

**CITY COUNCIL CONFERENCE**

**MUNICIPAL BUILDING CONFERENCE ROOM  
201 WEST GRAY, NORMAN, OK**

**SEPTEMBER 11, 2018**

**5:00 P.M.**

- 1. PRESENTATION FROM JASON SMITH, NORMAN ECONOMIC DEVELOPMENT COALITION EXECUTIVE DIRECTOR, REGARDING THE NEXT STEPS FOR THE STRATEGIC ECONOMIC PLAN.**
- 2. DISCUSSION REGARDING THE TRANSPORTATION BOND PROGRAM.**

# Future Transportation Bond Issue


City Council Study Session

September 11, 2018






# Key Council / Community Decisions

- Does Council wish to proceed with a future Transportation Bond Issue?
  - Establish time frame for the vote on the bond package?
  - Should the proposed Storm Water Bond Program be combined?
  - Should core area projects (e.g., Porter Corridor, Main/Gray Two-Way Conversion) be included in advance of the James Garner Avenue connection to Flood Avenue?
  - Should sidewalk / multimodal trail projects be included as separate proposition?
- 




# Critical Next Steps

- Finalize project list
  - Develop detail project scoping and cost estimates (by private consulting engineering firm)
  - Blended Local / Federal Funds or not?
  - Public Input / Community Dialogue
  - Establish a date for the election
  - Provide needed staffing and resources for plan implementation
- 



# Transportation Bond Issue – Schedule 3 Options

First Reading	Second Reading	Notice to Election Board	Election Date
January 8, 2019	January 22, 2019	January 31, 2019	April 2, 2019
November 27, 2018	December 11, 2018	January 3, 2019	March 5, 2019
November 27, 2018	December 11, 2018	December 13, 2018	February 12, 2019



# Transportation Bond Issue Types

- **Street Maintenance Bond Program** - targets basic maintenance of neighborhood streets (e.g., pavement overlays, concrete panel replacement and small scale total reconstruction on 5-year intervals)
- Voters approved in 2005 (\$9.5 million), 2010 (\$19 million) and 2016 (\$25 million)



Iowa Street, between Berry road and Pickard Avenue

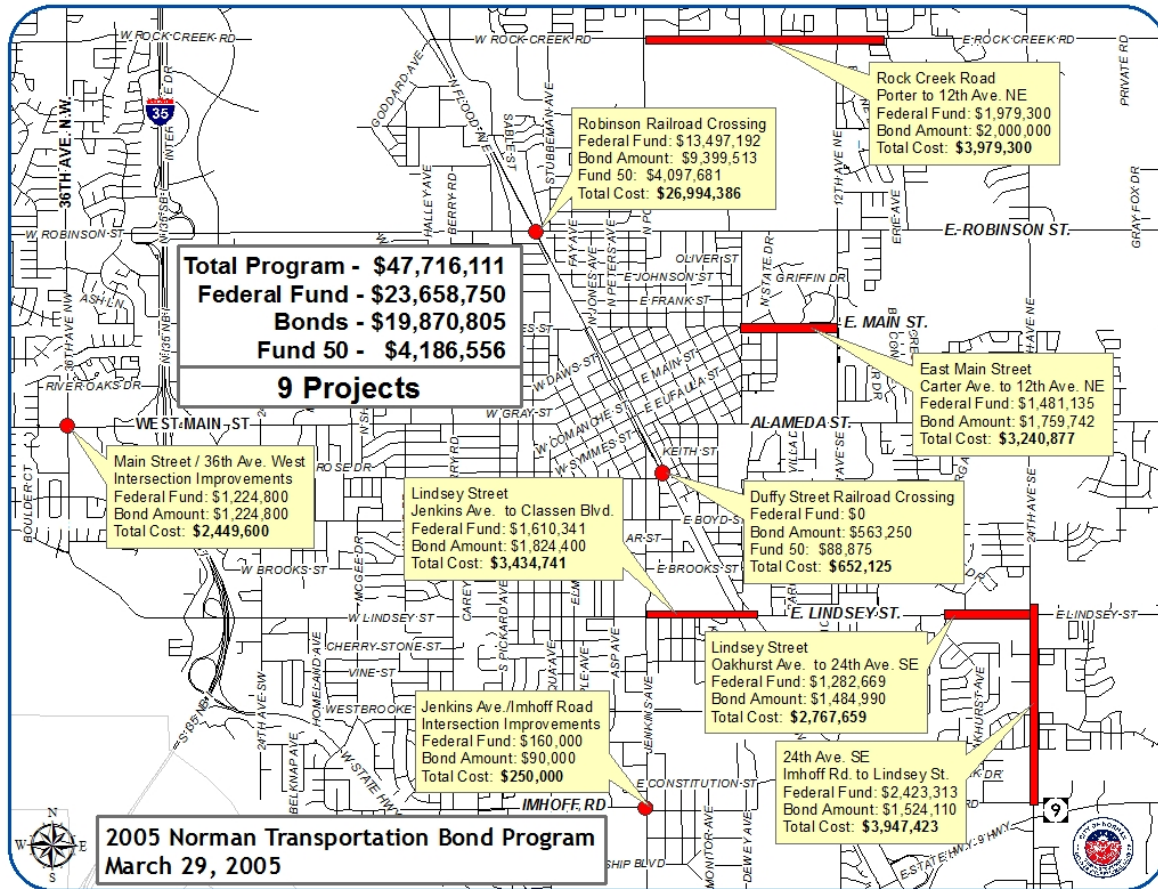
# Transportation Bond Issue Types

- **Reconstruction, Widening, Bridges and New Construction**  
- targets principal and minor arterial roadways to reduce congestion and for the preservation of the City's transportation infrastructure backbone
- Voters approved in 1992 (\$7.3 Million), 2005 (\$20 million) and 2012 (\$42 million)



West Lindsey Street at Imhoff Creek



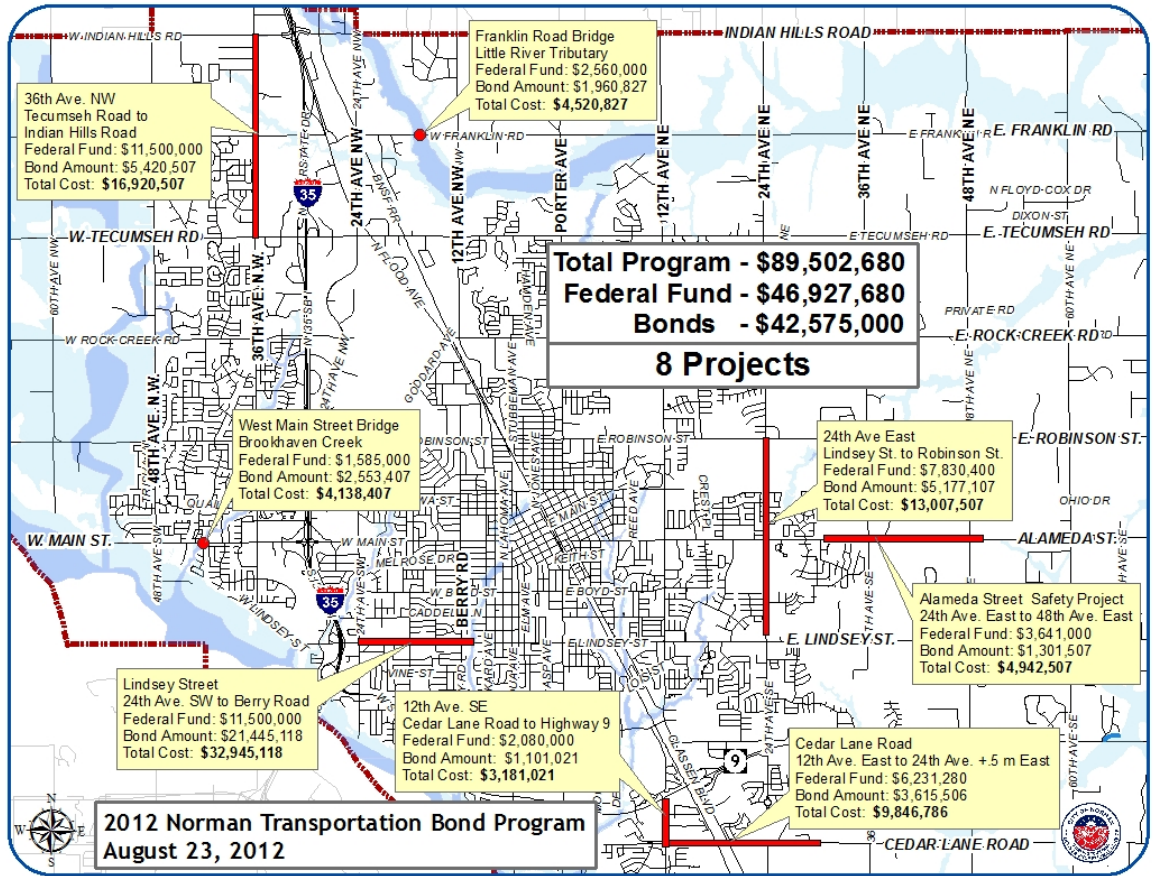


East Main Street Roundabout

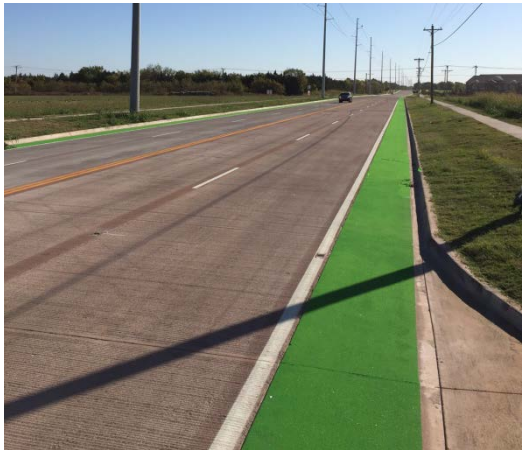


Robinson Street Railroad Underpass





Franklin Road Bridge over Little River



Cedar Lane Road east of 12th Avenue SE

# 2012 Transportation Bond Issue


- Total projects - 8
- Completed Projects - 3
  - Cedar Lane Road
  - Franklin Road Bridge
  - Lindsey Street
- Projects under construction - 2
  - 12<sup>th</sup> Avenue SE
  - Main Street Bridge over Brookhaven Creek
- Projects under design - 3
  - 24<sup>th</sup> Avenue East (FFY 2018-2019)
  - 36<sup>th</sup> Avenue NW (FFY 2020-2021)
  - East Alameda Street (FFY 2021)



West Lindsey Street




# Next Transportation Bond Issue









- Time Line – 2019 or 2020?
  - Bonding Capacity - \$70 - \$75 Million (w/o Property Tax Increase)
  - Project Types
    - Congestion Mitigation and Development (as in the past)
    - Storm Water – Related (Bridges)
    - Special Corridors
    - Trails and Sidewalks (60% voter approval required)
- 




# Project Selection Criteria

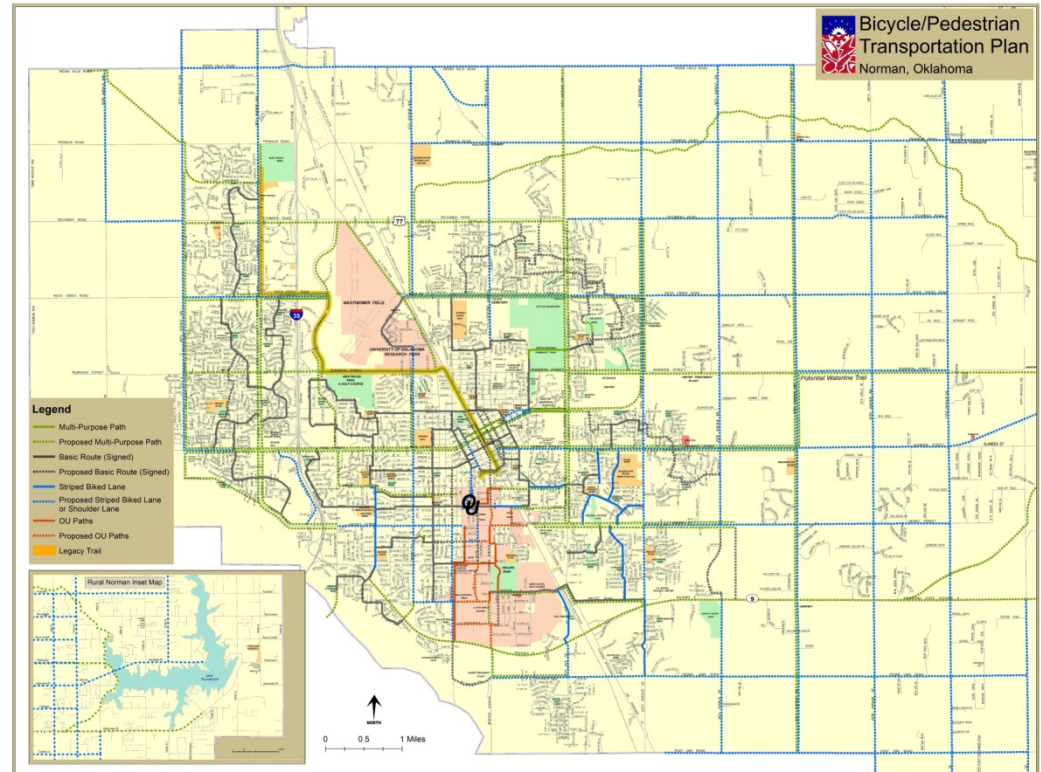
## Comprehensive Transportation Plan

 2014 City of Norman  
*Moving Forward* **COMPREHENSIVE TRANSPORTATION PLAN**

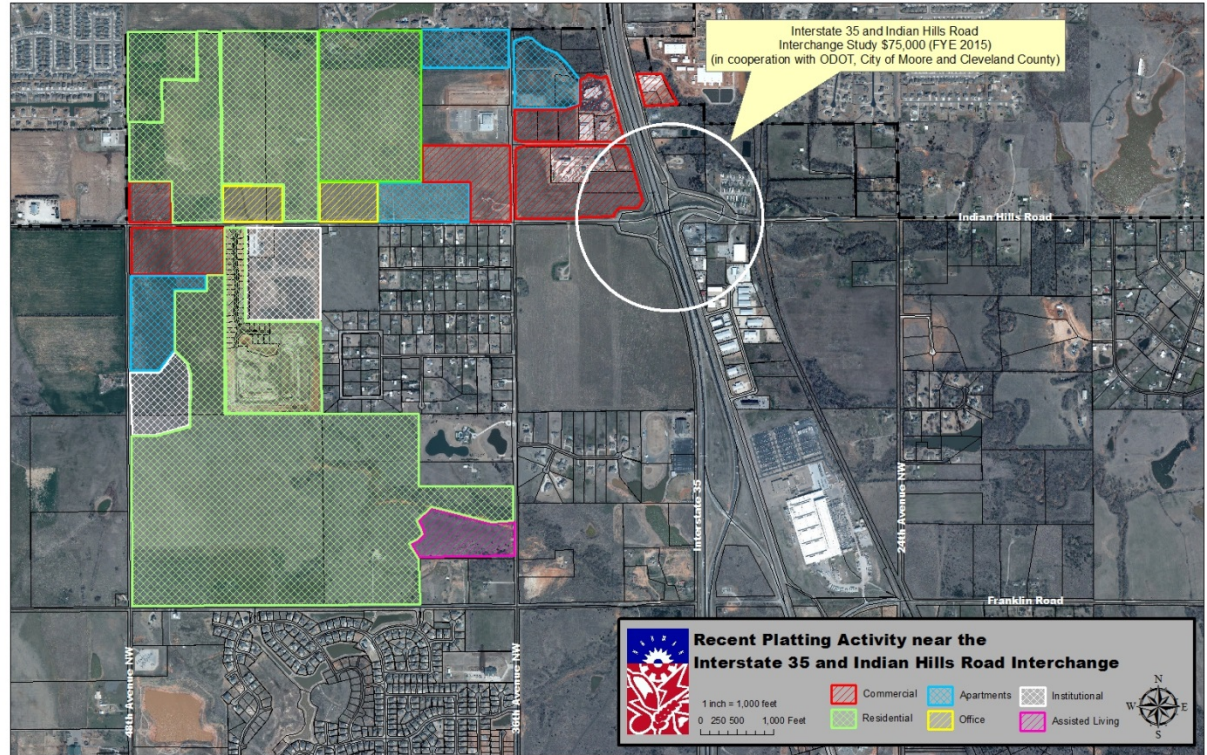
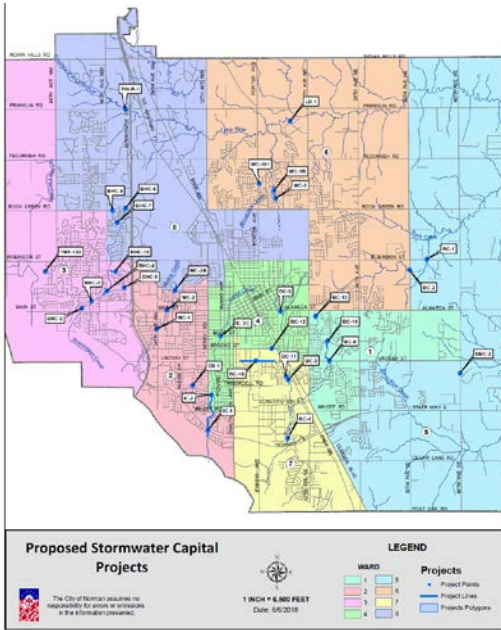
 **FREESE NICHOLS**  
In Association with:  
Alliance Transportation Group  
Garver

Final Report: May 13, 2014  
Adopted by Resolution No. R-1314-112



# Project Selection Criteria

## Storm Water Plan and Development Activity

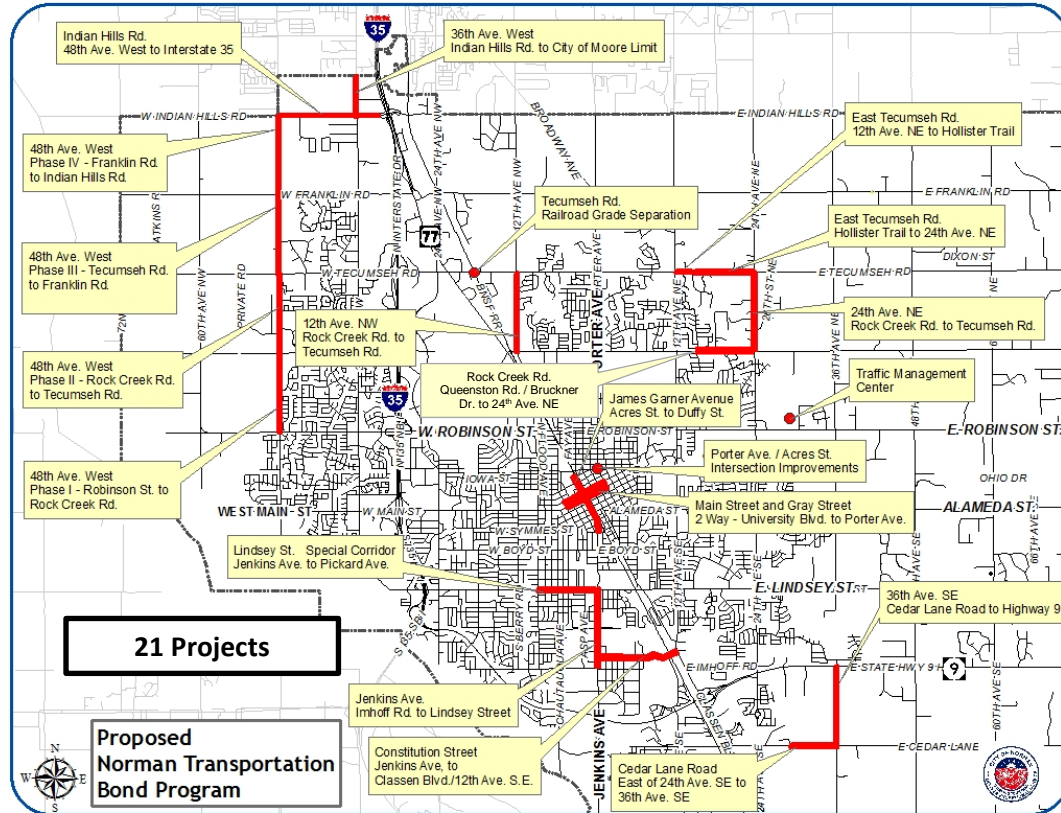


# Potential Project List

Resolution No.	Project Location	Description
TBD	Jenkins Avenue - Imhoff Road to Lindsey Street	Reconstruction and widening from two to four lanes with a landscaped median, multimodal paths and new traffic signal at the Timberdell Road intersection
R-1415-44	Porter Avenue and Acres Street (Porter Corridor)	Intersection reconstruction and widening to add dedicated left turn lane on Porter Avenue, closure of Daws Street and new traffic signal
R-1516-42	36th Avenue NW - North of Indian Hills Road to Moore City Limit	Reconstruction and widening from two to four lanes with bike lanes and bridge replacement
R-1516-49	Indian Hills Road - 48th Avenue NW to Interstate 35	Reconstruction and widening from two to four lanes with landscaped median, bike lanes and new traffic signal at 48th Avenue NW
R-1516-50	12th Avenue NW - Rock Creek Road to Tecumseh Road	Reconstruction and widening from two to four / five lanes with bike lanes and multi-modal path
R-1516-35	Tecumseh Road - 12th NE to Hollister	Reconstruction and widening from two to four lanes with bike lanes
R-1415-40	Cedar Lane Road - East of 24th Avenue SE to 36th Avenue SE	Reconstruction and widening from two to four / five lanes with bike lanes and new traffic signal at the 36th Avenue SE intersection
R-1516-41	36th Avenue SE - Cedar Lane Road to State Highway 9	Reconstruction and widening from two to four / five lanes with bike lanes
TBD	24th Avenue NE - Rock Creek Road to Tecumseh Road	Reconstruction and widening from two to four / five lanes with bike lanes with bike lanes and new traffic signal at Rock Creek Road
TBD	Tecumseh Road - Hollister to 24th Avenue NE	Reconstruction and widening from two to four lanes with bike lanes
R-1519-44	48th Avenue NW - Phase 2 - Rock Creek Road to Tecumseh Road	Reconstruction and widening from two to three lanes with bike lanes
R-1519-46	48th Avenue NW - Phase 4 - Franklin Road to Indian Hills Road	Reconstruction and widening from two to three lanes with bike lanes and new traffic signal at Franklin Road
R-1519-43	48th Avenue NW - Phase 1 - Robinson Street to Rock Creek Road	Reconstruction and widening from two to three lanes with bike lanes
R-1519-45	48th Avenue NW - Phase 3 - Tecumseh Road to Franklin Road	Reconstruction and widening from two to three lanes with bike lanes
TBD	Tecumseh Road Railroad Grade Separation	New underpass and acquisition of right-of-way for future commuter rail station
TBD	Main Street / Gray Street Two-Way Conversion	Traffic Signal Modifications, intersection widening, signage, striping and railroad crossing modifications
TBD	James Garner Avenue Special Corridor - Phase 2 - Acres Street to Duffy Street	Reconstruction and widening from two to three lanes with multi-modal path
TBD	Lindsey Street Special Corridor (Pickard Avenue to Jenkins Avenue)	Curb and gutter, drainage improvements, sidewalks, and roadway widening to add Bike lanes
TBD	Constitution Street - Jenkins Avenue to Classen Boulevard	Sidewalks
TBD	Traffic Management Center (TMC)	Control Center for monitoring of the transportation network (e.g., computers, software, furniture, etc.)
TBD	Rock Creek Road – Queenston Road / Bruckner Drive to 24 <sup>th</sup> Avenue NE	Reconstruction and widening from two to four / five lanes with bike lanes and multi-modal path



# Potential Projects Map





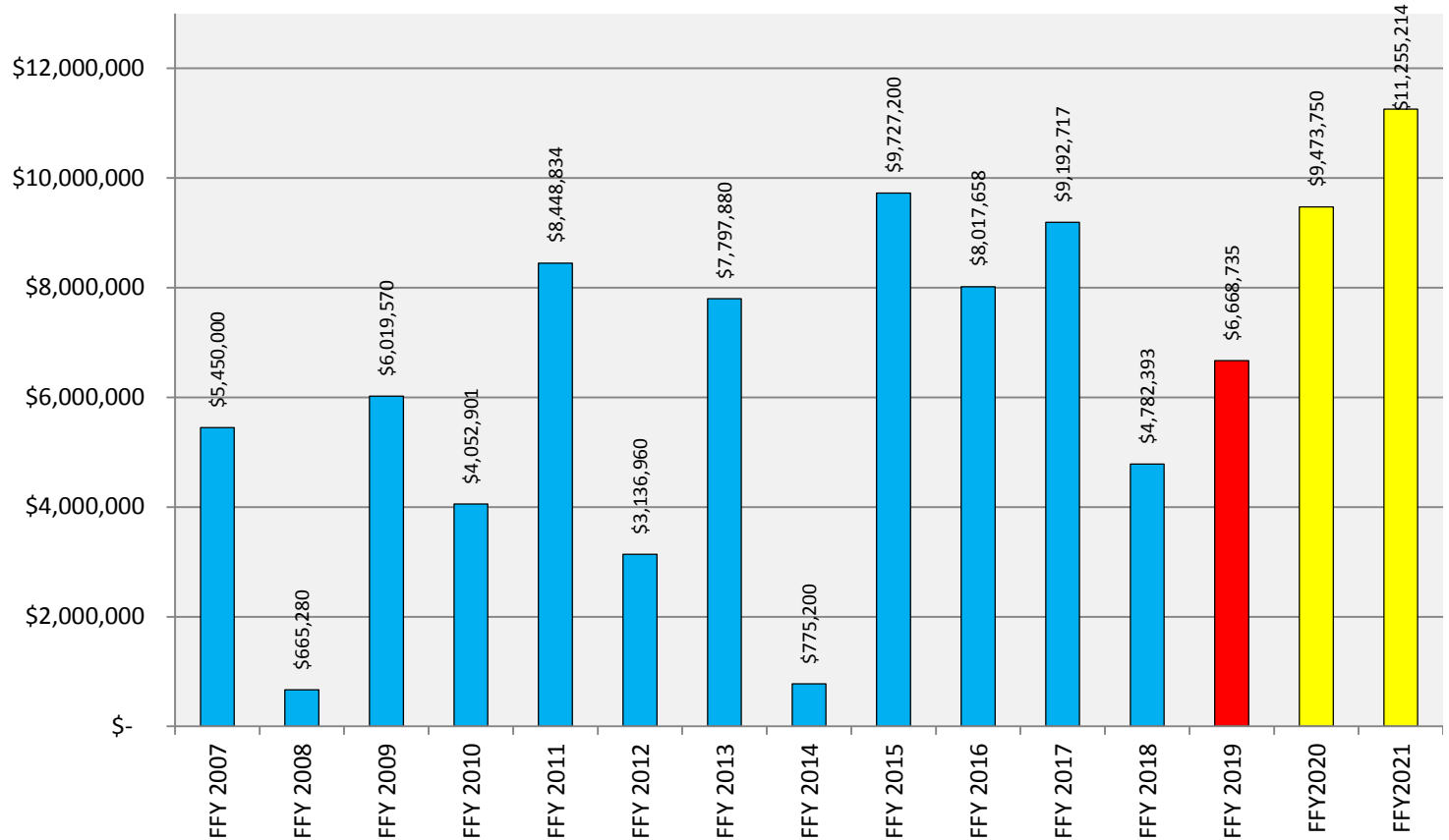
# Potential Project Costs

Resolution No.	Project Location	Construction Cost (Federal Share)	Total Cost	Bond Cost
TBD	Jenkins Avenue - Imhoff Road to Lindsey Street	\$6,272,000	\$9,140,000	\$2,868,000
R-1415-44	Porter Avenue and Acres Street (Porter Corridor)	\$2,060,800	\$3,536,000	\$1,475,200
R-1516-42	36th Avenue NW - North of Indian Hills Road to Moore City Limit	\$5,835,200	\$8,444,000	\$2,608,800
R-1516-49	Indian Hills Road - 48th Avenue NW to Interstate 35	\$7,974,803	\$12,458,504	\$4,483,701
R-1516-50	12th Avenue NW - Rock Creek Road to Tecumseh Road	\$5,673,741	\$8,622,176	\$2,948,435
R-1516-35	Tecumseh Road - 12th NE to Hollister	\$1,419,891	\$2,374,864	\$954,973
R-1415-40	Cedar Lane Road - East of 24th Avenue SE to 36th Avenue SE	\$8,139,914	\$11,704,892	\$3,564,978
R-1516-41	36th Avenue SE - Cedar Lane Road to State Highway 9	\$6,038,906	\$8,722,632	\$2,683,726
TBD	24th Avenue NE - Rock Creek Road to Tecumseh Road	\$6,272,000	\$9,240,000	\$2,968,000
TBD	Tecumseh Road - Hollister to 24th Avenue NE	\$5,376,000	\$7,920,000	\$2,544,000
R-1519-44	48th Avenue NW - Phase 2 - Rock Creek Road to Tecumseh Road	\$6,291,667	\$9,164,584	\$2,872,917
R-1519-46	48th Avenue NW - Phase 4 - Franklin Road to Indian Hills Road	\$6,482,694	\$9,428,368	\$2,945,674
R-1519-43	48th Avenue NW - Phase 1 - Robinson Street to Rock Creek Road	\$5,411,078	\$7,967,848	\$2,556,770
R-1519-45	48th Avenue NW - Phase 3 - Tecumseh Road to Franklin Road	\$4,800,454	\$7,135,568	\$2,335,114
TBD	Tecumseh Road Railroad Grade Separation	\$10,000,000	\$38,200,000	\$28,200,000
TBD	Main Street / Gray Street Two-Way Conversion	\$0	\$7,320,000	\$7,320,000
TBD	James Garner Avenue Special Corridor - Phase 2 - Acres Street to Duffy Street	\$4,800,000	\$6,000,000	\$1,200,000
TBD	Lindsey Street Special Corridor (Pickard Avenue to Jenkins Avenue)	\$1,792,000	\$2,490,000	\$698,000
TBD	Constitution Street - Jenkins Avenue to Classen Boulevard	\$1,600,000	\$750,000	\$400,000
TBD	Traffic Management Center (TMC)	\$3,000,000	\$3,300,000	\$300,000
TBD	Rock Creek Road – Queenston Road / Bruckner Drive to 24 <sup>th</sup> Avenue NE	\$3,200,000	\$4,000,000	\$800,000
	<b>Totals</b>	<b>\$102,441,148</b>	<b>\$177,919,436</b>	<b>76,728,288</b>

# Federal Funds (STBG-UZA) for Transportation - History




**\$95.46 Million**  
in 15 years  
or  
**\$6.34 Million**  
per year  
(2007-2021)






# Additional Project Considerations

## Special Corridors

- Definition (CTP)- Transportation corridors designed with complete streets principles and context sensitive solutions in mind. The following corridors, in particular, are identified for heightened attention to such special considerations. The corridors will require further study and collaboration with stakeholders to identify all relevant issues and develop a design concept for each corridor.
    - Lindsey Street - between Berry Road and Jenkins Avenue
    - **Porter Avenue - between Alameda Street and Robinson Street**
    - **Flood Avenue – between Main Street and Robinson Street**
    - **James Garner Avenue / Jenkins Avenue - between Boyd Street and Robinson Street**
    - Berry Road - between Imhoff Road and Robinson Street
  - James Garner Avenue connection to Flood Avenue will have significant impacts on three of the special corridors. Need to wait until the project is complete to reassess impacts on the design concept of these three corridors and the two-way conversion of Main Street and Gray Street in the Downtown area.
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# Potential Project List - Highlights

- Current Number of Projects - 21
  - Total Cost - \$178 Million
  - Assumes federal funding participation for eligible projects - \$102 Million (15 years)
  - Bond Contribution - \$76.7 Million
  - Considers City's Comprehensive Transportation Plan recommendations, ACOG Regional Plan priorities, and current and future development activity
  - Top Priority – Jenkins Avenue, between Constitution Street and Lindsey Street
  - Largest project – Tecumseh Road Railroad Underpass and acquisition of land for future commuter rail station
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# Next Steps - Before Bond Election

- Establish Bond Issue Schedule
  - Finalize project list
  - Establish Local / Federal Funding Mix
  - Approve contract with Engineering Firm to develop detailed project scoping and cost estimates
  - Develop Strategy for Public Input / Community Dialogue
- 



# Next Steps - After Bond Election

- Add staff
  - Two New Capital Project Engineers
  - Contract with Engineering Firm for Program Management (e.g., Norman Forward Model)

