

CITY COUNCIL CONFERENCE MINUTES

July 12, 2016

The City Council of the City of Norman, Cleveland County, State of Oklahoma, met in a conference at 5:30 p.m. in the Municipal Building Conference Room on the 12th day of July, 2016, and notice and agenda of the meeting were posted at the Municipal Building at 201 West Gray, and the Norman Public Library at 225 North Webster 24 hours prior to the beginning of the meeting.

PRESENT: Councilmembers Allison, Castleberry, Chappel, Clark, Heiple, Hickman, Holman, Karjala, Mayor Miller

ABSENT: None

Item 1, being:

DISCUSSION REGARDING CHANGE ORDER NO. ONE TO CONTRACT K-1516-122 BY AND BETWEEN THE NORMAN UTILITIES AUTHORITY AND URBAN CONTRACTORS, L.L.C., INCREASING THE CONTRACT AMOUNT BY \$128,190 FOR A REVISED CONTRACT PRICE OF \$1,912,870 AND EXTENDING THE CONTRACT TIME BY 30 CALENDAR DAYS FOR THE SEWER MAINTENANCE PROJECT FYE 2014, PHASE I.

Mr. Ken Komiske, Utilities Director, highlighted the Sewer Maintenance Project (SMP) program to include the following:

- Projects are funded by \$5.00 per customer monthly fee;
- Program started in 2001 (response to a Consent Order);
- Provides approximately \$2.7 million per year;
- All projects are “PayGo”;
- Started sewer replacements in the older sections of the City;
- Replace 30,000 to 45,000 feet of old sewers and manholes annually;
- Typically use pipe bursting method; and
- Can replace the sewer pipe or upsize the pipe.

Mr. Komiske said the old sewer pipe(s) are four (4) foot in length and made of terracotta compared to the new pipe which is 40 feet High Density Polyethylene (HDPE). He said the HDPE is heated and melded together making a seamless length of sewer pipe that is light and flexible and helps keep tree roots from entering the pipe.

Mr. Komiske provided a map depicting all the SMP from 2003 to future projects scheduled in 2022. He said the projects are done by neighborhood and sewer line replacements began in the older sections of Norman.

Mr. Komiske said City Staff at Sewer Line Maintenance and Environmental Services assist a great deal to include cleaning over one million sewer pipes annually; run television cameras down the

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sewer lines to determine the condition of the pipes; take care of electrical and mechanical Lift Station; operate a root control program to remove roots; operate the Fats, Oils, and Grease (FOG) Program; make inspections; etc., which help make the SMP program a success. He said to date the SMP has replaced over 75 miles of pipe and reduced the sanitary sewer overflow (SSO) by 90%.

Mr. Charlie Thomas, Capital Projects Engineer, said on April 22, 2016, the Norman Utilities Authority (NUA) approved Contract K-1516-122 with Urban Contractors, L.L.C., in the amount of \$1,784,680 to replace sewer lines and manholes for the SMP FYE 2014, Phase 1. He said construction began on April 25, 2016, and is on schedule and within budget.

Mr. Thomas said during project construction, the Sewer Line Maintenance Division requested assistance to replace additional sewer lines and manholes that were in very poor condition. Change Order No. 1 consists of the requested extra work, about 1,600 feet of supplementary pipe-bursting along Boyd Street. He said Urban Contractors, L.L.C., agreed to replace those lines and manholes at the contract unit prices.

Mr. Thomas said estimated cost of sewer line replacement under this change order is about \$80 per foot and the typical sewer replacement costs in the past have approached \$100 per foot.

Change Order No. 1 will increase the contract amount by \$128,190, from \$1,784,680 to \$1,912,870 (7% increase). Urban Contractors L.L.C., requested and Staff recommends approval of a 30 day time extension for completion of the extra work.

Mr. Thomas said the FYE 2017 budget included an unencumbered balance of \$113,324 in SMP 2014 construction, a shortfall of \$14,866 to fund Change Order No. 1. He said Staff recommends a supplemental appropriation of \$14,866 from the Sewer Maintenance Fund balance. The contract is included on Council's regular meeting agenda later this evening.

Councilmember Hickman asked whether inspecting and/or replacing lines crossing over urban creeks are included in the SMP. Mr. Komiske said the larger lines are the interceptor/collector lines versus the smaller neighborhood sewer lines and said the City has completed significant replacement projects of the collector lines over the past 10 years. He said the Sewer Line Maintenance Division continually inspect these lines, even after replaced, checking for roots, slope in the lines, dips in the lines, etc.

Items submitted for the record

1. PowerPoint presentation entitled, "Sewer Maintenance Project, City Council Update," dated July 12, 2016

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Item 2, being:

DISCUSSION REGARDING THE CONVERSION OF MAIN AND GRAY STREETS FROM ONE-WAY TO TWO-WAY.

Mr. Shawn O'Leary, Public Works Director, said Main and Gray Streets was originally configured as two-way streets and was converted to one-way in 1974. He said requests to convert back to two-way began in the 1990's and a 2002 study recommended that Main and Gray Streets remain one-way. Mr. O'Leary said the 2014 Comprehensive Transportation Plan (CTP) included changing traffic patterns and the Two-Way Implementation Study began in July, 2015. He said when Council directed Staff to begin the Study approximately a year ago and it was made clear that it was not a study of feasibility but rather an implementation study. Mr. O'Leary felt Council, at that time, was very comfortable with converting from one-way to two-way and tonight's presentation will be a very technical and very engineered presentation about the steps, impacts, and costs for the conversion.

Mr. O'Leary highlighted eight (8) current and proposed projects for the downtown area and said Staff updates the project list every month to provide a quick summary of the projects. Mr. O'Leary said when thinking about the overlapping nature of the projects, Staff strives to make certain one project will not negatively impact another and the one-way to two-way conversion is a classic example of that, i.e., Norman Forward (NF) James Garner Boulevard project which is not scheduled until the Spring of 2020; however, it will intersect and impact the one-way to two-way project and vice versa.

Mr. Kevin St. Jacques, Freese and Nichols, said Norman changed Main and Gray Streets to a one-way streets in order to distribute traffic off the congested street as well as reduce movement conflicts and crashes. He said conversion of Main and Gray Streets back to two-way streets could provide potential economic enhancements. He said other reasons to support the conversion include addressing terminus configuration issues; development intensity/attraction imbalance; traffic volumes or traffic patterns have changed; development patterns have changed; and it is consistent with Center City visioning process. Mr. St. Jacques said the goals, objections and performance measures are as follows:

- Goal: Provide for adequate traffic operations (40 points):
 - ✓ Objectives: process future traffic with acceptable intersection Level of Service LOS (20 points); provide for acceptable traffic speed and progression (20 points); and accommodate train crossing interruptions (10 points).
- Goal: Provide for pedestrian and bicycle mobility and safety (30 points):
 - ✓ Objectives: minimize crossing distance for pedestrians (10 points); provide acceptable spacing of controlled pedestrian crossings (10 points); and retain high quality sidewalk environment (10 points).
- Goal: Retail on-street parking supply (30 points):
 - ✓ Objectives: retain existing angled parking on Main and Gray Streets (15 points); and simplify and support access to downtown parking supply (15 points).

Mr. St. Jacques highlighted the alternative concepts stating one option would be to convert the current three (3) lanes into one (1) lane going each direction with a center turn lane. He said another option is an in-balance flow of two (2) lanes going the same direction with one (1) lane going the

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opposite direction; however, there would not be a left-turn lane capability. Mr. St. Jacques said after going through the scoring criteria of analyzing the two options the preferred solution for a two-way street was a two (2) lane directional flow – one (1) lane each direction; left turn bays at intersections; angled parking on both sides of the street; and retain the 36 foot wide crossings.

Mr. St. Jacques highlighted the pros and cons of the two-way implementation as follows:

Factor	Positive Attributes	Negative Attributes
Traffic Operations	Creates a calmer traffic environment, better suited to Downtown destination. The new directional flow on both streets provides more direct access to destinations.	Higher average delay, lower LOS, parking interrupts flow of the one through lane.
Train Crossings	Queuing traffic still has two lanes in each direction spread across two streets, queues generally dissipate after one traffic signal cycle.	Traffic queues are about 1.5 to 2 times as long as existing, back of queue extends to over 3 blocks on Main Street during PM peak.
Pedestrian Crossings	The bulb-outs are retained, keeping crossing distances minimal with good pedestrian visibility and accommodations.	Pedestrian must watch for added conflicts from left and right turning vehicles from added traffic direction.
Parking	Retains angled parking on both sides, center turn lane allows use of angled parking from both directions by smaller vehicles.	Added cost to re-orient parking stalls and modify bulb-outs, large vehicles would need to turn from through lane to enter opposite side parking.
Special Events	Downtown functional as a destination with same amount of angled parking and new parking garage, traffic flow more logical for visitors.	High traffic generation events will not be as well accommodated for throughput.
Development	The two-way flow of traffic on both streets and traffic calming allow for better visibility of businesses, less focus on passing through Downtown	Current pass-thru traffic may divert to other routes, reducing exposure. Delivery trucks will be forced to use side streets and alleys.

Mr. St. Jacques said the new traffic patterns that will emerge from converting a one-way to a two-way needed to be evaluated. He highlighted the traffic re-distribution to include the future James Garner Extension Project. Councilmember Allison asked what the average delay per intersection for a two-way operation and Mr. St. Jacques said when comparing the existing LOS versus the proposed LOS, both with a 20% growth, the two-way proposal increases most of the intersections five (5) to 10 seconds longer, making the drive from one end to the other in the downtown area a minute longer.

Councilmember Castleberry said the two-way conversion seems to make the traffic worse on Main Street instead of better and Mr. St. Jacques said the performance indicators for modeling include

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balancing the traffic on Porter Avenue, as well as the entire core area. Mr. St. Jacques reminded Council the modeling included a 20% growth increase to accommodate future traffic operations.

Councilmember Hickman said there is significant traffic at Main Street and University Boulevard and if a two-way conversion is done would it be feasible to include a right hand turn lane from Main Street and University (traveling east) for vehicles wanting to go southbound towards the University of Oklahoma (OU). Mr. St. Jacques said the proposal conversion includes a left turn lane for cars wanting to go south on University Boulevard and Councilmember Hickman felt the turn lane would become congested, backing up traffic for those who wanted to continue straight and/or waiting their turn to get into the left lane. Mr. Angelo Lombardo, Transportation Traffic Engineer, said the reason that the University Boulevard and Main Street intersection does not operate well today is because there is not a dedicated left turn lane to turn either north and/or south. He said whether or not a two-way conversion is completed, a dedicated left turn lane at this intersection is needed for improvement. Mr. St. Jacques reminded Council the model reflects the PM peak hour (worst hour of the day for traveling) and once we get to the design of the two-way conversion there may be an opportunity to change permutation from block to block; however, overall the proposal works very well.

Mr. St. Jacques said converting Main and Gray Streets to two-way using the three (3) existing travel lanes on each street will reasonably accommodate traffic operations with room for 20% growth. He said the preferred configuration on both Main and Gray Streets would provide one travel lane in each direction with the center lane used to create left turn pockets at intersections.

Mayor Miller asked how long until the City reaches the 20% traffic growth for Main and Gray Streets and Mr. O'Leary said possibly 1% per year or 20 years. Mr. St. Jacques said a 20% growth is City-wide and would be a tremendous growth victory for downtown.

Councilmember Holman felt slower traffic will be better for pedestrians and businesses in the downtown area and said people needed to consider pedestrian safety and business visibility versus how fast a vehicle can get from one end to the other.

Councilmember Hickman asked if the turn lane/center median on Main Street would include trees, vegetation, and public art and Mr. O'Leary said no, there will only be striped lanes. Councilmember Hickman said constituents have told them they are concerned about traveling and/or parking while traveling east on Main Street and not being able to turn left at the intersections. He asked if the vehicles would be able to still turn left if there is no turn lane. Councilmember Hickman asked whether the study includes research stating more congestion is safer and Mr. St. Jacques said the two-way will be safer because vehicles will be driving slower even though there may be more congestion.

Councilmember Clark asked the approximate date for the two-way conversion and Mr. O'Leary said Council could discuss and consider the \$5.2 million two-way conversion during Capital Improvements Budget held in the Fall of 2016.

Item 2, continued:

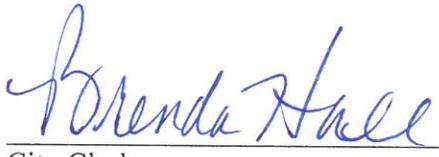
Mayor Miller said we have run out of time and obviously more discussion is needed since Staff was unable to finish their presentation. She said a follow-up session will be scheduled.

Items submitted for the record

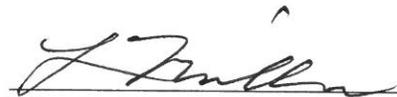
1. The Changing Sites and Sounds of Downtown Norman – Project(s) Design, Start and Finish Dates, and Costs
2. PowerPoint presentation entitled, “Conversion of Main and Gray Streets from One-way to Two-way, Norman City Council Conference,” dated July 12, 2016, presented by Angelo Lombardo, P.E., City of Norman Transportation Engineer and Kevin St. Jacques, P.E., Freese and Nichols, Inc.
3. Draft “Main and Gray Streets Conversion to Two-Way Operation,” dated July 6, 2016, by Freese and Nichols, Inc.

The meeting adjourned at 6:29 p.m.

ATTEST:



City Clerk



Mayor

