	0.87	All	4
2.H.2	N Crawford Ave	Refresh Pavement Markings	Upgrade Intersection Pavement Markings	0.75	All	6
2.I.1	N Porter Ave	Update Signal Head to Include Retroreflective Backplates	Add 3-Inch Yellow Retroreflective Sheeting to Signal Backplates	0.85	All	40
2.I.2	N Porter Ave	Stripe High Visibility Crosswalk	Install High Visibility Crosswalk	0.6	Vehicle/Ped	106

CORRIDOR 3: N MACARTHUR BOULEVARD

CONTEXT

N MacArthur Blvd is a five-lane principal arterial roadway located in Warr Acres, Oklahoma. The segment chosen for this study spans from NW 51st St to NW 39th St and is 0.84 miles long. N MacArthur Blvd is a commercial corridor and serves as a key roadway connection for the region. This corridor is home to a variety of businesses, restaurants, and a childcare facility. N MacArthur Blvd includes sidewalks on both sides of the roadway for pedestrians to safely travel north-south. This corridor experiences a posted speed limit of 40 MPH with from NW 39th St to NW 41st St and a volume of 13,400 vehicles per day. Aside from the posted speed limit, from NW 39th St to NW 41st St there is a 25 MPH school zone due to Central Elementary School and Putman City Academy being in close proximity to the corridor.

CRASH HISTORY

From 2017-2021, N MacArthur Blvd experienced 125 total crashes. 29 of the total crashes were high injury crashes (KABs). Key takeaways for the five-year crash history along N MacArthur Blvd include:

- 100% of KAB crashes were intersection-related
- The top manner of collision was ‘Rear-End’ crashes, which contributed to 48 of the 125 total crashes (38.4%)
- The top contributing factor of crashes in was ‘Failed to Yield or Stop’, which contributed to 43 of the 125 total crashes (34.4%)

Exhibit 13 on shows existing conditions of N MacArthur Blvd.

Exhibit 13. Existing Conditions for Corridor 3











EMPHASIS AREAS (% OF KABs)	TOP CONTRIBUTING FACTORS	TOP MANNERS OF COLLISION
 Intersection Related 100%	 Failed to Yield or Stop 43 Crashes (34.4%)	 Rear-End 48 Crashes (38.4%)
 Vulnerable Road Users 9.4%	 Followed Too Close 24 Crashes (19.2%)	 Angle-Turning 44 Crashes (35.2%)
 Lane Departure 6.3%	 Improper Turn 14 Crashes (11.2%)	 Right-Angle 13 Crashes (10.4%)
 Work Zone Related 6.3%		

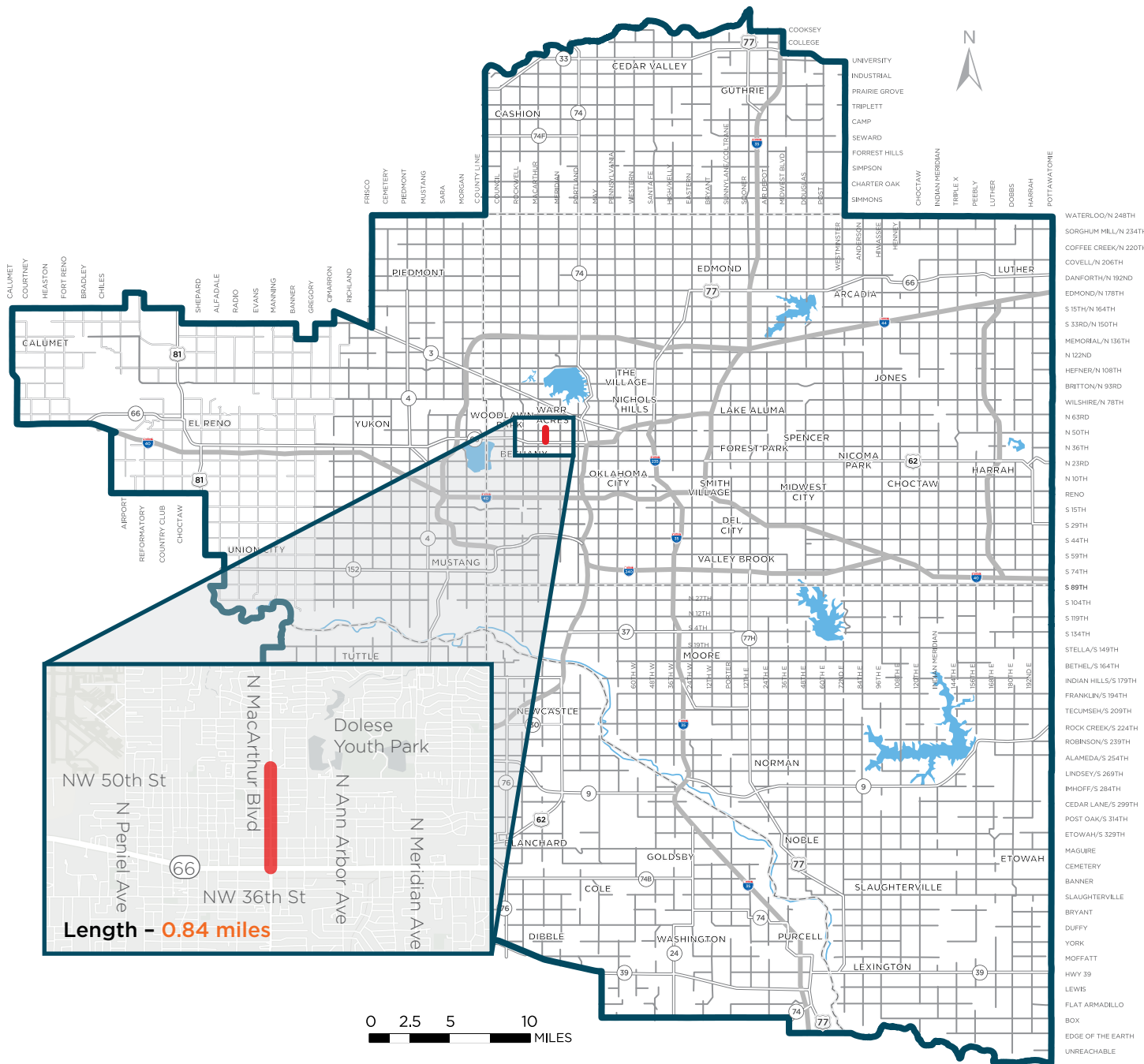
Exhibit 13. Corridor 3 High Injury Crash Locations (continued)



● Fatal Crash (K) – 3 ● Severe Injury (A) – 3 ● Possible Injury (B) – 23



Exhibit 13. Corridor 3 Location Map (continued)



CORRIDOR RECOMMENDATIONS

N MacArthur Blvd stood out as a candidate for constructing a raised median with full access at intersections and right-in, right-out only access at driveways and businesses due to the large number of conflict points present throughout the corridor. Concurrently, the following unsignalized intersections are recommended to be right-in, right-out only:

- NW 40th St
- NW 41st St
- NW 43rd St
- NW 45th St
- NW 46th St
- NW 47th St
- NW 51st St

INTERSECTION SPECIFIC RECOMMENDATIONS

For intersections along N MacArthur Boulevard, intersection-specific recommendations were made that could increase traffic safety. Listed below are the intersections along with their specific recommendations:

NW 39th St

- Install high visibility crosswalks to increase pedestrian visibility

NW 40th St

- Repair the existing rapid-flashing beacon

NW 42nd St

- Update the signal head to include a flashing yellow arrow to allow for protected-permitted left turns
- Install high visibility crosswalks to increase pedestrian visibility

NW 49th St

- Install high visibility crosswalks to increase pedestrian visibility
- Ensure pedestrian facilities are ADA-compliant

NW 50th St

- Install high visibility crosswalks to increase pedestrian visibility

Exhibit 21 on [page 91](#) visually summarizes all the listed recommendations.



COUNTERMEASURE APPLICATION RESULTS

All recommendations for N MacArthur Boulevard are listed in **Table 11** with the assigned countermeasure and crash modification factor. The countermeasures with the highest reduction rate are installing a raised median, installing high visibility crosswalks, and installing a rectangular rapid flashing beacon (RRFB).

Table 11. Countermeasure Application Results for Corridor 3: N MacArthur Boulevard

ID	LOCATION	RECOMMENDATION	COUNTERMEASURE	CMF	CRASH TYPE	CRASHES REDUCE OVER 20-YEAR PERIOD
3.1	Corridor-wide	Install Raised Median	Install Raised Median	0.29	All	355
3.A.1	NW 39th St	Stripe High Visibility Crosswalk	Install High-Visibility Crosswalk	0.6	Vehicle/Ped	21
3.B.1	NW 40th St	Install Rectangular Rapid Flashing Beacon	Install Rectangular Rapid Flashing Beacon (RRFB)	0.31	Vehicle/Ped	25
3.D.1	NW 42nd St	Updated Signal Head to Include Flashing Yellow Arrow	Change From Permissive Only to Flashing Yellow Arrow Protected/Permissive Left Turn	0.598	Left Turn	4
3.D.2	NW 42nd St	Stripe High Visibility Crosswalk	Install High-Visibility Crosswalk	0.6	Vehicle/Ped	29
3.I.1	NW 49th St	Stripe High Visibility Crosswalk	Install High-Visibility Crosswalk	0.6	Vehicle/Ped	12
3.J.1	NW 50th St	Stripe High Visibility Crosswalk	Install High-Visibility Crosswalk	0.6	Vehicle/Ped	92

CORRIDOR 4: E RENO AVENUE

CONTEXT

E Reno Ave is a four-lane major collector roadway located in Del City, Oklahoma. This 0.51-mile-long segment spans from N Vickie Dr to Sooner Rd. E Reno Ave experiences a more suburban context. This corridor’s adjacent land uses are primarily residential, but also includes some commercial uses such as storage units, a gas station, and a commercial center. E Reno Ave is missing pedestrian facilities along most of this study segment and does not have safe crosswalks. This corridor has a posted speed limit of 40 MPH and a volume of 17,900 vehicles per day.

CRASH HISTORY

From 2017-2021, E Reno Ave experienced 63 total crashes, and 14 of the total crashes were high injury crashes (KABs). Key takeaways for the five-year crash history along E Reno Ave include:

- 100% of KAB crashes were intersection-related
- The top manner of collision was ‘Rear-End’ crashes, which contributed to 29 of the 63 total crashes (46.0%)
- The top contributing factor of crashes in was ‘Driver Inattention’, which contributed to 18 of the 63 total crashes (28.6%)

Exhibit 14 shows existing conditions of E Reno Ave.

Exhibit 14. Existing Conditions for Corridor 4











EMPHASIS AREAS (% OF KABs)	TOP CONTRIBUTING FACTORS	TOP MANNERS OF COLLISION
 Intersection Related 100%	 Driver Inattention 18 Crashes (28.6%)	 Rear-End 29 Crashes (46.0%)
 Lane Departure 21.4%	 Followed Too Close 14 Crashes (22.2%)	 Angle-Turning 21 Crashes (33.3%)
 Impaired Driving 14.3%	 Improper Turn 7 Crashes (11.1%)	 Fixed Object - Traffic Sign 2 Crashes (3.2%)
 Vulnerable Road Users 7.1%		

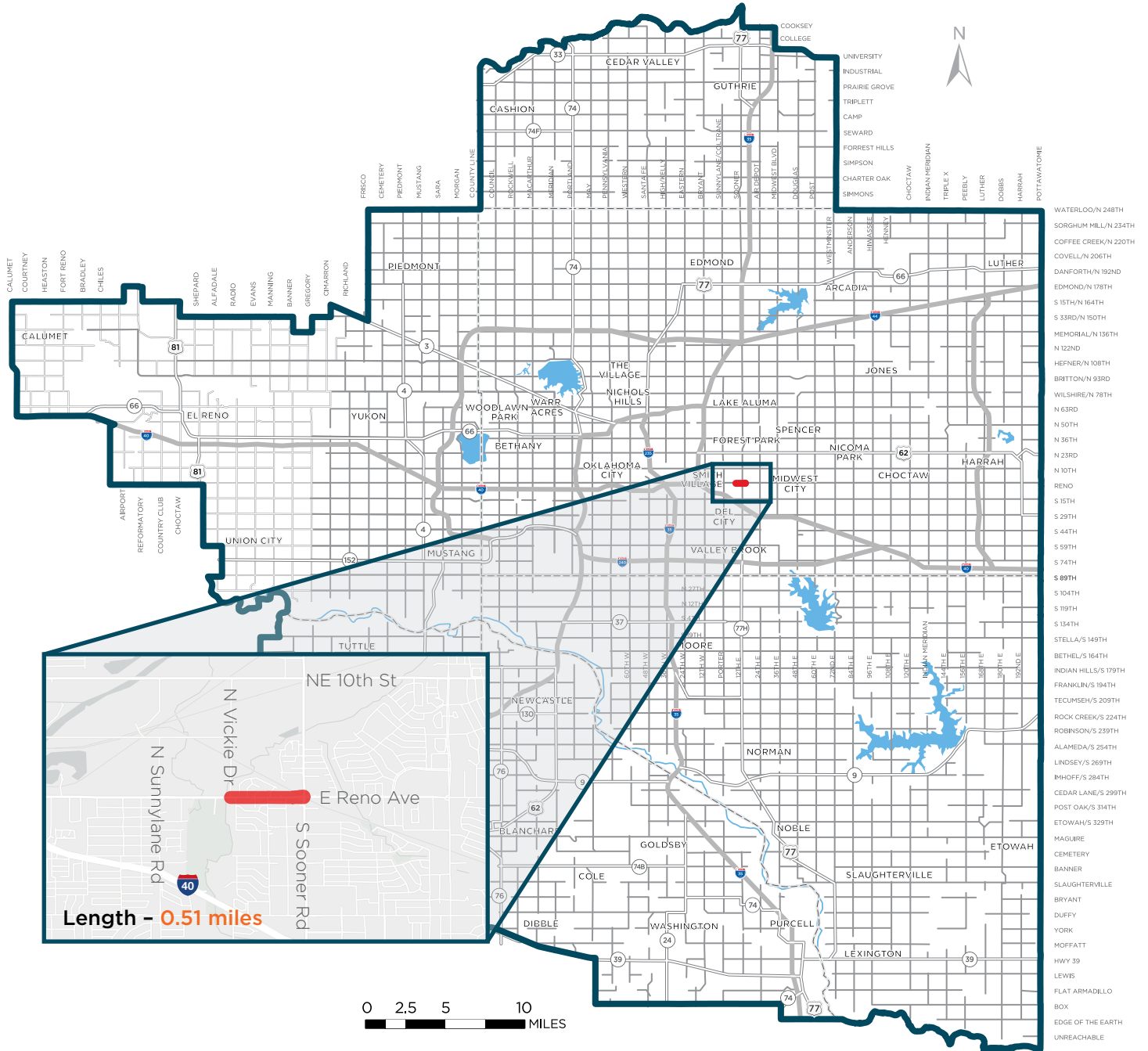
Exhibit 14. Corridor 4 High Injury Crash Locations (continued)



● Fatal Crash (K) - 1 ● Severe Injury (A) - 2 ● Possible Injury (B) - 11



Exhibit 14. Corridor 4 Location Map Location Map (continued)



CORRIDOR RECOMMENDATIONS

It is recommended that sidewalks be constructed to enhance the pedestrian experience and connectivity along E Reno Ave. Furthermore, to improve accessibility, ADA-compliant curb ramps and high visibility crosswalks are recommended to be installed at intersections along the E Reno Ave. Due to the roadway's context and crash history, it is recommended that rumble strips be implemented along the centerline to decrease lane departure collisions. An additional recommendation is to increase lighting along the entire corridor to help address night crashes caused by a lack of visibility.

INTERSECTION SPECIFIC RECOMMENDATIONS

For intersections along E Reno Ave, intersection-specific recommendations were made that could increase traffic safety. Listed below are the intersections along with their specific recommendations:

Howard Dr

- Close the easternmost driveway at the gas station to decrease conflict points
- Install retroreflective backplates
- Install high visibility crosswalks to increase pedestrian visibility
- Ensure pedestrian facilities are ADA-compliant

N Sooner Road

- Add luminaires to improve visibility
- Install retroreflective backplates
- Install high visibility crosswalks to increase pedestrian visibility
- Ensure pedestrian facilities are ADA-compliant

Exhibit 22 on [page 92](#) visually summarizes all the listed recommendations.



COUNTERMEASURE APPLICATION RESULTS

All recommendations for E Reno Avenue are listed in **Table 12** with the assigned countermeasure and crash modification factor. The countermeasures with the highest reduction rate are installing sidewalk, striping high visibility crosswalks, and installing centerline rumble strips.

Table 12. Countermeasure Application Results for Corridor 4: E Reno Avenue

ID	LOCATION	RECOMMENDATION	COUNTERMEASURE	CMF	CRASH TYPE	CRASHES REDUCE OVER 20-YEAR PERIOD
4.1	Corridor-wide	Construct Sidewalk	Install Sidewalk	0.598	Vehicle/Ped	102
4.2	Corridor-wide	Add Luminaires	Install Lighting	0.68	Night	17
4.3	Corridor-wide	Add Rumble Strips to Centerline	Install Centerline Rumble Strips	0.89	All	28
4.E.1	Howard Dr	Close Driveway	Presence Of Driveway on An Intersection Approach Corner	0.79	All	9
4.E.2	Howard Dr	Update Signal Head to Include Retroreflective Backplate	Add 3-Inch Yellow Retroreflective Sheeting to Signal Backplates	0.85	All	9
4.E.3	Howard Dr	Stripe High Visibility Crosswalks	Install High-Visibility Crosswalk	0.6	Vehicle/Ped	24
4.G.1	Sooner Rd	Add Luminaire	Install Lighting	0.68	Night	8
4.G.2	Sooner Rd	Update Signal Head to Include Retroreflective Backplates	Add 3-Inch Yellow Retroreflective Sheeting to Signal Backplates	0.85	All	23
4.G.3	Sooner Rd	Stripe High Visibility Crosswalks	Install High-Visibility Crosswalk	0.6	Vehicle/Ped	58

CORRIDOR 5: E HIGHWAY 9

CONTEXT

E Highway 9 is a five-lane principal arterial roadway located between Goldsby and Newcastle, Oklahoma. The segment of E Highway 9 being studied for the ACOG RSAP is 0.35 miles long, spanning from Bankers Ave to the I-35 southbound frontage road (SBFR). E Highway 9 encounters a rural context with a Sonic Drive-In and Love's on the northside of the corridor, and the Riverwind Casino to the south. E Highway 9 does not provide pedestrian facilities. There is currently construction for a diverging diamond interchange (DDI) being implemented at I-35 and E Highway 9. Just east of the study segment. This project is likely to affect the traffic on this study corridor once completed. There is an additional roadway, Harvey Rd, being constructed directly east of the Love's and will intersect E Highway 9. This corridor has a posted speed limit of 45 MPH and a volume of 21,400 vehicles per day.

CRASH HISTORY

From 2017-2021, E Highway 9 experienced 144 total crashes, and 12 of the total crashes were high injury crashes (KABs). Key takeaways for the five-year crash history along E Highway 9 include:

- 50% of KAB crashes were intersection-related
- The top manner of collision was 'Rear-End' crashes, which contributed to 77 of the 144 total crashes (53.3%)
- The top contributing factor of crashes in was 'Followed Too Close', which contributed to 53 of the 144 total crashes (36.8%)

Exhibit 15 shows existing conditions of E Highway 9.

Exhibit 15. Existing Conditions for Corridor 5











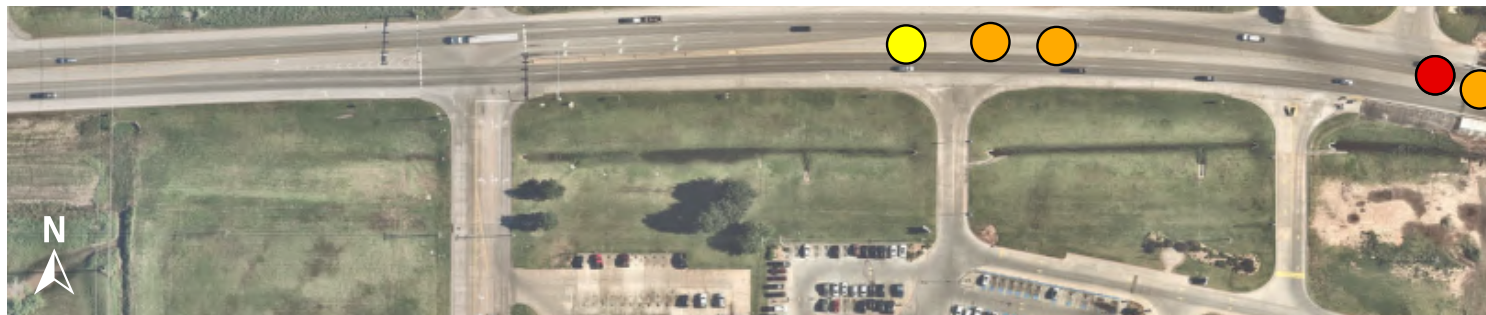
EMPHASIS AREAS (% OF KABs)	TOP CONTRIBUTING FACTORS	TOP MANNERS OF COLLISION
 Intersection Related 50%	 Followed Too Close 53 Crashes (36.8%)	 Rear-End 77 Crashes (53.5%)
 Lane Departure 16.7%	 Improper Turn 36 Crashes (25.0%)	 Angle-Turning 40 Crashes (27.8%)
 Impaired Driving 8.3%	 Driver Inattention 17 Crashes (11.8%)	 Sideswipe - Same 15 Crashes (10.4%)
 Vulnerable Road Users 8.3%		

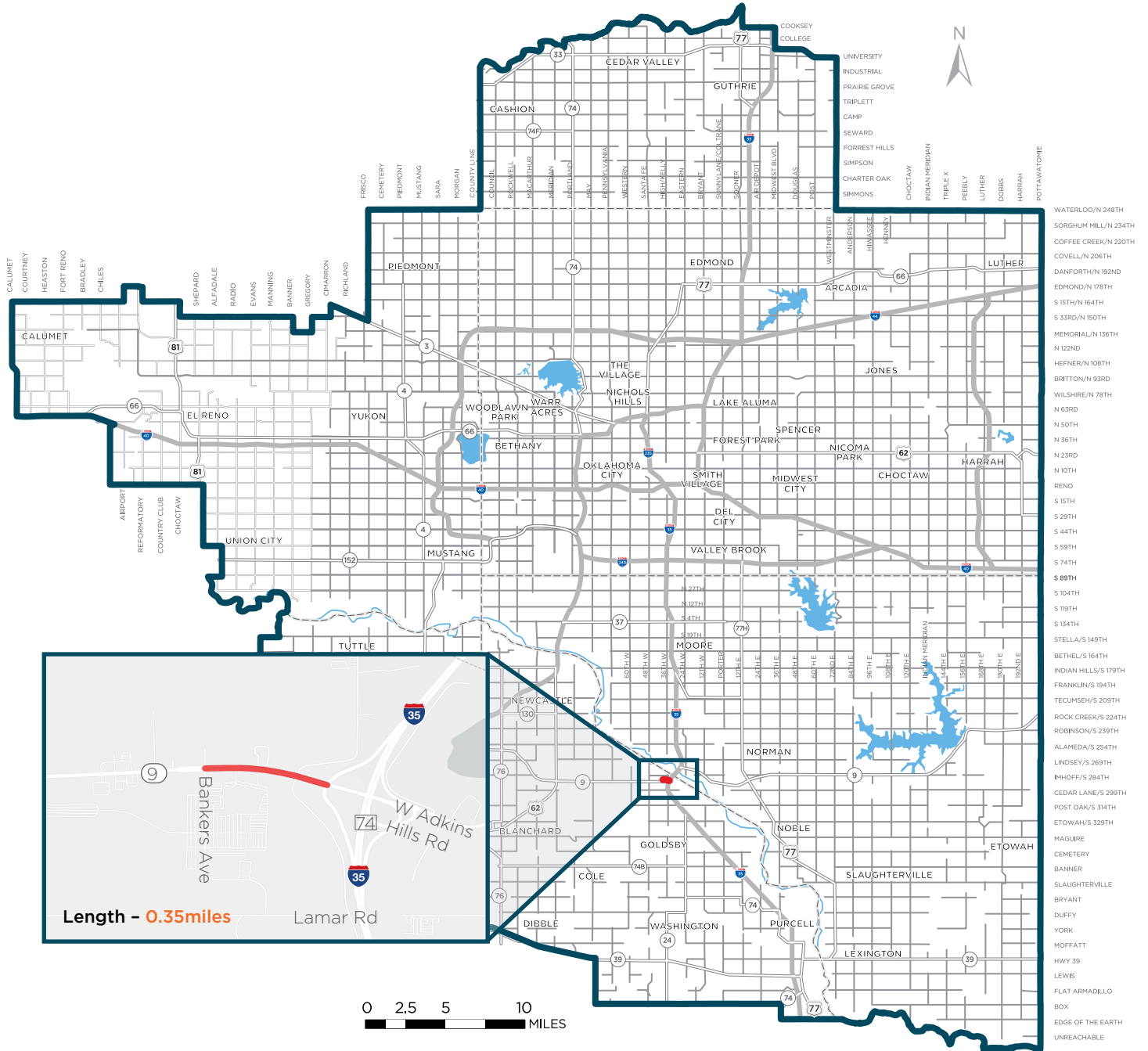
Exhibit 15. Corridor 5 High Injury Crash Locations (continued)



● Fatal Crash (K) - 1 ● Severe Injury (A) - 4 ● Possible Injury (B) - 7



Exhibit 15. Corridor 5 Location Map (continued)



CORRIDOR RECOMMENDATIONS

Due to the crashes related to drivers coming to and leaving the Riverwind Casino, it is recommended to construct a raised median from Bankers Ave to I-35 SBFR to manage access and reduce conflict points.

E Highway 9 from Bankers Ave to I-35 SBFR lacks illumination on a corridor level. Luminaires are at the Bankers Ave intersection but not anywhere along the road segment. Due to the casino's presence, many drivers are on E Highway 9 at night. Additional lighting should be added along the corridor to improve visibility and reduce nighttime crashes.

INTERSECTION SPECIFIC RECOMMENDATIONS

For intersections along E Highway 9, intersection-specific recommendations were made that will increase traffic safety. Listed below are the intersections along with their specific recommendations:

Bankers Ave

- Update signal heads with new LED displays to improve traffic signal visibility

Riverwind Casino Driveways

- Add "Right-In, Right-Out Only" signage to aid drivers in navigating new infrastructure

Love's Driveway

- Close the easternmost driveway of the Love's gas station due to construction of a new roadway

Exhibit 23 on [page 93](#) visually summarizes all the listed recommendations.



COUNTERMEASURE APPLICATION RESULTS

All recommendations for E Highway 9 are listed in **Table 13** with the assigned countermeasure and crash modification factor. Of all the countermeasure recommendations for this corridor, installing a raised median would have the largest impact with a reduction of 409 crashes over a 20-year period.

Table 13. Countermeasure Application Results for Corridor 5: E Highway 9

ID	LOCATION	RECOMMENDATION	COUNTERMEASURE	CMF	CRASH TYPE	CRASHES REDUCE OVER 20-YEAR PERIOD
5.1	Corridor-wide	Install Raised Median	Install Raised Median	0.29	All	409
5.2	Corridor-wide	Add Luminaires	Install Lighting	0.68	Night	40
5.A.1	Bankers Ave	Replace Signal Head Lights	Improve Signal Visibility, Including Signal Lens Size Upgrade, Installation of New Back-Plates, Addition of Reflective Tapes to Existing Back-Plates, And Installation Of Additional Signal Heads	0.902	Night	1
5.D.1	Love's Driveway	Close Driveway	Presence of Driveway on An Intersection Approach Corner	0.79	All	3

CORRIDOR 6: W VANDAMENT AVENUE

CONTEXT

W Vandament Ave is a five-lane minor arterial roadway located in Yukon, Oklahoma. This corridor spans a total of 0.5 miles from Garth Brooks Blvd to S Holly Ave. W Vandament Ave serves as a primary east-west connection for Yukon residents. The context of the adjacent land uses on this segment includes a mix of residential and commercial uses. There are currently pedestrian facilities on most of the roadway. This corridor has a posted speed limit of 35 MPH and a volume of 11,000 vehicles per day.

CRASH HISTORY

From 2017-2021, W Vandament Ave experienced 91 total crashes with 12 of them being high injury crashes (KABs). Key takeaways for the five-year crash history along W Vandament Ave include:

- 100% of KAB crashes were intersection-related
- The top manner of collision was ‘Rear-End’ crashes, which contributed to 38 of the 91 total crashes (41.8%)
- The top contributing factor of crashes in was ‘Failed to Yield or Stop’, which also contributed to 38 of the 91 total crashes (41.8%)

Exhibit 16 shows existing conditions of W Vandament Ave.

Exhibit 16. Existing Conditions for Corridor 6










EMPHASIS AREAS (% OF KABs)	TOP CONTRIBUTING FACTORS	TOP MANNERS OF COLLISION
 Intersection Related 100%	 Failed to Yield or Stop 38 Crashes (41.8%)	 Rear-End 38 Crashes (41.8%)
 Lane Departure 16.7%	 Driver Inattention 19 Crashes (20.9%)	 Angle-Turning 32 Crashes (35.2%)
 Impaired Driving 8.3%	 Followed Too Close 9 Crashes (9.9%)	 Right-Angle 11 Crashes (12.1%)

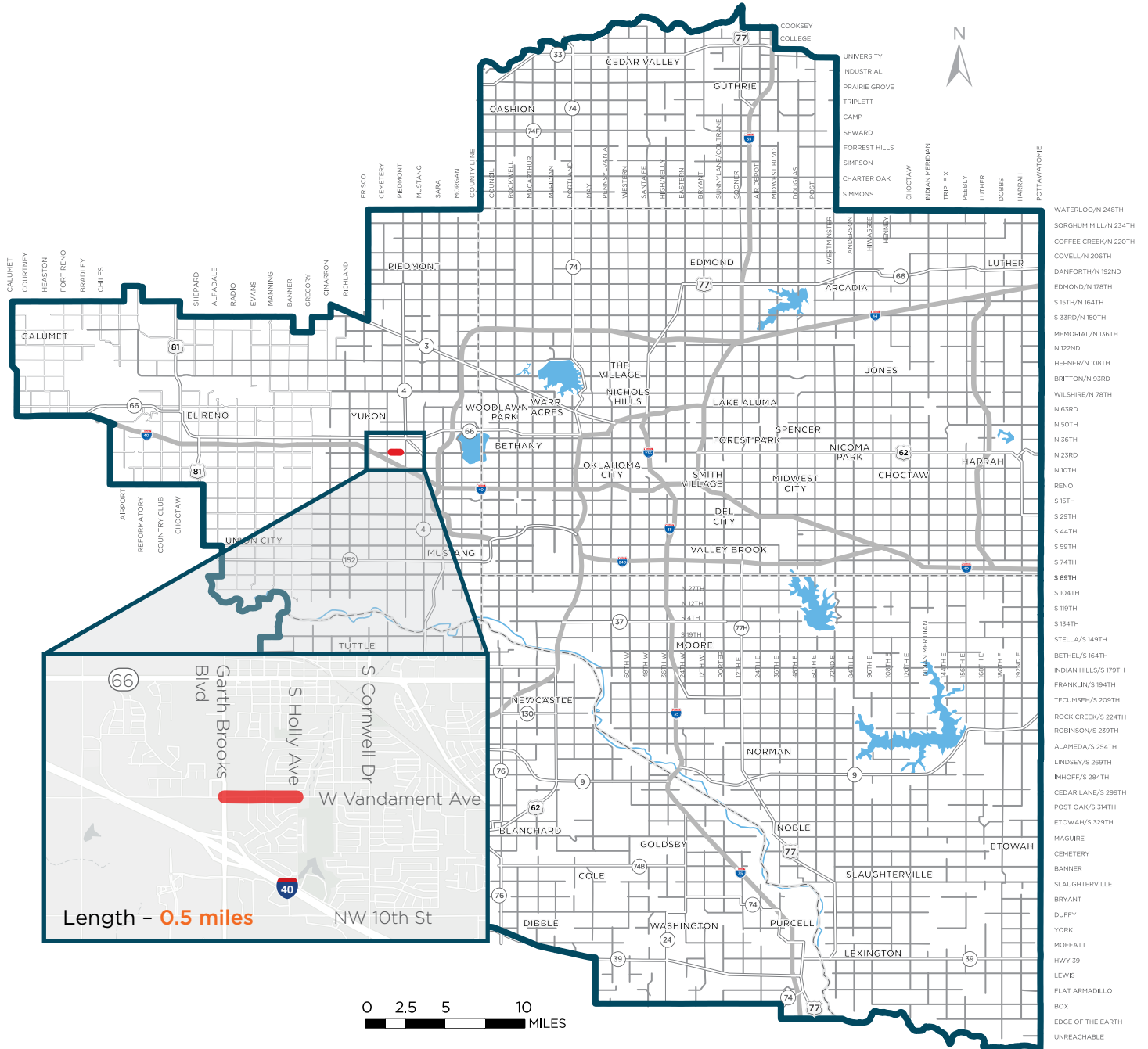
Exhibit 16. Corridor 6 High Injury Crash Locations (continued)



● Fatal Crash (K) - 1 ● Severe Injury (A) - 0 ● Possible Injury (B) - 11



Exhibit 16. Corridor 6 Location Map (continued)



CORRIDOR RECOMMENDATIONS

The corridor's current lighting conditions are a safety concern. Implementing additional luminaires along the corridor, specifically in intersections and areas with high vehicular and pedestrian concentrations, is recommended for safety improvements.

In the short term, it is recommended to place rumble strips along the centerline of the corridor to mitigate lane departure crashes. Long-term, it is recommended that W Vandament be converted to a five-lane road, with 10' for through lanes and a 12' center two-way left-turn lane. This countermeasure would mitigate many rear-end and other turn-related collisions by allowing vehicles to use the center turn lane to turn left and providing a refuge area for cars turning left onto W Vandament Ave.

Additionally, to notify drivers of their speeds, speed feedback signs should be placed along the corridor with the speed limit signs.

It was identified that the intersecting streets on W Vandament Ave do not include striped crosswalks and stop bars. Including these inexpensive markings increases vehicular and pedestrian safety by alerting drivers of pedestrians and designating a safe location for vehicles to stop as they approach the stop sign. It is recommended that all unsignalized intersections be modified to include crosswalks and stop bars.

INTERSECTION SPECIFIC RECOMMENDATIONS

For intersections along W Vandament Ave, intersection-specific recommendations were made that will increase traffic safety. Listed below are the intersections along with their specific recommendations:

Garth Brooks Blvd

- Install retroreflective backplates
- Install high visibility crosswalks to improve pedestrian safety

Summerton Pl, Winnipeg Dr, Kingston Dr, and Queensboro Pl

- Install high visibility crosswalks at each of the intersections to improve pedestrian safety
- Add stop bars at each of the intersections

S Holly Ave

- Install retroreflective backplates
- Consolidate driveways to decrease conflict points
- Add luminaires to improve visibility
- Install high visibility crosswalks to improve pedestrian safety
- Update pedestrian crossings to include ADA-compliant ramps

Exhibit 24 on [page 94](#) visually summarizes all the listed recommendations.



COUNTERMEASURE APPLICATION RESULTS

All recommendations for W Vandament Avenue are listed in [Table 14](#) with the assigned countermeasure and crash modification factor. The countermeasures with the highest reduction rate are striping high visibility crosswalks, striping a center left turn lane, and installing centerline rumble strips.

Table 14. Countermeasure Application Results for Corridor 6: W Vandament Avenue

ID	LOCATION	RECOMMENDATION	COUNTERMEASURE	CMF	CRASH TYPE	CRASHES REDUCE OVER 20-YEAR PERIOD
6.1	Corridor-wide	Stripe Center Left Turn Lane	Install TWLTL (Two-Way Left Turn Lane) On Two Lane Road	0.739	All	33
6.2	Corridor-wide	Place Speed Feedback Signs	Install Dynamic Speed Feedback Sign	0.95	All	19
6.3	Corridor-wide	Add Luminaires	Install Lighting	0.68	Night	21
6.4	Corridor-wide	Add Rumble Strips to Centerline	Install Centerline Rumble Strips	0.89	All	41
6.A.1	Garth Brooks Blvd	Update Signal Head to Include Retroreflective Backplates	Add 3-Inch Yellow Retroreflective Sheeting to Signal Backplates	0.85	All	28
6.A.2	Garth Brooks Blvd	Stripe High Visibility Crosswalk	Install High-Visibility Crosswalk	0.6	Vehicle/Ped	74
6.B.1	Summerton Pl	Refresh Stop Bar	Implement Systemic Signing and Marking Improvements at Stop-Controlled Intersections	0.917	All	2
6.B.2	Summerton Pl	Stripe High Visibility Crosswalk	Install High-Visibility Crosswalk	0.6	Vehicle/Ped	10
6.C.1	Winnipeg Dr	Refresh Stop Bar	Implement Systemic Signing and Marking Improvements at Stop-Controlled Intersections	0.917	All	1
6.C.2	Winnipeg Dr	Stripe High Visibility Crosswalk	Install High-Visibility Crosswalk	0.6	Vehicle/Ped	4
6.D.1	Kingston Dr	Refresh Stop Bar	Implement Systemic Signing and Marking Improvements at Stop-Controlled Intersections	0.917	All	2
6.D.2	Kingston Dr	Stripe High Visibility Crosswalk	Install High-Visibility Crosswalk	0.6	Vehicle/Ped	8
6.E.1	Queensboro Pl	Trim Vegetation	Remove Or Relocate Fixed Objects Outside of Clear Zone	0.62	All	7
6.E.2	Queensboro Pl	Refresh Stop Bar	Implement Systemic Signing and Marking Improvements at Stop-Controlled Intersections	0.917	All	2
6.E.3	Queensboro Pl	Stripe High Visibility Crosswalk	Install High-Visibility Crosswalk	0.6	Vehicle/Ped	7
6.F.1	S Holly Ave	Add Luminaire	Install Lighting	0.68	Night	8
6.F.2	S Holly Ave	Update Signal Head to Include Retroreflective Backplates	Add 3-Inch Yellow Retroreflective Sheeting to Signal Backplates	0.85	All	17
6.F.3	S Holly Ave	Consolidate Driveways Near Intersection	Presence Of Driveway on An Intersection Approach Corner	0.79	All	7

CORRIDOR 7: SW 19TH STREET

CONTEXT

SW 19th St is a five-lane principal arterial located in Moore, Oklahoma. The segment limits are from S Telephone Rd to Crystal Dr and cover 0.5 miles. This stretch of SW 19th St crosses over I-35 and the adjacent land uses are commercial. SW 19th St provides pedestrian facilities west of Riverwalk Dr and east of S Boardwalk Ave. The overpass at I-35 does not include sidewalks due to right-of-way constraints. This corridor has a posted speed limit of 35 MPH and a volume of 27,000 vehicles per day.

CRASH HISTORY

From 2017-2021, SW 19th St experienced 250 total crashes with 46 of them being categorized as high injury crashes (KABs). Key takeaways for the five-year crash history along SW 19th St include:

- 100% of KAB crashes were intersection-related
- The top manner of collision was 'Angle-Turning' crashes, which contributed to 124 of the 250 total crashes (49.6%)
- The top contributing factor of crashes in was 'Failed to Yield or Stop', which also contributed to 86 of the 250 total crashes (34.4%)

Exhibit 17 shows existing conditions of SW 19th St.

Exhibit 17. Existing Conditions for Corridor 7











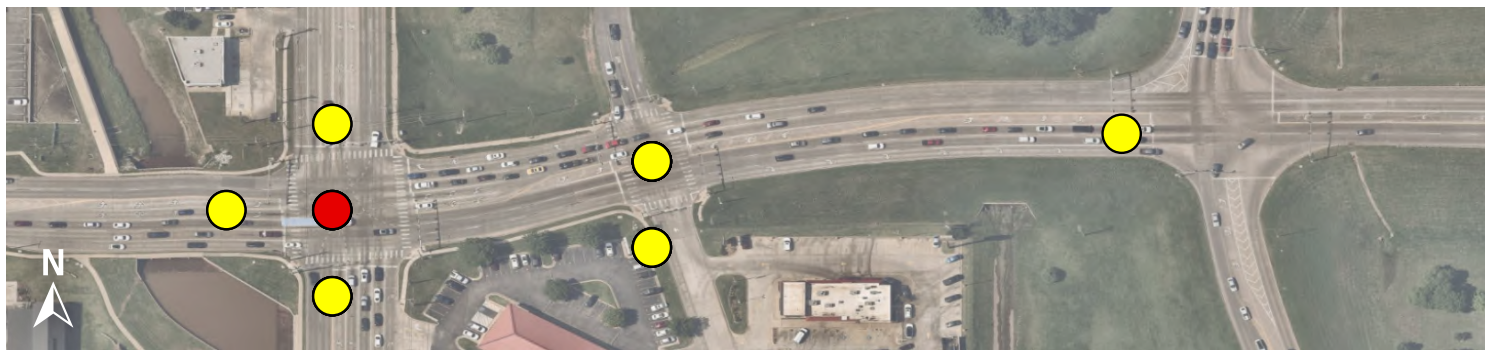
EMPHASIS AREAS (% OF KABs)	TOP CONTRIBUTING FACTORS	TOP MANNERS OF COLLISION
 Intersection Related 100%	 Failed to Yield or Stop 86 Crashes (34.4%)	 Angle-Turning 124 Crashes (49.6%)
 Lane Departure 8.7%	 Improper Turn 51 Crashes (20.4%)	 Rear-End 76 Crashes (30.4%)
 Impaired Driving 6.5%	 Followed Too Close 37 Crashes (14.8%)	 Right-Angle 27 Crashes (10.8%)
 Unsafe Speed 2.2%		

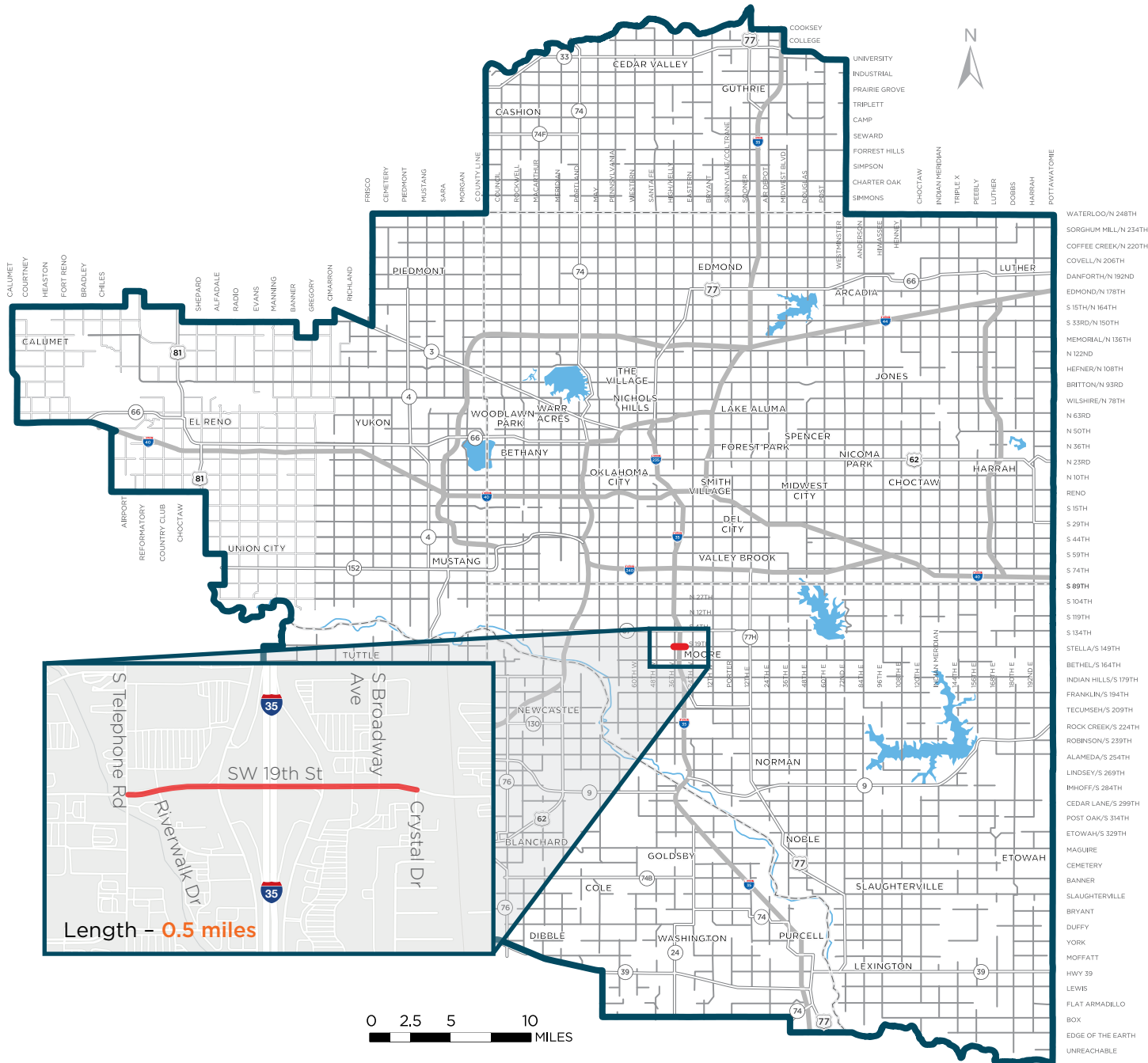
Exhibit 17. Corridor 7 High Injury Crash Locations (continued)



● Fatal Crash (K) – 2 ● Severe Injury (A) – 2 ● Possible Injury (B) – 42



Exhibit 17. Corridor 7 Location Map (continued)



INTERSECTION SPECIFIC RECOMMENDATIONS

For intersections along SW 19th St, intersection-specific recommendations were made that will increase traffic safety. Listed below are the intersections along with their specific recommendations:

S Telephone Rd

- Install high visibility crosswalks to increase pedestrian safety
- Update crosswalk ramps to be ADA-compliant
- Trim vegetation to increase drivers' sight distance
- Install retroreflective backplates to increase the visibility of traffic signal heads

Riverwalk Dr

- Remove signal to mitigate congestion issues at this intersection
- Construct a hooded left turn heading westbound on SW 19th St

I-35 Frontage Roads

- Construct roundabouts to decrease speeds to help mitigate the issues created by the poor vertical sight distance between the two frontage roads

Sam's Club, McDonald's, and Braum's Driveway

- Install a raised median to aid in resolving congestion issues
- Limit these businesses' driveways to right-in, right-out only

S Broadway St

- Install high visibility crosswalks to improve pedestrian safety
- Install retroreflective backplates to increase the visibility of traffic signal heads

Exhibit 25 on [page 95](#) visually summarizes all the listed recommendations.



COUNTERMEASURE APPLICATION RESULTS

All recommendations for SW 19th Street are listed in **Table 15** with the assigned countermeasure and crash modification factor. The countermeasures with the highest reduction rate are striping high visibility crosswalks, trimming vegetation to improve sight-distance, and installing ADA compliant curb ramps.

Table 15. Countermeasure Application Results for Corridor 7: SW 19th Street

ID	LOCATION	RECOMMENDATION	COUNTERMEASURE	CMF	CRASH TYPE	CRASHES REDUCE OVER 20-YEAR PERIOD
7.A.1	S Telephone Rd	Stripe High Visibility Crosswalk	Install High-Visibility Crosswalk	0.6	Vehicle/Ped	136
7.A.2	S Telephone Rd	Install ADA Compliant Curb Ramps	Implement Systemic Signing and Visibility Improvements at Signalized Intersections	0.732	All	92
7.A.3	S Telephone Rd	Trim Vegetation	Remove or Relocate Fixed Objects Outside of Clear Zone	0.62	All	130
7.A.4	S Telephone Rd	Update Signal Head to Include Retroreflective Backplates	Add 3-Inch Yellow Retroreflective Sheeting to Signal Backplates	0.85	All	51
7.B.1	Riverwalk Dr	Close Signal, Hooded Left Turn for Westbound Left	Introduce Raised/Curb Left-Turn Channelization	0.87	All	25
7.B.2	Riverwalk Dr	Stripe High Visibility Crosswalk	Install High-Visibility Crosswalk	0.6	Vehicle/Ped	77
7.C.1	I-35 SBFR	Construct Roundabout	Conversion Of Signal-Controlled Intersection to Roundabout	0.783	All	7
7.D.1	I-35 NBFR	Construct Roundabout	Conversion Of Signal-Controlled Intersection to Roundabout	0.783	All	0
7.E.1	Sam's Club, McDonald's, and Braum's Driveway	Place Median Barrier	Install Raised Median	0.29	All	0
7.F.1	Broadway St	Update Signal Head to Include Retroreflective Backplates	Add 3-Inch Yellow Retroreflective Sheeting to Signal Backplates	0.85	All	59
7.F.2	Broadway St	Stripe High Visibility Crosswalk	Install High-Visibility Crosswalk	0.6	Vehicle/Ped	156

CORRIDOR 8: E HIGHWAY 37

CONTEXT

E Highway 37 is a five-lane minor arterial roadway located in Tuttle, Oklahoma. This 0.5-mile segment is primarily rural in context, with most of its adjacent land uses consisting of businesses such as a gas station, convenience store, restaurants, and other commercial uses. E Highway 37 and N Mustang Rd intersect along this study area and is the focal point of many of the safety concerns. This corridor has a posted speed limit of 55 MPH and a volume of 13,000 vehicles per day.

CRASH HISTORY

From 2017-2021, E Highway 37 experienced 69 total crashes. Eight of the total crashes were high injury crashes (KABs). Key takeaways for the five-year crash history along E Highway 37 include:

- 57.1% of KAB crashes were intersection-related
- The top manner of collision was ‘Rear-End’ crashes, which contributed to 34 of the 69 total crashes (49.3%)
- The top contributing factor of crashes in was ‘Failed to Yield or Stop’, which also contributed to 29 of the 69 total crashes (42.0%)

Exhibit 18 shows existing conditions of E Highway 37.

Exhibit 18. Existing Conditions for Corridor 8











EMPHASIS AREAS (% OF KABs)	TOP CONTRIBUTING FACTORS	TOP MANNERS OF COLLISION
 Intersection Related 57.1%	 Failed to Yield or Stop 29 Crashes (42.0%)	 Rear-End 34 Crashes (49.3%)
 Vulnerable Road Users 23.5%	 Driver Inattention 15 Crashes (21.7%)	 Angle-Turning 13 Crashes (18.8%)
 Lane Departure 5.9%	 Followed Too Close 6 Crashes (8.7%)	 Right-Angle 10 Crashes (14.5%)
 Impaired Driving 2.9%		

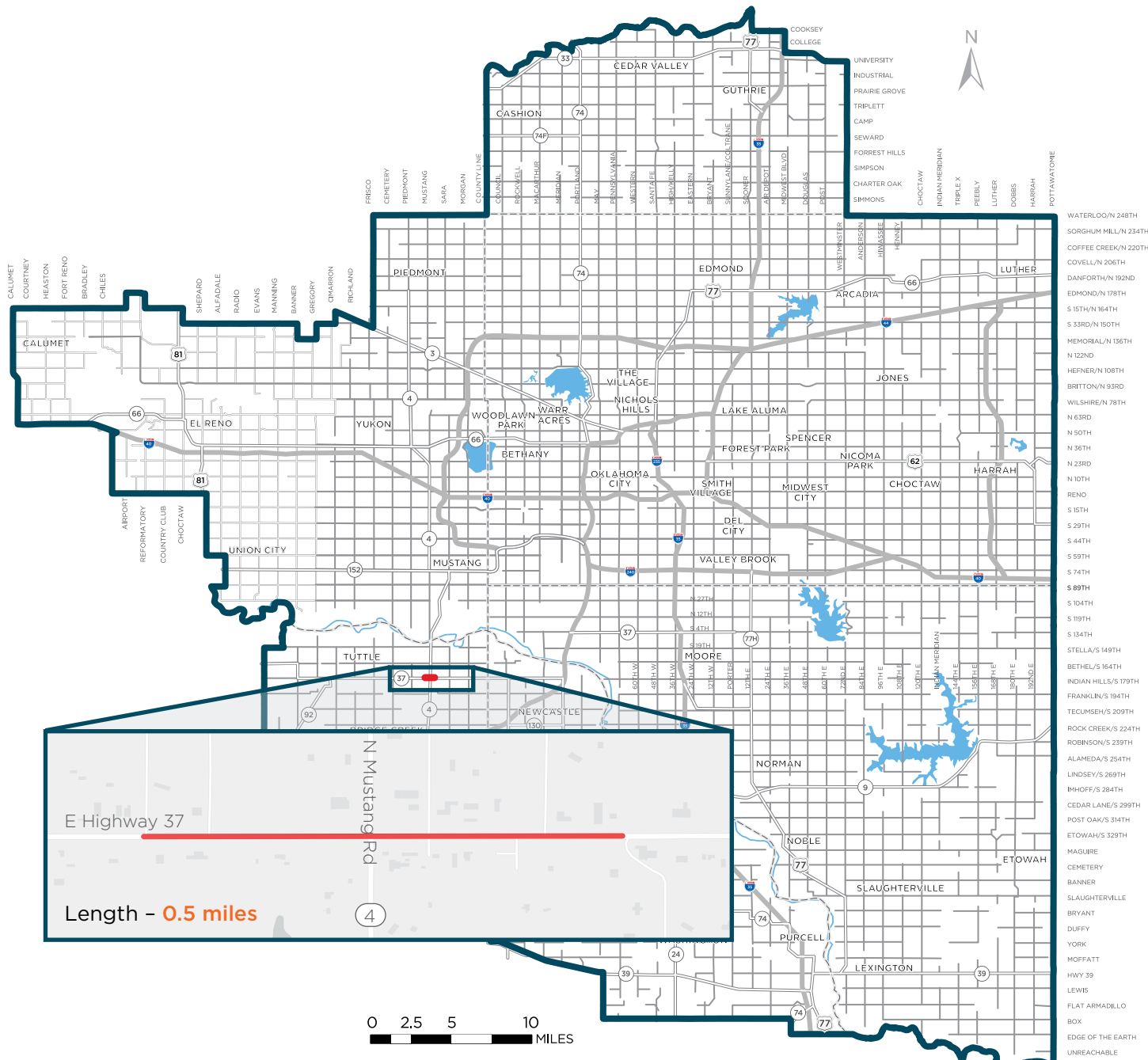
Exhibit 18. Corridor 8 High Injury Crash Locations (continued)



● Fatal Crash (K) - 1 ● Severe Injury (A) - 1 ● Possible Injury (B) - 6



Exhibit 18. Corridor 8 Location Map (continued)



CORRIDOR RECOMMENDATIONS

To mitigate crashes related to speeding and following too close, it is recommended to implement transverse rumble strips and advanced warning signage to alert drivers on E Highway 37 of the downstream N Mustang Rd intersection. Transverse rumble strips are usually milled into the pavement and vibrate vehicles as they drive over them to alert drivers of the upcoming intersection.

Additionally, E Highway 37 proves to be a candidate for access management through driveway consolidation. Many commercial businesses currently exhibit two or more driveways. It is recommended that some driveways be considered for closing to reduce conflict points.

Cherrywood

- Add luminaires to improve visibility

N Mustang Rd

- Refresh roadway striping
- Add luminaires to improve visibility
- Install retroreflective backplates to improve traffic signal visibility
- Install high visibility crosswalks to increase pedestrian visibility
- Install crosswalk signals to improve pedestrian safety

Fawn

- Add luminaires to improve visibility

Exhibit 26 on [page 96](#) visually summarizes all the listed recommendations.



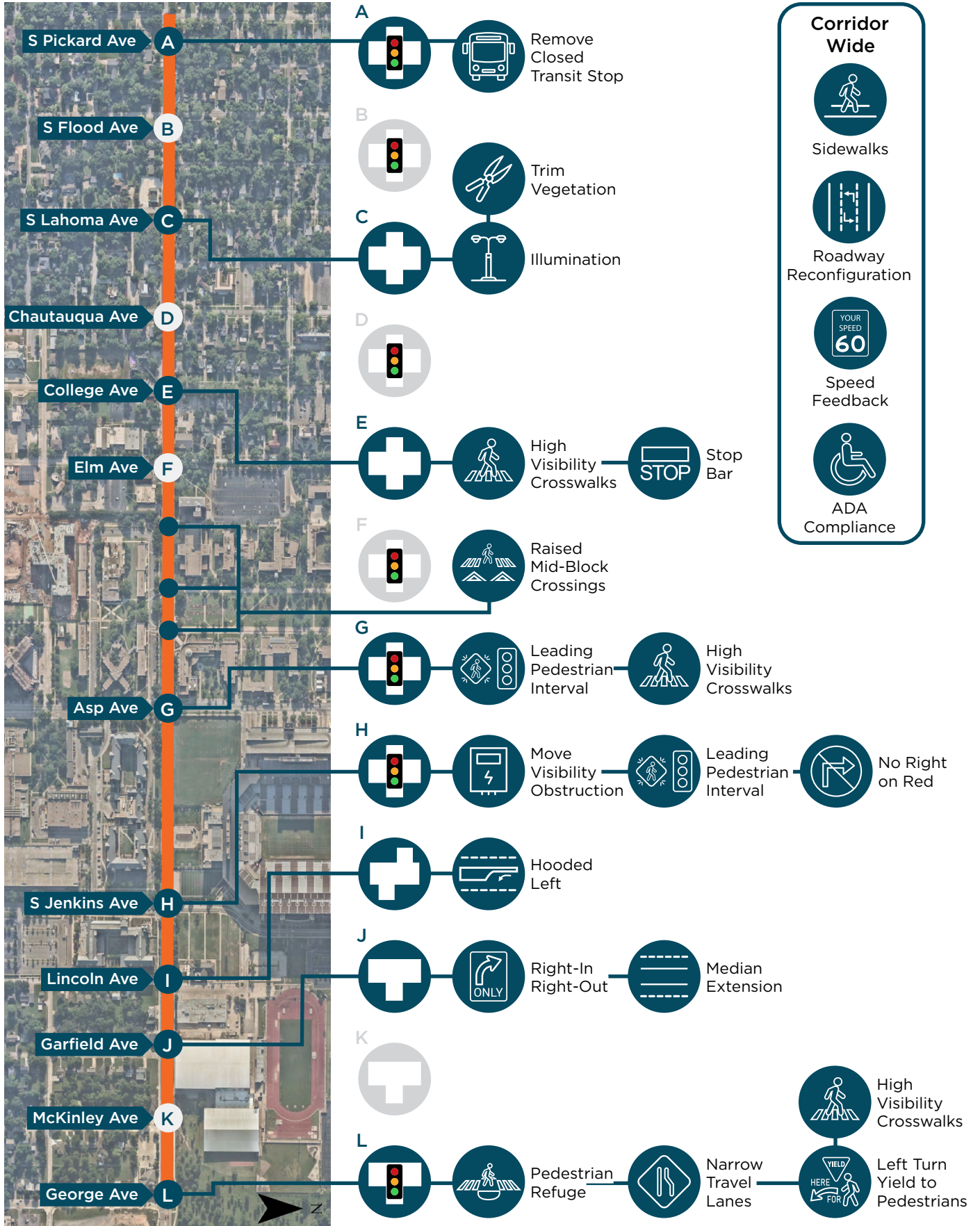
COUNTERMEASURE APPLICATION RESULTS

All recommendations for this corridor are listed in **Table 16** with the assigned countermeasure and crash modification factor. The countermeasures with the highest reduction rate are installing Transverse Rumble Strips, striping high visibility crosswalks, and pedestrian signals.

Table 16. Countermeasure Application Results for Corridor 8: E Highway 37

ID	LOCATION	RECOMMENDATION	COUNTERMEASURE	CMF	CRASH TYPE	CRASHES REDUCE OVER 20-YEAR PERIOD
8.1	Corridor-wide	Place Transverse Rumble Strips	Install Transverse Rumble Strips as Traffic Calming Device	0.66	All	94
8.2	Corridor-wide	Consolidate Driveway at Businesses with Multiple Driveways	Presence Of Driveway on An Intersection Approach Corner	0.79	All	16
8.A.1	Cherrywood	Install Luminaire	Install Lighting	0.68	Night	0
8.C.1	Mustang Rd	Stripe High Visibility Crosswalk	Install High-Visibility Crosswalk	0.6	Vehicle/Ped	24
8.C.2	Mustang Rd	Install Pedestrian Signals	Implement Systemic Signing and Visibility Improvements at Signalized Intersections	0.732	All	17
8.C.3	Mustang Rd	Update Signal Head to Include Retroreflective Backplates	Add 3-Inch Yellow Retroreflective Sheeting to Signal Backplates	0.85	All	9
8.C.4	Mustang Rd	Install Luminaire	Install Lighting	0.68	Night	4
8.C.5	Mustang Rd	Restripe Pavement Markings	Upgrade Intersection Pavement Markings	0.75	All	15
8.E1	Fawn	Install Luminaire	Install Lighting	0.68	Night	4

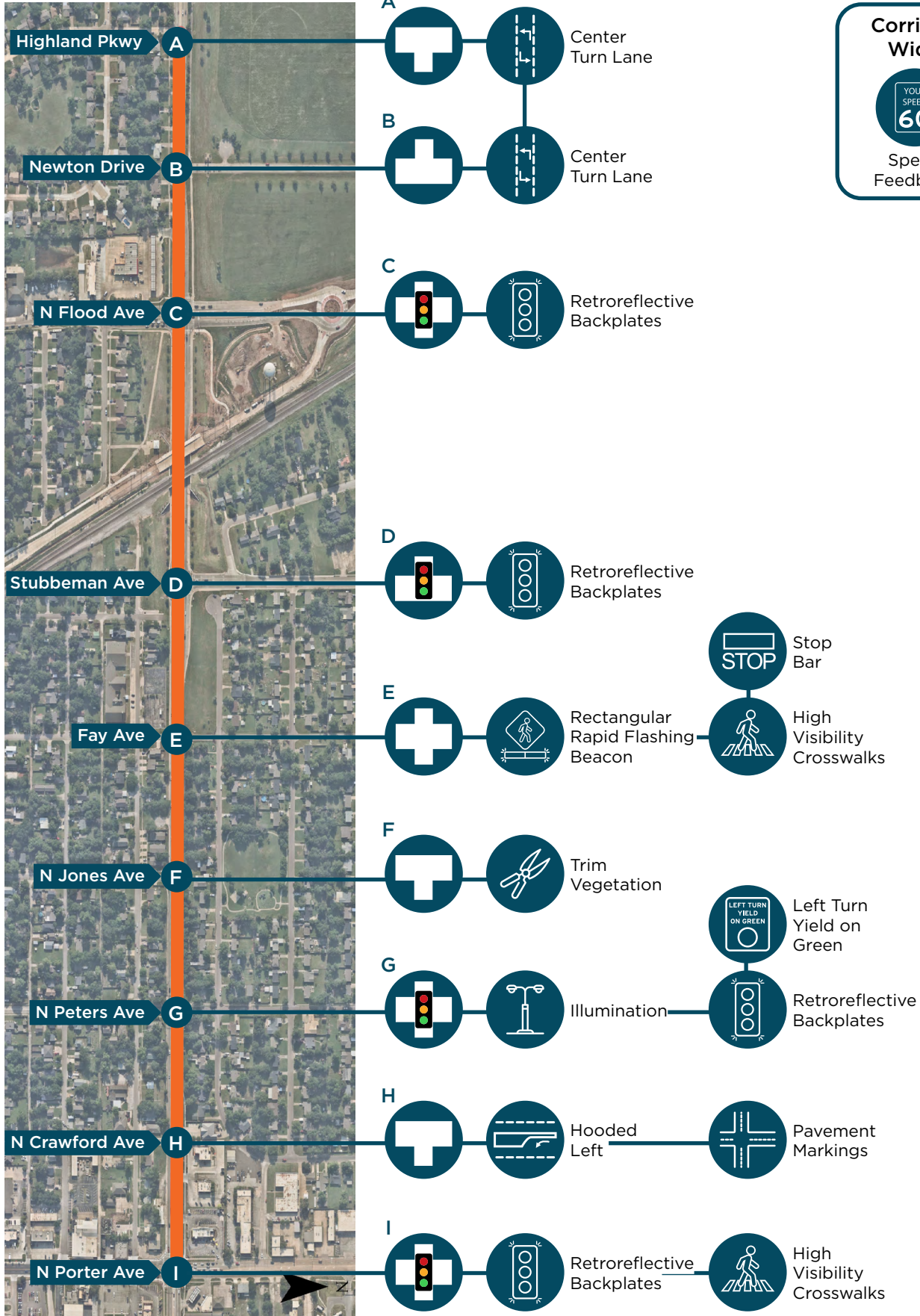
Exhibit 19. Recommendations for Corridor 1



[Click here to return to Corridor 1](#)

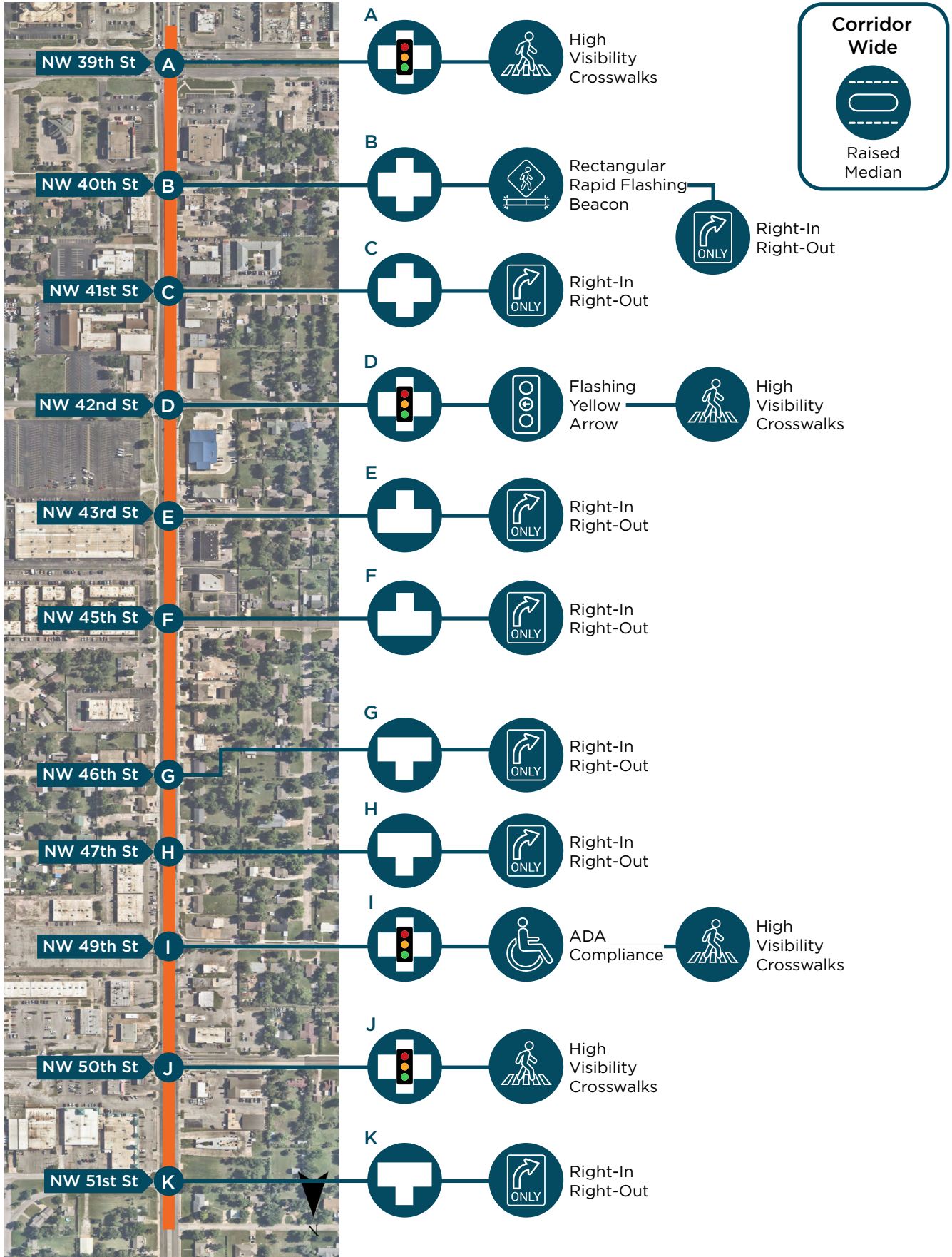


Exhibit 20. Recommendations for Corridor 2



[Click here to return to Corridor 2](#)

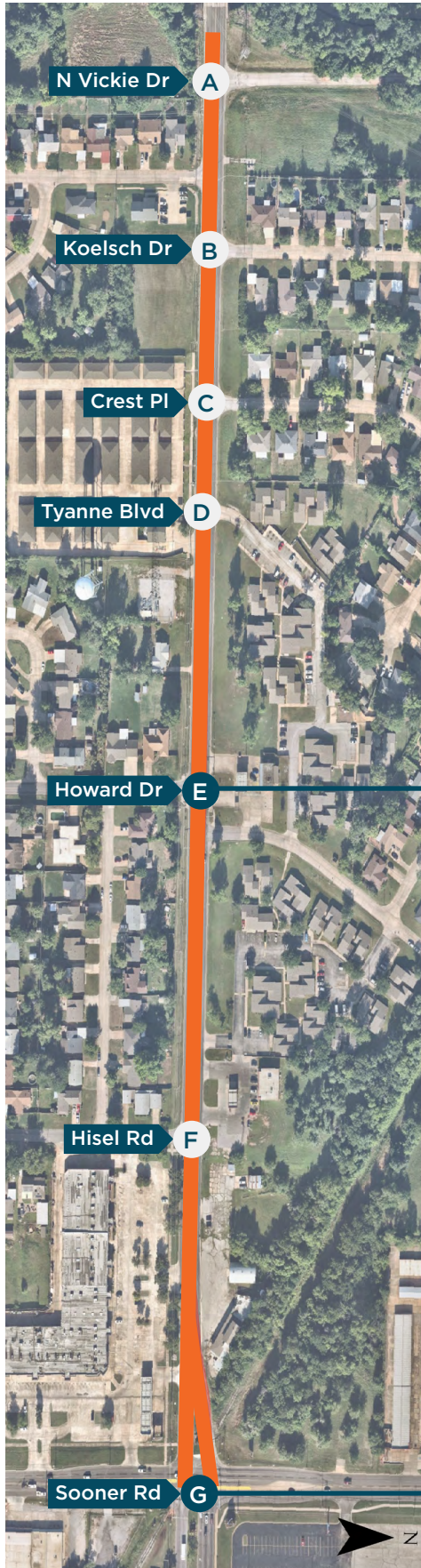
Exhibit 21. Recommendations for Corridor 3



[Click here to return to Corridor 3](#)



Exhibit 22. Recommendations for Corridor 4



Corridor Wide

- Sidewalks
- Illumination
- ADA Compliance
- Rumble Strips

E

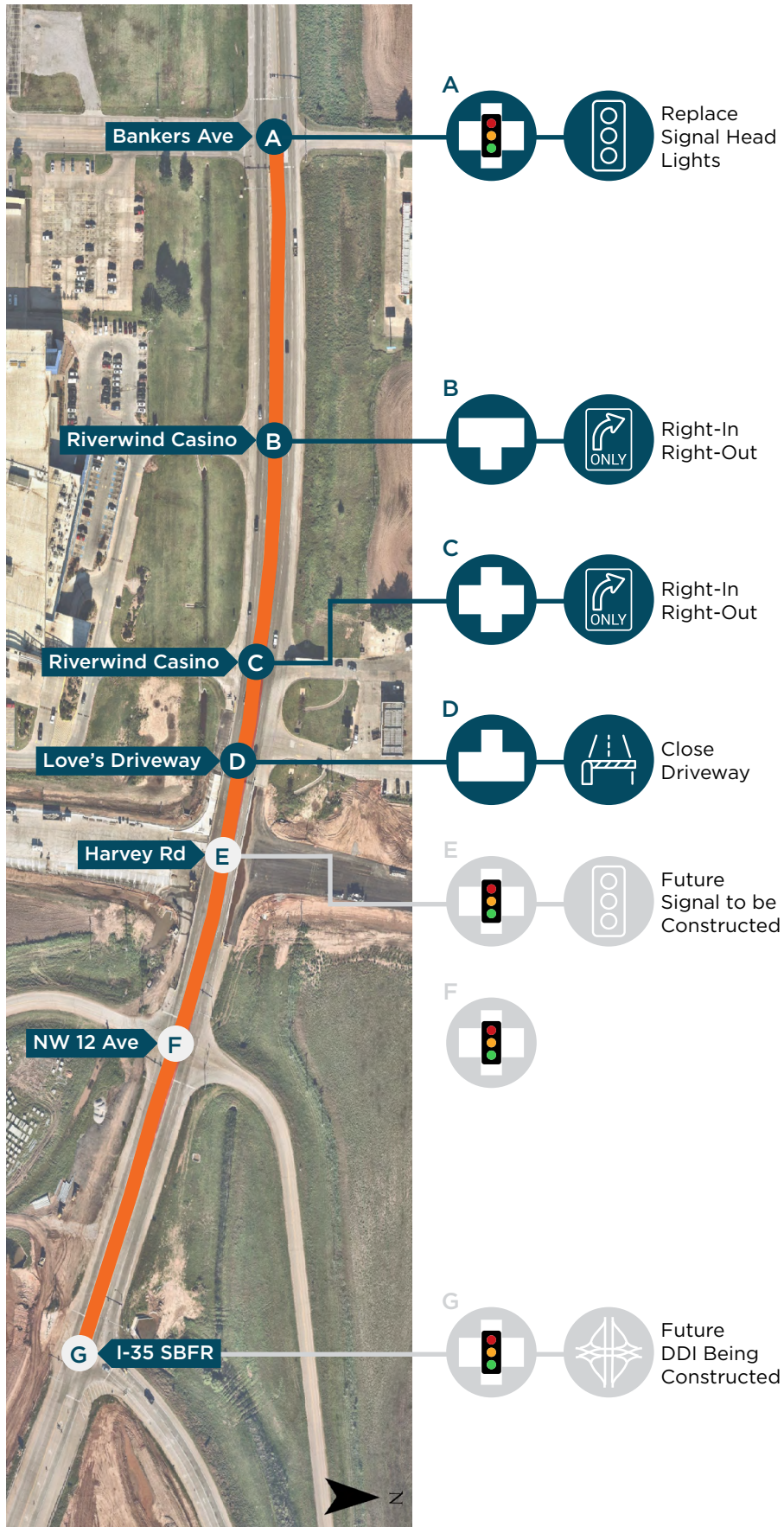
- Close Easternmost Driveway
- Retroreflective Backplates
- High Visibility Crosswalks

G

- Illumination
- High Visibility Crosswalks
- Retroreflective Backplates

[Click here to return to Corridor 4](#)

Exhibit 23. Recommendations for Corridor 5



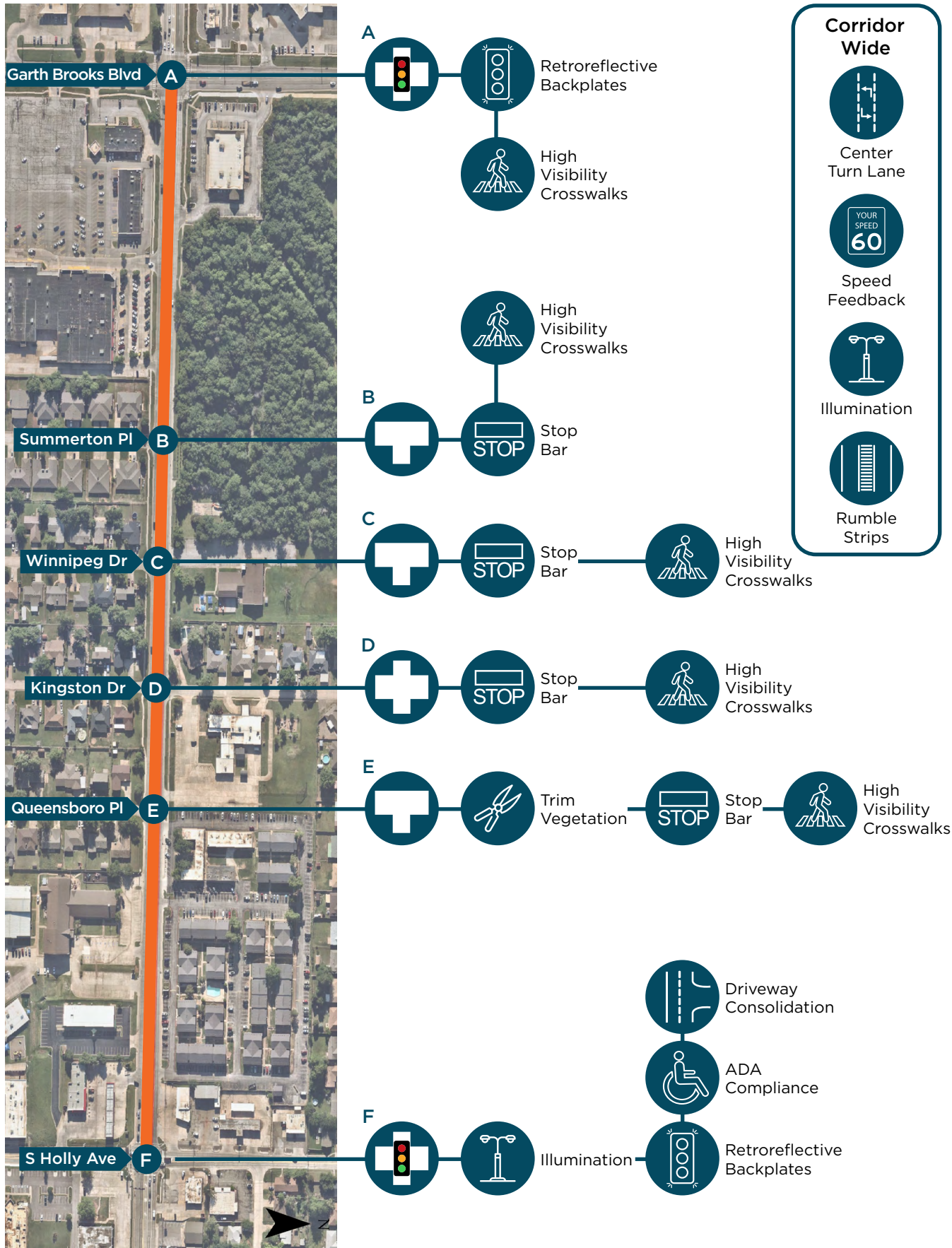
Corridor Wide

- Raised Median
- Illumination

[Click here to return to Corridor 5](#)

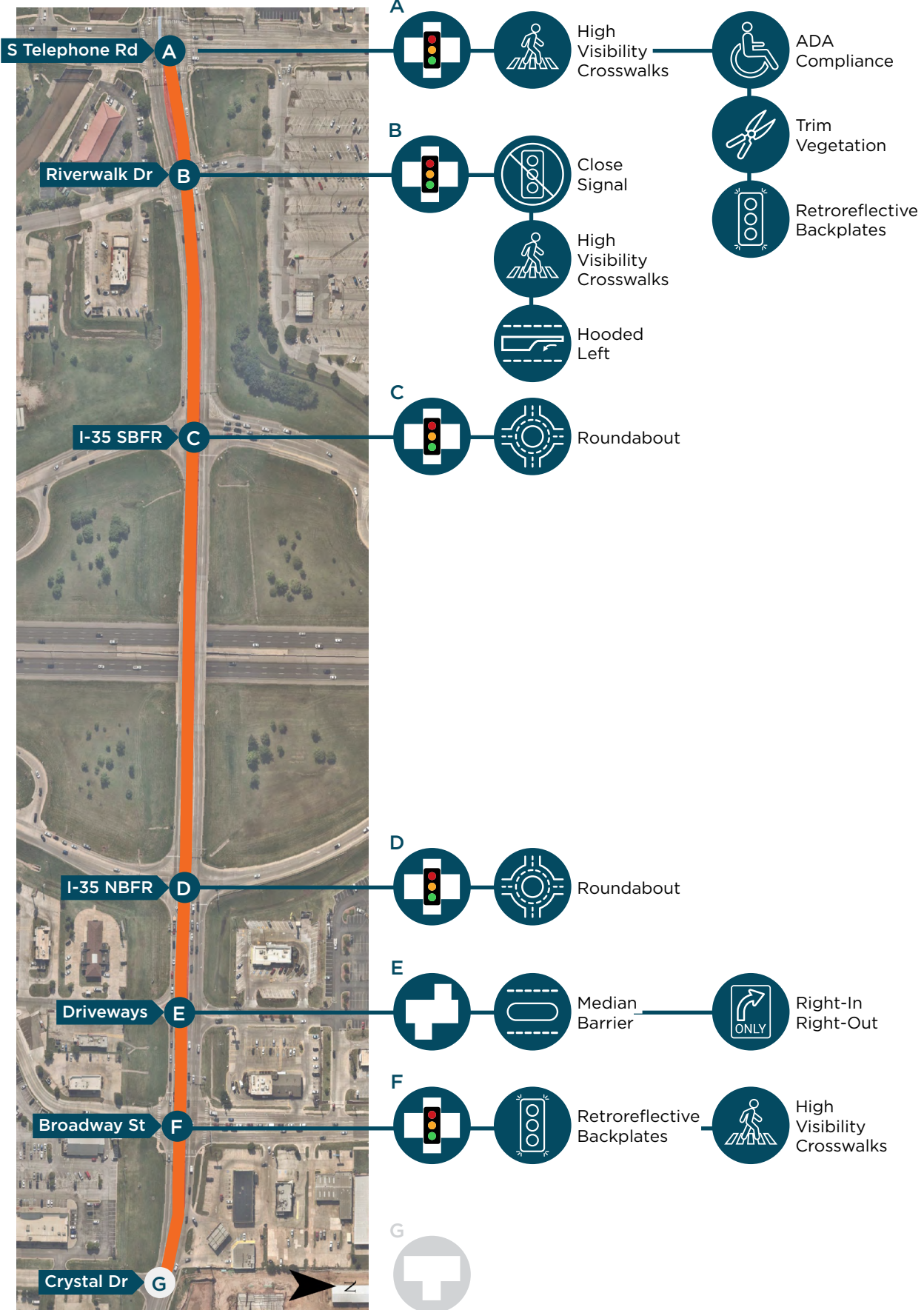


Exhibit 24. Recommendations for Corridor 6



[Click here to return to Corridor 6](#)

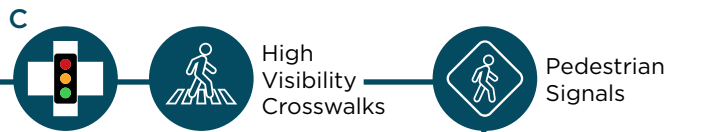
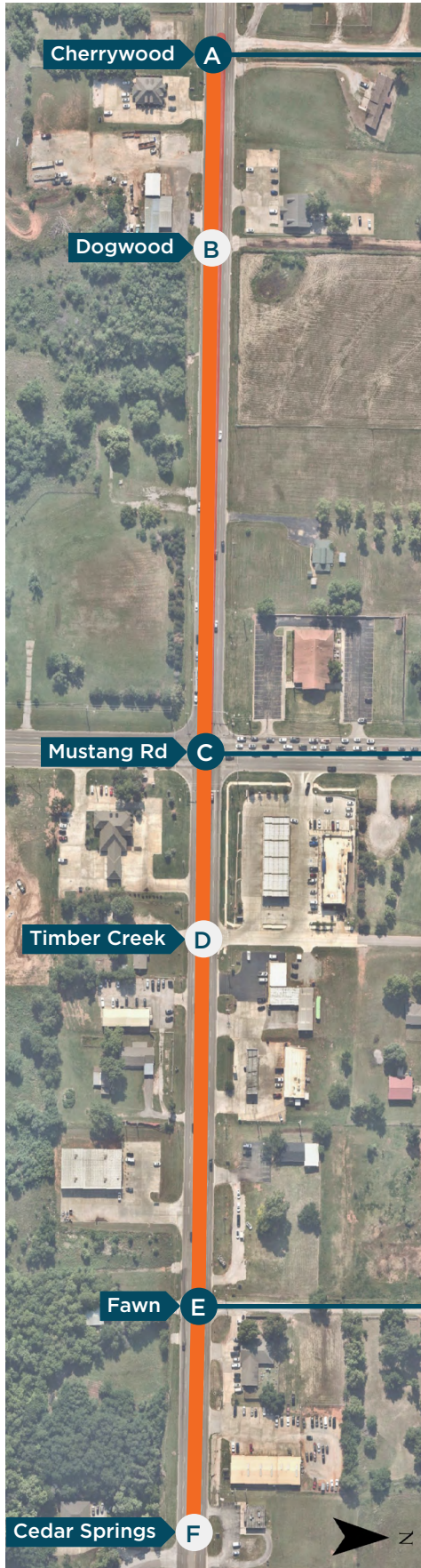
Exhibit 25. Recommendations for Corridor 7




[Click here to return to Corridor 7](#)




Exhibit 26. Recommendations for Corridor 8



Corridor Wide



Rumble Strips



Driveway Consolidation

[Click here to return to Corridor 8](#)

SYSTEMIC COUNTERMEASURE TOOLBOX

This section of the ACOG RSAP details systemic countermeasures that can be implemented in all cities of the region to improve safety, not limited to previous recommendations and selected study corridors. The ACOG systemic countermeasure toolbox is organized by safety emphasis area as seen in the table below. Priority should be given to roads along the HIN and disadvantaged census tracts to lessen severity among crashes.

A countermeasure toolbox is a comprehensive collection of strategies and countermeasures designed to address specific traffic safety concerns. This toolbox provides cities and organization in Central Oklahoma with a range of options and resources to effectively improve safety and enhance the overall performance of roadways and transportation systems. As the countermeasure toolbox is implemented, educational campaigns will be needed to inform the public on proper and safe use of certain countermeasures. The systemic countermeasure toolbox for ACOG is detailed in [Table 17](#).

For more information on Crash Modification Factors (CMF), please view the [CMF Clearinghouse](#).

Table 17. Systemic Countermeasure Toolbox

COUNTERMEASURES	CMF	CONTEXT (URBAN/RURAL)
Appropriate Speed Limits	0.856	Both
Bike Lanes	0.435	Both
Crosswalk Visibility Enhancements	0.6	Both
Leading Pedestrian Interval	0.9	Urban
Medians and Pedestrian Refuge Islands	0.29	Urban
Pedestrian Hybrid Beacons	0.883	Urban
Rectangular Rapid Flashing Beacons (RRFB)	0.31	Both
Roadway Reconfiguration	0.53	Urban
Sidewalks	0.598	Both
Enhanced Delineation for Horizontal Curves	0.82	Rural
Longitudinal Rumble Strips and Stripes on Two-Lane Roads	0.745	Rural
Median Barriers	0.29	Both
Wider Edge Lines	0.97	Both
Retroreflective Backplates	0.85	Both
Corridor Access Management	0.93	Both
Dedicated Left- and Right-Turn Lanes at Intersections	0.52 - 0.86	Both
Reduced Left-Turn Conflict Intersections	0.7029	Both
Roundabouts	0.59	Both
Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	0.732	Both
Yellow Change Intervals	0.99	Both
Targeted Lighting	0.68	Both



APPROPRIATE SPEED LIMITS

Posted speed limits are often the same as the legislative statutory speed limit (Figure 30). Agencies with the authority to set speed limits can establish non-statutory speed limits or designate reduced speed zones, and an increasing number are doing so. Roadway safety experts agree that speed control is one of the most important methods for reducing fatal and serious injury crashes.

A driver may not see or be aware of the conditions along a corridor and may drive at a speed that feels reasonable for themselves but may not be for all system users, especially vulnerable road users, such as children and seniors. **A driver traveling at 30 miles per hour who hits a pedestrian has a 45 percent chance of killing or seriously injuring them. At 20 miles per hour, that percentage drops to 5 percent.**

Figure 30. Speed Limit Sign



Source: Adobe Stock



CMF: 0.856

Safety Emphasis Area Addressed:

Occupant Protection, Unsafe Speed, Commercial Motor Vehicles and Work Zones, Motorcycles and All-Terrain Vehicles, Vulnerable Road Users

BIKE LANES

A bike lane is a designated area of a roadway that is reserved for bicycles, typically marked with pavement markings and signage (Figure 31). Bike lanes provide bicyclists with a dedicated space to ride, improving safety by reducing conflicts with motor vehicles, and encouraging more people to choose bicycling as a mode of transportation. As a resource, the ACOG Regional Active Transportation Plan provides an analysis of which types of bike facilities should be implemented based on speed. **Bike Lane Additions can reduce crashes by up to 49% for total crashes on urban 4-lane undivided collectors and local roads and 30% for total crashes on urban 2-lane undivided collectors and local roads.**

Figure 31. Bike Lane



Source: Adobe Stock



CMF: 0.435

Safety Emphasis Area Addressed:

Impaired Driving, Distracted Driving, Occupant Protection, Unsafe Speed, Vulnerable Road Users

CROSSWALK VISIBILITY ENHANCEMENTS

Crosswalk visibility enhancements encompass multiple strategies that can be used alone or in combination. High-visibility crosswalks use an inlay or thermoplastic tape patterns that are visible to the driver and pedestrians from far away. Improved lighting illuminates with a positive contrast that makes the pedestrian more visible by placing luminaires in forward locations. Enhanced signage and pavement markings alert the driver in advance that a pedestrian crosswalk is approaching, using either signage or pavement markings (Figure 32). **High-visibility crosswalks can reduce pedestrian injury crashes up to 40%.**

Figure 32. Crosswalk Visibility Enhancement



Source: Adobe Stock



CMF: 0.6

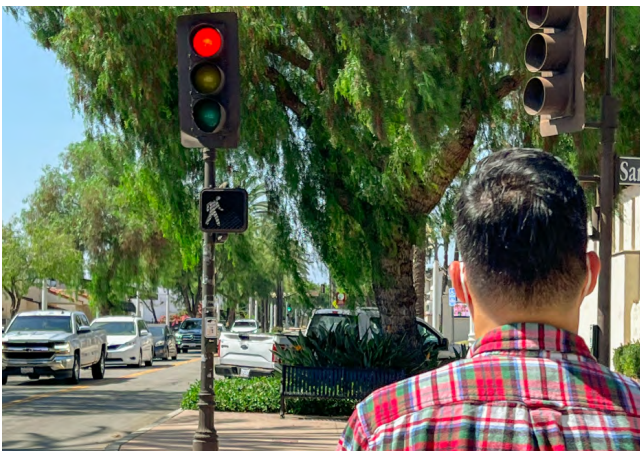
Safety Emphasis Area Addressed:

Distracted Driving, Intersections,
Vulnerable Road Users

LEADING PEDESTRIAN INTERVAL

A leading pedestrian interval (LPI) allows pedestrians to enter the crosswalk at an intersection 3-7 seconds before vehicles receive a green indication (Figure 33). An LPI increases pedestrian visibility, aiming to reduce conflict with vehicles. LPI also helps pedestrians who may require more time to cross the street. **Installing an LPI can lead to a 13% reduction in pedestrian-vehicle crashes at intersections.**

Figure 33. Leading Pedestrian Interval



Source: sangabrielcity.com



CMF: 0.9

Safety Emphasis Area Addressed:

Intersections, Vulnerable Road Users



MEDIANS AND PEDESTRIAN REFUGE ISLANDS

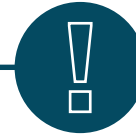
Medians in urban and suburban areas can be defined by pavement markings, raised areas, or islands to separate motorized and non-motorized road users. Medians may also serve as a refuge for pedestrians (Figure 34). **A median with marked crosswalks can lead to a 46% reduction in pedestrian crashes, while also making walking a more comfortable experience.**

A pedestrian refuge island is a median with a refuge area that is intended to help protect pedestrians who are crossing a road, while also making walking a more comfortable experience. Pedestrian refuges can also help when crossing large multi-lane roads. **Pedestrian Refuge Islands contribute to a 56% reduction in pedestrian crashes.**

Figure 34. Median and Pedestrian Refuge Island



Source: Adobe Stock



CMF: 0.29

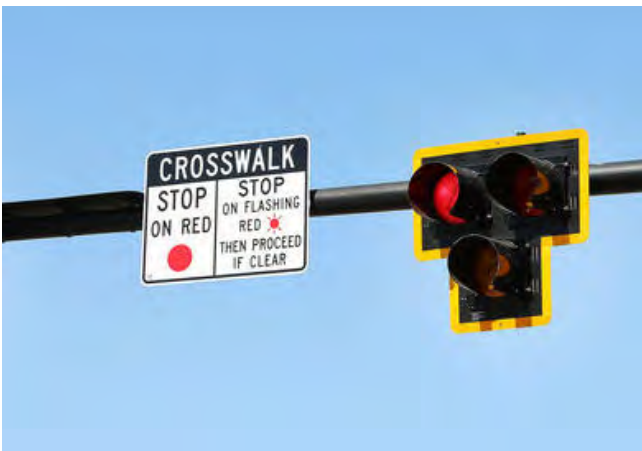
Safety Emphasis Area Addressed:

Roadway and Lane Departures, Impaired Driving, Occupant Protection, Unsafe Speed, Motorcycles and All-Terrain Vehicles, Vulnerable Road Users

PEDESTRIAN HYBRID BEACONS

The pedestrian hybrid beacon (PHB) is a traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections (Figure 35). PHBs are typically effective at locations where three or more lanes will be crossed or in areas with high traffic volume. If PHBs are not familiar to a community, agencies and other governmental departments may need to provide education campaigns to ensure proper utilization. **PHBs can lead to a 55% reduction in pedestrian crashes.**

Figure 35. Pedestrian Hybrid Beacon



Source: Adobe Stock



CMF: 0.883

Safety Emphasis Area Addressed:

Roadway and Lane Departures, Distracted Driving, Unsafe Speed, Vulnerable Road Users

RECTANGULAR RAPID FLASHING BEACONS (RRFB)

A rectangular rapid flashing beacon (RRFB) is a pedestrian-activated traffic control device installed at crosswalks to enhance visibility and alert drivers to the presence of pedestrians (Figure 36). When activated, the RRFB emits a rapid, alternating pattern of flashing lights to alert oncoming drivers to yield to pedestrians crossing the street. According to FHWA, RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks with varied speed limits, crossing distances, and number of travel lanes.

Figure 36. Rectangular Rapid Flashing Beacon



Source: FHWA



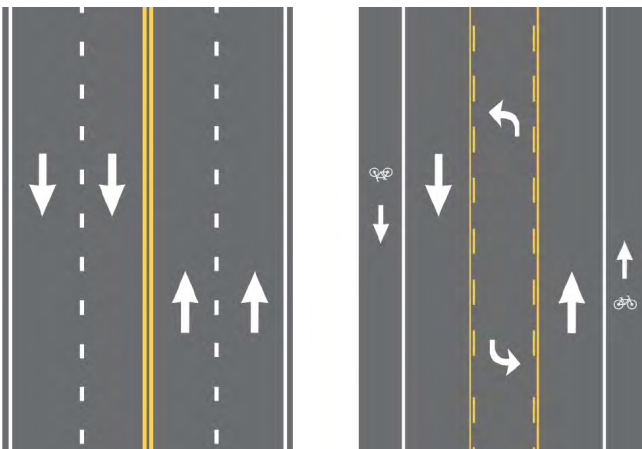
CMF: 0.31

Safety Emphasis Area Addressed:
Intersections, Vulnerable Road Users

ROADWAY RECONFIGURATION

A roadway reconfiguration usually involves converting an existing four-lane roadway into a three-lane roadway (Figure 37). Implementing a roadway reconfiguration can improve safety, calm traffic, provide better mobility and access for all users, and enhance the quality of life in a community. Roadway reconfigurations make a roadway more “complete” by adding bike lanes or areas for pedestrians. Sometimes, roadway reconfigurations are called road diets and are typically a low cost countermeasure. In the context of a 4-lane to 3-lane reconfiguration, a road segment can experience up to a 47% reduction in total crashes.

Figure 37. Roadway Reconfiguration



Source: FHWA



CMF: 0.53

Safety Emphasis Area Addressed:
Roadway and Lane Departures, Occupant Protection, Unsafe Speed, Motorcycles and All-Terrain Vehicles, Vulnerable Road Users



SIDEWALKS

A sidewalk is a designated pathway alongside a road or street intended for pedestrian use (Figure 38). It provides a safe and separate space for pedestrians to walk or roll, separated from vehicular traffic. Sidewalks enhance pedestrian safety by reducing the risk of collisions with vehicles, promoting walking as a mode of transportation, and providing accessible routes for people of all ages and abilities. **Sidewalks can contribute up to a 89% reduction in crashes involving pedestrians walking along roadways.**

Figure 38. Sidewalk



Source: Adobe Stock



CMF: 0.598

Safety Emphasis Area Addressed:
Vulnerable Road Users

ENHANCED DELINEATION FOR HORIZONTAL CURVES

Enhanced delineation for horizontal curves includes various strategies implemented in advance or within curves. Pavement markings, center, and edge lines help drivers establish their position on the road. In-lane curve warning pavement markings are solid center lines on two-lane roads that warn drivers that a curve is approaching. Retroreflective strips are material on signposts that reflect light back to the driver to help draw attention to the sign during the night. A delineator is a retroreflective device placed on a post or roadside barrier along the side of the road that lets a driver align themselves on the road. Chevron signs placed on the outside of the curve or on the edge of the road inform the driver of the direction of the road (Figure 39). Enhanced visibility at horizontal curves can be improved by adding or upgrading to larger, retroreflective signs. Dynamic curve warnings detect vehicle speeds approaching a curve and alert drivers if the vehicular speed exceeds the speed limit. **Sequential Dynamic Chevrons, a type of enhanced delineation, can lead to a 60% reduction in fatal and injury crashes.**

Figure 39. Enhanced Delineation for Horizontal Curves



Source: Adobe Stock



CMF: 0.82

Safety Emphasis Area Addressed:
Roadway and Lane Departures,
Distracted Driving, Unsafe Speed,
Commercial Motor Vehicles and Work Zones,
Motorcycles and All-Terrain Vehicles

LONGITUDINAL RUMBLE STRIPS AND STRIPES ON TWO-LANE ROADS

Longitudinal rumble strips are milled or painted installations on the ground that alert a driver through vibration and sound. A longitudinal rumble strip is on the shoulder, edge, or near or at the center line of an undivided roadway (Figure 40). These are intended to warn drivers whose vehicles are crossing centerlines through the creation of noise and vehicular vibration. Rumble strips should be implemented meeting ASHTO and other safety guidelines for VRU safety. **Longitudinal rumble strips can result in a 44-64% reduction in head-on fatal and injury crashes on two-lane rural roads.**

Figure 40. Rumble Strips



Source: Adobe Stock



CMF: 0.745

Safety Emphasis Area Addressed:

Roadway and Lane Departures, Impaired Driving, Occupant Protection, Unsafe Speed, Commercial Motor Vehicles and Work Zones, Motorcycles and All-Terrain Vehicles, Vulnerable Road Users

MEDIAN BARRIERS

Median barriers are longitudinal barriers that separate opposing traffic on a divided highway and are designed to redirect vehicles striking either side of the barrier. These barriers can take the form of cable barriers, concrete barriers, or metal-beam guardrails (Figure 41). Median barriers significantly reduce the number of cross-median crashes. These barriers significantly reduce head-on crashes and fatalities by physically separating the two sides of the road. **Median Barriers Installed on Rural Four-Lane Freeways lead to a 97% reduction in cross-median crashes.**

Figure 41. Median Barrier



Source: Adobe Stock



CMF: 0.29

Safety Emphasis Area Addressed:

Roadway and Lane Departures, Impaired Driving, Occupant Protection, Unsafe Speed, Commercial Motor Vehicles and Work Zones, Motorcycles and All-Terrain Vehicles, Vulnerable Road Users



WIDER EDGE LINES

Edge lines are the pavement markings at the edge of travel lanes and are designed to help drivers clearly identify the road alignment ahead. To improve safety, designers increase edge lines from the minimum normal line width of 4 inches to the maximum normal width of 6 inches (Figure 42). Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines. **Wider edge lines can reduce crashes by up to 22% for fatal and injury crashes on rural freeways.**

Figure 42. Wider Edge Lines



Source: FHWA



CMF: 0.97

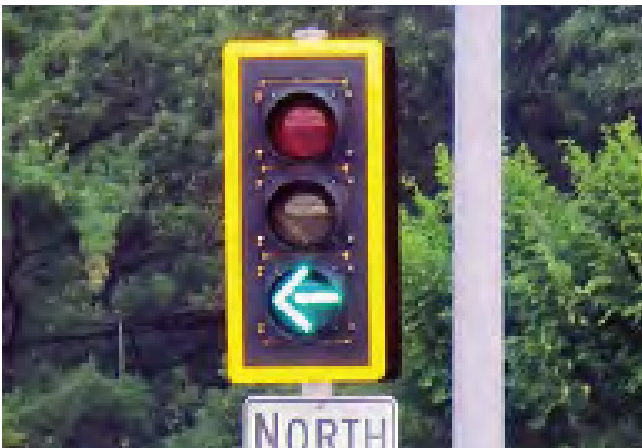
Safety Emphasis Area Addressed:

Roadway and Lane Departures,
Impaired Driving

RETROREFLECTIVE BACKPLATES

A retroreflective backplate is a backplate made by framing traffic signals with a 1-to-3-inch yellow retroreflective border (Figure 43). They improve the visibility of the signal by creating an illuminated border to provide greater contrast from the area around the signal. The backplates lead to improvements in both daytime and nighttime conditions. **Safety benefits for retroreflective backplates include a 15% reduction in total crashes.**

Figure 43. Retroreflective Backplates



Source: FHWA



CMF: 0.85

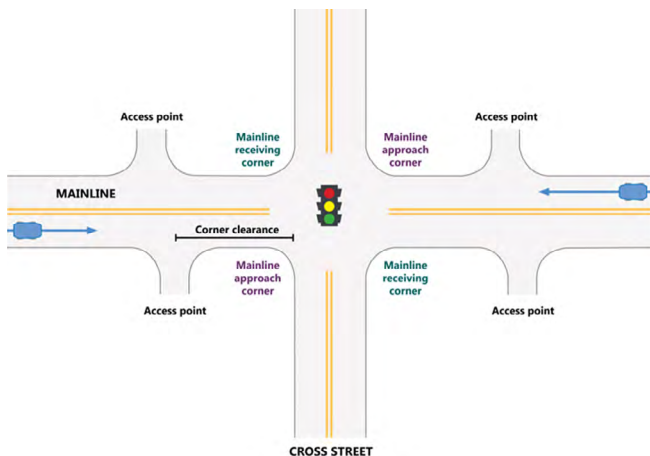
Safety Emphasis Area Addressed:

Impaired Driving, Intersections

CORRIDOR ACCESS MANAGEMENT

Access management refers to the design, application, and control of entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties. Thoughtful access management along a corridor can simultaneously enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion. While access management is a broad topic, strategies can include the intentional spacing of intersections, utilizing protected turn lanes, and generally minimizing conflict points on a corridor (Figure 44). Access management should also depend on the built environment context. **Safety benefits include a 25 to 31% reduction in fatal and injury crashes along urban/suburban arterials.**

Figure 44. Access Management



Source: FHWA



CMF: 0.93

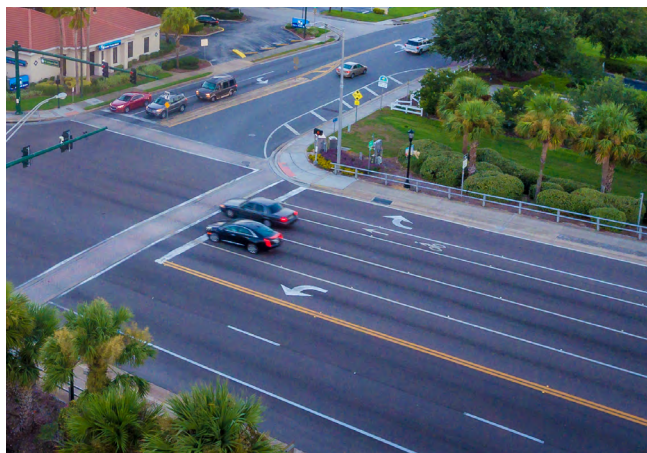
Safety Emphasis Area Addressed:
Intersections

DEDICATED LEFT- AND RIGHT-TURN LANES AT INTERSECTIONS

Auxiliary turn lanes—either for left-turns or right-turns—provide physical separation between turning traffic that is slowing or stopped and adjacent through traffic at approaches to intersections (Figure 45). Turn lanes can be designed to provide for deceleration prior to a turn, as well as for storage of vehicles that are stopped and waiting for the opportunity to complete a turn.

While turn lanes provide measurable safety and operational benefits at many types of intersections, they are particularly helpful at two-way stop-controlled intersections. It is important to also mention that additional lanes could cause VRUs to be in the roadway longer, and proper signage and safety considerations should be used. **A dedicated turn lane can lead to a 28-48% reduction in total crashes.**

Figure 45. Dedicated Left- and Right-Turn Lanes



Source: Adobe Stock



CMF: 0.52 - 0.86

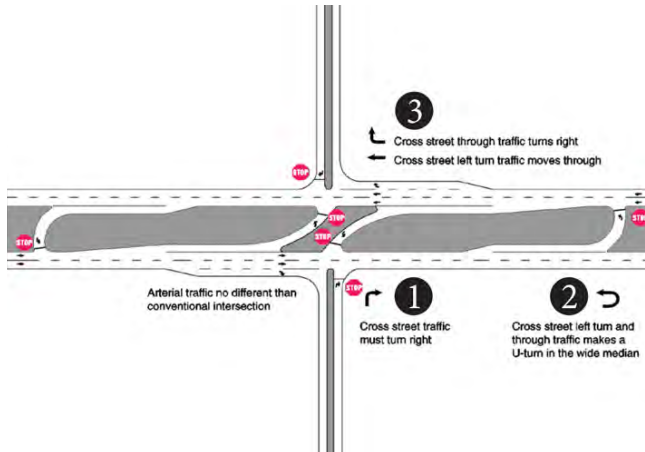
Safety Emphasis Area Addressed:
Intersections



REDUCED LEFT-TURN CONFLICT INTERSECTIONS

Reduced left-turn conflict intersections (RCUT) are geometric designs that alter how left-turn movements occur (Figure 46). These intersections simplify drivers' decision-making and minimize the potential for higher-severity crash types, such as head-on and angle. Variations on the U-Turn are typical of these intersections. One type of these intersections, **the RCUT intersection, has been shown to lead to a 54% reduction in fatal and injury crashes.**

Figure 46. Reduced Left-Turn Conflict Intersection Example



Source: FHWA



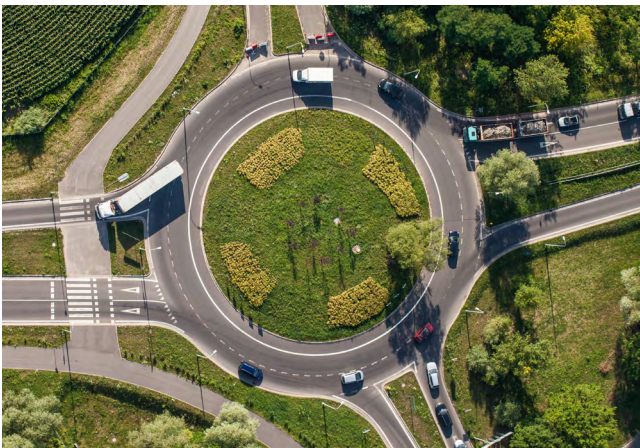
CMF: 0.7029

Safety Emphasis Area Addressed:
Intersections

ROUNDBABOUTS

A roundabout is a type of circular intersection where traffic flows continuously around a central island (Figure 47). Vehicles entering a roundabout must yield to traffic already circulating within it, promoting a smooth and efficient flow of traffic with reduced conflict points compared to traditional intersections. Roundabouts are designed to improve safety, reduce congestion, and enhance traffic flow. **Roundabouts lead to a 78-82% reduction in fatal and injury crashes.**

Figure 47. Roundabout



Source: Adobe Stock



CMF: 0.59

Safety Emphasis Area Addressed:
Intersections

SYSTEMIC APPLICATION OF MULTIPLE LOW-COST COUNTERMEASURES AT STOP-CONTROLLED INTERSECTIONS

This systemic approach to stop-controlled intersection safety involves deploying a package of multiple low-cost countermeasures, including enhanced signing and pavement markings, at intersections. These countermeasures increase driver awareness and recognition of the intersections and potential conflicts. **This application is associated with a 10% reduction of fatal and injury crashes at all locations/types/areas.**

Figure 48. Stop-Controlled Intersections



Source: FHWA



CMF: 0.732

Safety Emphasis Area Addressed:
Intersections

YELLOW CLEARANCE INTERVALS

The yellow clearance interval is the time the yellow signal indication is displayed following a green light signal indication (**Figure 49**). Red light running is a leading cause of crashes and fatalities at intersections, so timing the signal allows drivers to both stop safely without inviting accelerating through a yellow to red light transition. A well-timed yellow clearance interval helps reduce crashes, indicating green has passed and red is following next. This leads to appropriate speeds and speed management at signalized intersections. **Safety benefits include a 36-50% reduction in red light running when timed appropriately.**

Figure 49. Yellow Light at a Signal



Source: Adobe Stock



CMF: 0.99

Safety Emphasis Area Addressed:
Intersections



TARGETED LIGHTING

The number of fatal crashes occurring in daylight is about the same as those in darkness. However, the nighttime fatality rate is three times the daytime rate despite only 25 percent of vehicle miles traveled (VMT) occurring at night. At nighttime, vehicles traveling at higher speeds may not be able to stop once a hazard or change in the road ahead becomes visible by the headlights. Therefore, improvements to the lighting infrastructure of a roadway lead to a highly visible, safer roadway.

Adequate lighting (i.e., at or above minimum acceptable standards) is based on research recommending horizontal and vertical illumination levels to provide safety benefits to all users of the roadway environment. Adequate lighting can also provide personal security benefits for people walking or rolling as they travel along and across roadways. Increased lighting can come in the form of intersection or corridor lighting (Figure 50) depending on the needs of the community. **Lighting can reduce pedestrian nighttime crashes by up to 42%.**

Figure 50. Corridor Lighting



Source: Adobe Stock



CMF: 0.68

Safety Emphasis Area Addressed:

Roadway and Lane Departures, Intersections, Commercial Motor Vehicles and Work Zones, Motorcycles and All-Terrain Vehicles, Vulnerable Road Users



CHAPTER 6.

PROMOTING A CULTURE OF SAFETY

Creating safer roadways in the Region requires a shift towards prioritizing the safety of all users in the transportation network; therefore, a set of actions has been recommended to aid in this endeavor. In this chapter, the actions will be outlined and organized within the Action Plan. Within the Action Plan, details regarding the timeframe, partners, and funding needed to execute these actions are described. Furthermore, the 52 recommended actions are organized by the nine safety emphasis areas previously discussed. Each set of actions aims to help solve the safety deficiencies most associated with each of the safety emphasis areas through different methods. The actions utilize a varying number of methods to enhance traffic safety in the region; while some utilize engineering solutions, others take an educational approach.

Introduction

Action Plan

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CHAPTER 6. PROMOTING A CULTURE OF SAFETY

ACOG POLICY REVISIONS

As a component of the RSAP, the project team reviewed three documents relevant to ACOG; the ACOG Complete Streets Policy, Encompass 2045 Metropolitan Transportation Plan, and Surface Transportation Block Grant Program Procedures for the Oklahoma City Urbanized Area Funds (STBG-UZA) Scoring Criteria. The first step of the revision process was to complete a comprehensive analysis of how each document contributes to safety priorities. The review considers how these documents mention safety and how policies add to safety planning initiatives. Through the utilization of information collected during the document analysis phase, the project team compiled a table of suggested policy revisions, which are displayed in the Appendix.

These policy revisions suggest areas of the documents in which edits could consider safety elements such as bicyclist and pedestrian infrastructure, transit safety, design standards, and a greater sensitivity to the context of transportation projects. The key takeaway was that these documents already incorporate safety, but that additions or revisions could be made to make safety a greater priority when outlining guidelines for best practices and decision-making.

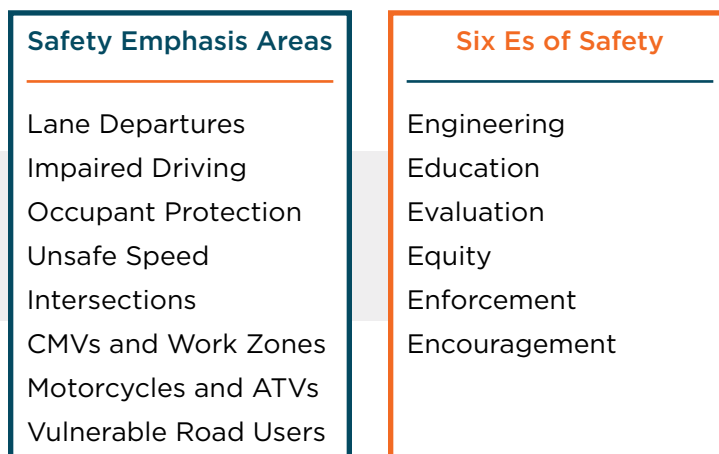
The revisions are important as they provide the framework for decisions regarding safety to be made upon the next update of these documents. By incorporating changes that emphasize safety, ACOG can appropriately address current safety planning concerns while aiming to draft a future-facing document that is adaptable to issues that may arise in the future.

ACTION PLAN

SAFETY EMPHASIS AREAS AND SIX Es OF SAFETY

The first two components of the Action Plan are the Oklahoma Safety Emphasis Areas and the Six “Es” of Safety. While the policies and programs are organized by which safety emphasis area they address, the Six Es of Safety describe the methods in which the policy or program is doing so.

Figure 51. Safety Emphasis Areas and Six Es of Safety





TIMEFRAME

For each action, there is an estimated timeframe for implementation provided. The estimated timeframes aid in more thoughtful decision making and fund allocation to ensure the strategies are executed in a timely manner. The timeframes given are categorized into the following:

- **Short (<2 years):** This action is a priority and can be completed quickly.
- **Medium (2 - 5 years):** This action could take more time to complete but could still be completed before the next RSAP update.
- **Long (>5 years):** This action will have a significant impact but will require many years to complete.
- **Ongoing:** This action does not have a set timeframe but should be an ongoing effort

IMPLEMENTATION PARTNERS

These departments and organizations have been identified as having an important role to play in the implementation of the ACOG RSAP. In the matrices, under the column “Partners” includes all agencies that should be consulted during the implementation of the corresponding action in addition with the ACOG Transportation Planning Services Department. Below lists a key for the partners identified in [Action Plan tables](#):

- Oklahoma Department of Transportation (ODOT)
- Oklahoma Highway Safety Office (OHSO)
- 911 Association of Central Oklahoma Governments (911 ACOG)
- ACOG Community & Economic Development Department (CED)
- EMBARK
- Member Agencies and their respective departments (Cities or Counties)
- Uber/Lyft
- CarFit
- Local Businesses (Businesses)
- Indian Nations Council of Governments (INCOG)
- University of Oklahoma (OU)
- Other Higher Education Institutions (Colleges)
- Watch For Me OK

FUNDING SOURCES

Funding sources are an important step in implementing the action plan for the ACOG RSAP. The matrices for each emphasis area provides the information on how the actions presented in this plan may be funded. The funding sources are categorized into three options:

- Existing Funds (Existing)
- Reallocation of Funds (Reallocate)
- Grant Acquisition (Grants)

GRANT OPPORTUNITIES

In addition to all the countermeasure and policy recommendations provide in the ACOG RSAP, it is important for ACOG's member agency to understand the grant opportunities available to them. The following list includes local match-funding opportunities for municipalities in Central Oklahoma as well as federal grant opportunities for funding.

Local Match Funding Opportunities

- [Surface Transportation Block Grant Program Procedures for the Oklahoma City Urbanized Area Funds \(STBG\)](#)
- [Transportation Alternative Program \(TAP\)](#)

Federal Grants

- [Infrastructure for Rebuilding America \(INFRA\) \(previously FASTLANE\)](#)
- [Competitive Highway Bridge Program \(CHBP\)](#)
- [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\) \(Previously BUILD\)](#)
- [Port Infrastructure Development Program \(PIDP\)](#)
- [Multimodal Projects Discretionary Grant](#)
- [Bridge Investment Program](#)
- [Reconnecting Communities Pilot](#)
- [Railroad Crossing Elimination Grant Program](#)
- [Strengthening Mobility and Revolutionizing Transportation \(SMART\)](#)
- [Active Transportation Infrastructure Investment Program](#)
- [Highway Safety Improvement Program \(HSIP\)](#)



OKLAHOMA SAFETY EMPHASIS AREAS

INTRODUCTION

In November 2023, the Oklahoma Department of Transportation (ODOT) updated their Strategic Highway Safety Plan (SHSP). The SHSP is a comprehensive plan detailing strategies and initiatives geared toward reducing traffic-related fatalities and injuries on Oklahoma roadways. Oklahoma crash data was analyzed to identify high-risk contributing factors in fatal and serious crashes. These high-risk contributing factors are the eight safety emphasis areas detailed in this section. All data regarding the emphasis areas are from the ODOT Strategic Highway Safety Plan Update (2023).

LANE DEPARTURES

A lane departure is when a vehicle departs from the traveled way – crossing center or edge lines. Lane departures are the most reported contributing factor to crashes. Lane departure crashes resulting in fatalities or serious injuries most commonly occur on highways with dry roadway conditions in daylight. Unsafe driver behavior is a primary factor in lane departure crashes. Unsafe speeds and impaired driving are often the main factors leading lane departure crashes. Lane departure crashes are extremely dangerous due to the manner of collision that they can lead to such as head-on collision and rollovers.

Table 18. Lane Departure Policy Recommendations

ACTION	WHICH SIX Es OF SAFETY	TIMEFRAME	PARTNERS	FUNDING
Partner with ODOT to identify and promote the awareness of public rest stops in the Central Oklahoma region.	Encouragement	Short (<2 years)	ODOT	Reallocate
Encourage the use of vehicles with in-vehicle lane departure warning systems for publicly owned vehicles.	Encouragement	Short (<2 years)	Cities, Counties, ODOT, OHSO	Existing
Update design standards to include rumble strips to help decrease lane departure crashes.	Engineering	Short (<2 years)	Cities, Counties	Grants
Update design standards to foster safer roadways for all.	Engineering	Short (<2 years)	Cities, Counties	Grants
Apply for traffic enforcement grants to aid in enforcement efforts.	Enforcement	Ongoing	Cities, Counties, OHSO	Grants
Develop a system that would help the sharing of notifications of violations between municipalities in the region.	Enforcement	Medium (2 - 5 years)	Cities, Counties, OHSO	Reallocate

IMPAIRED DRIVING

Impaired Driving is driving with any physical impairments or reduced cognitive abilities. Impaired driving can be alcohol use, drug use, drowsy driving, or poor vision. Impaired driving crashes most commonly occur with dry roadway conditions on highways in dark unlit conditions. When a person chooses to drive with any impairment(s) it endangers all roadway users. Driving impaired slows reaction time and motor skills reducing a driver's window of time to safely react to a potentially dangerous situation. The most common form of impaired driving is driving while intoxicated which is, having a blood alcohol content of between 0.05 and 0.08. These types of crashes disproportionately affect individuals aged 16-30.

Table 19. Impaired Driving Policy Recommendations

ACTION	WHICH SIX ES OF SAFETY	TIMEFRAME	PARTNERS	FUNDING
Create materials advertising rideshare companies as an alternative transportation option.	Encouragement	Short (<2 years)	Uber/Lyft, CED, OHSO	Reallocate
Increase the number of transit options in the region to discourage impaired driving.	Encouragement	Long (>5 years)	EMBARK	Grants
Partner with OHSO and INCOG to expand " Safe Ride Oklahoma " to all cities and provide more credit opportunities.	Equity	Short (<2 years)	OHSO, INCOG	Reallocate
Create an incentive program for local restaurants and bars to encourage sober ride behavior.	Encouragement	Short (<2 years)	CED, Businesses, Uber/Lyft, OHSO	Grants
Encourage all higher education campuses to provide "safe ride home" programs for students.	Encouragement	Short (<2 years)	OHSO, Colleges	Reallocate
Partner with OU and Norman On Demand to further advertise " SafeRide "	Education	Short (<2 years)	OU, Cities	Reallocate
Partner with the 911 RPAC to share methods and resources across the region for more effective impaired driving enforcement.	Enforcement	Short (<2 years)	911 ACOG	Reallocate



OCCUPANT PROTECTION

Occupant Protection crashes are crashes involving unrestrained persons. NHTSA reports that, “wearing a seatbelt reduced the risk of fatal injury in a crash by nearly 50% (Strategic 29). A crash is an Occupant Protection crash if even one occupant of a vehicle is not wearing a seatbelt. When even one occupant is not restrained, they can be a risk to themselves as well as others in the vehicle. It is important to ensure that seatbelts and child safety seats are used properly. Fatal occupant protection crashes are typically linked to other unsafe driver behaviors such as unsafe speeds and driving while intoxicated. Additionally, more rural communities typically see lower rates of seatbelt use.

Table 20. Occupant Protection Policy Recommendations

ACTION	WHICH SIX ES OF SAFETY	TIMEFRAME	PARTNERS	FUNDING
Partner with counties that have Child Passenger Safety Technicians (CPSTs) to provide car seat inspections.	Education	Short (<2 years)	Cities, Counties,	Existing
Implement roadway safety programming for young students and new drivers.	Education	Medium (2 - 5 years)	Cities, OHSO	Reallocate
Partner with health departments to connect people with child restraint resources.	Encouragement	Short (<2 years)	SKO, OHSO, Cities, Counties	Reallocate
Increase the public’s awareness of the County Health Department’s Car Seat Program for low-income residents.	Equity	Short (<2 years)	Cities, Counties	Existing
Partner with the Older Adult Car Safety Program (CarFit) to provide safer driving tips to older motorists.	Equity	Short (<2 years)	CarFit	Reallocate
Ensure all local agency-owned vehicles have a 5-star safety rating.	Engineering	Long (>5 years)	Cities, Counties, ODOT, OHSO	Grants
Increase existing fine for no seatbelt usage.	Enforcement	Short (<2 years)	ODOT, OHSO	Existing
Create a law that would require seatbelt use for all vehicle passengers.	Enforcement	Medium (2 - 5 years)	ODOT, OHSO	Reallocate

UNSAFE SPEED

Unsafe Speed is when a driver exceeds the posted speed limit, drives too slow for conditions, or drives too fast for conditions. Unsafe speed crashes often go underreported, and the true impact of unsafe speed is more than likely greater than shown in collected data. Unsafe speed crashes resulting in a fatality or serious injury most often occur on highways with dry road conditions in daylight. Exceeding the posted speed limit can increase severe injury and fatality rate of all types of collisions, making unsafe speed a top safety emphasis area. If speed is safely reduced the force of impact will be far less, particularly as vehicles become larger and heavier - increasing survival rate of collisions. The top two contributing factors to making an unsafe speed crash fatal are lane departures and occupant protection. Additionally, unsafe speeding has the greatest impact on VRUs.

Table 21. Unsafe Speed Policy Recommendations

ACTION	WHICH SIX ES OF SAFETY	TIMEFRAME	PARTNERS	FUNDING
Educate drivers on minimal time savings when speeding compared to safe speed.	Education	Short (<2 years)	OHSO	Existing
Partner with insurance companies to encourage driver continuing education and insurance bonuses.	Encouragement	Medium (2 - 5 years)	Businesses	Grants
Implement speed cameras at school zones to help prevent unsafe speeding.	Enforcement	Medium (2 - 5 years)	Cities, Colleges	Grants
Establish a targeted enforcement program for speeding.	Enforcement	Medium (2 - 5 years)	Cities, OHSO	Grants
Implement harsher penalties and decrease the number of warnings given to discourage speeding.	Enforcement	Short (<2 years)	Cities, OHSO	Existing
Develop a preventative policing strategy for speeding.	Enforcement	Medium (2 - 5 years)	Cities, OHSO	Reallocate



INTERSECTIONS

Intersection related crashes are common due to the amount of conflict points available at a signalized and non-signalized intersection. Fatal and serious injury intersection related crashes most commonly occur on highways and city streets with dry road conditions in daylight. Intersection crashes can occur due to low visibility traffic lights/stop signs causing drivers to be unable to react in time to oncoming traffic. Lack of or low visibility pavement markings can also make turning at an intersection hazardous. Proper driver education about signage and traffic laws can increase safety, especially at stop-controlled intersections. Distracted driving and impaired driving increase safety risk at intersections for all roadway and sidewalk users.

Table 22. Intersection Policy Recommendations

ACTION	WHICH SIX ES OF SAFETY	TIMEFRAME	PARTNERS	FUNDING
Increase awareness about upcoming intersection design changes and other construction projects.	Education	Ongoing	ODOT, Cities	Existing
Update design standards to encourage the creation of Complete Streets.	Encouragement	Short (<2 years)	ODOT, Cities	Grants
Increase the amount of materials advertising intersection design changes for the public.	Equity	Ongoing	ODOT, Cities	Reallocate
Engage with local communities to identify dangerous intersections.	Equity	Ongoing	ODOT, Cities	Existing
Develop or update design standards to promote Complete Streets.	Engineering	Short (<2 years)	ODOT, Cities	Grants
Update design standards to allow for the use of roundabouts.	Engineering	Short (<2 years)	ODOT, Cities	Reallocate
Encourage communities to develop a communication system for residents to submit sight distance/vegetation obstructions.	Engineering Encouragement	Short (<2 years)	Cities, 911 ACOG	Reallocate

COMMERCIAL MOTOR VEHICLES AND WORK ZONES

A Commercial Motor Vehicle is described by the Federal Motor Carrier Safety Administration (FMCSA) as a vehicle with a gross weight of 10,001 pounds or more. Due to the weight of a Commercial Motor Vehicle (CMV) the force of impact in any crash can be fatal especially for bicyclist and pedestrians. CMV related crashes result from CMV driver and non-CMV driver behaviors such as distracted driving, impaired driving, speeding, unsafe lane changes, and following too closely. Fatal and severe injury CMV crashes primarily occur on highways with dry roadway conditions in the daylight. Work zone related crashes are any crash occurring where there is roadway construction, maintenance, or utility work occurring. Work zones should be clearly marked and have reduced speed limits. Work zones may have reduced lane number, reduced lane width, improper pavement markings, heavy machinery, as well as workers present. Driver inattention due to impairment or distraction in a work zone is extremely hazardous.

Table 23. Commercial Motor Vehicle and Work Zones Policy Recommendations

ACTION	WHICH SIX ES OF SAFETY	TIMEFRAME	PARTNERS	FUNDING
Promote Work Zone Safe enrollment for young students and new drivers.	Education	Short (<2 years)	ODOT, OHSO	Existing
Partner with ODOT to create more state supported truck rest stops.	Encouragement	Long (>5 years)	ODOT	Grants
Enhance inspection resources for work zones to ensure they are following their traffic control plan and enforce stricter penalties.	Enforcement	Medium (2 - 5 years)	ODOT, Cities, Counties	Reallocate
Partner with communities without designated freight routes in the region to identify a local network.	Engineering	Medium (2 - 5 years)	ODOT, Cities	Reallocate
Expand the double fine penalty to apply to all traffic violations in active work zones.	Enforcement	Short (<2 years)	ODOT, OHSO	Reallocate



MOTORCYCLES AND ALL-TERRAIN VEHICLES

Motorcycles and All-Terrain Vehicles are at increased risk when it comes to collisions, due to the lack of protection in the event of a crash. The lack of structural protection or airbags makes protective equipment, such as helmets, and traffic safety critical for motorcyclist and all-terrain vehicle (ATV) users. Fatal motorcycle crashes primarily occur in daylight on highways, while fatal ATV crashes are relatively split between daylight and dark unlit conditions on county roads. Unsafe speed when operating a motorcycle or ATV significantly decreases the survival rate of crashes.

Table 24. Motorcycles and ATV Policy Recommendations

ACTION	WHICH SIX ES OF SAFETY	TIMEFRAME	PARTNERS	FUNDING
Promote safety best practices for ATV and non-ATV users (off-roading, roadway safety and laws, helmets, and gear).	Education	Short (<2 years)	OHSO, Cities	Reallocate
Identify champions for motorcycle helmet safety throughout the Central Oklahoma Region.	Encouragement	Short (<2 years)	ODOT, Cities	Existing
Pass a mandatory helmet law for drivers and riders of motorcycles and ATVs.	Enforcement	Medium (2 - 5 years)	ODOT, OHSO	Reallocate
Enforce road-legal ATV laws (lights, wipers, blinkers, etc.).	Enforcement	Ongoing	ODOT, OHSO	Existing
Enforce ATV laws (e.g., you can't cross divided highways, you can't cross at night, helmets are required for minors on public land, etc.).	Enforcement	Ongoing	Cities, Counties	Existing
Create a law that does not allow ATVs to be used on roadways with posted speed limits.	Enforcement	Medium (2 - 5 years)	ODOT, OHSO	Reallocate

VULNERABLE ROAD USERS

Vulnerable Road Users (VRUs) include people walking, rolling, or riding a bicycle. Fatal and serious injury crashes involving VRUs occur more often during weekday commuting hours. Commuting hours bring more vehicle and VRU traffic, if there is not proper infrastructure and public education this can result in higher crash rates. Distracted driving and driving impairment also pose a large concern for VRUs, particularly involving alcohol and phone usage. Crashes resulting in a fatality or serious injury primarily occur in dark unlit conditions on city streets.

Table 25. Vulnerable Road User Policy Recommendations

ACTION	WHICH SIX ES OF SAFETY	TIMEFRAME	PARTNERS	FUNDING
Implement new driver training on VRU safety.	Education	Medium (2 - 5 years)	OHSO, WFM	Reallocate
Promote share the road policies to educate drivers that roads are not just for cars.	Education	Short (<2 years)	OHSO, Cities, WFM	Existing
Create a Safe Routes to School Partnership Program.	Education	Medium (2 - 5 years)	Cities, Colleges	Grants
Encourage Watch for Me OK education at schools and public events.	Education	Ongoing	Cities, WFM, Colleges	Existing
Encourage vulnerable road users to wear high-visibility safety vests.	Encouragement	Ongoing	Cities, OHSO, ODOT	Existing
Increase the number of investments in environmental justice areas based on the ACOG specific scoring criteria.	Equity	Ongoing	CED, Cities, Counties	Reallocate
Encourage all municipalities within the ACOG TMA to prepare the federally required ADA Transition Plans.	Equity	Long (>5 years)	Cities, Counties	Grants
Create opportunities for residents to comment on the transportation network and provide feedback on projects that affect them.	Equity	Ongoing	Cities, Counties	Reallocate
Develop incentives for road users who choose to cycle or walk to promote active modes of transportation.	Enforcement	Short (<2 years)	Cities, Counties, Businesses, CED, OHSO	Reallocate



RIVERWIND CASINO

RIVERWIND CASINO



Association of Central Oklahoma Governments
4205 North Lincoln Blvd
Oklahoma City, OK 73105
Telephone: (405) 234-2264
www.acogok.org

TO : Honorable Mayor and Council

FROM : Matt Summers, Director of Planning & Zoning

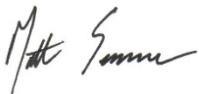
DATE : December 10, 2024

SUBJECT : Discussion, consideration, and possible action declaring various items of City property as surplus property and authorizing their disposal through sealed bid, public auction, or by other means as necessary.

The Department of Planning & Zoning requests to declare the listed items of City property surplus and authorize their disposal through sealed bid, public auction, or by other means as necessary.

- 40- assortment of binders
- Plan holder cart
- 1- book shelf
- 5- boxes Diskettes
- 4-boxes of labels
- Camera holder and sound bar
- Fluorescent lamps
- 6 reams Bond paper
- Box of 8 ½ x 11 tabbed folders
- 5 boxes of outdated reference manuals
- Box of hanging folders
- Office supplies – calculator, photo ID, folder holder, 3-hole puncher.
- Calculator paper rolls
- 4- boxes - Avery strip tabbing
- 1 box of tutorial Reference manuals – Outdated materials
- 1- water jug
- 1 - coffee maker
- 1 - Metal Shelf

If declared surplus, these items will be placed on websites for disposal through sealed bid, public auction, or by other means as necessary.



Matt Summers
Director of Planning & Zoning



DISCUSSION ITEMS



To: Honorable Mayor and Council
From: Matt Summers, Director of Planning & Zoning
Date: December 10, 2024

Subject: (MP-00018) Public hearing, discussion, consideration, and possible action of approval of the Minor Plat of Casey's General Store at Town Center Plaza for the property described as a tract of land being a part of the Southwest Quarter (SW/4) of Section Ten (10), Township Eleven (11) North, Range Two (2) West of the Indian Meridian, Oklahoma County, Oklahoma.

Executive Summary: This application is for a minor plat.

The applicant, Ms. Britni Andreassen with Casey's General Store, has proposed this property be platted into one (1) lot.

There is a vacant single-carwash and Casey's General Store on the subject property.

During the remodel of Casey's, the remodel of the carwash was discussed to be used as an office space. However, per Midwest City Municipal Code, water and wastewater connections cannot operate across property lines for separate buildings, therefore, the solutions are either to tie the structures into separate utility connections, or plat the property as one (1) lot.



The proposed plat eliminates the two (2) existing lots and consolidates them into one (1) lot. Consolidating into one (1) lot eliminates the crossing of private service lines over property lines.

With there being two (2) commercial water meters, the property owner will need to determine if they would like both to continue to service each individual structure.

The request meets the criteria to qualify as a minor plat as outlined in Chapter 38 of the Midwest City Municipal Code. Approving the minor plat would bring the property into compliance when/if the secondary structure is used.

Staff notes that prior to the secondary structure being occupied, all necessary permits shall be pulled.

Both state and local notification requirements were met. At the time of this writing, staff has received a couple calls from surrounding property owners for clarification of the proposal. No oppositions were voiced.

The Applicant was present at the Planning Commission meeting and addressed the Commission. None of the meeting attendees spoke in favor or opposition of this application.

Planning Commission recommended unanimous approval of this item.

Action is at the discretion of the Council.

Dates of Hearing:

Planning Commission- November 5, 2024

City Council- December 10, 2024

Pre-Application Meeting Date: August 23, 2023

Council Ward: Ward 1, Susan Eads

Owner: Realty Income CK1, LLC

Applicant: Britni Andreassen, Casey's

Municipal Code Citation:

Sec. 38-20. – Minor Plat

Sec. 38.20.1. Purpose.

The purpose of a minor plat is to provide a limited means for simple land division under certain circumstances, which result in minimal lot creation.

In circumstances where not new interior public or private roads are created to serve the subdivision, then a minor plat may be suitable as an instrument to subdivided one (1) lot into five (5) or fewer lots.

Minor plats are intended to ensure the future growth and development of the entire city by ensuring new development does not hinder the provision of public facilities and services to neighboring and nearby properties.

Sec. 38-20.2. Applicability

An application for approval of a minor plat may be filed when all of the following circumstances apply.

Minor plat circumstances.

- (1) The proposed division results in five (5) or fewer lots;
- (2) All lots in the proposed subdivision front onto an existing public or approved private street and the construction or extension of a street or alley is not required to meet these Subdivision Ordinance requirements;
- (3) All lots meet the zoning ordinance area regulations and standards (minimum frontage, etc.); and
- (4) The plat does not require new interior public or private roads to serve the subdivision.

Sec. 38-20.3 Minor plat requirements.

Minor plat requirements.

- (1) The proposed plat shall be for the subdivision of one (1) lot into five (5) or fewer lots.
- (2) No parcel of land shall have more than one (1) minor plat approved during any five-year period.
- (3) The proposed plat shall meet all zoning ordinance requirements.
- (4) The proposed plat shall meet all Subdivision Ordinance requirements (e.g., improvement of substandard streets, per subsection 38-42.3(b)(2)), or the applicant shall pay fee in-lieu.
- (5) Private wells and private wastewater treatment facilities that meet the current city health standards shall be considered adequate when existing public water and sewer lines are not within the required area for utility extension and connection as specified in this Code, and at the discretion of the city engineer.

Sec. 38-20.4. Application requirements.

- (a) *Same as a final plat.* The requirements for the submittal of a minor plat shall be the same as the requirements for a final plat, as outlined in section 38-19, Final plat.
- (b) *Preliminary plat not needed.* As stated in subsection 38-16.6(a)(2), a preliminary plat is not required when a minor plat is submitted.
- (c) *Application preparation.* An application shall be prepared by a land surveyor, registered or an engineer, professional.

Sec. 38-20.5. Review and approval process.

- (a) *Review action and approval action—Same as final plat.* The review and approval processes for a minor plat shall be the same as the review and approval processes for a final plat per section 38-19.
- (b) *Minor plat review criteria.* The following criteria shall be used to determine whether the application for a minor plat shall be approved, approved with conditions, or denied:
 - (1) The minor plat is consistent with all zoning requirements for the property (if applicable), and all other requirements of this Subdivision Ordinance that apply to the minor plat;
 - (2) All lots to be created by the minor plat already are adequately served by improved public street access and by all required city utilities and services and by alleys, if applicable;
 - (3) The ownership, maintenance and allowed uses of all designated easements have been stated on the minor plat; and
 - (4) The plat does not require new interior public or private roads to serve the subdivision.

Sec. 38-20.6. Procedures for minor plat recordation following approval.

The procedures for recordation of a minor plat shall be the same as the procedures for recordation of a final plat, as outlined in section 38-19.10., Procedures for final plat recordation upon approval.

Sec. 38-20.7. Revisions to a minor plat following approval.

Revisions may only be processed and approved as an amending plat, as applicable.

Sec. 38-65.88. Lot, flag.

A lot having access to a street by means of a parcel of land having a depth greater than its frontage, and having a width less than the minimum required lot width. May also be referred to as a panhandle lot.

History:

1. The property is unplatted.
2. George's Mobil was issued a permanent Certificate of Occupancy October of 1982.
3. TexaCo was issued a permanent Certificate of Occupancy March of 1989.
4. Pizza Inn was issued a permanent Certificate of Occupancy December of 1990.
5. TexaCo was issued a permanent Certificate of Occupancy April of 1996.
6. Equilon Enterprises was issued a permanent Certificate of Occupancy July of 1998.
7. TexaCo Food Mart was issued a permanent Certificate of Occupancy February 2001.
8. Circle K was issued a permanent Certificate of Occupancy April of 2007.
9. Casey's was issued a permanent Certificate of Occupancy April of 2023.
10. (MP-18) Planning Commission recommended approval November 5, 2024.

Next Steps:

If Council approves this minor plat, applicant will need to obtain required signatures and file with Oklahoma County.

Staff Comments-

Engineering Staff Comments:

Note: No engineering improvements are required with this application.

Water Supply and Distribution

There are public water mains bordering the proposed parcel, a twelve (12) inch line along the west of Air Depot Boulevard and a twelve (12) inch line along the north side of S.E. 29th Street. Any new building permit will require tying to the public water system as outlined in Municipal Code 43-32.

Sanitary Sewerage Collection and Disposal

There is an eight (8) inch public sewer main extending along the east of Air Depot Boulevard. Any new building permit will require tying into the public sewer system as outlined in Municipal Code 43-109.

Streets and Sidewalks

Access to the area of request exists off of Air Depot Boulevard and S.E. 29th Street. Public road and sidewalk improvements are not required as part of this application.

Drainage and Flood Control, Wetlands, and Sediment Control

The area of request is shown to be in an Area of Minimal Flood Hazard on Flood Insurance Rate Map (FIRM) number 40109C0310H, dated December 18th, 2009. Public drainage and detention improvements are not required as part of this application.

Easements and Right-of-Way

No further easements or right of way are not required with this application.

Planning Division:

Staff met with the applicant August of 2023.

There is a vacant single-carwash and Casey's General Store on the subject property.

The proposed plat eliminates the two (2) existing lots and consolidates them into one (1) lot. Consolidating into one (1) lot eliminates the crossing of private service lines over property lines.

The request meets the criteria to qualify as a minor plat as outlined in Midwest City Municipal Code.

Action is at the discretion of the Council.

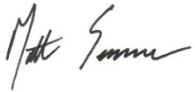
Action Required:

Approve or reject the Minor Plat of Casey's General Store at Town Center Plaza for the property noted herein, subject to staff comments as found in the December 10, 2024 Council agenda packet and made part of the MP-00018 file.

Suggested Motion:

"To approve the Minor Plat of Casey's General Store at Town Center Plaza subject to Staff Comments found in the December 10, 2024 Council agenda packet and made part of the MP-00018 file."

Please feel free to contact the Current Planning Manager's office at (405) 739-1223 with any questions.

A handwritten signature in black ink that reads "Matt Summers". The signature is written in a cursive style with a large initial "M".

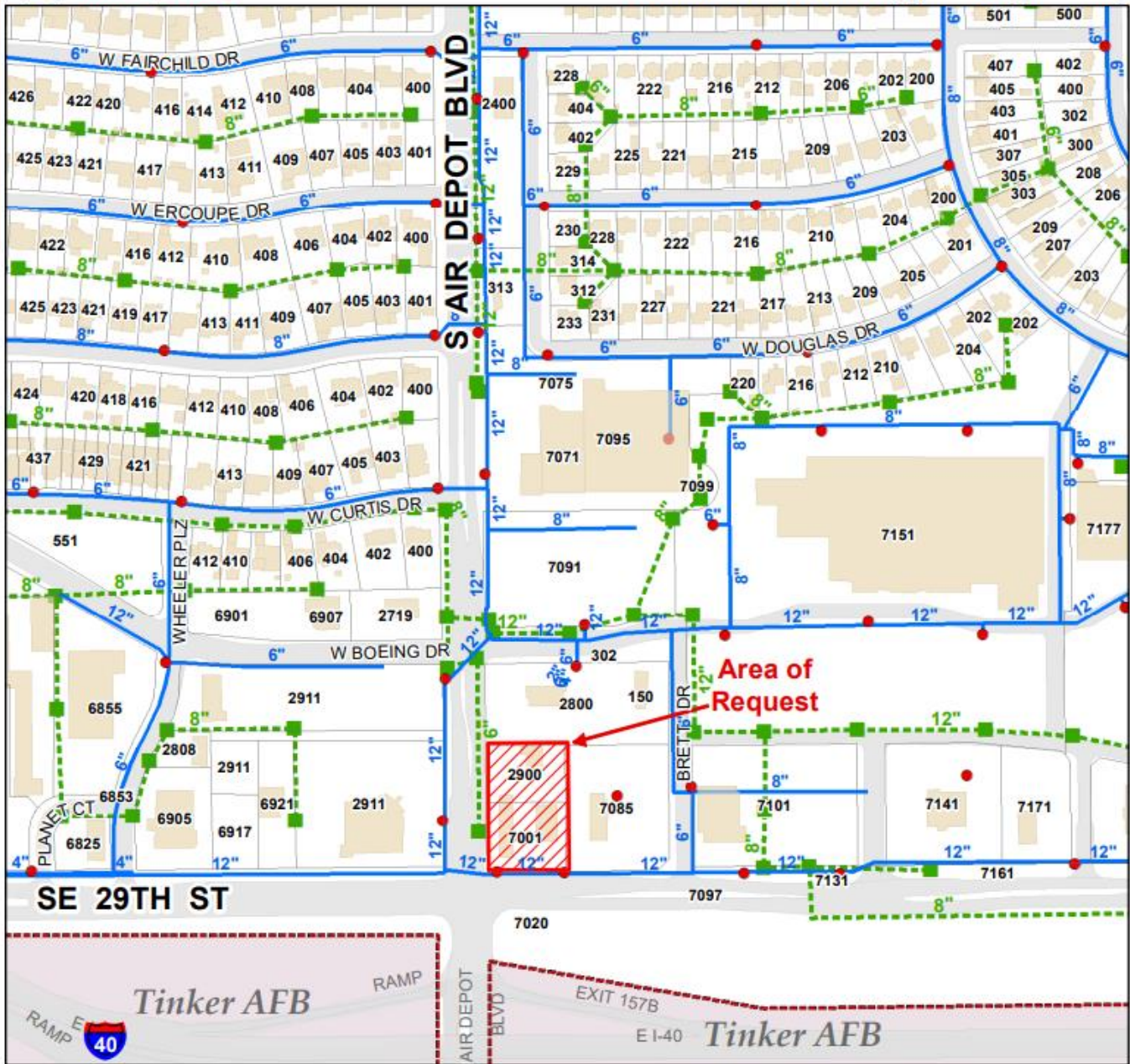
Matt Summers

Director of Planning & Zoning

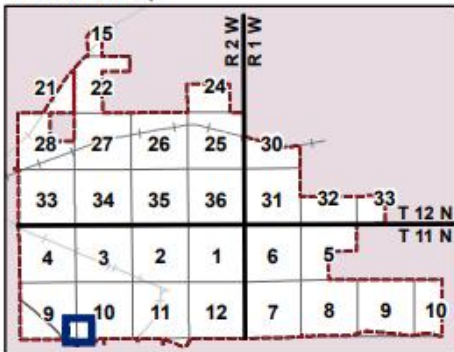
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GIS- Information Technology/ Planning & Zoning



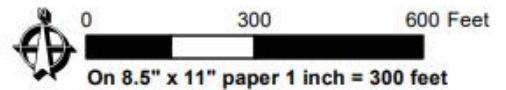
Locator Map



General Map Legend

- Area of Request
- Parcels with Addresses
- Buildings
- Edge of Pavement
- MWC City Limits
- Railroads**
- Active
- Inactive / Closed

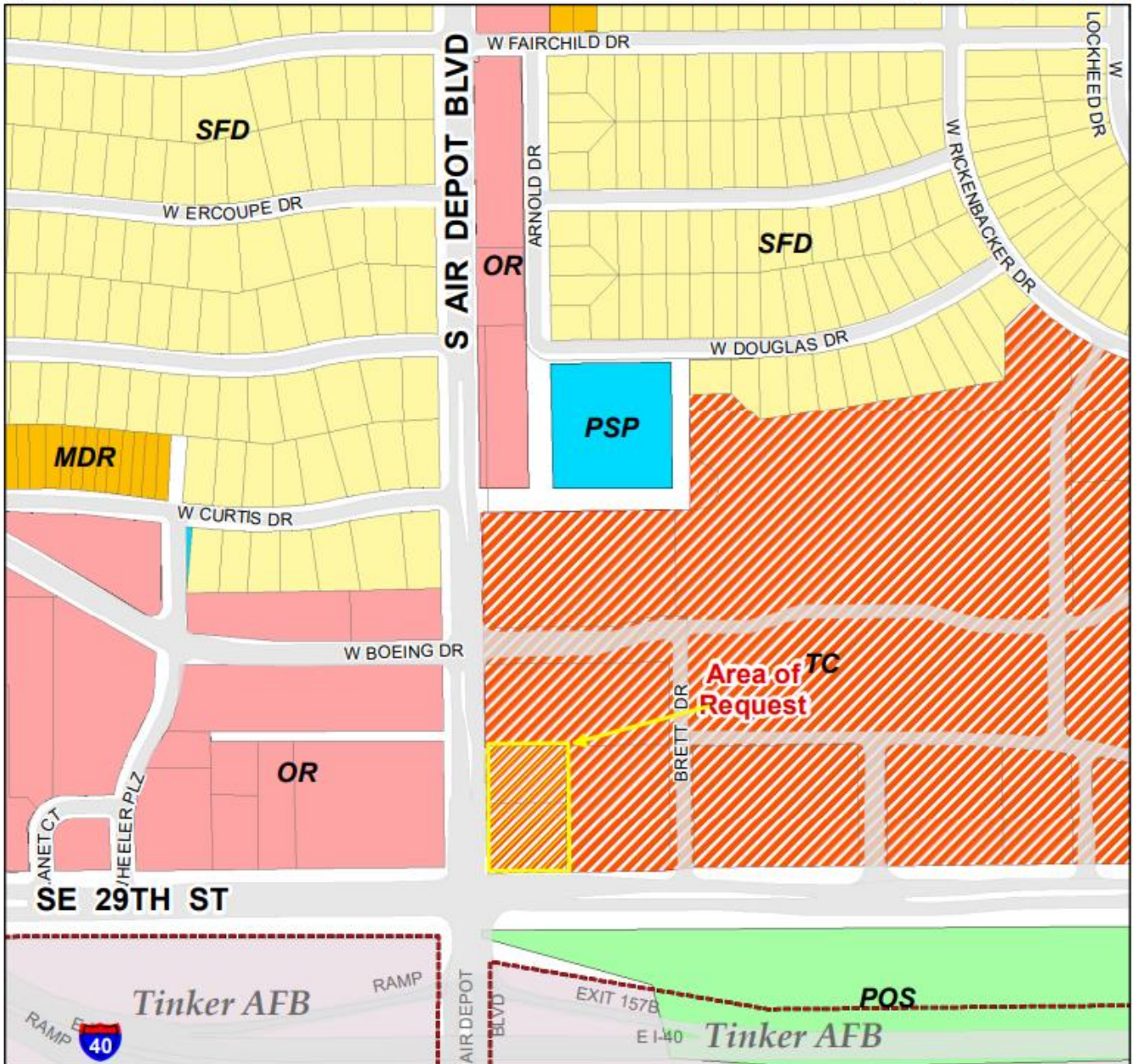
**GENERAL MAP FOR
MP - 18
(SW/4, Sec 10, T11N, R2W)**



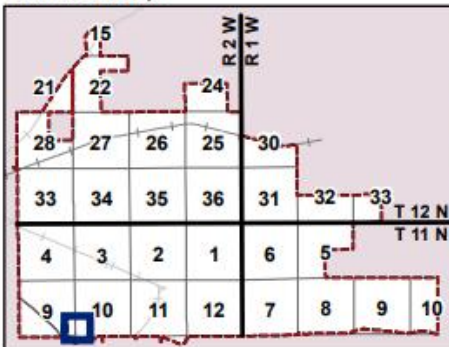
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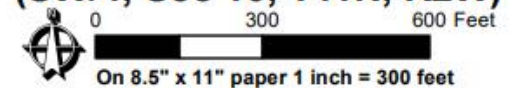
Locator Map



Future Land Use Legend

- Single-Family Detached Residential
- Medium Density Residential
- High Density Residential
- Manufactured Home
- Public/Semi-Public
- Parks/Open Space
- Office/Retail
- Commercial
- Industrial
- Town Center

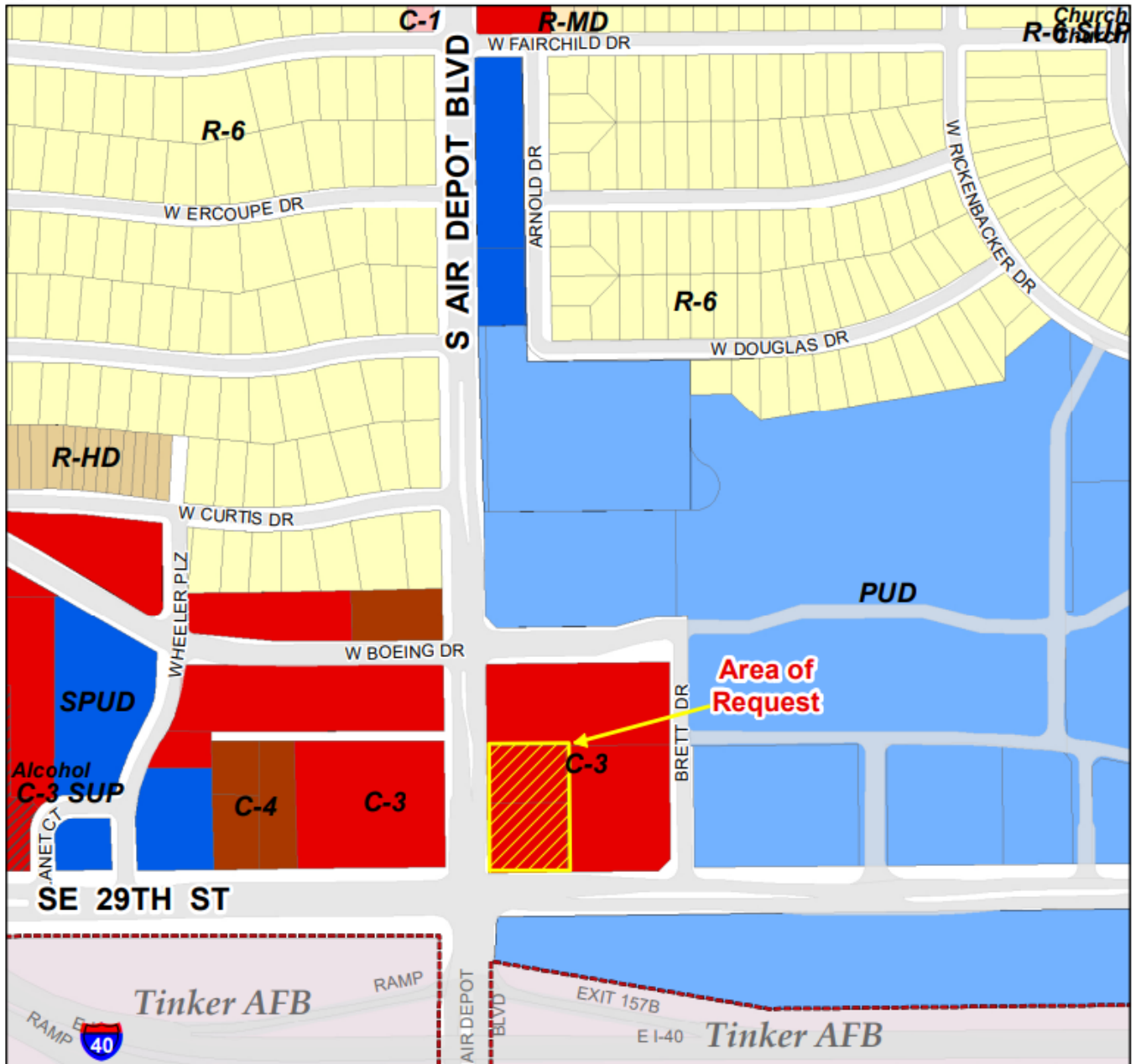
**FUTURE LAND USE
MAP FOR
MP - 18
(SW/4, Sec 10, T11N, R2W)**



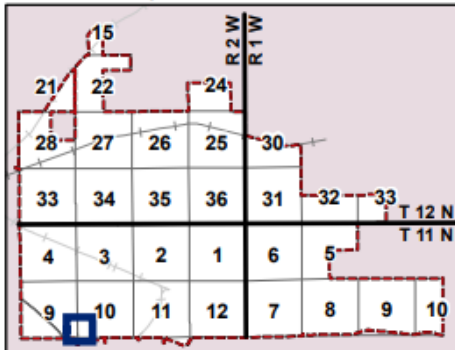
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Locator Map



Current Zoning Legend

A-1	I-2 SUP	R-35
A-1 SUP	I-3	R-2F
C-1	O-1	R-MD
C-1 SUP	O-1 SUP	R-MD SUP
C-2	O-2	R-HD
C-3	O-2 SUP	R-HD SUP
C-3 SUP	R-6	R-MH-1
C-4	R-6 SUP	R-MH-2
C-4 SUP	R-8	PUD
I-1	R-10	SPUD
I-2	R-22	HOS
		HOS SUP

ZONING MAP FOR MP - 18 (SW/4, Sec 10, T11N, R2W)



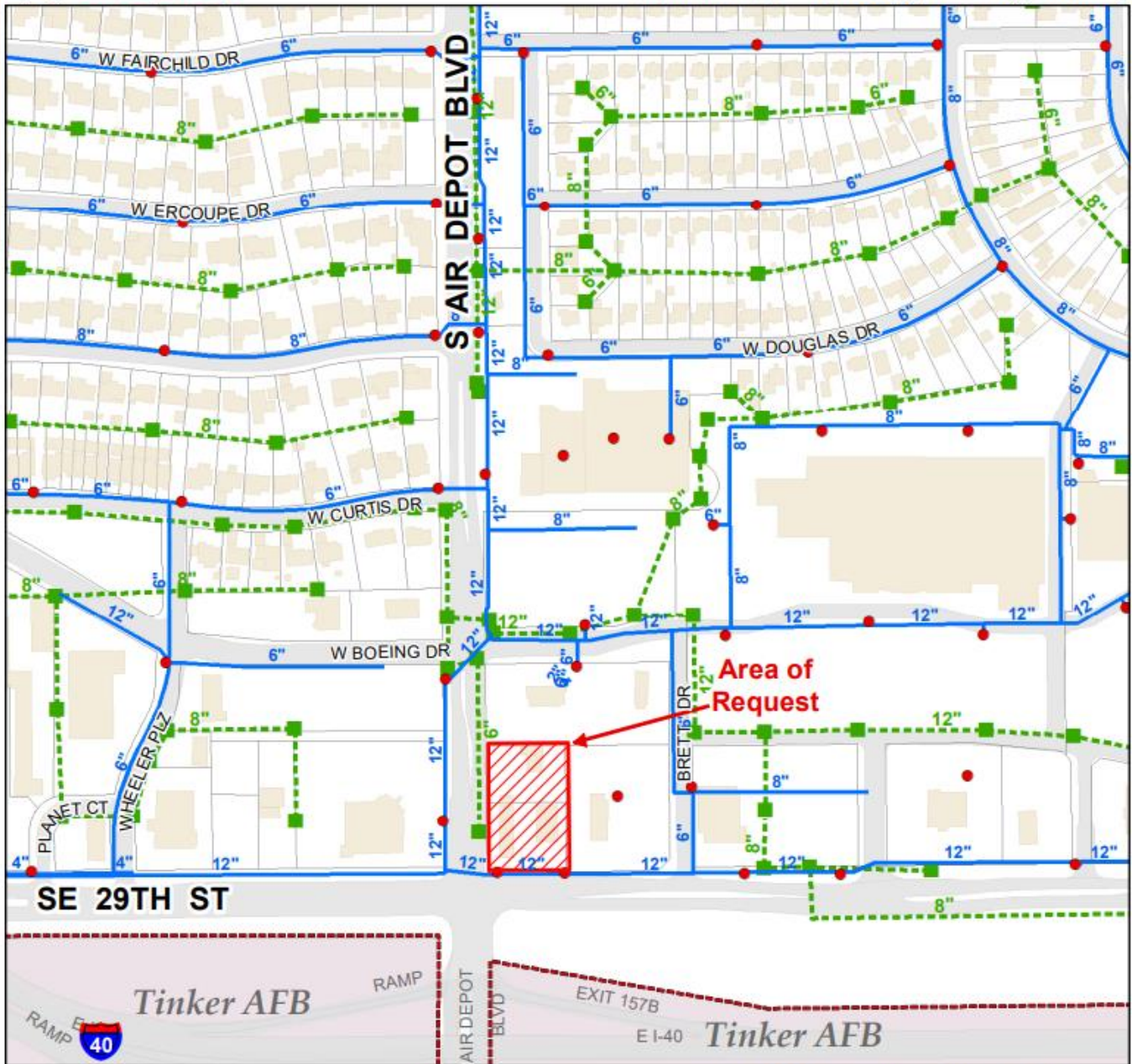
0 300 600 Feet

On 8.5" x 11" paper 1 inch = 300 feet

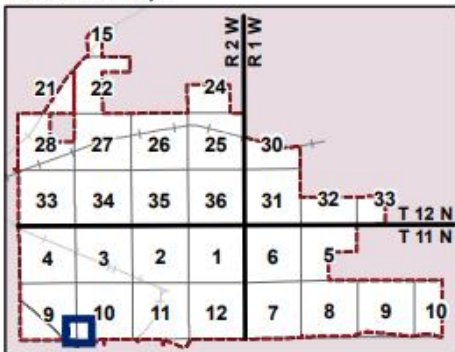
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Locator Map



Water/Sewer Legend

- Fire Hydrants
- Water Lines**
- Distribution
- Well
- OKC Cross Country
- Sooner Utilities
- Thunderbird
- Unknown
- Sewer Manholes
- Sewer Lines

**WATER/SEWER LINE
LOCATION MAP FOR
MP - 18
(SW/4, Sec 10, T11N, R2W)**



0 300 600 Feet

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To: Honorable Mayor and Council
From: Matt Summers, Director of Planning & Zoning
Date: December 10, 2024

Subject: (PC-2189) Public hearing, discussion, consideration, and possible action on a resolution to amend the Comprehensive Plan from Commercial and Public/Semi-Public Land Use to Office/Retail Land Use; and an ordinance to redistrict from Single-Family Detached Residential District w/ Special Use Permit (“R-6 w/ SUP”), Community Commercial District (“C-3”), and General Commercial District (“C-4”) to Community Commercial District (“C-3”), for the property described as all of Lots One (1), Two (2), Three (3), Twenty-four (24), Twenty-five (25), Twenty-six (26), in Block Three (3) of Aviation Acres, an Addition to Oklahoma County, Oklahoma according to the recorded plat thereof.

Executive Summary: The applicant, Mr. Chris Rogers with Shield Engineering, is requesting to amend the Comprehensive Plan to Office/Retail Land Use for the subject property and rezone the subject property to Community Commercial District for proposed use of a financial institution.

The subject property currently contains three (3) different zoning districts. Approving this application would make the lots easier to manage for the owner while also reducing the possibility the subject property may be developed in a manner that is incompatible with the area.

If the rezoning application is approved, the development regulations for C-3, Community Commercial District shall be observed including, but not limited to, parking, landscaping, and exterior masonry requirements.

Currently, the subject property contains six (6) lots and Sooner Baptist Church crosses over four (4) property lines. If the rezoning application is approved, the applicant’s next step would be to have a plat approved and recorded prior to building permits being issued by the Engineering and Construction Services Department. All applicable code requirements shall be observed.

As part of the plat, Sooner Baptist Church will need to acquire a new address, because it will no longer have frontage on SE 15th Street. The church is aware, and Planning Staff has been coordinating with representatives from the financial institution, the church, GIS Department, Emergency Management, and Fire Department to assign the appropriate address.

Both state and local notification requirements were met. At the time of this writing, staff has received a couple of phone calls regarding the case. All calls were inquiring about clarification of the rezone purpose, and none were in opposition.



The Applicant was present at the Planning Commission meeting and addressed the Commission. None of the meeting attendees spoke in favor or opposition of this application.

Planning Commission recommended unanimous approval of this item.

Action is at the discretion of the Council.

Dates of Hearing:

Planning Commission- November 5, 2024

City Council- December 10, 2024

Date of Pre-Development Meeting: June 12, 2024

Council Ward: Ward 1, Susan Eads

Owner: John Hutchinson, Sooner Baptist Church

Applicant: Chris Rogers, Shield Engineering

Proposed Use: Financial Institution

Size: The subject property contains an area of 198,000 square feet, more or less.

Development Proposed by Comprehensive Plan:

Area of Request- Commercial and Public/Semi-Public

North- Office/Retail

South- Public/Semi-Public

East- Office/Retail and Medium Density Residential

West- Commercial

Zoning Districts:

Area of Request- Single-Family Detached Residential District w/ Special Use Permit (“R-6 w/ SUP”), Community Commercial District (“C-3”), and General Commercial District (“C-4”)

North- Planned Unit Development (“PUD”) governed by Community Commercial District (“C-3”)

South- Hospitality District (“HOS”)

East- General Commercial District (“C-4”); Hospitality District (“HOS”)

West- Community Commercial District (“C-3”)

Land Use:

Area of Request- Sooner Baptist Church

North- Sooner Rose

South- Delta Hotel/ Reed Center

East- Center Marketplace

West- Home Depot

Comprehensive Plan Citation:

The Future Land Use designation for the subject property is Public/Semi-Public and Commercial. The Public/Semi-Public land use designation does not match the proposed zoning C-3 zoning sought by this application, therefore a resolution to amend the Future Land Use Map in the Comprehensive Plan must be made

if this application is to be approved. This application proposes to amend the Future Land Use designation for the subject property to Office/Retail, which is described below.

Office/Retail Land Use

Retail land use areas are intended to provide for a variety of retail trade, personal, and business services and establishments. Retail establishments generally require greater visibility than do other types of non-residential land uses (e.g., office, commercial).

Office uses include professional offices for lawyers, doctors, realtors, and other professionals. Office land uses are generally appropriate in all other non-residential areas of the City. Office development should be compatible with any adjacent residential area.

In instances where a development proposal does not directly reflect the land use pattern for a site shown on the Future Land Use Map, the Comprehensive Plan directs us to consider the following (staff comments in bold):

- Will the proposed change enhance the site and the surrounding area?
 - **The proposed zone change would enhance the surrounding area by allowing for an office/retail development closer to SE 15th Street. This would allow development of the subject property to better match the uses and development patterns of the surrounding properties.**
- Is the proposed change a better land use than that recommended by the Future Land Use Plan?
 - **The proposed change is a better land use for this area than what is recommended by the Future Land Use Plan. The proposed change would allow for a better use of land along this arterial corridor than could be obtained by the current designation.**
- Will the proposed use impact adjacent residential areas in a negative manner? Or will the proposed use be compatible with, and/or enhance, adjacent residential areas?
 - **The proposed use is not adjacent to any residential development and would not have a negative impact on any residential uses in the broader area.**
- Are uses adjacent to the proposed use similar in nature in terms of appearance, hours of operation, and other general aspects of compatibility?
 - **The uses adjacent to the subject property are similar in nature to those proposed by this application.**
- Does the proposed use present a significant benefit to the public health, safety, and welfare of the community? Would it contribute to the City's long-term economic well-being?
 - **The proposed use presents an opportunity for additional development along the SE 15th Street corridor, which would benefit the community's economic well-being by efficiently using the land within City Limits. The proposed use would not impact the public health or safety, but would improve the welfare of the community by providing additional office/retail development along an arterial corridor on a site that is underdeveloped.**

Based on the analysis of the questions above from Chapter 4 of the Comprehensive Plan, staff recommends amending the Future Land Use designation of the subject property to Office/Retail. This designation would enhance the surrounding area, would not harm any nearby residential areas, and would better serve the community and the development of SE 15th Street.

Municipal Code Citation:

2.20. C-3, Community Commercial District

2.20.1. *General Description.* This commercial district is intended for the conduct of business activity which is located at the edge of residential areas but which serves a larger trade area than the immediately surrounding residential neighborhoods.

Business uses will most often be found in a wide variety of commercial structures, normally on individual sites with separate ingress, egress, and parking. Because of the varied uses permitted, it is important to be separated as much as possible visually and physically from any nearby residential areas and to limit the harmful effects of increased traffic, noise, and general nonresidential activity which will be generated.

Limited outdoor storage, as defined in Midwest City Municipal Code, and limited open display, as defined in Midwest City Municipal Code, shall be permitted.

Traffic generated by the uses permitted shall be primarily passenger vehicles and only those trucks and commercial vehicles required for stocking and delivery of retail goods.

History:

1. This property is part of the Aviation Acres Subdivision approved in 1944.
2. (PC2189) Planning Commission recommended unanimous approval of this item November 5, 2024.

Next Steps:

If Council approves this rezone, the applicant will need to submit a plat for approval and recording before the appropriate building permits can be issued by the Engineering and Construction Services Department.

Staff Comments-

There are numerous construction requirement references made in the Engineering, Fire Marshal, and Public Works portions of this report. The intent of the Municipal Code is to directly involve the applicant in continued community development activities such as extending public sewer and water and making street improvements, for examples. This is a rezoning application and the construction references are provided to make the applicant and subsequent developers of this property aware of their applicability as they relate to the future development or redevelopment of this property.

Engineering Staff Comments:

Note: No engineering improvements are required with this application.

Water Supply and Distribution

There are public water mains bordering the proposed parcel, a twelve (12) inch line along the south side of S.E. 15th Street and a six (6) inch line along the west side of Warren Drive. Any new building permit will require tying to the public water system as outlined in Municipal Code 43-32.

Sanitary Sewerage Collection and Disposal

There is an eight (8) inch public sewer main located in the southeast corner of the proposed parcel. Any new building permit will require tying into the public sewer system as outlined in Municipal Code 43-109.

Streets and Sidewalks

Access to the parcel is from S.E. 15th Street and from Warren Drive. S.E. 15th Street is classified as a secondary arterial road in the 2008 Comprehensive Plan. Warren Drive is classified as a local road in the 2008

Comprehensive Plan. Public road and sidewalk improvements are not required as part of this application. There is no sidewalk across the full frontage of the parcel. Any new building permit will require sidewalk across the full frontage of the proposed parcel.

Drainage and Flood Control, Wetlands, and Sediment Control

The area of request is shown to be in an Area of Minimal Flood Hazard on Flood Insurance Rate Map (FIRM) number 40109C0310H, dated December 18th, 2009. Public drainage and detention improvements are not required as part of this application.

Easements and Right-of-Way

No further easements or right of way are not required with this application.

Fire Marshal's Comments:

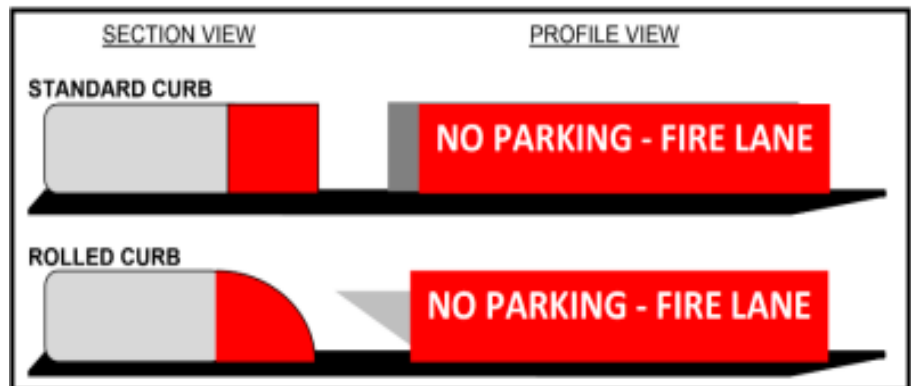
New and existing construction shall comply with all Midwest City Fire Codes and Ordinances, the 2018 International Fire Code (IFC), the 2018 International Building Code (IBC), and the National Fire Codes.

Fire Extinguishers are required to be installed in accordance with Section 906 of the International Fire Code, as well as NFPA 10.

Address shall be identified on the front side of the facility (viewable from 15th St.) in contrasting colors and shall be legible from the public access road (IFC Section 505).

Duct detectors are required on any HVAC system that has the capability of producing 2,000 CFM. If a fire alarm system is required/provided on-site, the duct detention is required to be tied into the system.

A fire lane is required in accordance with IFC Section 503 and the Midwest City Ordinances Section 15-15. A fire lane shall mean any thoroughfare twenty (20) feet or more in width and approved and accepted by the appropriate fire official as a fire lane. Fire lanes shall be interchangeable with the term "street" for the purpose of this Code, provided, the entire width of a fire lane on the same site may be used to determine horizontal separation between two (2) or more structures. Fire lane to be a 6" continuous red stripe with "Fire Lane – No Parking" in 4" white lettering spaced every 60'-0" O.C. Face of curbs shall be painted when applicable and the fire lane shall begin at the street access / egress point of the road and wrap around into the parking lot.



Fire Alarm and Fire Suppression plans (including but not limited to hood suppression systems) shall be submitted to the Midwest City Fire Marshal's Office for review as required/applicable.

Emergency preparedness plans are required to be maintained and displayed (IFC 403.2).

Paint striping is required on the floors in front of all electrical panels indicating "No Storage" areas (IFC 605.3).

Knox Box 3200 series lock box keyed for Midwest City Fire Department is required to be installed adjacent to the main entrance to each commercial facility (building) and at the riser room exterior access door as applicable (IFC 506).

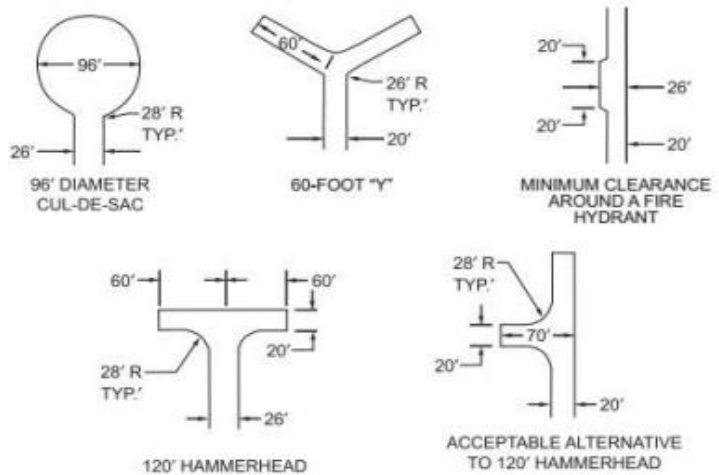
In all areas except those containing only one- and two-family detached dwellings, fire hydrants shall be located in such a manner that no hose line will exceed four hundred (400) feet in length to reach any accessible portion of the exterior of any building and is dependent on the ability to place an apparatus in such a manner necessary to utilize said hydrant. Distance shall be measured by the lay of the hose, not by line of sight. Access and operational standards for controlled access gates and gated subdivisions shall meet the requirements set forth in Midwest City Ordinance Sec. 15-26

All new commercial construction and gated communities and business in the city shall provide an approved emergency rapid access device or key box.

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders (see Figure D103.1).

Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103. 4. Fire apparatus access roads shall not exceed 10 percent in grade.

This code analysis has been provided with the current information provided from the applicant. This list is not an all-inclusive list of compliance due to the limited information available at the time of this report. A full review can be completed once a comprehensive floor plan/life safety analysis is provided by the architect/designer of record.



Public Works' Comments:

Line Maintenance

Water

- Water meter(s) shall be installed in "green belt" per Midwest City Municipal Code Section 43-54. **Two-foot horizontal green belt buffer zone and vertical clearance of five feet.*
- Fire hydrant locations shall be installed per Midwest City Municipal Code Section 15-22. Clearance around fire hydrants shall be installed per Midwest City Municipal Code Sections 15-20 and 43-54 (b).

Sewer

- A City provided Sewer Use Survey shall be required to be submitted by applicant to address types of wastewater produced and method(s) of wastewater disposal for any new construction building permit, remodel permit, Commercial Change of Ownership Compliance, and/or Certificate of Occupancy applied for.

Landscaping

Protection of Utilities.

- No street tree, other than those species listed as small trees in section 42-5 of Midwest City Municipal Code, may be planted near or within ten (10) lateral feet of any overhead utility wire, or over or within five (5) lateral feet of any underground waterline, sewer line, transmission line or other utility.

Distance from fireplugs.

- No street trees shall be planted closer than ten (10) feet from any fireplug per Section 42-9 of Midwest City Municipal Code.

**Please note, these requirements do not supersede landscape requirements per Zoning Regulations. If landscaping is to be removed due to encroachment of required utilities protection buffer and/or fireplug distance requirements, new landscaping plan shall be submitted to Planning & Zoning for approval.*

Sanitation

- Dumpster enclosure shall meet zoning requirements outlined in Midwest City Municipal Code Section 5.7.2. Trash Dumpster(s) and Enclosure:

(A) *Dumpster Requirements*

- (1) All new commercial buildings shall be served by a minimum of one (1) eight-yard capacity dumpster provided by the City, unless other arrangements are approved by the City's Environmental Services Director in compliance with code.
- (2) All dumpsters shall be screened/enclosed on three (3) sides by a minimum of eight (8) foot tall masonry walls.
- (3) Such enclosures shall have inside dimensions of no less than twelve (12) feet in width and fourteen (14) feet in length.
- (4) Gates shall be incorporated into the design of the enclosure and shall provide a twelve (12) foot wide clear space when open.
- (5) A locking device shall be installed on the gates.
- (6) Keeper latches shall be installed to allow gates to remain open during the servicing of the refuse container.

(B) *Dumpster Site Location*

- (1) At the time of preparing plans for new commercial buildings, land area on the site shall be designated as a location for the required dumpster(s) and enclosure, which shall be indicated on those plans.
 - a. Such location shall not occupy any designated parking space, dedicated right-of-way, easement and/or create any traffic sight hazard.
- (2) An unobstructed approach shall be provided to allow refuse collection trucks to maneuver on the property without backing onto a public street.

Stormwater

- o Any applicable land disturbance permit shall be pulled.

Planning Division:

Staff met with the applicant June 12, 2024, for a pre-application meeting.

The subject property currently contains six (6) lots, with Sooner Baptist Church being the only development on the subject property.

If the rezoning application is approved, the applicant shall submit a plat to consolidate the six (6) lots into two (2) lots- one (1) for Sooner Baptist Church, and one (1) for the financial institution. The plat must be recorded before any building permits will be issued.

Sooner Baptist Church shall be required to change its address due to its frontage no longer being on 15th Street. The church is aware, and Planning Staff has been coordinating with representatives from the financial institution, the church, GIS Department, Emergency Management, and Fire Department to assign the appropriate address.

The proposed use is a financial institution which falls under the Zoning Use Unit Classification:

4.4.1. *Administrative and Professional Office*. Offices of firms or organizations providing professional and executive management or administrative services.

If the rezoning application is approved, the development regulations for C-3, Community Commercial District shall be observed as found in Appendix A of the Midwest City Municipal Code Section 3.3.- Area Regulations and Standards for Mixed Use and Nonresidential Districts.

Parking requirements (Table 5.3-3 Minimum Parking Standards for Retail, Office, Manufacturing and Industrial, and Warehousing) applicable to a financial institution are:

Office

- For the first – 12,000 Sq. Ft. GLA- 1 Space/250 Sq. Ft. GLA
- From – 12,001 – 48,000 Sq. Ft. GLA- 1 Space/300 Sq. Ft. GLA
- Over – 48,000 Sq. Ft. GLA- 1 Space/350 Sq. Ft. GLA

Landscaping requirements (Section 5.2.5. *General Landscaping Requirements*):

- A base landscaping of six (6) trees and twelve (12) shrubs.
- Two (2) trees and two (2) shrubs are required for every ten (10) parking spaces installed.
- Trees planted shall meet the standards contained in Chapter 42 (Tree Ordinance) of the Midwest City Code of Ordinances).

All other requirements outlined in Section 5.2.5. shall be observed.

Exterior construction requirements and standards as outlined in Midwest City Municipal Code Section 5.12.1. shall be observed:

- Shall consist of eighty (80) percent masonry materials.
- Approved materials for Office and Commercial Districts include: brick, rock, stone, stucco, and cementitious fiberboard.
- Wall façade articulation shall be required, however, buildings smaller than 15,000 square feet shall be exempt from wall façade articulation.

Sign permits shall be pulled by the property owner or licensed contractor. Please contact the City about allowable sign materials and placement.

Staff notes that if this application is approved, the development is still subject to formal site plan review when plans are submitted with the permit application.

Action Required:

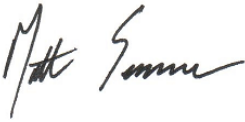
Approve or reject to amend the Comprehensive Plan from Commercial and Public/Semi-Public Land Use to Office/Retail Land Use; and to approve or reject the ordinance to redistrict from Single-Family Detached Residential District w/ Special Use Permit (“R-6 w/ SUP”), Community Commercial District (“C-3”), and General Commercial District (“C-4”) to Community Commercial District (“C-3”), for the property noted herein, subject to staff comments as found in the December 10, 2024 Council agenda packet and made part of PC-2189 file.

Suggested Motions:

“To approve the resolution amending the Comprehensive Plan to Office/Retail Land Use subject to Staff Comments found in the December 10, 2024 Council agenda packet and made a part of the PC-2189 file.”

“To approve the ordinance redistricting all of One (1), Two (2), Three(3), Twenty-four (24), Twenty-five (25), Twenty-six (26), in Block Three (3) of Aviation Acres to the Community Commercial zoning district subject to Staff Comments found in the December 10, 2024 Council agenda packet and made a part of the PC-2189 file.”

Please feel free to contact the Current Planning Manager’s office at (405) 739-1223 with any questions.



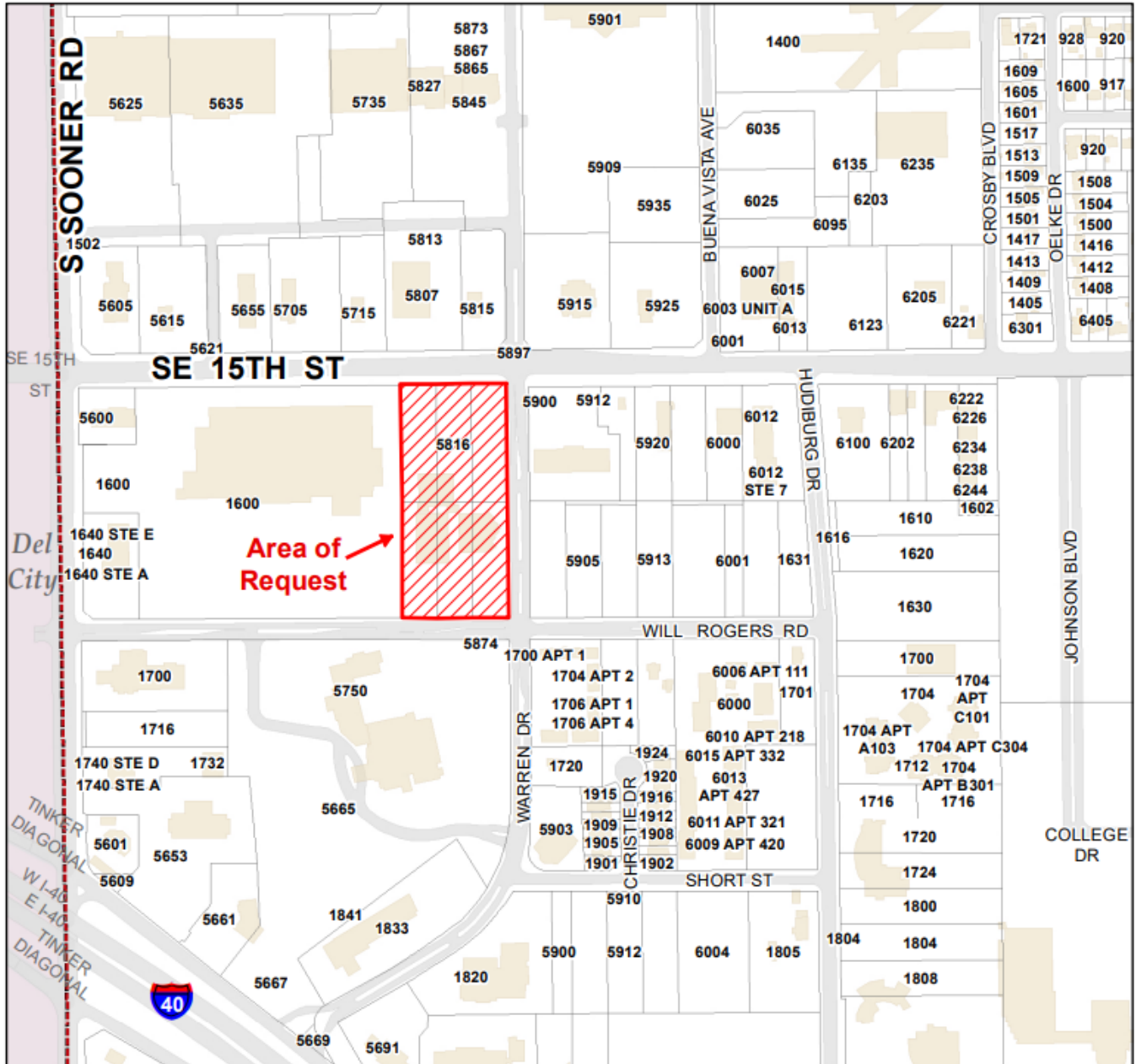
Matt Summers

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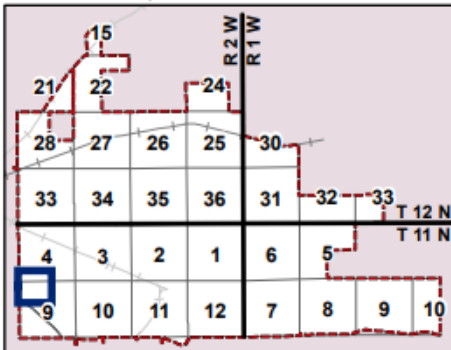
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

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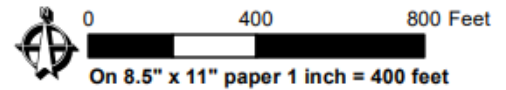
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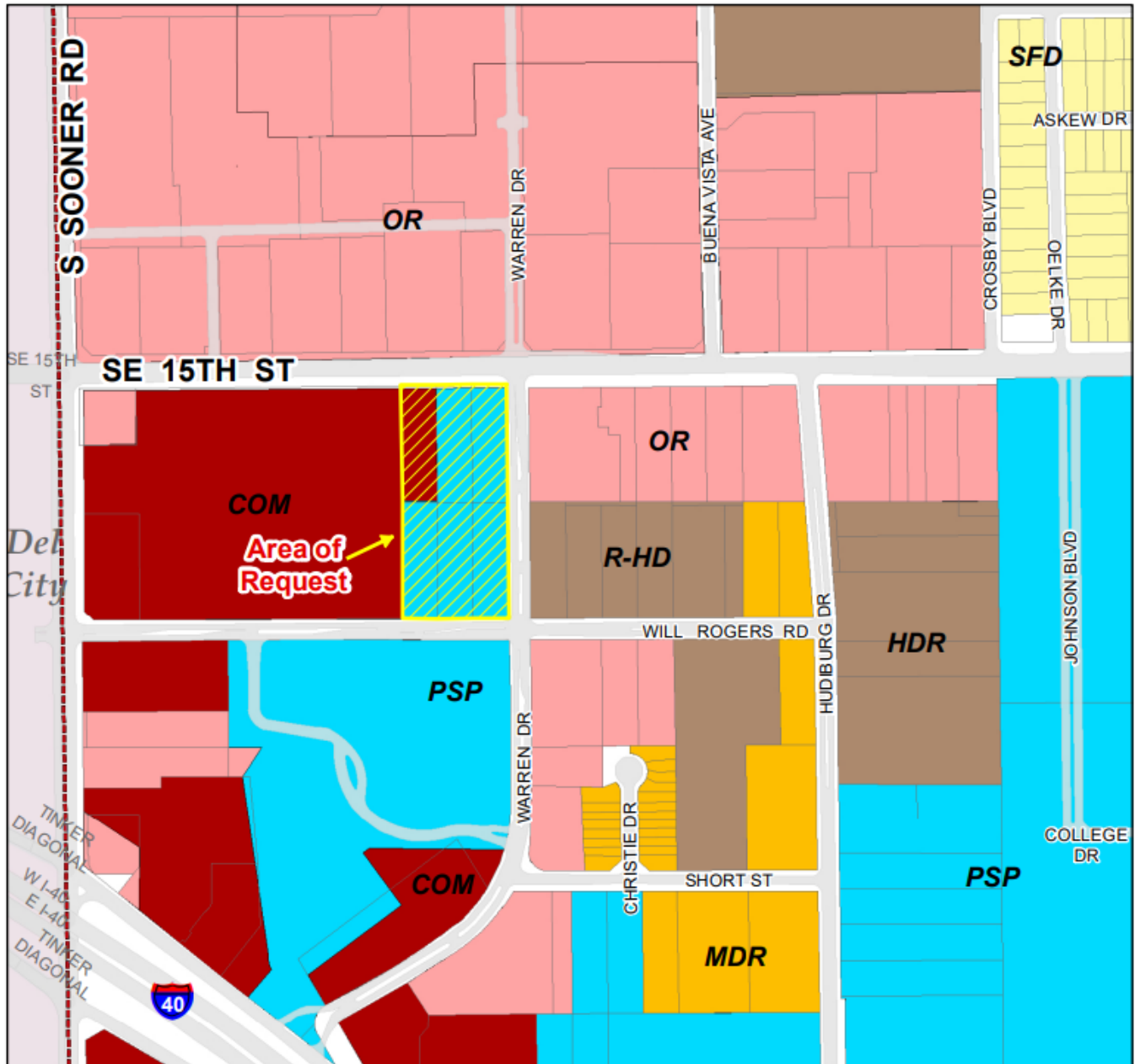
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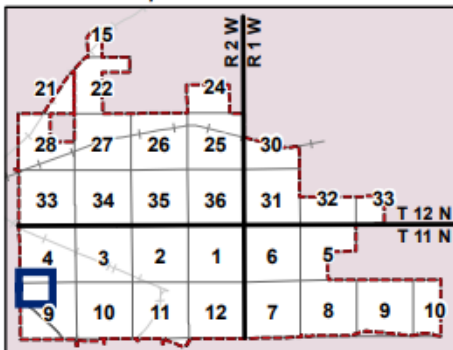
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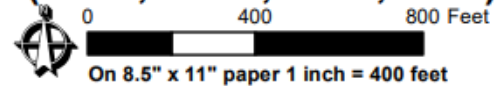
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FUTURE LAND USE

**MAP FOR
PC-2189**

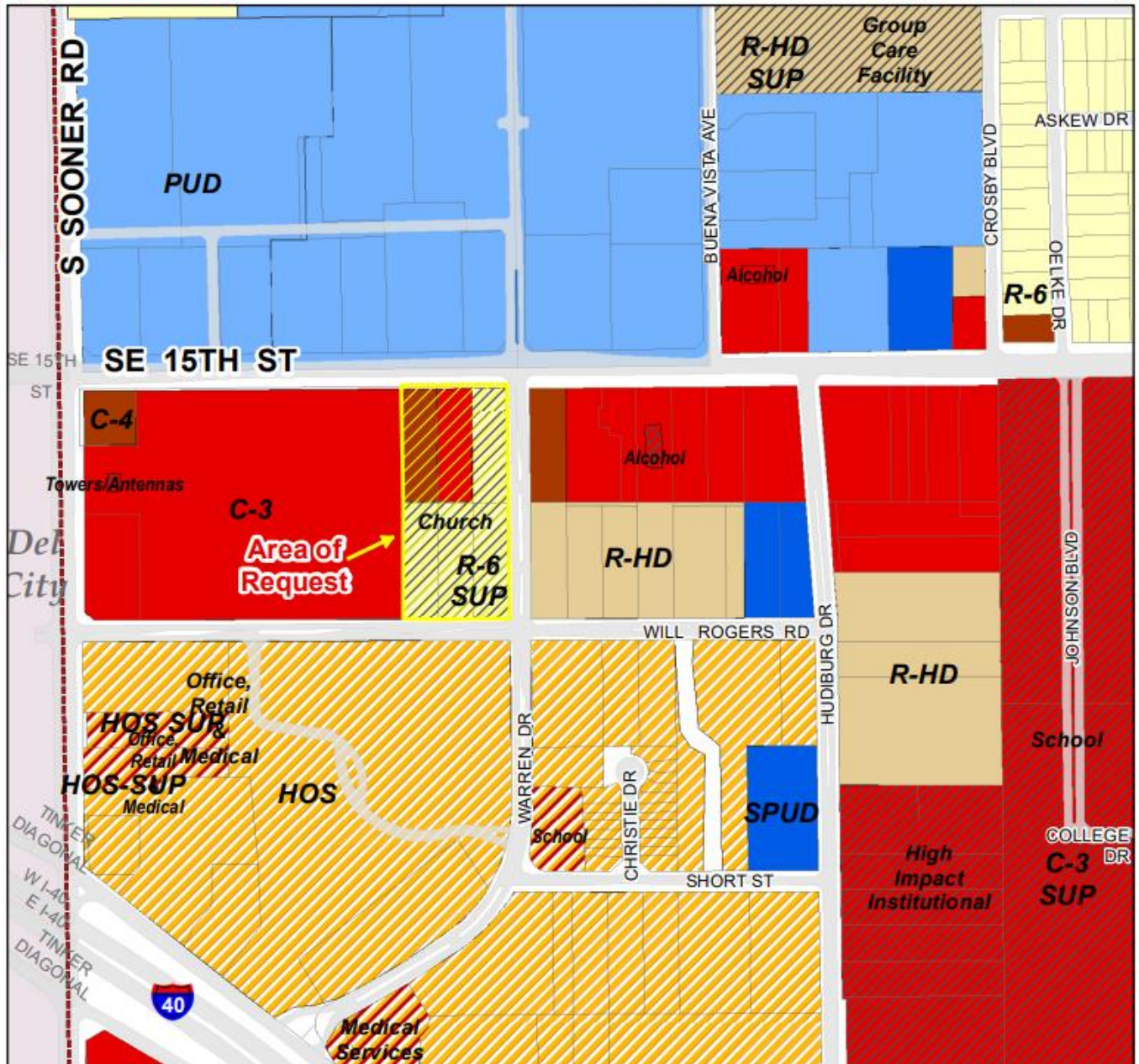
(NW/4, Sec 9, T11N, R2W)



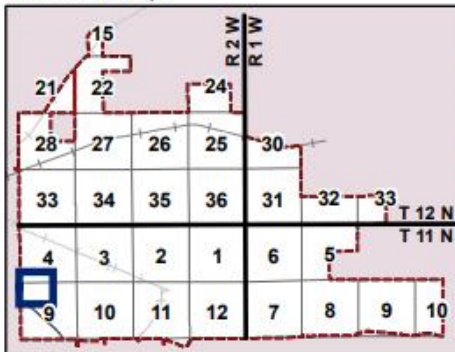
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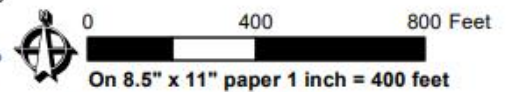
Locator Map



Current Zoning Legend

A-1	I-2 SUP	R-35
A-1 SUP	I-3	R-2F
C-1	O-1	R-MD
C-1 SUP	O-1 SUP	R-MD SUP
C-2	O-2	R-HD
C-3	O-2 SUP	R-HD SUP
C-3 SUP	R-6	R-MH-1
C-4	R-6 SUP	R-MH-2
C-4 SUP	R-8	PUD
I-1	R-10	SPUD
I-2	R-22	HOS
		HOS SUP

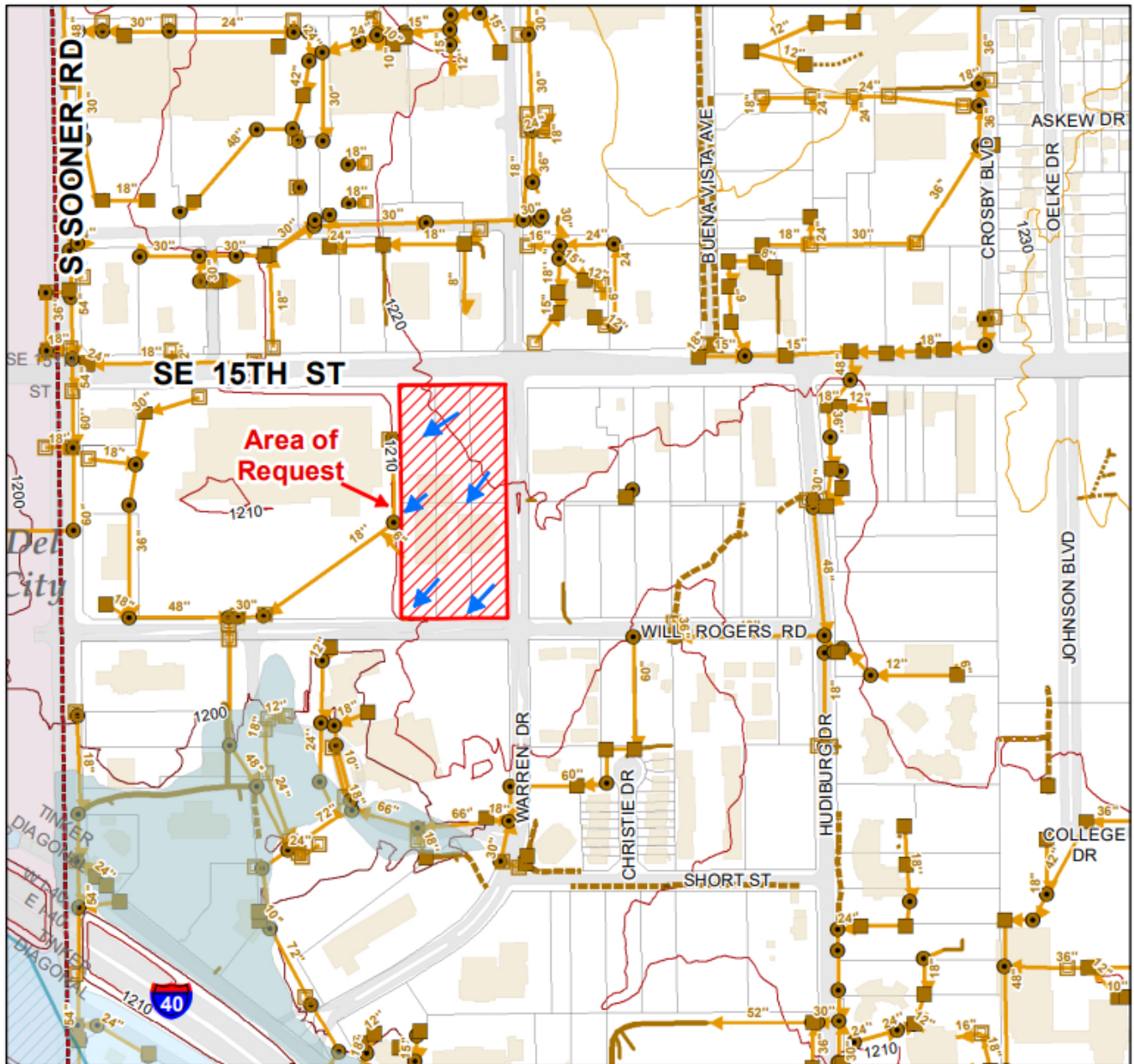
**ZONING MAP FOR
PC-2189
(NW/4, Sec 9, T11N, R2W)**



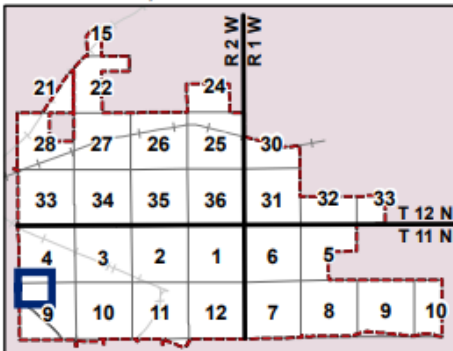
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GIS- Information Technology/ Planning & Zoning



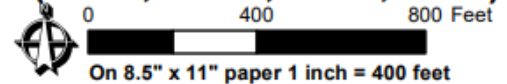
Locator Map



- Drainage Legend**
- Curb Inlets
 - Inlets
 - Junction Box
 - Culverts
 - Flumes
 - Developed Channels
 - Trickle Channels
 - Undeveloped Channels
 - Storm Lines
 - Creeks
- ELEVATION**
- 1166-1204 ft
 - 1204-1228 ft
 - 1228-1250 ft
 - 1250-1278 ft
 - 1278-1324 ft

- 2009 FEMA Floodplains**
- 500-yr floodplain
 - 100-yr floodplain
- 2009 FEMA Floodway**
- FLOODWAY

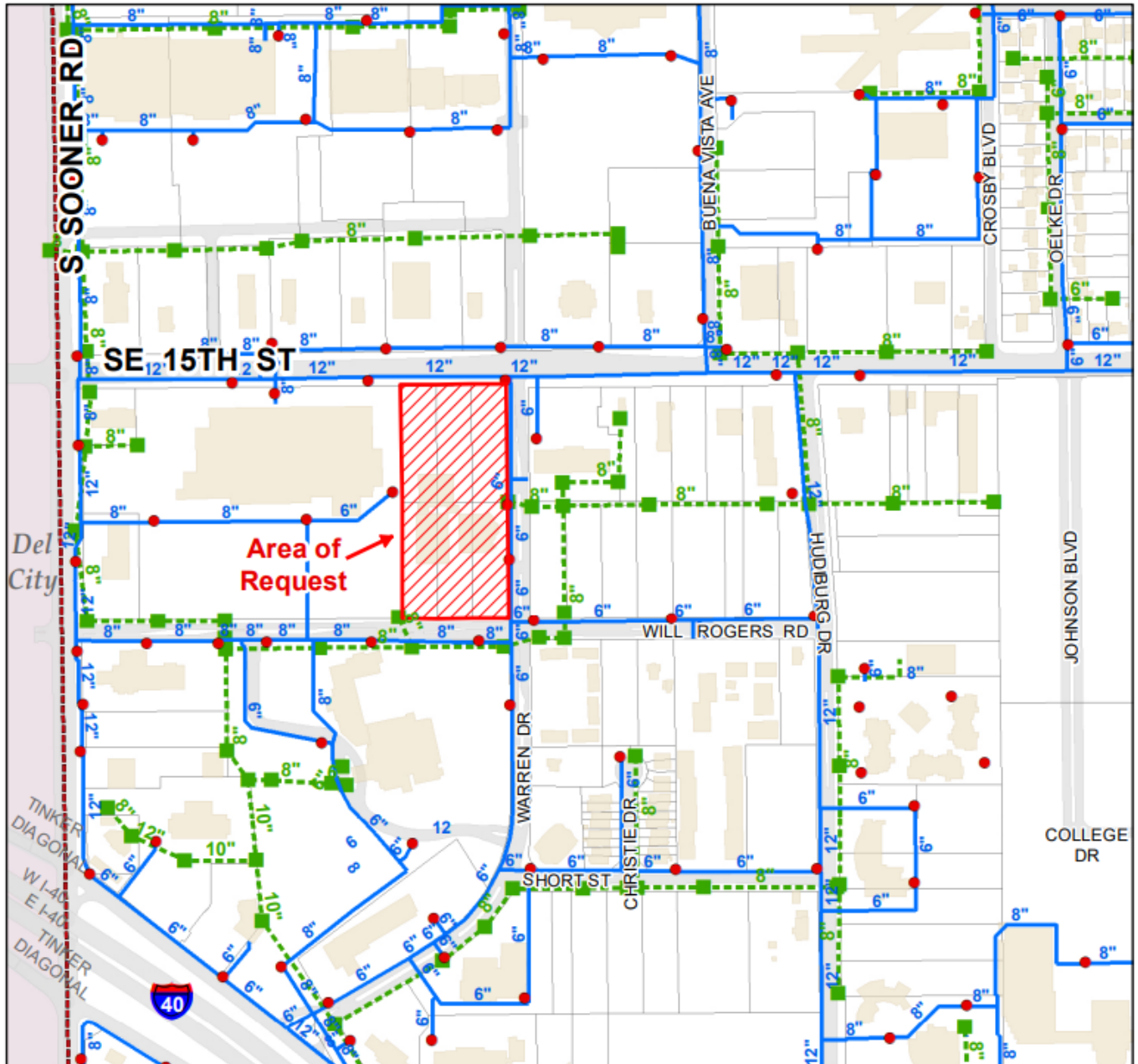
DRAINAGE LOCATION MAP FOR PC-2189 (NW/4, Sec 9, T11N, R2W)



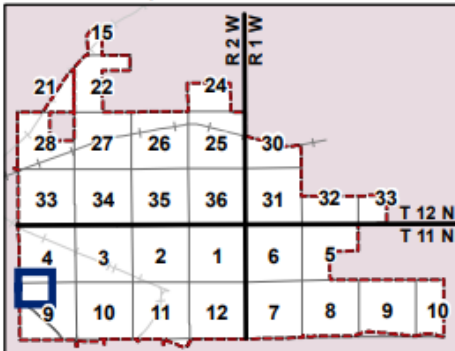
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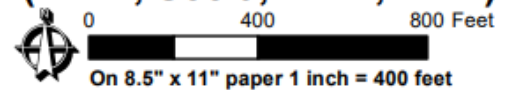
Locator Map



Water/Sewer Legend

- Fire Hydrants
- Water Lines
 - Distribution
 - Well
 - - - OKC Cross Country
 - - - Sooner Utilities
 - - - Thunderbird
 - - - Unknown
- Sewer Manholes
- - - Sewer Lines

**WATER/SEWER LINE
LOCATION MAP FOR
PC-2189
(NW/4, Sec 9, T11N, R2W)**



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2 **RESOLUTION NO. _____**

3 **A RESOLUTION AMENDING THE COMPREHENSIVE PLAN MAP CLASSIFICA-**
4 **TION FROM COMMERCIAL AND PUBLIC/SEMI-PUBLIC LAND USE TO OF-**
5 **FICE/RETAIL LAND USE FOR THE PROPERTY DESCRIBED IN THE RESOLUTION**
6 **WITHIN THE CITY OF MIDWEST CITY, OKLAHOMA.**

7 **WHEREAS**, currently the Comprehensive Plan Map of Midwest City, Oklahoma shows the fol-
8 lowing described property identified, for future planning purposes, as Commercial and Pub-
9 lic/Semi-Public:

10 For the property described as all of Lots One (1), Two (2), Three (3), Twenty-four (24),
11 Twenty-five (25), Twenty-six (26), in Block Three (3) of Aviation Acres, an Addition to Ok-
12 lahoma County, Oklahoma according to the recorded plat thereof.

13 **WHEREAS**, it is the desire of the applicant to amend the future planning classification of the
14 above referenced property from Commercial and Public/Semi-Public to Office/Retail.

15 **WHEREAS**, with the applicant’s request the change in future planning classification complies
16 with the City’s Comprehensive Plan.

17 **WHEREAS**, the applicant has met both state and local notification requirements.

18 **NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF MIDWEST CITY,**
19 **OKLAHOMA COUNTY, STATE OF OKLAHOMA:**

20 That the classification of above described property located in Midwest City, Oklahoma is hereby
21 changed from Commercial and Public/Semi-Public Land Use to Office/Retail Land Use on the
22 Comprehensive Plan Map.

23 **PASSED AND APPROVED** by the Mayor and Council of the City of Midwest City, Okla-
24 homa, on the _____ day of _____, 2024.

25 **THE CITY OF MIDWEST CITY, OKLAHOMA**

26 _____
27 **MATTHEW D. DUKES II, Mayor**

28 **ATTEST:**

29 _____
30 **SARA HANCOCK, City Clerk**

31 **APPROVED** as to form and legality this _____ day of _____, 2024.

32 _____
33 **DONALD MAISCH, City Attorney**

2 **ORDINANCE NO. _____**

3 **AN ORDINANCE RECLASSIFYING THE ZONING DISTRICT OF THE PROPERTY**
4 **DESCRIBED IN THIS ORDINANCE FROM SINGLE-FAMILY DETACHED RESIDEN-**
5 **TIAL DISTRICT WITH SPECIAL USE PERMIT (R-6 W/ SUP), COMMUNITY COM-**
6 **MERCIAL DISTRICT (C-3), AND GENERAL COMMERCIAL DISTRICT (C-4) TO**
7 **COMMUNITY COMMERCIAL DISTRICT (C-3), AND DIRECTING AMENDMENT**
8 **OF THE OFFICIAL ZONING DISTRICT MAP TO REFLECT THE RECLASSIFICA-**
9 **TION OF THE PROPERTY’S ZONING DISTRICT; AND PROVIDING FOR RE-**
10 **PEALER AND SEVERABILITY**

11 BE IT ORDAINED BY THE COUNCIL OF THE CITY OF MIDWEST CITY, OKLAHOMA:

12 **ORDINANCE**

13 **SECTION 1.** That the zoning district of the following described property is hereby reclassified
14 from Single-Family Detached Residential District with Special Use Permit (R-6 w/ SUP), Com-
15 munity Commercial District (C-3), and General Commercial District (C-4) to Community Com-
16 mercial District (C-3), subject to the conditions contained in the PC-2189 file, and that the offi-
17 cial Zoning District Map shall be amended to reflect the reclassification of the property’s zoning
18 district as specified in this ordinance:

19 For the property described as all of Lots One (1), Two (2), Three (3), Twenty-four (24),
20 Twenty-five (25), Twenty-six (26), in Block Three (3) of Aviation Acres, an Addition to Ok-
21 lahoma County, Oklahoma according to the recorded plat thereof.

22 **SECTION 2. REPEALER.** All ordinances or parts of ordinances in conflict herewith are
23 hereby repealed.

24 **SECTION 3. SEVERABILITY.** If any section, sentence, clause or portion of this ordinance is
25 for any reason held to be invalid, such decision shall not affect the validity of the remaining por-
26 tions of the ordinance.

27 **PASSED AND APPROVED** by the Mayor and Council of the City of Midwest City, Oklahoma,
28 on the _____ day of _____, 2024.

29 **THE CITY OF MIDWEST CITY, OKLA-**
30 **HOMA**

31 _____
32 **MATTHEW D. DUKES II, Mayor**

33 **ATTEST:**

34 _____
35 **SARA HANCOCK, City Clerk**

36 **APPROVED** as to form and legality this _____ day of _____, 2024.

_____ **DONALD MAISCH, City Attorney**

To: Honorable Mayor and Council
From: Matt Summers, Director of Planning & Zoning
Date: December 10, 2024

Subject: (PC-2190) Public hearing, discussion, consideration, and possible action of approval the Final Plat of Urban Edge for the property described as a tract of land located in the Southeast Quarter (SE/4) of Section Thirty-Five (35), Township Twelve (12) North, Range Two (2) West of the Indian Meridian, Oklahoma County, Oklahoma.

Executive Summary: The Applicant, Emmanuel Acquah of Amani Developers LLC., is requesting approval of the Final Plat of Urban Edge.

This final plat includes eighteen (18) lots with a total of 5.048 acres. The total number lots includes three (3) existing single-family homes that are on the property, and one (1) common area lot, leaving a total of fourteen (14) new buildable lots.

The subject property is zoned R-MD (Medium Density Residential) and all regulations of this district shall be observed. The R-MD District restricts the maximum number to twenty (20) dwelling units per acre.

Staff performed their standard review of the final plat. All zoning requirements have been met, and all public improvements have been installed and accepted by the City. However, the Applicant opted to provide a Letter of Credit in lieu of sidewalk installation. Engineering & Construction Services notes that ***No Certificates of Occupancy will be issued for this development until sidewalk is installed.***



Sight proof screening is required along the western boundary of property (abutting Del Arbole Addition) and shall be the responsibility of Urban Edge developer to install and/or maintain prior to occupancy.

Development is subject to formal site plan review when building permits are pulled.

The City Attorney reviewed the Declaration of Covenants, Conditions, and Restrictions and gave his approval after applicant submitted requested revisions.

Both state and local notification requirements were met. At the time of this writing, staff has not received any calls or emails in favor or opposition of this proposal.

The Applicant was present at the Planning Commission meeting and addressed the Commission. None of the meeting attendees spoke in favor or opposition of this application.

Planning Commission recommended unanimous approval of this item subject to staff comments.

Action is at the discretion of the Council.

Dates of Hearing:

Planning Commission- November 5, 2024

City Council- December 10, 2024

Date of Pre-Application Meeting: September 19, 2024

Council Ward: Ward 3, Rita Maxwell

Owner: Emmanuel Acquaah

Applicant: Emmanuel Acquaah

Engineer: Jon Doyle, PE Cedar Creek Inc.

Size: Contains an area of 5.048 acres MOL

Zoning Districts:

Area of Request- Medium Density Residential District (“R-MD”)

North- Single-Family Detached Residential District (“R-6”)

South- High Density Residential District (“R-HD”)

East- High Density Residential District (“R-HD”)

West- Single-Family Detached Residential District (“R-HD”)

Land Use:

Area of Request- Single-Family Residences; Future Site of Urban Edge

North- Victory Baptist Temple; Single-Family Residence

South- North Oaks Addition

East- Freedom Villas

West- Del Arbole Addition

Municipal Code Citation:

Sec. 38-19 – Final Plat

Sec. 38-19.1. Purpose.

The purpose of a final plat is to ensure:

- (a) *Consistency with standards.* That the proposed subdivision and development of the land is consistent with all standards of this Subdivision Ordinance pertaining to the adequacy of public facilities;
- (b) *Provide for public improvements.* That public improvements to serve the subdivision or development have been installed and accepted by the city or that provision for such installation has been made; and
- (c) *Other requirements and conditions.* That all other requirements and conditions have been satisfied or provided for to allow the final plat to be recorded.

History:

1. This property was zoned as R-1-D in the 1985 Zoning Atlas.
2. (PC-2140) This property was rezoned to Medium Density Residential District (“R-MD”) and the Comprehensive Plan was amended to Medium Density Residential in June of 2023.
3. (PC-2147) The Preliminary Plat was approved by Council in July of 2023.

4. (PC-2190) Planning Commission recommended unanimous approval of this item November 5, 2024.

Next Steps:

If Council approves this rezone, the applicant will need to file the plat with all required signatures with Oklahoma County, then provide the City a copy of the filed plat (digital). After filed copy is received, new construction building permits can be pulled.

Staff Comments:

There are numerous construction requirement references made in the Engineering, Fire Marshal, and Public Works portions of this report. The intent of the Municipal Code is to directly involve the applicant in continued community development activities such as extending public sewer and water and making street improvements, for examples. This is a final plat application and the construction references are provided to make the applicant and subsequent developers of this property aware of their applicability as they relate to the future development or redevelopment of this property.

Engineering Staff Comments:

Note: This application is for the final plat of the **Urban Edge Addition** development located along East Main Street west of Douglas Boulevard.

Public Improvements

The requirements of the public improvements can be found in the subdivision regulations under:

Sec. 38-30.1. Completion prior to final plat approval and recordation.

- (a) Construction required prior to final plat approval and recordation. Completion of all required public improvements, in accordance with the approved preliminary plat and the approved construction plans, shall occur prior to final plat approval and recordation.
- (b) Final plat shall not be accepted. A final plat shall not be accepted for filing, nor shall it be considered for approval, prior to completion of all required public improvements.

Upon application of final plat, this office reviewed all the public improvements for compliance with the subdivision regulations.

Water

Water line improvements were permitted through this office and Oklahoma Department of Environmental Quality (ODEQ). Construction of the improvements were inspected by the Construction Inspector and completed.

Sanitary Sewer

Sanitary Sewer improvements were permitted through this office and Oklahoma Department of Environmental Quality (ODEQ). Construction of the improvements were inspected by the Construction Inspector and completed.

Stormwater

Stormwater improvements were permitted through this office. Construction of the improvements were inspected by the Construction Inspector and completed.

Sidewalk

The sidewalks were permitted through this office. The sidewalk has been approved but the developer will install it during the home building process. An Irrevocable Letter of Credit has been submitted. Construction of the sidewalk at the time of this summary, it has not been completed.

Lighting

Public street lighting has been ordered but has not been installed in the development. The developer will be responsible for installing any lighting in the development.

Signage

Public signage has been installed in the development.

Record Drawings, Lien Release, and Bonding

Record drawings have been submitted to the city and filed accordingly. Bonds were provided for all the public infrastructure and lien releases has been received.

Fire Marshal's Comments:

Fire hydrants shall be located and so spaced that no hose lay from a fire apparatus exceeds five hundred (500) feet within areas containing one- and two-family detached dwellings. **Current placement is sufficient.**

Access and operational standards for controlled access gates and gated subdivisions shall meet the requirements set forth in Midwest City Ordinance Sec. 15-26. All newly gated communities shall install an emergency rapid access device prior to the operation of any controlled access device. Such emergency rapid access device and location thereof must be approved by the appropriate fire official prior to installation or use. - Midwest City Ord. Sec 15-26 (IFC 506).

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders (see Figure D103.1). **Current road width is sufficient.**

Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4. **Tie into Patriot Drive for a loop is sufficient.**

Fire apparatus access roads do not exceed 10 percent in grade.

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Fire Department recommendation of approval is provided given the current information provided from the applicant and the site observations.

Public Works' Comments:

Line Maintenance

Water

- Water meter(s) shall be installed in "green belt" per Midwest City Municipal Code Section 43-54.
*Two-foot horizontal green belt buffer zone and vertical clearance zone of five feet.

Sewer

- Sanitary sewer is available to the property. The applicant shall be responsible for communicating the anticipated daily sewer discharge.
- Backflow preventers shall be installed 3" above final grade.

Landscaping

Protection of Utilities.

- No street tree, other than those species listed as small trees in section 42-5 of Midwest City Municipal Code, may be planted near or within ten (10) lateral feet of any overhead utility wire, or over or within five (5) lateral feet of any underground waterline, sewer line, transmission line or other utility.

Distance from fireplugs.

- No street trees shall be planted closer than ten (10) feet from any fireplug per Section 42-9 of Midwest City Municipal Code.

**Please note, these requirements do not supersede landscape requirements per Zoning Regulations. If landscaping is to be removed due to encroachment of required utilities protection buffer and/or fireplug distance requirements, new landscaping plan shall be submitted to Planning & Zoning for approval.*

Planning Division:

Staff met with the applicant September 19, 2024, for a pre-application meeting.

This final plat includes eighteen (18) lots with a total of 5.048 acres. The total number lots includes three (3) existing single-family homes that are on the property, and one (1) common area lot, leaving a total of fourteen (14) new buildable lots.

The subject property is zoned R-MD (Medium Density Residential) and all regulations of this district shall be observed. The R-MD District restricts the maximum number to twenty (20) dwelling units per acre.

Staff performed their standard review of the final plat and all zoning requirements have been met. The following zoning requirements are also applicable:

Parking

- Single-Family Detached Residential- 2 spaces per dwelling unit.
- Two-Family Attached Residential (Duplexes)- 2 spaces per dwelling unit.
- Townhouse (Single-Family Attached)- 2 spaces per dwelling unit.

Landscaping

- Before Certificates of Occupancy can be approved, two (2) large shade trees shall be placed in front of the front building line with a minimum two and one-half (2½) caliper, measured at twelve (12) inches above ground, and a minimum six (6) feet in height at the time of planting.

Screening

- Sight proof screening is required along the western boundary of property (abutting Del Arbole Addition) and shall be the responsibility of Urban Edge developer to install and/or maintain.

Exterior Masonry

- Shall consist of eighty-five (85) percent masonry materials.
- Approved materials for residential construction include: brick, rock, stone, stucco, and cementitious fiberboard.

Development is subject to formal site plan review when building permits are pulled.

The City Attorney reviewed the Declaration of Covenants, Conditions, and Restrictions and gave his approval after applicant submitted requested revisions.

Action is at the discretion of the Planning Commission.

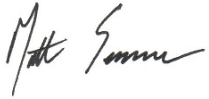
Action Required:

Approve or reject the Final Plat of Urban Edge for the property noted herein, subject to staff comments as found in the December 10, 2024, Planning Commission agenda packet and made part of the PC-2190 file.

Suggested Motion:

“To approve the Urban Edge Final Plat subject to Staff Comments found in the December 10, 2024 Council agenda packet and made part of the PC-2190 file.”

Please feel free to contact the Current Planning Manager's office at (405) 739-1223 with any questions.

A handwritten signature in black ink, appearing to read "Matt Summers". The signature is written in a cursive, flowing style.

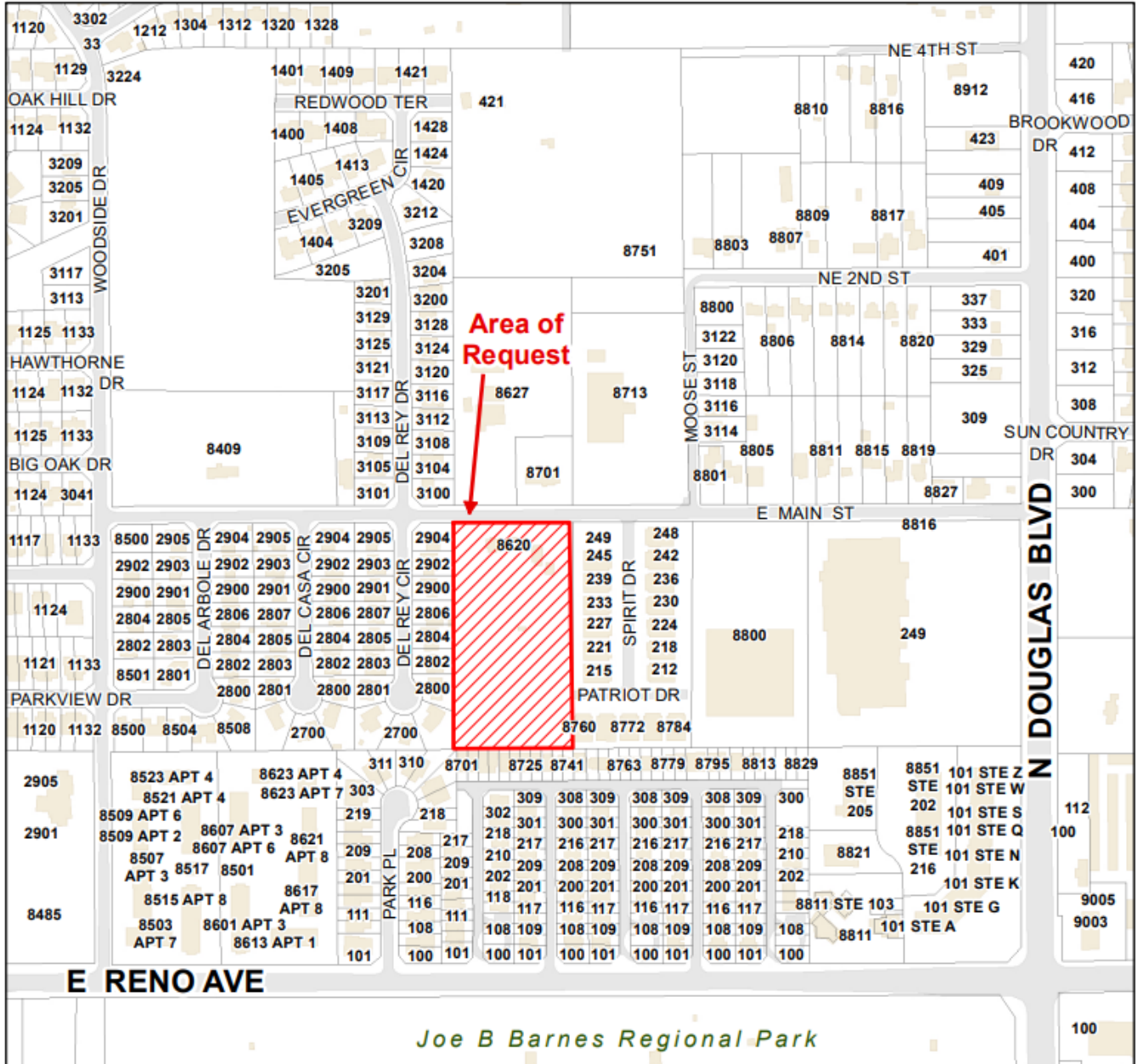
Matt Summers

Director of Planning & Zoning

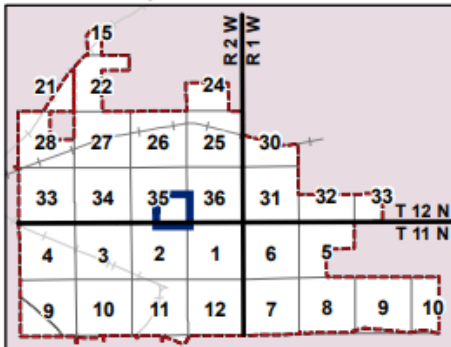
ER



GIS- Information Technology/ Planning & Zoning



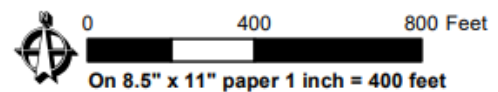
Locator Map



General Map Legend

- Area of Request
- Parcels with Addresses
- Buildings
- Edge of Pavement
- MWC City Limits
- Railroads**
- Active
- Inactive / Closed

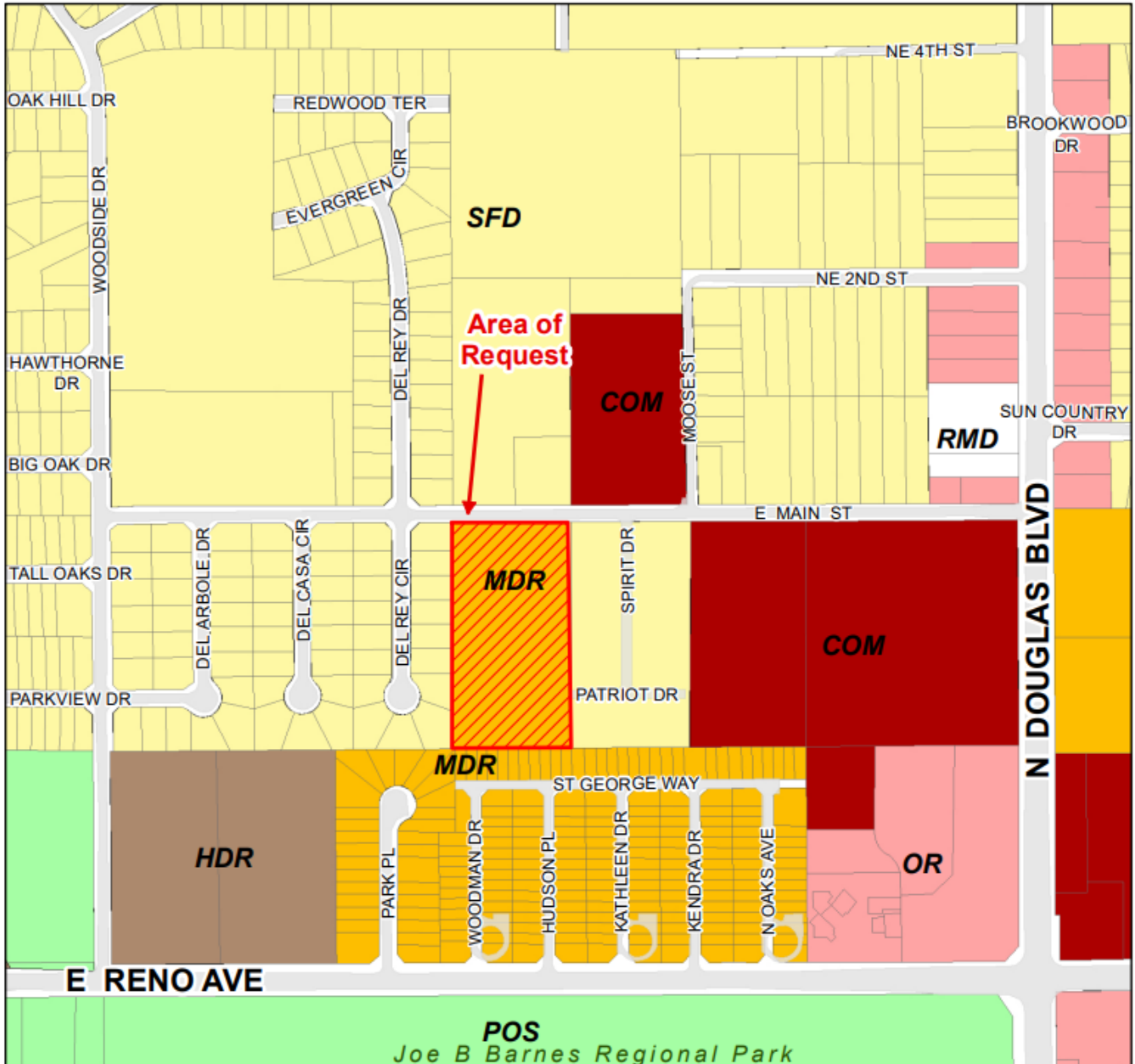
**GENERAL MAP FOR
PC-2190
(SE/4, Sec 35, T12N, R2W)**



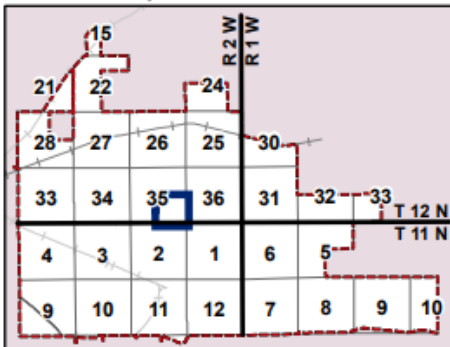
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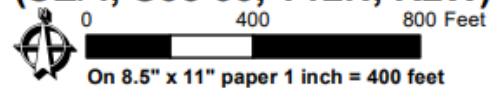
Locator Map



Future Land Use Legend

- Single-Family Detached Residential
- Medium Density Residential
- High Density Residential
- Manufactured Home
- Public/Semi-Public
- Parks/Open Space
- Office/Retail
- Commercial
- Industrial
- Town Center

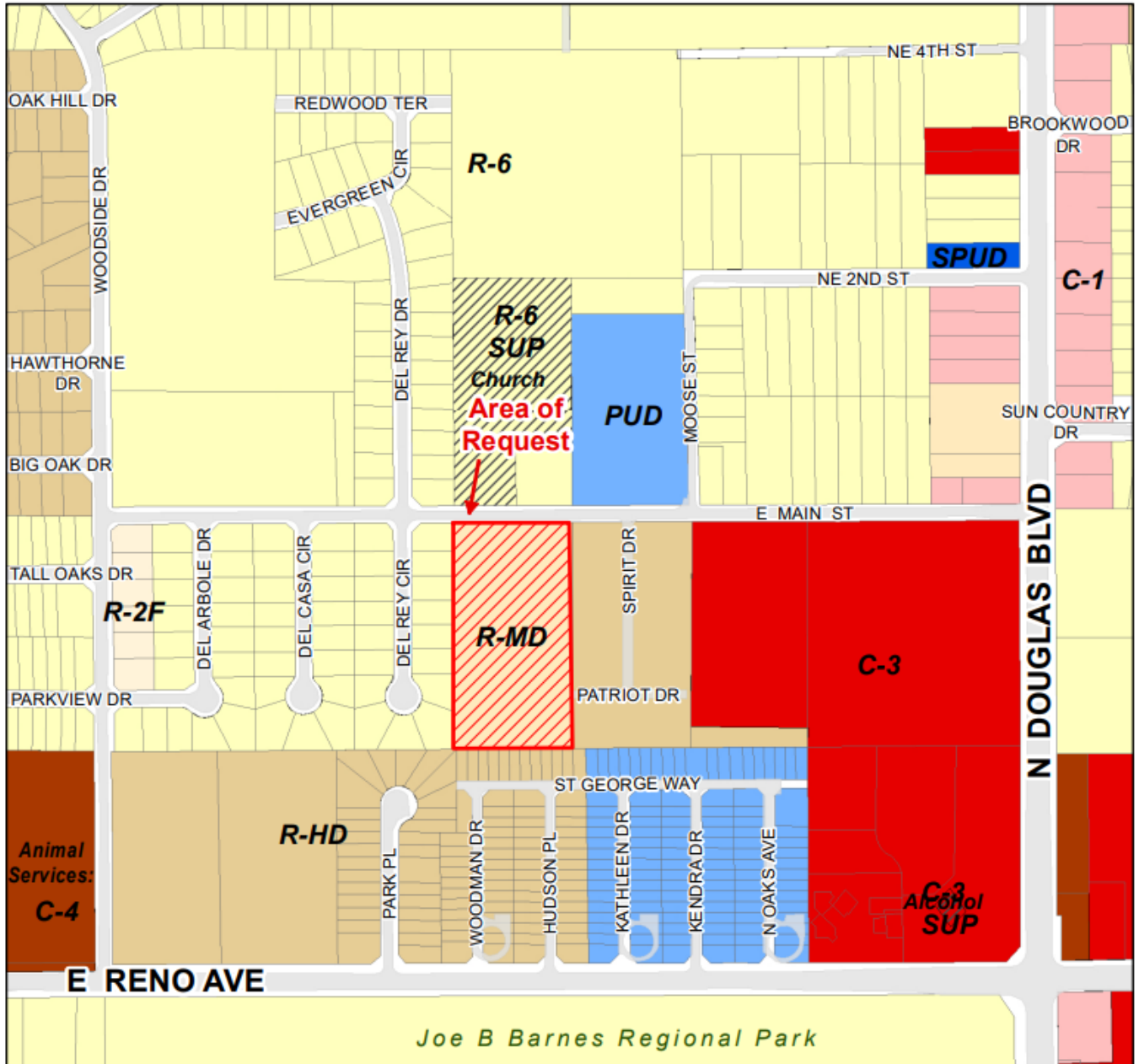
**FUTURE LAND USE
MAP FOR
PC-2190
(SE/4, Sec 35, T12N, R2W)**



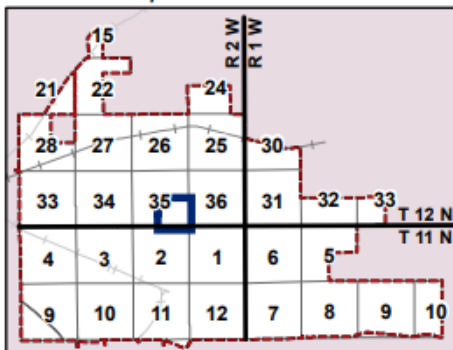
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GIS- Information Technology/ Planning & Zoning



Locator Map



Current Zoning Legend

A-1	I-2 SUP	R-35
A-1 SUP	I-3	R-2F
C-1	O-1	R-MD
C-1 SUP	O-1 SUP	R-MD SUP
C-2	O-2	R-HD
C-3	O-2 SUP	R-HD SUP
C-4	R-6	R-MH-1
C-4 SUP	R-6 SUP	R-MH-2
I-1	R-8	PUD
I-2	R-10	SPUD
	R-22	HOS
		HOS SUP

**ZONING MAP FOR
 PC-2190
 (SE/4, Sec 35, T12N, R2W)**

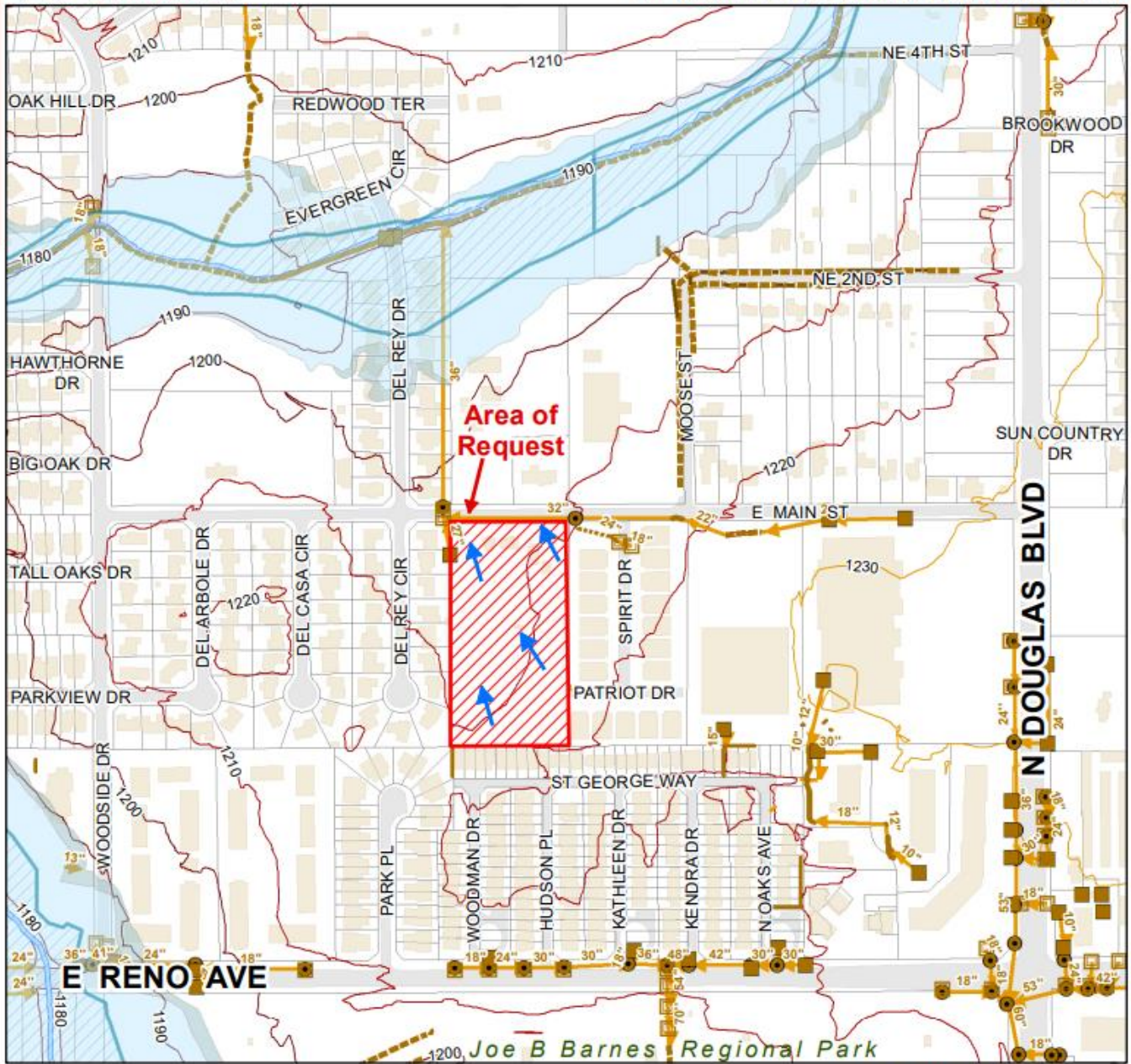


On 8.5" x 11" paper 1 inch = 400 feet

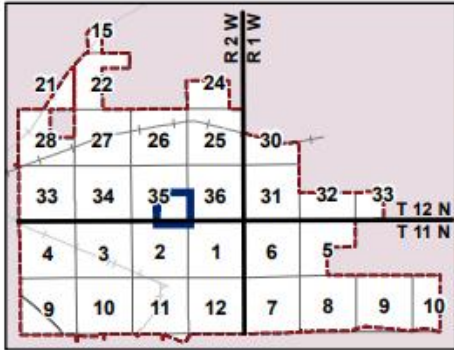
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GIS- Information Technology/ Planning & Zoning



Locator Map



- Drainage Legend**
- Curb Inlets
 - Inlets
 - Junction Box
 - Culverts
 - Flumes
 - Developed Channels
 - Trickle Channels
 - Undeveloped Channels
 - Storm Lines
 - Creeks
- ELEVATION**
- 1166-1204 ft
 - 1204-1228 ft
 - 1228-1250 ft
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 - 1278-1324 ft

- 2009 FEMA Floodplains**
- 500-yr floodplain
 - 100-yr floodplain
 - 2009 FEMA Floodway

DRAINAGE LOCATION MAP FOR PC-2190 (SE/4, Sec 35, T12N, R2W)

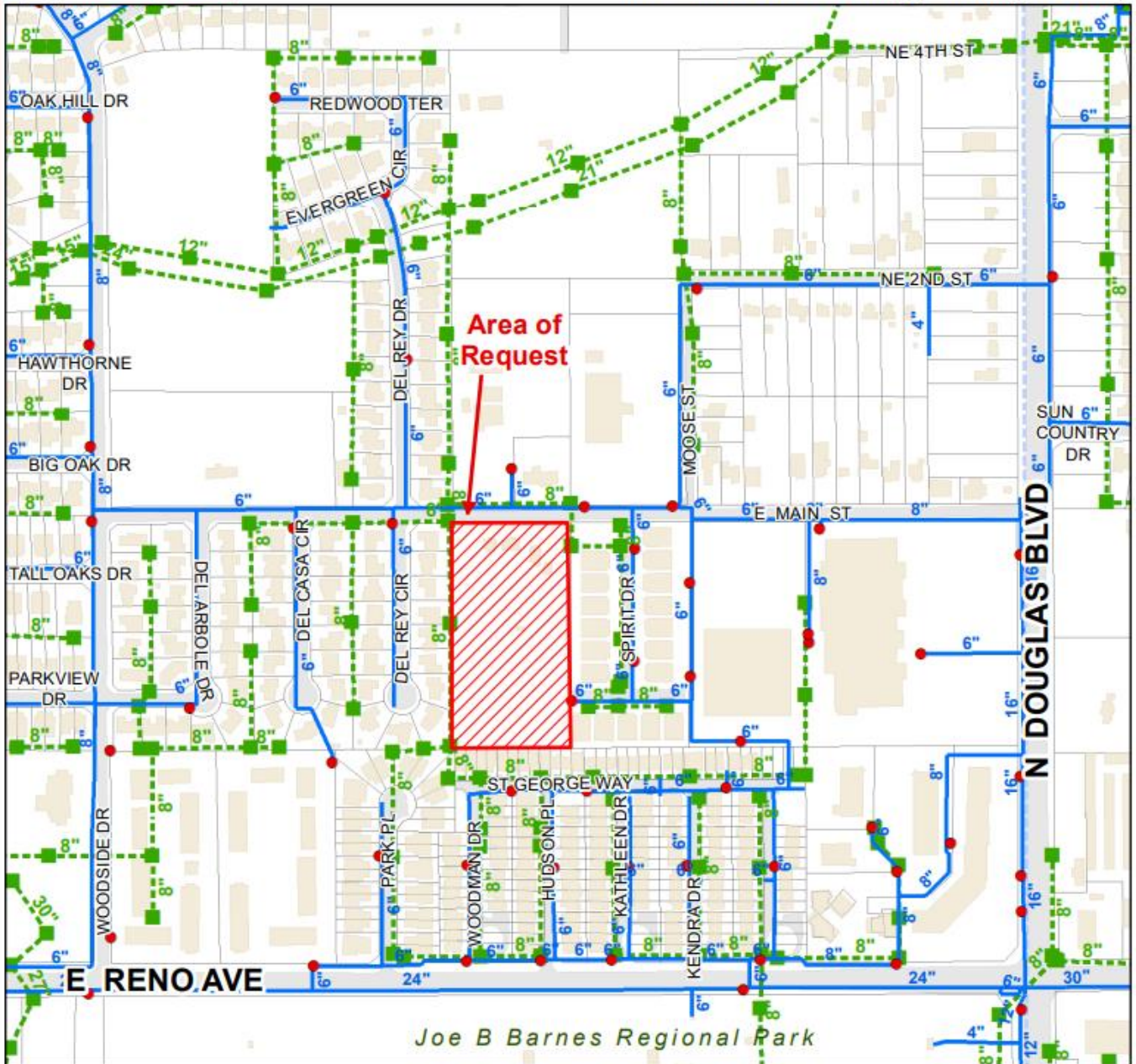
0 400 800 Feet

On 8.5" x 11" paper 1 inch = 400 feet

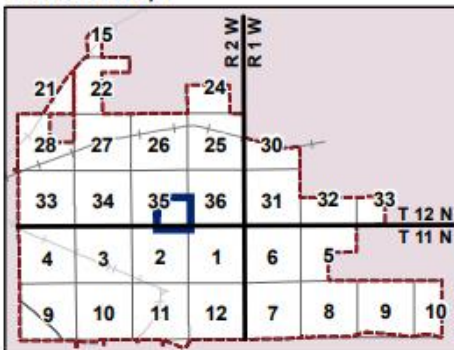
THIS MAP IS A GENERAL INFORMATION PUBLIC RESOURCE. THE CITY OF MIDWEST CITY MAKES NO WARRANTY, REPRESENTATION OR GUARANTEE AS TO THE CONTENT, ACCURACY, TIMELINESS OR COMPLETENESS OF ANY OF THE INFORMATION PROVIDED ON THIS MAP. ANY PARTY'S USE OR RELIANCE ON THIS MAP OR ANY INFORMATION ON IT IS AT THAT PARTY'S OWN RISK AND WITHOUT LIABILITY TO THE CITY OF MIDWEST CITY, ITS OFFICIALS OR ITS EMPLOYEES FOR ANY DISCREPANCIES, ERRORS OR VARIANCES THAT MAY EXIST.



GIS- Information Technology/ Planning & Zoning



Locator Map



Water/Sewer Legend

- Fire Hydrants
- Water Lines
 - Distribution
 - Well
 - OKC Cross Country
 - Sooner Utilities
 - Thunderbird
 - Unknown
- Sewer Manholes
- Sewer Lines

**WATER/SEWER LINE
 LOCATION MAP FOR
 PC-2190
 (SE/4, Sec 35, T12N, R2W)**

0 400 800 Feet



On 8.5" x 11" paper 1 inch = 400 feet

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**Engineering and
Construction Services**
100 N Midwest Boulevard
Midwest City, OK 73110
Office 405.739.1220

NOTICE OF ACCEPTANCE

Date: October 29th, 2024

RE: Urban Edge Addition

Amani Developers LLC and Groundworks:

I want to inform you that the infrastructure built to service the **Urban Edge Addition** development located along the East Main Street west of Douglas Boulevard has been inspected by the City's Engineering staff and was constructed to meet the City's standards. Along with construction being complete, staff has received as-builts and lien releases for the improvements. All necessary materials will be submitted for acceptance by the City Council on November 12th, 2024, closing the project.

This infrastructure includes:

- Water line extensions within the development.
- Sewer line extensions within the development.
- Street and storm drainage extensions within the development.

Patrick Menefee, P.E.,
City Engineer

FINAL PLAT

URBAN EDGE FINAL PLAT

A Subdivision of the Southeast Quarter (SE 1/4), Section Thirty-Five (35), Township Twelve (12) North
Range Two (2) West of the Indian Meridian, Midwest City, Oklahoma County, Oklahoma

OWNERS CERTIFICATE AND DEDICATION
I, the undersigned, being duly qualified and being the owner of the above described land, do hereby certify that the same is being subdivided into lots as shown on this plat and that the same are being dedicated to the public use and convenience of the citizens of the State of Oklahoma and that the same are being dedicated to the public use and convenience of the citizens of the State of Oklahoma and that the same are being dedicated to the public use and convenience of the citizens of the State of Oklahoma.

Subdivided by _____
DATE OF _____
COUNTY OF _____
OWNER'S NAME _____

LEGAL DESCRIPTION
The undersigned, being duly qualified and being the owner of the above described land, do hereby certify that the same is being subdivided into lots as shown on this plat and that the same are being dedicated to the public use and convenience of the citizens of the State of Oklahoma and that the same are being dedicated to the public use and convenience of the citizens of the State of Oklahoma.

ACCEPTANCE OF DEDICATION BY CITY COUNCIL
I, the undersigned, being duly qualified and being the owner of the above described land, do hereby certify that the same is being subdivided into lots as shown on this plat and that the same are being dedicated to the public use and convenience of the citizens of the State of Oklahoma and that the same are being dedicated to the public use and convenience of the citizens of the State of Oklahoma.

COUNTY TREASURER'S CERTIFICATE
I, the undersigned, being duly qualified and being the owner of the above described land, do hereby certify that the same is being subdivided into lots as shown on this plat and that the same are being dedicated to the public use and convenience of the citizens of the State of Oklahoma and that the same are being dedicated to the public use and convenience of the citizens of the State of Oklahoma.

NOTES
1. This plat of survey is a subdivision of the Southeast Quarter (SE 1/4) of Section 35, Township 12 North, Range 2 West of the Indian Meridian, Midwest City, Oklahoma County, Oklahoma. The land is being subdivided into lots as shown on this plat and is being dedicated to the public use and convenience of the citizens of the State of Oklahoma.

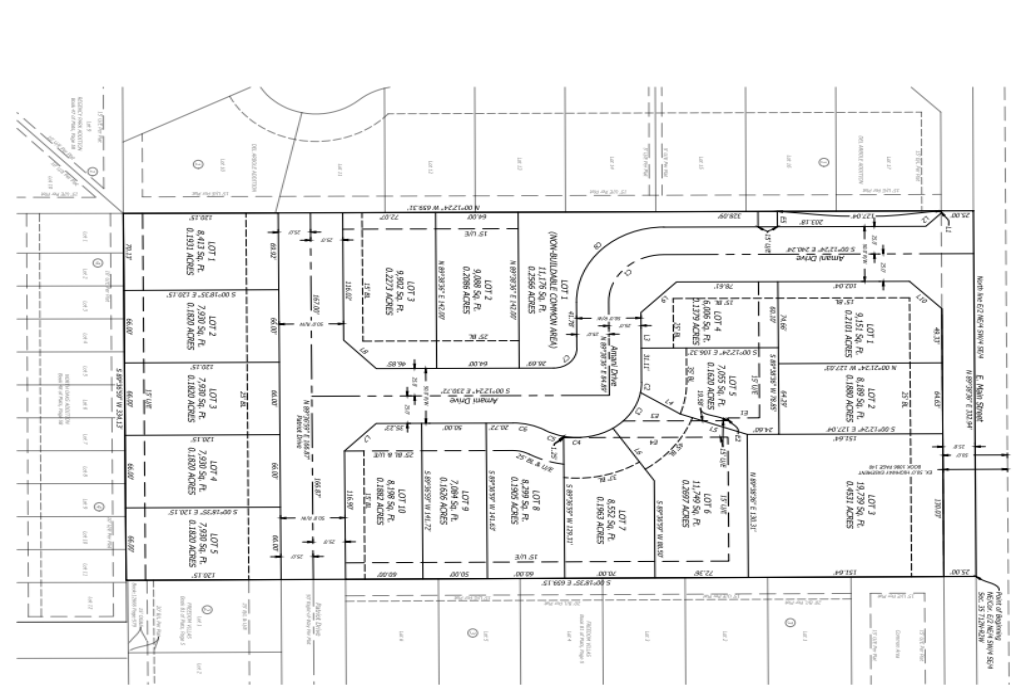
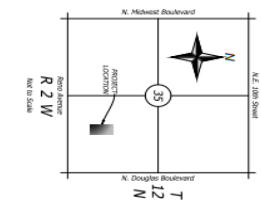


Table with 2 columns: Lot No., Acreage. Lists lots 1 through 10 and their respective acreages.

Table with 2 columns: Lot No., Acreage. Lists lots 1 through 10 and their respective acreages.



ACCEPTANCE OF DEDICATION OKLAHOMA COUNTY
I, the undersigned, being duly qualified and being the owner of the above described land, do hereby certify that the same is being subdivided into lots as shown on this plat and that the same are being dedicated to the public use and convenience of the citizens of the State of Oklahoma and that the same are being dedicated to the public use and convenience of the citizens of the State of Oklahoma.

SURVEYOR'S CERTIFICATE
I, the undersigned, being duly qualified and being the owner of the above described land, do hereby certify that the same is being subdivided into lots as shown on this plat and that the same are being dedicated to the public use and convenience of the citizens of the State of Oklahoma and that the same are being dedicated to the public use and convenience of the citizens of the State of Oklahoma.

STATE OF OKLAHOMA
I, the undersigned, being duly qualified and being the owner of the above described land, do hereby certify that the same is being subdivided into lots as shown on this plat and that the same are being dedicated to the public use and convenience of the citizens of the State of Oklahoma and that the same are being dedicated to the public use and convenience of the citizens of the State of Oklahoma.

NOTES
1. This plat of survey is a subdivision of the Southeast Quarter (SE 1/4) of Section 35, Township 12 North, Range 2 West of the Indian Meridian, Midwest City, Oklahoma County, Oklahoma. The land is being subdivided into lots as shown on this plat and is being dedicated to the public use and convenience of the citizens of the State of Oklahoma.

Proposed By
GOLDEN LAND SURVEYING
4311 NW 23rd St
Midwest City, OK 73122
Telephone: (405) 998-6202 Email: info@goldenland.com
Job No. 231181 Sheet 1 OF 1



NEW BUSINESS/
PUBLIC DISCUSSION





FURTHER INFORMATION





Planning & Zoning Department

Matt Summers, Director of Planning & Zoning
Tami Anderson, Administrative Assistant
Emily Richey, Current Planning Manager
Julie Shannon, Planner III
Cameron Veal, Planner I

To: Honorable Mayor and Council
From: Matt Summers, Director of Planning & Zoning
Date: December 10, 2024
Subject: (PC-2191) Public hearing, discussion, consideration, and possible action on an ordinance to redistrict from Single-Family Detached Residential District (“R-6”) to Community Commercial District (“C-3”) for the property described as the East 300 feet of the North one-half of the South one-half of the Northeast Quarter of the Southeast Quarter of Section Two (2), Township Eleven (11) North, Range Two (2) West of the Indian Meridian, Oklahoma County, Oklahoma, located at 1021 S. Douglas Blvd., Midwest City.

This application has been postponed to the regularly scheduled Planning Commission meeting on December 3, 2024. New notifications will be sent regarding this application. No action is needed at this time.

Matt Summers
Director of Planning & Zoning



Human Resources
100 N. Midwest Boulevard
Midwest City, OK 73110
office 405.739.1235

Memorandum

TO: Honorable Mayor and Council
FROM: Troy Bradley, Human Resources Director
DATE: December 10, 2024
RE: Monthly report on the City of Midwest City Employees' Health Benefits Plan by the City Manager.

This item is placed on the agenda at the request of the Council. Attached to this memo is information regarding the current financial condition of the City Employees' Health Benefits Plan for the month of October 2024, which is the fourth (4) period of FY 2024/2025.

Troy Bradley, Human Resources Director

FISCAL YEAR 2024-2025	<u>Jul-24</u>	<u>Aug-24</u>	<u>Sep-24</u>	<u>Oct-24</u>	<u>Nov-24</u>	<u>Dec-24</u>	<u>Jan-25</u>	<u>Feb-25</u>	<u>Mar-25</u>	<u>Apr-25</u>	<u>May-25</u>	<u>Jun-25</u>
PLAN INCOME												
Projected Budgeted (MTD)	963,681	963,681	963,681	963,681	963,681	963,681	963,681	963,681	963,681	963,681	963,681	963,681
Actual (MTD)	1,438,404	897,547	910,732	1,029,474								
Projected Budgeted (YTD)	963,681	1,927,362	2,891,043	3,854,724	4,818,405	5,782,086	6,745,767	7,709,448	8,673,129	9,636,810	10,600,491	11,564,172
Actual (YTD)	1,438,404	2,402,085	3,365,766	4,329,447								
PLAN CLAIMS/ADMIN COSTS	<u>Jul-24</u>	<u>Aug-24</u>	<u>Sep-24</u>	<u>Oct-24</u>	<u>Nov-24</u>	<u>Dec-24</u>	<u>Jan-25</u>	<u>Feb-25</u>	<u>Mar-25</u>	<u>Apr-25</u>	<u>May-25</u>	<u>Jun-25</u>
Projected Budgeted (MTD)	1,066,931	853,545	1,066,931	853,545	853,545	1,066,931	853,545	853,545	1,066,931	853,545	853,545	1,066,931
Actual (MTD)	739,422	896,199	1,040,618	888,177								
Projected Budgeted (YTD)	1,066,931	1,920,476	2,987,407	3,840,952	4,694,497	5,761,428	6,614,973	7,468,518	8,535,449	9,388,994	10,242,539	11,309,470
Actual (YTD)	739,422	1,635,621	2,676,239	3,564,416								
EXCESS INCOME vs. EXPENDITURES	<u>Jul-24</u>	<u>Aug-24</u>	<u>Sep-24</u>	<u>Oct-24</u>	<u>Nov-24</u>	<u>Dec-24</u>	<u>Jan-25</u>	<u>Feb-25</u>	<u>Mar-25</u>	<u>Apr-25</u>	<u>May-25</u>	<u>Jun-25</u>
Projected Budgeted (MTD)	-103,250	110,136	-103,250	110,136	110,136	-103,250	110,136	110,136	-103,250	110,136	110,136	-103,250
Actual (MTD)	698,982	1,348	-129,886	141,297	0	0	0	0	0	0	0	0
Projected Budgeted (YTD)	-103,250	6,886	-96,364	13,772	123,908	20,658	130,794	240,930	137,680	247,816	357,952	254,702
Actual (YTD)	698,982	766,464	689,527	765,031	0	0	0	0	0	0	0	0
FISCAL YEAR 2023-2024	<u>Jul-23</u>	<u>Aug-23</u>	<u>Sep-23</u>	<u>Oct-23</u>	<u>Nov-23</u>	<u>Dec-23</u>	<u>Jan-24</u>	<u>Feb-24</u>	<u>Mar-24</u>	<u>Apr-24</u>	<u>May-24</u>	<u>Jun-24</u>
PLAN INCOME												
Projected Budgeted (MTD)	908,962	908,962	908,962	908,962	908,962	908,962	908,962	908,962	908,962	908,962	908,962	908,962
Actual (MTD)	842,448	830,192	859,381	837,643	1,121,966	605,683	925,894	819,806	872,511	868,550	872,489	864,639
Projected Budgeted (YTD)	908,962	1,817,924	2,726,886	3,635,848	4,544,810	5,453,772	6,362,734	7,271,696	8,180,658	9,089,620	9,998,582	10,907,544
Actual (YTD)	842,448	1,672,640	2,532,021	3,369,664	4,491,630	5,097,313	6,023,207	6,843,013	7,715,524	8,584,074	9,456,563	10,321,202
PLAN CLAIMS/ADMIN COSTS	<u>Jul-23</u>	<u>Aug-23</u>	<u>Sep-23</u>	<u>Oct-23</u>	<u>Nov-23</u>	<u>Dec-23</u>	<u>Jan-24</u>	<u>Feb-24</u>	<u>Mar-24</u>	<u>Apr-24</u>	<u>May-24</u>	<u>Jun-24</u>
Projected Budgeted (MTD)	1,006,148	804,918	804,918	1,006,148	804,918	804,918	1,006,148	804,918	804,918	1,006,148	804,918	804,918
Actual (MTD)	955,777	772,922	874,065	858,857	1,012,243	778,430	1,122,190	803,629	753,491	849,456	802,326	961,942
Projected Budgeted (YTD)	1,006,148	1,811,066	2,615,984	3,622,132	4,427,050	5,231,968	6,238,116	7,043,034	7,847,952	8,854,100	9,659,018	10,463,936
Actual (YTD)	955,777	1,728,699	2,602,764	3,461,621	4,473,864	5,252,294	6,374,484	7,178,113	7,931,604	8,781,060	9,583,386	10,545,328
EXCESS INCOME vs. EXPENDITURES	<u>Jul-23</u>	<u>Aug-23</u>	<u>Sep-23</u>	<u>Oct-23</u>	<u>Nov-23</u>	<u>Dec-23</u>	<u>Jan-24</u>	<u>Feb-24</u>	<u>Mar-24</u>	<u>Apr-24</u>	<u>May-24</u>	<u>Jun-24</u>
Projected Budgeted (MTD)	-97,186	104,044	104,044	-97,186	104,044	104,044	-97,186	104,044	104,044	-97,186	104,044	104,044
Actual (MTD)	-113,329	57,270	-14,684	-21,214	109,723	-172,747	-196,296	16,177	119,020	19,094	70,163	-97,303
Projected Budgeted (YTD)	-97,186	6,858	110,902	13,716	117,760	221,804	124,618	228,662	332,706	235,520	339,564	443,608
Actual (YTD)	-113,329	-56,059	-70,743	-91,957	17,766	-154,981	-351,277	-335,100	-216,080	-196,986	-126,823	-224,126

Oct 4/FY 2025: \$3,052,855
 Oct 4/FY 2024: \$2,473,285
 Oct 4/FY 2023: \$2,362,931
 Oct 4/FY 2022: \$1,651,530

*** HAD FIVE MONDAYS WITH REPORTED MEDICAL CLAIMS PAID***
 July 2024 includes a 500,000 transfer in from other funds



**Engineering and
Construction Services**
100 N Midwest Boulevard
Midwest City, OK 73110
Office 405.739.1220

TO : Honorable Mayor and Council

FROM : Randall Fryar, Chief Building Official

DATE : December 10, 2024

SUBJECT : Monthly Residential and Commercial Building report for October 2024

Attached is the monthly building report. This report is used by multiple parties to track permits on an ongoing basis.

Internally, we use this permit to forecast the workload on our staff.

Nationally, the trend is for new housing permits to be down year over year because of the elevated financing cost and the high cost of building materials. This is echoed regionally and in the metro with numerous other Cities seeing similar trends.

If there are any questions, please let me know.

Sincerely,

Randall Fryar, Chief Building Official
Engineering and Construction Services



100 N Midwest Boulevard - Midwest City, OK 73110

Building Permits Summary - Issued 10/1/2024 to 10/31/2024

Building - Commercial & Industrial

<u>Count</u>	<u>Permit Type</u>	<u>Value</u>
3	Alteration of Man Home Or Const of Space	\$180,000.00
1	Cell Tower Modification Bldg Permit	\$25,000.00
4	Com Accessory Bldg Permit	\$166,400.00
1	Com Addition Bldg Permit	\$57,397.90
2	Com Demolition Permit	\$7,255.00
1	Com Fence Permit	\$36,000.00
1	Com New Const Bldg Permit	\$300,000.00
2	Com New Const Plumbing Permit	
6	Com Remodel Bldg Permit	\$367,000.00
4	Com Sign Permit	\$17,200.00
Total Value of Building - Commercial & Industrial:		1,156,252.90

Building - Residential

<u>Count</u>	<u>Permit Type</u>	<u>Value</u>
7	Res Accessory Bldg Permit	\$51,716.00
5	Res Carport Permit	\$20,300.00
3	Res Demolition Permit	\$0.00
1	Res Fence Permit	\$2,000.00
25	Res General Electrical Permit	
18	Res General Mechanical Permit	
61	Res General Plumbing Permit	
1	Res New Const Electrical Permit	
1	Res New Const Mechanical Permit	
4	Res New Const Plumbing Permit	
1	Res Retaining Wall Permit	\$20,000.00
34	Res Roofing Permit	\$438,890.00
3	Res Single-Fam New Const Bldg Permit	\$1,110,000.00
6	Res Single-Fam Remodel Building Permit	\$183,500.00
10	Res Solar Permit	\$229,977.52
5	Res Storm Shelter Permit	\$17,345.00
3	zzRes House Moving (In) Permit	\$120,000.00
Total Value of Building - Residential:		2,193,728.52

Grand Total: \$3,349,981.42



100 N Midwest Boulevard - Midwest City, OK 73110

Building Permits by Type - Issued 10/1/2024 to 10/31/2024

Building - Commercial & Industrial

Alteration of Man Home Or Const of Space

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/15/24	10301 SE 29TH ST, 626, 73130	TEFAWN HAIL	B-24-2625	\$60,000.00
10/23/24	10301 SE 29TH ST, 624 73130	TeFawn Hail	B-24-2718	\$60,000.00
10/23/24	10301 SE 29TH ST, 701 73130	TeFawn Hail	B-24-2720	\$60,000.00
				\$180,000.00

Cell Tower Modification Bldg Permit

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/9/24	300 W MID AMERICA BLVD, MIDWEST CITY, OK, 0	Matthew Emigh	B-24-0989	\$25,000.00
				\$25,000.00

Com Accessory Bldg Permit

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/9/24	9013 E RENO AVE, 73130	Fred Hawk - Red Rock Self Storage	B-24-2548	\$3,800.00
10/9/24	9013 E RENO AVE, 73130	Fred Hawk - Red rock self storage	B-24-2549	\$3,800.00
10/9/24	9013 E RENO AVE, 73130	Fred Hawk - Red rock self storage	B-24-2550	\$3,800.00
10/17/24	8730 SE 15TH ST, MIDWEST CITY, OK, 0	Natasha Nortelus	B-24-2412	\$155,000.00
				\$166,400.00

Com Addition Bldg Permit

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/7/24	7151 SE 29TH ST, MWC, OK, 73110	Kyle Evans	B-24-1794	\$57,397.90
				\$57,397.90

Com Demolition Permit

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/1/24	10001 SE 29TH ST, MIDWEST CITY, OK, 73130	Total Demolition Services, LLC	B-24-2068	\$7,255.00
10/1/24	1009 S AIR DEPOT BLVD, 73110	Ali Ghaniabadi	B-24-2218	\$0.00
				\$7,255.00

Com Fence Permit

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/9/24	100 N MIDWEST BLVD, 73110	scott taff	B-24-2570	\$36,000.00
				\$36,000.00

Com New Const Bldg Permit

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/10/24	9006 ANGELA DR, MWC, OK, 73130	Sheridan ONeal	B-23-2869	\$300,000.00

\$300,000.00**Com Remodel Bldg Permit**

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/1/24	414 N AIR DEPOT BLVD, OK, 73110	Mike Kahn	B-24-1814	\$100,000.00
10/1/24	1072 S DOUGLAS BLVD, 73130	Nathan Dickerson	B-24-2312	\$15,000.00
10/16/24	6003 SE 15TH ST, A, OK, 73110	TCS Construction Co., LLC	B-24-2507	\$200,000.00
10/28/24	2121 S AIR DEPOT BLVD, OK, 73110	LUCK ASIAN ASSOCIATION LLC.	B-24-2462	\$8,000.00
10/29/24	1312 N MIDWEST BLVD, 1302E 73110	Eric Sides	B-24-0891	\$19,000.00
10/30/24	9901 SE 29TH ST, 73130	Paul Nickolls	B-24-2607	\$25,000.00

\$367,000.00**Com Sign Permit**

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/4/24	6625 NE 10TH ST, OK, 73110	Doug Williams	B-24-1579	\$3,000.00
10/7/24	7201 SE 29TH ST, 208, 73110	Ricardo Arreaga	B-24-2512	\$3,200.00
10/24/24	1121 S DOUGLAS BLVD, OK, 73130	OKLAHOMA VISUAL GRAPHICS dba FAST SIGNS	B-24-2554	\$9,000.00
10/24/24	1121 S DOUGLAS BLVD, OK, 73130	OKLAHOMA VISUAL GRAPHICS dba FAST SIGNS	B-24-2564	\$2,000.00

\$17,200.00**Building - Residential****Res Accessory Bldg Permit**

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/3/24	2123 FELIX PL, MWC, OK, 73110	Kenny McCornack	B-24-2388	\$4,454.00
10/3/24	608 HOLMAN PL, MWC, OK, 73110	Steve York	B-24-2479	\$20,000.00
10/3/24	291 WINDSOR WAY, MIDWEST CITY, OK, 73110	William Jackson	B-24-2350	\$3,000.00
10/3/24	2357 TURTLEWOOD RIVER RD, 73130	Mariusz Basista	B-24-2450	\$1,200.00
10/8/24	1624 WALTZ WAY, MWC, OK, 73130	Sean Johnson	B-24-2500	\$3,962.00
10/21/24	633 E BOUSE DR, MWC, OK, 73110	Mackey McLain	B-24-2579	\$12,000.00
10/24/24	11708 MARK ST, MIDWEST CITY, OK,	Linda Yoast	B-24-2618	\$7,100.00

\$51,716.00**Res Carport Permit**

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/2/24	10700 LE JEAN, 73130	WAGONER, TROY	B-24-2001	\$1,800.00
10/16/24	10616 LE JEAN, MWC, OK, 73130	Alan Horst	B-24-2603	\$1,500.00
10/21/24	9604 BETH DR, MWC, OK, 73130	Roger Ring	B-24-2576	\$6,300.00
10/21/24	6125 SE 9TH ST, MWC, OK, 73110	Paul Bilbao	B-24-2602	\$5,200.00
10/28/24	2001 MAPLE DR, MWC, OK, 73110	Kingsley Sam	B-24-2705	\$5,500.00

\$20,300.00**Res Demolition Permit**

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/1/24	6701 ELAND ST, MWC, OK, 73110	Duana Newcomb	B-24-1275	\$0.00
10/1/24	6621 ZEBRA ST, 73110	Duana Newcomb	B-24-1244	\$0.00
10/3/24	1717 N KEY BLVD, MWC, OK, 73110	Richard Emholtz	B-24-2198	\$0.00

\$0.00**Res Fence Permit**

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/3/24	100 WINDSOR WAY, 73110	Katherine Tillman	B-24-2527	\$2,000.00

\$2,000.00**Res Retaining Wall Permit**

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/24/24	11642 TYSON CT, 73130	Kevin Embree	B-24-2613	\$20,000.00

\$20,000.00**Res Roofing Permit**

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/2/24	11000 SHEFFIELD ST, MWC, OK, 73130	J&M Roofing Company	B-24-2452	\$20,000.00
10/2/24	2320 JEAN RD, MWC, OK, 73130	J&M Roofing Company	B-24-2476	\$10,000.00
10/4/24	115 MEADOW LN, 73110	CHOICE SOLUTIONS	B-24-2574	\$35,000.00
10/4/24	801 HALLOW OAK CT, MIDWEST CITY, OK, 0	Parker Brothers Roofing	B-24-2560	\$12,400.00
10/4/24	319 E FAIRCHILD DR, MWC, OK, 73110	Parker Brothers Construction and Roofing inc.	B-24-2572	\$11,700.00
10/4/24	1201 N WESTMINSTER RD, OK, 73130	Parker Brothers Construction and Roofing inc.	B-24-2573	\$0.00
10/8/24	644 MORAINA AVE, MWC, OK, 73130	Jeffrey J Vance	B-24-2395	\$15,000.00
10/8/24	520 W SILVER MEADOW DR, OK, 73110	Jason Hand	B-24-2472	\$6,000.00
10/8/24	3605 WOODVALE DR, 73110	Chase Holmes	B-24-2551	\$14,000.00
10/9/24	229 BEARD DR, 73110	Mark Plumbtree	B-24-2598	\$14,000.00
10/10/24	9504 MONTCLAIRE DR, 73130	Parker Brothers Construction and Roofing Inc.	B-24-2609	\$19,685.00
10/10/24	1120 BIG OAK DR, MWC, OK, 73110	Parker Brothers Construction and Roofing	B-24-2611	\$21,622.00
10/10/24	817 LOTUS AVE, MWC, OK, 73130	Parker Brothers Construction and Roofing Inc.	B-24-2610	\$9,537.00
10/10/24	13200 SHIRLEY LN, 73020	Cantrell Exteriors	B-24-2616	\$14,500.00
10/15/24	207 ELM ST, MWC, OK, 73110	Charles L Tartaglione	B-24-2640	\$8,000.00
10/15/24	721 LLOYD AVE, MWC, OK, 73130	Charles Tartaglione	B-24-2642	\$8,000.00
10/15/24	811 SANDRA DR, MWC, OK, 73110	Charles Tartaglione	B-24-2643	\$10,000.00
10/15/24	409 BABB DR, MWC, OK, 73110	Charles Tartaglione	B-24-2644	\$8,000.00
10/15/24	5624 SE 2ND ST, 73110	JSD SANCHEZ ROOFING	B-24-2648	
10/15/24	10520 TURTLE BACK DR, 73130	Hotella Construction	B-24-2660	\$25,000.00
10/16/24	1925 BALLAD DR, 73130	J&M Roofing	B-24-2605	\$15,000.00
10/17/24	419 W FAIRCHILD DR, MWC, OK, 73110	Josh Puckett	B-24-2675	\$11,000.00
10/17/24	1801 MARKWOOD ST, MWC, OK, 73130	Aaron Newberry	B-24-2681	\$12,500.00
10/22/24	504 CROSBY BLVD, MWC, OK, 73110	Jamie Erickson	B-24-2677	\$9,100.00
10/22/24	3104 DEL REY DR, 73110	Doug Urie	B-24-2706	\$8,000.00
10/22/24	314 CAMBRIDGE DR, MWC, OK, 73110	Salazar Roofing & Construction, Inc.	B-24-2693	\$17,646.00
10/22/24	3317 GLENVALLEY DR, 73110	ECLIPSE ROOFING & CONSTRUCTION	B-24-2724	\$38,000.00
10/24/24	1120 OAK HILL DR, MWC, OK, 73110	Edgar De Los Santos	B-24-2525	\$0.00
10/24/24	9229 ORCHARD BLVD, MWC, OK, 73130	Parker Brothers Construction and Roofing Inc.	B-24-2736	\$0.00
10/24/24	9226 PEAR ST, MWC, OK, 73130	Parker Brothers Construction and Roofing inc.	B-24-2737	\$0.00
10/28/24	9705 WILLOW WIND DR, 73130	Eddie Myers	B-24-2747	\$19,000.00
10/29/24	624 N TIMBER RD, 73130	J&M Roofing	B-24-2669	\$15,000.00
10/31/24	12509 SE 16TH CT, 73020	Josh Tucker	B-24-2794	\$11,800.00
10/31/24	758 GLENHAVEN VILLAS CT, MWC, OK, 73110	Parker Brothers Construction and Roofing inc.	B-24-2787	\$19,400.00

\$438,890.00

Res Single-Fam New Const Bldg Permit

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/11/24	1213 N PINE ST, MWC, OK, 73130	MOISEIS PINEDA	B-24-2465	\$400,000.00
10/16/24	11150 E RENO AVE, OK, 73130	Sycamore Custom Homes	B-24-2490	\$450,000.00
10/31/24	4419 MEADOWPARK DR, MWC, OK, 73110	melvin haynes	B-24-2311	\$260,000.00
				\$1,110,000.00

Res Single-Fam Remodel Building Permit

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/3/24	8628 NE 17TH ST, 73141	Eytan Marom	B-24-2468	\$23,000.00
10/3/24	8628 NE 17TH ST, 73141	Eytan Marom	B-24-2469	\$18,000.00
10/3/24	315 E KERR DR	Diana Salazar	B-24-2118	\$2,500.00
10/14/24	3405 N IDYLWILD DR, 73110	Kevin Rizer	B-24-2604	\$65,000.00
10/22/24	204 W ERCOUCPE DR, MWC, OK, 73110	Sandra Ruiz	B-24-2137	\$30,000.00
10/31/24	1928 N MITCHELL DR, MWC, OK, 73110	james elder	B-24-2768	\$45,000.00
				\$183,500.00

Res Solar Permit

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/1/24	12440 HASTINGS RD, MWC, OK, 73130	Sarah Downing	B-24-2483	\$37,920.00
10/1/24	2428 APPLE WAY, 73130	Mike Moore	B-24-2454	\$15,000.00
10/8/24	3304 N VIEW POINT DR, MIDWEST CITY, OK, 0	John Underwood	B-24-1899	\$23,750.00
10/8/24	8503 JUSTIN PL, 73110	John Underwood	B-24-2518	\$39,186.52
10/10/24	12433 CROYDON RD, MWC, OK, 73130	Matthew Monteiro	B-24-2504	\$28,000.00
10/10/24	700 N POST RD, 73130	tanner forbes	B-24-2582	\$51,000.00
10/14/24	1401 REDWOOD TER, MWC, OK, 73110	Bret Duplantis	B-24-2446	\$2,621.00
10/14/24	1101 W PEEBLY DR, MWC, OK, 73110	WOODS, ANTHONY D	B-24-2221	\$12,000.00
10/23/24	609 MORAINA AVE, 73130	Jason Harden	B-24-2328	\$0.00
10/23/24	10109 ISAAC DR, 73130	Jason Harden	B-24-2009	\$20,500.00
				\$229,977.52

Res Storm Shelter Permit

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/1/24	9121 OAKWOOD DR, 73130	Samuel Crabtree	B-24-2481	\$4,495.00
10/3/24	200 COUNTRY LN, MWC, OK, 73130	Lee and Wendy Youngblood	B-24-2514	\$4,050.00
10/4/24	10529 KRISTIE LN, MWC, OK, 73130	Lynn Lindsay	B-24-2463	\$3,000.00
10/23/24	1213 N PINE ST, MWC, OK, 73130	Moiseis Pineda	B-24-2629	\$3,000.00
10/24/24	10468 CATTAIL TER, MIDWEST CITY, OK, 73130	Allison Simpson	B-24-2645	\$2,800.00
				\$17,345.00

zzRes House Moving (In) Permit

<u>Issued</u>	<u>Location</u>	<u>Applicant</u>	<u>Case #</u>	<u>Value</u>
10/15/24	10301 SE 29TH ST, 626, 73130	TRUCKWORKS INC	B-24-2646	\$0.00
10/23/24	10301 SE 29TH ST, 624 73130	BENNETT TRUCK TRANSPORT	B-24-2728	\$60,000.00
10/23/24	10301 SE 29TH ST, 701 73130	BENNETT TRUCK TRANSPORT	B-24-2731	\$60,000.00
				\$120,000.00

Grand Total: \$3,349,981.42



100 N Midwest Boulevard - Midwest City, OK 73110

Inspections Summary - Inspected 10/1/2024 to 10/31/2024

<u>Inspection Description</u>	<u>Count</u>
Accessory Bldg Inspection	4
Building/Electrical General Inspection	8
Buildings - CO Inspection & Sign Off	2
Buildings - CO Reinspection & Sign Off	3
Com Building Final Inspection	7
Com Building Final Reinspection	1
Com Drainage 1 Inspection	1
Com Drainage2 Inspection	1
Com Drainage3 Inspection	1
Com Drainage4 Inspection	1
Com Driveway Inspection	1
Com Duct Smoke Detector Retest/Reinspection (Building)	3
Com Duct Smoke Detector Retest/Reinspection (Fire Marsh	1
Com Duct Smoke Detector Test/Inspection (Building)	3
Com Duct Smoke Detector Test/Inspection (Fire Marshal)	3
Com Electrical Ceiling Inspection	3
Com Electrical Ceiling Reinspection	1
Com Electrical Final Inspection	10
Com Electrical Final Reinspection	2
Com Electrical Ground Inspection	1
Com Electrical Rough-in Inspection	4
Com Electrical Service Inspection	16
Com Fire Alarm Final Inspection	5
Com Fire Alarm Final Reinspection	1
Com Fire Sprinkler Final Inspection	3
Com Fire Sprinkler Final Reinspection	1
Com Framing Inspection	8
Com Gas Meter Inspection	1
Com Gas Piping Inspection	2
Com Hood Suppression Inspection	4
Com Hood Suppression Reinspection	1
Com Light Test Inspection	1
Com Mechanical Final Inspection	8
Com Mechanical Rough-in Inspection	7
Com Plumbing Final Inspection	8
Com Plumbing Final Reinspection	1
Com Plumbing Ground Inspection	2
Com Plumbing Rough-in Inspection	5
Com Vent Hood Final Inspection (Building)	2
Com Vent Hood Final Inspection (Fire Marshal)	2
Com Vent Hood Rough Inspection	1
Com Water Service Line Inspection	1
Commercial Meter Tap Inspection	3
Electrical Generator Inspection	6
Electrical Generator Reinspection	1

Engineering Site Inspection (Commercial)	1
Engineering Site Inspection (Residential)	1
Fire - CO Inspection & Sign Off	7
Fire - CO Reinspection & Sign Off	2
Fire Marshal General Inspection	2
General Inspection	1
Hot Water Tank Inspection	17
Hot Water Tank Reinspection	1
Hydro Test Above (Fire)	3
Hydro Test Below (Fire)	1
Irrigation System Inspection	1
Line Maintenance General Inspection	2
Mechanical Change Out Inspection	11
Mechanical Change Out Reinspection	3
Placard Issued	3
Planning - CO Inspection & Sign Off	14
Planning - CO Reinspection & Sign Off	4
Planning General Inspection	2
Plumbing/Mechanical General Inspection	4
Pre-Con Site Inspection/Meeting	9
Res Building Final Inspection	6
Res Building Final Reinspection	3
Res Carport Inspection	5
Res Drainage1 Inspection	5
Res Drainage2 Inspection	5
Res Drainage3 Inspection	5
Res Drainage3 Reinspection	2
Res Drainage4 Inspection	4
Res Drainage4 Reinspection	3
Res Drainage5 Inspection	1
Res Driveway Inspection	4
Res Driveway Reinspection	1
Res Electrical Final Inspection	10
Res Electrical Final Reinspection	5
Res Electrical Ground Inspection	1
Res Electrical Rough-in Inspection	12
Res Electrical Rough-in Reinspection	3
Res Electrical Service Inspection	20
Res Electrical Service Reinspection	3
Res Fence Inspection	2
Res Footing & Building Setback Inspection	3
Res Framing Inspection	7
Res Framing Reinspection	7
Res Gas Meter Inspection	2
Res Gas Piping Inspection	21
Res Gas Piping Reinspection	5
Res Insulation Inspection	7
Res Mechanical Final Inspection	6
Res Mechanical Final Reinspection	10
Res Mechanical Rough-in Inspection	6
Res Mechanical Rough-in Reinspection	1
Res Patio Cover Inspection	1
Res Plumbing Final Inspection	7
Res Plumbing Final Reinspection	1
Res Plumbing Ground Inspection	4
Res Plumbing Rough-in Inspection	9
Res Plumbing Rough-in Reinspection	3

Res Retaining Wall Inspection	1
Res Roofing Inspection	15
Res Roofing Reinspection	1
Res Sewer Service Inspection	17
Res Sewer Service Reinspection	2
Res Solar Final	3
Res Solar Final Inspection	4
Res Solar Final Reinspection	2
Res Storm Shelter Inspection	3
Res Temporary Electrical Pole Inspection	1
Res Temporary Electrical Pole Reinspection	1
Res Termite Inspection	5
Res Water Service Line Inspection	8
Res Water Service Line Reinspection	1
Residential Meter Tap Inspection	6
Sewer Cap Inspection	3
Sewer Cap/Cave Inspection	3
Sign Inspection	1
Stormwater Site Inspection (Commercial)	1
Utilities - CO Inspection & Sign Off	9
Utilities Site Inspection (Commercial)	2
Utilities Site Inspection (Residential)	1
<hr/>	
Total Number of Inspections:	530



Finance Department
100 N. Midwest Boulevard
Midwest City, OK 73110
tcromar@midwestcityok.org
Office: 405-739-1245
www.midwestcityok.org

TO: Honorable Mayor and City Council
FROM: Tiatia Cromar, Finance Director/ City Treasurer
DATE: December 10, 2024

SUBJECT: Review of the City Manager's Report for the month of October 2024.

The funds in October that experienced a significant change in fund balance from the September report are as follows:

Capital Imp Rev Bond (250) decreased because of the payment for: 2019 bonds interest	<\$526,513>
2018 Election G.O. Bond (270) decreased due to the payments for: Capital Outlays	<\$324,735>
MWC Hospital Authority (425) activities for October: Compounded Principal (9010) - unrealized loss on investment Discretionary (9050) - unrealized loss on investment	<\$1,028,752> < \$543,184>

Tiatia Cromar

Tiatia Cromar
Finance Director/ City Treasurer

City of Midwest City
Financial Summary by Fund
for Period Ending October, 2024

(Unaudited)

Fund Number	Fund Description	Assets	Liabilities	6/30/2024 Fund Balance	Revenues	Expenditures	Gain or (Loss)	Fund Balance
9	GENERAL GOVERNMENT SALES TAX	10,708,204	(8,954)	10,602,218	1,170,318	(1,073,286)	97,031	10,699,249
10	GENERAL	14,695,140	(154,322)	14,564,397	15,306,235	(15,329,814)	(23,579)	14,540,818
13	STREET AND ALLEY FUND	1,984,372	-	1,905,991	200,540	(122,159)	78,381	1,984,372
14	TECHNOLOGY FUND	741,266	-	702,378	100,372	(61,483)	38,889	741,266
15	STREET LIGHT FEE	855,474	-	926,093	209,636	(280,255)	(70,619)	855,474
16	REIMBURSED PROJECTS	2,099,403	(1,600)	1,830,255	461,721	(194,173)	267,548	2,097,803
20	MWC POLICE DEPARTMENT	16,034,479	(4,092)	15,755,687	6,721,247	(6,446,547)	274,700	16,030,387
21	POLICE CAPITALIZATION	2,427,503	(596)	2,042,168	705,671	(320,933)	384,738	2,426,907
25	JUVENILE FUND	115,064	-	107,039	19,456	(11,430)	8,025	115,064
30	POLICE STATE SEIZURES	123,141	-	122,201	7,243	(6,303)	940	123,141
31	SPECIAL POLICE PROJECTS	86,331	-	79,275	7,104	(48)	7,056	86,331
35	EMPLOYEE ACTIVITY FUND	15,072	-	11,482	6,514	(2,924)	3,590	15,072
36	JAIL	268,372	-	239,506	48,459	(19,594)	28,865	268,372
37	POLICE IMPOUND FEE	148,271	-	142,752	14,504	(8,985)	5,519	148,271
40	MWC FIRE DEPARTMENT	10,605,051	(4)	10,248,563	5,145,617	(4,789,133)	356,484	10,605,047
41	FIRE CAPITALIZATION	3,056,747	-	2,805,222	270,563	(19,037)	251,525	3,056,747
45	MWC WELCOME CENTER	626,811	-	610,847	84,726	(68,763)	15,964	626,811
46	CONV / VISITORS BUREAU	803,452	-	727,189	153,076	(76,813)	76,263	803,452
60	CAPITAL DRAINAGE IMP	457,001	-	458,571	163,807	(165,377)	(1,570)	457,001
61	STORM WATER QUALITY	1,607,446	-	1,664,376	326,240	(383,170)	(56,930)	1,607,446
65	STREET TAX FUND	2,535,402	-	2,497,454	224,219	(186,271)	37,948	2,535,402
70	EMERGENCY OPER FUND	1,710,611	-	1,632,454	361,654	(283,498)	78,157	1,710,611
75	PUBLIC WORKS ADMIN	1,215,997	-	1,178,989	489,678	(452,670)	37,008	1,215,997
80	INTERSERVICE FUND	600,747	-	499,625	1,214,370	(1,113,248)	101,122	600,747
81	SURPLUS PROPERTY	789,610	(602,353)	173,682	25,840	(12,265)	13,575	187,257
115	ACTIVITY FUND	504,134	(2,740)	533,225	59,684	(91,516)	(31,832)	501,394
123	PARK & RECREATION	2,875,353	(12,764)	2,355,834	626,902	(120,146)	506,756	2,862,590
141	COMM. DEV. BLOCK GRANT	6,029	-	6,029	177,603	(177,603)	-	6,029
142	GRANTS/HOUSING ACTIVITIES	172,195	-	173,118	22,614	(23,537)	(923)	172,195
143	GRANT FUNDS	160,923	(100,923)	67,094	737,957	(745,051)	(7,094)	60,000
157	CAPITAL IMPROVEMENTS	6,808,812	(190,094)	5,911,177	1,717,061	(1,009,521)	707,540	6,618,718
172	CAP. WATER IMP-WALKER	2,844,339	-	2,826,592	307,947	(290,200)	17,747	2,844,339

City of Midwest City
Financial Summary by Fund
for Period Ending October, 2024

(Unaudited)

Fund Number	Fund Description	Assets	Liabilities	6/30/2024 Fund Balance	Revenues	Expenditures	Gain or (Loss)	Fund Balance
178	CONST LOAN PAYMENT REV	5,555,923	(10,247)	5,028,768	611,178	(94,269)	516,908	5,545,676
184	SEWER BACKUP FUND	106,793	-	78,534	28,259	-	28,259	106,793
186	SEWER CONSTRUCTION	3,617,523	-	3,068,800	548,723	-	548,723	3,617,523
187	UTILITY SERVICES	1,288,004	(924)	1,170,665	458,468	(342,053)	116,415	1,287,080
188	CAP. SEWER IMP.-STROTH	2,279,143	-	2,160,141	302,424	(183,422)	119,002	2,279,143
189	UTILITIES CAPITAL OUTLAY	3,236,527	(132,744)	2,988,498	115,286	-	115,286	3,103,783
190	MWC SANITATION DEPARTMENT	8,171,106	-	7,561,319	3,176,616	(2,566,828)	609,787	8,171,106
191	MWC WATER DEPARTMENT	9,049,077	(3,081,730)	5,002,695	4,080,055	(3,115,403)	964,652	5,967,347
192	MWC SEWER DEPARTMENT	6,050,178	(63)	6,036,177	3,484,821	(3,470,883)	13,938	6,050,115
193	MWC UTILITIES AUTHORITY	1,357,009	-	1,342,942	14,067	-	14,067	1,357,009
194	DOWNTOWN REDEVELOPMENT	390,478	(1,172)	505,281	6,051	(122,025)	(115,974)	389,306
195	HOTEL/CONFERENCE CENTER	975,375	(1,302,575)	(410,137)	1,518,617	(1,435,680)	82,937	(327,200)
196	HOTEL 4% FF&E	829,354	-	868,516	60,713	(99,875)	(39,162)	829,354
197	JOHN CONRAD REGIONAL GOLF	1,509,055	(8,613)	1,219,818	870,743	(590,119)	280,624	1,500,442
201	URBAN RENEWAL AUTHORITY	204,260	-	163,889	42,266	(1,895)	40,371	204,260
202	RISK MANAGEMENT	828,580	(37)	1,572,367	547,357	(1,291,180)	(743,823)	828,543
204	WORKERS COMP	3,406,177	-	3,410,296	374,758	(378,877)	(4,119)	3,406,177
220	ANIMALS BEST FRIEND	139,309	(2,000)	129,659	33,055	(25,404)	7,650	137,309
225	HOTEL MOTEL FUND	-	-	-	255,342	(255,342)	-	-
230	CUSTOMER DEPOSITS	1,486,589	(1,486,589)	-	19,940	(19,940)	-	-
235	MUNICIPAL COURT	98,670	(98,670)	-	1,194	(1,194)	-	-
240	L & H BENEFITS	3,137,557	(76,085)	2,346,380	4,279,507	(3,564,417)	715,091	3,061,471
250	CAPITAL IMP REV BOND	1,741,885	(28,888,904)	(27,223,481)	4,025,396	(3,948,934)	76,461	(27,147,019)
269	2002 G.O. STREET BOND	46,988	-	47,057	602	(671)	(69)	46,988
270	2018 ELECTION G.O. BOND	3,886,119	(2,400)	5,405,521	93,603	(1,615,405)	(1,521,802)	3,883,719
271	2018 G.O. BONDS PROPRIETARY	436,422	(121,172)	309,618	5,632	-	5,632	315,251
272	2022 ISSUE G.O. BOND	914,799	-	1,034,513	12,310	(132,024)	(119,714)	914,799
310	DISASTER RELIEF	8,225,241	(231,590)	7,900,727	169,588	(76,665)	92,924	7,993,650
340	REVENUE BOND SINKING FUND	-	-	-	855,605	(855,605)	-	-
350	G. O. DEBT SERVICES	2,634,328	(14,576)	2,881,644	92,819	(354,710)	(261,892)	2,619,752
352	SOONER ROSE TIF	1,863,784	-	1,509,975	357,309	(3,500)	353,809	1,863,784
353	ECONOMIC DEV AUTHORITY	60,200,890	(50,871,207)	9,405,167	843,156	(918,640)	(75,484)	9,329,683
354	NORTHSIDE TIF	280,345	(267,076)	9,651	3,618	-	3,618	13,269
425-9010	MWC HOSP AUTH-COMP PRINCIPAL	109,766,324	(4,380)	113,031,620	3,359,530	(6,629,206)	(3,269,676)	109,761,944
425-9050	MWC HOSP AUTH-DISCRETIONARY	32,569,884	(1,220)	29,569,417	3,339,174	(339,925)	2,999,249	32,568,665
425-9060	MWC HOSP IN LIEU OF/ROR/MISC	10,584,094	(30,113)	10,652,130	10,066	(108,214)	(98,149)	10,553,981
425-9080	MWC HOSP AUTH GRANTS	746,494	-	180,068	566,426	-	566,426	746,494
	TOTAL	375,297,035	(87,712,530)	282,359,715	71,652,853	(66,428,061)	5,224,792	287,584,507

MINUTES OF MIDWEST CITY PLANNING COMMISSION MEETING

October 1, 2024 - 5:00 p.m.

This regular meeting of the Midwest City Planning Commission was held in the City Council Chambers, 100 North Midwest Boulevard, Midwest City, Oklahoma County, Oklahoma, on October 1, 2024 at 5:00 p.m., with the following members present:

Commissioners present: Russell Smith
Jess Huskey
Dean Hinton
Rick Rice
Rick Dawkins

Commissioners absent: Jim Smith
Dee Collins

Staff present: Matthew Summers, Planning and Zoning Director
Emily Richey, Current Planning Manager
Julie Shannon, Planner III
Cameron Veal, Planner I
Don Maisch, City Attorney
Patrick Menefee, City Engineer

A. CALL TO ORDER

The meeting was called to order by Chairperson R. Smith at 5:00 p.m.

B. MINUTES

1. A motion was made by Rice seconded by Huskey, to approve the minutes of the September 3, 2024 Planning Commission meeting as presented.
Voting aye: R. Smith, Huskey, Hinton, R. Rice and R. Dawkins.
Nay: none.
Motion carried.

C. NEW MATTERS

1. (PC-2187) Public hearing, discussion, consideration, and possible action of requests to rename America Avenue to Soldier Street; and a request to rename Soldier Street to American Avenue, both being part of the Soldier Creek Industrial Park (A subdivision of the North Half (N/2) of Section Twenty-Seven (27), Township Twelve (12) North, Range Two (2) West, I.M., Oklahoma County).

There was general discussion amongst the Commission.

A motion was made by Jess Huskey, seconded by Dean Hinton to recommend approval of this item.
Voting aye R. Smith, Huskey, Hinton, R. Rice and R. Dawkins.
Nay: None.
Motion Carried.

D. COMMISSION DISCUSSION:

E. PUBLIC DISCUSSION:

F. FURTHER INFORMATION:

1. Review proposed 2025 Planning Commission meeting dates.

G. ADJOURNMENT:

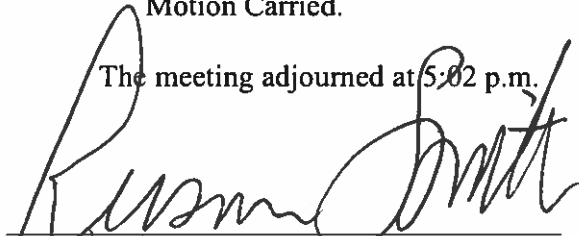
A motion to adjourn was made by Rick Dawkins, Seconded by Rick Rice.

Voting aye: R. Smith, Huskey, Hinton, R. Rice and R. Dawkins.

Nay: None.

Motion Carried.

The meeting adjourned at 5:02 p.m.



Chairman Russell Smith

(cv)



MUNICIPAL AUTHORITY

AGENDA





CONSENT AGENDA





MUNICIPAL AUTHORITY AGENDA

City Hall - Midwest City Council Chambers, 100 N. Midwest Boulevard

December 10, 2024 – 6:01 PM

Presiding members: Chairman Matthew Dukes	City Staff:	
Trustee Susan Eads	Trustee Marc Thompson	General Manager Tim Lyon
Trustee Pat Byrne	Trustee Sara Bana	Secretary Sara Hancock
Trustee Rita Maxwell	Trustee Rick Favors	Authority Attorney Don Maisch

A. CALL TO ORDER.

B. CONSENT AGENDA. These items are placed on the Consent Agenda so the Trustees, by unanimous consent, can approve routine agenda items by one motion. If any Trustee requests to discuss an item(s) or if there is not a unanimous consent, then the item(s) will be removed and heard in regular order.

1. Discussion, consideration, and possible action to approve the November 12, 2024 meeting minutes. (Secretary - S. Hancock)
2. Discussion, consideration and possible action of approving supplemental budget adjustments to the following fund for FY 2024-2025, increase: Sewer Construction Fund, revenue/Transfers In (00) \$2,252,000; expenditures/Sewer Construction (46) \$2,252,000. (Finance - T. Cromar)
3. Discussion, consideration, and possible action of declaring the following equipment from the Stormwater Quality Division, a 2003 Chevrolet S-10, VIN # 1GCCS19X138201294, a 2003 Chevrolet K1500 Silverado, VIN # 1GCEK14TX3Z245771, and a 2004 Chevrolet K2500 Silverado, VIN # 1GCHK29U64E248695, as surplus and authorizing disposal by sealed bid, public auction, or by other means as necessary. (Public Works - R. Paul Streets)
4. Discussion, consideration, and possible action of declaring the following equipment from the Water Resource Recovery Facility, a 2009 Yamaha Golf Cart, Serial # JW1-F4236-30, a 2002 Chevy S-10 Extended Cab Truck, and (8) ladders as surplus and authorizing disposal by sealed bid, public auction, or by other means as necessary. (Public Works - R. Paul Streets)
5. Discussion, consideration, and possible action of amending a contract with Community Water Solutions, Inc., to adjust the payment schedule for the purchase and installation of a horizontal water well at the Booster Pump Station, in the vicinity of Felix Place north of SE 15th Street. (Public Works - R. Streets)

6. Discussion, consideration, and possible action of making a matter of record Permit No. SL000055240850 from the Oklahoma Department of Environmental Quality for the Edgewood Lift Station - Pump Capacity Increase, Midwest City, Oklahoma. (Public Works - R. Streets)
7. Discussion, consideration, and possible action of making a matter of record Permit No. WL000055240846 from the Oklahoma Department of Environmental Quality for the construction of the Starview Service Connections project, Midwest City, Oklahoma. (Public Works - R. Streets)

C. DISCUSSION ITEMS.

1. Discussion, consideration, and possible action of entering into a contract with BKL, Inc., in the amount of \$150,240.00, to conduct a needs assessment, site evaluation, and concept design for the Public Works Facility located at 8730 SE 15th Street, Midwest City, OK. (Public Works - R. Streets)

- D. NEW BUSINESS/PUBLIC DISCUSSION. In accordance with State Statute Title 25 Section 311. Public bodies - Notice. A-9, the purpose of the "New Business" section is for action to be taken at any Council/Authority/Commission meeting for any matter not known about or which could not have been reasonably foreseen 24 hours prior to the public meeting. The purpose of the "Public Discussion" section of the agenda is for members of the public to speak to the Authority on any subject not scheduled on the regular agenda. The Authority shall make no decision or take any action, except to direct the City Manager to take action, or to schedule the matter for discussion at a later date. Pursuant to the Oklahoma Open Meeting Act, the Authority will not engage in any discussion on the matter until that matter has been placed on an agenda for discussion. **THOSE ADDRESSING THE AUTHORITY ARE REQUESTED TO STATE THEIR NAME AND ADDRESS PRIOR TO SPEAKING TO THE AUTHORITY.**

E. ADJOURNMENT.

Notice for the Midwest City Municipal Authority meeting was filed for the calendar year with the City Clerk of Midwest. Public notice of this agenda was accessible at least 24 hours before the meeting at City Hall and on the Midwest City website (www.midwestcityok.org).

Midwest City Municipal Authority Minutes

November 12, 2024

This meeting was held in the City Hall Council Chambers at City Hall, 100 N. Midwest Boulevard, Midwest City, County of Oklahoma, State of Oklahoma.

Chairman Matt Dukes called the meeting to order at 6:38 PM with the following member present:

	Trustee Marc Thompson	General Manager Tim Lyon
Trustee Pat Byrne	Trustee Sara Bana	Secretary Sara Hancock
Trustee Rita Maxwell	Trustee Rick Favors	Authority Attorney Don Maisch

Absent: Trustee Susan Eads

CONSENT AGENDA. Bana made a motion to approve the consent agenda, seconded by Maxwell. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Absent: Eads. Motion Carried.

1. Discussion, consideration, or possible action to approve the October 22, 2024 meeting minutes.
2. Discussion, consideration and possible action of approving supplemental budget adjustments to the following funds for FY 2024-2025, increase: Capital Sewer Improvement – Stroth Fund, expenditures/Sewer Improvements (44) \$49,200.

DISCUSSION ITEMS.

1. **Discussion, consideration, and possible action of amendment #4 for Professional Services with Freese and Nichols, Inc. in the amount of \$49,200 to provide services to further the Assessment of the Current Sanitary Sewer System – Future Capacity Needs– Phase 1.**

Bana made a motion to approve the amendment, seconded by Favors. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Absent: Eads. Motion Carried.

2. **Discussion, consideration, and possible action of awarding the bid to and entering into a contract with 4M Trenching Company for \$671,165.00 and 210 Calendar Days, and authorizing the Chairman to execute a contract for the N.E. 23rd Street and Midwest Boulevard Sanitary Sewer Project.**

Bundy addressed the Trustees. Bana made a motion to approve the contract with 4M Trenching Co, seconded by Maxwell. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors and Dukes. Nay: none. Absent: Eads. Motion Carried.

NEW BUSINESS/PUBLIC DISCUSSION. There was no new business or public discussion.

*At 6:41 PM Bana left seat but remained in Chambers.

ADJOURNMENT.

There being no further business, Chairman Dukes adjourned the meeting at 6:41 PM.

ATTEST:

MATTHEW D DUKES II, Chairman

SARA HANCOCK, Secretary



Finance Department

100 N. Midwest Boulevard
Midwest City, OK 73110

tcromar@midwestcity.org

Office: 405-739-1245

www.midwestcityok.org

TO: Honorable Chairman and Trustees
Midwest City Municipal Authority

FROM: Tiatia Cromar, Finance Director

DATE: December 10, 2024

SUBJECT: Discussion, consideration and possible action of approving supplemental budget adjustments to the following fund for FY 2024-2025, increase: Sewer Construction Fund, revenue/Transfers In (00) \$2,252,000; expenditures/Sewer Construction (46) \$2,252,000.

This supplement is needed to budget transfer in of E.P.A. Clean Water State Revolving Fund Loan proceeds to reimburse expenses for Wastewater Treatment Master Plan and potential design and construction costs.

Tiatia Cromar

Tiatia Cromar
Finance Director

SUPPLEMENTS

December 10, 2024

Fund SEWER CONSTRUCTION (186)		BUDGET AMENDMENT FORM Fiscal Year 2024-2025			
		Estimated Revenue		Budget Appropriations	
<u>Dept Number</u>	<u>Department Name</u>	<u>Increase</u>	<u>Decrease</u>	<u>Increase</u>	<u>Decrease</u>
00	Transfers In	2,252,000			
46	Sewer Construction			2,252,000	
		2,252,000	0	2,252,000	0
Explanation:					
To budget transfer in of E.P.A. Clean Water State Revolving Fund Loan proceeds to reimburse expenses for Wastewater Treatment Master Plan and potential design and construction costs.					



Public Works Administration

8730 S.E. 15th Street,
Midwest City, Oklahoma 73110

Public Works Director

pstreets@midwestcityok.org

(405) 739-1061

Assistant Public Works Director

cevenson@midwestcityok.org

(405) 739-1062

www.midwestcityok.org

To: Honorable Chairman and Trustees

From: R. Paul Streets, Public Works Director

Date: December 10, 2024

Subject: Discussion, consideration, and possible action of declaring the following equipment from the Stormwater Quality Division, a 2003 Chevrolet S-10, VIN # 1GCCS19X138201294, a 2003 Chevrolet K1500 Silverado, VIN # 1GCEK14TX3Z245771, and a 2004 Chevrolet K2500 Silverado, VIN # 1GCHK29U64E248695, as surplus and authorizing disposal by sealed bid, public auction, or by other means as necessary.

The Stormwater Quality Division has three (3) trucks described below that have been replaced, removed from service, and have no other operational value or application. The Fleet Department has determined that the value of these vehicles is less than \$10,000. As such, we recommend declaring these items surplus property and authorizing disposal by sealed bid, public auction, or other means, as necessary.

- Unit #61-02-01, a 2003 Chevrolet S-10, VIN # 1GCCS19X138201294
- Unit #61-02-02, a 2003 Chevrolet K1500 Silverado, VIN # 1GCEK14TX3Z245771
- Unit #61-02-03, a 2004 Chevrolet K2500 Silverado, VIN # 1GCHK29U64E248695

Action is at the discretion of the Municipal Authority.

Respectfully,

R. Paul Streets
Public Works Director



Public Works Administration

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www.midwestcityok.org

To: Honorable Chairman and Trustees

From: R. Paul Streets, Public Works Director

Date: December 10, 2024

Subject: Discussion, consideration, and possible action of declaring the following equipment from the Water Resource Recovery Facility, a 2009 Yamaha Golf Cart, Serial # JW1-F4236-30, a 2002 Chevy S-10 Extended Cab Truck, and various ladders as surplus and authorizing disposal by sealed bid, public auction, or by other means as necessary.

The Water Resource Recovery Facility has several items described below that have been replaced, removed from service, and have no other operational value or application. The Fleet Department has determined that the value of Units 43-04-09 and 43-02-01 are less than \$10,000, and the ladders are no longer able to be used safely. As such, we recommend declaring these items surplus property and authorizing disposal by sealed bid, public auction, or other means, as necessary.

- Unit #43-04-09, a 2009 Yamaha Golf Cart, Serial # JW1-F4236-30
- Unit #43-02-01, a 2002 Chevy S-10 Extended Cab Truck, VIN # 1GCCS19W028151994
- Eight (8) Extension and Step Ladders of various sizes

Action is at the discretion of the Municipal Authority.

Respectfully,

R. Paul Streets
Public Works Director



Public Works Administration

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www.midwestcityok.org

To: Honorable Chairman and Trustees

From: R. Paul Streets, Public Works Director

Date: December 10, 2024

Subject: Discussion, consideration, and possible action of amending a contract with Community Water Solutions, Inc., to adjust the payment schedule for the purchase and installation of a horizontal water well at the Booster Pump Station, in the vicinity of Felix Place north of SE 15th Street.

On April 25, 2023, the Authority approved a contract with Community Water Solutions, Inc., for the purchase and installation of a horizontal water well at the Booster Pump Station, in the vicinity of Felix Place north of SE 15th Street, in the amount of \$2,990,000.00 to be paid in two installments. The first payment in the amount of \$800,000.00 was paid on July 20, 2023, upon mobilization. The second payment in the amount of \$2,190,000.00 is to be paid upon completion of the well.

Community Water Solutions, Inc., has been working steadily on the completion of the horizontal well since the contract was approved. This has included obtaining permits from the Oklahoma Department of Environmental Quality and the Oklahoma Water Resources Board, drilling the vertical portion of the well, installing 1,200 ft of horizontal laterals, completion of a well house, installation of the pump, controls, and pipe connection to the Felix Place Booster Pump Station. They are proposing to install an additional 2,500 ft of horizontal laterals at no additional cost to the Authority to increase production but are requesting a progress payment of \$1,000,000.00 to cover costs already incurred. The remaining payment of \$1,190,000.00 will be held until the well is complete as specified in the original contract.

Action is at the discretion of the Authority.

Respectfully,

R. Paul Streets
Public Works Director
Attachment

**FIRST AMENDMENT
TO PURCHASE AGREEMENT BETWEEN
COMMUNITY WATER SOLUTIONS, INC.
AND
MIDWEST CITY MUNICIPAL AUTHORITY**

Pursuant to Paragraph 21 of the Purchase Agreement dated April 25, 2023, the following amendment is hereby agreed to between the parties:

Paragraph 2. PAYMENT

Midwest City shall issue a Purchase Order for the purchase of the Goods and Services from CWS. Upon issuance and receipt of the Purchase Order CWS shall deliver the Goods and Services to Midwest City. Upon receipt Midwest City shall transmit payment to CWS electronically, within forty-five (45) days of the delivery of the Goods and Services, according to the following payment schedule:

- \$800,000.00 10 days prior to commencement of work for mobilization
- \$1,000,000.00 upon completion of 1200' of horizontal lateral and substantial completion of well house
- \$1,190,000.00 upon completion of an additional 2500' of horizontal lateral and completion of well and placement in service.

All other remaining terms and conditions not contained herein remain in full force and effect in the original agreement or previous amendments thereto.

FOR COMMUNITY WATER SOLUTIONS, INC:

Richard Greenly

RICHARD GREENLY
PRESIDENT

Date: 11/27/24

FOR MIDWEST CITY MUNICIPAL AUTHORITY:

MATTHEW D. DUKES, II
CHAIRMAN

Date: _____

SARA HANCOCK, SECRETARY

REVIEWED for form and legality.

DONALD D. MAISCH, CITY ATTORNEY



EdPublic Works Administration

8730 S.E. 15th Street,
Midwest City, Oklahoma 73110

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pstreets@midwestcityok.org
(405) 739-1061

Assistant Public Works Director
cevenson@midwestcityok.org
(405) 739-1062

www.midwestcityok.org

To: Honorable Chairman and Trustees

From: R. Paul Streets, Public Works Director

Date: December 10, 2024

Subject: Discussion, consideration, and possible action of making a matter of record Permit No. SL000055240850 from the Oklahoma Department of Environmental Quality for the Edgewood Lift Station – Pump Capacity Increase, Midwest City, Oklahoma.

Attached is Permit No. SL000055240850 for the construction and replacement of existing pumps at the Edgewood Lift Station with three (3) 2.5 MGD pumps and all appurtenances, Midwest City, Oklahoma.

Respectfully,

R. Paul Streets
Public Works Director

Attachment

November 05, 2024

Mr. R. Paul Streets, Public Works Director
Midwest City Municipal Authority
100 N. Midwest Blvd
Midwest City, Oklahoma 73110

Re: Permit No. SL000055240850
Edgewood Lift Station - Pump Capacity Increase
Facility No. S-20541

Dear Mr. Streets:

Enclosed is Permit No. SL000055240850 for the construction of replacement of existing pumps in (1) existing sanitary sewer lift station with three (3) 2.5 MGD pumps and all appurtenances to serve the Edgewood Lift Station - Pump Capacity Increase, Oklahoma County, Oklahoma.

The project authorized by this permit should be constructed in accordance with the plans approved by this Department on November 05, 2024. Any deviations from the approved plans and specifications affecting capacity, flow or operation of units must be approved, in writing, by the Department before changes are made.

Receipt of this permit should be noted in the minutes of the next regular meeting of the Midwest City Municipal Authority, after which it should be made a matter of permanent record.

We are returning one (1) set of the approved plans to you, one (1) set to your engineer and retaining one (1) set for our files.

Respectfully,



D. Adam Divine, P.E.
Construction Permit Section
Water Quality Division

AD/RC/md

Enclosure

c: Zachary McIntosh, Regional Manager, DEQ
OKLAHOMA CITY DEQ OFFICE
Michael Nguyen, P.E., Garver Engineering

PERMIT No. SL000055240850

SEWER LINES

FACILITY No. S-20541

PERMIT TO CONSTRUCT

November 05, 2024

Pursuant to O.S. 27A 2-6-304, the Midwest City Municipal Authority is hereby granted this Tier I Permit to construct replacement of existing pumps in (1) existing sanitary sewer lift station with three (3) 2.5 MGD pumps and all appurtenances to serve the Edgewood Lift Station - Pump Capacity Increase, located in SE 1/4 of NW 1/4 of Section 32, T-12-N, R-1-W, Oklahoma County, Oklahoma, in accordance with the plans approved November 05, 2024.

By acceptance of this permit, the permittee agrees to operate and maintain the facilities in accordance with the "Oklahoma Pollutant Discharge Elimination System Standards - OPDES" (OAC 252:606) rules and to comply with the state certification laws, Title 59, Section 1101-1116 O.S. and the rules and regulations adopted thereunder regarding the requirements for certified operators.

This permit is issued subject to the following provisions and conditions.

- 1) That the recipient of the permit is responsible that the project receives supervision and inspection by competent and qualified personnel.
- 2) That construction of all phases of the project will be started within one year of the date of approval or the phases not under construction will be resubmitted for approval as a new project.
- 3) That no significant information necessary for a proper evaluation of the project has been omitted or no invalid information has been presented in applying for the permit.
- 4) That wherever water and sewer lines are constructed with spacing of 10 feet or less, sanitary protection will be provided in accordance with OAC 252:656-5-4(c)(3) of the standards for Water Pollution Control Facility Construction.
- 5) That tests will be conducted as necessary to ensure that the construction of the sewer lines will prevent excessive infiltration and that the leakage will not exceed 10 gallons per inch of pipe diameter per mile per day.
- 6) That the Oklahoma Department of Environmental Quality shall be kept informed of occurrences which may affect the eventual performance of the works or that will unduly delay the progress of the project.
- 7) That the permittee will take steps to assure that the connection of house services to the sewers is done in such a manner that the functioning of the sewers will not be impaired and that earth and ground water will be excluded from the sewers when the connection is completed.
- 8) That any deviations from approved plans or specifications affecting capacity, flow or operation of units must be approved by the Department before any such deviations are made in the construction of this project.

PERMIT No. SL000055240850

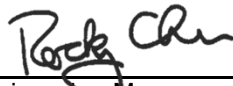
SEWER LINES

FACILITY No. S-20541

PERMIT TO CONSTRUCT

- 9) That any notations or changes recorded on the official set of plans and specifications in the Oklahoma Department of Environmental Quality files shall be part of the plans as approved.
- 10) That the recipient of the permit is responsible for the continued operation and maintenance of these facilities in accordance with rules and regulations adopted by the Environmental Quality Board, and that this Department will be notified in writing of any sale or transfer of ownership of these facilities.
- 11) The issuance of this permit does not relieve the responsible parties of any obligations or liabilities which the permittee may be under pursuant to prior enforcement action taken by the Department.
- 12) That the permittee is required to inform the developer/builder that a DEQ Storm Water Construction Permit is required for a construction site that will disturb one (1) acre or more in accordance with OPDES, 27A O.S. 2-6-201 *et. seq.* For information or a copy of the GENERAL PERMIT (OKR10) FOR STORM WATER DISCHARGES FROM CONSTRUCTION ACTIVITIES, Notice of Intent (NOI) form, Notice of Termination (NOT) form, or guidance on preparation of a Pollution Prevention Plan, contact the Storm Water Unit of the Water Quality Division at P.O. Box 1677, Oklahoma City, OK 73101-1677 or by phone at (405) 702-8100.
- 13) That all manholes shall be constructed in accordance with the standards for Water Pollution Control Facility Construction (OAC 252:656-5-3), as adopted by the Oklahoma Department of Environmental Quality.
- 14) That when it is impossible to obtain proper horizontal and vertical separation as stipulated in Water Pollution Control Facility Construction OAC 252:656-5-4(c)(1) and OAC 252:656-5-4(c)(2), respectively, the sewer shall be designed and constructed equal to water pipe, and shall be pressure tested using the ASTM air test procedure with no detectable leakage prior to backfilling, in accordance with the standards for Water Pollution Control Facility Construction OAC 252:656-5-4(c)(3).

Failure to appeal the conditions of this permit in writing within 30 days from the date of issue will constitute acceptance of the permit and all conditions and provisions.



Rocky Chen, P.E., Engineering Manager, Construction Permit Section
Water Quality Division

AD



EdPublic Works Administration

8730 S.E. 15th Street,
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(405) 739-1062

www.midwestcityok.org

To: Honorable Chairman and Trustees

From: R. Paul Streets, Public Works Director

Date: December 10, 2024

Subject: Discussion, consideration, and possible action of making a matter of record Permit No. WL000055240846 from the Oklahoma Department of Environmental Quality for the construction of the Starview Service Connections project, Midwest City, Oklahoma.

Attached is Permit No. WL000055240846 for the construction of 462 linear feet of 3/4" diameter high-density polyethylene (HDPE) waterline, including 2 bores along North Douglas Boulevard, 6 bores along NE 16th Street, 32 connections to water meters in the Starview area, capping and plugging Starview's existing waterlines, physically disconnecting Starview's existing groundwater well from the Starview Public Water Supply system and connecting these residents to the Midwest City Public Water Supply system.

Respectfully,

R. Paul Streets
Public Works Director

Attachment

November 8, 2024

Mr. R. Paul Streets, Public Works Director
Midwest City Municipal Authority
8730 S.E. 15th Street
Midwest City, Oklahoma 73110

Re: Permit No. WL000055240846
Waterline construction for connection to Starview area in Midwest City
PWSID No. 1020806
DWSRF Project No. P40-1020806-01/Loan No. ORF-23-0095-DW

Dear Mr. Streets:

Enclosed is Permit No. WL000055240846 for the construction of 462 linear feet of 3/4" diameter high-density polyethylene (HDPE) waterline, including 2 bores along N Douglas Boulevard, 6 bores along NE 16th Street, 32 connections to water meters in the Starview area, capping and plugging Starview's existing waterlines, and physically disconnecting Starview's existing groundwater well from the PWS system for the Starview area to be served by Midwest City Municipal Authority in Midwest City, Oklahoma County, Oklahoma.

The project authorized by this permit should be constructed in accordance with the plans approved by this Department on November 8, 2024. Any deviations from the approved plans and specifications affecting capacity, flow or operation of units must be approved, in writing, by the Department before changes are made.

Receipt of this permit should be noted in the minutes of the next regular meeting of the Midwest City Municipal Authority, after which it should be made a matter of permanent record.

We are returning one (1) set of the approved plans to you, one (1) set to your engineer and retaining one (1) set for our files.

RECEIPT OF THIS PERMIT DOES NOT CONSTITUTE AN AUTHORIZATION TO AWARD A CONSTRUCTION CONTRACT UTILIZING FUNDING UNDER THE DRINKING WATER STATE REVOLVING FUND (DWSRF) PROGRAM. DO NOT AWARD A CONSTRUCTION CONTRACT UNTIL YOU ARE AUTHORIZED TO DO SO.

If you have any questions, please call me at 405-702-8102 or write to me at the letterhead address.

Respectfully,



Brent Polise, E.I.
DWSRF Section
Water Quality Division



Candy Thompson, P.E., Manager
DWSRF Section
Water Quality Division

BP/CT/cm

Enclosure

c: Ryan McIntosh, Regional Manager, DEQ
OKLAHOMA CITY DEQ OFFICE
Michael A. Salinas, P.E., Garver

PERMIT No. WL000055240846

WATERLINES

FACILITY No. 1020806

PERMIT TO CONSTRUCT

Pursuant to O.S. 27A 2-6-304, Midwest City Municipal Authority is hereby granted this Tier I Permit for the construction of 462 linear feet of 3/4" diameter high-density polyethylene (HDPE) waterline, including 2 bores along N Douglas Boulevard, 6 bores along NE 16th Street, 32 connections to water meters in the Starview area, capping and plugging Starview's existing waterlines, and physically disconnecting Starview's existing groundwater well from the PWS system for the Starview area to be served by Midwest City Municipal Authority located in SW/4 of the NW/4 of Section 25, T-12-N, R-2-W Indian Principal Meridian and NW/4 of the SW/4 of Section 25, T-12-N, R-2-W Indian Principal Meridian, Oklahoma County, Oklahoma, in accordance with the plans approved .

By acceptance of this permit, the permittee agrees to operate and maintain the facility in accordance with the Public Water Supply Operation rules (OAC 252:631) and to comply with the State Certification laws, Title 59, Section 1101-1116 O.S. and the rules and regulations adopted thereunder regarding the requirements for certified operators.

This permit is issued subject to the following provisions and conditions.

- 1) This waterline does not provide fire flow.
- 2) That the recipient of the permit is responsible that the project receives supervision and inspection by competent and qualified personnel.
- 3) That construction of all phases of the project will be started within one year of the date of approval or the phases not under construction will be resubmitted for approval as a new project.
- 4) That no significant information necessary for a proper evaluation of the project has been omitted or no invalid information has been presented in applying for the permit.
- 5) That the Oklahoma Department of Environmental Quality shall be kept informed on occurrences which may affect the eventual performance of the works or that will unduly delay the progress of the project.
- 6) That wherever water and sewer lines are constructed with spacing of 10 feet or less, sanitary protection will be provided in accordance with Public Water Supply Construction Standards [OAC 252:626-19-2].
- 7) That before placing this facility into service, at least two samples of the water, taken on different days, shall be tested for bacteria to show that it is safe for drinking purposes.
- 8) That any deviations from approved plans or specifications affecting capacity, flow or operation of units must be approved by the Department before any such deviations are made in the construction of this project.

PERMIT No. WL000055240846

WATERLINES

FACILITY No. 1020806

PERMIT TO CONSTRUCT

- 9) That the recipient of the permit is responsible for the continued operation and maintenance of these facilities in accordance with rules and regulations adopted by the Environmental Quality Board, and that this Department will be notified in writing of any sale or transfer of ownership of these facilities.
- 10) The issuance of this permit does not relieve the responsible parties of any obligations or liabilities which the permittee may be under pursuant to prior enforcement action taken by the Department.
- 11) That the permittee is required to inform the developer/builder that a DEQ Storm Water Construction Permit is required for a construction site that will disturb one (1) acre or more in accordance with OPDES, 27A O.S. Section 2-6-201 *et seq.* For information or a copy of the GENERAL PERMIT (OKR10) FOR STORM WATER DISCHARGES FROM CONSTRUCTION ACTIVITIES, Notice of Intent (NOI) form, Notice of Termination (NOT) form, or guidance on preparation of a Pollution Prevention Plan, contact the Storm Water Unit of the Water Quality Division at P.O. Box 1677, Oklahoma City, OK 73101-1677 or by phone at (405) 702-8100.
- 12) That any notations or changes recorded on the official set of plans and specifications in the Oklahoma Department of Environmental Quality files shall be part of the plans as approved.
- 13) That waterlines shall be located at least fifteen (15) feet from all parts of septic tanks and absorption fields, or other sewage treatment and disposal systems.
- 14) That whenever plastic pipe is approved and used for potable water, it shall bear the seal of the National Sanitation Foundation and meet the appropriate commercial standards.
- 15) That when it is impossible to obtain proper horizontal and vertical separation as stipulated in Public Water Supply Construction Standards OAC 252:626-19-2(h)(1) and OAC 252:626-19-2(h)(2), respectively, the sewer shall be designed and constructed equal to water pipe, and shall be pressure tested to the highest pressure obtainable under the most severe head conditions of the collection system prior to backfilling.

Failure to appeal the conditions of this permit in writing within 30 days from the date of issue will constitute acceptance of the permit and all conditions and provisions.



Candy Thompson, P.E., Engineering Manager, Drinking Water State Revolving Fund Section
Water Quality Division



DISCUSSION ITEMS





Public Works Administration

8730 S.E. 15th Street,
Midwest City, Oklahoma 73110

Public Works Director
pstreets@midwestcityok.org
(405) 739-1061

Assistant Public Works Director
cevenson@midwestcityok.org
(405) 739-1062

www.midwestcityok.org

To: Honorable Chairman and Trustees

From: R. Paul Streets, Public Works Director

Date: December 10, 2024

Subject: Discussion, consideration, and possible action of entering into a contract with BKL, Inc., in the amount of \$150,240.00, to conduct a needs assessment, site evaluation, and concept design for the Public Works Facility located at 8730 SE 15th Street, Midwest City, OK.

The Public Works Department main office and equipment yard are currently located at 8730 SE 15th Street, Midwest City, Oklahoma 73110, with satellite locations at the Water Treatment Plant and Water Resources Recovery and Compost Facility. The facility was constructed in 1970 and includes offices for public works staff; storage for maintenance equipment, vehicles and materials; a transfer station and scale; polycart wash bay; dumpster refurbishment area; a household hazardous waste storage area; and a yard for storing materials. The Fleet Department, which includes Surplus Property operations and storage, is co-located on this site. The existing office space, locker room space, equipment storage and parking, and central purchasing facilities are inadequate and do not meet the current operational needs of the Public Works Department. For example, the facility lacks locker room/restroom space for female employees. Existing parking areas are not sufficient for visitors or existing permanent and temporary staff. The facility is not compliant with the Americans with Disabilities Act, and electrical work needs to be brought up to code throughout.

To address these issues and more, Public Works began planning for a future remodel of the Public Works facility in FY 2019/2020. Beginning in FY 2019/2020 and continuing each subsequent fiscal year, Public Works budgeted a small amount to put towards these improvements. Sufficient funds for a facility evaluation were finally available in FY 2023/2024, and a Request for Proposals from qualified firms was published on May 15, 2024, on the City's website. Nine (9) proposals were received, and from those, four (4) firms were selected for interviews. The selection committee scored each interview, and BKL, Inc., was the highest scoring firm due to their experience with other similar municipal projects.

Funding for this project in the amount of \$150,240.00 is available in Account No. 075-3010-480.40-14, Project No. 302203. Action is at the discretion of the Authority.

Respectfully,

R. Paul Streets
Public Works Director
Attachment

PROFESSIONAL SERVICES AGREEMENT
between
BKL, INC.
And
MIDWEST CITY MUNICIPAL AUTHORITY

THIS PROFESSIONAL SERVICES AGREEMENT (hereinafter referred to as “**Agreement**”) is entered into by and among The Midwest City Municipal Authority, a public trust created pursuant to Oklahoma State Law for the benefit of Midwest City (hereinafter referred to as “**Authority**”), and BKL, Inc., (hereinafter referred to as “**Service Provider**”) (**Authority**, and **Service Provider** being collectively referred to herein as the “**Parties**”) and is effective upon the date of execution by the last party hereto.

WITNESSETH:

WHEREAS, Authority is in need of the following professional services to conduct a needs assessment, site evaluation, and concept design for the Public Works Facility located at 8730 SE 15th Street, Midwest City, Oklahoma; and

WHEREAS, Service Provider is in the business of providing professional services that is needed by the **Authority**; and

WHEREAS, the Authority and the **Service Provider** have reached an agreement for the **Service Provider** to provide the **Authority** the requested professional services; and

WHEREAS, Authority hereby retains **Service Provider** to provide professional services as an independent contractor; and

WHEREAS, Service Provider agrees to provide the **Authority** all services, in accordance with the standards exercised by experts in the field, necessary to provide the **Authority** services, products, solutions and deliverables that meet all the purposes and functionality requested or described in this Agreement.

NOW, THEREFORE, for and in consideration of the above premises and mutual covenants as set forth herein, the **Authority**, and **Service Provider** hereby agree as follows:

1. Services, Products, Solutions and Deliverables

Subject to the terms and conditions of this Agreement, the Authority retains the Service Provider as an independent contractor, to provide **Authority** all services, in accordance with the standards exercised by experts in the field, necessary to provide the Authority services, products, solutions, and deliverables (collectively referred to as “**Deliverables**”) that meet all the purposes

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and functionality requested or described in this Agreement. The Authority shall meet with Service Provider to identify service needs on a project-by-project basis. Service Provider will provide a written proposal for the identified services in accord with the terms and conditions of this Agreement. The Authority may issue a purchase order for the identified services accompanied by Service Provider's written proposal. Upon issuance of the purchase order, the Service Provider shall be responsible for timely providing the services authorized by the purchase order ("Project"). Upon completion of the Project (services in a purchase order), the Service Provider will issue an invoice to the Authority and, upon approval of the invoice, the Authority will pay the invoice. Upon completion of each Project and provision to the Authority of all Deliverables for that Project and payment of the invoice for that Project to the Service Provider, the Authority shall own all rights and license for the Deliverables and other work products related to that Project.

a) This Agreement governs the Scope of Services including, but not limited to, all Deliverables to be provided by Service Provider to the Authority. The Attachments are incorporated into this Agreement by reference and, should there be a conflict in language, terms, conditions, or provisions, shall have the priority and precedential value as set forth in this Agreement.

b) The text of this Agreement together with the Attachments constitutes the entire Agreement and the only understanding and agreement between the Authority and the Service Provider with respect to the services, products, solutions and deliverables to be provided by the Service Provider hereunder. This Agreement may only be amended, modified or changed in writing when signed by all parties, or their respective specifically authorized representatives, as set forth in this Agreement.

c) If there is a conflict in language, terms, conditions, or provisions, in this Agreement

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between the text of this document, and any language, term, condition, or provision in any Attachment, then the text of this document, shall govern and control over any conflicting language, term, condition, or provision in any Attachment. As among the Attachments any conflict in the language, terms, conditions, or provisions shall be governed in the following order of priority and precedence:

- Attachment “A” (“Scope of Services”)
- Attachment “B” (“Schedule of Fees / Rate Card”),
- Attachment “C” (“**Service Provider’s Team**”),
- Attachment “D” (“Insurance”).

2. RETENTION OF SERVICES PROVIDER AND SCOPE OF SERVICES

A. **Service Provider** is solely responsible for the actions, non-action, omissions, and performance of **Service Provider’s** employees, agents, contractors, and subcontractors (herein collectively included in the term “Service Provider’s Project Team”) and to ensure the timely provision of each Project, timely performance of the Scope of Services, and the timely performance of each Project and the provision of all Deliverables as each are defined in **Attachment “A” (“Scope of Services”)** or the Project.

B. **Service Provider** will be solely responsible to ensure the **Service Provider’s Project Team** fully understands each Project, the Scope of Services, the Deliverables, the schedule for performance, and **Authority’s** goals and purposes. Service Provider will be solely responsible to ensure the **Service Provider’s Team**, specifically assigned to work on the Project for the Authority, is adequately trained, instructed, and managed so that **Service Provider** timely provides each Project task and satisfies the **Service Provider’s** obligations under this Agreement. The **Service Provider** may not change the **Service Provider’s Team**, for the services to be provided as set forth on Attachment “C” (“**Service Provider’s Team**”) without the prior written consent of the **Authority**.

C. **Service Provider** shall comply with all applicable federal, state and local laws, standards, codes, ordinances, administrative regulations and all amendments and additions thereto,

PROFESSIONAL SERVICES AGREEMENT
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BKL, INC.
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pertaining in any manner to the performance or services provided under this **Agreement**. **Service Provider** shall obtain all patents, licenses and any other permission required to provide all Deliverables and for use of all Deliverables by the **Authority**.

3. CONSIDERATION

A. The **Authority** shall pay the **Service Provider** the compensation after completion of Projects or Deliverables as specified in **Attachment “B” (“Schedule of Fees / Rate Card”)**.

B. The **Authority** and the **Service Provider** acknowledge that the compensation to be paid the **Service Provider** pursuant to this **Agreement** has been established at an amount reasonable for the availability and services of the **Service Provider and the Service Provider’s Team**.

4. INDEPENDENT CONTRACTOR STATUS

The parties hereby acknowledge and covenant that:

A. **Service Provider** is an independent contractor and will act exclusively as an independent contractor is not an agent or employee of the **Authority** in performing the duties in this Agreement.

1. The parties do not intend, and will not hold out that there exists, any corporation, joint venture, undertaking for a profit or other form of business venture or any employment relationship among the parties other than that of an independent contractor relationship.

2. All payments to **Service Provider** pursuant to this **Agreement** shall be due and payable in the State of Oklahoma, even if services of **Service Provider** are performed outside the State of Oklahoma.

B. The **Authority** shall not withhold any social security tax, workmen’s compensation, Medicare tax, federal unemployment tax, federal income tax, or state income tax from any compensation paid to **Service Provider** as **Service Provider** is an independent contractor and the members of its **Service Provider’s Team**, assigned to work on the Project

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for the **Authority** are not employees of the **Authority**. Any such taxes, if due, are the responsibilities of **Service Provider** and will not be charged to the **Authority**.

C. **Service Provider** acknowledges that as an independent contractor it and **Service Provider's Project Team**, assigned to work on the Project for the **Authority** are not eligible to participate in any health, welfare or retirement benefit programs provided by the **Authority** or its employees.

5. TERM, TERMINATION AND STOP WORK

A. This **Agreement** shall commence upon execution by the last party hereto and shall continue in effect for one-year from the date of execution, unless terminated by either party as provided for herein. This **Agreement** may be extended by mutual agreement of the **Parties** in one-year increments, until the Project is completed and accepted as provided herein.

B. The **Authority** issue notices of termination or suspension to the **Service Provider**. This **Agreement** may be terminated, with or without cause, upon written notice, at the option of **Authority**.

1. Upon receipt of a notice of termination for *convenience* from the **Authority**, the **Service Provider** shall immediately discontinue all services and activities (unless the notice directs otherwise), and

2. Upon payment for products or services fully performed and accepted, **Service Provider** shall deliver to the **Authority** all licenses, work, products, deliverables, solutions, communication recommendations, plans, messaging strategies, style guides, design elements, internal and external messaging campaigns, documents, data analysis, reports, and other information and materials accumulated or created in performing this **Agreement**, whether same are complete or incomplete, unless the notice directs otherwise. Upon termination for the *convenience* by the **Authority**, the **Authority** shall pay **Service Provider** for completed Projects and Deliverables up to the time of the notice of termination for *convenience*, in accordance with the terms, limits and conditions of the **Agreement** and as further limited by the "not to exceed" amounts set out in this **Agreement**.

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3. Upon notice of termination for *cause* from the **Authority**, the **Service Provider** shall not be entitled to any prior or future payments, including, but not limited to, any services, performances, work, products, deliverables, solutions, costs, or expenses, and **Service Provider** shall release and waive any interest in any retainage. The **Authority** may hold any outstanding payments for prior completed Projects, Deliverables, Services or expenses and any retainage as security for payment of any costs, expenses, or damages incurred by the **Authority** by reason of **Service Provider's** breach or other cause. Provided, however, upon notice of termination for cause, the **Service Provider** shall deliver to the **Authority** services, products, solutions, and Deliverables including, but limited to, all communication recommendations, plans, messaging strategies, style guides, design elements, internal and external messaging campaigns, documents, data analysis, reports, and other information and materials accumulated or created in performing this **Agreement**, whether complete or incomplete, unless the notice directs otherwise.

4. The rights and remedies of the **Authority** provided in this paragraph are in addition to any other rights and remedies provided by law or under the **Agreement**. Termination herein shall not terminate or suspend any warranty, indemnification, insurance, or confidentiality required to be provided by **Service Provider** under this **Agreement**.

C. Upon notice to **Service Provider**, the **Authority** may issue a stop work order suspending any Projects, services, performances, work, products, Deliverables, or solutions under this **Agreement**. Any stop work order shall not terminate or suspend any warranty, indemnification, insurance, or confidentiality required to be provided by **Service Provider** under this **Agreement**. In the event the **Authority** issues a stop work order to **Service Provider**, the **Authority** will provide a copy of such stop work order to the **Service Provider**. Upon receipt of a stop work order issued from the **Authority**, the **Service Provider** shall suspend all work, services and activities except such work, services, and activities expressly directed by the **Authority** in the stop work order. Upon notice to the **Service Provider**, this **Agreement**, and any or all work, services, and activities thereunder, may be suspended up to thirty (30) calendar days by the **Authority**, without cause and without cost to the **Authority**; provided however, the **Service**

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Provider shall be entitled to an extension of all subsequent deadlines for a period equal to the suspension periods for those suspended work, services, and activities only.

D. Obligation upon Termination for *Convenience*.

1. In the event this **Agreement** is terminated for convenience hereunder, the **Authority** shall pay **Service Provider** for such properly documented invoices, if any, in accordance with the provisions of this **Agreement** above, through the date of termination for *convenience* and the period set forth in the notice, and thereafter the **Authority** shall have no further liability under this **Agreement** to **Service Provider** and **Service Provider** shall have no further obligations to the **Authority**.

2. Upon termination for *convenience* of the Project and the providing to the **Authority** of all Deliverables for the Project and payment of the invoice for the Project to **Service Provider**, the **Authority** shall own all rights and license for the Deliverables and other work products related to that Project.

6. WARRANTIES

A. **Service Provider** warrants that the Projects performed and Deliverables provided under this **Agreement** shall be performed in a manner consistent with the generally prevailing professional standards and expertise. **Service Provider** shall maintain during the course of this **Agreement** said standard of care, expertise, skill, diligence and professional competency for any and all such services, products, solutions and deliverables. **Service Provider** agrees to require all members of the **Service Provider's Team**, also including FTEs assigned to work on the Project, to provide any and all services, products, solutions and Deliverables at said same standard of care, expertise, skill, diligence and professional competence required of **Service Provider**.

B. During the term of this **Agreement**, the **Authority's** initial remedy for any breach of the above warranty shall be to permit **Service Provider** one additional opportunity to perform the work, services, and activities or provide the Projects and Deliverables without additional cost to the **Authority**. If the **Services Provider** cannot perform the work, services,

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and activities or provide the products, solutions and deliverables according to the standards and requirements set forth in this **Agreement** within thirty (30) calendar days of the original performance date, the **Authority** shall be entitled to recover, should the **Authority** so determine to be in their best interest, any fees paid to the **Service Provider** for previous payments, including, but not limited to, work, services, activities services, Projects and Deliverables and **Service Provider** shall make reimbursement or repayment within thirty (30) calendar days of a demand by the **Authority**. Should the **Service Provider** fail to reimburse the **Authority** within thirty (30) calendar days of demand, the **Authority** shall also be entitled to interest at 1.5% percent per month on all outstanding reimbursement and repayment obligations.

C. The **Service Provider** also acknowledges and agrees to provide all express and implied, warrants required or provided for by Oklahoma statutory and case law. This warrant is in addition to other warranties provided in or applicable to this **Agreement** and may not be waived by any other provision, expressed or implied, in this **Agreement** or in any **Attachment** hereto.

7. INSURANCE

A. **Service Provider** must provide and maintain at all times throughout the term of this **Agreement**, and any renewal hereof, such *commercial general insurance with a limit of \$1,000,000 per occurrence for bodily injury and property damage and \$4,000,000 general aggregate* protecting the **Authority** from claims for bodily injury (*including death*) and or property damage arising out of or resulting from the **Service Provider**, and its employees, use and occupancy of the premises and the activities conducted thereon . The insurance coverage required in this paragraph must include the **Authority** as additional insureds as their interest may appear under this **Agreement** under the policy or policies.

B. A certificate of insurance evidencing the coverage required herein shall be provided to the **Authority** within five (5) days of the execution of this **Agreement**.

C. **Service Provider** shall require any contractor or subcontractor to obtain and maintain substantially the same coverage as required of **Service Provider** including the **Authority**

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as an additional insured as their interest may appear under this **Agreement**.

D. The insurance requirements set forth herein must not be deemed to limit, affect, waive, or define any obligations of the **Service Provider** in any other paragraph of this **Agreement** or any indemnification or insurance requirement in any other paragraph of this **Agreement**. This paragraph must continue in full force and affect for any act, omission, incident or occurrence occurring or commencing during the term of this **Agreement**. Further, the insurance coverage required by this paragraph will survive revocation, non-renewal, termination and expiration of this **Agreement** for any occurrence or event occurring, initiated, or commencing prior to such revocation, non-renewal, termination and expiration or during the period in which the **Service Provider** is services under the **Agreement**.

E. Provided, however, should the **Service Provider** or its officers, invitees, representatives, contractors, employees or agents carry any additional, different or other insurance or insurance coverage of any kind or nature, the provisions of this paragraph must not in any way limit, waive or inhibit the **Authority** from making a claim or recovering under such insurance or insurance coverage.

F. Notwithstanding any other provision to the contrary, upon termination or lapse of insurance coverage required hereunder, this **Agreement** may be terminated. Termination of this **Agreement** pursuant to this paragraph must take precedence and supersede any other paragraph establishing the term of this **Agreement**, establishing a procedure for revocation or termination, or requiring notice and/or providing an opportunity to cure a breach.

G. The insurance limits in this paragraph in no way act or will be deemed to define or limit the right of **Authority** to recover damages, expenses, losses or for personal injuries, death or property damage pursuant to applicable law or the indemnification provisions or under any other paragraph or provision in this **Agreement**.

8. INDEMNIFICATION

A. **Service Provider** agrees to indemnify, defend, and hold harmless the **Authority** from and against all liability for: (a) injuries or death to persons; (b) costs, losses, and expenses; (c) legal fees, legal expenses, and court costs; and (d) damages, loss to property, which are caused

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by the **Service Provider**, its officers, representatives, agents, contractors, and employees except to the extent such injuries, losses, damages and/or costs are caused by the negligence or willful misconduct of the indemnified party. The **Service Provider** must give the **Authority** prompt and timely notice of any claim or suit instituted which in any way, directly or indirectly, contingently or otherwise, affects or might affect the **Authority**, provided, however, such notice will not be a precondition to indemnification hereunder. The rights granted by this paragraph will not limit, restrict, or inhibit the rights of the **Authority** under any other paragraph, including but not limited to any insurance provision or requirement in this **Agreement**.

B. The provisions of this paragraph shall survive the expiration of this **Agreement**. It is understood that these indemnities and hold harmless provisions are not limited or defined by the insurance required under the insurance provisions of this **Agreement**.

9. CONFIDENTIALITY

Service Provider acknowledges that in the course of training and providing other services to the **Authority**, the **Authority** may provide **Service Provider** with access to valuable information of a confidential and proprietary nature including but not limited to information relating to the **Authority's** employees, customers, marketing strategies, business processes and strategies, security systems, data and technology. **Service Provider** agrees that during the time period this **Agreement** is in effect, and thereafter, neither **Service Provider** nor **Service Provider's Team**, without the prior written consent of the **Authority**, shall disclose to any person, other than to the **Authority**, any information obtained by **Service Provider**. **Service Provider** shall require and maintain adequate confidentiality agreements with its employees, agents, contractors, and subcontractors.

10. NOTICES

A. Notices and other communications to the **Authority** pursuant to the provisions hereof will be sufficient if sent by first class mail, postage prepaid, return receipt required, or by a nationally recognized courier service, addressed to:

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Midwest City Municipal Authority, Secretary for the Authority
100 N. Midwest Boulevard
Midwest City, OK 73110

AND Midwest City Municipal Authority,
c/o City of Midwest City Public Works Authority
Attention: Director of Public Works
100 N. Midwest Boulevard
Midwest City, OK 73110

respectively, and notices or other communications to the **Service Provider** pursuant to the provisions hereof will be sufficient if by first class mail, postage prepaid, return receipt required, or by a nationally recognized courier service, addressed to:

Jenni Hammock, Principal
BKL, Inc.
1623 E 6th Street
Tulsa, OK 74120

B. Any party hereto may change the address or addressee for the giving of notice to it by thirty (30) days prior written notice to the other parties hereto as provided herein. Unless otherwise specified in this **Agreement**, notice will be effective upon actual receipt or refusal as shown on the receipt obtained pursuant to this paragraph.

11. ABIDES BY LAW

The **Service Provider** must abide by the conditions of this **Agreement**, the ordinances of the **Authority**, and all laws and regulations of the State of Oklahoma and the United States of America (“Laws”), applicable to **Service Provider’s** activities. **Service Provider** will be responsible for securing any license, permits and/or zoning which may be required prior to commencement of the Project.

12. ASSIGNMENT AND SUBLEASE

PROFESSIONAL SERVICES AGREEMENT
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BKL, INC.
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Service Provider may not assign or sublease its interest under this **Agreement** without the prior written consent of the **Authority**. Any assignment or sublease shall become effective upon receipt of a request signed by authorized and empowered officers/agents of the **Service Provider** and sublessee and provision by the sublessee of a certificate of insurance evidencing the insurance required by this **Agreement** and upon approval of such sublease by **Authority**. The **Authority** may, but not required, to execute a letter approving either the assignment or sublease as provided herein on behalf of **Authority**. Upon approval of such assignment or sublease, **Service Provider** will not be relieved of future performance, liabilities, and obligations under this **Agreement**. **Authority** shall be provided with a copy of each written sublease agreement, and all amendments thereto, entered into by **Service Provider** within forty-five (45) days after the entering into of same.

13. COMPLETE AGREEMENT AND AMENDMENT

This is the complete agreement between the parties and no additions, amendments, alterations, or changes in this **Agreement** shall be effective unless reduced to writing and signed by all parties hereto. Additionally, no statements, discussions, or negotiations shall be deemed or interpreted to be included in this **Agreement**, unless specifically and expressly provided herein.

14. TIME OF ESSENCE

For the purposes of this **Agreement**, time shall be deemed to be of the essence.

15. MULTIPLE ORIGINALS

This **Agreement** shall be executed in multiple counterparts, each of which shall be deemed an original.

16. ANTI-COLLUSION

Service Provider agrees that it has not been and shall not be a party to any collusion with any of their officials, trustees, or employees of the **Authority** as to the terms or conditions of this **Agreement**, and has not and will not exchange, give or donate money or other things of value for

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special consideration to any officials, trustees, or employees of the **Authority**, either directly or indirectly, in procuring and execution of this **Agreement**.

17. BREACH AND DEFAULT

A. A breach of any provision of this **Agreement** shall act as a breach of the entire **Agreement** unless said breach is expressly waived in writing by all other parties hereto. Failure to enforce or timely pursue any breach shall not be deemed a waiver of that breach or any subsequent breach. No waiver of any breach by any party hereto of any terms, covenants, or conditions herein contained shall be deemed a waiver of any subsequent breach of the same, similar, or different nature.

B. Further, except as otherwise specifically and expressly provided and any other paragraph hereto, should any party hereto fail to perform, keep or observe any of the terms, covenants, or conditions herein contained, this **Agreement** may be terminated by any party not in default thirty (30) days after receipt of written notice and opportunity to cure, less and except as such lesser time is provided in this **Lease**.

C. Should the **Authority** breach this **Agreement**, **Service Provider** may only recover that proportion of services provided prior to the breach. **Service Provider** may not collect or recover any other or additional damages, losses, or expenses.

18. THIRD PARTY BENEFICIARIES

All parties expressly agree that no third-party beneficiaries, expressly or implicitly, are intended to be or shall be created or acknowledged by this **Agreement**. This **Agreement** is solely for the benefit of the **Service Provider** and the **Authority**, and none of the provisions hereof are intended to benefit any third parties.

19. VENUE AND CHOICE OF LAW

All parties hereto expressly agree that the venue of any litigation relating to or involving this **Agreement** and/or the rights, obligations, duties and covenants therein shall be in the appropriate court (state or federal) located in Oklahoma County, Oklahoma. All parties agree that

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this **Agreement** shall be interpreted and enforced in accordance with Oklahoma law and all rights of the parties shall be determined in accordance with Oklahoma law.

20. DISPUTE RESOLUTION

Either **Party** may commence the dispute resolution process pursuant to this provision, by providing the other **Party** written notice of the dispute between the **Parties** concerning any term of this **Agreement** or attachment hereto. The notice shall contain:

- (i) a statement setting forth the position of the party giving such notice and a summary of arguments supporting such position and
- (ii) the name and title of **Party** Representative and any other Persons who will accompany the Representative at the meeting at which the parties will attempt to settle the Dispute.

Within ten (10) days of receipt of the notice, the other **Party** shall respond with

- (i) a statement setting forth the position of the party giving such notice and a summary of arguments supporting such position and
- (ii) the name and title of **Party** Representative and any other Persons who will accompany the Representative at the meeting at which the parties will attempt to settle the Dispute.

The **Parties** shall make good faith attempts to negotiate a settlement between their appointed representatives. If the **Parties** are unable to settle the dispute themselves, the **Parties** shall be required to mediate the dispute, with the **Parties** equally sharing in the cost of said mediation. Mediation shall last at least six (6) hours and be attempted before any litigation shall be filed.

21. VALIDITY

The invalidity or unenforceability of any provision of this **Agreement** shall not affect the validity or enforceability of any other provisions of this **Agreement**, which shall remain in full force and effect.

PROFESSIONAL SERVICES AGREEMENT
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22. NO WAIVER

The failure or neglect of either of the **Parties** hereto to insist, in any one or more instances, upon the strict performance of any of the terms or conditions of this **Agreement**, or waiver by any party of strict performance of any of the terms or conditions of this **Agreement**, shall not be construed as a waiver or relinquishment in the future of such term or condition, but such term or condition shall continue in full force and effect.

23. NO EXTRA WORK

No claims for extra work, product, services, solution, or deliverables of any kind or nature or character shall be recognized or paid by or be binding upon the **Authority** unless such services, work, product, solution, or deliverable is first requested and approved in writing by the **Authority** through a purchase order.

24. AMENDMENT

This **Agreement** may be amended by mutual agreement of the **Parties**, in writing and signed by both **Parties**. The **Authority** hereby delegates to the Authority Manager all amendments to this **Agreement** for approval and execution, unless the amendment would increase the contracted amount by more than ten percent (10%).

25. EFFECTIVE DATE

The Effective Date of this **Agreement** is the date approved by the **Authority** as the last party hereto.

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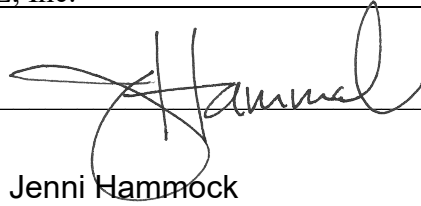
PROFESSIONAL SERVICES AGREEMENT
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IN WITNESS WHEREOF, the parties have caused their properly authorized representatives to execute this **Agreement** on the dates set forth below.

Service Provider:

_____ BKL, Inc. _____

By: _____



Name: _____

Jenni Hammock

Title: _____

Principal

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PROFESSIONAL SERVICES AGREEMENT
between
BKL, INC.
And
MIDWEST CITY MUNICIPAL AUTHORITY

APPROVED by the Trustees and **SIGNED** by the Chairman for the Midwest City Municipal Authority this _____ day of _____, 2024.

MIDWEST CITY MUNICIPAL AUTHORITY

CHAIRMAN

SARA HANCOCK, SECRETARY

REVIEWED for form and legality.

DONALD D. MAISCH, CITY ATTORNEY



Attachment "A" Scope of Services

Project Understanding

BKL Architects and Engineers understands that the City of Midwest City has retained their professional services to assess the present and future space needs for the following divisions of the Public Works Department and other city departments sharing the current site at 8730 SE 15th Street, Midwest City, Oklahoma. BKL will assess the existing site conditions as well as potential adjacent properties selected by the city. Departments/divisions included in this study are:

- Public Works Department
 - Streets, Drainage, Parks, and Facilities
 - Water Treatment and Distribution
 - Wastewater Treatment and Collections
 - Solid Waste Management
 - Stormwater Quality and Administration
- Fleet Services
- Neighborhood Services

Scope of Services

1. Phase 1 – Facility Needs

- 1.1. Programming meetings with key personnel from each department/division.
 - 1.1.1. Meeting minutes will be issued for each department/division and included in the final report.
- 1.2. Review available, existing building data including plans, organizational charts, and departmental functions.
- 1.3. Develop space programming for each department/division.
 - 1.3.1. Preliminary space programming will be sent to each department/division lead for review.
 - 1.3.2. Final programming will be included in the final report.
 - 1.3.3. Additional departmental meetings will occur if necessary to confirm all space needs.
- 1.4. Assess current Public Works facilities for condition and code compliance.
 - 1.4.1. Current building floor plans will be created by BKL. City of Midwest City will provide any building data or plans for existing buildings as available.
 - 1.4.2. Field measurements and lidar scanning will confirm dimensions and conditions at each building.

- 1.4.3. Perform general overall assessment of existing building conditions identifying areas of concern.
 - 1.5. Calculate parking needs for staff and visitors
 - 1.5.1. Develop parking space needs from programming discussions.
 - 1.5.2. The City of Midwest City will provide fleet inventory and data if available.
 - 1.6. Assess current Public Works facilities to determine reallocation of space to determine best use on existing site.
 - 1.6.1. Provide preliminary recommendations of space allocation for review.
 - 1.6.2. Final summary and recommendations for new department/division locations will be included in the final report.
 - 1.7. Submit Preliminary report to include:
 - 1.7.1. Summary of Objectives and Issues
 - 1.7.2. Space and Parking Programming
 - 1.7.3. Existing Buildings and Site Master Plan
 - 1.7.4. Proposed Site Master Plan
2. Phase 2 – Site Evaluation
- 2.1. Evaluate current property and adjacent parcels for potential expansion.
 - 2.1.1. Analyze site for the best location of access, utilities, drainage or retention, neighborhood integration, visibility, and security.
 - 2.1.2. Assess economic, environmental, and urban impact.
 - 2.2. Develop master plan options.
 - 2.2.1. Provide preliminary site plan options for discussion.
 - 2.2.2. Prepare pros and cons for each property option.
 - 2.2.3. Prepare conceptual cost estimates for each site.
 - 2.3. Meeting with City Management team for final review and discussion of programming and site evaluation. Present findings and proceed with direction.
3. Phase 3 – Concept Design and Final Report
- 3.1. Develop master plan design on existing and selected expansion property, if applicable.
 - 3.1.1. Further analyze sites conditions to include roadway capacity and traffic impact, topography, soils conditions, history of hazardous uses and review of title for easements or land use restrictions.
 - 3.1.2. Refine reports and graphic materials for presentation
-

- 3.2. Submit Final report to include:
 - 3.2.1. Summary of Objectives and Issues
 - 3.2.2. Space and Parking Programming
 - 3.2.3. Existing Buildings and Site Plan
 - 3.2.4. Proposed Site Master Plan
 - 3.2.5. Prioritization/Phasing of improvements
 - 3.2.6. Cost Estimates
 - 3.2.7. Recommendations
 - 3.2.8. Meeting minutes
-



BKL Architects | Engineers
1623 East 6th Street
Tulsa, Oklahoma 74120
918-835-9588
bklinc.com

Attachment "B" Schedule of Fees

The scope of work for all tasks below will be completed for a LUMP SUM fee of \$150,240.00 inclusive of expenses. Additional services will be provided upon request from the Owner and authorized in writing before commencing work.

1.1 – 1.3	Programming Meetings and Development	\$22,920.00
1.4	Assess Current Public Works Facility	\$8,920.00
1.5	Parking Assessment and Programming	\$3,640.00
1.6	Space Allocation Recommendations	\$19,400.00
1.7	Submit Preliminary Report with Review	\$16,390.00
<hr/>		
2.1	Site Analysis	\$5,400.00
2.2	Develop Prelim Master Plan	\$19,160.00
2.3	Final Review	\$20,155.00
<hr/>		
3.1	Develop Master Plan Options	\$27,750.00
3.2	Submit Final Report	\$6,505.00
Total Lump Sum		\$150,240.00



BKL Architects | Engineers
1623 East 6th Street
Tulsa, Oklahoma 74120
918-835-9588
bklinc.com

Attachment "C" Service Provider's Team

Jenni Hammock, AIA
Ryan Mahaffey, PE
Ryan Nowlin
Stephanie Johnson, RA
Connie Weber, NCIDQ
Paige Patrzykont
Jamie Wilson
Alex Sisk
Jayde Dzierba, PE

Consultants:
Greenlight 360



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

8/20/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an **ADDITIONAL INSURED**, the policy(ies) must have **ADDITIONAL INSURED** provisions or be endorsed. If **SUBROGATION IS WAIVED**, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Edgewood Partners Insurance Agency 3780 Mansell Rd. Suite 370 Alpharetta GA 30022		CONTACT NAME: ACEC Certificate Specialist PHONE (A/C. No. Ext): 770-552-4225 E-MAIL ADDRESS: greylingcerts@greyling.com		FAX (A/C. No):
		INSURER(S) AFFORDING COVERAGE		NAIC #
		INSURER A : Twin City Fire Insurance Company		29459
INSURED BKL, Inc. 1623 East Sixth St. Tulsa OK 74120		INSURER B : Trumbull Insurance Company		27120
		INSURER C : Travelers Property Casualty Co of Amer		25674
		INSURER D :		
		INSURER E :		
		INSURER F :		

COVERAGES

CERTIFICATE NUMBER: 1690957493

REVISION NUMBER: 23-24

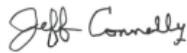
THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:			20SBWBA0944	11/1/2023	11/1/2024	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000 \$
A	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY			20SBWBA0944	11/1/2023	11/1/2024	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
A	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 10,000			20SBWBA0944	11/1/2023	11/1/2024	EACH OCCURRENCE \$ 4,000,000 AGGREGATE \$ 4,000,000 \$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N N	N/A	20WEGAE0AJF	11/1/2023	11/1/2024	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 500,000 E.L. DISEASE - EA EMPLOYEE \$ 500,000 E.L. DISEASE - POLICY LIMIT \$ 500,000
C	Professional Liability			107164747	10/25/2023	10/25/2024	Per Claim \$ 1,000,000 Aggregate \$ 2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Re: Midwest City Public Works Facility Needs Assessment, Site Evaluation, and Concept Design.
 Midwest City Municipal Authority is named as an Additional Insured with respects to General & Automobile Liability where required by written contract. Umbrella Follows Form with respects to General, Automobile & Employers Liability Policies. Should any of the above described policies be cancelled by the issuing insurer before the expiration date thereof, we will endeavor to provide 30 days' written notice (except 10 days for nonpayment of premium) to the Certificate Holder.

CERTIFICATE HOLDER**CANCELLATION**

Midwest City Municipal Authority Attn: Director of Public Works 100 N. Midwest Boulevard Midwest City, OK 73110	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
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NEW BUSINESS/
PUBLIC DISCUSSION





HOSPITAL AUTHORITY
AGENDA





MEMORIAL HOSPITAL AUTHORITY AGENDA

City Hall - Midwest City Council Chambers, 100 N. Midwest Boulevard

December 10, 2024 – 6:02 PM

Presiding members: Chairman Matthew Dukes	City Staff:	
Trustee Susan Eads	Trustee Marc Thompson	General Manager Tim Lyon
Trustee Pat Byrne	Trustee Sara Bana	Secretary Sara Hancock
Trustee Rita Maxwell	Trustee Rick Favors	Authority Attorney Don Maisch

A. CALL TO ORDER.

B. CONSENT AGENDA. These items are placed on the Consent Agenda so the Trustees, by unanimous consent, can approve routine agenda items by one motion. If any Trustee requests to discuss an item(s) or if unanimous consent is not received, then the item/s will be removed and heard in regular order.

1. Discussion, consideration, and possible action to approve the November 12, 2024 meeting minutes. (Secretary - S. Hancock)

2. Discussion, consideration and possible action of approving supplemental budget adjustments to the following fund for FY 2024-2025, increase: Hospital Authority Fund, expenses/Hospital Authority (90) \$1,000,000. (Finance - T. Cromar)

3. Discussion, consideration and possible action of approving an amendment to the grant awarded to the Midwest City Garden Club for the construction and installation of a new roof. (D. Maisch – Attorney).

C. DISCUSSION ITEMS.

1. Discussion, consideration and possible action to reallocate assets, change fund managers or make changes in the Statement of Investment Policy, Guidelines and Objectives. (Finance - T. Cromar)

D. NEW BUSINESS/PUBLIC DISCUSSION. In accordance with State Statute Title 25 Section 311. Public bodies - Notice. A-9, the purpose of the "New Business" section is for action to be taken at any Council/Authority/Commission meeting for any matter not known about or which could not have been reasonably foreseen 24 hours prior to the public meeting. The purpose of the "Public Discussion" section of the agenda is for members of the public to speak to the Authority on any subject not scheduled on the regular agenda. The Authority shall make no decision or take any action, except to direct the City Manager to take action, or to schedule the matter for discussion at a later date. Pursuant to the Oklahoma Open Meeting Act, the Authority will not engage in any discussion on the matter until that matter has been placed on an agenda for discussion. **THOSE ADDRESSING THE AUTHORITY ARE REQUESTED TO STATE THEIR NAME AND ADDRESS PRIOR TO SPEAKING TO THE AUTHORITY.**

E. EXECUTIVE SESSION.

1. Discussion, consideration, and possible action of 1) entering into executive session, as allowed under 25 O.S. § 307(B)(3), to confer on matters pertaining to purchase or appraisal of real property Projects "Adam and Baker"; and 2) in open session, authorizing the general manager/administrator to take action as appropriate based on the discussion in executive session. (Economic Development - R. Coleman)

F. ADJOURNMENT.



CONSENT AGENDA



Notice for the Midwest City Memorial Hospital Authority meeting was filed for the calendar year with the City Clerk of Midwest City. Public notice of this meeting was accessible at 24 hours before this meeting at City Hall and on the Midwest City website (www.midwestcityok.org).

Midwest City Memorial Hospital Authority Minutes

November 12, 2024

This meeting was held in the Midwest City Council Chambers at City Hall, 100 N. Midwest Boulevard, Midwest City, County of Oklahoma, State of Oklahoma.

Chairman Matt Dukes called the meeting to order at 6:41 PM with following members present:

	Trustee Marc Thompson	General Manager Tim Lyon
Trustee Pat Byrne		Secretary Sara Hancock
Trustee Rita Maxwell	Trustee Rick Favors	Authority Attorney Don Maisch

Absent: Trustee Susan Eads and Sara Bana.

CONSENT AGENDA. Favors made a motion to approve the consents agenda, seconded by Thompson. Voting Aye: Byrne, Maxwell, Thompson, Favors, and Dukes. Nay: none. Absent: Eads and Bana. Motion Carried.

1. Discussion, consideration, or possible action to approve the October 22, 2024 meeting minutes.
2. Discussion, consideration and possible action of approving decrease budget adjustments to the following fund for FY 2024-2025, decrease: Hospital Authority Fund, revenue/Transfer In (90) \$29,283; expenses/Transfer Out (90) \$29,283; expenses/Hospital Authority (90) \$29,283.

DISCUSSION ITEMS.

1. **Discussion, consideration, and possible action to reallocate assets, change fund managers or make changes in the Statement of Investment Policy, Guidelines and Objectives.** Take No Action

NEW BUSINESS/PUBLIC DISCUSSION. There was no new business or public discussion.

ADJOURNMENT.

There being no further business, Chairman Dukes adjourned the meeting at 6:41 PM.

ATTEST:

MATTHEW D DUKES II, Chairman

SARA HANCOCK, Secretary



Finance
100 N. Midwest Boulevard
Midwest City, OK 73110
Office: (405) 739-1245
tcromar@MidwestCityOK.org
www.midwestcityok.org

MEMORANDUM

TO: Honorable Chairman and Trustees of the
Memorial Hospital Authority

FROM: Tiatia Cromar, Finance Director

DATE: December 10, 2024

SUBJECT: Discussion, consideration and possible action of approving supplemental budget adjustments to the following fund for FY 2024-2025, increase: Hospital Authority Fund, expenses/Hospital Authority (90) \$1,000,000.

This supplement is needed to increase budget for 9010 division for expenditures related to building Plaza 62.

Tiatia Cromar
Finance Director

SUPPLEMENTS

December 10, 2024

Fund MWC HOSPITAL AUTHORITY (425)		BUDGET AMENDMENT FORM Fiscal Year 2024-2025			
<u>Dept Number</u>	<u>Department Name</u>	<u>Estimated Revenue</u>		<u>Budget Appropriations</u>	
		<u>Increase</u>	<u>Decrease</u>	<u>Increase</u>	<u>Decrease</u>
90	Hospital Authority			1,000,000	
		<u>0</u>	<u>0</u>	<u>1,000,000</u>	<u>0</u>

Explanation:
To increase budget for expenditures related to building Plaza 62. Funding to come from Fund Balance.



City Attorney, Donald D. Maisch

100 N. Midwest Boulevard
Midwest City, OK 73110
DMaisch@midwestcityok.org
Office: 405.739.1203
www.midwestcityok.org

MEMORANDUM

To: Chair and Trustees of the Hospital Authority

From: Don Maisch
Attorney

RE: Discussion, consideration and possible action of approving an amendment to the grant awarded to the Midwest City Garden Club for the construction and installation of a new roof. (D. Maisch – Attorney).

Date: December 10, 2024

The Midwest City Garden Club is leasing a building owned by the City of Midwest City for their Club and programming. In February of 2024, the Hospital Authority Trustees approved a grant to the Garden Club in the amount of \$9,342.55 to repair and replace the mansard roof for the building. The amount awarded was based on a bid the Garden Club had received for the repairs and replacement.

After the award was received a different contractor desired to donate some of their costs and was able to complete the repairs and replacement at a cost to the Garden Club of \$5,878.10. With the reduced cost of the repairs and replacement to the roof, this leaves a grant award balance of \$3,464.45.

The building though has other needs, including the building needs the exterior painted. The Garden Club has obtained three bids to have the exterior of the building painted. Those three bids are included. The exterior needs to be painted in part due to leaks in the roof that have now been repaired. The Garden Club has requested that the grant award be amended to allow for the remaining grant award balance of \$3,464.45 be spent to have the exterior of the building painted.

If approved, the Garden Club would request a six (6) month extension to accept a bid, schedule the work and complete the exterior painting of the building.

Approval is at the discretion of the Trustees of the Memorial Hospital Authority.

Respectfully submitted,

Donald D. Maisch
Attorney



KB Home Remodeling LLC
 970653 South 3435 Road
 CHANDLER, OK 74834 United States
 kbhomeremodelingllc@yahoo.com | (405) 788-3230

Invoice #000006

Issue date
 Nov 1, 2024

Invoice #000006

Customer Ronda Hymel Midwest City Garden Club Rhymel9@yahoo.com 1411 north key blvd Midwest city , Oklahoma	Invoice Details PDF created November 1, 2024 \$1,410.00	Payment Due November 1, 2024 \$1,410.00
---	--	--

Items	Quantity	Price	Amount
Painting Exterior Walls, trim, and Sofet <i>Labor price only</i>	1	\$1,000.00	\$1,000.00
A100 7 gallons <i>Wall color</i>	1	\$300.00	\$300.00
Green Trim paint 1 gallon <i>trim paint</i>	1	\$60.00	\$60.00
Misc <i>Misc paint brush, roller pad, plastic, tape</i>	1	\$50.00	\$50.00
Subtotal			\$1,410.00

Total Due **\$1,410.00**



View online

To view your invoice go to <https://gosq.me/u/B8WkTAEi>
 Or open the camera on your mobile device and place the QR code in the camera's view.



**TWO
FEATHERS**
Painting (405) 417-2804

10/14/2024

Shane Davis
Email: twofeatherspainting@gmail.com
Phone: (405) 417-2804

Quote for
MIDWEST CITY GARDEN CLUB
Rhonda Rhymel
Rhymel9@yahoo.com
1441 N Key Blvd
Midwest City, OK 73110

Description of Work and Expenses:	Amount:
-----------------------------------	---------

Thank you for the opportunity to submit our quote. We are pleased to quote as follows:

EXTERIOR

1. Prep for painting: power wash, scrape, caulk and mask off windows.
2. Spray 2 coats of approved color and paint.
3. Brush 2 coats of colored paint on detailed windows, doors and lettering.
4. Walk building with owner.

Total	\$2500.00
--------------	------------------

Remarks and Payment Terms:

Total cost to be paid in full upon completion of services listed in signed agreement. We trust that you will find our quote satisfactory and look forward to working with you! Should there be any questions at all, please do not hesitate to call or reach out via phone call, text, or email.

Rhonda Rhymel

Date: _____

Shane Davis

Date: _____

PLEASE MAKE CHECKS PAYABLE TO SHANE DAVIS

ESTIMATE



Prepared For

Rhonda Hymel, president

Red Print Painting

5813 NW 68th St
Warr Acres, OK 73132
Phone: (405) 240-0711
Email: redprintpainting@gmail.com

Estimate # 233

Date 10/11/2024

Description Total

Midwest City Garden Club 1441 N. Key Blvd. \$8,505.00

This estimate is for exterior painting only including labor and materials.

Cover and protect any areas not to be painted.
Power wash all areas to be painted. We will seal all exposed areas that are currently not caulked with a flexible caulking called Power House Caulking.

Apply one coat of primer block filler to fill in damaged or cracked brick.

Apply two coats of exterior finish paint to all exterior brick and soffit. Paint product is called Super Paint.

Paint 15 windows and 3 doors (exterior paint only) with paint selected with two coats of paint.

DAMAGED SOFFIT: Damaged soffit in one corner of building could be repaired at an additional cost of \$700 including demolition and replacement of damaged soffit area. If this additional labor is included, it would make the total cost \$9,205.

Any additional work would need to be added to this estimate.

Subtotal \$8,505.00

Total \$8,505.00

By signing this document, the customer agrees to the services and conditions outlined in this document.

Rhonda Hymel, president



DISCUSSION ITEMS





Memorial Hospital Authority

General Manager/Administrator, Tim Lyon
100 North Midwest Boulevard
Midwest City, Oklahoma 73110
Office (405) 739-1201
tlyon@midwestcityok.org
www.midwestcityok.org

MEMORANDUM

To: Honorable Chairman and Trustees

From: Tiatia Cromar, Finance Director

Date: December 10, 2023

Subject: Discussion, consideration, and possible action to reallocate assets, change fund managers or make changes in the Statement of Investment Policy, Guidelines and Objectives.

This item is on each agenda in the event that the Hospital Authority's investments need to be reallocated, an investment fund manager needs to be changed, or changes need to be made to the Statement of Investment Policy on short notice.

Tiatia Cromar
Finance Director



NEW BUSINESS/
PUBLIC DISCUSSION





EXECUTIVE SESSION





Economic Development
100 N. Midwest Blvd.
Midwest City, OK 73110
rcoleman@midwestcityok.org
Office: 405-739-1218/Fax: 405-739-1208
www.midwestcityok.org

MEMORANDUM

TO: Honorable Chairman and Trustees of the Utilities Authority

FROM: Robert Coleman, Economic Development Director

DATE: December 10, 2024

SUBJECT: Discussion, consideration, and possible action of 1) entering into executive session, as allowed under 25 O.S. § 307(B)(3), to confer on matters pertaining to purchase or appraisal of real property Projects "Adam and Baker"; and 2) in open session, authorizing the general manager/administrator to take action as appropriate based on the discussion in executive session. (Economic Development - R. Coleman)

Appropriate information will be dispersed during executive session.

Robert Coleman

Robert Coleman
Economic Development Director



ECONOMIC DEVELOPMENT
AUTHORITY AGENDA





SPECIAL ECONOMIC DEVELOPMENT AUTHORITY AGENDA

City Hall - Midwest City Council Chambers, 100 N. Midwest Boulevard

December 10, 2024 – 6:03 PM

Presiding members: Chairman Matthew Dukes	City Staff:	
Trustee Susan Eads	Trustee Marc Thompson	General Manager Tim Lyon
Trustee Pat Byrne	Trustee Sara Bana	Secretary Sara Hancock
Trustee Rita Maxwell	Trustee Rick Favors	Authority Attorney Don Maisch

A. **CALL TO ORDER.**

B. **DISCUSSION ITEMS.**

1. Discussion, consideration, and possible action to approve the November 12, 2024 meeting minutes. (Secretary - S. Hancock)

2. Discussion, consideration, and possible action of accepting and awarding the base bid and bid alternate 2 and entering into a contract with Cimarron Construction Company for \$3,051,828.00 and 270 Calendar Days and authorizing the Chairman to execute a contract for the Sooner Rose Sanitary Sewer Improvement Project. (Engineering & Construction Services - P. Menefee)

C. **PUBLIC DISCUSSION.** The purpose of the "Public Discussion" section of the agenda is for members of the public to speak to the Authority on any subject not scheduled on the regular agenda. The Authority shall make no decision or take any action, except to direct the City Manager to take action, or to schedule the matter for discussion at a later date. Pursuant to the Oklahoma Open Meeting Act, the Authority will not engage in any discussion on the matter until that matter has been placed on an agenda for discussion. **THOSE ADDRESSING THE AUTHORITY ARE REQUESTED TO STATE THEIR NAME AND ADDRESS PRIOR TO SPEAKING TO THE AUTHORITY.**

D. **ADJOURNMENT.**



DISCUSSION ITEMS



Notice for the Midwest City Economic Development Authority special meeting was filed with the City Clerk of Midwest City 48 hours prior to the meeting. Public notice of this agenda was accessible at least 24 hours before this meeting at City Hall and on the Midwest City website (www.midwestcityok.org).

**Midwest City Economic Development Authority Minutes
November 12, 2024**

This special meeting was held in Midwest City Council Chambers at City Hall, 100 N. Midwest Blvd, Midwest City, County of Oklahoma, State of Oklahoma.

Chairman Matt Dukes called the meeting to order at 06:42 PM with following members present:

	Trustee Marc Thompson	General Manager Tim Lyon
Trustee Pat Byrne	Trustee Sara Bana	Secretary Sara Hancock
Trustee Rita Maxwell	Trustee Rick Favors	Authority Attorney Don Maisch

Absent: Trustee Susan Eads

CONSENT AGENDA. Byrne made a motion to approve the consent agenda, seconded by Bana. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors, and Dukes. Nay: none. Absent: Eads. Motion carried.

1. Discussion, consideration, or possible action to approve the September 24, 2024 special meeting minutes.

DISCUSSION ITEMS.

- 1. Discussion, consideration, and possible action of awarding the bid to and entering into a contract with 4M Trenching Company for \$671,165.00 and 210 Calendar Days, and authorizing the Chairman to execute a contract for the N.E. 23rd Street and Midwest Boulevard Sanitary Sewer Project.**

Favors made a motion to award the bid to 4M Trenching Co., seconded by Bana. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors, and Dukes. Nay: none. Absent: Eads. Motion carried.

- 2. Discussion, consideration, and possible action of rejecting the bid received for the Sooner Rose Sanitary Sewer Improvement Project.**

Bundy addressed the Council. After discussion, Thompson made a motion to reject the bid, seconded by Byrne. Voting Aye: Byrne, Maxwell, Thompson, Bana, Favors, and Dukes. Nay: none. Absent: Eads. Motion carried.

PUBLIC DISCUSSION. Bundy announced last meeting with the City.

ADJOURNMENT. There being no further business, Chairman Dukes adjourned the meeting at 6:46 PM.

ATTEST:

MATTHEW D DUKES II, Chairman

SARA HANCOCK, Secretary



**Engineering and
Construction Services**
100 N Midwest Boulevard
Midwest City, OK 73110
Office 405.739.1220

To: Honorable Chairman and Trustees

From: Patrick Menefee, P.E., City Engineer

Date: December 10th, 2024

Subject: Discussion, consideration, and possible action of accepting and awarding the base bid and bid alternate 2 and entering into a contract with Cimarron Construction Company for \$3,051,828.00 and 270 Calendar Days and authorizing the Chairman to execute a contract for the Sooner Rose Sanitary Sewer Improvement Project.

On Tuesday November 26, 2024, the Midwest City Economic Development Authority received and opened only one bid for the Sooner Rose Sanitary Sewer Improvement Project. The system servicing the Sooner Rose commercial district is reaching its volume limits. This improvement project will upsize and increase the capacity of the existing sanitary sewer lines that service the district. This larger system will accommodate further growth and future development in the area.

The project has been advertised before and went out to bid in October 2024. At that time, the item only received a single bid that was over the budget assigned to it to complete this project. This rebid comes in below the budget assigned to it and below the Engineer's estimate for the project. Additionally, Cimarron Construction has been a long-time contractor doing both private and public projects within the City. They have a proven track record of professionalism. These matters were factored into the decision to bring this single bid forward for consideration. The base bid is for \$2,687,510.00 and the bid alternate 2 is for \$364,318.00, respectively. The project is funded in the budget under the description ARPA SOONER ROSE SWR LINE in the 353 Economic Development Authority fund under the Project Number 9523A1. The Engineer's Estimate and the bid tab for the detailed bid is attached. Upon approval by the Economic Development Authority the parties will enter into a contract to be signed by the Chairman in accordance with the terms and conditions as specified herein.

Patrick Menefee, P.E.,
City Engineer
Attachment

Bid Tabulation

PROJECT: Sooner Rose Sanitary Sewer Improvement

DATE: 11/26/2024

		Line B - Base Bid				Cimarron Construction	
Item	Description	Quantity	Unit	Unit Price	Engineer's Estimate Total		
1	Excavation and Backfill, Unclassified	200	CY	\$ 26.00	\$ 5,200.00	\$ 26.00	\$ 5,200.00
2	8" PVC SDR-35 (Boring)	0	LF	\$ 157.00	\$ -	\$ 157.00	\$ -
3	12" PVC SDR-35 (Boring)	412	LF	\$ 191.00	\$ 78,692.00	\$ 181.00	\$ 74,572.00
4	15" PVC SDR-35 (Boring)	1058	LF	\$ 210.00	\$ 222,180.00	\$ 188.00	\$ 198,904.00
5	8" PVC SDR-35 (Trenching)	0	LF	\$ 240.00	\$ -	\$ 257.00	\$ -
6	12" PVC SDR-35 (Trenching)	202	LF	\$ 276.00	\$ 55,752.00	\$ 301.00	\$ 60,802.00
7	15" PVC SDR-35 (Trenching)	381	LF	\$ 336.00	\$ 128,016.00	\$ 367.00	\$ 139,827.00
8	14" Steel Encasement	0	LF	\$ 717.00	\$ -	\$ 791.00	\$ -
9	20" Steel Encasement	412	LF	\$ 692.00	\$ 285,104.00	\$ 682.00	\$ 280,984.00
10	24" Steel Encasement	1058	LF	\$ 1,089.00	\$ 1,152,162.00	\$ 1,009.00	\$ 1,067,522.00
11	Service Connection	10	EA	\$ 4,765.00	\$ 47,650.00	\$ 4,765.00	\$ 47,650.00
12	Standard 4' Diameter Manhole	5	EA	\$ 5,235.00	\$ 26,175.00	\$ 5,235.00	\$ 26,175.00
13	Cemintitious Manhole Coating	87	VF	\$ 655.00	\$ 56,985.00	\$ 655.00	\$ 56,985.00
14	New Manhole Frame, Cover and Seal	7	EA	\$ 700.00	\$ 4,900.00	\$ 700.00	\$ 4,900.00
15	Replace Bench and Trough	7	EA	\$ 125.00	\$ 875.00	\$ 125.00	\$ 875.00
16	Aggregate Base Type "A"	435	CY	\$ 123.00	\$ 53,505.00	\$ 103.00	\$ 44,805.00
17	Combined Curb and Gutter 6" Barrier	246	LF	\$ 68.00	\$ 16,728.00	\$ 68.00	\$ 16,728.00
18	Sidewalk Removal & Replacement	15	SY	\$ 188.00	\$ 2,820.00	\$ 188.00	\$ 2,820.00
19	Paving Removal & Replacement	126	SY	\$ 219.00	\$ 27,594.00	\$ 219.00	\$ 27,594.00
20	Solid Slab Sodding	760	SY	\$ 8.00	\$ 6,080.00	\$ 8.00	\$ 6,080.00
21	Extra Depth Manhole	101	VF	\$ 520.00	\$ 52,520.00	\$ 520.00	\$ 52,520.00
22	Testing	1	LSUM	\$ 15,000.00	\$ 15,000.00	\$ 10,140.00	\$ 10,140.00
23	Bypass Pumping	1	LSUM	\$ 195,000.00	\$ 195,000.00	\$ 177,505.00	\$ 177,505.00
24	Construction Staking	1	LSUM	\$ 25,000.00	\$ 25,000.00	\$ 13,950.00	\$ 13,950.00
25	Leakage Testing	1	LSUM	\$ 5,000.00	\$ 5,000.00	\$ 5,770.00	\$ 5,770.00
26	Deflection Test	1	LSUM	\$ 5,000.00	\$ 5,000.00	\$ 11,540.00	\$ 11,540.00
27	Traffic Control	1	LSUM	\$ 25,000.00	\$ 25,000.00	\$ 8,940.00	\$ 8,940.00
28	Temporary Erosion and Sediment Control	1	LSUM	\$ 25,000.00	\$ 25,000.00	\$ 15,960.00	\$ 15,690.00
29	Pre-Installation Video Inspection	2054	LF	\$ 8.00	\$ 16,432.00	\$ 8.00	\$ 16,432.00
30	Post-Installation Video Inspection	2041	LF	\$ 5.00	\$ 10,205.00	\$ 5.00	\$ 10,205.00
31	Mobilization	1	LSUM	\$ 100,000.00	\$ 100,000.00	\$ 107,500.00	\$ 107,500.00
32	Clearing and Restoration	1	LSUM	\$ 100,000.00	\$ 100,000.00	\$ 140,250.00	\$ 140,250.00
33	Removal or Abandonment of Ex. Sewer	1	LSUM	\$ 50,000.00	\$ 50,000.00	\$ 48,130.00	\$ 48,130.00
34	Removal and Replacement of Storm Sewer	1	LSUM	\$ 15,000.00	\$ 15,000.00	\$ 6,245.00	\$ 6,245.00
Total Line B - Base Bid :						\$ 2,809,575.00	\$ 2,687,510.00

Bid Tabulation

PROJECT: Sooner Rose Sanitary Sewer Improvement
DATE: 11/26/2024

Line D - Alternate Bid # 2				Engineer's Estimate		Cimarron Construction	
Item	Description	Quantity	Unit	Unit Price	Total		
1	Excavation and Backfill, Unclassified	50	CY	\$ 26.00	\$ 1,300.00	\$ 26.00	\$ 1,300.00
2	8" PVC SDR-35 (Boring)	295	LF	\$ 157.00	\$ 46,315.00	\$ 127.00	\$ 37,465.00
3	12" PVC SDR-35 (Boring)	0	LF	\$ 191.00		\$ 168.00	\$ -
4	15" PVC SDR-35 (Boring)	0	LF	\$ 210.00	\$ -	\$ 179.00	\$ -
5	8" PVC SDR-35 (Trenching)	57	LF	\$ 240.00	\$ 13,680.00	\$ 255.00	\$ 14,535.00
6	12" PVC SDR-35 (Trenching)	0	LF	\$ 276.00	\$ -	\$ 261.00	\$ -
7	15" PVC SDR-35 (Trenching)	0	LF	\$ 336.00	\$ -	\$ 331.00	\$ -
8	14" Steel Encasement	295	LF	\$ 717.00	\$ 211,515.00	\$ 649.00	\$ 191,455.00
9	20" Steel Encasement	0	LF	\$ 692.00	\$ -	\$ 722.00	\$ -
10	24" Steel Encasement	0	LF	\$ 1,089.00	\$ -	\$ 941.00	\$ -
11	Service Connection	4	EA	\$ 4,765.00	\$ 19,060.00	\$ 4,765.00	\$ 19,060.00
12	Standard 4' Diameter Manhole	1	EA	\$ 5,235.00	\$ 5,235.00	\$ 5,235.00	\$ 5,235.00
13	Cemintitious Manhole Coating	16	VF	\$ 655.00	\$ 10,480.00	\$ 655.00	\$ 10,480.00
14	New Manhole Frame, Cover and Seal	2	EA	\$ 700.00	\$ 1,400.00	\$ 700.00	\$ 1,400.00
15	Replace Bench and Trough	2	EA	\$ 125.00	\$ 250.00	\$ 125.00	\$ 250.00
16	Aggregate Base Type "A"	75	CY	\$ 123.00	\$ 9,225.00	\$ 97.00	\$ 7,275.00
17	Combined Curb and Gutter 6" Barrier	32	LF	\$ 68.00	\$ 2,176.00	\$ 68.00	\$ 2,176.00
18	Sidewalk Removal & Replacement	0	SY	\$ 188.00	\$ -	\$ 188.00	\$ -
19	Paving Removal & Replacement	32	SY	\$ 219.00	\$ 7,008.00	\$ 219.00	\$ 7,008.00
20	Solid Slab Sodding	90	SY	\$ 8.00	\$ 720.00	\$ 8.00	\$ 720.00
21	Extra Depth Manhole	0	VF	\$ 520.00	\$ -	\$ 520.00	\$ -
22	Testing	1	LSUM	\$ 3,000.00	\$ 3,000.00	\$ 2,500.00	\$ 2,500.00
23	Bypass Pumping	1	LSUM	\$ 20,000.00	\$ 20,000.00	\$ 19,420.00	\$ 19,420.00
24	Construction Staking	1	LSUM	\$ 5,000.00	\$ 5,000.00	\$ 2,840.00	\$ 2,840.00
25	Leakage Testing	1	LSUM	\$ 5,000.00	\$ 5,000.00	\$ 980.00	\$ 980.00
26	Deflection Test	1	LSUM	\$ 5,000.00	\$ 5,000.00	\$ 1,955.00	\$ 1,955.00
27	Traffic Control	1	LSUM	\$ 5,000.00	\$ 5,000.00	\$ 2,443.00	\$ 2,443.00
28	Temporary Erosion and Sediment Control	1	LSUM	\$ 5,000.00	\$ 5,000.00	\$ 2,190.00	\$ 2,190.00
29	Pre-Installation Video Inspection	352	LF	\$ 8.00	\$ 2,816.00	\$ 8.00	\$ 2,816.00
30	Post-Installation Video Inspection	352	LF	\$ 5.00	\$ 1,760.00	\$ 5.00	\$ 1,760.00
31	Mobilization	1	LSUM	\$ 25,000.00	\$ 25,000.00	\$ 14,500.00	\$ 14,500.00
32	Clearing and Restoration	1	LSUM	\$ 25,000.00	\$ 25,000.00	\$ 12,120.00	\$ 12,120.00
33	Removal or Abandonment of Ex. Sewer	1	LSUM	\$ 50,000.00	\$ 50,000.00	\$ 2,435.00	\$ 2,435.00
34	Removal and Replacement of Storm Sewer	0	LSUM	\$ 15,000.00	\$ -	\$ 955.00	\$ -
Total Line D - Alt # 2:					\$ 480,940.00	\$	\$ 364,318.00



PUBLIC DISCUSSION

