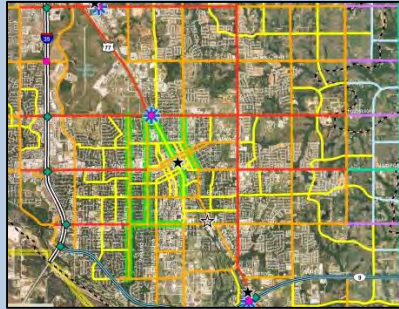




2014 City of Norman

Moving Forward

CTP APPENDICES



In Association with:
Alliance Transportation Group
Garver

Final Report: May 13, 2014
Adopted by Resolution No. R-1314-112

Appendix A: Public Involvement in Developing the Norman CTP

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Norman Community Transportation Survey

During November and December of 2011, the city retained ETC Institute to conduct a survey of citizen opinions of transportation programs and services. The citizen input confirmed the impetus for the development of the city’s first Comprehensive Transportation Plan. **A copy of the report is available on the City’s website.** Major findings for the survey included:

- **Satisfaction:** The highest levels of satisfaction with transportation issues, based upon the combined percentage of “very satisfied” and “satisfied” responses among residents who had an opinion, were the ease of traveling from home to work or school (64%), the ease of traveling from home to parks and recreation facilities (62%), the ease of traveling from Norman to other cities in Oklahoma (62%) and the flow of traffic at non—peak times (62%).
- **Dissatisfaction:** Several issues were rated by respondents as “very” or “somewhat dissatisfied” by half or nearly half of those responding. Those issues were east/west travel in Norman, traffic calming devices, availability of “off street” shared use paths, availability of “on street” bicycle lanes, the availability of public parking in downtown Norman and Campus Corner, and the flow of traffic on area streets during rush hour.
- **Level of Support for Various Transportation Improvements:** The highest levels of support for transportation improvements were; 1) improving traffic and eliminating bottlenecks and congestion (89%), 2) improving the maintenance of existing roadways and bridges (88%), and 3) improving major roads around the outer edges of Norman (81%).
- **Sections of Roads that are Most Problematic and Resident Willingness to Fund Change:** From a list of ten sections of roads that are too congested or have high accident rates, the top three chosen by residents were; 1) Porter Avenue (Alameda to Robinson), 2) Robinson Street between 24th Avenue NW and 36th Ave. NW, and 3) Lindsey Street (West of Berry Road). Willingness to Fund Change: If funding were provided for their top three choices, 80% were either “extremely likely” or “somewhat likely” to vote in favor of a bond issue to address a solution.
- **Transit in Norman:** The top three barriers to use of transit in Norman are 1) just a preference to drive, 2) unavailable service, and 3) current bus service takes too long to get to destination.
- **Bike Riding in Norman:** Thirty-three percent (33%) of those surveyed have ridden a bike in Norman in the last year, and the majority (57%) did not feel safe on streets in the area where they live.
- **Walking in Norman:** Eighty-five percent (85%) of those surveyed have walked in the area where they live, and the majority (81%) feel very or somewhat safe.
- **Budgeting Transportation Dollars:** Residents were instructed to divide \$100 into the various needs for transportation. Thirty-eight dollars or 38% was allotted to maintaining existing roads, 16% went to widening existing streets, and 10% went to bike paths and lanes. Sidewalks, public bus service, and transportation for seniors and disabled each got 9% , passenger rail got 7%, and 2% was allocated to other.
- **Support for Funding a New North/South Roadway:** This roadway would run along the railroad corridor from North Flood Street to Downtown, to the OU Campus. Twenty-one percent (21%) of those surveyed were “extremely likely” to support the funding, 32% were “somewhat likely”, 23% were “neutral”, 13% were “somewhat unlikely” and 11% were “extremely unlikely” to support funding.

Citizens Visioning Committee

A Citizens Visioning Committee (CVC) was convened by the Mayor and City Council to provide direct input in the formative stages of the Plan development. As part of the information gathering during the formative stages of the Plan, the Citizens Survey (described previously) was conducted. With this input and that of the CVC, the guiding principles and a set of draft goals were developed to initiate the development of the Plan.

For the development of the (CTP) vision and goals, the CVC was comprised of the following community representatives:

- Chris Applegate (Red Earth Group, Sierra Club),
- Roger Brown (Norman Public Schools),
- Teresa Capps (Chair--Social and Voluntary Services Commission),
- Nick Hathaway (OU Vice President for Administration and Finance),
- Harold Heiple (Norman Developer's Council),
- Marion Hutchison (ONTRAC Board),
- Doug Myers (Director--CART),
- Chris Nanny (Chair--CART Disability Advisory Committee),
- Janice Oak (Progressive Independence),
- Renee O'Leary (United Way--Senior Council/Positive Aging Influence),
- Helen Robertson (Representative--Bicycle Advisory Committee),
- Tom Sherman (Chair--Chamber Transportation Committee),
- Joe Sparks (Chair--Norman Convention and Visitor's Bureau),
- Walt Strong (Administrator--Westheimer Airport),
- Chuck Thompson (Chair--Central OK Regional Advocacy Alliance),
- Larry Walker (Chair--Public Art Board),
- Brad Worster (Commercial Realtor/Norman Next).

During the visioning stage of the preparations for development of the CTP, the City and the CVC also received some technical assistance and guidance from Lochner, an engineering firm that develops plans and designs for transportation infrastructure. Lochner helped to frame up the plan's goals and objectives and develop a scope of work for the retention of an experienced consulting firm to be retained to work with the city to develop the CTP.

Citizens Visioning Committee Subcommittees

After the formation of the guiding principles, draft goals and strategies, the CVC membership was enhanced with additional members to provide input and feedback to the Plan development team. The CVC membership was divided into groups to focus on four modal elements for direct involvement and input into the development of the Plan. The four CVC subcommittees were:

Note: (CVC) beside the person’s name indicates original membership in the CVC that contributed to the formation of the initial project guiding principles, goals and strategies and helped to formulate the scope of the plan development effort. From that initial set of CVC members, additional members were added to assist with input and feedback to the project development team of city staff and consultants, and were grouped into subcommittees.

CVC Subcommittee: Automobile Capacity, Quality of Service and Parking

| | | |
|----------------------------|-------------------|-----------------|
| Joe Sparks (CVC), Co-Chair | Robin Allen | Chuck Thompson |
| Bill Nations | Bill Nations | Suzanne Mcauley |
| Rainey Powell | Stephen Koranda | |
| Jim Adair | Charlie Nicholson | |

CVC Subcommittee: Pedestrian and Bicycle Mobility, Safety and Streetscape

| | | |
|---------------------------------|-------------------|---------------------|
| Chris Applegate (CVC), Co-Chair | Gary Miller | Mark Nanny |
| Brad Worster (CVC), Co-Chair | David Huddleston | Larry Walker (CVC) |
| Evan Dunn | John High | Roger Brown (CVC) |
| Jennifer Newell | Marguerite Larson | Renee O’Leary (CVC) |

CVC Subcommittee: Transit Capacity and Quality of Service

| | | |
|-----------------------------|----------------|------------------------|
| Doug Myers (CVC), Chair | Cody Ponder | Mary Albert |
| Tom Sherman (CVC), Co-Chair | Karleen Smith | Teresa Capps (CVC) |
| Rachel Butler | Linda Shannon | Marion Hutchison (CVC) |
| Chris Nanny (CVC) | Richard McKown | Evan Stair |

CVC Subcommittee: Freight Movement, Airports and Emergency Response

| | | |
|-------------------------------|---------------------|---------------|
| Walt Strong (CVC), Co-Chair | Dr. John Dyer | Joe Lester |
| Nick Hathaway (CVC), Co-Chair | Harold Heiple (CVC) | Eddie Simms |
| Jim Bailey | Joe Sober | Harold Brooks |
| | Rick Nagel | |

The CVC Subcommittees met with the plan development team five times throughout the process, helping to refine the goals and develop a set of objectives for the Plan, affirm the identification of the existing transportation conditions, discuss and prioritize the transportation system and policy needs for Norman, provide feedback on potential system improvements.

Sub-Committee Meeting #1: February 7, 2013

Norman CTP Sub-Committee Meeting #1
Freese and Nichols, Inc.
February 7, 2013




Norman Comprehensive Transportation Plan (CTP)
PROJECT GOALS & OBJECTIVES
CVC Subcommittees Meeting
February 7, 2013



Norman CTP Sub-Committee Meeting #1
Freese and Nichols, Inc.
February 7, 2013

Agenda



- 6:00PM** • Review of Previous Efforts
 - CTP Sub-Committees & Operations
 - Project Overview
- 6:30PM** • Sub-Committee Work Session
 - Discuss Plan Goals and Objectives
 - Discuss Existing Conditions
 - Homework Assignment
- 7:05PM** • Goals & Objectives Work Groups
 - Refine the 5 Goals and Enhance Objectives
 - Presentations to the Group
- 7:50PM** • Summary and Next Steps

Benefits of Transportation Planning



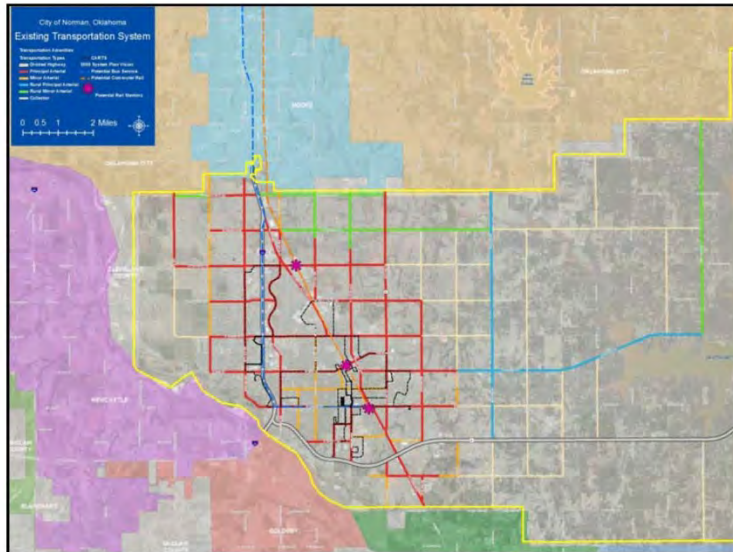
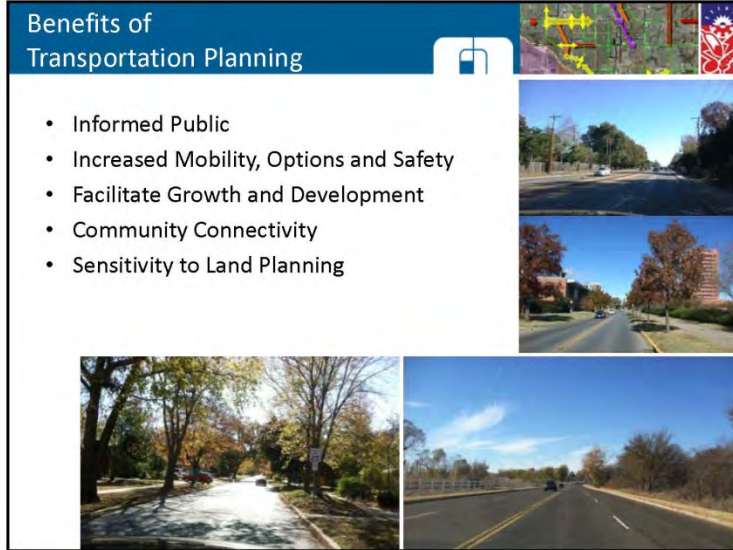
- Framework for growth
- Land Use/transportation interface
- Multi-modal considerations
- System Alignments/ROW Preservation/Design Standards
- Coordination with other agency/city plans
- Infrastructure and utilities coordination
- Capital Improvements Programming
- Funding of Improvements
- Economic benefit
- Statement of Community Policy



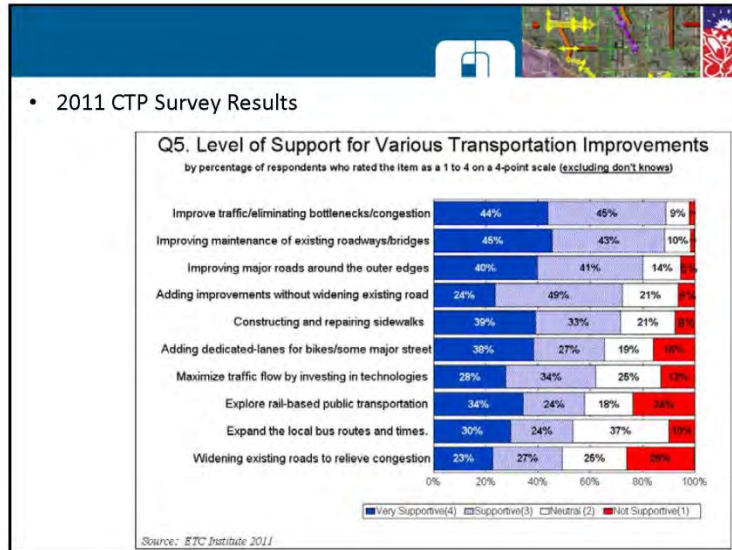
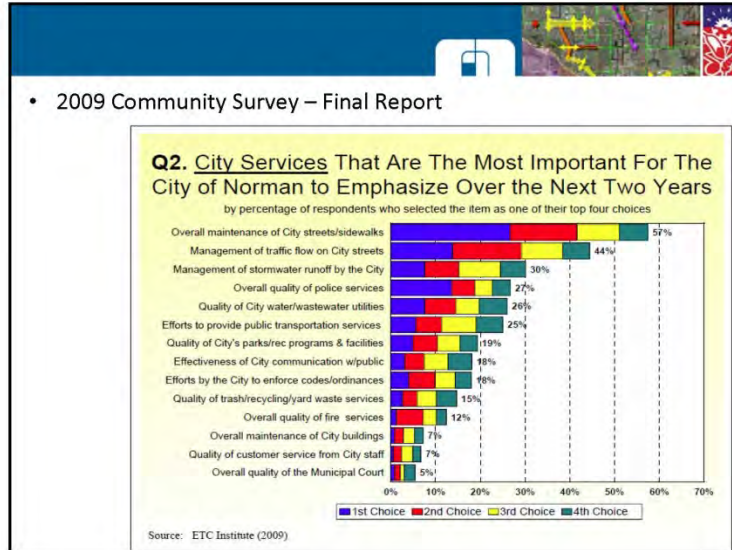
Norman CTP Sub-Committee Meeting #1
Freese and Nichols, Inc.
February 7, 2013

Benefits of Transportation Planning

- Informed Public
- Increased Mobility, Options and Safety
- Facilitate Growth and Development
- Community Connectivity
- Sensitivity to Land Planning



Norman CTP Sub-Committee Meeting #1
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 February 7, 2013



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Freese and Nichols, Inc.
February 7, 2013

Previous Work Efforts

“MOVING FORWARD” Deliverables

- Scoping and Listening Phase conducted in 2011 and completed in early 2012
- Included numerous meetings, formation of a Citizens Vision Committee, and a Public Survey
- The deliverables at completion of the scoping phase were:
 - A **scope of work** which was inserted directly into the Request for Proposal for the full CTP
 - **Guiding Principles** which were adopted by Council at its meeting on February 14, 2012

CTP Guiding Principles and Goals

Special Place to Live

- Vibrant Norman Community in 2035
- Transportation and Infrastructure focus on both people and places
- Enhanced transportation choices and accessibility
- Create a unique place with lasting value
- Blends seamlessly with the character of Norman's neighborhoods, employment centers and activity centers

Mobility

- Seamless system of transportation options and solutions
- Norman Moving Forward's emphasis on system management and operations, context sensitive and complete streets designs
- Range of accessible and convenient, multi-modal transportation choices that provide connections between neighborhoods and destinations

Maintain and Preserve Existing Infrastructure

- Priority on maintenance, rehabilitation, safety and reconstruction
- Neighborhood viability through maintaining streets, sidewalks, utilities, storm water systems and other infrastructure facilities
- Investments balance transportation needs of the community and local neighborhoods

Fiscal Stewardship

- Provide a detailed roadmap of actions for transportation and infrastructure improvements
- Investments maximize the benefits for multiple user groups in a way that is fiscally and environmentally responsible
- Input from the community-at-large and ongoing dialogue with stakeholders

Enhance Economic Vitality

- Promotes economic growth while using resources in an efficient and effective manner
- Supports a diverse, vibrant local economy with a strong tax base
- Reduces the fiscal burden on residents to provide city services

Norman CTP Sub-Committee Meeting #1
Freese and Nichols, Inc.
February 7, 2013

CTP Subcommittees & Operations

Subcommittees

- Modal Systems Based
 - Autos and Parking
 - Transit
 - Pedestrian, Bike and Streetscape
 - Freight, Airport, Emergency Response
- Meeting Structure
 - Same place, concurrent
 - Opening collaborative session
 - Independent group work
 - Combined wrap-up session
- Social Media



CTP Subcommittees & Operations

Subcommittees

- Meeting Dates
 - SC#1 Feb. 7th: Goals/Objectives
 - SC#2 Feb 18th: Existing Conditions & Needs
 - SC#3 Mar. 25th: Improvement Concepts
 - SC#4 Apr. 25th: Assess Potential Projects
 - SC#5 May 23rd: Policies and Programs
- Time and Location
- Subcommittee Charter
 - Meetings, attendance and participation
 - Homework, Preparation for meetings
- Ambassadors to the Plan



Norman CTP Sub-Committee Meeting #1
 Freese and Nichols, Inc.
 February 7, 2013

The Planning Team




Freese and Nichols

- Overall Project Coordination
- System Planning for Roadway, Bike & Ped
- Development of Short/Long-range Improvements
- Transportation Policies and Programs
- Implementation Plan
- Plan Documentation
- Conduct Committee and Public Meetings



Garver

- Sub-Committee Team Leaders
- Assessment of Existing Systems
- Needs Assessment for Roadways
- Evaluation of Transportation System Improvements






Alliance Transportation Group

- Sub-Committee Team Leader
- Travel Forecast Modeling and Alternatives Testing
- Transit System Planning




Team Leaders








Principal-in-Charge
Tricia Hatley, PE, LEED AP




Project Manager
Eddie Haas, AICP




Bike/Pedestrian
Kevin St. Jacques, PE, PTOE, PTP




| | | |
|--|--|---|
| PRINCIPAL-IN-CHARGE Tricia Hatley, RE., LEED AP | PROJECT MANAGER Edmund Haas, AICP | QUALITY CONTROL/ QUALITY ASSURANCE Stanford Lynch |
| CIP PLANNING AND IMPLEMENTATION Chris Bosco, PTOE | ECONOMIC DEVELOPMENT Dan Sefto, FAICP | |
| TRANSIT James Harvey, AICP | FUNDING STRATEGIES Stanford Lynch James Harvey, AICP | |
| LAND USE/DEMOGRAPHICS Darrel Harrison, AICP | BIKE/PEDESTRIAN Kevin St. Jacques, PTOE, PTP Brooke Droptini Brandon Gonzales | |
| SURVEY Ryan Nelson | MODELING Andrea Weckmuelle-Behringer Hulmin Zhao, Ph.D., AICP | |
| ROADWAYS/FREIGHT Shane Smith, PE., CFM Nicci Tyner, P.E., PTDE Mike Spayd, PTOE | | |



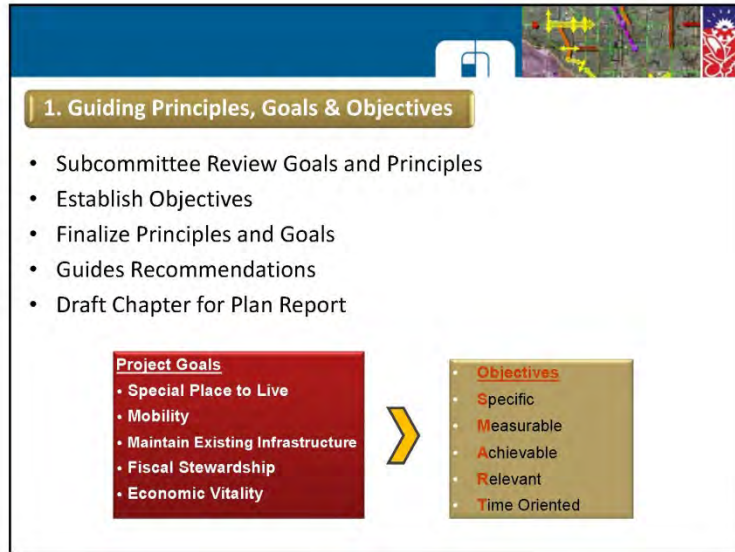
Existing Conditions
Shane Smith, PE, CFM




Roadway/Freight
Nicci Tiner, PE, PTOE



TDM Modeling
Andrea Weckmuelle
Behringer, CTA





2. Assessment of Existing Systems

- Summarize Existing Plans
- Data Collection & Compilation
- Review Trends, Committed Improvements, Programs and Initiatives
- Analysis of Existing Conditions
- Assessment of Deficiencies
- Key Deliverable
 - Draft Chapter on Existing Conditions

Systems Evaluation

- Auto
- Truck
- Bus Transit
- Passenger Rail
- Aviation
- Pedestrian
- Bicycle
- Parking
- Major Street/Highway
- Traffic Signal System
- Crash Locations
- Maintenance

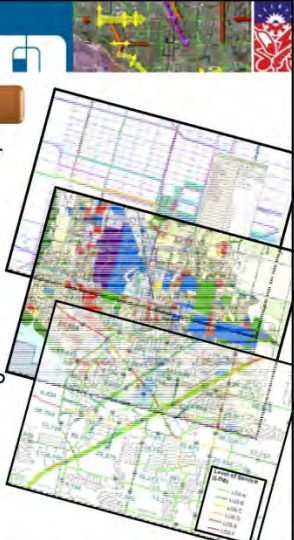


3. Assessment of Transportation Needs

- Initial System Needs Assessment
- Develop Initial Strategies
- Subcommittee: Formulate Concepts
- Refine Needs and Concepts
- Review Needs & Concepts with Commissions, Committees and Council
- Open House: Plan Process, Existing Conditions and Needs Assessment
- Key Deliverable
 - Draft Chapter on Transportation Needs Assessment

Systems Needs

- Auto
- Truck
- Bus Transit
- Passenger Rail
- Aviation
- Pedestrian
- Bicycle
- Parking
- Major Street/Highway
- Traffic Signal System
- Crash Locations
- Maintenance




4. Travel Forecast Modeling

- Review/Update ACOG Regional TDM for Land Use and Network
- Validate Base Year Model for Norman Traffic Volumes
- Assess “No-Build” 2035 Operations
- 2035 Model for New Roadway and Congestion Mitigation Needs
- Collaborate with City Staff on 2035 FLUP
- Transit System Analysis
- Key Deliverable
 - Base and 2035 Subarea Model



5. Transportation Plan and Prioritization

- Transportation Plan and Improvements
 - Subcommittee Collaboration
- Street Classifications and Configuration
- Modal System Plans
 - Thoroughfare Plan
 - Pedestrian System
 - Bicycle System
 - Transit Systems
- Short and Long-Range Improvements
 - Subcommittee Collaboration
- CIP Methodology, Scoring & Ranking of Short and Long-Range Projects
 - Subcommittee Collaboration
 - Review w/Commissions, Committees & Council
 - Social Media Outreach
- Key Deliverable
 - System Plans, Short/Long-Range CIP, Chapter Materials



6. Transportation Policies and Programs

- Review Existing Policies & Programs
- Peer City Review
- Develop Action Plans to Address Programs
 - City Staff and Subcommittee Collaboration
- Implementation Strategies, Roles and Responsibilities
- Subcommittee Concurrence
- Draft Policies
 - Review with Commissions, Committees and Council
 - Social Media Outreach
- Key Deliverable
 - Draft Chapter on Policies, Programs & Procedures

Policies and Programs

- Multimodal Integration
- Transportation Finance
- Traffic Impacts
- Maintenance
- Traffic Calming
- Access Management
- Parking



7. Implementation


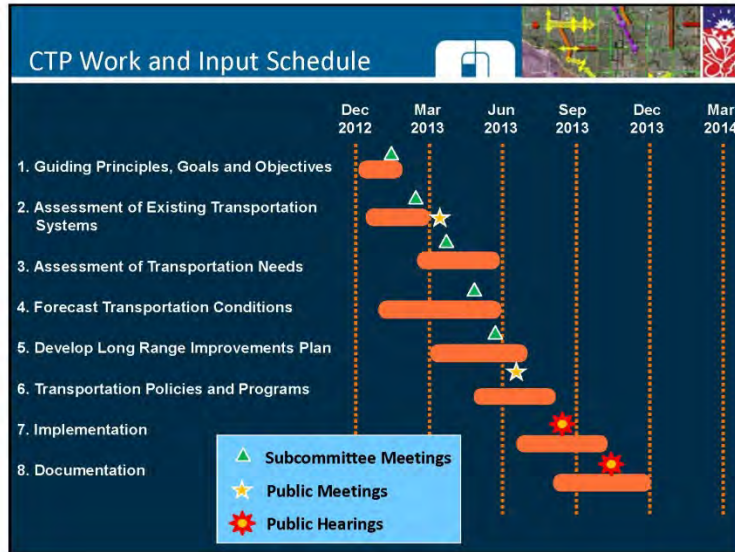
- Review Transportation Revenues & Constraints
- Correlate Revenues and Prioritized Improvements
- Finance Plan for Short/Long-Range CIP
- Assess Potential New Funding Strategies
 - Collaborate with City Staff and CVC
 - Social Media on Implementation Plan
- Committee/Council Meeting on Improvements and Funding Strategies
- Develop 5-Year TIP
 - Review with Committees and Commissions
 - Public Hearing on Draft TIP
- Key Deliverable
 - Implementation Strategies, Funding, Draft TIP



Norman CTP Sub-Committee Meeting #1
 Freese and Nichols, Inc.
 February 7, 2013

8. Documentation

- Draft Report
- Public Review Period
- Draft Final Document
 - Review with Committees and Commissions
 - Public Hearing on Plan Document
- Final Report

Norman CTP Sub-Committee Meeting #1
 Freese and Nichols, Inc.
 February 7, 2013

Goals Expansion with Objectives

1. Guiding Principle: A Special Place to Live
A vibrant Norman community in 2035 will be achieved by ensuring transportation and infrastructure investments focus on both people and places. These investments should enhance transportation choices and accessibility, and also create a unique place with lasting value that blends seamlessly with the character and vision of Norman's neighborhoods, employment centers and activity centers.

| Original | Refined |
|--|--|
| <p>Goal #1.1: Provide a transportation system with a variety and balance of transportation choices that are designed compatible with their surroundings.</p> <p>Goal #1.2: Invest in street improvements for section line roads and arterial streets in core Norman where compatible with the character of the area.</p> <p>Goal #1.3: Provide transportation investments that help preserve the character of the central core of Norman including Downtown, OU, and surrounding neighborhoods.</p> <p>Goal #1.4: Invest in a transportation network that supports quality of life amenities attractive to talented employees and visitors in today's highly mobile, knowledge driven economy.</p> | <p>Goal #1 (Special Place to live): Provide a transportation system with a variety and balance of transportation choices that are designed to be compatible with their surroundings.</p> <p>Objective S1. Invest in street improvements for section line roads and arterial streets in core Norman where compatible with the character of the area.</p> <p>Objective S2. Provide transportation investments that help preserve the character of the central core of Norman including Downtown, OU, and surrounding neighborhoods.</p> <p>Objective S3. Invest in a transportation network that supports quality of life amenities attractive to talented employees and visitors in today's highly mobile, knowledge driven economy.</p> |

Goals & Objectives Refinement

1. Guiding Principle: A Special Place to Live
A vibrant Norman community in 2035 will be achieved by ensuring transportation and infrastructure investments focus on both people and places. These investments should enhance transportation choices and accessibility, and also create a unique place with lasting value that blends seamlessly with the character and vision of Norman's neighborhoods, employment centers and activity centers.

Goal #1 (A Special Place to Live): Provide a transportation system planned and designed with people and places in mind, and provided with characteristics to support activities compatible with their surroundings.

Objective S1. Adopt policies, programs, procedures and standards that promote multimodal and context sensitive considerations into the planning, project funding, design and operations of transportation facilities in Norman.

Objective S2. Invest in street improvements for section line roads and arterial streets in core Norman sensitive to the context and character of the area. (DELETE AS MORE SPECIFICALLY INCORPORATED INTO S1, M1 AND M2.)

Objective S3. Institute departmental processes and procedures to integrate transportation and land use planning in an effort to ensure appropriate context sensitive solutions for infrastructure design and capacity improvements in Norman. (moved here from Mobility M1)

Objective S4. Provide transportation investments that help preserve the character, and enhance the quality of life and amenities of the central core of Norman including Downtown, OU, and surrounding neighborhoods.

Objective S5. Invest in Improvements to minimize the impacts of railroad delay and noise through Norman. (BROUGHT UP FROM STRATEGIES)

Objective X. Invest in a transportation network that supports quality of life amenities attractive to talented employees and visitors in today's highly mobile, knowledge driven economy. (DELETE, AS MORE SPECIFICALLY INCORPORATED ABOVE)

Norman CTP Sub-Committee Meeting #1
Freese and Nichols, Inc.
February 7, 2013

Sub-Committee Work Session

6:30-7:00 PM

- Team building for Subcommittees
- Discuss the developed goals/objectives
- Review Collaboration Procedures
- Discuss conditions issues & concerns
- Assign Homework

Guiding Principles and Goals

- Special Place to Live
- Mobility
- Maintain and Preserve Existing Infrastructure
- Fiscal Stewardship
- Enhance Economic Vitality

Work Groups for Refinement of Goals and Objectives

7:05-7:50 PM

- Team building for larger CVC
- Five work groups, one for each Goal
- Review & understand Goals
- Refine and enhance Objectives
- Record work product
- Report back to Main Group

Guiding Principles and Goals


- Special Place to Live
- Mobility
- Maintain and Preserve Existing Infrastructure
- Fiscal Stewardship
- Enhance Economic Vitality

Norman CTP Sub-Committee Meeting #1
Freese and Nichols, Inc.
February 7, 2013

Wrap Up


7:50-8:00PM

- Final Comments
- Homework
- Next Steps



Next Steps


- Compilation of tonight's input into Goals and Objectives
- Draft Goals & Objectives Chapter post on e-Builder
- Subcommittee members review and comment
- After Subcommittee review, post on website, Facebook
- Next Meeting: February 18 @ 6:00 PM, here
- Prepare for next meeting:
 - Review Existing Conditions Chapter on e-Builder
 - Bring information on issues to be considered



Norman CTP Sub-Committee Meeting #1
Freese and Nichols, Inc.
February 7, 2013


Homework

- E-Builder Collaboration site
- E-mail from: [Morgan McIlwain](#) Subject: [Norman CTP](#) (Page 3 of Guide)
- Below Signature, click "HERE"
- User form/Contact Info/Password
- Link to file in "Workflow in Your Court"
- After completion: "Action Completed"; ability to add Comment
- Vote for Assignment Done



- e-Builder Guide
- Save e-builder homepage to "Favorites"

Thank You!
**For your Time and
Commitment!**



Sub-Committee Meeting #1 Flip Chart Notes: February 7, 2013

Norman CTP Sub-Committee Meeting #1
 Freese and Nichols
 Flip Chart Notes from February 7, 2013

• MAINTAIN AND PRESERVE EXISTING INFRASTRUCTURE CON

Maintain / lack of maintenance to existing pedestrian

more frequent evaluation of existing facilities

effective citizen reporting system/management

 ↳ city action line

 ↳ iPhone app.

multi-modal ~~through~~ detours during construction

Suburban (around core)

Downtown?

Separate Objectives for:


- Core Norman
 - = walkability
 - = crossable streets
 - = bikeable
- Rural Norman
 - = safety for bicyclists blind corners @ intersections
 - = trails
 - = approach corridors (Alameda, Hwy 9)
- Suburban (beyond core)
- Downtown?

Norman CTP Sub-Committee Meeting #1
Freese and Nichols
Flip Chart Notes from February 7, 2013

• Provide way-finding signage for visitors and residents alike.

Suburban (unpaid one)

Downtown?



1. Guiding Principle: A Special Place to Live

Goal #1: Provide a transportation system planned and designed with people and places in mind, and provided with characteristics to support activities compatible with their surroundings.

Objective S1. Adopt policies, programs, procedures and standards that promote multimodal and context sensitive considerations into the planning, project funding, design and operations of transportation facilities in Norman.

Objective S2. Invest in street improvements for section line roads and arterial streets (in core Norman) sensitive to the context and character of the area.


Objective S3. Institute departmental processes and procedures to integrate transportation and land use planning in an effort to ensure appropriate context sensitive solutions for infrastructure design and capacity improvements in Norman, and aesthetic considerations.

Objective S4. Provide transportation investments that help preserve the character, and enhance the quality of life and amenities of the central core of Norman including Downtown, OUI, and surrounding neighborhoods.

Objective S5. Invest in improvements to minimize the impacts of railroad delay and noise through Norman.

Aesthetics Controls/Requirements be included in all improvement projects appropriate to surroundings.

Norman CTP Sub-Committee Meeting #1
 Freese and Nichols
 Flip Chart Notes from February 7, 2013



3. Guiding Principle: Maintain and Preserve Existing Infrastructure

Enhance IMPROVE

Goal #3: Prioritize investments to ensure the maintenance, rehabilitation, safety and reconstruction of current infrastructure systems.

To Comprehensive

Objective P1: Design, operate and manage the transportation system to maintain the quality of mobility and access and enhance transportation safety for those traveling in and living within Norman. *truck, rail, parking, pedestrians*


Objective P2: Implement transportation performance measures to forecast, evaluate, and monitor the degree to which the transportation system investments accomplish community goals and mobility objectives. *Did we get what we wanted. Did we meet goals*

Objective P3: Strive to limit impacts of project implementation upon the health of businesses and neighborhoods during construction.

Objective P4/M4: Manage, reduce and avoid roadway congestion through operational improvements, targeted capacity enhancements, and promotion of making trips by transit.

to further describe the goal and better define them
add the detail to the overall goal
 Accessibility *accessibility to construction equipment*
 arterials east-west key to traversing city

P1 - involve law enforcement in Design + Operation
 P1 - system defined by individual modes and entities
 marked bike lanes, debris control, deteriorating pavement



2. Guiding Principle: Mobility

Goal #2: Manage, reduce and avoid roadway congestion by emphasizing multi-modal options and network management through operational improvements, and other strategies.

Objective M1: Invest in timely street improvements for a network of section line roads in the area beyond the core of Norman that support the effective movement of vehicles around rather than through the central core of Norman, while accommodating bicyclists and pedestrians as appropriate.

Objective M2: Invest in improvements to arterial and collector street network and parking provisions in the core of Norman that support the balanced mobility of pedestrians, bicyclists and vehicles.


Objective M3: Invest in proactive transit improvements that serve the central core of Norman at a high Level of Service while serving targeted areas of the city of Norman and providing connectivity to regional transit services with the intent to provide viable options to the personal vehicle.

Objective M4/P4: Manage, reduce and avoid roadway congestion through operational improvements, targeted capacity enhancements, and promotion of making trips by transit.

Objective M.5: Serve as leaders in regional transit discussions.

Consider complete streets policy for all roadway project:
 Create a ~~Free~~ wide bicycle and pedestrian links network not necessarily connected to roadways.

Norman CTP Sub-Committee Meeting #1
 Freese and Nichols
 Flip Chart Notes from February 7, 2013



5. Guiding Principle: Enhance Economic Vitality

Goal #5: Invest in transportation improvements that support the physical and economic health of Norman's neighborhoods and employment and education districts.

Handwritten notes: the community includes businesses

Objective E1. Provide mobility for people who are economically, socially or physically disadvantaged in order to support their full participation in society and contributions to Norman's economic productivity.


Objective E2. Establish local and regional public-private partnerships, including state and federal financial resources, to enhance the economic well-being of Norman citizens.

Objective E3. Initiate a managed parking system(s) and/or district(s) to support and encourage increased activity within the core of Norman and specifically to address the needs of Downtown, OU and the adjacent neighborhoods.

Objective E4. Provide for effective trucking, railroad and air freight movement to, from and through Norman while minimizing their impact on the quality of life, specifically in the core of Norman.

Handwritten notes: Common Core

OES. Support regional & local efforts to develop transit related opportunities to enhance economic vitality.



Handwritten notes: Multi-Modal

4. Guiding Principle: Fiscal Stewardship

Goal #4: Optimize the use of local funds for transportation and maximize the Norman public return on investment in transportation infrastructure and operations.

Handwritten notes: ALL FUNDS Include FEDERAL State Private Regional

Objective F1. On an ongoing basis, identify and pursue adequate, long term and stable local and regional revenue sources for funding transportation improvements in Norman.

Objective F2. On an ongoing basis, integrate state and federal long-range transportation planning factors with local and regional transportation planning to maximize future funding opportunities for surface transportation projects in Norman.

Handwritten notes: (including maintenance)

Objective F3. On a monthly basis as needed, provide transparency and meaningful public awareness, ongoing citizen input, and participation opportunities to prepare the Norman CTP and its long-term implementation process.

Objective F4. On an ongoing basis, plan for and preserve rights-of-way for future transportation investments in advance of economic development.

Handwritten notes: Multi-modal SAFE

* Including buses

ADA - Pedestrians - bicycles, SIDE-WALKS - bus - COMMUTER RAIL, CART ACCESS

F5. Improve grass roots funding projects MAY include city matching funds for estics, bike-pa MULTI-MODAL

F6. CONSIDER private/public partnerships

Handwritten notes: F7. Penny sales for transit

Sub-Committee Meeting #2: February 18, 2013

Norman CTP
 Sub-Committee Meeting #2 – Existing Conditions
 February 18, 2013

Norman Comprehensive Transportation Plan
TRANSPORTATION CONDITIONS
Sub-Committee Meeting
 February 18, 2013

Agenda

| | |
|------------------|---|
| 6:00-6:30 | Goals & Objectives Review and Existing Conditions |
| 6:30-6:35 | 5 Minute Break |
| 6:35-7:30 | 1 Hour Breakout Sessions |
| 7:30-7:35 | 5 Minute Break |
| 7:35-7:55 | Modal Group Summaries |
| 7:55-8:00 | Next Steps |

Meeting Goal: Obtain Sub-committee input to transportation system existing conditions.

Norman CTP
 Sub-Committee Meeting #2 – Existing Conditions
 February 18, 2013

Goals & Objectives Review

- Great Meeting Input
- Comments on e-Builder

1. Guiding Principle: A Special Place to Live

Goal #1: Provide a transportation system planned and designed with people and places in mind, and provided with...

Objective 1.1: Adopt policies and ordinances and create programs that promote multimodal and complete streets considerations and incentives into the planning and project funding of transportation facilities in Norman.

Objective 1.2: Institute design standards or policies and procedures to assure complete streets solutions for street and construction of a transportation corridor and facilities in Norman.

Objective 1.3: Provide transportation investments that help enhance the public access and connection, walkability, bicycling, equestrian and recreation of the central core of Norman including Downtown, Central Center, OU, and surrounding neighborhoods.

Objective 1.4: Enhance the aesthetics of the section line roadway corridors that lead residents and visitors to the central core of Norman and to significant attractions in Norman such as Thunderbird Lake.

Objective 1.5: Invest in improvements to minimize the impacts of railroad delay and noise through Norman.

Objective 1.6: Provide safe and secure multimodal options and other choices to improve mobility and livability of the special area and attractions in Norman.

Goals & Objectives Review

2. Guiding Principle: Mobility

Goal #2: Manage, reduce and avoid roadway congestion by implementing multimodal options and network management through operational improvements, and other strategies.

Objective 2.1: Invest in transit-based improvements for a network of action line roads in the area beyond the core of Norman that support the effective movement of vehicles around rather than through the central core of Norman, while accommodating bicycling and pedestrian opportunities.

Objective 2.2: Invest in improvements to arterial and collector street networks and parking provisions in the core of Norman that support the balanced mobility of pedestrians, bicyclists and vehicles.

Objective 2.3: Invest in operational-based improvements that serve the central core of Norman at a High Level of Service while saving gas dollars of the city of Norman and providing connectivity to regional transit services with the intent to provide viable options to the personal vehicle.

Objective 2.4: Serve as leader in regional rail transit discussions.

Objective 2.5: Provide a network of bicycle and pedestrian trails, using street and separate rights-of-way, that provide multiple options and reasonable access to the Norman community.

3. Guiding Principle: Maintain and Improve Existing Infrastructure

Goal #3: Prioritize investment to ensure the most secure, reliable, safe, and reconstruction of current infrastructure systems.

Objective 3.1: Design, operate and manage the transportation system to maintain or improve the quality of multimodal mobility, access and safety for those traveling and living within Norman.

Objective 3.2: Develop and implement transportation performance measures to regularly monitor, evaluate, and forecast the degree to which the transportation system investments accomplish community goals and mobility objectives.

Objective 3.3: Minimize the impacts of project implementation upon the multimodal access to businesses and neighborhoods during construction.

Objective 3.4: Manage, reduce and avoid roadway congestion through operational improvements, targeted capacity enhancements, and promotion of making trips by transit.

Objective 3.5: Develop and promote programs to incorporate public and business observations and assistance with the condition assessment and maintenance of the multimodal transportation infrastructure and complete streets.

Norman CTP
 Sub-Committee Meeting #2 – Existing Conditions
 February 18, 2013

Goals & Objectives Review

4. Guiding Principle: Fiscal Stewardship

Goal 4: Optimize the use of Norman funds and leverage additional funding for transportation to address the Norman public return investment in transportation infrastructure and operations.

- Objective 4A:** On an ongoing basis, identify and pursue private, regional, state and federal revenue sources for funding multimodal transportation improvements in Norman.
- Objective 4B:** On an ongoing basis, integrate state and federal long-range transportation planning factors with local and regional transportation planning to maximize future funding opportunities for surface transportation projects in Norman.
- Objective 4C:** On a monthly basis, as needed, provide transparency and meaningful public awareness, ongoing citizen input, and participation opportunities to prepare the Norman CTP and its long-term implementation projects.
- Objective 4D:** On an ongoing basis plan for and preserve rights-of-way for future multimodal transportation investments in advance of economic development.
- Objective 4E:** Develop a policy and program for city consideration of private public partner roles and donations to fund transportation infrastructure, amenities and aesthetics.
- Objective 4F:** Create and implement tax assessments for transportation and supporting improvements associated with special initiatives, including bridge repair and rail transit.

5. Guiding Principle: Enhance Economic Vitality

Goal 5: Leverage transportation investments that support the physical and economic vitality of Norman's neighborhoods, employment and education districts.

- Objective 5A:** Provide mobility for transportation users and all Norman residents who are economically, socially or physically challenged in order to support equitable participation and contribution to Norman's economic productivity.
- Objective 5B:** Create and promote a market parking strategy and its support to attract and encourage increased activity and density of development within the core of Norman and adjacent areas in the north of Norman, Center Street and Old Town, parking management for the adjacent neighborhoods.
- Objective 5C:** Provide for efficient tracking, storage and freight movement to, from and through Norman while minimizing their impact on the quality of life, specifically in the core of Norman.
- Objective 5D:** Identify and promote local development projects and public facilities to improve and support high-density development, such as transit-oriented development (TOD) and transit-oriented development (TOD) for use in the implementation of Norman's transit system.
- Objective 5E:** Identify and implement policies and programs to support local economic development to create and sustain transportation investments.
- Objective 5F:** On an ongoing basis, plan for and preserve rights-of-way for future multimodal transportation investments in advance of economic development.

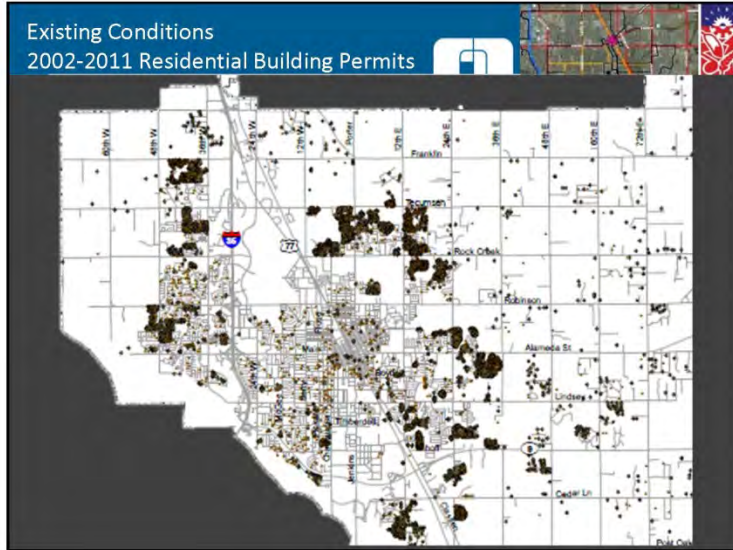
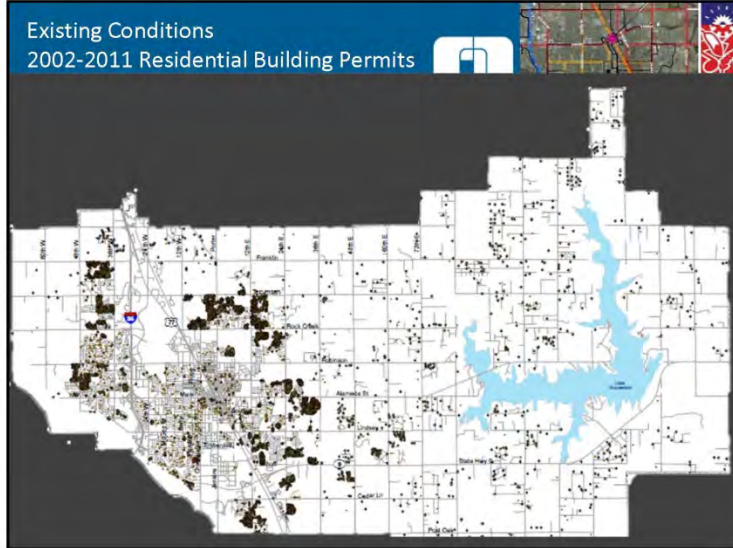
Existing Conditions Population and Employment

| Year | Population | Numeric Change | Percent Change |
|------|------------|----------------|----------------|
| 1950 | 27,006 | - | - |
| 1960 | 34,412 | 7,406 | 27.4% |
| 1970 | 52,117 | 17,705 | 51.5% |
| 1980 | 68,020 | 15,903 | 30.5% |
| 1990 | 80,071 | 12,051 | 17.7% |
| 2000 | 95,694 | 15,623 | 19.5% |
| 2010 | 110,925 | 15,231 | 15.9% |

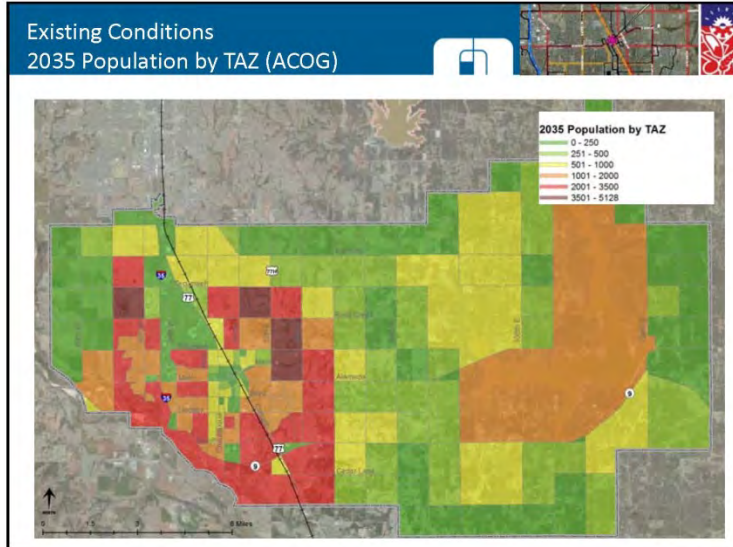
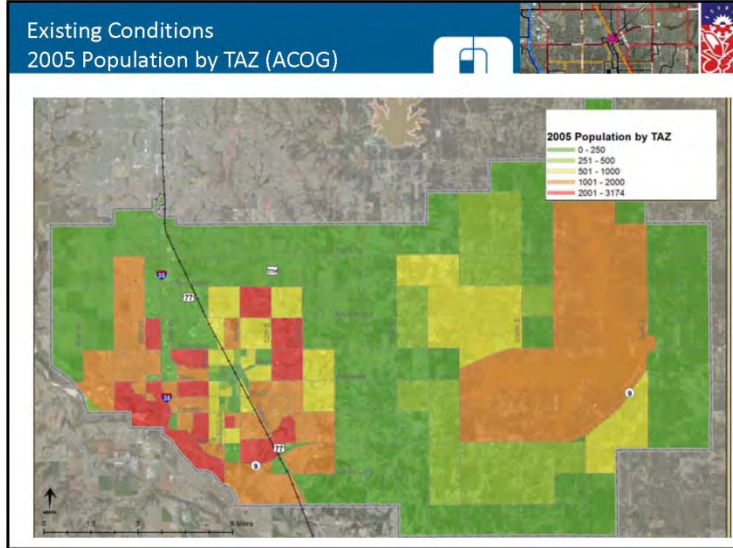
| Year | Employment Projections | CAGR |
|------|------------------------|-------|
| 2005 | 59,002 | 1.85% |
| 2015 | 70,872 | |
| 2025 | 85,130 | |
| 2035 | 102,298 | |

| Population Projections | | | |
|------------------------|---------|-------------|---------|
| Year | 1.50% | Norman 2025 | ACOG |
| 2015 | 119,497 | 120,152 | 121,120 |
| 2025 | 136,682 | 137,147 | 137,548 |
| 2035 | 160,946 | 156,518 | 156,173 |

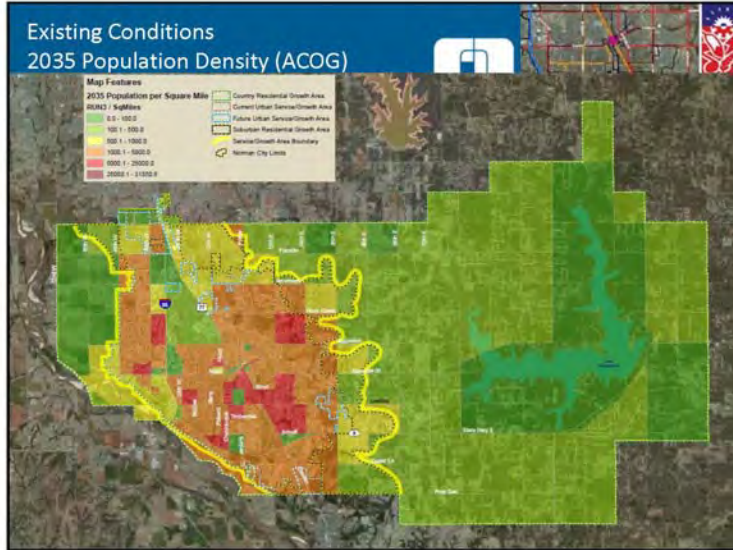
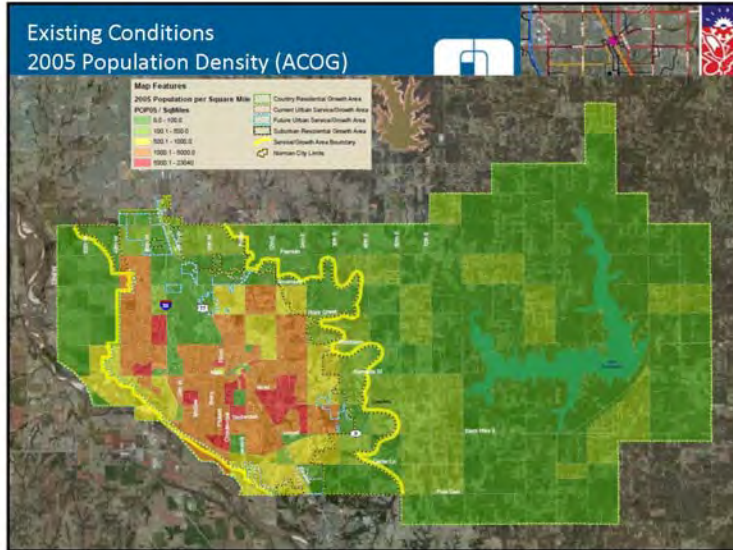
Norman CTP
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February 18, 2013



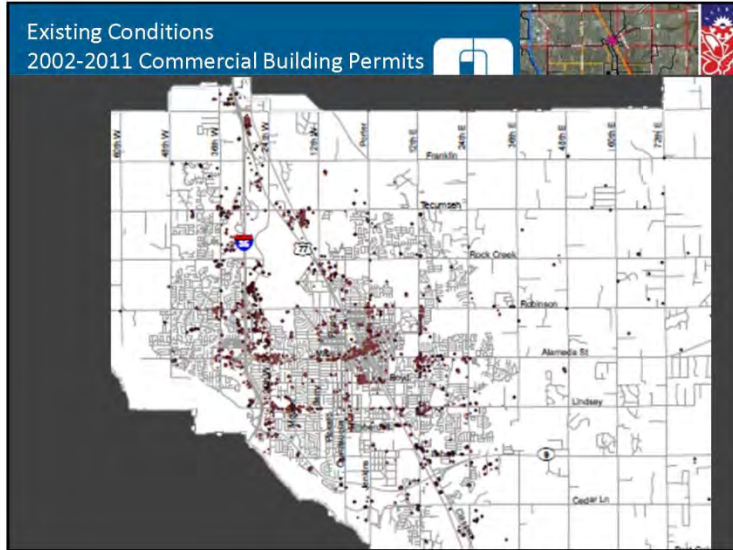
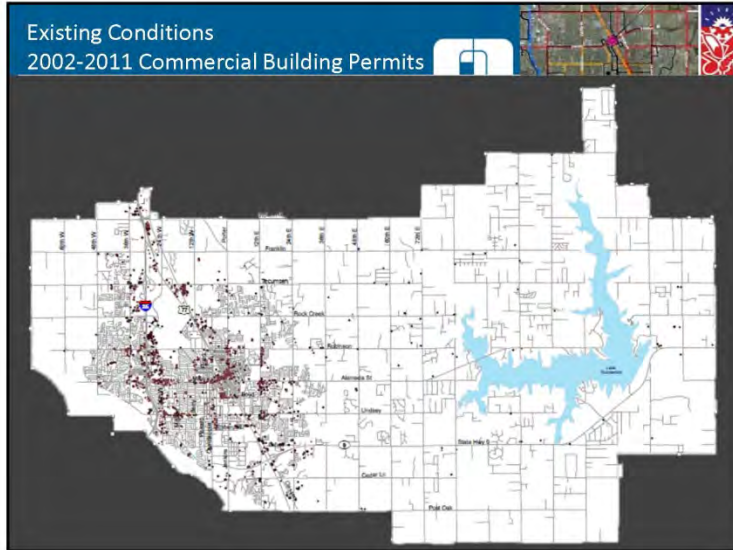
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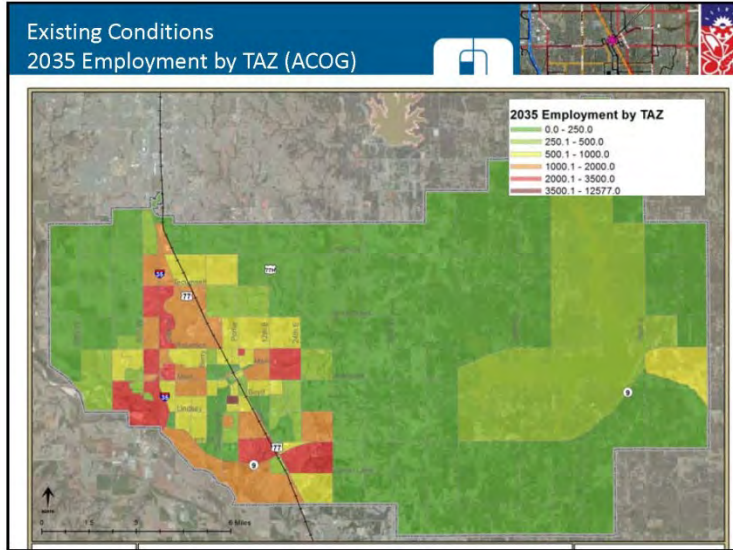
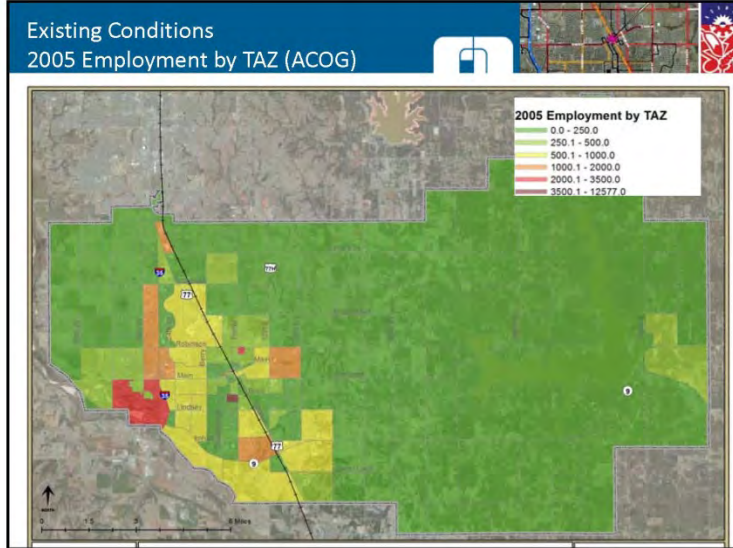
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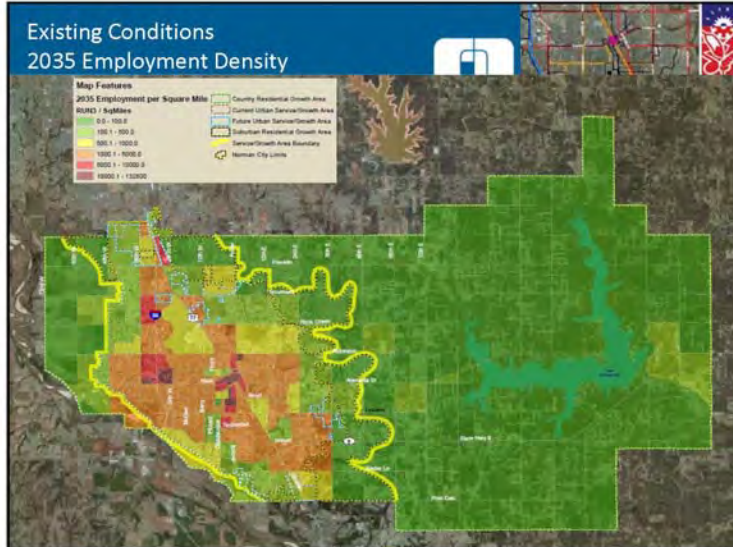
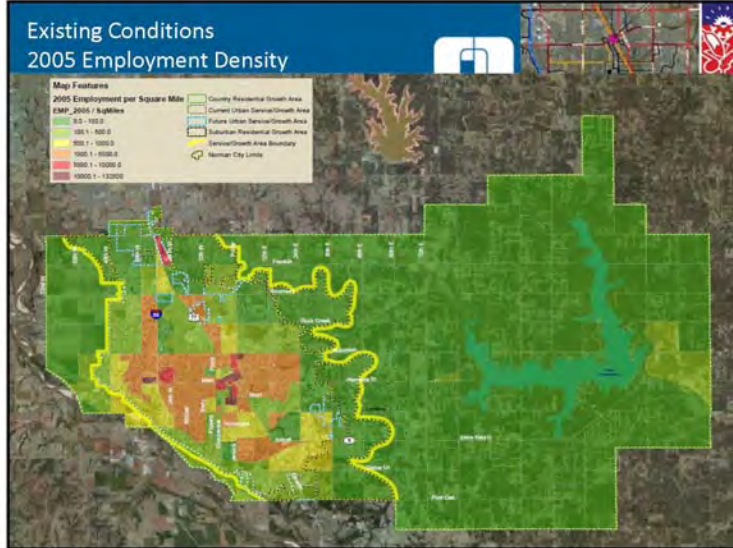
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February 18, 2013



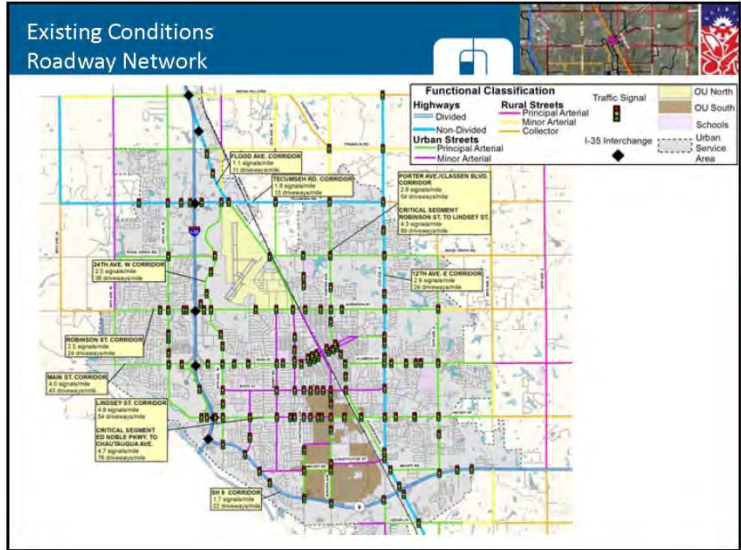
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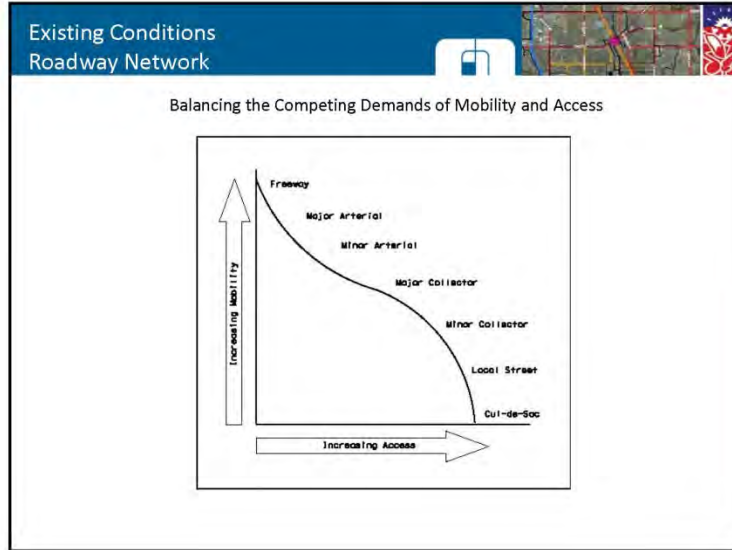
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 Sub-Committee Meeting #2 – Existing Conditions
 February 18, 2013

**Existing Conditions
 Major Topic Areas**

- Roadway Network
- Access Management
- Traffic Volumes
- Congestion-Major Corridors
- Roadway Safety
- Parking Inventory
- Freight
- Aviation
- Roadway Inventory & Maintenance
- System Improvements
- Bike & Pedestrian Accommodations
- Transit Service



Norman CTP
 Sub-Committee Meeting #2 – Existing Conditions
 February 18, 2013



Existing Conditions Access Management

Existing Impediments

- Number and spacing of traffic signals
- Inefficient signal timings
- High number of access points
- Lack of turn lanes
- Lack of median presence
- Poor geometrics

| Route | Segment | Distance | # of Signals | Signal / Mile | # of Interchanges | Interchange / Mile |
|--------------------------|--------------------------------|------------|--------------|---------------|-------------------|--------------------|
| SR 9 | SR 9 to S London Road | 2.5 | 6 | 2.4 | 12 | 4.8 |
| | London Road to 24th Ave E | 2.2 | 2 | 0.9 | 0 | 0 |
| | Total | 4.7 | 8 | 1.7 | 12 | 4.8 |
| Lindsey Street | Ed Noble Parkway to S Berry Rd | 1.4 | 0 | 4.3 | 101 | 72.1 |
| | S Berry Rd to Charlotte Ave | 0.5 | 3 | 6.0 | 43 | 86.0 |
| | Charlotte Ave to Clason Blvd | 3.1 | 6 | 7.5 | 23 | 21.5 |
| | Clason Blvd to 24th Ave E | 1.4 | 4 | 7.6 | 49 | 49.3 |
| Total | 4.4 | 21 | 4.8 | 216 | 138.6 | |
| Main Street | 48th Ave W to 36th Ave W | 1.0 | 1 | 1.0 | 27 | 27.0 |
| | 36th Ave W to 24th Ave W | 1.0 | 3 | 3.0 | 13 | 13.0 |
| | 24th Ave W to University Blvd | 1.6 | 7 | 4.9 | 17 | 10.9 |
| | University Blvd to Porter Ave | 0.6 | 4 | 10.0 | 13 | 16.8 |
| Total | 4.2 | 17 | 4.6 | 180 | 42.7 | |
| Robinson Street | 48th Ave W to 36th Ave W | 1.0 | 7 | 7.0 | 26 | 26.0 |
| | 36th Ave W to 24th Ave W | 0.8 | 4 | 5.0 | 18 | 18.0 |
| | 24th Ave W to Porter Ave | 2.2 | 6 | 2.7 | 47 | 11.4 |
| | Porter Ave to 24th Ave E | 2.0 | 1 | 1.5 | 13 | 26.5 |
| Total | 6.0 | 18 | 2.5 | 142 | 28.7 | |
| SR 48th Ave W | Teacup Rd to Robinson St | 2.3 | 3 | 2.6 | 18 | 8.0 |
| | Robinson St to SR 9 | 2.4 | 7 | 7.7 | 154 | 64.4 |
| | Total | 4.8 | 13 | 2.9 | 172 | 68.8 |
| Teacup Rd | Teacup Rd to Robinson St | 2.0 | 5 | 2.5 | 32 | 16.0 |
| | Robinson St to Azusa St | 1.0 | 4 | 4.0 | 27 | 27.0 |
| | Azusa St to Clason Blvd | 1.7 | 1 | 1.8 | 45 | 27.9 |
| Total | 4.7 | 10 | 4.7 | 104 | 70.9 | |
| Porter Ave / Clason Blvd | Teacup Rd to Robinson St | 2.0 | 4 | 7.0 | 63 | 11.3 |
| | Robinson St to Azusa St | 1.1 | 0 | 0.0 | 17 | 15.4 |
| | Azusa St to Lindsey St | 1.1 | 2 | 1.8 | 19 | 14.8 |
| Total | 4.2 | 6 | 3.3 | 99 | 41.5 | |
| Flood Ave | SR 9 to Robinson Street | 1.6 | 4 | 2.5 | 18 | 11.2 |
| | Total | 1.6 | 4 | 2.5 | 18 | 11.2 |
| Teacup Rd | 48th Ave W to 36th Ave W | 1.0 | 1 | 1.0 | 10 | 10.0 |
| | 36th Ave W to 24th Ave W | 2.0 | 6 | 3.0 | 10 | 15.0 |
| | 24th Ave W to 27th Ave E | 2.0 | 2 | 1.0 | 14 | 7.0 |
| Total | 5.0 | 9 | 1.8 | 34 | 32.0 | |


Norman CTP
 Sub-Committee Meeting #2 – Existing Conditions
 February 18, 2013


Existing Conditions Access Management

Effects of Signals on Traffic

| Signals Per Mile | Increase in Travel Time (%) | Crashes Per Million Vehicles Miles Traveled |
|------------------|-----------------------------|---|
| 2 | -- | 3.53 |
| 3 | 9 | 6.89 |
| 4 | 16 | 7.49 |
| 5 | 23 | 9.11 |
| 6 | 29 | |
| 7 | 34 | |
| 8 | 39 | |

Source: FHWA Access Management Brochure and NCHRP Report 420

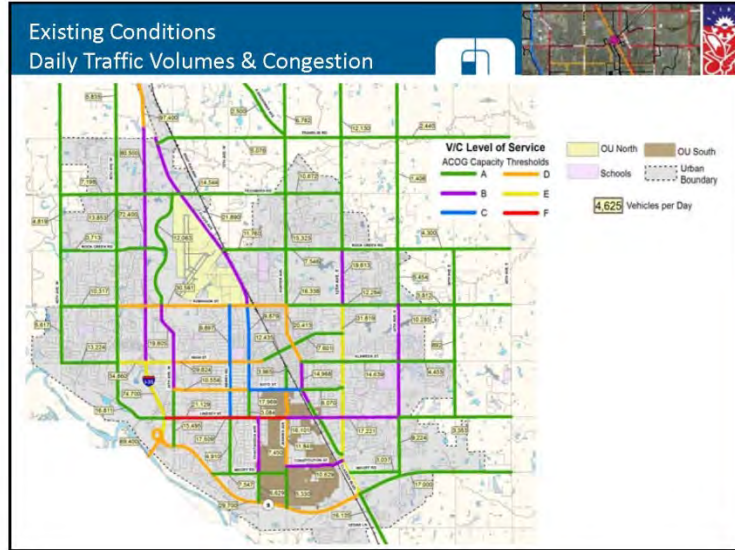




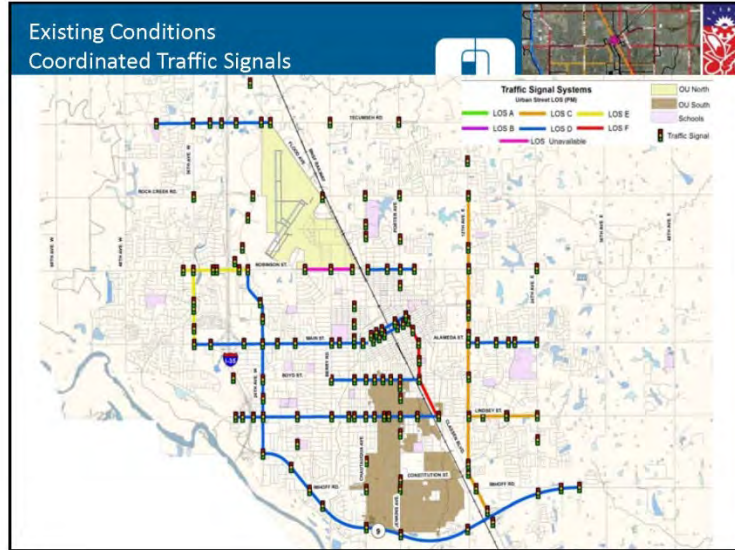
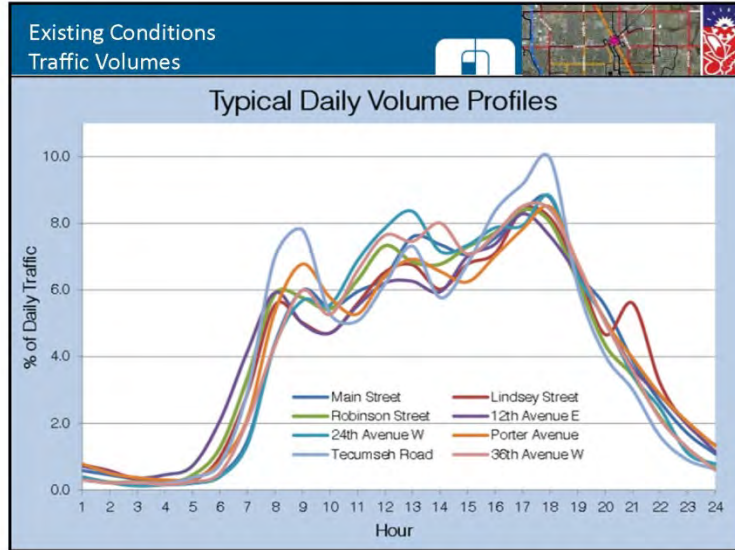
Effects of Access Points on Traffic

| Access Points per Mile (Bi-Directional) | Reduction in Free-Flow Speed (mph) | Crash Rate Index |
|---|------------------------------------|------------------|
| 0 | 0 | 1 |
| 20 | 2.5 | 1.4 |
| 40 | 5 | 2.1 |
| 60 | 7.5 | 3 |
| 80 or more | 10 | 3.5 |

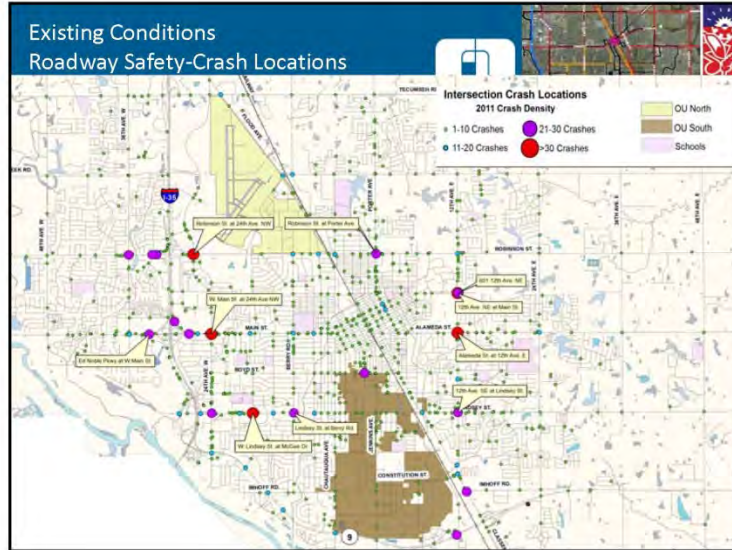
Source: Highway Capacity Manual and NCHRP Report 420



Norman CTP
 Sub-Committee Meeting #2 – Existing Conditions
 February 18, 2013



Norman CTP
 Sub-Committee Meeting #2 – Existing Conditions
 February 18, 2013



Existing Conditions
 Roadway Safety-Crash Locations

Most Common Intersection Crash Locations for 2011

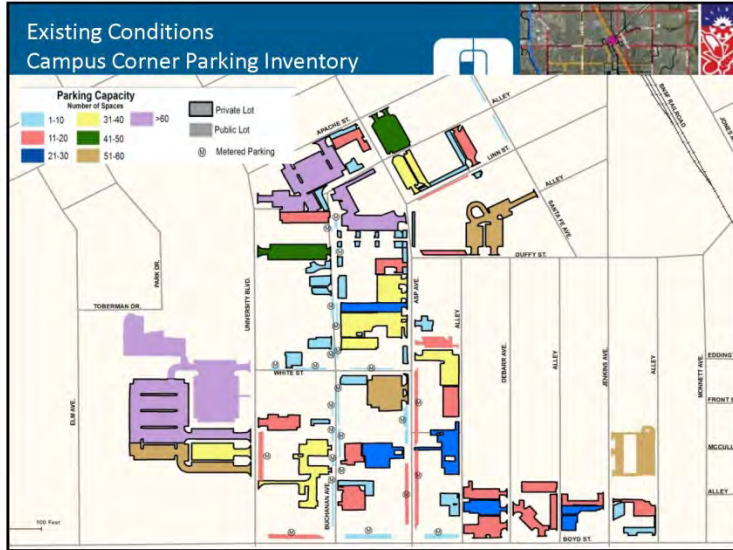
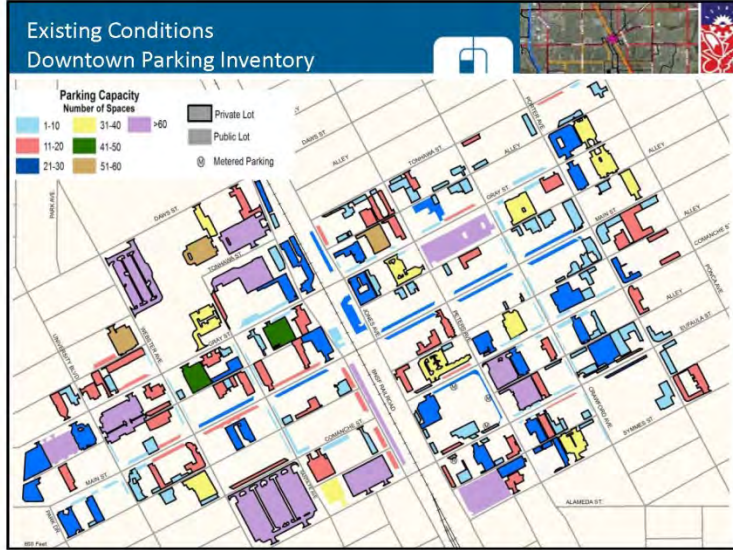
| Intersection | Number of Crashes | % Injuries | % Rear End | % Angle | % Right Angle | % Other |
|----------------------------------|-------------------|------------|------------|---------|---------------|---------|
| 24th Avenue W at Main Street | 57 | 29% | 58% | 12% | 30% | 0% |
| 12th Avenue E at Alameda Street | 47 | 24% | 52% | 28% | 4% | 16% |
| 24th Avenue W at Robinson Street | 38 | 19% | 43% | 33% | 10% | 14% |
| Lindsey Street at McGee Street | 37 | 42% | 83% | 9% | 8% | 0% |
| 12th Avenue E at Main Street | 31 | 27% | 45% | 55% | 0% | 0% |

Corridor Crash Rates (2009-2011)

| Route | Segment | Distance (miles) | Average Segment Volume (vpd) | Average Number of Crashes (2009-2011) | Average Crash Rate (2009-2011) | State Crash Rate ¹ | Ratio |
|----------------------------------|---------------------------------------|------------------|------------------------------|---------------------------------------|--------------------------------|-------------------------------|-------|
| Lindsey Street | East of 24th Ave W to East of Asp Ave | 1.8 | 18,319 | 200 | 1573 | 179 | 8.8 |
| Main Street | Thompson Drive to University Blvd. | 1.3 | 28,824 | 131 | 923 | 378 | 2.4 |
| Robinson Street | Brookhaven Blvd to 24th Ave W | 1.0 | 30,561 | 147 | 1315 | 378 | 3.5 |
| Tecumseh Road | 36th Ave W to Flood Ave | 1.1 | 14,544 | 43 | 736 | 378 | 1.9 |
| 24th Avenue W | Rock Creek Road to SH 9 | 3.65 | 16,291 | 209 | 955 | 378 | 2.6 |
| Porter Avenue / Clasen Boulevard | Robinson St to 12th Ave E | 2.95 | 17,329 | 187 | 1000 | 378 | 2.6 |
| 12th Avenue E | Rock Creek Rd to SH 9 | 4.55 | 29,136 | 372 | 769 | 378 | 2.0 |
| Berry Road | Robinson St to Innhoff Rd | 3.0 | 8,235 | 104 | 1150 | 179 | 6.4 |



¹Crash rates are shown per one million vehicle miles traveled

Norman CTP
Sub-Committee Meeting #2 – Existing Conditions
February 18, 2013



Norman CTP
 Sub-Committee Meeting #2 – Existing Conditions
 February 18, 2013

**Existing Conditions
 Parking Inventory Breakdown**

Campus Corner



- Just under 2,000 spaces
- 87% surface
- 13% on-street
- 25% public
- Insufficient parking in the southern portion of the district

Central Business District

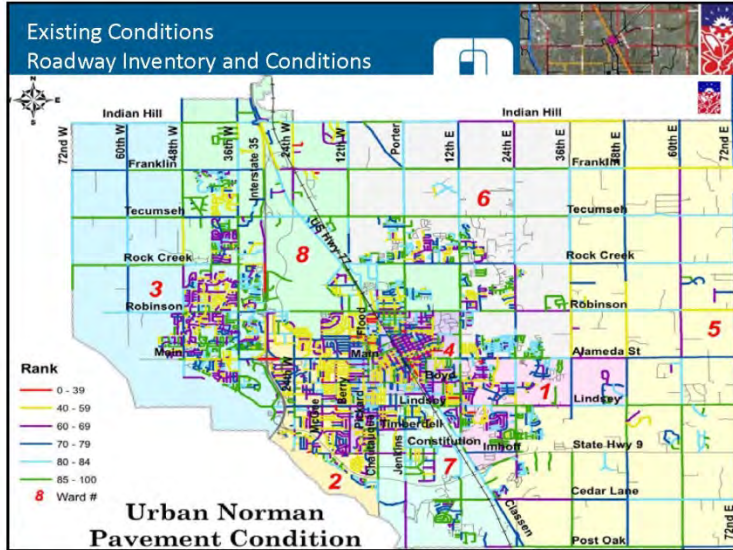
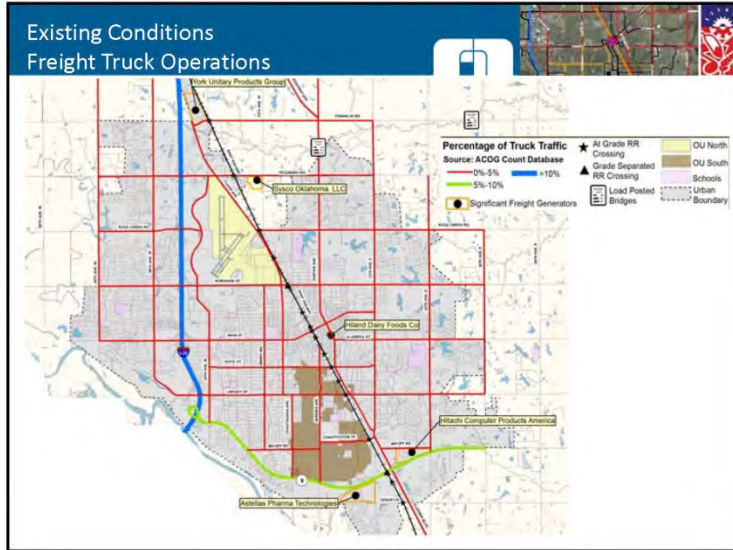
- 4,900 spaces
- 77% surface
- 23% on-street
- 25% public
- Insufficient parking in the eastern portion of the district especially along Main Street

**Existing Conditions
 Freight Operations**

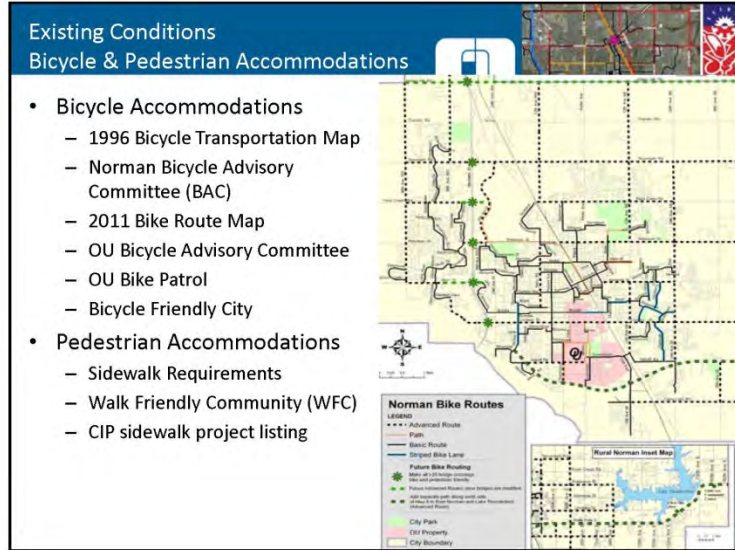
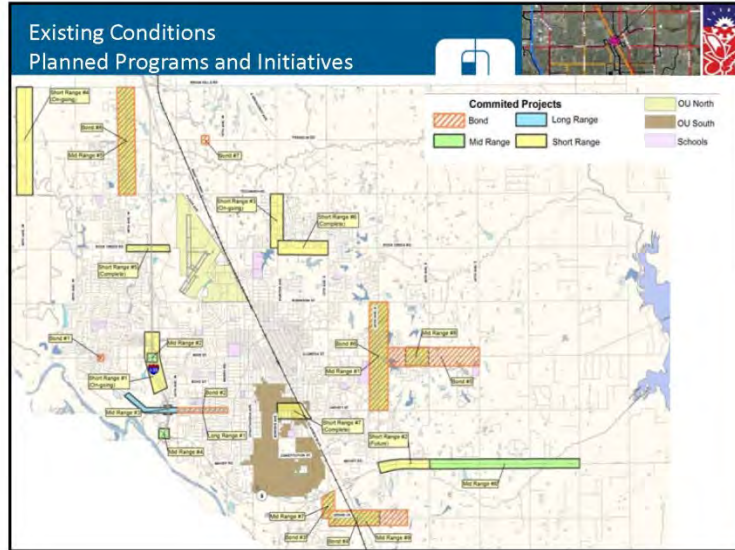
- Rail
 - BNSF “Mid-Con” corridor
 - 50 million tons of freight per year
- Passenger Rail
 - Amtrack’s “Heartland Flyer”
 - Along BNSF Line
 - Service Between Oklahoma City and Fort Worth
 - 84,000 annual ridership
 - On Average 10% originate/destined for Norman. Numbers differ by year (In 2011, 12% originating/destined for Norman)
- Truck Operations
 - Interstate 35 (15% Truck Traffic)
 - SH 9 (6% Truck Traffic)

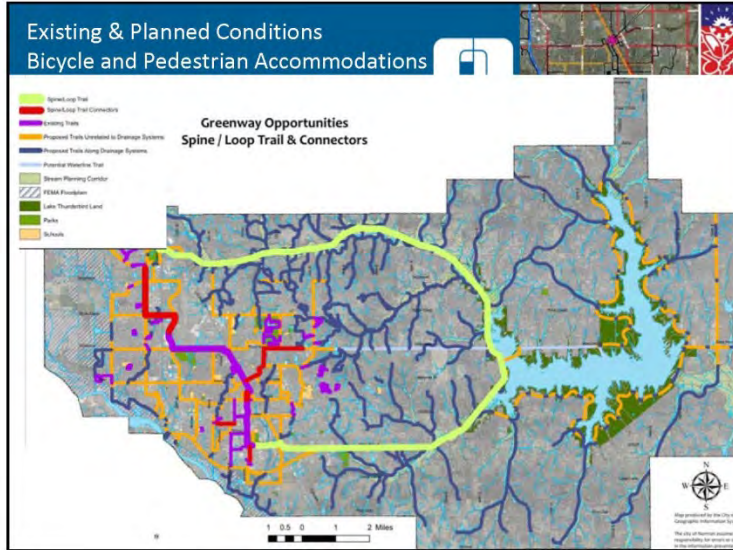
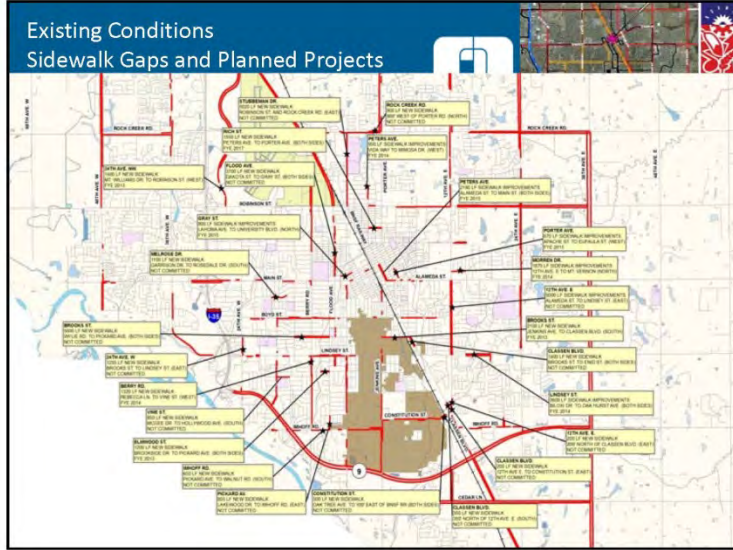
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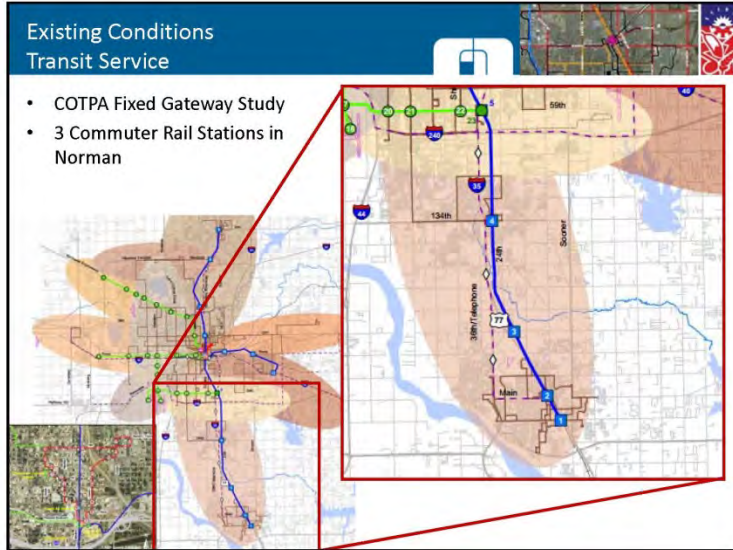
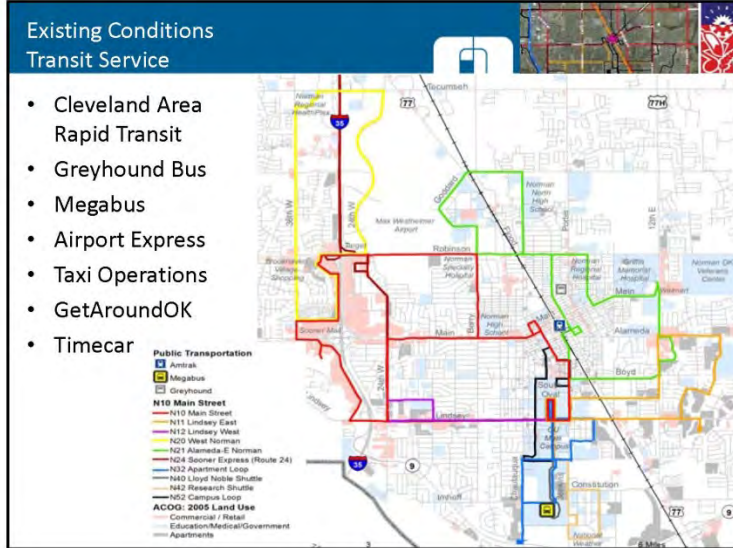
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 February 18, 2013



Norman CTP
Sub-Committee Meeting #2 – Existing Conditions
February 18, 2013

**Breakout Session
(6:35-7:30)**

- Review Existing Conditions
- Discuss Issues
- Discuss Needs
- Input to Needs Assessment



Group Summaries and Next Steps

- Group Summaries
 - Automobile Capacity and Parking
 - Pedestrian and Bicycle Mobility, Safety and Streetscape
 - Transit
 - Freight, Airports and Emergency Response
- Next Steps
 - Transportation System Needs
 - Homework
 - Q&A



Sub-Committee Meeting #2 Flip Chart Notes : February 15, 2013

- Honor + Protect zoning around airport ^{and industrial} to serv freight, rail, + air.
 - Football + Event congestion impedes ^{emergency} response
 - significant issues at PORTER. Solution - addi ^{lane}
 - @ Grade rail crossings are an issue for EMS/Resp ^{infrash}
 - needed/requested at Tecumseh and Lindsey would give access through town every 2 mile
 - More Infrastructure and wider corridors
 - zoning modifications ~~that~~ allows conflicts with traffic types (passenger/freight)
- ✓ IDEN Berry @ N of 9 thw Main + Lindsey
↳ Extend Berry to Hwy 9

PARKING

- CAMPUS CORNER & DOWNTOWN GARAGE
 - MONITOR COUNTY GARAGE TALKS ^(COURT)
 - HIGH DENSITY POSSIBLE SOLUTION
 - PARKING TRANSPORTATION AUTHORITY
 - UPDATE "CARTER BURGESS STUDY"
 - CAMPUS CORNER METERS
 - - - - -
- BUS PARKING IN DT & CC?

◦ BETWEEN BERRY & FLOOD & PORTER
 NOT ENOUGH NORTH-SOUTH
 CAPACITY!

SOLUTION? - NEW ROAD
 OR - WIDEN / REDEVELOP

* ROBINSON
 MAIN & BOND
 STILL CRANES

◦ PROBLEMS BEING FIXED (LINDSEY, HWY 9,
 FLOOD, BERRY & PORTER 1-35, MAIN)
 NEED FIXED

◦ CONNECTIVITY BETWEEN DOWNTOWN
 & CAMPUS CORNER

◦ "TECUMSEH BRIDGE" TO/FROM
 NEWCASTLE

Sales tax
 * time-limit

Property Tax

Development Fees

Raise farebox

MAKE IT FREE!

Commuter Rail

Limited service hours

Limited frequency

Create a grid system

Local funding source

Regional Transportation Authority

High density → transit options

TIF Value Capture

Fixed Guideway

NEEDS

- Sidewalk "Bank" - apply funds to immediate needs (install complete later)
- Safety/Mobility during constr.
- Who is responsible for fixing "your" sidewalk?
- No indications where sidewalks end.
- Priorities:
 - schools (SRTS) (my daughter & boyfriend were done)
 - parks access from neighborhood
 - greenbelt (committee has prioritization scheme)
- Encouragement
 - no parking needed? - make loops for bicycling
 - no traffic issues?
 - enjoyable
- Funding ideas
 - sales tax
 - money for 50/50 match of sidewalks by request

Sub-Committee Meeting #3: March 25, 2013

Norman CTP
 Subcommittee Meeting #3 - Needs and Projects
 March 25, 2013

Norman Comprehensive Transportation Plan
TRANSPORTATION NEEDS
Sub-Committee Meeting
 March 25, 2013

Agenda

| | |
|-----------|-----------------------------|
| 6:00-6:30 | Review Transportation Needs |
| 6:30-6:35 | 5 Minute Break |
| 6:35-7:30 | 1 Hour Breakout Sessions |
| 7:30-7:35 | 5 Minute Break |
| 7:35-7:55 | Modal Group Summaries |
| 7:55-8:00 | Next Steps |

Meeting Goal: *Obtain Sub-committee input to transportation system needs and potential projects & programs.*

Norman CTP
 Subcommittee Meeting #3 - Needs and Projects
 March 25, 2013

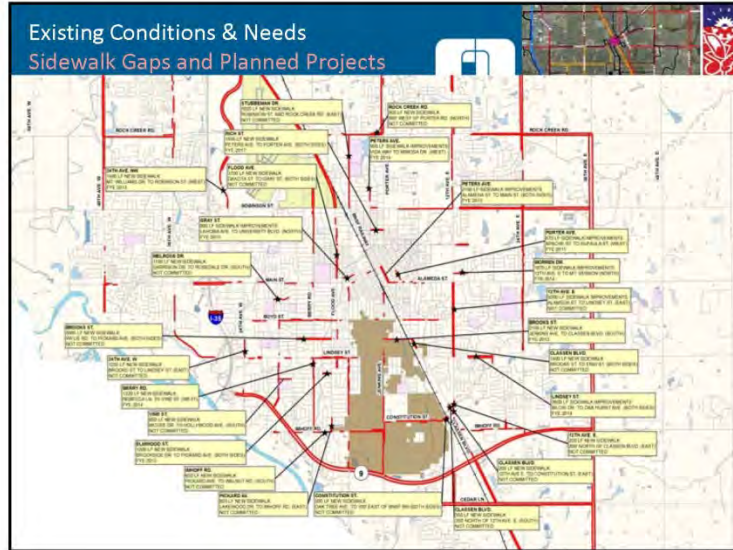
Norman Comprehensive Transportation Plan
TRANSPORTATION NEEDS
Sub-Committee Meeting
 March 25, 2013

Agenda

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Meeting Goal: Obtain Sub-committee input to transportation system needs and potential projects & programs.

Norman CTP
 Subcommittee Meeting #3 - Needs and Projects
 March 25, 2013




**Transportation Needs:
 Motor Vehicles & Parking**

- REGIONAL
 - Potential E-W connection: "Tecumseh Bridge" to/from Newcastle
 - In Berry/Flood and Porter corridor, not enough North-South roadway capacity. Potential Solutions: New road or widen existing roads
 - Robinson, Main and Boyd not good LOS in ACOG future projection
- LOCAL
 - Enhanced connectivity and synergy between Downtown and Campus Corner
 - Parking needs: Campus Corner & Downtown off-street (garages)
 - Monitor County garage talks
 - High density development as possible solution
 - update the previous Parking Study
 - Potential need for Parking Transportation Authority
 - Campus Corner parking meters to manage preferred parking spots
 - Bus parking/layover in/near Downtown and Campus Corner


Norman CTP
Subcommittee Meeting #3 - Needs and Projects
March 25, 2013

Transportation Needs:
Bicyclists, Pedestrians, Streetscape



- Lots of gaps in sidewalks - Need mechanism to close gaps in higher use areas.
- Subdivisions occur in scattered remote areas and get waivers from having to put in the sidewalks along the collectors/arterials. Potential solution: Sidewalk Bank.
- Better safety/mobility/warnings for pedestrians at gaps & during construction.
- Public information/clarification about responsibilities for fixing "your" sidewalk
- Have done lots of planning for bicycles and pedestrians, need to establish priorities to implement (Safe Routes to Schools/Transit, Access to Parks, etc)
- Need to provide encouragement for walking and bicycling:
 - Promotion of health benefits of walking and bicycling
 - Enhanced aesthetics of streets. Sidewalks away from back of curb.
 - More and better parking for bicyclists
 - Increase cost of parking for cars
 - Enhance bicycle provisions on street, such as bike boulevards, bike lanes, etc.
 - Create area interest "loops" for bicycling.
- Funding ideas: dedicated budget item, 50/50 cost sharing, sidewalk bank


Transportation Needs:
Transit



- Enhance currently limited service hours
- Increase currently limited service frequency of individual routes
- Expand to more of a grid system
- Support a Regional Transportation Authority
- Promote development of the regional commuter rail system
- Support higher density development, increasing transit efficiency and options
- Consider Value Capture (TIF) for potential commuter rail stations to enhance and advance funding for transit supportive station area development
- Funding will be a severe limitation. Need to dedicate a local funding source
- Potential funding strategies:
 - Sales tax (time limited), Property tax, Development fees, Student fees, Farebox fees
- Make service free (temporary or permanent) to promote usage


Norman CTP
Subcommittee Meeting #3 - Needs and Projects
March 25, 2013

**Transportation Needs:
Freight, Airports & Emergency**



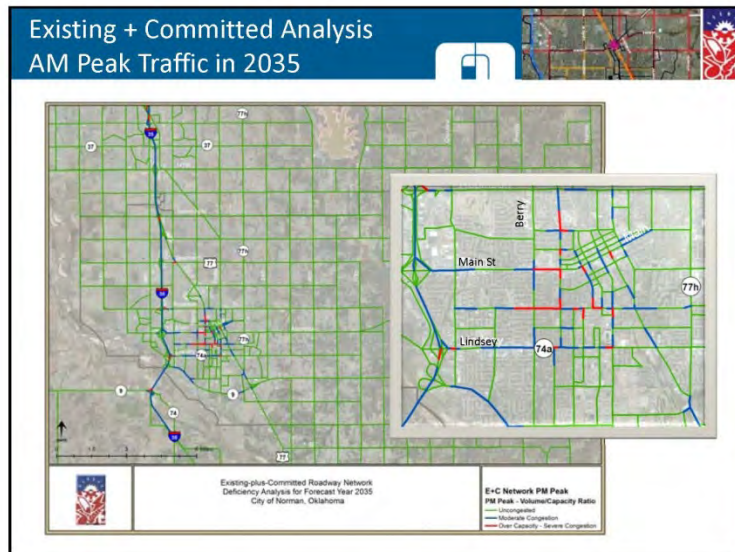
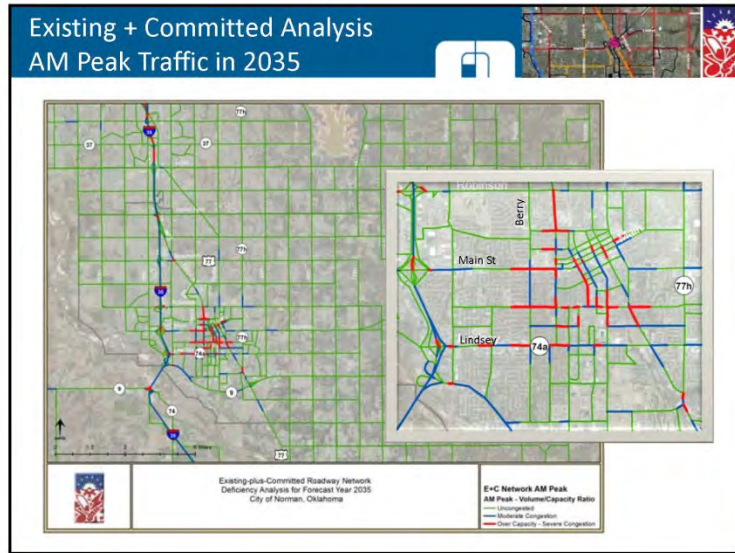
- Honor and protect zoning around airport and industrial districts to serve freight, rail and air transportation needs
- Football and special event congestion impedes emergency response. Significant issues at Porter. Potential solution – additional or designated lane infrastructure
- At-grade railroad crossings are an issue for EMS/first responders. Undercrossings at Tecumseh and Lindsey would give grade separated east-west access through town every 2 miles
- Overall, need more infrastructure and wider corridors
- Zoning modifications allow conflicts with traffic types (passenger/freight)
- Widen Berry @ between Main and Lindsey; extend Berry to Hwy 9

**Transportation Needs
Draft Chapter**



- Highlights elements from Current Conditions and Trends appendix
- References the materials in the appendix
- Incorporates the Needs input from Subcommittee meeting #2
- Sets the stage for identification of projects and programs

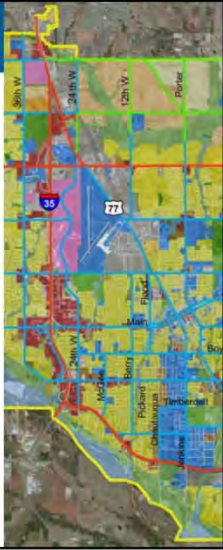
Norman CTP
Subcommittee Meeting #3 - Needs and Projects
March 25, 2013



Norman CTP
 Subcommittee Meeting #3 - Needs and Projects
 March 25, 2013

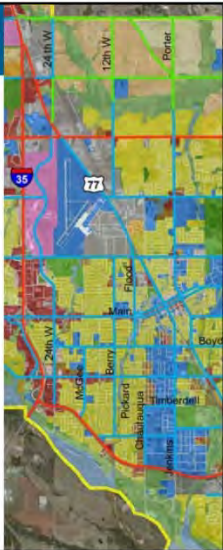
Breakout Session (6:35-7:30)

- Review Identified Needs
- Discuss and Refine Needs
- Discuss Potential Actions
- Discuss Priorities



Group Summaries and Next Steps

- Group Summaries
 - Project Concepts
 - Program Concepts
 - Prioritization Criteria
 - Short Range Plan Outline
- Next Steps
 - Modal System Plans
 - Homework
 - Q&A



Sub-Committee Meeting #3 Flip Chart Notes: March 25, 2013

LINDSEY

BERRY TO ELM

- THREE LANE ENTIRE PORTION
- THE CURRENT BOND PROJECT GOES THROUGH THE BRIDGE EAST OF BERRY
- EAST BOUND AT INTERSECTION OF LINDSEY AND BERRY - RIGHT LANE SHOULD BE RIGHT TURN ONLY.
- LEAVE BIKE LANES IN THE STATE

Internal/External Connections

Tecumseh to I44 - bridge expensive

36th E to I240 - coord. w/ neighbors to preserve ROW

Sooner - dto. ↗

60th W to I240 - already on neighbor's plan

Sooner - as I35 reliever route

36th E - can guide traffic from E to I240 w/o having to grow through Normal

Internal connections

Strategies to manage access and facilitate E to downtown 'back door access'

- : avoid similar issues now constricting exist. streets; i.e. Lindsey
- ← need better coord. w/ Land Use

* no interest in paying for bridge to Newcastle

* Commuter Rail over HOV but needs supportive infrastructure i.e. parking

S 60th W - why spend \$ in flood zone

← Desired station locations:

near Stt 9 - capture traffic from E + S; new development Apartments, Section 8 H

Lindsey - stop on OU property; OU funding
 ↓
 special event station

Downtown - connection to Amtrak & Buses

near Tecumseh - for University North Park development

∴ Preference to not put more \$ into street improvements (such as under/overpasses) but instead invest into other modes

ELM TO JENKINS

- PEOPLE WOULD NOT BE ABLE TO VIEW THE CAMPUS WHILE IN A TUNNEL.
- COST TOO HIGH!
- MORE BENEFIT TO THE UNIVERSITY THAN CITY
- PEDESTRIAN BRIDGE WOULD BE MORE APPROPRIATE - WOULD HAVE TO DETOUR PED. TRAFFIC OR CROSSING THE STREET AT GROUND LEVEL.

RR UNDERPASS

- ▷ STORM WATER COULD BE AN ISSUE. - LOW POINT LARGE BASIN FLOWS TO THIS AREA.
- ▷ COST WILL BE HIGH
- ▷ BENEFITS THE UNIVERSITY MORE THAN CITY.
- ▷ IS THERE ENOUGH OF A CONFLICT TO JUSTIFY IT.

University to Main St

- BL's on University Blvd
- Crossover on Apache (Sharrows)
- BL's on Webster Ave.
- 10 foot travel lanes
- 4 to 5 foot bike lanes
- 8 foot wide sidewalks both sides on University and Webster to Main St.
- Confer with BUS operations for operating in 10' lanes on Webster
- Delivery truck mobility on Webster/Asp

Main / Gray Couplet

- Reduce to 2 lanes each
- Options for using the 12' width
 - wider sidewalk (one or both sides)
 - buffer between lanes and parking
 - bike lanes
- Option to change to Back-in angled parking along right-hand side
- Need to accommodate 18-wheeler trucks, turn
- Need to get Downtown business buy-in
- Assure ample capacity for future

| Norman CTP Concept Planning Prioritization | | Project Initiation Period | | | | | | |
|---|--|---------------------------|-------|---|--------|---|------|---|
| Project | From/To | | Short | | Medium | | Long | |
| | | | 1 | 2 | 1 | 2 | 1 | 2 |
| 1 | Lindsey St. A. Berry to Elm (3 lanes) | YES | | | | | | |
| 2 | " B. Elm to Jenkins (Lindseypan) | NO | | | | | | |
| 3 | " C. Jenkins to Classroom (off crossing) | NO | | | | | | |
| 4 | Main St. University to Porter (road diet) | NO | | | | | | |
| 5 | Gray St. Porter to University (road diet) | NO | | | | | | |
| 6 | University/ Webster Boyd to Gray (bike lanes, 8' sidewalk) | YES | | | | | | |
| 7 | Front St. Robinson to Acres (new 8-lane) | YES | | | | | | |
| 8 | James Garner Acres to Eufaula (enhanced 2-lane) | YES | | | | | | |
| 9 | Jenkins Ave. Constitution to Lindsey (widens to 4 lanes) | YES | | | | | | |
| 10 | Chautauquis Imhoff to Lindsey (widens to 4 lanes) | YES | | | | | | |
| 11 | External 1. Tecumseh Rd. Canadian River crossing/connection to 5077 R. (11-04. OF. BUT NOT AN NORMAN'S EXPENSE | | | | | | | |
| 12 | " 3. 36th Ave. East, regional support corridor to I4 240 | NO | | | | | | |
| 13 | " 5. 60th Ave. NW/Western, regional support corridor | NO | | | | | | |
| 14 | " 4. 3rd S corridor enhancements (grade separation) | NO | | | | | | |
| 15 | " 5. W 35 HOV lanes | YES | | | | | | |
| 16 | " 6. Copmaster Rail corridor/connections | YES | | | | | | |

Norman CTP
Sub-Committee Meeting #4

Harold Hinkle
4-26-2013

Page 1 of 2
Troese and Truhel, Inc.

Sub-Committee Meeting #4: April 25, 2013

Norman CTP
 Subcommittee Meeting #4 – Transportation Concepts
 April 25, 2013

Norman Comprehensive Transportation Plan
TRANSPORTATION CONCEPTS
Sub-Committee Meeting
 April 25, 2013

Agenda

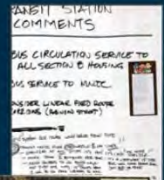


| | |
|------------------|--|
| 6:00-6:15 | Review Transportation Needs/Group Assignment |
| 6:15-6:20 | 5 Minute Break |
| 6:20-7:20 | Mixed Modal Work Session |
| 7:20-7:25 | 5 Minute Break |
| 7:25-7:55 | Work Group Summaries |
| 7:55-8:00 | Next Steps and Wrap-Up |

Meeting Goal: Refinement of transportation concepts and Sub-committee input of concept planning prioritization.

Norman CTP
 Subcommittee Meeting #4 – Transportation Concepts
 April 25, 2013


Public Input

- Public Input Meeting – April 15th
 - Small turnout; Presentation, modal stations, summary of input
 - Public Input:
 - Transit Station
 - Bus service to Section 8 Housing (list), MNTC, circulator spine routes, loops, destinations w/o transfers, bus shelters
 - Commuter rail
 - Bike loop - Brooks, 24th, Robinson, Porter
 - Voice activated crossing
 - Main Street as 2-way
 - Auto/Parking
 - 72nd E connection, aesthetic improvements
 - RR grade separation @ Lindsey
 - Parking needs – Campus Corner
 - Bike/Pedestrian
 - Bike lanes on side streets
 - Scenic pathways

Public Input


- OU Student Input Meeting – April 25th
 - Rawls Engineering Building
 - Overview presentation, modal stations, student input
 - Summary of Input



Norman CTP
 Subcommittee Meeting #4 – Transportation Concepts
 April 25, 2013

Roadway Needs

- North/South Capacity to downtown and areas to south
- Improvements for East/West capacity
- Connectivity between downtown and campus corner
- Parking:
 - Garage
 - Metering
 - Bus



Modeling:
Existing +
Committed
Analysis

Transit Needs

- Bus:
 - Enhance current service operations
 - System reconfiguration/expansion
- Commuter Rail:
 - Potential station locations
 - Funding
 - Land Use considerations
 - Regional Transportation Authority

Airport, Freight and Emergency Response Needs

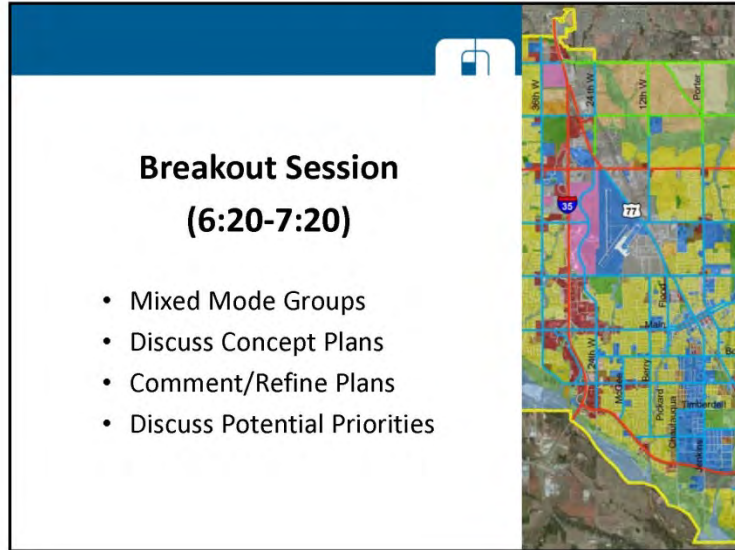


- Protect zoning around airport and industrial districts to serve freight, rail and air transportation needs
- Additional lane capacity for special events
- Additional grade separated crossing with RR
- Corridor enhancements
- Land use coordination

Bike/Pedestrian Needs



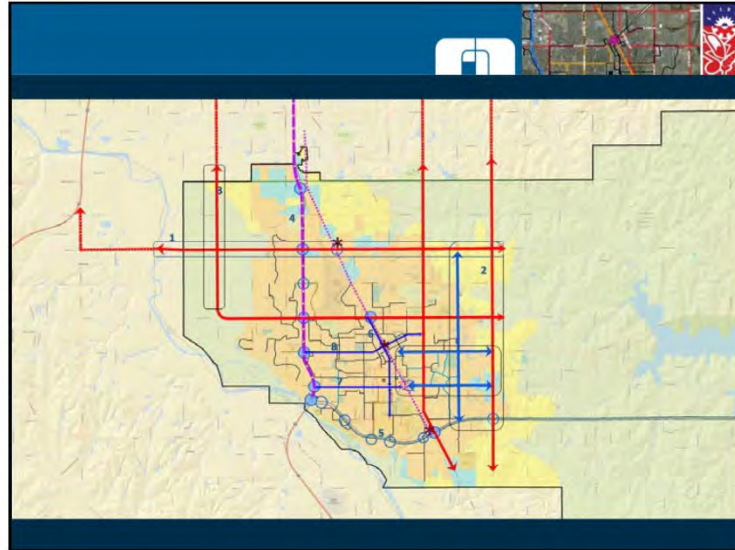
- Sidewalk system and gap improvements
- Pedestrian safety/mobility during construction
- Way-finding toward completed sidewalks
- Implementation/prioritization of:
 - Safe Routes to Schools
 - Safe Routes to Transit
 - Access from neighborhoods to parks
- Promote Bike & Walking
- Funding



**Breakout Session
(6:20-7:20)**

- Mixed Mode Groups
- Discuss Concept Plans
- Comment/Refine Plans
- Discuss Potential Priorities

The slide features a blue header with a white icon of a building. To the right of the text is a map of Norman, Oklahoma, showing major roads like I-44 and I-77, and various colored overlays representing different transportation concepts or zones.

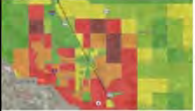
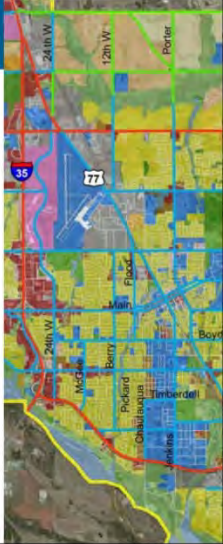


This map shows a detailed view of transportation concepts in Norman, Oklahoma. It features a grid of roads with various colored lines (red, blue, purple) and arrows indicating directions or flow. The map includes a topographic background and a small inset map in the top right corner showing the city's location within a larger region.

Norman CTP
Subcommittee Meeting #4 – Transportation Concepts
April 25, 2013

Group Summaries and Next Steps

- Group Summaries
- Concept Planning Prioritization
- Next Steps
 - Modal System Plan Development
 - Next Meeting: May 23rd



**Norman Comprehensive
Transportation Plan**
TRANSPORTATION CONCEPTS
Sub-Committee Meeting
April 25, 2013

Sub-Committee Meeting #4 Flip Chart Notes: April 25, 2013

Internal/External Connections

Tecumseh to I44 - bridge expensive

36th E to I240 - coord. w/ neighbors
to preserve ROW

Sooner - dto. ↗

60th W to I240 - already on neighbor's
plan

Sooner - as I35 reliever route

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* no interest in paying for bridge to
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* Commuter Rail over HOV
but needs supportive infrastructure
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- Option to change to Back-in angled parking
along right-hand side
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- Need to get Downtown business buy-in
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Sub-Committee Meeting #5 : May 23, 2013

Norman CTP
 Subcommittee Meeting #5 – Transportation Concepts
 May 23, 2013



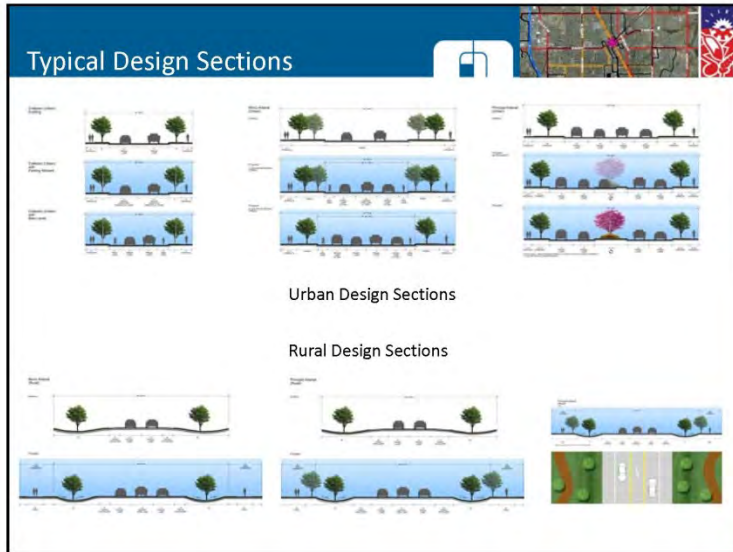
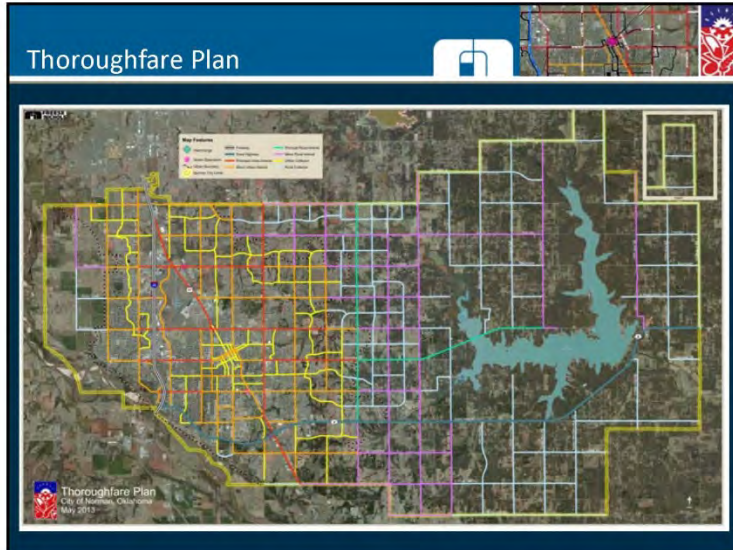
Norman Comprehensive Transportation Plan
TRANSPORTATION MODAL PLANS
Sub-Committee Meeting
 May 23, 2013

Agenda

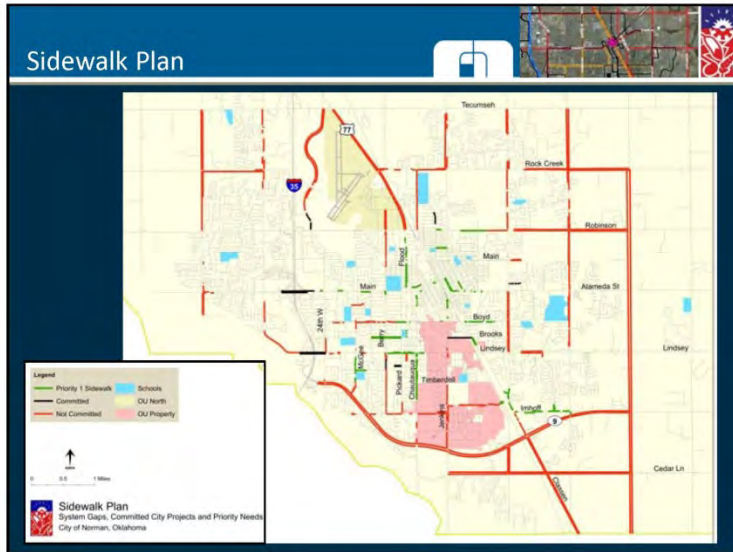
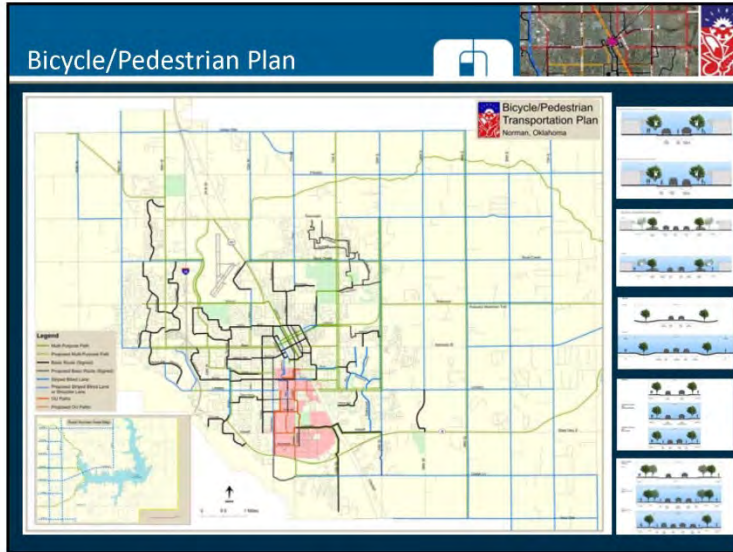
| | |
|------------------|---|
| 6:00-6:15 | Overview Modal Plans and Work Group Efforts |
| 6:15-6:20 | 5 Minute Break |
| 6:20-7:20 | Four Modal Groups Work Session |
| 7:20-7:25 | 5 Minute Break |
| 7:25-7:55 | Work Group Summaries |
| 7:55-8:00 | Next Steps and Wrap-Up |

Meeting Goal: Refinement of transportation modal plans and input on programs, project prioritization.

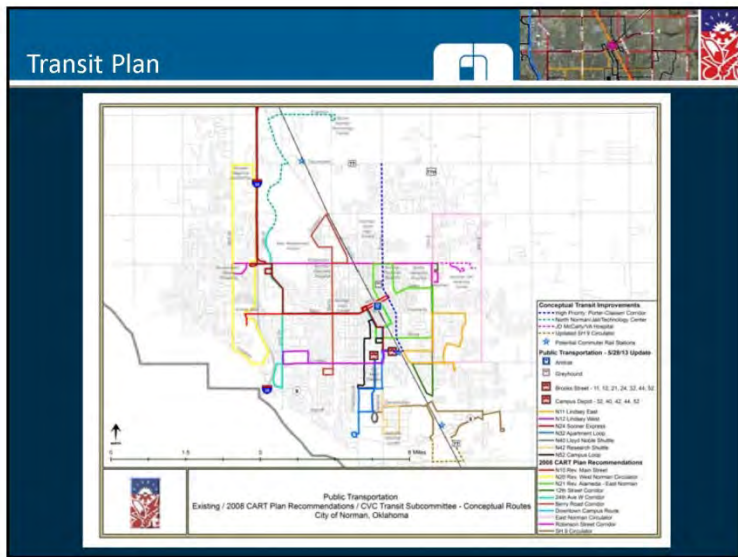
Norman CTP
Subcommittee Meeting #5 – Transportation Concepts
May 23, 2013



Norman CTP
Subcommittee Meeting #5 – Transportation Concepts
May 23, 2013



Norman CTP
 Subcommittee Meeting #5 – Transportation Concepts
 May 23, 2013



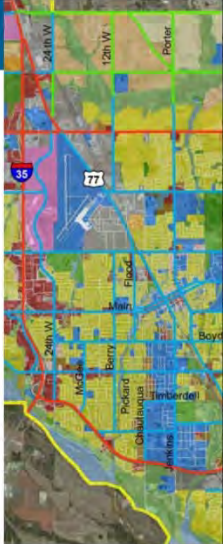
Breakout Session (6:20-7:20)

- Discuss Modal Plans
- Comment/Refine Plans
- Discuss Potential Priorities
- Discuss Potential Programs

Norman CTP
Subcommittee Meeting #5 – Transportation Concepts
May 23, 2013

Group Summaries and Next Steps

- Group Summaries
 - Plan Refinements
 - Project Prioritization
 - Programs and Policies
- Next Steps
 - CTP Report Development
 - SC Review and Feedback through e-Builder



**Norman Comprehensive
Transportation Plan**
TRANSPORTATION MODAL PLANS
Sub-Committee Meeting
May 23, 2013

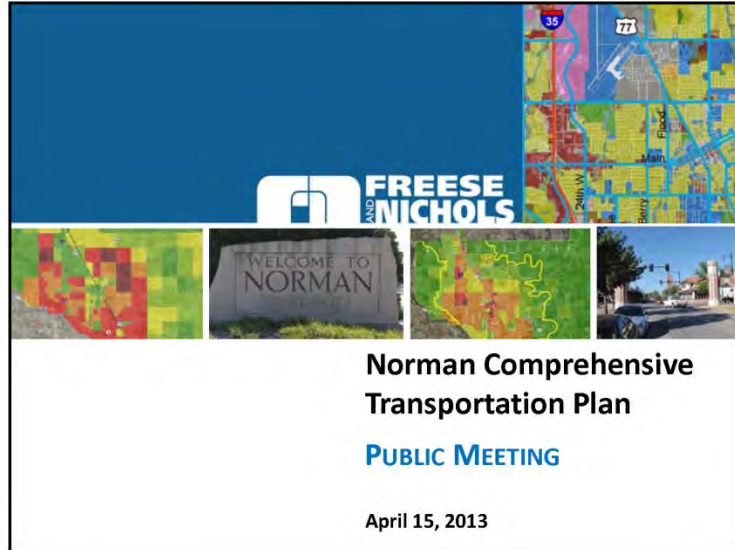
Public Meetings

Two public meetings and several interim presentations were made of the project existing conditions and needs, modal plans, policies and programs and implementation strategies for the CPT. These meetings included:

- City Council Briefing on Goals & Objectives, Existing Conditions and Needs
- Public Open House #1: Goals & Objectives, Existing Conditions and Needs
- OU Student Open House - Goals & Objectives, Existing Conditions and Needs
- Presentation to Chamber of Commerce Airport & Transportation Committee
- Presentation to City Bicycle Advisory Committee
- City Council Briefing on Modal Plans, Policies and Programs
- Public Open House #2: Modal Plans, Policies and Programs
- Public Hearing #1: Modal Plans, Policies and Programs, Implementation
- Public Hearing #2: Modal Plans, Policies and Programs, Implementation

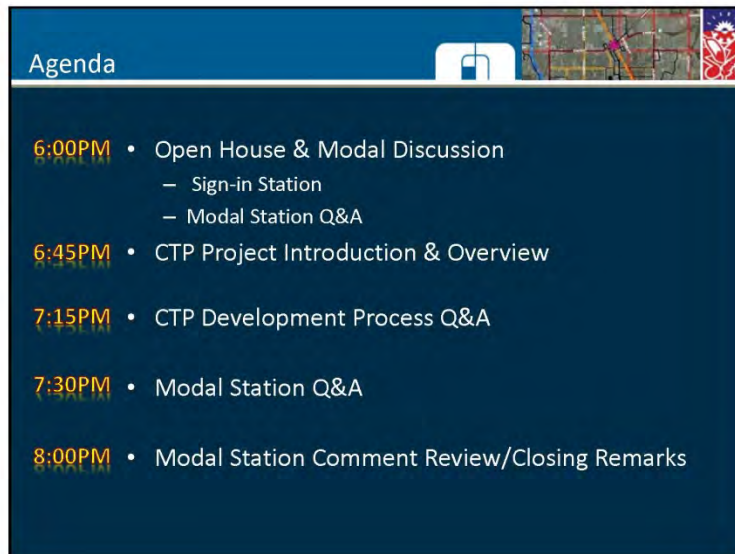
Public Meeting #1: April 15, 2013

Norman CTP
Public Meeting No. 1
April 15, 2013



The banner features a blue background with the logo for 'FREESE AND NICHOLS' in white. To the right is a map of Norman, Oklahoma, showing major roads like I-35 and I-77. Below the logo are three smaller images: a colorful heatmap, a 'WELCOME TO NORMAN' sign, and a street scene. The text 'Norman Comprehensive Transportation Plan' is in bold black, 'PUBLIC MEETING' is in blue, and 'April 15, 2013' is in black.

Norman Comprehensive Transportation Plan
PUBLIC MEETING
April 15, 2013



The slide has a dark blue background with a white header 'Agenda' and a small map icon. The agenda items are listed with times in yellow and activities in white.

6:00PM • Open House & Modal Discussion
– Sign-in Station
– Modal Station Q&A

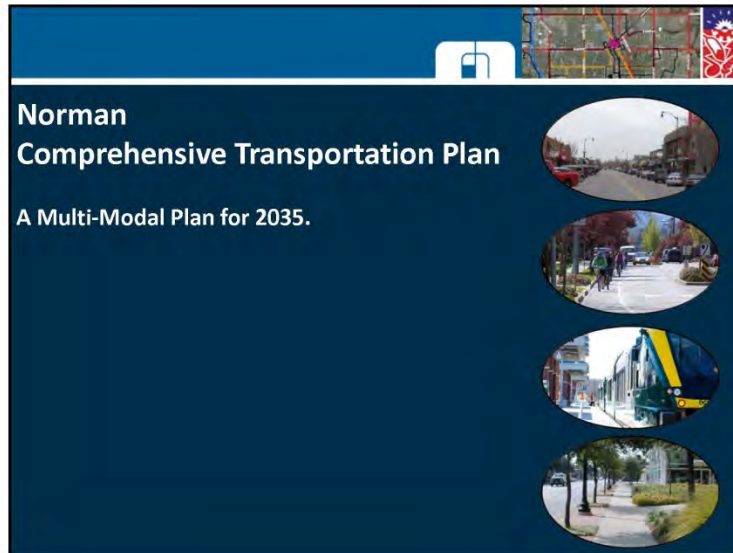
6:45PM • CTP Project Introduction & Overview

7:15PM • CTP Development Process Q&A

7:30PM • Modal Station Q&A

8:00PM • Modal Station Comment Review/Closing Remarks

Norman CTP
Public Meeting No. 1
April 15, 2013



Norman Comprehensive Transportation Plan
A Multi-Modal Plan for 2035.

This slide features a dark blue background with a white navigation icon and a map of Norman, Oklahoma, in the top right corner. The title "Norman Comprehensive Transportation Plan" is in white, with the subtitle "A Multi-Modal Plan for 2035." below it. On the right side, there are four circular images: a street view, a person on a bicycle, a modern transit vehicle, and a park-like area.



Benefits of Transportation Planning

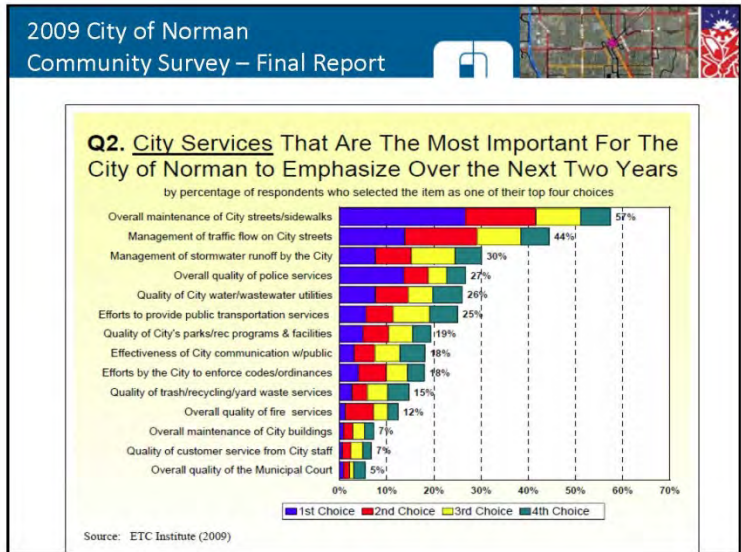
- Framework for growth
- Land Use/transportation interface
- Multi-modal considerations
- System Alignments/ROW Preservation/Design Standards
- Coordination with other agency/city plans
- Infrastructure and utilities coordination
- Capital Improvements Programming
- Funding of Improvements
- Economic benefit
- Statement of Community Policy

This slide features a dark blue background with a white navigation icon and a map of Norman, Oklahoma, in the top right corner. The title "Benefits of Transportation Planning" is in white. Below the title is a list of ten bullet points. In the bottom right corner, there is a rectangular image of a city street with traffic lights and cars.

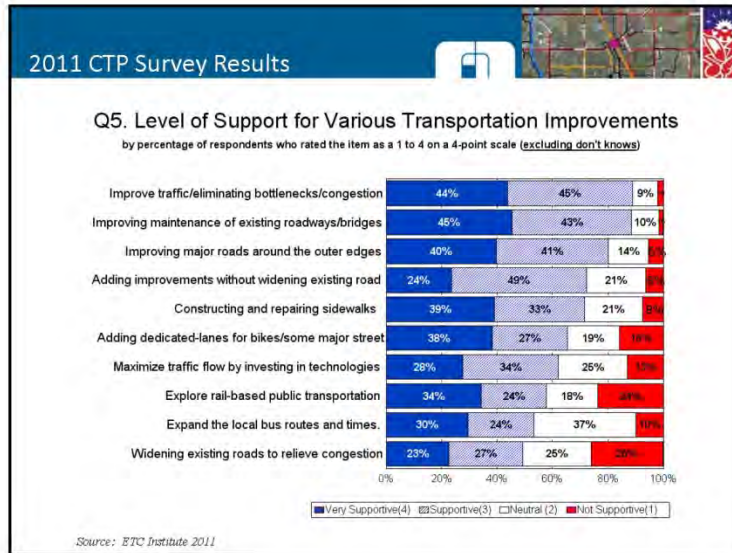
Norman CTP
Public Meeting No. 1
April 15, 2013

Benefits of Transportation Planning

- Informed Public
- Increased Mobility, Options and Safety
- Facilitate Growth and Development
- Community Connectivity
- Sensitivity to Land Planning

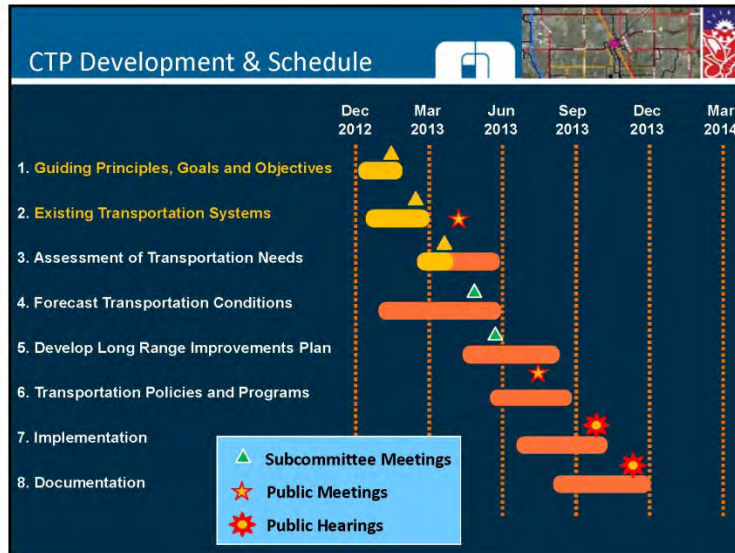


Norman CTP
Public Meeting No. 1
April 15, 2013



- ### CTP Guiding Principles
- Special Place to Live**
 - Vibrant Norman Community in 2035
 - Transportation and Infrastructure focus on both people and places
 - Enhanced transportation choices and accessibility
 - Create a unique place with lasting value
 - Blends seamlessly with the character of Norman's neighborhoods, employment centers and activity centers
 - Mobility**
 - Seamless system of transportation options and solutions
 - Norman Moving Forward's emphasis on system management and operations, context sensitive and complete streets designs
 - Range of accessible and convenient, multi-modal transportation choices that provide connections between neighborhoods and destinations
 - Maintain and Preserve Existing Infrastructure**
 - Priority on maintenance, rehabilitation, safety and reconstruction
 - Neighborhood viability through maintaining streets, sidewalks, utilities, storm water systems and other infrastructure facilities
 - Investments balance transportation needs of the community and local neighborhoods
 - Fiscal Stewardship**
 - Provide a detailed roadmap of actions for transportation and infrastructure improvements
 - Investments maximize the benefits for multiple user groups in a way that is fiscally and environmentally responsible
 - Input from the community-at-large and ongoing dialogue with stakeholders
 - Enhance Economic Vitality**
 - Promotes economic growth while using resources in an efficient and effective manner
 - Supports a diverse, vibrant local economy with a strong tax base
 - Reduces the fiscal burden on residents to provide city services

Norman CTP
Public Meeting No. 1
April 15, 2013



CTP Sub-Committees

- CTP Input and Guidance
- Subcommittee Composition
 - 45 members
 - 4 modal subcommittees
 - Co-Chair leadership
- Input to Plan Development
- SC Meeting Structure
 - Opening collaborative session
 - Independent group work
 - Combined wrap-up session



Meeting Dates

- SC#1 Feb. 7th: Goals/Objectives
- SC#2 Feb 18th: Existing Conditions & Needs
- SC#3 Mar. 25th: Improvement Concepts
- SC#4 Apr. 25th: Assess Potential Projects
- SC#5 May 23rd: Policies and Programs

Four Subcommittees

- Vehicular and Parking
- Transit Service
- Pedestrian, Bike and Streetscape
- Freight, Airport, Emergency Response

Norman CTP
Public Meeting No. 1
April 15, 2013

CTP Coordination


- Sub-Committee Meetings
- Council Study Sessions
- CVC Updates
- Staff Coordination Meetings



Project Tasks

1. Guiding Principles, Goals & Objectives
2. Assessment of Existing Systems
3. Assessment of Needs
4. Travel Forecast Modeling
5. Transportation Plan and Prioritization
6. Transportation Policies and Programs
7. Implementation
8. Documentation

Norman CTP
Public Meeting No. 1
April 15, 2013




1. Guiding Principles, Goals & Objectives

- Project Initiation with City Staff
- CVC Subcommittees and Framework
- Framework for Social Media Outreach
- Subcommittee Meeting
 - Review Goals and Principles
 - CTP Objectives
- Finalize Principles and Goals
- Key Deliverable:
 - Draft Chapter on Principles, Goals and Objectives for the Plan

Guiding Principles

- Special Place to Live
- Mobility
- Maintain and Preserve Existing Infrastructure
- Fiscal Stewardship
- Enhance Economic Vitality



2. Assessment of Existing Systems

- Summarize Existing Plans
- Data Collection & Compilation
- Review Trends, Committed Improvements, Programs and Initiatives
- Analysis of Existing Conditions
- Assessment of Deficiencies
- Key Deliverable:
 - Draft Chapter on Existing Conditions


Systems Evaluation

- Auto
- Truck
- Bus Transit
- Passenger Rail
- Aviation
- Pedestrian
- Bicycle
- Parking
- Major Street/Highway
- Traffic Signal System
- Crash Locations
- Maintenance




3. Assessment of Transportation Needs

- Initial System Needs Assessment
- Develop Initial Strategies
- Subcommittee: Formulate Concepts
- Refine Needs and Concepts
- Review Needs & Concepts with Commissions, Committees and Council
- Key Deliverable
 - Draft Chapter on Transportation Needs Assessment



4. Travel Forecast Modeling

- Review/Update ACOG Regional TDM for Sub-Area Land Use and Network
- Validate Base Year Model for Norman Traffic Volumes
- Assess “No-Build” 2035 Operations
- 2035 Model for New Roadway and Congestion Mitigation Needs
- Transit System Analysis
- Key Deliverable
 - Base and 2035 Subarea Model



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5. Transportation Plan and Prioritization

- Transportation Plan and Improvements
 - Subcommittee Collaboration
- Street Classifications and Configuration
- Modal System Plans
- Short and Long-Range Improvements
 - Subcommittee Collaboration
- CIP Methodology, Scoring & Ranking of Short and Long-Range Projects
- Key Deliverable
 - System Plans, Short/Long-Range CIP

Modal System Plans

- Thoroughfare Plan
- Pedestrian System
- Bicycle System
- Transit Systems

6. Transportation Policies and Programs

- Review Existing Policies & Programs
- Peer City Review
- Develop Action Plans to Address Programs
 - City Staff and Subcommittee Collaboration
- Implementation Strategies, Roles and Responsibilities
- Subcommittee Concurrence
- Draft Policies
 - Review with Commissions, Committees and Council
 - Social Media Outreach
- Key Deliverable
 - Draft Chapter on Policies, Programs & Procedures

Policies and Programs

- Multimodal Integration
- Transportation Finance
- Traffic Impacts
- Maintenance
- Traffic Calming
- Access Management
- Parking

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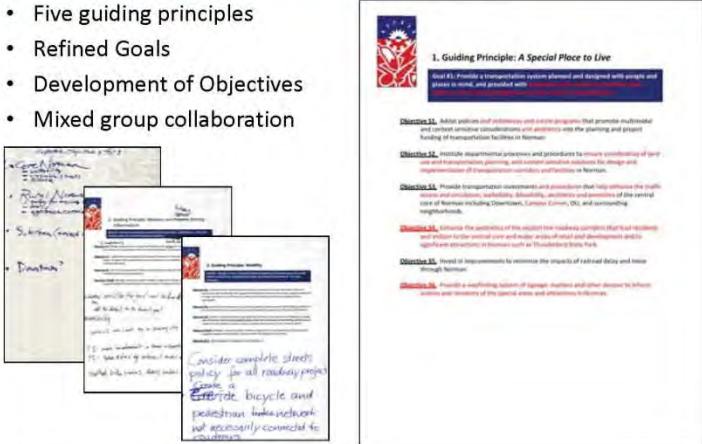
7. Implementation

- Review Transportation Revenues & Constraints
- Correlate Revenues and Prioritized Improvements
- Finance Plan for Short/Long-Range CIP
- Assess Potential New Funding Strategies
 - Collaborate with City Staff and CVC
 - Social Media on Implementation Plan
- Committee/Council Meeting on Improvements and Funding Strategies
- Develop 5-Year TIP
 - Review with Committees and Commissions
 - Public Hearing on Draft TIP
- Key Deliverable
 - Implementation Strategies, Funding, Draft TIP



CTP Goals & Objectives Review

- Five guiding principles
- Refined Goals
- Development of Objectives
- Mixed group collaboration



1. Guiding Principle: A Special Place to Live

Goal #1: Provide a transportation system planned and designed with people and places in mind, and provided with:

- Objective 1.1:** Adopt policies (and preferences) and action programs that promote multimodal and non-motor private transportation and prioritize into the planning and project funding of transportation facilities in Norman.
- Objective 1.2:** Integrate environmental preferences and prohibitions to ensure compatibility of land use and transportation planning, with respect to natural resources, the design and implementation of transportation corridors and facilities in Norman.
- Objective 1.3:** Provide transportation investments and provisions that help enhance the public safety and convenience, accessibility, efficiency, and reliability of the central city of Norman including Downtown, Central Corridor, and surrounding neighborhoods.
- Objective 1.4:** Enhance the aesthetics of the system to make complete street facilities and policies, including, but not limited to, design and development standards, signage and aesthetics in Norman such as Thruwayway, etc.
- Objective 1.5:** Invest in improvements to minimize the impacts of railroad delay and noise through Norman.
- Objective 1.6:** Provide a well-planned system of bicycle routes and other means to reduce access parameters of the central area and adjacent corridors.

Handwritten notes on sticky notes:

- Consider complete streets policy for all roadway projects
- Consider bicycle and pedestrian network
- not necessarily connected to corridors

Norman CTP
Public Meeting No. 1
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Goals & Objectives Review

The slide displays four overlapping document thumbnails, each representing a different goal or objective. The titles of the documents are:

- 2. Guiding Principle: Mobility
- 3. Guiding Principle: Minimum and Reasonable Funding Requirements
- 4. Guiding Principle: Prioritizing
- 5. Guiding Principle: Enhance Economic Vitality

Existing Conditions Community Growth Trends

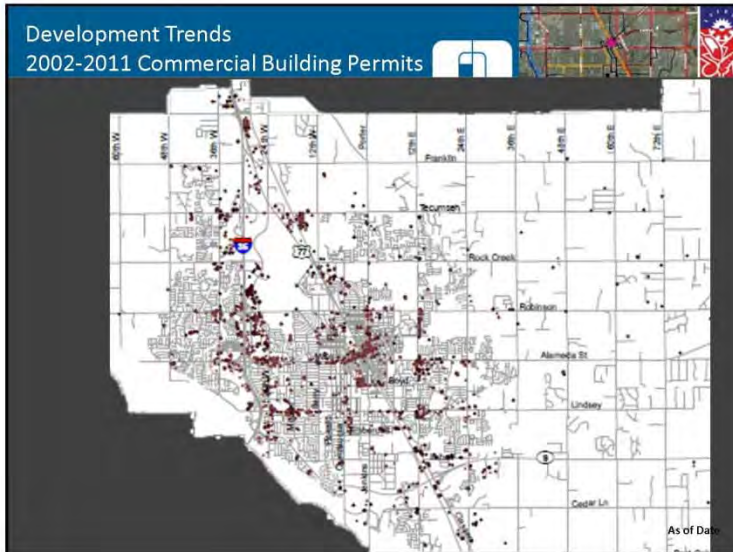
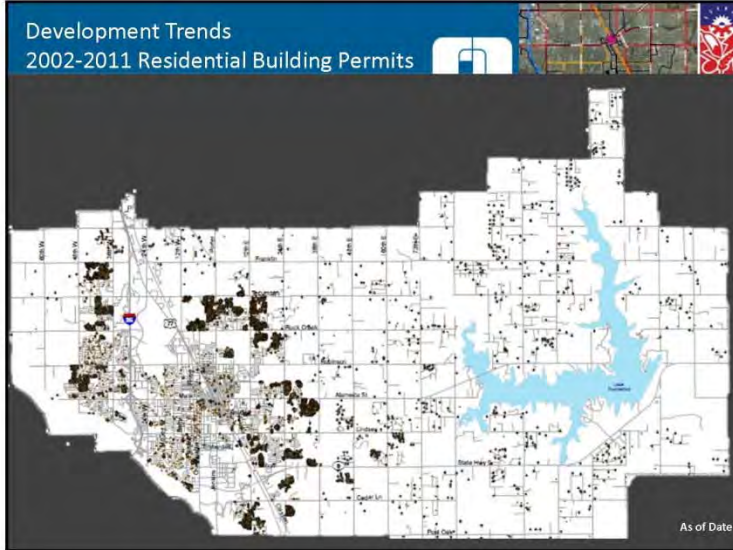
- Population Growth
 - Steady growth
 - 20-year CAGR: 1.64%
 - Since 2000: 1.49%
 - 20-year Projection:
 - Norman 2025: 1.33%
- Comparison of Comprehensive Plan with ACOG Model for 2035
 - Population density
 - Roadway linkages
 - Capital improvements

| Year | 1.50% | Norman 2025 | ACOG |
|------|---------|-------------|---------|
| 2015 | 119,497 | 120,152 | 121,120 |
| 2025 | 136,682 | 137,147 | 137,548 |
| 2035 | 160,946 | 156,518 | 156,173 |

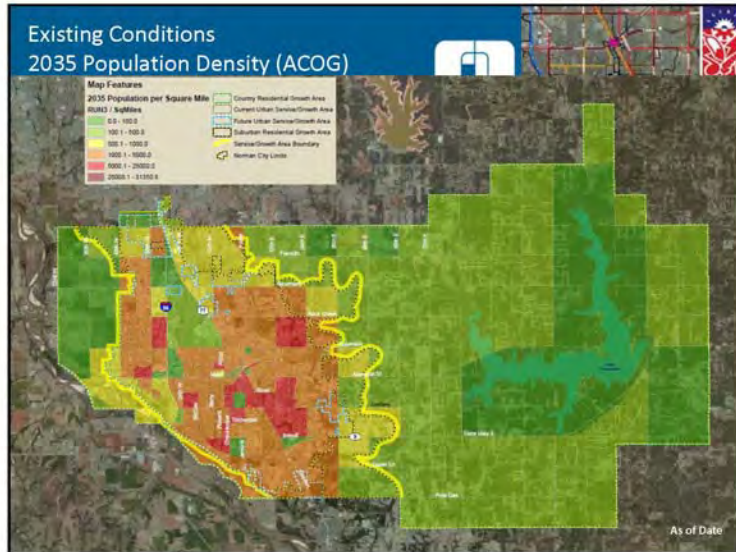
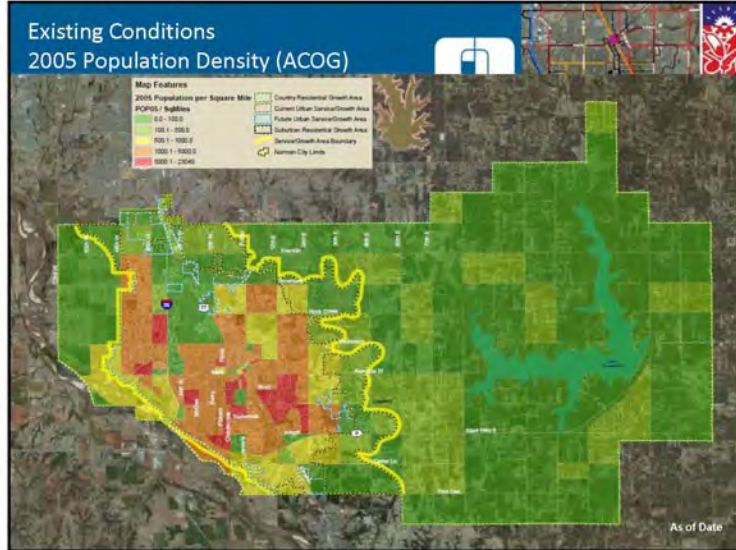
| Year | Employment Projections | CAGR |
|------|------------------------|-------|
| 2005 | 59,002 | 1.85% |
| 2015 | 70,872 | |
| 2025 | 85,130 | |
| 2035 | 102,298 | |

The graph shows historical population growth from 1950 to 2010. The y-axis represents population from 0 to 120,000. The x-axis shows years from 1950 to 2010. A line graph shows a steady upward trend. A red arrow points to the right, labeled '+/- 1.5%', indicating the projected growth rate for the period 2010-2035.

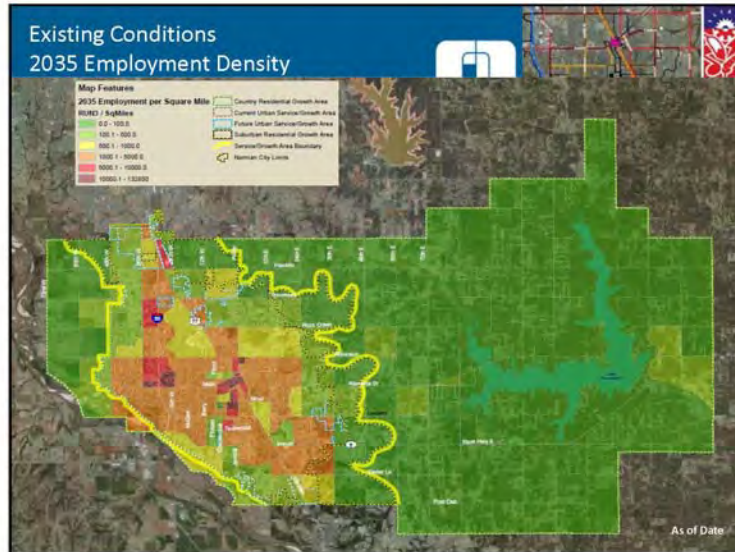
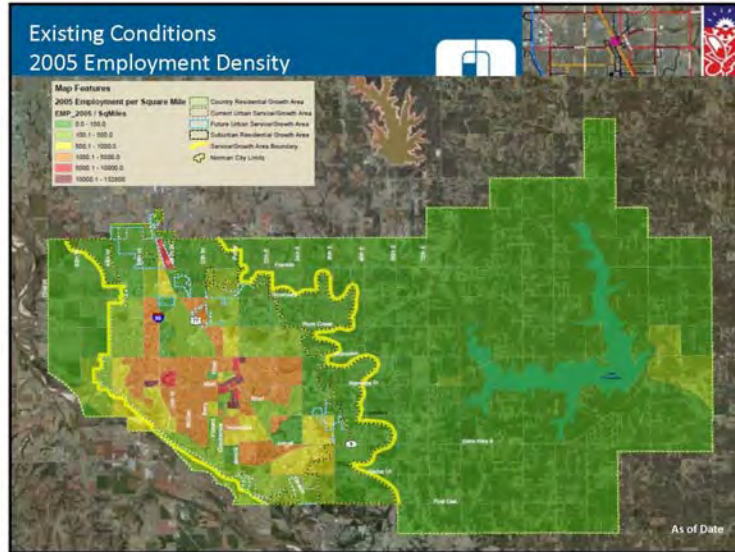
Norman CTP
Public Meeting No. 1
April 15, 2013



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April 15, 2013



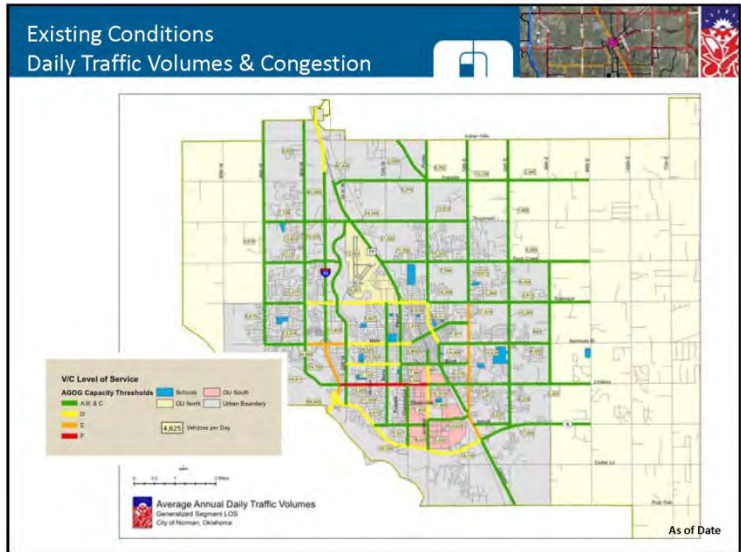
Norman CTP
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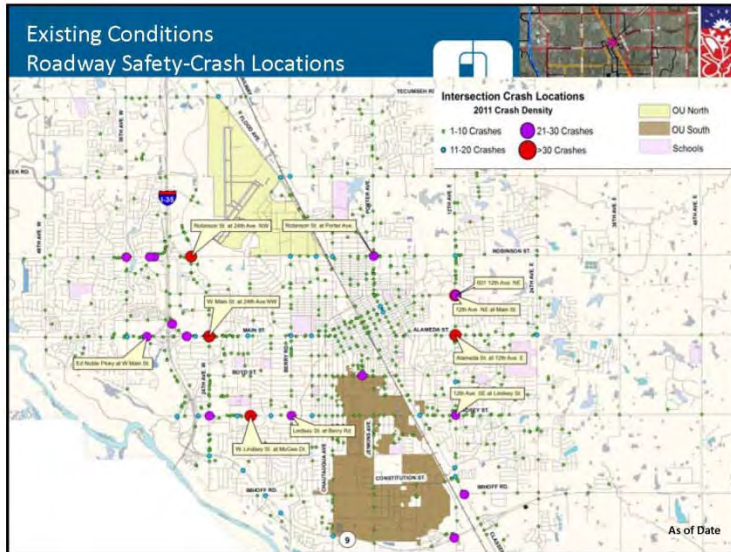
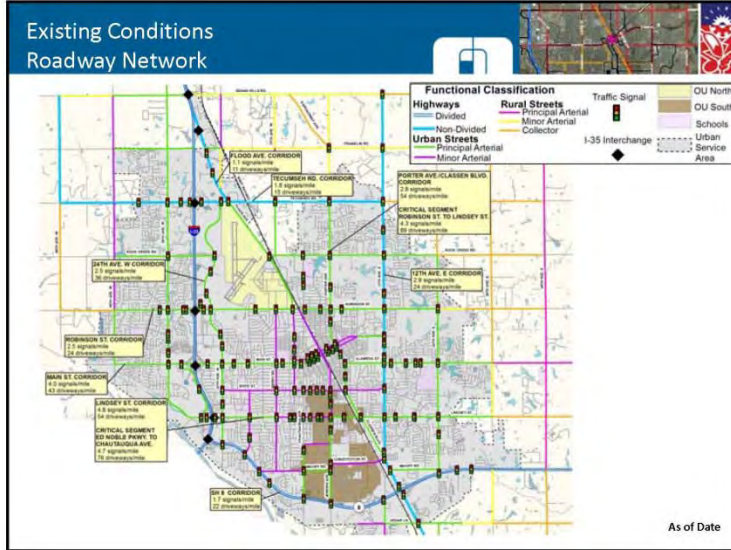
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April 15, 2013

Existing Transportation Conditions

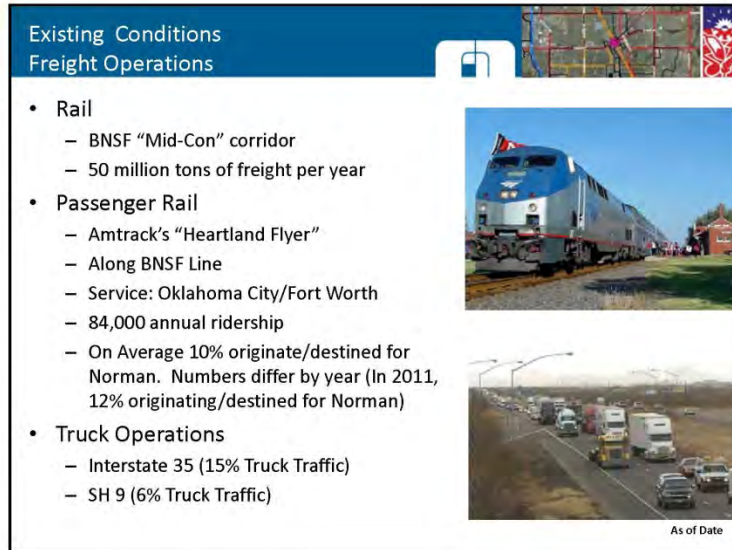
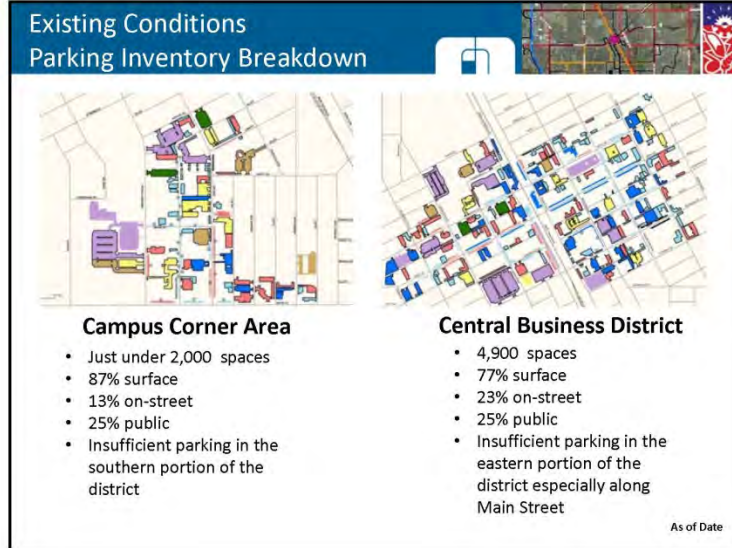
- Roadway Network
- Access Management
- Traffic Volumes
- Congestion-Major Corridors
- Roadway Safety
- Parking Inventory
- Freight Movements, Impacts
- Aviation Land Use & Access
- Roadway Inventory & Maintenance
- System Improvements
- Bike & Pedestrian Accommodations
- Transit Service



Norman CTP
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April 15, 2013

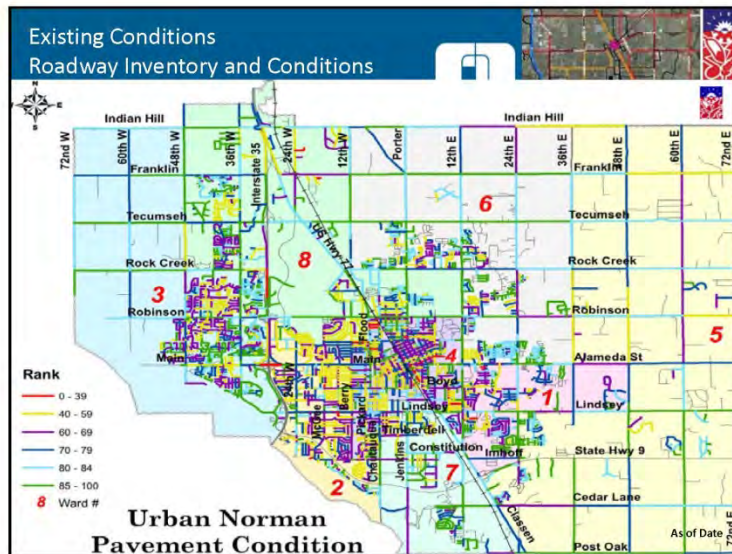


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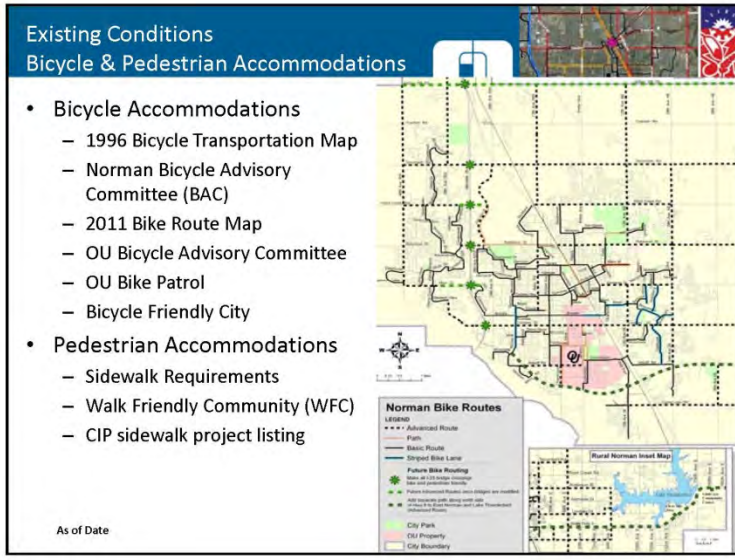
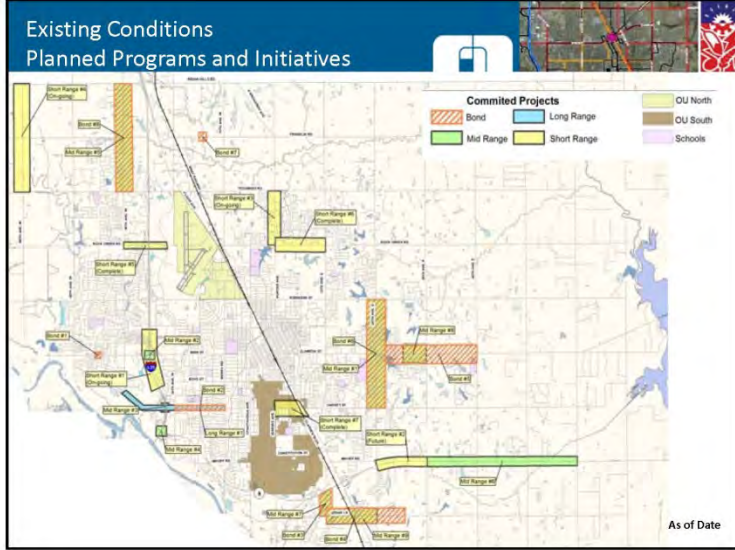
Max Westheimer Airport

- Airport Stats:
 - Reliever Airport
 - Manned ATCT
 - 2 Active Runways; 17/35 ILS
 - 66,000 aircraft ops/year
 - 69 hangers on site
- OU Aviation Program
- 1995 Master Plan; 2004 Action Plan
- 2008 North Development Plan
- Grant Money since 1970: \$21M
- Research Campus North-1,120 ac.
- Univ. North Park – 580ac mixed use
- Height Hazard Zoning in place

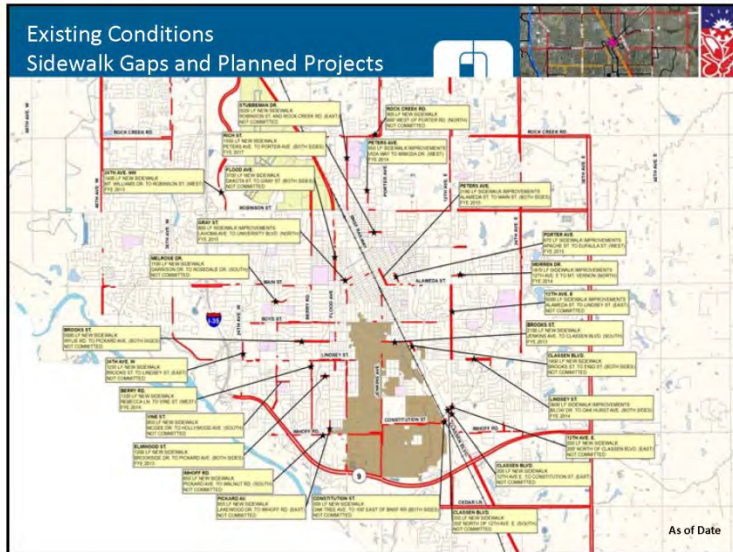
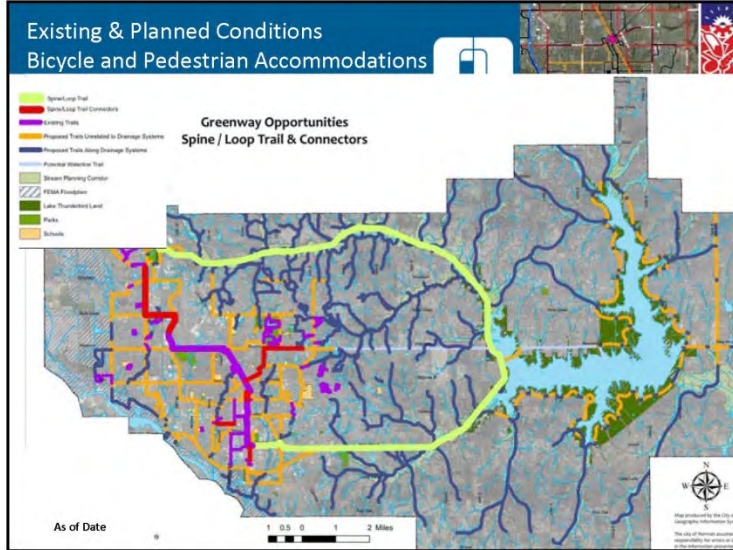


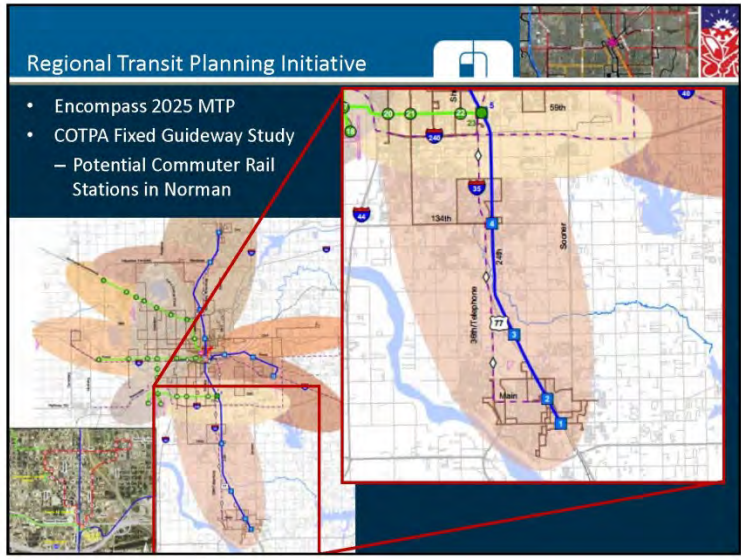
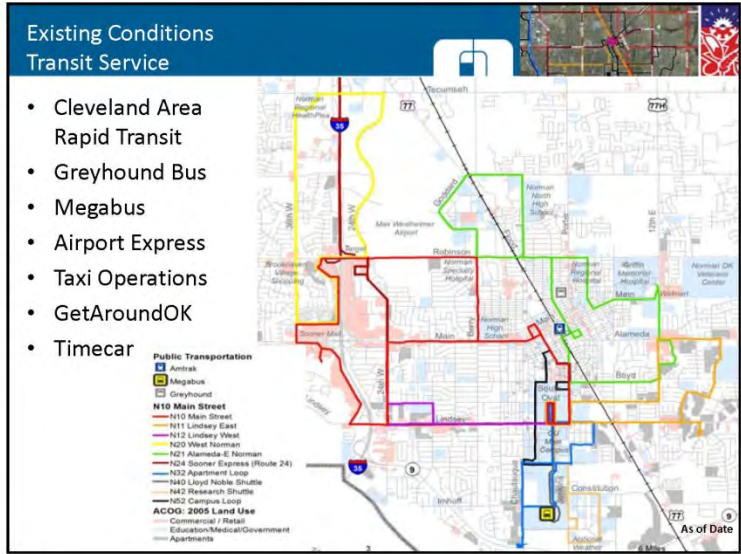
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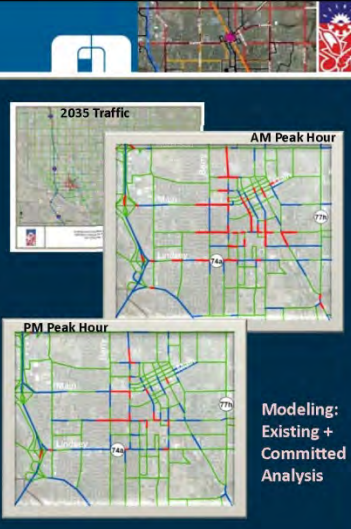
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April 15, 2013



Norman CTP
Public Meeting No. 1
April 15, 2013

Roadway Needs

- North/South Capacity to downtown and areas to south
- Improvements for East/West capacity
- Connectivity between downtown and campus corner
- Parking:
 - Garage
 - Metering
 - Bus



Modeling:
Existing +
Committed
Analysis

Transit Needs

- Bus:
 - Enhance current service operations
 - System reconfiguration/expansion
- Commuter Rail:
 - Potential station locations
 - Funding
 - Land Use considerations
 - Regional Transportation Authority

Airport, Freight and Emergency Response Needs



- Protect zoning around airport and industrial districts to serve freight, rail and air transportation needs
- Additional lane capacity for special events
- Additional grade separated crossing with RR
- Corridor enhancements
- Land use coordination

Bike/Pedestrian Needs

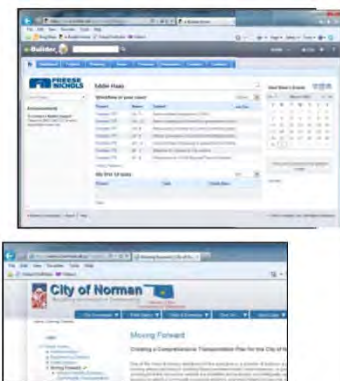


- Sidewalk system and gap improvements
- Pedestrian safety/mobility during construction
- Wayfinding toward completed sidewalks
- Implementation/prioritization of:
 - Safe Routes to Schools
 - Safe Routes to Transit
 - Access from neighborhoods to parks
- Promote Bike & Walking
- Funding

Norman CTP
Public Meeting No. 1
April 15, 2013

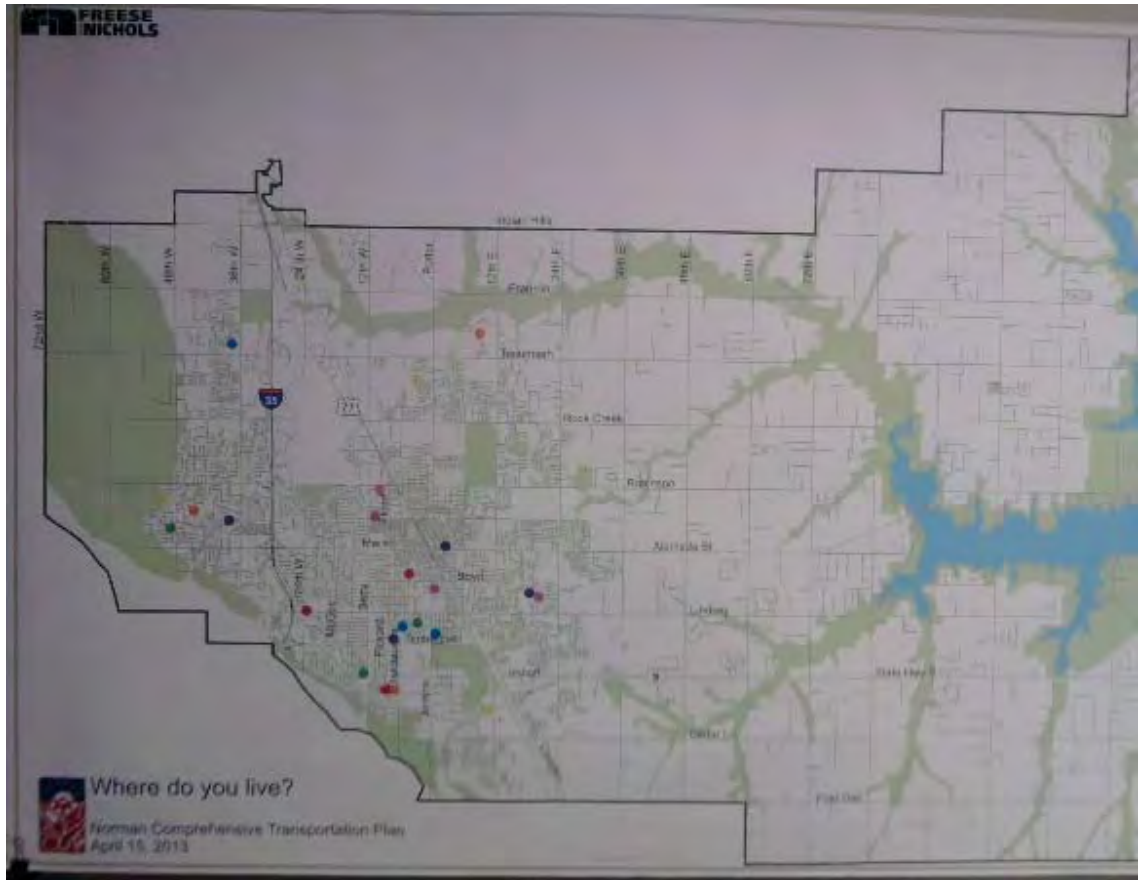
Social Media

- SC work via e-Builder
- Posting of CTP interim products on City website
- Moving Forward website page
- Announcing availability of CTP interim products on Facebook
- Pushing out messages about CTP interim products using Twitter
- Recent product posts:
 - Subcommittee Meeting Materials
 - Chapter work
 - Presentation materials



Agenda

- 6:00PM** • Open House & Modal Discussion
 - Sign-in Station
 - Modal Station Q&A
- 6:45PM** • CTP Project Introduction & Overview
- 7:15PM** • CTP Development Process Q&A
- 7:30PM** • Modal Station Q&A
- 8:00PM** • Modal Station Comment Review/Closing Remarks



Public Meeting #1 Flip Chart Notes: April 15, 2013

- Parking needs in Campus Corner
- Aesthetic Improvements needed along Main Street and Lindsey Street -
These are gateways into Norman
- 72nd Street^E Connection needed
- Multi-Use Path needed around Airport
- Lindsey Street Grade Separation over the Railroad.
- ~~Parking Garage~~ - ~~needed~~
↳ Use funding from garage to implement other transportation improvements (NON-CAR BASED)

Shared bike/car roads should be implemented (i.e. Pickard St.) on through side streets, not busy, main corridors

I would like more scenic pathways for running and biking. They don't need concrete just a nice natural pathway

COMMENTS

Bus Rt. on Boyd Loop Porter-Main
Berry

Bus Rt (2008) 24th St should go another mi south to
Inhoff & back to west on Inhoff (Newcom on 24th / Hite
MPS)

Voice activated pedestrian crossing on ^{Mgiv} 12th
crossing 12. Bus stop at CSBI (12th & main)
Riders walking across 12th need a longer
cycle time

Need bus system to take riders
to major destinations without transferring
between routes.

**DOUBLE TRACK RR FOR COMMUTER RAIL TO
CREATE SIMPLER SPINE**

Incliment weather scaling of bus rts (MORE when it rains)

**CONNECTED CLOSED LOOP SYSTEM ON BROOKS STREET
MAIN STREET (SUNSET MALL TO 24th STREET) - TWO WAY**

Parking needs in Campus Corner

- Aesthetic Improvements needed along

Main Street and Lindsey Street -

These are gateways into Norman

- 72nd Street Connection needed

- Multi-Use Path needed around Airport

- Lindsey Street Grade Separation
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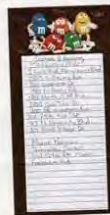
would like more scenic pathways for running and
king. They don't need concrete just a nice natural
pathway

TRANSIT STATION COMMENTS

BUS CIRCULATION SERVICE TO
ALL SECTION 8 HOUSING

BUS SERVICE TO M.U.I.C.

CONSIDER LINEAR FIXED ROUTE
CORRIDORS (ROBINSON STREET)



~~Grid system bus routes~~
Grid system bus routes would reduce travel time

- AND TRANSIT NEEDS PLAN. STOP WASTING \$ ON CARS. (1)
- SHELTERS AT ALL STOPS. IT'S HOT. IT'S COLD. WE NEED SHELTER!!
 - MORE THAN 3 BICYCLES PER BUS - IT'S A CRAPSHOOT IF THE BUS WILL HAVE ROOM FOR YOU AND YR BIKE
 - NEED BUSES TO GO BOTH WAYS - NOT JUST ONE WAY - IT TAKES ABOUT 1 HR TO GO FROM LIBRARY TO MALL BACK TO LIBRARY. THAT'S A LONG DAY.
 - BUSES NEED TO RUN TIL 11 PM - PEOPLE WORK & WOULD LIKE TO RIDE HOME INSTEAD OF WALKING. THAT'S 7 DAYS A WEEK.

TRANSIT STATION COMMENTS

BUS CIRCULATION SERVICE TO ALL SECTION 8 HOUSING

BUS SERVICE TO M.U.I.C.

CONSIDER LINEAR FIXED ROUTE MORE DASH (ROBINSON STREET)



~~Grid system bus routes~~ would reduce travel time
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Voice activated pedestrian crossing on 12th crossing 12. Bus stop at CSBI (12th & main) Riders walking across 12th need a longer cycle time

Need bus system to take riders to major destinations without transferring between routes.

DOUBLE TRACK RR FOR COMMUTER RAIL TO

CREATE SIMPLER SPINE

Incliment weather scaling of bus rts (More when it rains)

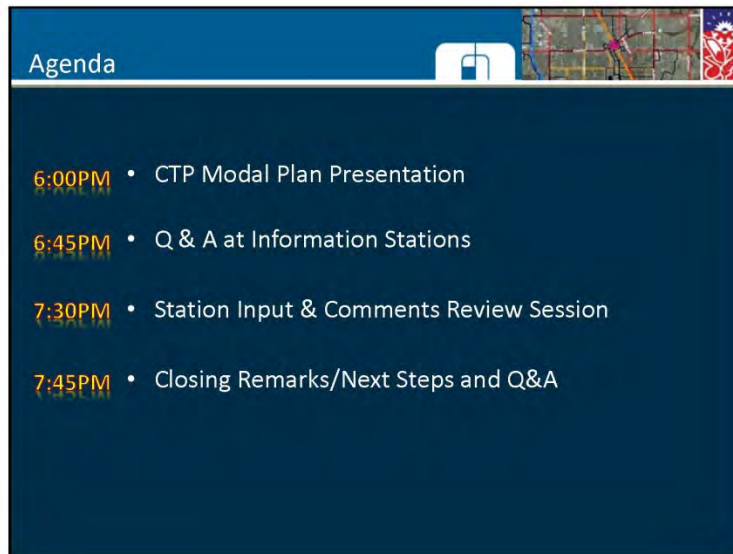
CONNECTED CLOSED LOOP SYSTEM ON BROOKS STREET MAIN STREET (SUNSET MALL TO 24th STREET) - TOWWAY

Public Meeting #2: September 26, 2013

Norman CTP Modal Plan
Public Meeting #2
September 26, 2013



The graphic features a blue header with the Freese and Nichols logo. Below the logo are four small images: a map of Norman, a 'WELCOME TO NORMAN' sign, another map, and a street scene. The main text is centered and reads: **Norman Comprehensive Transportation Plan**, **MODAL PLANS, PROJECTS, PROGRAMS & POLICIES**, **PUBLIC MEETING NO. 2**, and **September 26, 2013**.



The slide has a blue header with the word 'Agenda' and the Freese and Nichols logo. The main content is a list of four items with times in orange text:

- 6:00PM** • CTP Modal Plan Presentation
- 6:45PM** • Q & A at Information Stations
- 7:30PM** • Station Input & Comments Review Session
- 7:45PM** • Closing Remarks/Next Steps and Q&A

Norman CTP Modal Plan
Public Meeting #2
September 26, 2013

Transportation Planning for Moving Forward

- Framework for growth
- Land Use/transportation interface
- Multi-modal considerations
- System Alignments/ROW Preservation/Design Standards
- Coordination with other agency/city plans
- Infrastructure and utilities coordination
- Capital Improvements Programming
- Funding of Improvements
- Economic benefit
- Statement of Community Policy



Guiding Principles, Goals, Objectives

Special Place to Live

- Vibrant Norman Community in 2035
- Transportation and infrastructure focus on both people and places
- Enhanced transportation choices and accessibility
- Create a unique place with lasting value
- Blends seamlessly with the character of Norman's neighborhoods, employment centers and activity centers

Mobility

- Seamless system of transportation options and solutions
- Norman Moving Forward's emphasis on system management and operations, context sensitive and complete streets designs
- Range of accessible and convenient, multi-modal transportation choices that provide connections between neighborhoods and destinations

Maintain and Preserve Existing Infrastructure

- Priority on maintenance, rehabilitation, safety and reconstruction
- Neighborhood viability through maintaining streets, sidewalks, utilities, storm water systems and other infrastructure facilities
- Investments balance transportation needs of the community and local neighborhoods

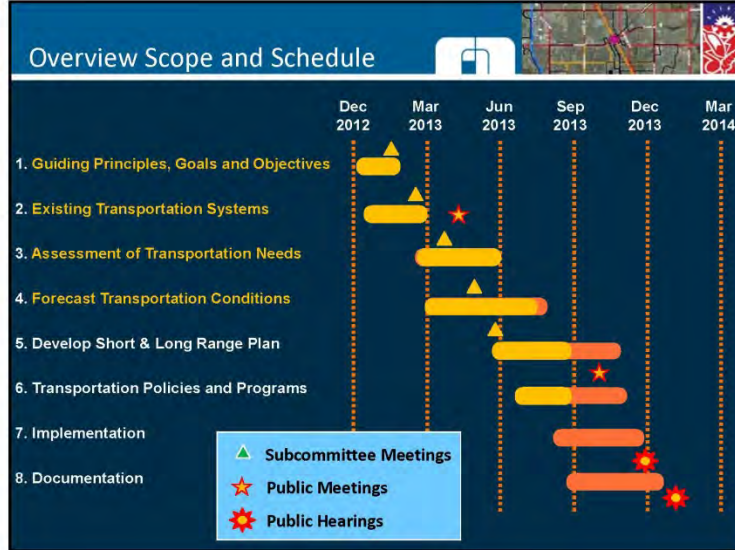
Fiscal Stewardship

- Provide a detailed roadmap of actions for transportation and infrastructure improvements
- Investments maximize the benefits for multiple user groups in a way that is fiscally and environmentally responsible
- Input from the community-at-large and ongoing dialogue with stakeholders

Enhance Economic Vitality

- Promotes economic growth while using resources in an efficient and effective manner
- Supports a diverse, vibrant local economy with a strong tax base
- Reduces the fiscal burden on residents to provide city services

Norman CTP Modal Plan
Public Meeting #2
September 26, 2013



Subcommittee Meetings

- Subcommittee Work:
 - Modal focus groups
 - Advance review of materials
 - Group discussions on needs
 - Group brainstorming on actions
 - Review of CTP modal plans
 - Review of CTP report chapters
 - Participate in public meetings

Meeting Dates

SC#1 Feb. 7th: Goals/Objectives
 SC#2 Feb 18th: Existing Conditions & Needs
 SC#3 Mar. 25th: Improvement Concepts
 SC#4 Apr. 25th: Assess Potential Projects
 SC#5 May 23rd: Policies and Programs

Subcommittees

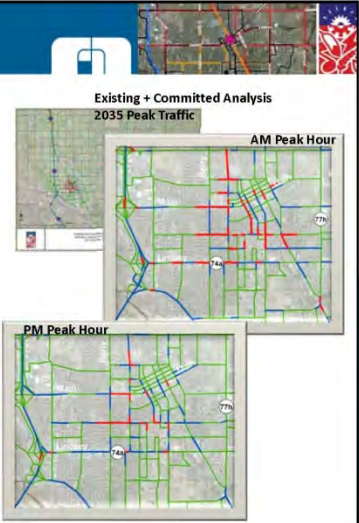
Autos and Parking
 Transit Service
 Pedestrian, Bike and Streetscape
 Freight, Airport, Emergency Response



Norman CTP Modal Plan
Public Meeting #2
September 26, 2013

Transportation Needs

- Existing Conditions Assessment
- Initial work with Sub-Committee
- Assessment of needs
- Public Input
- Modeling & Analyses
 - Existing + Committed
 - Scenarios



The slide features three maps illustrating traffic analysis. The top map is titled 'Existing + Committed Analysis 2035 Peak Traffic' and shows a network of roads with red and green lines. Below it are two smaller maps: 'AM Peak Hour' and 'PM Peak Hour', both showing similar road networks with red and green lines, indicating traffic flow during different times of the day.

CTP Elements

Modal Plans

- Thoroughfare Plan and Typical Sections
- Bicycle and Pedestrian Plan, Sidewalk Completion Plan
- Transit Service Plan
- Airport, Freight and Emergency Response

Norman CTP Modal Plan
 Public Meeting #2
 September 26, 2013

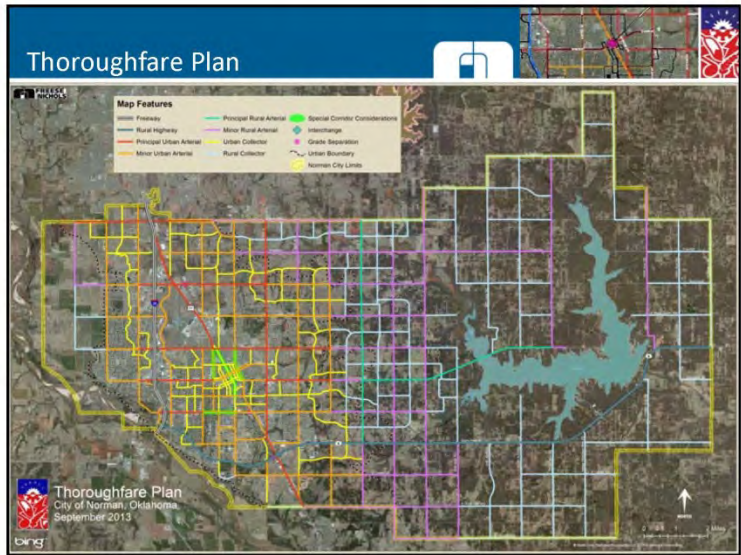
Roadway Needs

- Regional connections
- Norman core accessibility
- North/South Capacity to downtown and campus area
- East/West capacity needs
- Connectivity between downtown and campus corner

CTP Travel Forecasting

- ACOG Regional Model
 - Encompass 2035
 - Travel Survey-household and transit
 - Model Calibration
 - Commute Patterns
 - Norman 2025 Land Uses, Updated
- Norman Sub-Area Model
 - Added network definition
 - Refined TAZ loading onto network
 - University North Park Development
 - Socio-Demographics by TAZ
 - Population confirmed
 - Employment confirmed

Norman CTP Modal Plan
 Public Meeting #2
 September 26, 2013



Highlights of the Thoroughfare Plan

- Added definition to functional classification and network
- Design options for roadway sections
- Formalization of internal loop for regional connection
- Identification of Collector network supporting section grid
- Creation of Special Corridors
- Railroad grade separations at Tecumseh and Lindsey

Thoroughfare Plan
 City of Norman, Oklahoma

Norman CTP Modal Plan
 Public Meeting #2
 September 26, 2013

Highlights of the Thoroughfare Plan

- Extension of James Garner
- Increased significance of Jenkins and Chautauqua from SH9
- Re-thinking Main and Gray Streets thru downtown
- Main/Gray (Porter to Roundabout)
- Special Corridor Considerations
 - Lindsey Street
 - Porter Avenue
 - Flood Avenue
 - James Garner
- Rural Principle Arterials
 - 48th Street East
 - Alameda Street

Hierarchy of Design Sections

Principal Urban Arterial

Design Section Options:

- Add Bike Lane – tradeoff with sidewalk and parkway or add ROW
- Six Through Lanes – for ADT > 40,000, requires additional ROW
- Flush Median – for complex property access needs

Applications:
 Main, I-35 to Flood
 Robinson, I-35 to 36th E.
 Tecumseh, I-35 to 12th E.
 12th E. thru Norman

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Hierarchy of Design Sections

Minor Urban Arterial

Applications:
 Berry, Lindsey to Robinson
 36th W. thru Norman
 Main, east of Porter

Design Section Options:

- Landscaped Median (three lane section) – where turns not needed
- Turn Lanes at Intersection (four lane section) - using portion of landscaping buffer
- Parking provisions, using portion of landscaping buffer
- Two-lane roadway with roundabouts at intersections
- One-way couplet, with one lane in each direction

Hierarchy of Design Sections

Urban Collector


Applications:
 Webster
 Acres
 Boyd, Berry to 24th W.

Design Section Options:


- Turn Lanes at Intersection – narrow lanes to 11' or additional ROW
- Parking provisions plus bike lanes – trade-off landscaping or additional ROW

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Hierarchy of Design Sections



Rural Collector (existing standard)



Design Section Options:

- Add 5-foot sidewalks or path along roadway
- Curb and gutter edges on roadway
- Medians, landscaping, wider pavement

Applications:
 Sparse section line roads
 Rural interior roadways

Complete Streets



- A network for all users
 - walking, bike, transit, auto
- Right-sizing of streets
- Improved safety
- Mobility choices
- Economic benefit
- Guidelines for:
 - Project selection
 - Design standards
 - Special considerations



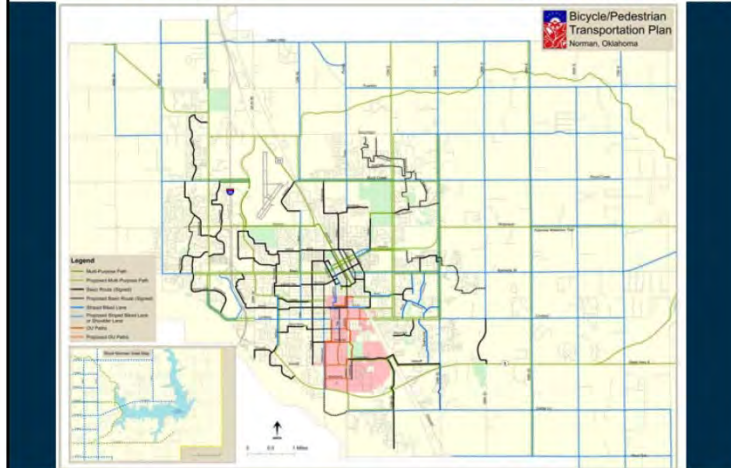
Source: National Complete Streets Coalition

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Bike & Pedestrian Needs

- Sidewalk system and gap improvements
- Pedestrian safety/mobility during construction
- Wayfinding toward completed sidewalks
- Implementation/prioritization of:
 - Safe Routes to Schools
 - Safe Routes to Transit
 - Access from neighborhoods to parks
- Promote Bike & Walking
- Funding

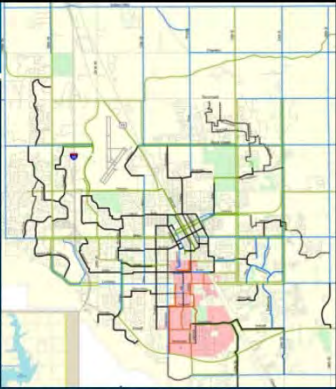
Bike & Pedestrian Plan



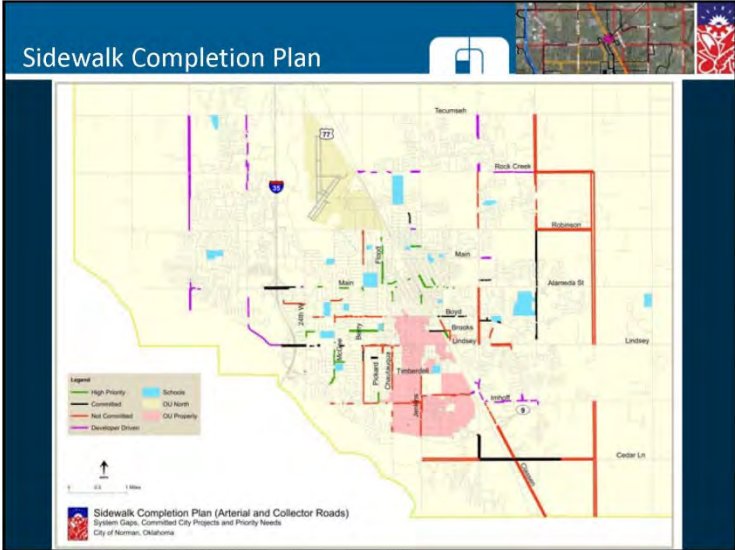
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Highlights of the Bike & Pedestrian Plan

- Extension of Historic Trail around Max Westheimer Airport
- Bike lanes along:
 - Lindsey (Elm to 24th Ave. W)
 - Ed Noble Parkway (Lindsey to Main)
 - Main (Westernview to 48th W) and 48th W (Main to Indian Hills)
 - Rock Creek Road
 - University (Boyd to Apache)
 - Webster (Duffy to Gray)
 - Acres (Berry to Porter)
- Shoulder bike lanes on all principal and minor rural arterials
 - Main (12th E. to 24th E.)
 - Robinson (24th E. to lake)
- Side-paths
 - 12th Ave. E (Tecumseh to Lindsey)
 - Lindsey (12th Ave. E to Classen)



Sidewalk Completion Plan



Legend

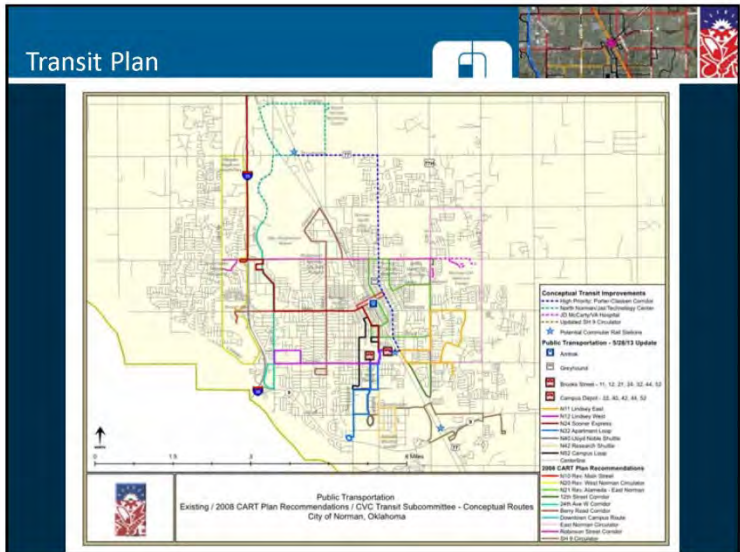
- High-Priority
- Committed
- Not Committed
- Developer Driven
- Schools
- DU North
- DU Property

Sidewalk Completion Plan (Arterial and Collector Roads)
 System Goals, Committed City Projects and Priority Needs
 City of Norman, Oklahoma

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Transit Needs

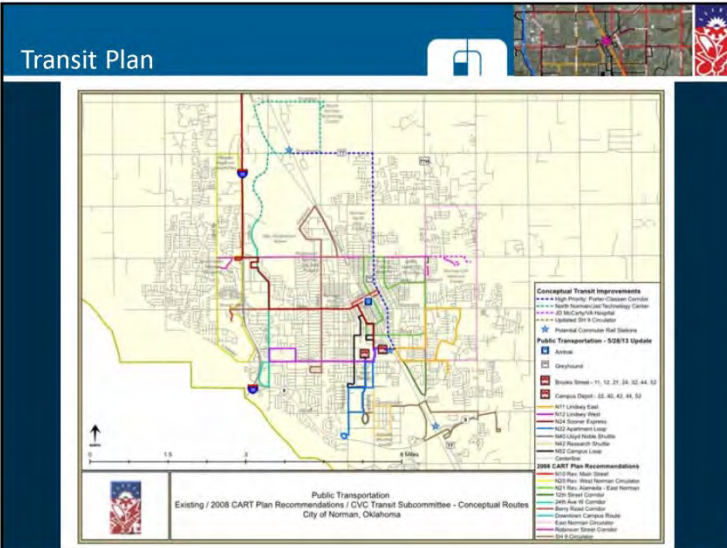
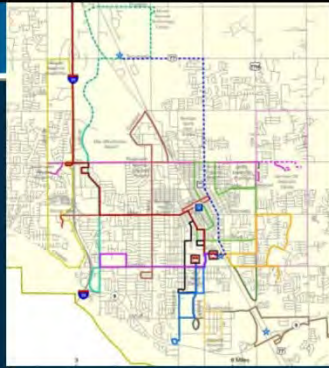
- Bus:
 - Enhance current service operations
 - System reconfiguration/expansion
- Commuter Rail:
 - Potential station locations
 - Funding
 - Land Use considerations
 - Regional Transportation Authority



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Highlights of the
 Transit Plan

- 2008 CARTS Plan, enhanced for:
 - Porter-Classen corridor
 - Moore Norman Technology Center
 - University North Park
 - SH9/Cedar Lane area
- Increased service frequency and hours of operation
- Better accommodation of patrons with wheelchairs
- ADA compliance at stops
- Regional Commuter Rail Stations
 - Tecumseh, Downtown, SH9/Imhoff
 - Platform for special events
- IH35 – Reversible HOV lane



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Airport, Freight and Emergency
Response Needs



- Protect zoning around airport and industrial districts to serve freight, rail and air transportation needs
- Additional lane capacity for special events
- Additional grade separated crossing with RR
- Corridor enhancements
- Land use coordination

Break to Information Stations



- 6:45PM • Q & A at Information Stations
- 7:30PM • Station Input & Comments Review Session
- 7:45PM • Closing Remarks/Next Steps and Q&A

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Upcoming Work

- Programs & Policies
 - Complete Streets
 - Project Selection Criteria
 - Design Considerations
 - Operations & Maintenance
 - Critical Intersections/Design Standards
 - Access/Corridor Management
 - CIP identification
 - Airport Preservation and Support
 - Growth and Development
 - Traffic Impact Assessment, Infrastructure Funding
 - Parking Program
- Short and Long Range Improvements
 - Short Range program for developing CIP
 - Long Range program for coordination with agencies
 - ROW preservation

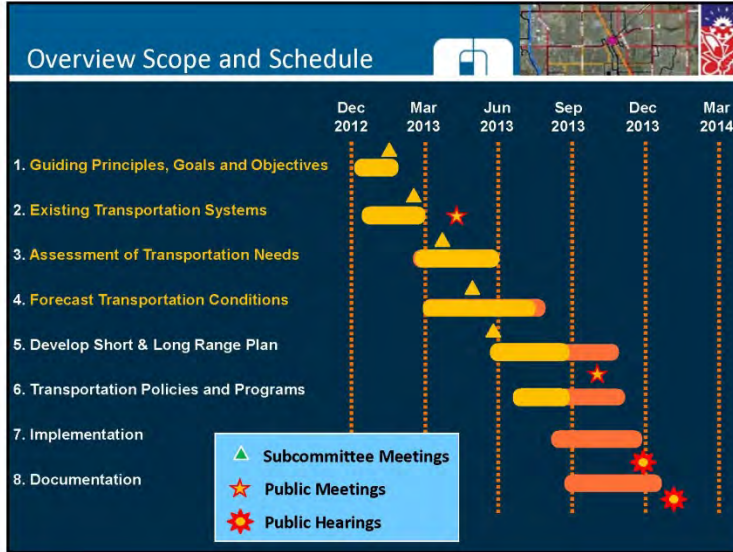


Social Media

- SC continued review via e-Builder
- Posting of CTP interim products on City Moving Forward website
 - Subcommittee Meetings #1-5
 - Chamber of Commerce Committee
 - Public Open House #1 materials
 - Council Briefings
- Announcing availability of CTP interim products on Facebook
- Pushing out messages about CTP interim products using Twitter



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FREESE AND NICHOLS

CTP Q&A SESSION

THANK YOU FOR YOUR INPUT!

Public Meeting #2 Flip Chart Notes: September 26, 2013

BIKE/PED COMMENTS

- Any street w/out a bike lan is an "advanced route"
- Connect Elm to Berry on Lindsey with a bike/ped lane & curbs
- sidewalk Pickard to Chautauque on Parson and other campus area gaps
Sidewalk tecumseh in front of OGE sub
Just W. of 36th - creates complete path
Sidewalk from Cleveland Elem to Main do Martle? Would connect school to other sidewalks.
- Connect a multi-use path all the way around Westheimer - N on Flood, Tec 24th to connect w/ legacy trail
- * COMPLETE SIDEWALK WEST OF W 36th ON ROCKY

Spec. lanes, if at all, a 6-lane section
would be appropriate
Improve and Extend
Jumps GARNER from
Robinson to Main

REMOVE GRADE SEPARATED CROSSINGS AT
LINDSEY/CLASSEN

CONSIDER CONSTITUTION AS GRADE SEPARATED
CROSSING AT CLASSEN. FIRE STATION IS
AT CONSTITUTION + CHESAPEAKE

• Principal Urban Arterial: has bike lanes
11 travel lanes, 12' median

• On-street bike lanes

Specify Lindsey between berry-jenkins
remain 2 lane - ~~at~~

Extend Garner North