

CITY COUNCIL STUDY SESSION MINUTES

July 20, 2010

The City Council of the City of Norman, Cleveland County, State of Oklahoma, met in a Study Session at 5:30 p.m. in the Municipal Building Conference Room on the 20th day of July, 2010, and notice an agenda of the meeting were posted at the Municipal Building at 201 West Gray and the Norman Public Library at 225 North Webster Avenue prior to the beginning of the meeting.

PRESENT: Councilmembers Atkins, Dillingham, Griffith, Kovach, Quinn, Mayor Pro Tem Cubberley

ABSENT: Councilmembers Butler, Ezzell, and Mayor Rosenthal

CHANGE ORDER NO. ONE TO CONTRACT NO. K-0910-180 WITH RUDY CONSTRUCTION COMPANY DECREASING THE CONTRACT AMOUNT BY \$43,775 FOR THE FYE 10 TRAFFIC CALMING PROJECT. (BID AND CONTRACT IN THE AMOUNT OF \$140,325 TO BE SUBMITTED WITH CHANGE ORDER ON JULY 27, 2010)

Mr. Steve Lewis, City Manager, clarified that the FYE 2011 Traffic Calming Project was eliminated during the budget process and the change order being discussed this evening was for the FYE 2010 Traffic Calming Project which had funds budgeted and these projects would be completed during the summer and fall of 2010.

Mr. Angelo Lombardo, Traffic Engineer, said Contract No. K-0910-180 with Rudy Construction was postponed on June 22, 2010, in order for Staff to meet with residents of the Sherwood Forest neighborhood to reassess their desire for the project. He said a neighborhood meeting was held July 8, 2010, at which time residents were given 72 hours to either remove or add their names to the petition requesting a traffic calming project on Walnut Road. He said during that time, there were enough votes changed from yes to no to drop the level of support below the 60% requirement.

He said Change Order No. One decreasing the contract amount by \$43,775 will deduct the costs of the construction proposed for Walnut Road and add three speed tables on Garver Street which had been approved after the bid document was prepared. He said the revised contract amount will be \$96,550 and if City Council approved the contract and change order on July 27, 2010, work will begin in approximately ten days.

Councilmember Kovach asked Mr. Lombardo to clarify the impact these changes would have on the Sherwood Forest neighborhood and Mr. Lombardo said \$215,000 had been budgeted for the FYE 2010 Traffic Calming Project and with the contract being reduced to \$96,550, there would be additional funds available for non-physical traffic calming, specifically the installation of permanently mounted speed feedback signs. He said Staff proposed this as a pilot project to the neighborhood and it could be used for other neighborhoods that had submitted petitions for traffic calming but unable to gain enough support from the neighborhoods. He said Staff would evaluate the pilot projects for two to three years to assess the long term effect of using feedback signs to reduce speed.

Councilmember Dillingham said the City Council Oversight Committee met on July 14, 2010, and discussed the surplus funds and Staff will be re-evaluating the neighborhoods that have requested traffic calming and needing speeding interdiction but did not meet the program criteria. She said Staff will bring a proposal forward to the Committee in the next few months.

Items submitted for the record

1. Text File No. K-0910-180 dated June 8, 2010
2. Change Order No. One to K-0910-180

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CHANGE ORDER NO. ONE TO CONTRACT NO. K-0809-56 WITH HOWARD CONSTRUCTION, INC., INCREASING THE CONTRACT BY \$12,803 FOR THE WELL FIELD DEVELOPMENT PROJECT, PHASE I, AND FINAL ACCEPTANCE OF THE PROJECT.

Mr. Jim Speck, Capital Projects Engineer, said the Norman Utilities Authority approved Contract No. K-0809-56 with Howard Construction, Inc., on March 31, 2009, in the amount of \$568,260 for the construction of six Phase I well houses. He said the contractor started construction in May, 2009, and the six well houses were complete and operational in April, 2010. A final inspection was performed by Staff and the construction met all City standards. He said the change order increases the contract amount by \$12,803 and adds personnel gates to four of the well house sites, reconciles as bid to as built quantities, and extends the contract through April 29, 2010.

Items submitted for the record

1. Text File No. K-0809-56, Change #1, dated July 14, 2010
2. Change Order No. One to K-0809-56

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NORMAN BICYCLE ADVISORY COMMITTEE REPORT REGARDING THE BIKE LANE IMPLEMENTATION PROGRAM.

City Manager Lewis said members of the Bicycle Advisory Committee (BAC) have been working with Staff to develop an initiative to reintroduce striped bicycle lanes throughout the community and is now ready to present their plan to City Council.

Mr. James Briggs, Park Planner and Staff Liaison for the BAC, said he and Mr. Angelo Lombardo, Traffic Engineer, would be presenting the plan to Council this evening because although bicycle lanes were considered a Parks and Recreation issue, they were also a traffic issue. He introduced Ms. Sarah Reichardt and Ms Leslie Harrison, BAC members. He highlighted the BAC proposal for bike lanes and re-establishing current bike lanes throughout Norman. He said the current Bike Plan/Bike Map created in the 1990's did not include bike lanes; however, some bike lanes already existed prior to the Bike Plan and are located in neighborhoods around the campus area although the original striping has faded over time. He said the BAC updated Council in 2009 indicating one of their goals for the Bike Plan was to test a bike lane restriping pilot program. He said the BAC received feedback from the League of American Bicyclists who indicated that adding bicycle lanes will help increase Norman's status in the Bicycle Friendly Community Program from "Honorable Mention" awarded in 2009, to an advanced level of bronze, silver, or higher.

Mr. Briggs said Staff verified locations where additions could be made to link bike routes together or extend the old lanes to the major collector streets in the area already on the bike route. He said lanes are only shown on streets that already have adequate width; however, when the width is lost at an intersection, i.e., Boyd Street and 12th Avenue N.E., where right turn lanes were added on Boyd, "Sharrows" which are arrows reflecting where the road will be shared, will be used to indicate the bike route. He said other bike lane markings are proposed to be included in the striped lanes at regular intervals to re-enforce the visual impact of the lanes.

Mr. Briggs presented several maps of the existing lanes from pre-1990's; restriped lanes with additions; and restriping existing lanes on Oakhurst Avenue from Lindsey Street to Imhoff Road and Brooks Street. He said Shiloh Drive does not have any lots fronting the street or current parking activity making the street a logical decision for restrictive parking.

Mr. Lombardo said the University of Oklahoma (OU) is aggressively working with Garver Engineering to design a bike route to connect the main campus to new south campus areas and has met with Staff to discuss proposals. He said the most significant impact will be a traffic signal constructed at Jenkins Avenue, with the lane crossing Stinson Street, traveling east to Lincoln Avenue; turning south on Lincoln Avenue and crossing the intramural

fields and Reaves Park, then crossing Constitution Street and traveling down Constellation Street to the south campus area. Originally, OU discussed installing a bike path through the intramural fields to Madison Elementary School, but the new proposal uses modifications along Jenkins Avenue. He said there needs to be a safe place to cross Jenkins Avenue and OU is proposing to fund 100% of the cost of a traffic signal at Jenkins Avenue and is hopeful this project could be completed by the fall for football season.

Mr. Briggs said on the west side of Norman there were old bike lanes along McGee Drive in front of Monroe Elementary School where drop-off/pick-up is permitted during specific hours. He said McGee Drive is wide enough and it makes sense to extend the bike lane striping and sharrows north of Lindsey Street to Boyd Street.

Councilmember Griffith asked what the typical width of bike lanes was and Mr. Lombardo said the National Standard minimum is five feet.

Councilmember Atkins said he was satisfied that none of the existing bike lanes on Sunrise Street will be eliminated but was concerned that the east side of Shiloh Drive between Boyd Street and Village Drive would be used for overflow parking for the cul-de-sac. He said if the City designates that area as "No Parking," there will be a constant violation situation. He said the same thing occurs along Brandywine Lane near the apartments that could create some issues with bike lanes. Mr. Lombardo said parking restriction signs area already in these areas and with the addition of the pavement markings and striping for the bike lane, it should be an additional detriment for parking.

Councilmember Quinn said the BAC has been keeping the Transportation Committee updated on these plans and have accepted suggestions from the Transportation Committee throughout the process. He feels the plan is timely on focusing on bicycle safety and encouraged as much education on bike riding within the City limits for kids and adults. Councilmember Kovach reiterated those thoughts because of the recent fatalities in Oklahoma City and the accident in Norman, all involving bicycles.

Councilmember Kovach said there has been discussion regarding Classen Boulevard having connectivity to Boyd Street and Mr. Lombardo said the problem is that it does not meet the minimum roadway width to be able to support the bike lanes. Mr. Lombardo said there is a new marking included in the Uniform Traffic Devices manual to address those types of equations such as sharrows. Councilmember Kovach asked if there would be enough funds to install sharrows and Mr. Lombardo said there would be.

Councilmember Kovach asked if Boyd Street was wide enough on the extension from McGee Drive to Boyd Street to stripe at some point in the future and Mr. Lombardo said some portions of Boyd Street are wide enough. Mr. Briggs said it is important to establish the bike lanes so when Boyd is rebuilt, the width is there to make the connection. He said the BAC will go forward in time to readdress subdivision regulations to provide complete street design so the streets would be built and maintained to accommodate bicycles. Mr. Lombardo said the only standard Norman currently has that supports bike lanes is the Residential Collector Street Standards.

Councilmember Atkins said he would like to see long term solutions because parks are an integral part of bike routes and there are parks on some streets that are not collector streets used by bikers to stop to rest. Mr. Briggs said the BAC will work on that and submit their recommendations to the Transportation Committee.

Councilmember Dillingham said the last time Council met with the BAC, a pamphlet on bike route maps had been provided, and at that time Norman had only the green "Bike Route" signs. She was pleased that the BAC and Transportation Committee have begun working on this given the fiscal constraints.

Councilmember Kovach said when the question of bike lanes was brought up over a year ago, there was a question as to what kind of citizen support there would be and within 24 hours of garnering citizen input, he and the Mayor had received 100 emails of support.

Mr. Lewis said the BAC had discussed the three foot rule which is State law although there is not a City ordinance in place, but that Staff would work on it. Chief Cotten said the three foot rule means vehicular traffic must give the bicyclist three feet of clearance and Staff is drafting an ordinance. He said the Norman Police could enforce State law but an officer has to observe the violation or the citizen on the bike must have a tag number and be willing to sign a complaint. Councilmember Quinn asked what the requirements are for the bike rider on a road and Chief Cotten said bicyclists are supposed to stay as far to the right as possible in single file.

Councilmember Kovach asked if there was any information on the City's website regarding bike routes and safety and Mr. Briggs said there is a link that will be updated as part of the new bike plan.

Mr. Lombardo said the BAC has a subcommittee focusing on education and is working with the Police Department to develop a type of commercial. Mr. Briggs said there are also poster campaigns, Public Service Announcements, and education in the schools. He said Moore-Norman Technology Center and local bicycle shops hold educational workshops on bicycle maintenance and safety. Mr. Lombardo said there is a non-infrastructure component to the Safe Routes to School Program and offering training that specifically for children who attend Jefferson and Longfellow Schools and the Police Department offers training at the Safety Town at Sooner Mall.

Items submitted for the record

1. Memorandum dated July 15, 2010, from Angelo A. Lombardo, City Traffic Engineer, to Mayor and City Councilmembers
2. Transportation Committee minutes of June 24, 2010
1. PowerPoint presentation entitled, "Norman Bicycle Advisory Committee (BAC) Report"

The meeting adjourned at 6:00 p.m.

ATTEST:

City Clerk

Mayor