

CITY COUNCIL CONFERENCE MINUTES

September 13, 2011

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 13th day of September, 2011, 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 48 hours prior to the beginning of the meeting.

PRESENT: Councilmembers Dillingham, Ezzell, Gallagher, Griffith, Kovach, Lockett, Quinn, Mayor Rosenthal

ABSENT: Councilmember Spaulding

Item 1, being:

CHANGE ORDER NO. ONE TO CONTRACT NO. K-0910-172 WITH RED CLIFF, INC., INCREASING THE CONTRACT AMOUNT BY \$40,504.88 EXTENDING THE CONTRACT BY 165 CALENDAR DAYS FOR THE RAW WATER LINE PROJECT, PHASE I.

The Norman raw water line conveys water from Lake Thunderbird to the Water Treatment Plant (WTP). The Norman Utilities Authority (NUA) approved Contract No. K-0910-172 with Red Cliff, Inc., on July 27, 2010, in the amount of \$3,171,711 for construction of a new 48-inch water line above the existing 33-inch line beginning September 2010, and ending in March 2011. Mr. Chris Mattingly, Utilities Superintendent, said an oversight in the contract did not capture the intended length of the project time as agreed in the mandatory pre-bid conference and all bidders had stated the project needed to be at least 270 days for completion rather than the standard 180 days so Staff included an addendum as part of the bid documents to address the timeline; however, that did not get carried over onto the contract for execution and Change Order No. One includes the additional days.

Mr. Mattingly said the change order also addresses another problem discovered during construction. He said the raw water line was not located as shown on documented plans provided by the Bureau of Reclamation and this error required the contractor to provide reverse thrust blocking efforts. He said the thrust blocks required more concrete and steel. He said Staff negotiated with the contractor and agreed upon the amount of \$40,504.88 for the additional work.

Mr. Mattingly said final tie-ins to the City's line will require the water supply to be shut down and Staff did not want this done in the midst of the drought during peak demand so Staff requested the contractor come back in November to finish that portion of the project at no additional costs to the City.

Councilmember Griffith asked what a thrust block is and Mr. Mattingly said lines are pushed together and whenever the line meets an "angle" or "bend" it will cause the line to shift and blow off so a piece of concrete is placed behind the bend to keep that from occurring.

Mayor Rosenthal asked if the Bureau of Reclamation maps were the most current available and Mr. Mattingly said yes, they are 1960 plans when the 33-inch raw water line was originally installed. Councilmember Gallagher asked if the old line, underneath the newly constructed line, would be a functional line and Mr. Mattingly said yes, Staff is keeping that line in place for possible future use.

Items submitted for the record

1. Text File No. K-0910-172, Change Order No. One, dated August 29, 2011, by Chris Mattingly, Utilities Superintendent
2. Change Order No. One to Contract No. K-0910-172

Item 2, being:

DISCUSSION REGARDING CEDAR LANE ROAD WIDENING AND RECONSTRUCTION PROJECT ACCOMMODATION FOR BICYCLISTS.

Mr. Shawn O'Leary, Director of Public Works, introduced Mr. Bill Swain of Cardinal Engineering, the company contracted to design the Cedar Lane Road Project. He said Staff needs direction from Council on what to do about bicycle lanes. He said there had been a general consensus at the Council Community Planning and Transportation Committee meeting in August, but the Committee felt it should be presented to the entire Council before a final decision was made. He said there is precedence setting aspect to the decision as this would be the first arterial road design project with proposed bicycle lanes in the paved area instead of separate bicycle lanes.

Mr. Angelo Lombardo, Traffic Engineer, said Council adopted Resolution No. R-0809-97 on January 27, 2009, requesting federal funds to pay for 80% of the cost of the Cedar Lane widening and reconstruction and on February 9, 2010, Council adopted Resolution No. R-0910-88 requesting an amendment to the Oklahoma City Area Regional Transportation (OCART) Plan designating Cedar Lane Road as a four-lane urban arterial roadway. He said on October 10, 2010, Council adopted Resolution No. R-1011-55 revising Norman's Bike Route Map as recommended by the Norman Bicycle Advisory Committee (BAC) which features the re-introduction of bike lanes along several city streets and on November 8, 2010, the BAC unanimously approved support for the inclusion of bike lanes in the project. Mr. Lombardo said Council approved Contract No. K-1011-135 with Cardinal Engineering on February 8, 2011, for design of the Cedar Lane Project, which will widen Cedar Lane to four lane urban arterial standards with curb and gutter, sidewalks, and storm sewer system.

Mr. Lombardo said bike lanes accomplish the following:

- Support and encourage bicycling as a means of transportation;
- Help define road space;
- Promote a more orderly flow of traffic;
- Encourage bicyclists to ride in the correct direction, with flow of traffic;
- Give bicyclists a clear place to be so they are not tempted to ride on the sidewalk;
- Remind motorists to look for cyclists when turning or opening car doors;
- Signal motorists that cyclists have the right to the road;
- Reduce the change that motorists will stray into cyclists' path of travel;
- Make it less likely that passing motorists swerve toward opposing traffic; and
- Decrease the stress level of bicyclists riding in traffic

Mr. Lombardo said Cedar Lane was chosen for the project because it is identified as a bike route in Norman's Bicycle Transportation Plan; recent development in the area will draw people that are likely to bike; recent improvements in the area have elevated the quality of the bicycle transportation system; the proximity to the University of Oklahoma (OU), which is the greatest generator of bicycle traffic; consistent with the regional multimodal transportation vision in Encompass 2025; connection to recently improved bike lanes serving several apartment complexes with high college student occupancy; and supports recent designation of Norman as a Bicycle Friendly Community by the League of American Bicyclists.

Mr. Lombardo said, from a regional perspective, having transportation options above and beyond what can be done with a car is an important element of the Encompass 2025 Plan. He said a recent survey indicated bike paths and lanes ranked higher than the expansion of Amtrak and the construction of more sidewalks. He said an Encompass 2025 option is to expand regional bicycle and pedestrian networks to continue to build a safe, coordinated network that is a healthy and environmentally friendly alternative.

Mr. Lombardo said the BAC has been working toward getting Norman recognized as a bicycle friendly community. He said application has been submitted three times and Norman has made the Bronze Level status and is only the second City in Oklahoma to achieve that with Tulsa being the first. Norman gained Bronze Level status because it puts a strong emphasis on keeping cyclists safe and educating its youth; has broad support for policies and programs suggested by the BAC, citizens, and new ideas are always encouraged; has hired an engineering firm to design the first phase of a ten mile multi-modal path along State Highway 9 that will connect urban Norman to rural east Norman; adopted a three foot passing law as a City ordinance so it can be enforced at a Municipal Court level; sponsors Safety Town classes annually during the month of June for children under the age of six; and has numerous bike clubs and groups that offer weekly group rides and annual road races and mountain bike trail competitions. He said Norman's most compelling accomplishment is the creation of a pilot program in a few areas of town to demonstrate the need for and use of bike lanes in the City.

Staff is requesting permission to move forward with the design of the Cedar Lane Project with the contingency that the Bicycle Transportation Plan needs to be amended to illustrate that this roadway will not be a "share the road" bicycle route, but will have integrated bike lanes. Also, designate portions of 12th Avenue S.E. to Highway 9 and Oak Tree Avenue from 12th Avenue S.E. to Constitution Street as bike lanes in the plan. He said the BAC is working on adding several collector streets that need to be recognized as bike routes and the BAC wants to bring all of those forward for one plan amendment.

Mr. Lombardo highlighted the costs for bike lanes and savings through federal funds. He said a four lane roadway with five foot sidewalks on both sides costs approximately \$1,190,400; four lanes with a ten foot wide multimodal path on both sides costs \$1,228,600; and four lanes with five foot wide sidewalks and five foot wide bicycle lanes on both sides of the road costs \$1,241,000. He said bicycle path projects are eligible for federal funds so the City is only responsible for the 20% construction share. Four lanes with 10 foot multimodal paths on both sides would cost \$38,200 more and four lanes with five foot sidewalks and five foot bicycle lanes would cost an additional \$50,600.

Councilmember Kovach asked if there would be connectivity on Constitution Street and Mr. Lombardo said there are no current plans, but that could be pursued in the future. Councilmember Kovach asked if there was capacity in the Bicycle Master Plan (BMP) to designate areas that need to be connected for future use and Mr. Lombardo said, yes the BAC is working on that as well.

Councilmember Lockett asked if Staff had a traffic count on 12th Avenue and Mr. Lombardo said yes, Staff is putting that that information together for Council.

Mayor Rosenthal and Councilmembers Dillingham, Kovach, Quinn, and Griffith all agreed that it would be beneficial for the safety of cyclists as well as pedestrians and motorists to move forward with the project as recommended by Staff. Councilmember Kovach said there have been several accidents involving vehicles and cyclists, one included a Norman firefighter. He said there is a huge demand from the public for separated bike lanes or marked paths. Councilmember Dillingham said large companies looking at Norman as a possible place to relocate, bike paths and sidewalks are a huge consideration for them in making that decision. Councilmember Gallagher asked about the timeline for acquiring federal funds and was concerned the economy would affect funding and Mr. Lombardo said typically, policy makers look at money for transportation as a way to help the economy and metropolitan areas are getting more funding for transportation funding especially multimodal projects.

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Ms. Joy Hampton, The Norman Transcript, asked if bicycles will be prohibited from riding on sidewalks in areas where bike lanes are marked and Mr. Lombardo said bicycles are allowed on sidewalks unless there are signs prohibiting them. Mr. O'Leary said bicycles would not be prohibited on sidewalks even if there are marked bike lanes. Councilmember Kovach said if bicycle lanes are available, bicyclists should be encouraged to stay off the sidewalks. Councilmember Griffith felt that parents would not want their children riding along the roadway and Mr. O'Leary agreed and said there needs to be a balance and could be brought forward for future consideration.

Items submitted for the record

1. PowerPoint presentation entitled "*Cedar Lane Road Widening and Reconstruction Project Accommodation for Bicyclists*," City Council Conference, dated September 13, 2011

The meeting adjourned at 6:15 p.m.

ATTEST:

City Clerk

Mayor