

Norman Planning Commission

The Norman Comprehensive Transportation Plan (CTP)

March 13, 2014

Transportation Planning for Moving Forward



- **Framework for growth**
- **Land Use/transportation interface**
- **Multi-modal considerations**
- **System Alignments/ROW Preservation/Design Standards**
- **Coordination with other agency/city plans**
- **Infrastructure and utilities coordination**
- **Capital Improvements Programming**
- **Funding of Improvements**
- **Economic benefit**
- **Statement of Community Policy**



Benefits of Transportation Planning



- **Informed Public**
- **Increased Mobility, Options and Safety**
- **Facilitate Growth and Development**
- **Community Connectivity**
- **Sensitivity to Land Planning**



Project Overview



- CTP Input and Research
 - Existing System
 - System Needs
- Sub-Committee Work
- Plan Concepts and Refinement
- Modal Plans
- Draft CTP Document
 - Basis for the Plan
 - Transportation System Needs
 - Transportation System Master Plan
 - System Implementation Plan

CTP Planning Process

1. Guiding Principles, Goals & Objectives

2. Assessment of Existing Systems

3. Assessment of Needs

4. Travel Forecast Modeling

5. Transportation Plan and Prioritization

6. Transportation Policies and Programs

7. Implementation

8. Documentation

Guiding Principles, Goals, Objectives



Special Place to Live

- **Vibrant** Norman Community in 2035
- Transportation and Infrastructure **focus on both people and places**
- Enhanced transportation **choices** and **accessibility**
- Create a **unique place** with **lasting value**
- **Blends** seamlessly with the character of **Norman's neighborhoods, employment centers and activity centers**

Mobility

- Seamless system of **transportation options** and solutions
- Norman Moving Forward's emphasis on **system management and operations, context sensitive** and **complete streets designs**
- Range of **accessible and convenient, multi-modal transportation choices** that provide connections between neighborhoods and destinations

Maintain and Preserve Existing Infrastructure

- Priority on **maintenance, rehabilitation, safety** and **reconstruction**
- **Neighborhood viability** through **maintaining streets, sidewalks, utilities, storm water systems** and other infrastructure facilities
- Investments **balance transportation needs** of the community and local neighborhoods

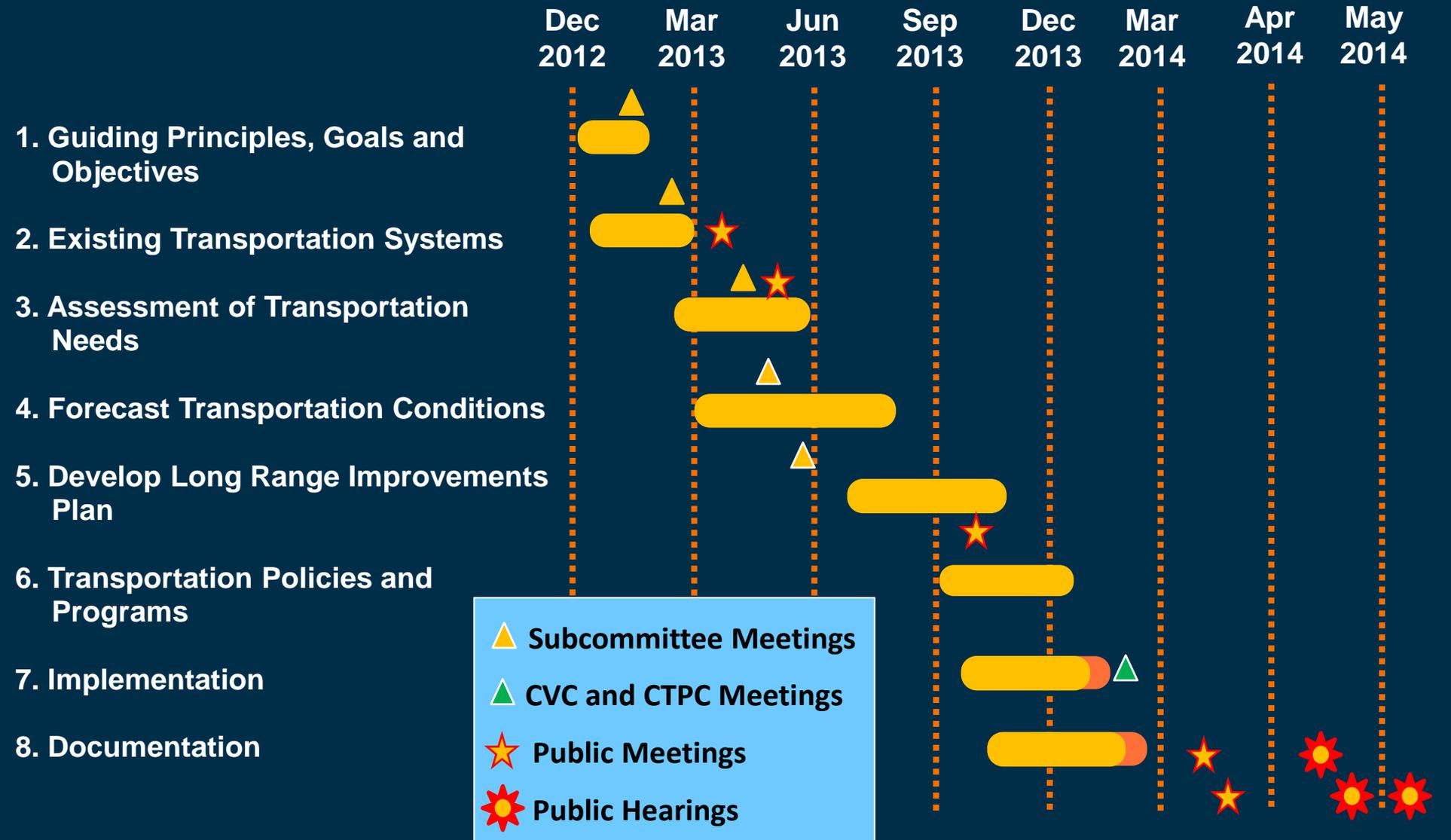
Fiscal Stewardship

- Provide a **detailed roadmap of actions** for transportation and infrastructure improvements
- Investments **maximize the benefits for multiple user groups** in a way that is **fiscally and environmentally responsible**
- **Input** from the **community-at-large** and ongoing dialogue with **stakeholders**

Enhance Economic Vitality

- Promotes economic growth while **using resources in an efficient and effective manner**
- Supports a **diverse, vibrant local economy** with a **strong tax base**
- **Reduces the fiscal burden on residents** to provide city services

Public Input to the CTP





Norman Comprehensive Transportation Plan

A Multi-Modal Plan for 2035.

Modal Elements

- *Thoroughfare Plan and Typical Sections*
- *Bike & Pedestrian Plan, Sidewalk Completion Plan*
- *Transit Service Plan*
- *Airport, Freight and Emergency Response*

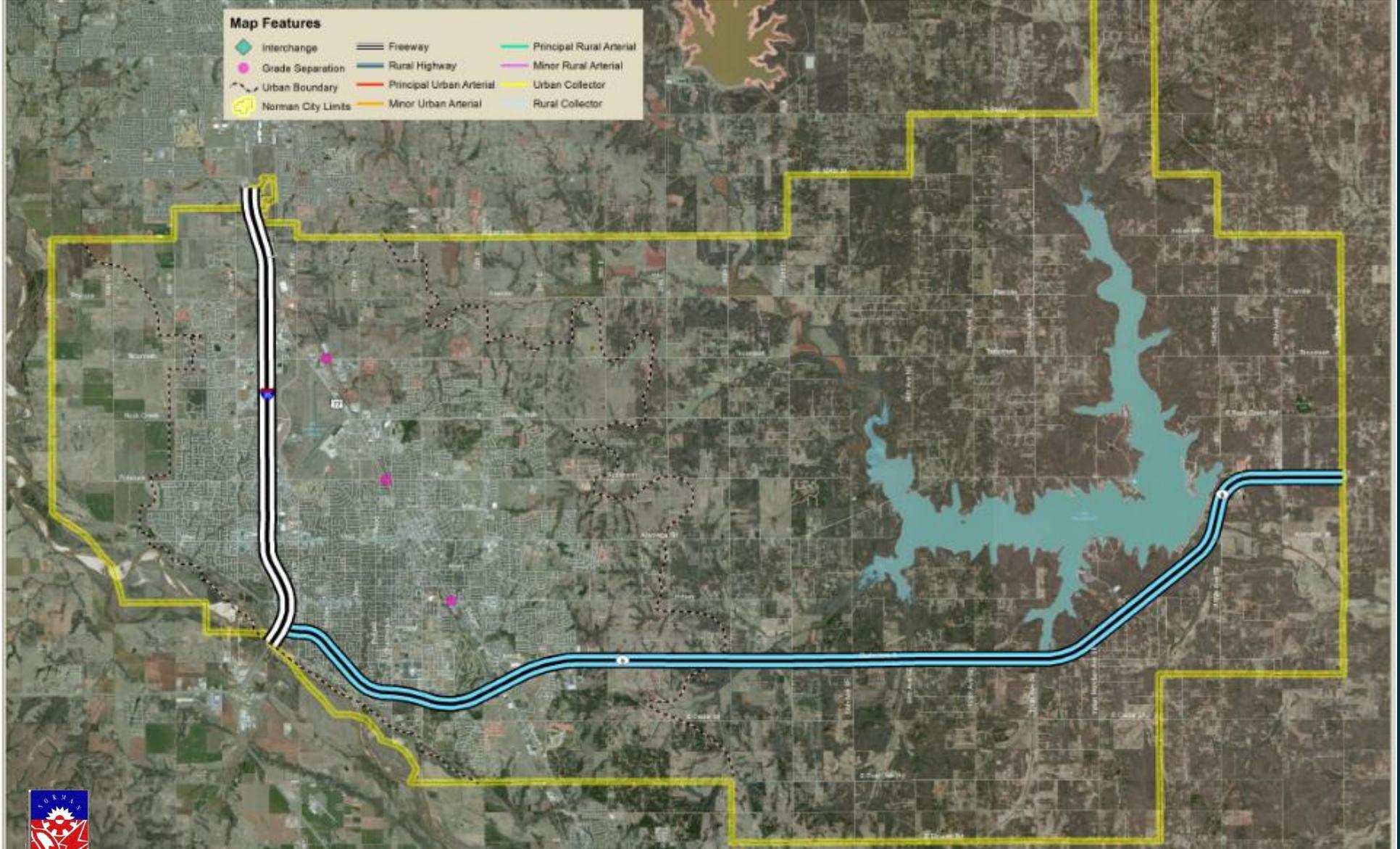


Thoroughfare Plan



Map Features

Interchange	Freeway	Principal Rural Arterial
Grade Separation	Rural Highway	Minor Rural Arterial
Urban Boundary	Principal Urban Arterial	Urban Collector
Norman City Limits	Minor Urban Arterial	Rural Collector

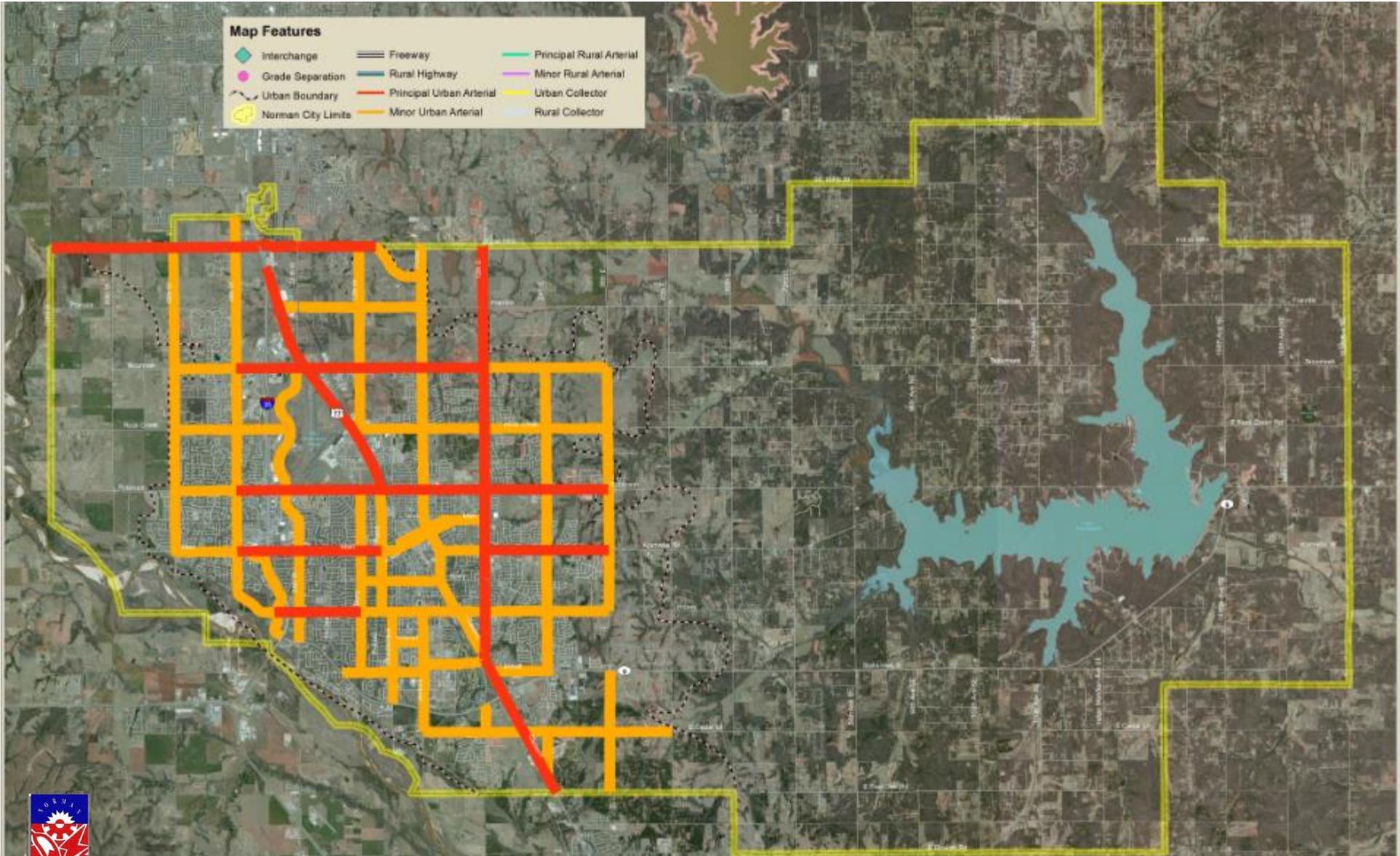


Thoroughfare Plan



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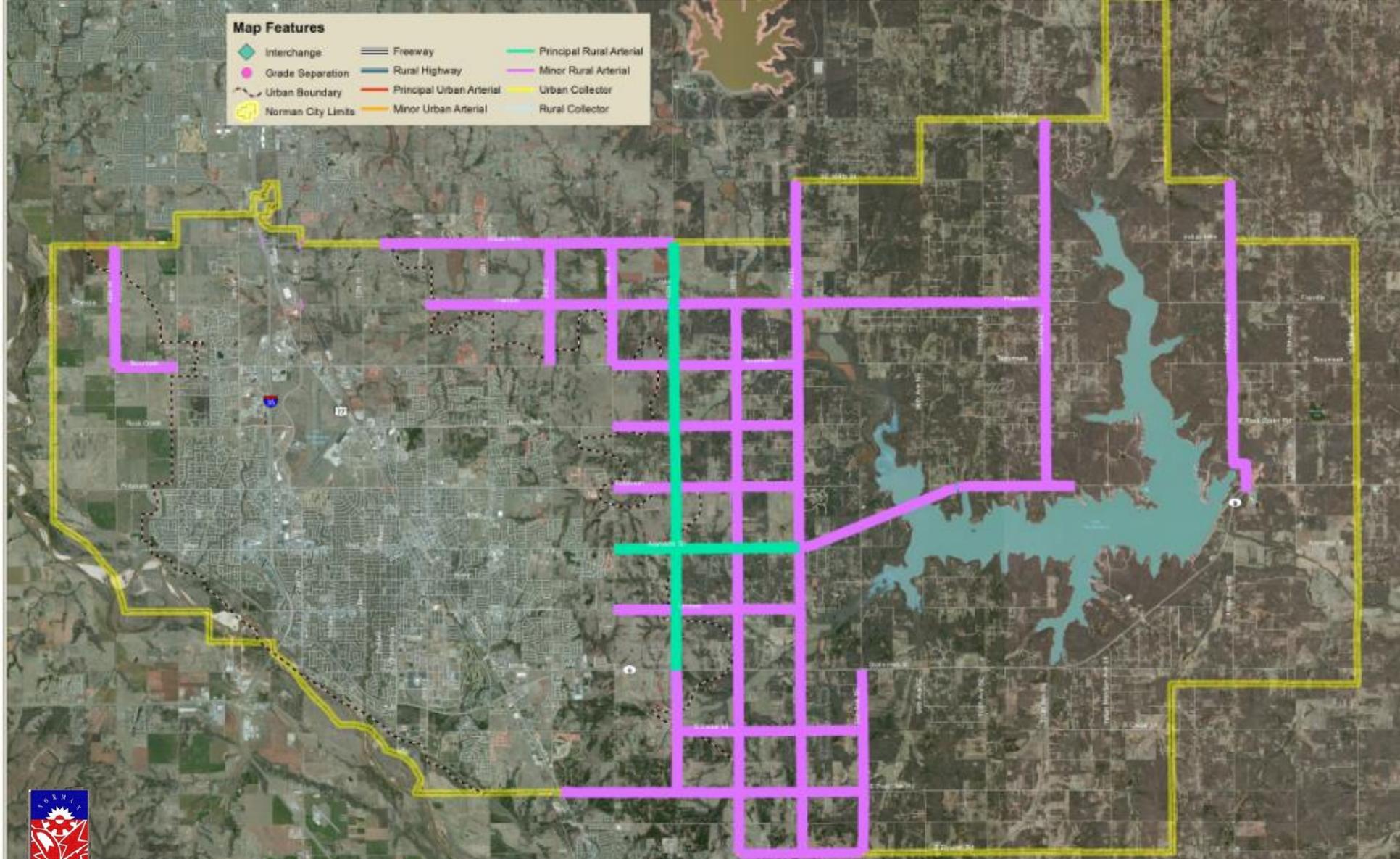


Thoroughfare Plan



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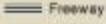
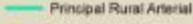
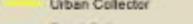
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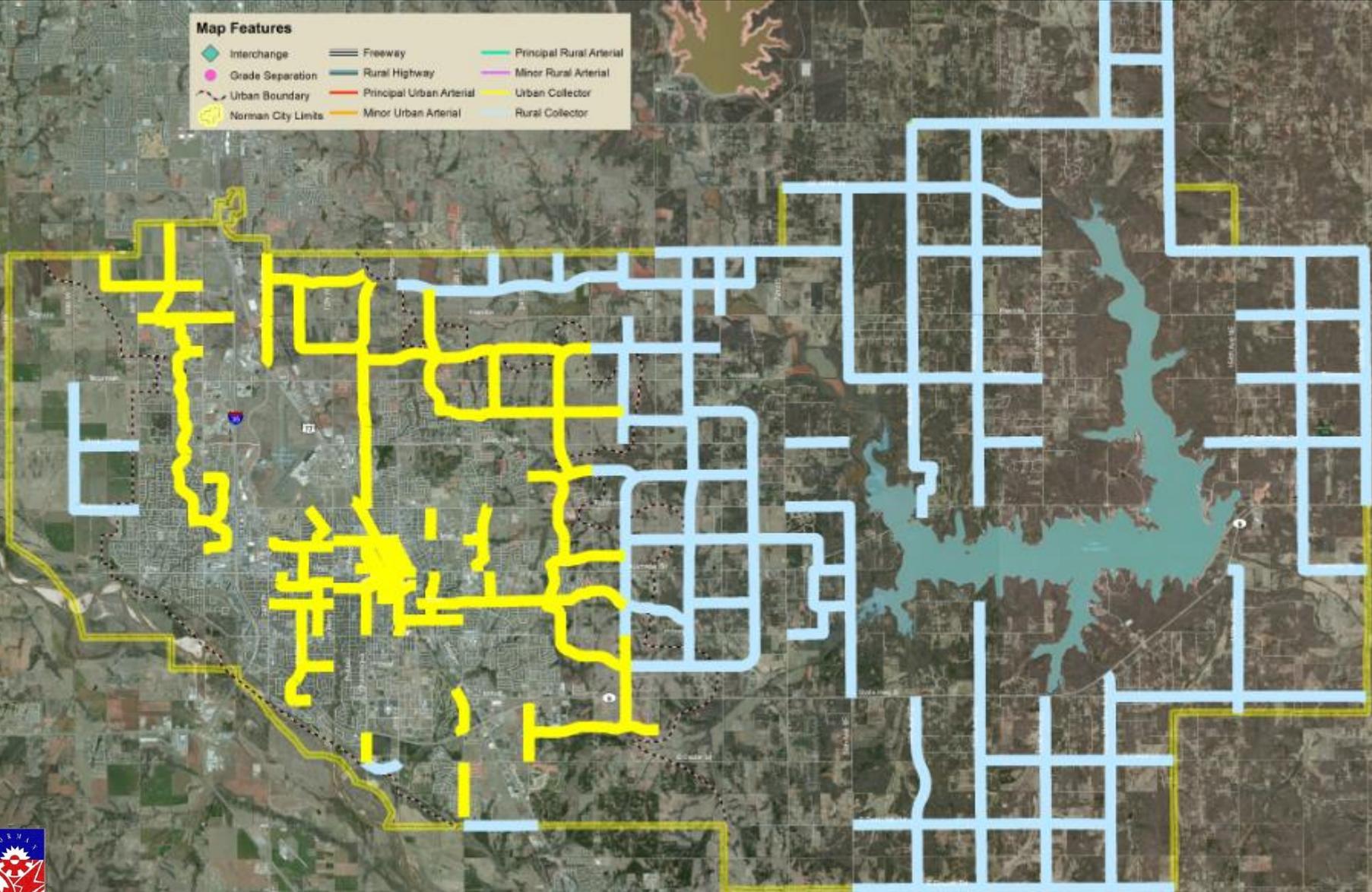


Thoroughfare Plan



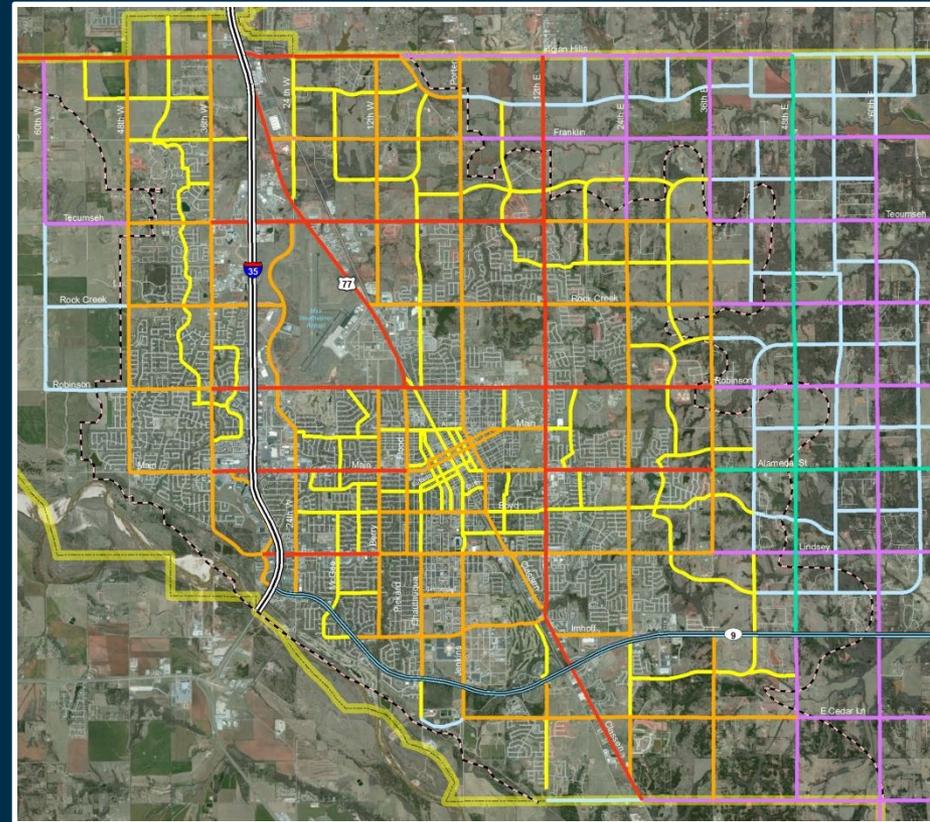
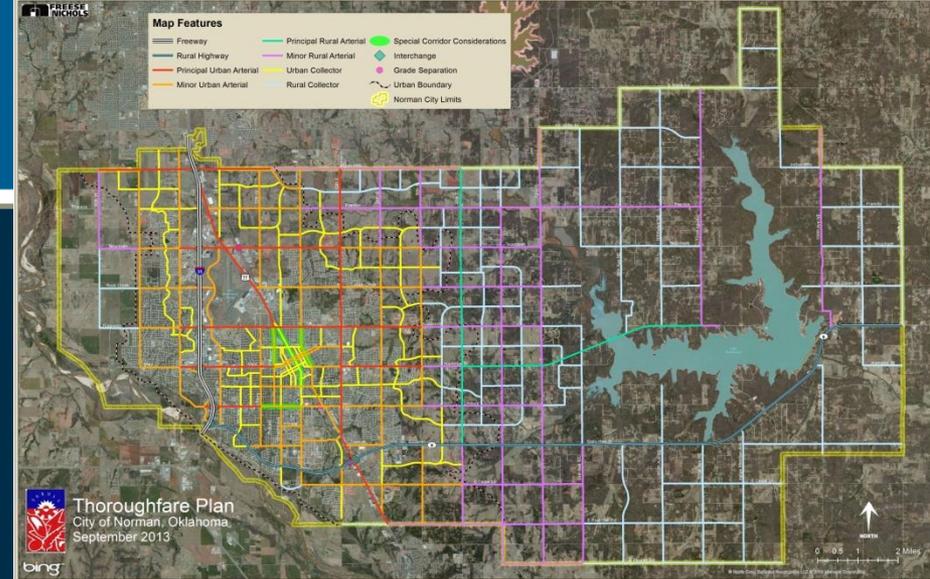
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Highlights of the Thoroughfare Plan

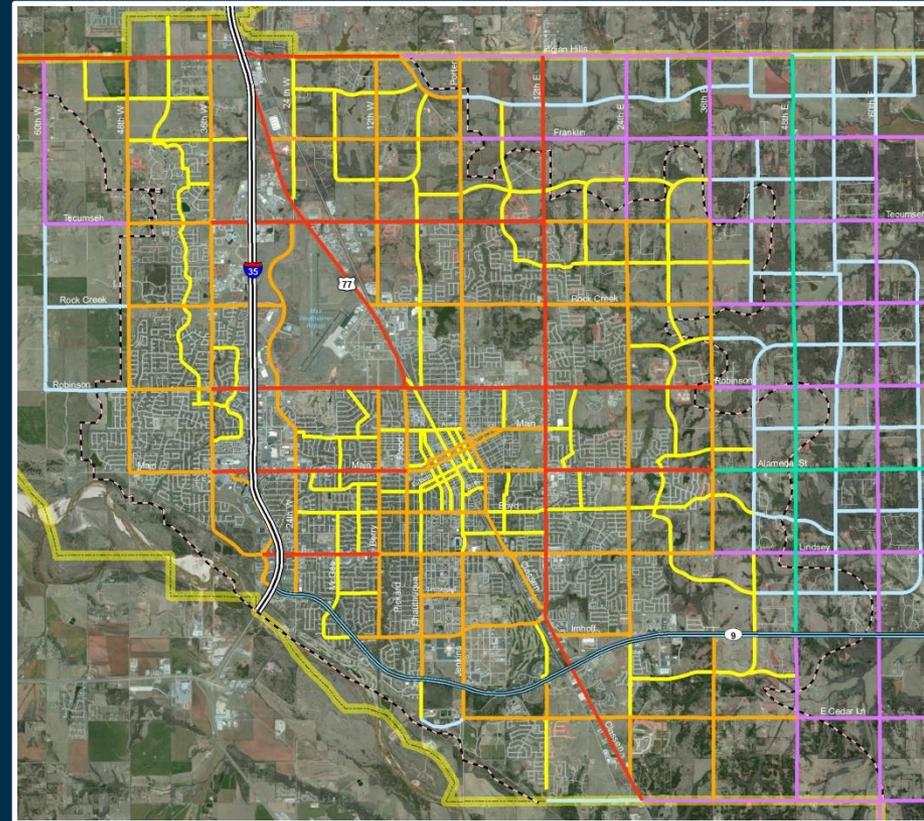
- Added definition to functional classification and network
- Design options for roadway sections
- Formalization of internal loop for regional connection
- Identification of Collector network supporting section grid
- Creation of Special Corridors
- Railroad grade separations at Tecumseh and Lindsey



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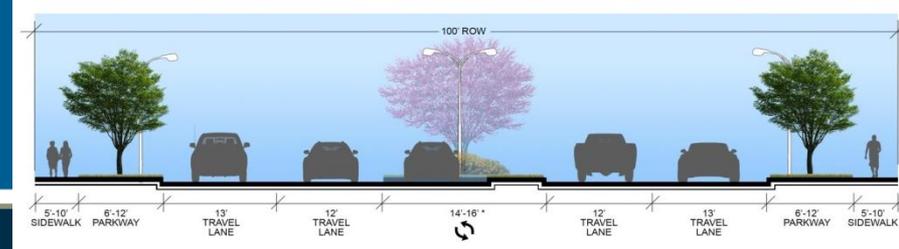


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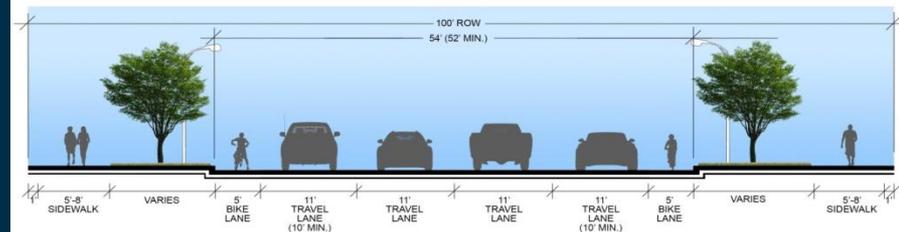
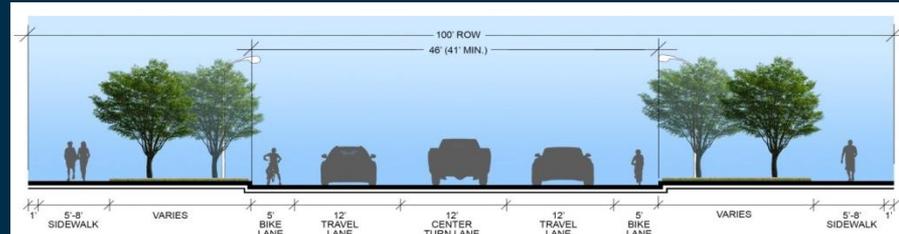


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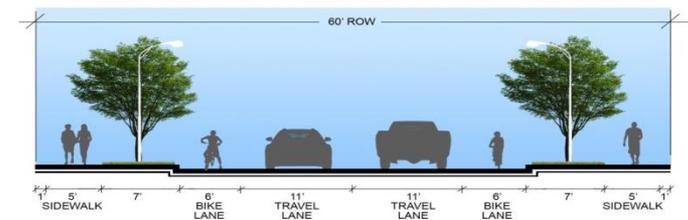
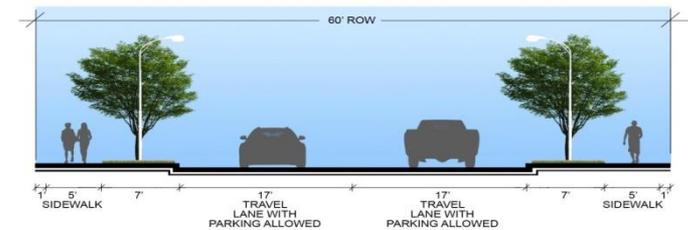
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Principal Urban Arterial



Minor Urban Arterial



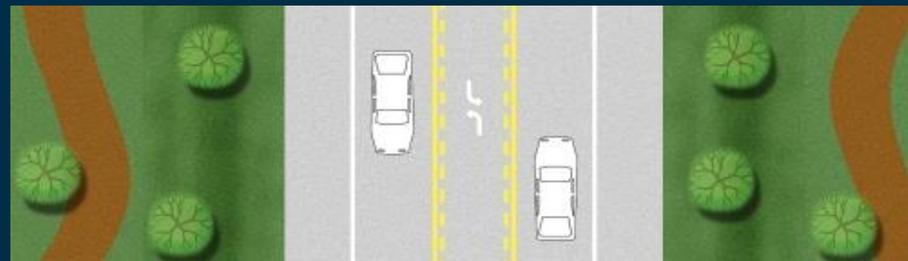
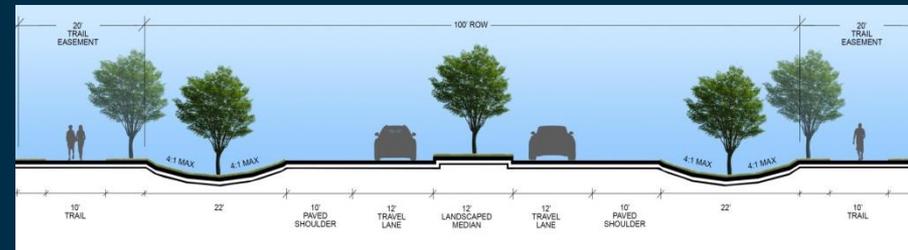
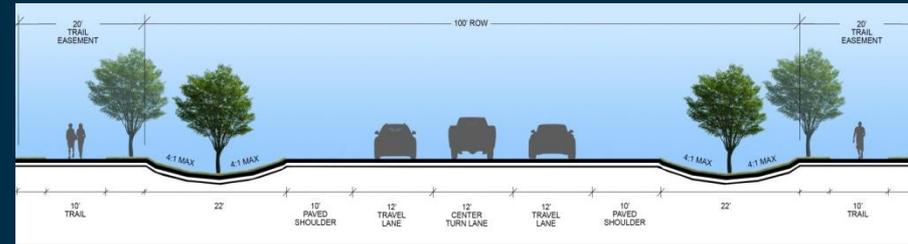
Collector

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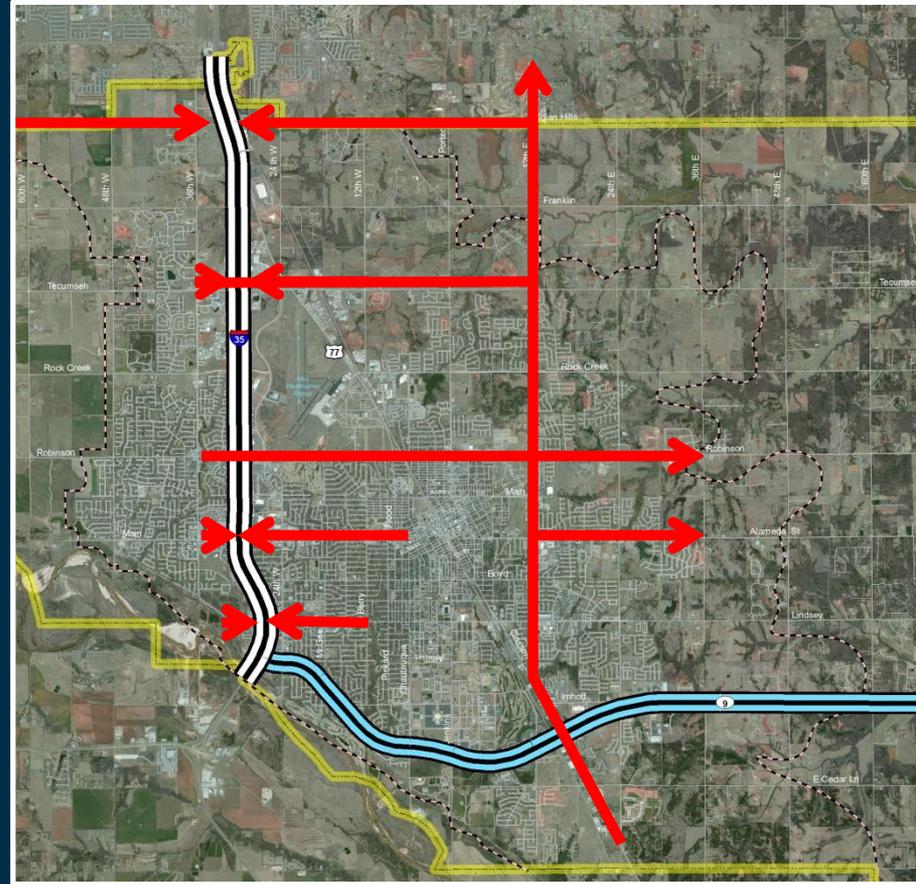
Principal Rural Arterial



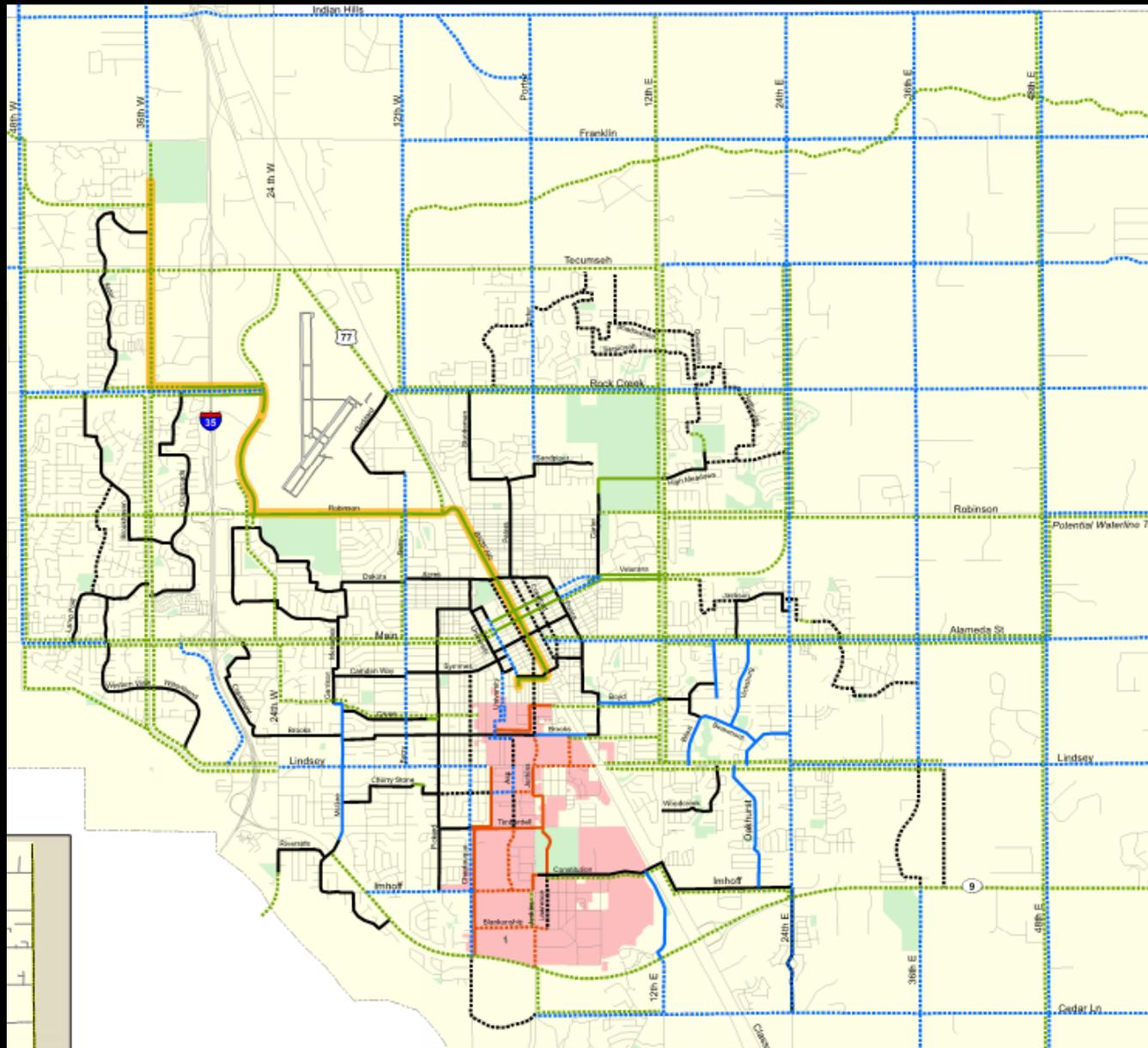
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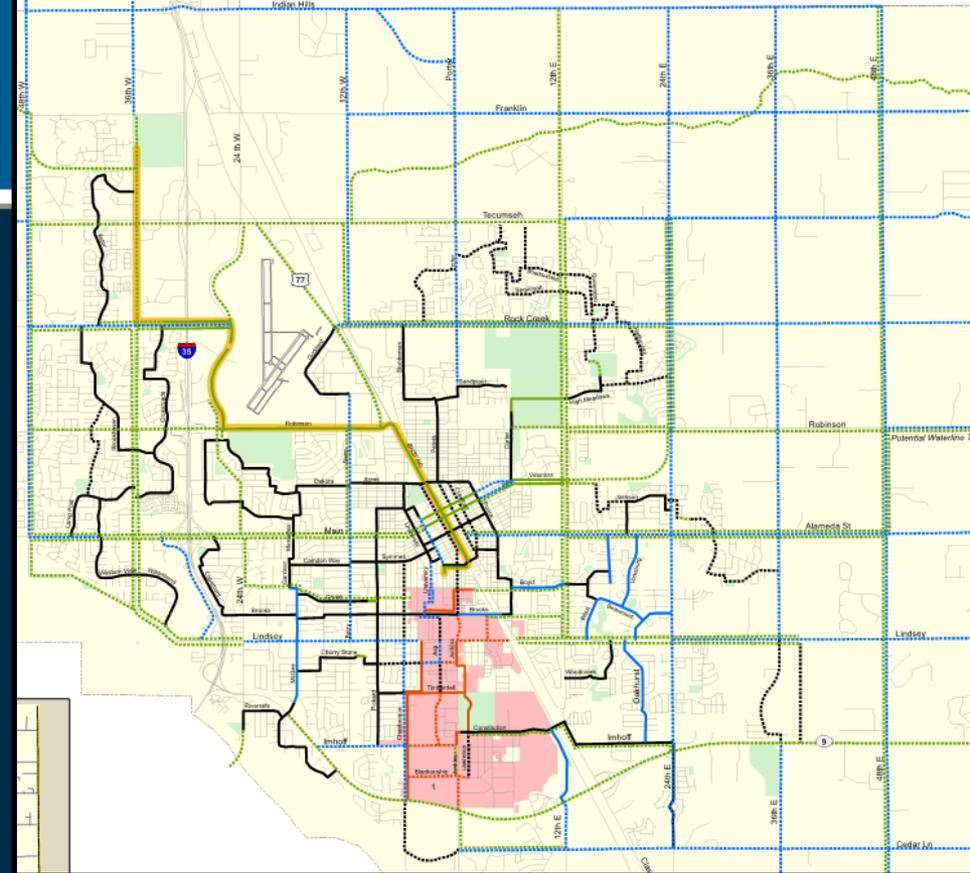


Bike and Pedestrian Plan



Highlights of the Bike & Pedestrian Plan

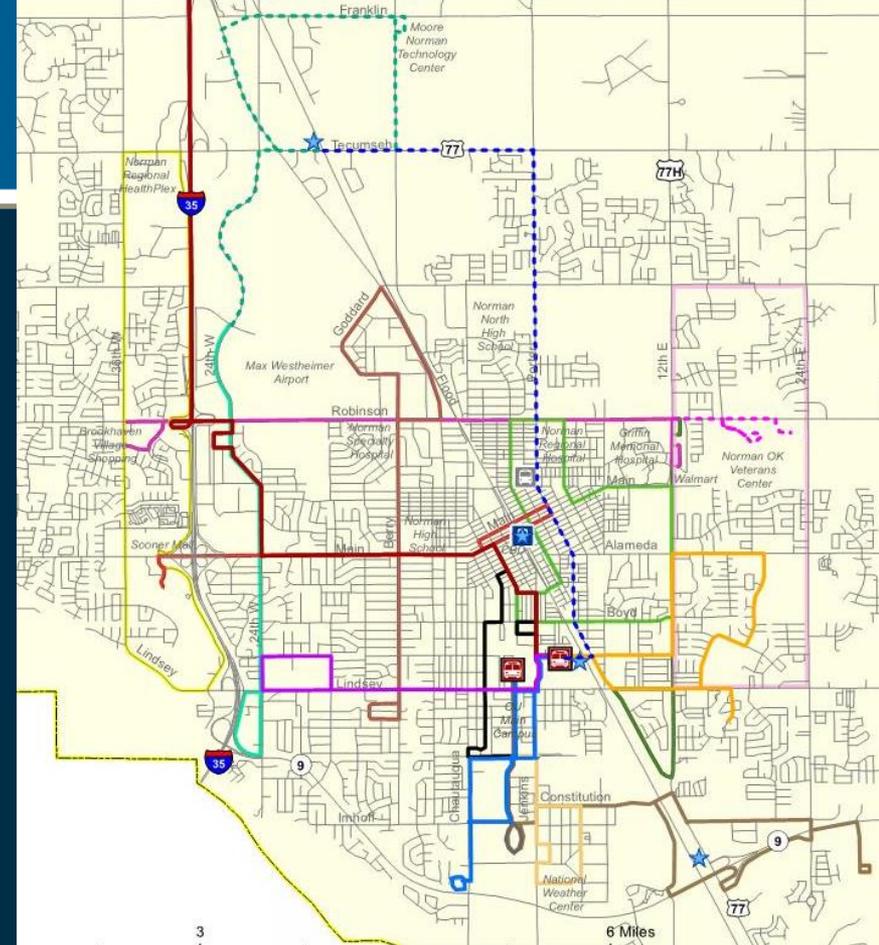
- Side-paths: 8-10' along roadway
 - 12th Ave. E
 - 48th Ave. E (thru rural Norman)
 - Lindsey (12th Ave. E to Classen)
 - Robinson /Main corridor
- Multi-use paths: 10-12' off road
 - Extension of Legacy Trail around Max Westheimer Airport
 - SH 9 Path
 - Robinson Waterline Path
- On-Street Facility Standards
 - Bike lanes on urban minor arterials
 - Shoulder bike lanes on all rural principal/minor arterials



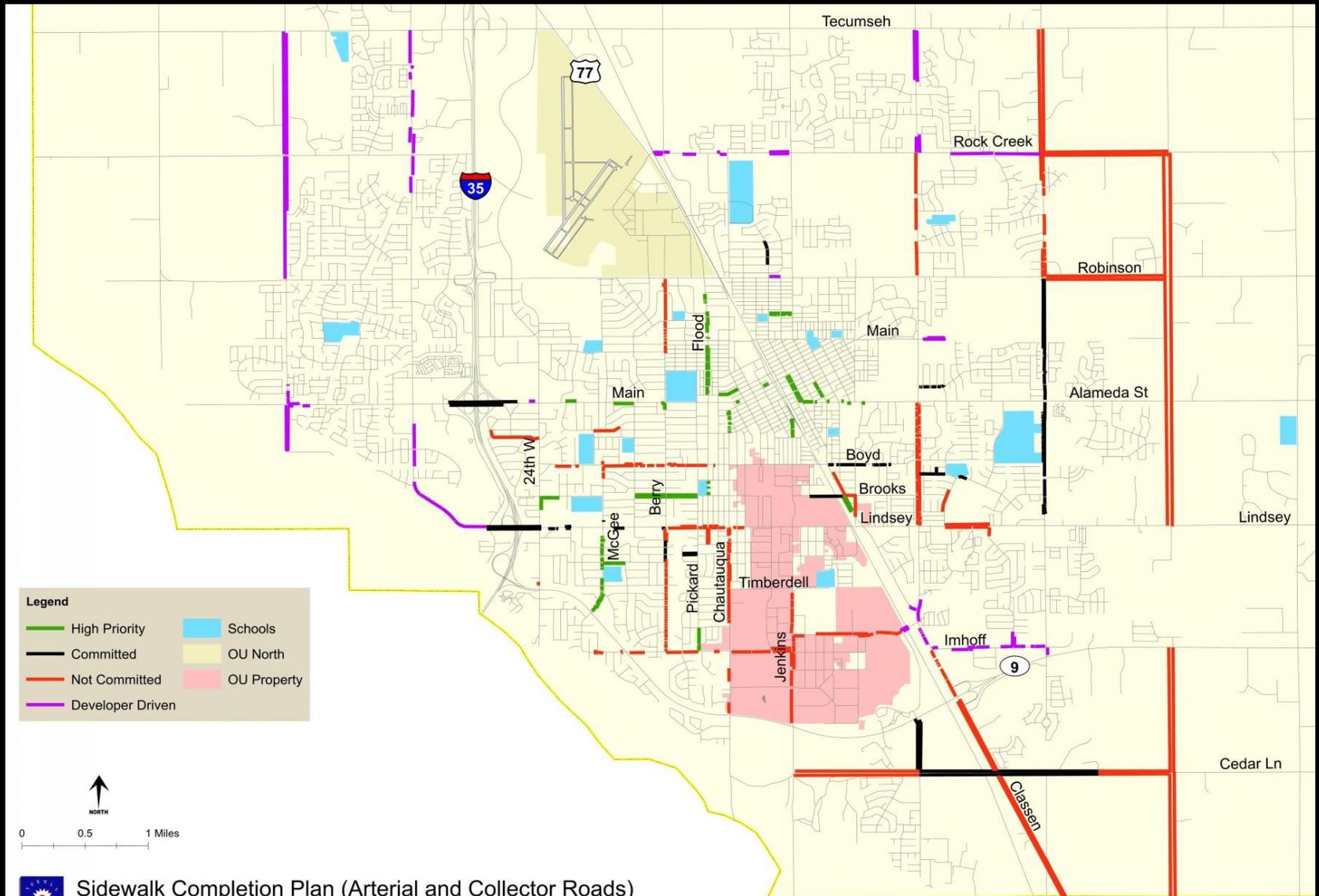
- Notable Bike Lanes along:
 - Berry Road (Lindsey to Robinson)
 - Lindsey (Elm to 24th Ave. W)
 - Rock Creek Road, E and W of Airport
 - University/Webster

Highlights of the Transit Plan

- 2008 CARTS Plan; enhanced for:
 - Porter-Classen corridor
 - Moore Norman Technology Center
 - University North Park
 - SH9/Cedar Lane area
- Increased service frequency and hours of operation
- Better accommodation of patrons with wheelchairs
- ADA compliance at stops
- Regional Commuter Rail Stations
 - Tecumseh, Downtown, SH9/Imhoff
 - Platform for OU special events
- IH35 – Reversible HOV lane concept

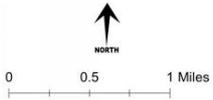


Sidewalk Completion Plan



Legend

High Priority	Schools
Committed	OU North
Not Committed	OU Property
Developer Driven	



Airport, Freight and Emergency Response Needs



- Protect zoning around airport and industrial districts to serve freight, rail and air transportation needs
- Additional lane capacity for special events
- Additional grade separated crossing with RR
- Corridor enhancements
- Land use coordination

System Implementation Plan



- Implementation Strategy
 - Immediate, Ongoing
 - Short Range (0 to 5 years)
 - Medium Range (5 to 10 years)
 - Long Range (10 to 20 years)
- Actions to Achieve CTP Goals
 - Institute design standards and procedures
 - Focus on Goals & Objectives, Performance Measures
- Prioritized Projects and Programs
 - Special Corridors
 - Strategic funding opportunities
- Funding Sources
 - Local and Public – Private Partnerships
 - Regional & State
 - Federal

What We Heard from The Citizen Visioning Committee



- Review/Comment on CTP Recommendations
 - Thoroughfare Plan:
 - Specific issues on RR grade separations, associated cost and prioritization
 - Discussion of key corridors, potential timing and configuration relative to other recommended projects
 - Considerations for project prioritization.
 - Transit Plan:
 - Incorporation of 2008 CARTS plan, need to have more incremental projects (“Pilot projects”) to advance current transit to recommended system.
 - Approval to commuter rail station locations
 - Bike Plan: Specific feedback on system additions.
- Comments to 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.

Next Steps Going Forward (Dates Tentative)



Comprehensive Transportation Plan Upcoming Meetings March – April 2014

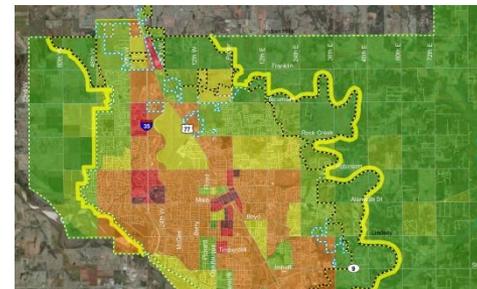
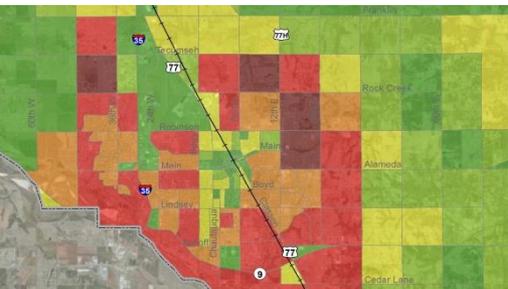
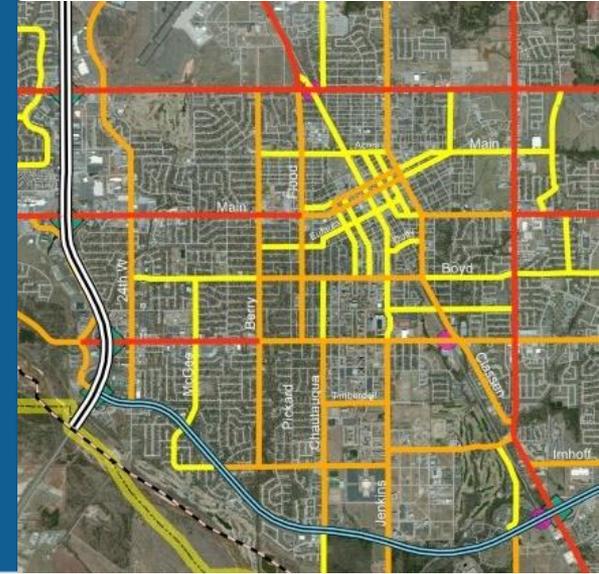
	Planning Commission Meeting	City Council Study Session	Planning Commission Public Hearing	City Council Public Hearing No. 1	City Council Public Hearing No. 2
Thursday, March 13, 2014	6:30 p.m.				
Tuesday, March 18, 2014		5:00 p.m.			
Thursday, April 10, 2014			6:30 p.m.		
Tuesday, April 22, 2014				6:30 p.m.	
Tuesday, May 13, 2014					6:30 p.m.
Public Input	→				

Your Thoughts.....



Comments and Questions





Norman Comprehensive Transportation Plan

Thank You!

March 13, 2014