CITY COUNCIL
COMMUNITY PLANNING AND TRANSPORTATION
COMMITTEE MINUTES

February 24, 2014

The City Council Community Planning and Transportation Committee of the City of Norman, Cleveland County, State of Oklahoma, met at 5:30 p.m. in the Conference Room on the 24th day of February, 2014, and notice and agenda of the meeting were posted in 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.

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| PRESENT: | Councilmembers Holman, Miller, Williams, Chairman Jungman |
| ABSENT: | None |
| OTHER COUNCILMEMBERS PRESENT: | Councilmembers Castleberry, Heiple, Mayor Rosenthal |
| STAFF PRESENT: | Mr. Jeff Bryant, City Attorney<br>Ms. Susan Connors, Planning and Community Development Director<br>Mr. Terry Floyd, Development Coordinator<br>Mr. Steve Lewis, City Manager<br>Mr. Shawn O'Leary, Public Works Director<br>Mr. David Riesland, Traffic Engineer<br>Mr. Scott Sturtz, City Engineer<br>Ms. Karla Chapman, Administrative Technician III |
| OTHER GUESTS PRESENT: | Ms. Karlene Smith, Marketing Specialist for Cleveland Area Rapid Transit (CART)<br>Mr. Eddie Haas, Freese and Nichols<br>Mr. Kevin St. Jacques, Freese and Nichols<br>Mr. Kim Floyd, Bicycle Advisory Committee<br>Mr. Lee Krumholz, Bicycle Advisory Committee<br>Mr. Gary Miller, Bicycle Advisory Committee<br>Mr. Tom Woodfin, Bicycle Advisory Committee<br>Mr. Chuck Thompson, Republic Bank of Norman<br>Mr. Evan Stair, Passenger Rail Oklahoma<br>Ms. Janice Oakes, Progressive Independence<br>Ms. Hailey Mathis, 121 North Porter<br>Mr. Donald Robinson, 1111 24th Avenue SW #89<br>Ms. Linda Shannon, 1111 24th Avenue SW #43<br>Mr. Roger Gallagher, 1522 East Boyd<br>Mr. Mark Campbell, Post Office Box 1501 |

Item 1, being:

CART RIDERSHIP REPORT INCLUDING SAFERIDE AND EXTENDED SERVICE FOR THE MONTHS OF DECEMBER, 2013, AND JANUARY, 2014.

Ms. Karlene Smith, Planner and Grant Specialist, Cleveland Area Rapid Transit (CART), highlighted the December 2013, and January, 2014, ridership reports including saferide and extended services. She said CART will be tracking additional revenues received with the fare increase that went into effect on January 16, 2014. January farebox revenues increased $1,553 and over $2,048 as of February 16, 2014.

Item 1, continued:

Ms. Smith said CART was awarded a Clean Air Grant of $89,410 that will assist with funding to replace two (2) diesel transit buses with two (2) Compressed Natural Gas (CNG) transit buses, which are scheduled to be ordered in March or April, 2014. She said CART will order four (4) paratransit vehicles in March, 2014, that will be Americans with Disabilities Act (ADA) accessible and made possible through a Federal Transit Administration (FTA) 5310 Grant awarded through the Department of Human Services (DHS).

CART will continue assisting the Oklahoma Department of Transportation (ODOT) with the Lexington-Purcell shuttle on Saturdays and Sundays until the James C. Nance Memorial Bridge is reopened. ODOT is reimbursing CART for expenses to operate the shuttle.

Ms. Smith said the City of Norman's continued support to CART is greatly appreciated; the Finance Committee's recent recommendation to increase funding by $50,000 will bring CART's total to $500,000 for FYE15.

Items submitted for the record

1. Cleveland Area Rapid Transit Ridership Totals for the Month of December, 2013
2. Cleveland Area Rapid Transit Ridership Totals for the Month of January, 2014
3. Cleveland Area Rapid Transit Newsletter entitled "CART. We connect you."
4. Cleveland Area Rapid Transit Monthly Report, dated February 2014, with attached letter from Douglas W. Myers, CART Director, Parking and Transportation Services, to the Honorable Mayor and City Council Members, dated February 14, 2014

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Item 2, being:

PRESENTATION AND DISCUSSION OF THE DRAFT COMPREHENSIVE TRANSPORTATION PLAN.

Mr. Shawn O'Leary, Director of Public Works, said Norman has never had a Comprehensive Transportation Plan (CTP) which is essential for a growing community. He said the CTP has been a 3 ½ year long process, will give long and short term planning, prioritize projects and programs, and help identify possible funding sources.

Mr. O'Leary introduced Mr. Eddie Haas and Mr. Kevin St. Jacques with Freese and Nichols. Mr. Haas highlighted the following categories of the draft CTP:

- Benefits of transportation planning;
- Project overview;
- Guiding principles, goals, and objectives of the CTP: 1) Norman is a special place to live, 2) Mobility, 3) Maintain and preserve existing infrastructure, 4) Fiscal Stewardship, and 5) Enhance economic vitality;
- Timeline of previous, present, and future input to the CTP beginning December, 2012, through March, 2014;
- Thoroughfare Plan to include design options for roadway sections, formalization of internal loop for regional connection, identification of collector network, creation of special corridors, and railroad grade separations at Tecumseh Street and Lindsey Street; and
- Additional Plans - Bike and Pedestrian Plan, Sidewalk Completion Plan, Transit Plan, Airport Plan, and Freight and Emergency Response needs.

Mr. Haas said the Citizen Visioning Committee (CVC) met earlier today and provided comments and recommendations on the draft CTP which include:

Item 2, continued:

Thoroughfare Plan:
- ✓ Specific issues on railroad separations, associated cost, and prioritization;
- ✓ Discussion of key corridors, e.g., Lindsey Street, Porter Avenue, Flood Avenue, and James Garner, as well as potential timing and configuration relative to other recommended projects; and
- ✓ Considerations for project prioritization.

Transit Plan:
- ✓ Incorporation of 2008 CART Plan; need to have more incremental projects (pilot projects) to advance current transit to recommended system; and
- ✓ Approval to commuter rail station locations.

Bike Plan:
- ✓ Specific feedback on system additions.

CTP Implementation and Funding Strategies:
- ✓ General approval of short/medium/long-range prioritization;
- ✓ Any new funding strategies need to be evaluated relative to current policies and benchmarking with other municipalities in the region.

Chairman Jungman asked whether Staff planned to move forward with this draft CTP. Mr. O'Leary said Staff is requesting Council direction; however, there are no major concerns with the draft CTP at this time, only specific subcommittee concerns.

Councilmember Miller said she liked the idea of not having a specific timeline for implementation of the CTP because it will allow flexibility. She suggested the City look at the CTP every five (5) years to determine if the plan is on-track and, if necessary, re-evaluate the CTP as the community changes.

Councilmember Miller requested more explanation regarding the railroad grade separation aspect and Mr. Haas said a grade separation would be similar to that recently installed on Robinson Street. He said one concern is that a grade separation on Lindsey Street may encourage more traffic use; therefore, causing a negative impact to the University of Oklahoma (OU). Mayor Rosenthal said there was a lot of opposition regarding the Lindsey Street grade separation and is surprised it is included in the draft CTP. Mr. Haas said it was included due to the access availability to the east and west of Lindsey Street; however, it may be determined at a later date that a grade separation at Lindsey Street should be removed. He said a railroad grade separation should not be moved further south due to the lack of access availability. Chairman Jungman felt the Robinson Street Grade Separation consumed a lot of land, which was not good and was concerned a Lindsey Street grade separation would do the same.

Councilmember Holman said he liked the draft CTP and felt it hit on everything and felt the Lindsey Street grade separation should not be removed from the CTP due to future rail growth.

Councilmember Heiple said the draft CTP incorporates the land uses and focuses on all modes of transportation, i.e., vehicle, pedestrian, bike, transit, etc.; however, he did not see road aesthetics in the draft CTP. Mr. O'Leary said the Complete Streets Projects within the draft CTP include some element of aesthetics and Staff hopes to learn aesthetic implementation ideas for the CTP during the future Lindsey Street Widening Project.

Mr. Haas said Freese and Nichols will meet with Staff tomorrow, February 25, 2014, to discuss input received at today's meetings (both CVC and CPTC) and determine how the CTP should be tweaked going forward. He said the draft CTP is scheduled as an item on the March 13, 2014, Planning Commission agenda and the March 18, 2014, City Council study session agenda.

Item 2, continued:

Items submitted for the record

1. PowerPoint presentation entitled "Norman Comprehensive Transportation Plan, The CTP Plan" CPTC Committee, dated February 24, 2014

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Item 3, being:

DISCUSSION REGARDING A RESOLUTION URGING THE OKLAHOMA DEPARTMENT OF TRANSPORTATION AND THE STATE OF OKLAHOMA TO RETAIN OWNERSHIP OF THE SOONER SUBDIVISION RAIL LINE FOR CURRENT AND FUTURE PASSENGER TRANSPORTATION OPPORTUNITIES, AND FOR THE ECONOMIC AND QUALITY OF LIFE BENEFITS DERIVED THEREFROM, FOR THE CITIZENS, BUSINESSES, CITIES, AND TOWNS OF THE STATE OF OKLAHOMA.

Mr. Shawn O'Leary, Director of Public Works, said Resolution No. R-1314-108, urging the Oklahoma Department of Transportation (ODOT) and the State of Oklahoma to retain ownership of the Sooner Subdivision Rail Line for current and future passenger rail transportation opportunities, is scheduled as an agenda item for Council consideration on February 25, 2014.

Mr. O'Leary introduced Mr. Evan Stair, Passenger Rail Oklahoma, who highlighted background information for Oklahoma rail lines as follows:

- The State of Oklahoma acquired several rail lines in the 1970s and 1980s that were threatened with abandonment;
- Oklahoma currently owns 428 miles of rail lines, 420 miles of which are currently in service;
- Sooner Subdivision Rail Line (Sooner Sub) includes a 97.5 mile segment of railroad between Del City and Sapulpa;
- Sooner Sub was purchased by the State of Oklahoma in 1998 for $5.9 million; leased to Stillwater Central Railroad, Inc., (Watco Companies) from 1998 to 2013 and re-negotiated with Stillwater Central Railroad, Inc., from 2013 to 2018;
- The U.S. Department of Transportation has been working with States to plan, fund, and develop high-speed rail services which usually requires the construction of new track to ensure segregation from freight rail traffic. The Tulsa-Oklahoma City-Dallas corridor was officially designated as a high-speed rail corridor in 2000 and is known as the South Central Corridor;
- Three (3) passenger railroad corridors are currently under evaluation for Oklahoma to include extension and expansion of the existing Heartland Flyer to include: 1) Oklahoma City to Newton, Kansas, as well as a new standalone daytime service between Kansas City and Fort Worth via Oklahoma City; 2) Oklahoma City to southern Texas; and 3) between Tulsa and Oklahoma City – the 110 miles separating Tulsa and Oklahoma City represent a distance where the economics of rail technology are very favorable;
- On May 30, 2013, Governor Mary Fallin signed into law Senate Bill 584, amending 66 O.S. 2011, Section 304, relating to railroads; providing procedures for sale of certain railroads; requiring certain notification to be delivered to the Legislature and providing an effective date;
- On November 1, 2013, ODOT began seeking Requests for Proposals (RFP) for the sale of 97.5 miles of the state-owned Sooner Sub Rail Line between Del City and Sapulpa, including all track structures and rights-of-way (ROW) and four (4) bids were accepted and are being evaluated to determine whether or not to accept one (1) and sell the line;
- On May 5, 2014, the State Transportation Commission will consider the possible sale of property to the preferred proposer and, if accepted, the financial closing of the property is anticipated on July 31, 2014.

Mr. Stair said the sale of Sooner Sub may be detrimental to the development of passenger rail service between Norman, Oklahoma City, and Tulsa. He said ODOT continues to study viable passenger service options between Oklahoma City and Tulsa that is expected to be completed in 2015 and includes the existing Sooner Sub line as

Item 3, continued:

well as other possible routes in the corridor, checking for feasibility, public support and cost analysis for each potential option. Mr. Stair said the Cities of Tulsa and Oklahoma City have raised concerns over the negative impact that the potential sale of the Sooner Sub Rail Line could have on the future establishment of passenger rail service between the two (2) cities. He said the City of Tulsa adopted a resolution on February 6, 2014, urging ODOT and the State of Oklahoma to retain ownership of the railroad line for current and future passenger rail service and the City of Oklahoma City is also preparing to take similar action.

Councilmember Castleberry asked how the financing would work and if there would be any financial impacts for the City of Norman. Mr. Stair said people are excited and want passenger rail transportation and he felt revenue potentials exist. Councilmember Castleberry asked whether Norman would have potential liability or potential revenue from retaining Sooner Sub and Mr. Stair stated the resolution seeks to make the Sooner Sub Rail Line State owned rather than privately owned and felt it would be profitable.

Mayor Rosenthal asked whether the State owned any other railroad rights-of-way (ROW) from Norman to Tulsa and Mr. Stair said no. She felt the ODOT RFP process has not been very transparent and adoption of Resolution No. R-1314-108 will show that the City of Norman is very concerned. Mayor Rosenthal felt it would be very short-sighted to give away the railroad ROW.

Items submitted for the record

1. Text File Resolution No. R-1314-108
2. Resolution No. R-1314-108
3. Oklahoma 2011-2012 State Railroad Map
4. An Act, Enrolled Senate, Bill No. 584, by Schulz and Fields of the Senate and Joyner, Pittman, Cockroft, Smalley and McCullough of the House
5. Sample Oklahoma Department of Transportation Sooner Subdivision Railroad Sale Request for Proposals, dated November 1, 2013
6. Tulsa Council News Release #20130312, dated March 12, 2013
7. PowerPoint presentation entitled "Council Resolution Sooner Subdivision Rail Line with State of Oklahoma 2012-2013 Railroad Map of Sooner Subdivision Rail Line

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Item 4, being:

MISCELLANEOUS DISCUSSION.

Mr. Mark Campbell, Post Office Box 1501, asked whether water fountains and trees for shade will be installed at the new CART Brooks Street Transfer Station. He said with summer approaching both were needed. Mr. Campbell expressed concerns about the mile of cars dealerships, including David Stanley Chevrolet, parking vehicles for sale on the grass in the public rights-of-way (ROW). He said this kills the grass and needs to be stopped.

CITY OF NORMAN CORPORATE SEAL OKLAHOMA

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The meeting adjourned at 6:42 p.m.

ATTEST:

Brenda Hall
City Clerk

Cindy Rosenthal
Mayor