



# Lindsey Street Improvement Project

24<sup>th</sup> Avenue SW to East of Berry

City of Norman 2012 Bond Project

## Public Forum

Tuesday, September 3, 2013

6:00 p.m.

City Council Chambers



# Project Background

May, 1970

Bond election fails

December, 1988

Bond election fails

May, 1997

Baldischwiler study of “Lake McGee”

July, 2004

Council deletes project from 2005 bond election due to objections from merchants

June, 2011

Council directs transportation/storm water Bond Election including Lindsey Street

August, 2011 – August, 2012

Multiple stakeholder meetings

August 28, 2012

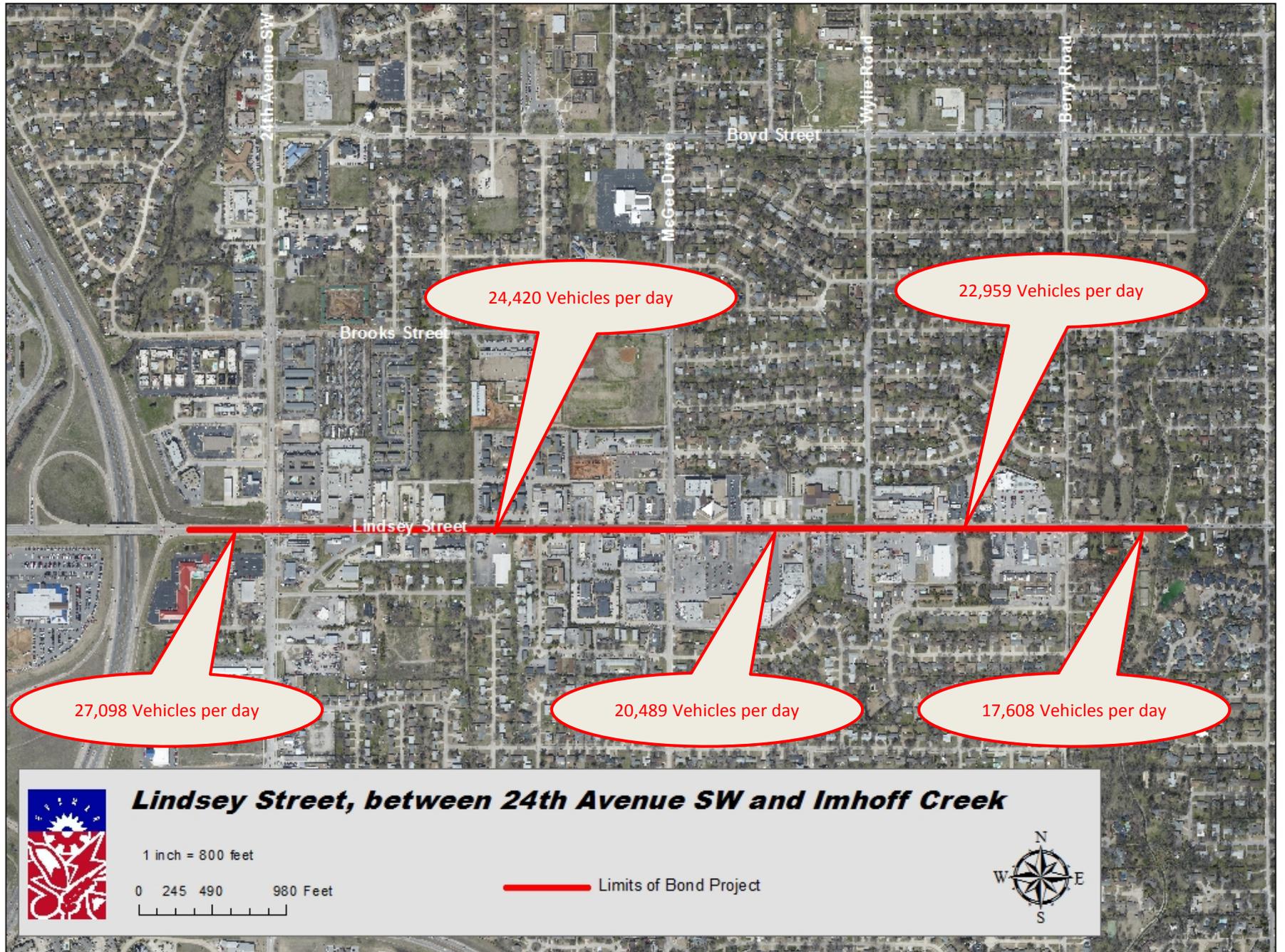
Bond Election (63%/37%)

November 2012

Project design begins

June – August, 2013

City/IQC collaboration



**Lindsey Street, between 24th Avenue SW and Imhoff Creek**

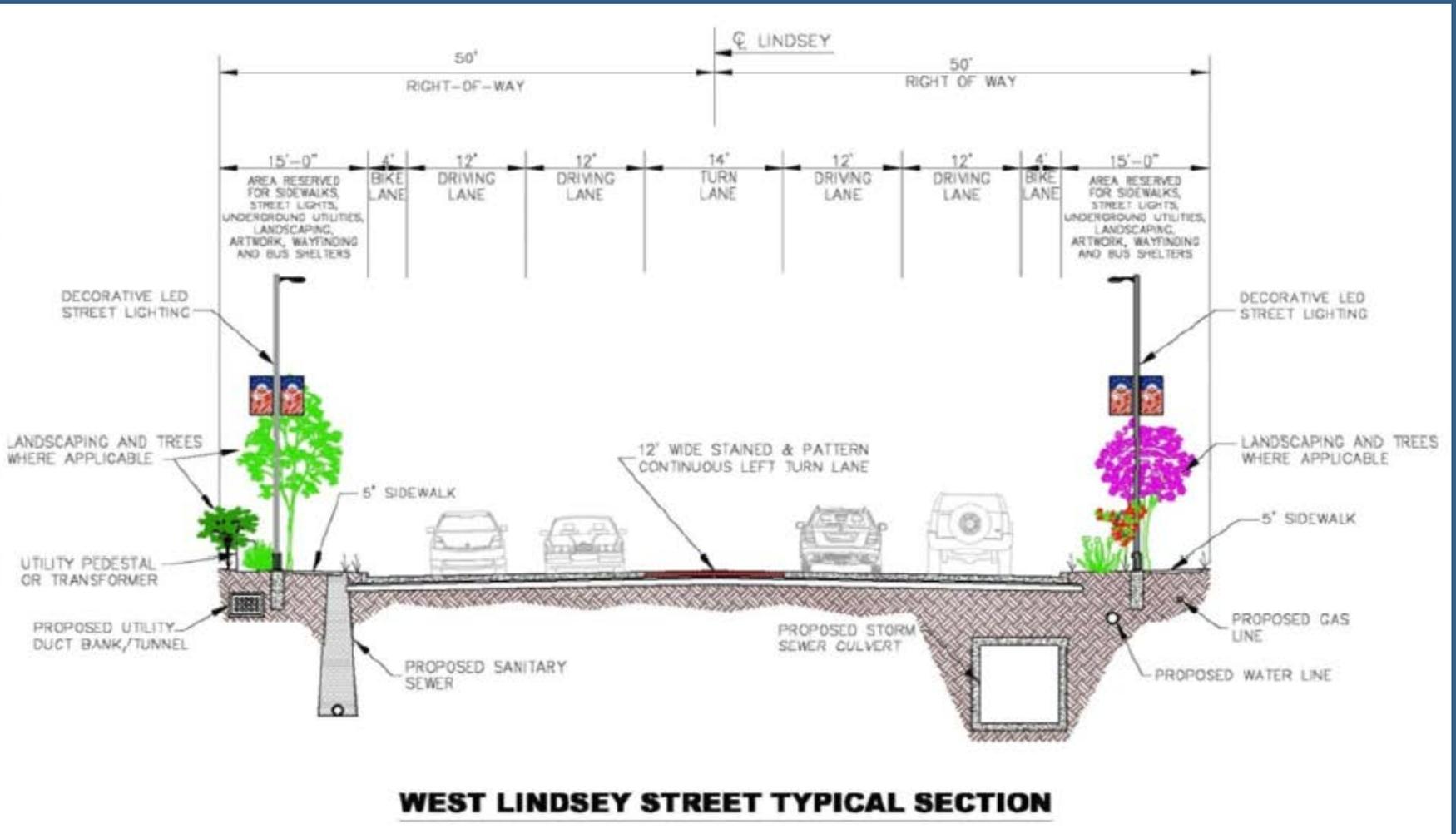
1 inch = 800 feet  
0 245 490 980 Feet

— Limits of Bond Project



# Project Conceptual Plan

- Proposed road section was 5 lane street with center turn lane and partial landscaped islands at the intersections



# Lindsey Street 24th Avenue SW to Berry Road

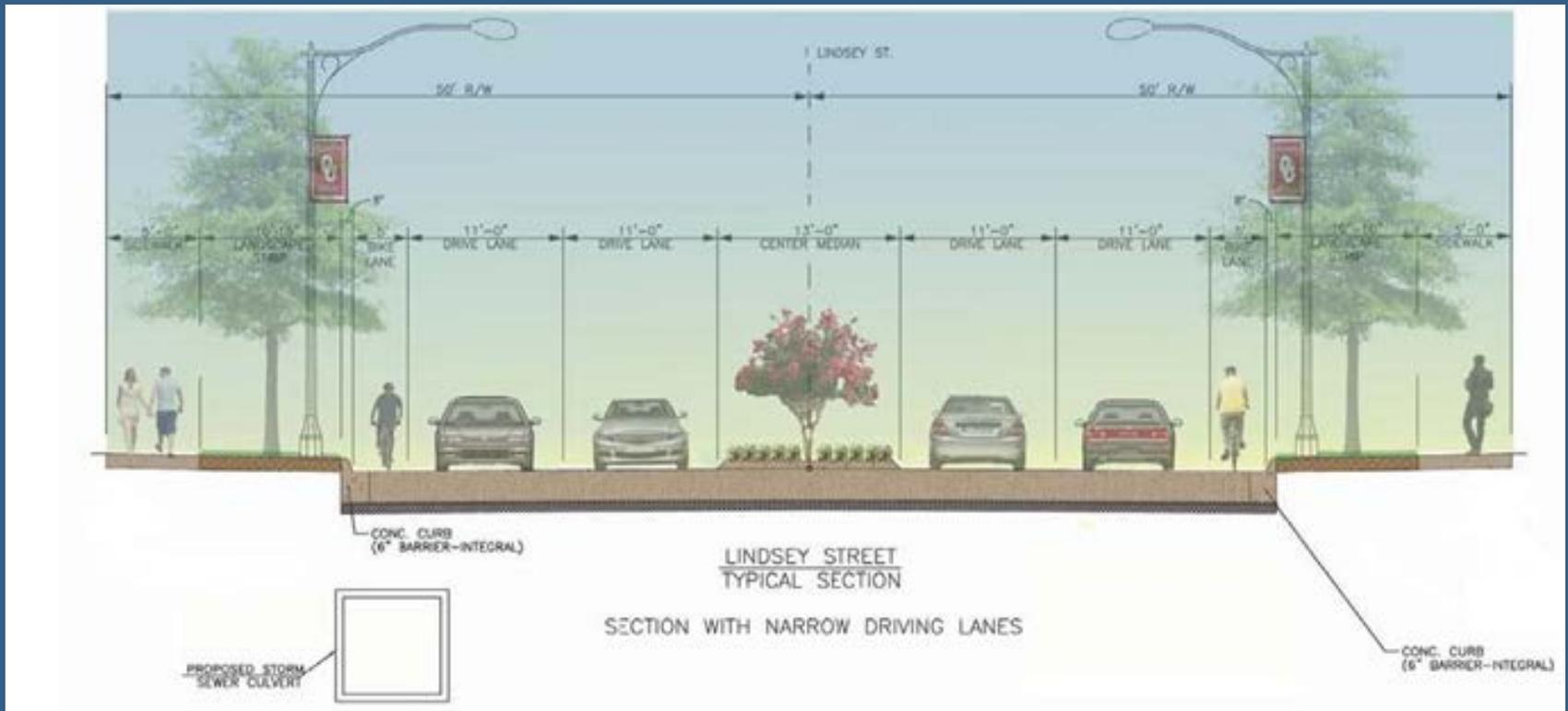
- No. 1 rated storm water problem in Norman
- No. 1 traffic congestion corridor in Oklahoma City metropolitan area
- Crash rate is nearly 3 times the national average for similar roadways
- Opportunity to coordinate with I-35/Lindsey Street Interchange Project



# Current Project Design

## Typical Roadway Design

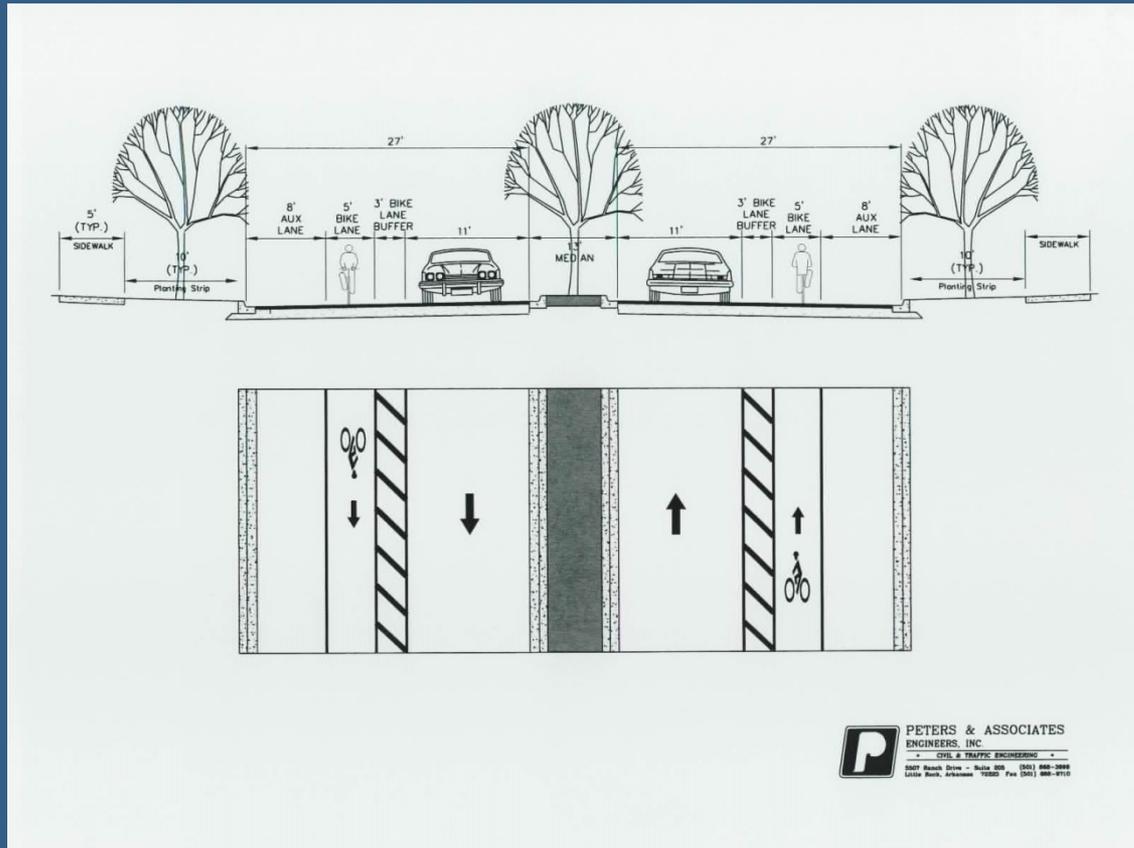
- 4-vehicular travel lanes with 11 foot lanes
- 5-foot bike lanes
- Total distance curb to curb - 67 feet
- Fits within the 100 foot ROW



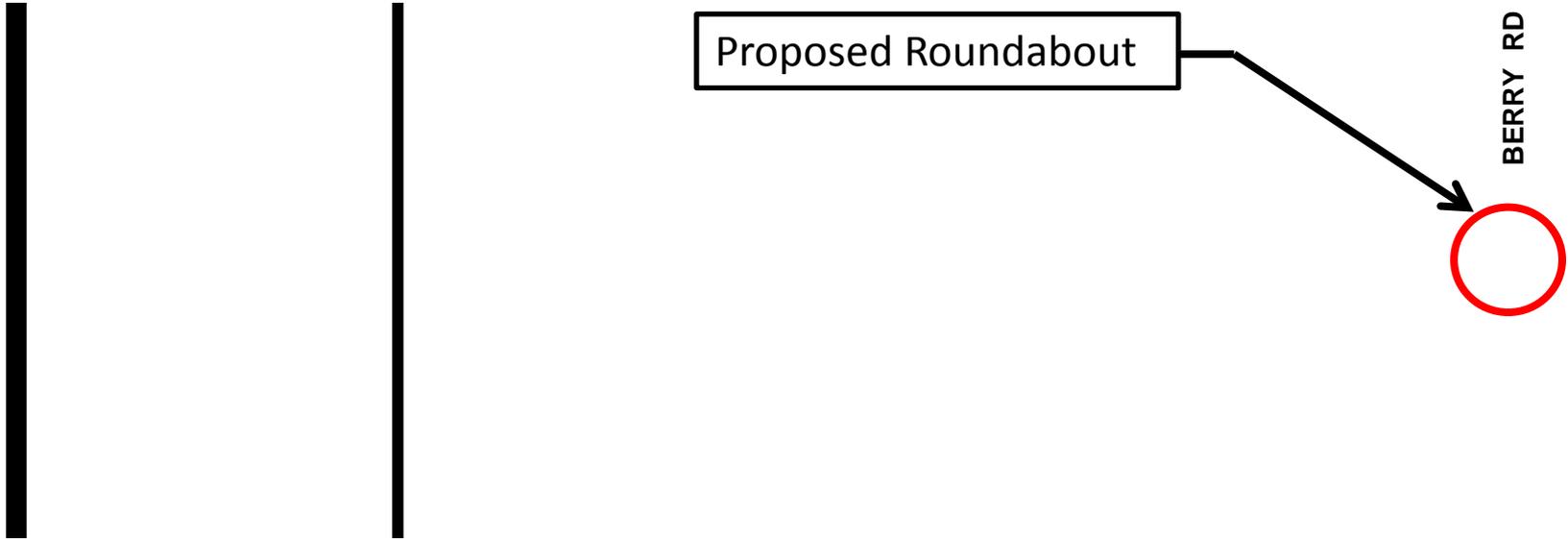
# IQC Proposed Project Design

## Typical Roadway Design between Wylie and Berry

- 2 vehicular travel lanes with 11 foot lanes and 8 foot auxiliary lanes
- 5-foot bike lanes with 3 foot buffer
- Total distance curb to curb - 67 feet (same paving as current cross section)
- Road fits within the 100 foot right of way
- Proposed roundabout at Berry Road which may require additional right of way



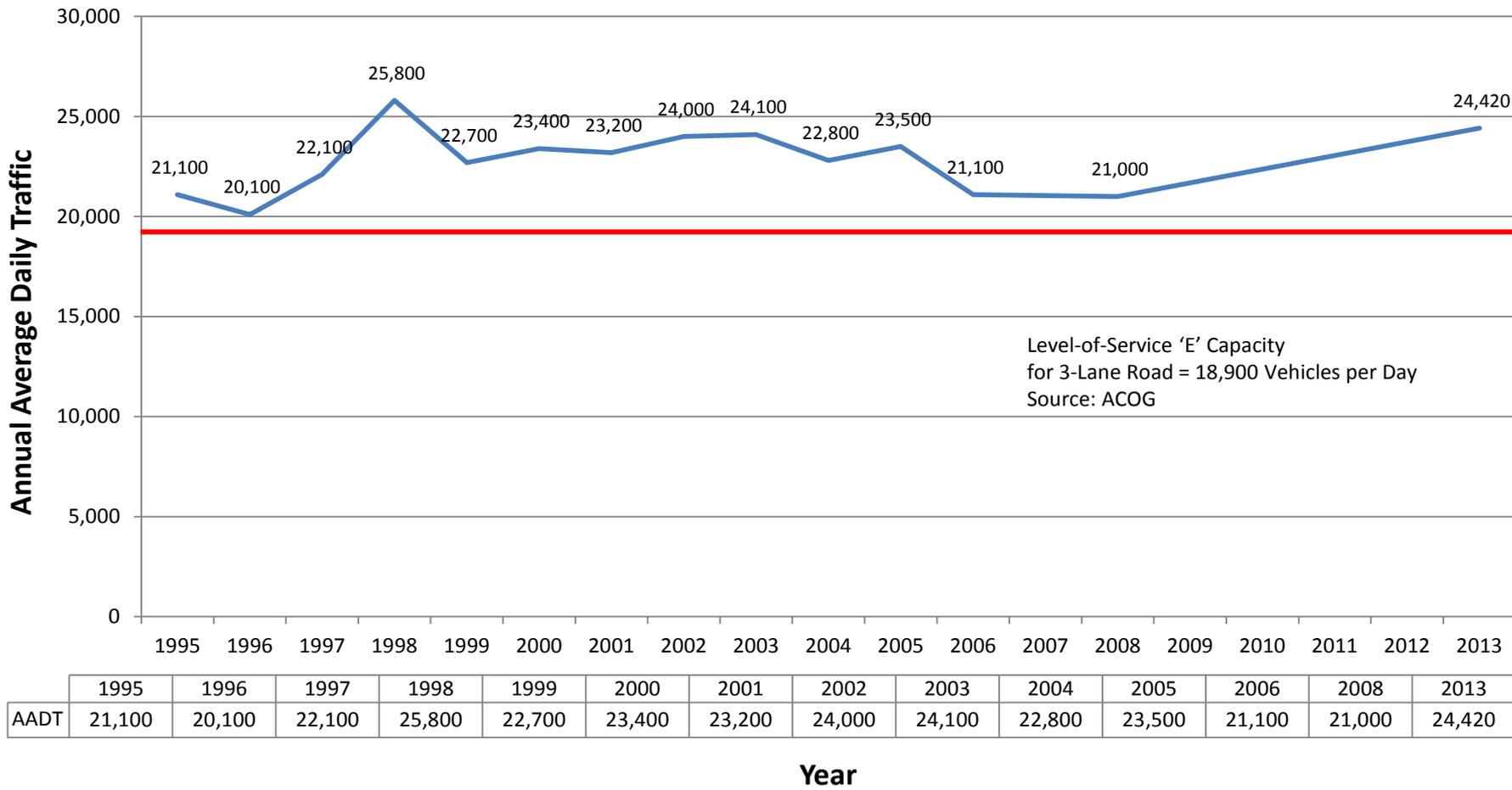
# Modern Roundabout Enhancement



## Roundabout Benefits

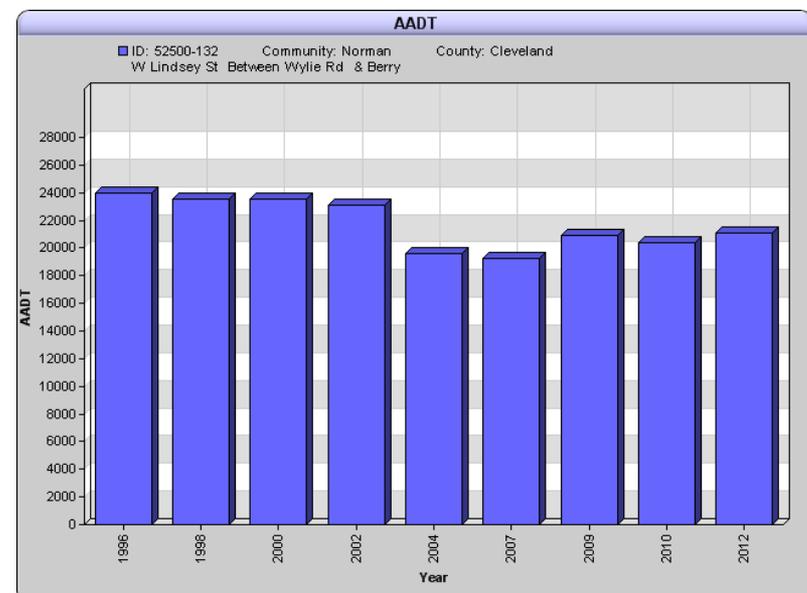
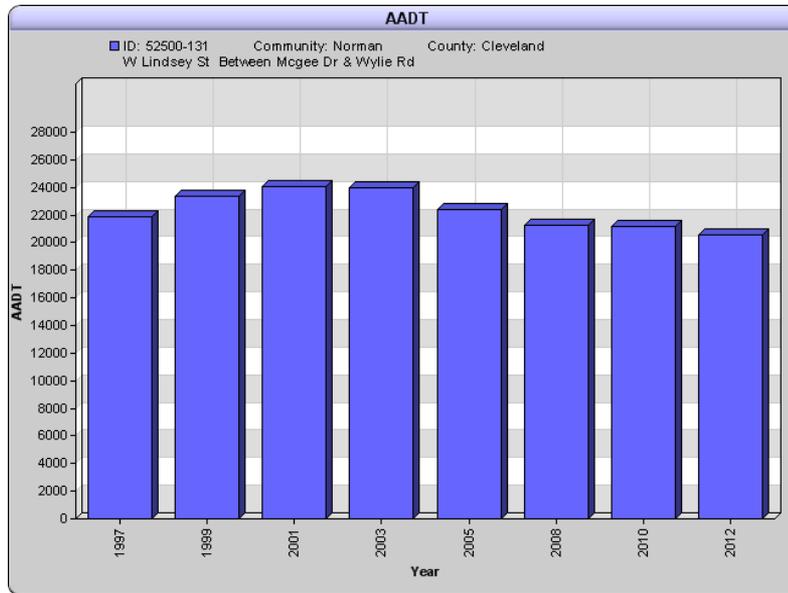
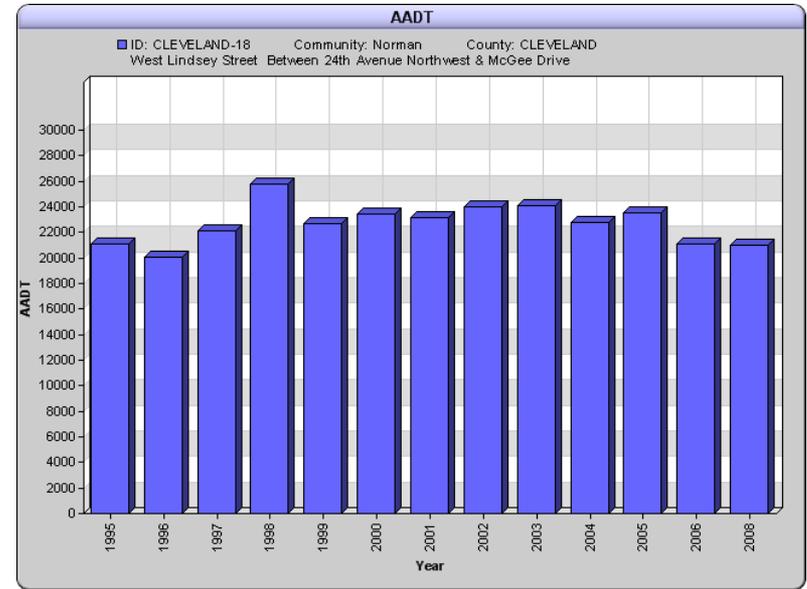
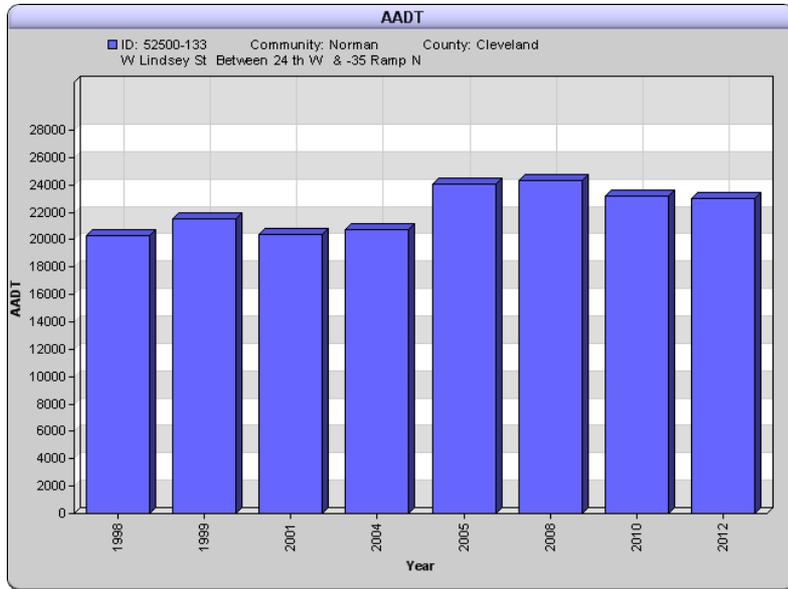
- Traffic Safety (30% to 60% reduction in crash severity)
- Operational Performance
- Environmental Factors
- Access Management
- Traffic Calming
- Pedestrian Safety
- Aesthetics
- Ongoing Operations and Maintenance

## Lindsey Street AADT (Between 24th Avenue SW and McGee Drive)



Source: Oklahoma Department of Transportation Annualized Average Daily Traffic Counts (except for 2013 Count which was provided by SAIC)

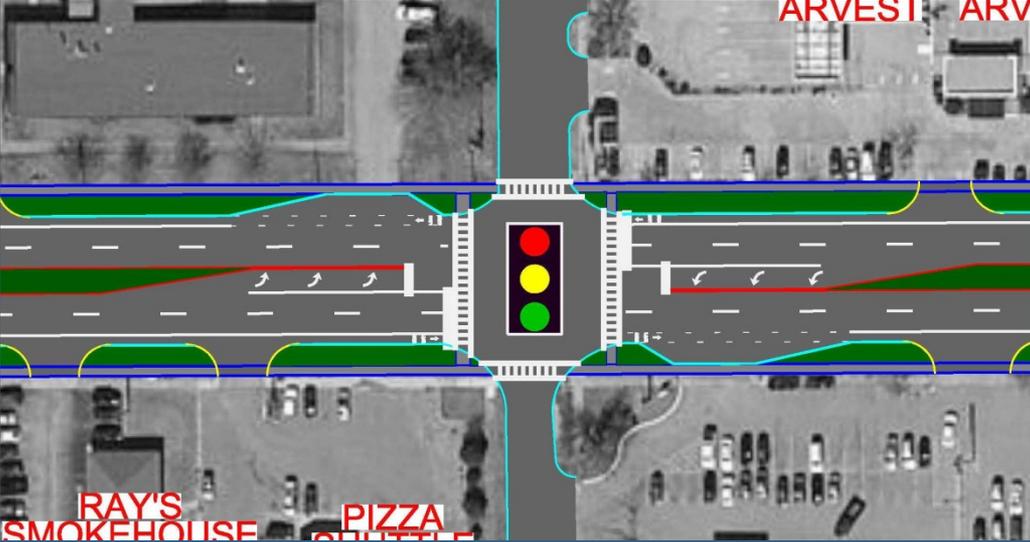
# Lindsey Street Historical Traffic Counts



Source: ACOG (Unadjusted Daily Traffic Volumes collected by the City of Norman)

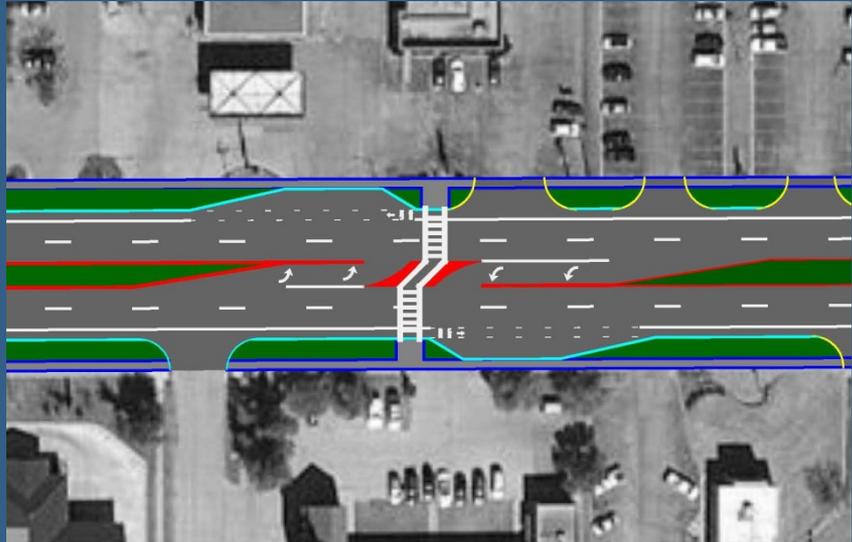
<p><b>“Great Lindsey Street” IQC Proposed Concepts</b></p>	<p><b>City Proposed Bond Project Design</b></p>	<p><b>Enhancements That Staff Has Supported From IQC Input</b></p>
<p>Construct a continuous, raised center median to improve traffic safety.</p>	<p><i>Partially included:</i> The City’s proposed design included a two-way left turn lane along sections of the corridor to allow for access to the 90 driveways. However, sections of Lindsey corridor approaching the signalized intersections had a raised center median to improve safety.</p>	<p>A continuous raised center median with U-turns at intersections and mid-block U-turn opportunities through the entire length of the project is proposed.</p>
<p>Provide mid-block pedestrian crossings at a minimum spacing of 330 feet.</p>	<p><i>Not included:</i> The City’s proposed design included controlled crossings at signalized intersections and satisfied the typical pedestrian demand along Lindsey Street.</p>	<p>Mid-block pedestrian crossings are supported at the mid-block u-turn locations.</p>
<p>Provide triple canopy.</p>	<p><i>Partially included:</i> The City’s proposed design allows for a double-canopy with trees along the right and left sides.</p>	<p>A continuous raised center median with landscaping (triple canopy).</p>

# Continuous Center Median Enhancement Permitted U-turn Examples



Permitted u-turn  
at an intersection

Permitted u-turn  
at mid-block



<p><b>“Great Lindsey Street” IQC Proposed Concepts</b></p>	<p><b>City Proposed Bond Project Design</b></p>	<p><b>Enhancements that Staff has Supported from IQC Input</b></p>
<p>Provide minimum 5-foot sidewalks on both sides.</p>	<p><i>Included:</i> This was implemented in the City’s bond project design.</p>	<p>5-foot sidewalks are a part of the proposed road section through the project.</p>
<p>Provide colorized bike lanes.</p>	<p><i>Included:</i> This was implemented in the City’s bond project design.</p>	<p>This is currently being implemented in the City’s bond project design.</p>
<p>Provide colorized U-turn lanes.</p>	<p><i>Partially included:</i> The City’s proposed center two-way left turn was proposed to be colorized for distinction.</p>	<p>With the revised raised median design with mid-block U-turns, the colorizing will be included.</p>
<p>Provide bold edge lines on pavement (8-10”).</p>	<p><i>Not Included</i></p>	<p>This is currently being implemented in the City’s bond project design.</p>

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<p>Provide bicycle parking.</p>	<p><i>Not Included</i></p>	<p>The addition of street furniture, including bike parking, is currently being implemented in the City’s bond project design.</p>
<p>Modern roundabouts.</p>	<p><i>Not Included</i></p>	<p>The City supports a design exercise in continued collaboration with the University of Oklahoma to pursue the opportunity for a modern roundabout at the intersection of Lindsey Street and Berry Road.</p>

# Lindsey Street Project East of Berry Road

- Bond Issue included plans to rebuild the Imhoff Creek Bridge & provides stormwater improvements
- A commitment to bicycle, pedestrian, and vehicular traffic not to exceed the existing 66 feet of right of way
- Imhoff Creek Bridge is important entryway to OU
- Key concepts incl. beauty, walkability and special place
- Tree preservation and enhanced landscaping
- Other design features to be determined
- City will collaborate with OU and Neighborhood

